



## CHICAGO DEPARTMENT OF TRANSPORTATION INFORMATION SHEET FOR PRESIDENT-ELECT OBAMA'S TRANSPORTATION TRANSITION TEAM

### Reauthorization of SAFETEA-LU

- Significantly Increase Funding in the Highway Trust Fund
  - Eliminate the obligation ceiling and rescissions to facilitate more accurate planning and financial forecasting.
- Fix-It-First
  - Improve the current transportation system's infrastructure and operations.
- Direct Funding to Cities
  - Cities should be able to opt into a direct funding relationship with the FHWA.
- Develop Transportation Policies and Funding Strategies that Promote Compact Land Use Development and Infill
- Develop a National Freight Planning and Funding Program
- Continue and Increase Funding for the Projects of National and Regional Significance Program

### CREATE

- One-third of our nation's rail and truck cargo moves to, from or through the Chicago region.
- The CREATE Program could begin or complete construction on \$667 million worth of projects in 2009-2010.
- Job Benefits: A \$667 million investment in CREATE would support 15,232 transportation jobs
- When multiplier effects are included, Chicago's freight rail network is associated with approximately 5 million jobs nationwide, \$782 billion in output and \$217 billion in wages annually.
- CREATE implementation means
  - 17,000 jobs sustained and \$2 billion in annual economic production within two decades
  - Annual savings of \$40 million in inventory costs for businesses
  - Reduced delay & congestion of railroad operations
  - Improved reliability of regional Amtrak services
  - Improved air quality and reduces fuel consumption (from idling/waiting trains)
  - Improved safety.
- Viaducts
  - While viaduct improvement is a component of the CREATE Program, the issue of unsafe and unsightly viaducts goes beyond CREATE and is an issue for cities across the U.S.
  - Funding is needed to address this issue as it is a rising maintenance cost to older urban areas throughout the country.





### **Funding and Project Delivery**

- Federal funds to Illinois including funding secured by municipalities and other entities within Illinois, are merged with State funds to create an annual State Capital Program. The State DOT and the Governor's Office have artificially capped funding to the Chicagoland area at 45% of the State Capital Program regardless of the amount of Federal funds secured by individual municipalities. The effectiveness of any Federal funding programs designed to focus on urban areas would be diminished, if not eliminated, by this informal agreement.
  - Direct funding to cities would address this situation.
- The requirement of non-Federal match has hindered project delivery. To promote project implementation, economic stimulus money should be 100% Federal funding.
- The State project approval process has also slowed project delivery as cities must receive State approval for each phase of a project's development before proceeding to the next phase.
  - The ability of cities to self certify projects and the requirement of a post project audit would speed project delivery thereby lowering cost while still providing the State the right and ability to audit projects for any problems.
- Rescissions
  - USDOT has rescinded approximately \$500 million from the State of Illinois since 2002.
    - About \$150 million of this has been taken from the CMAQ, STP and Enhancement programs – programs that are heavily relied upon by municipalities in urban areas.
    - SAFETEA-LU has a built in rescission of \$8.7 billion to take effect upon the Act's expiration.
  - The practice of rescissions should be eliminated. Other funding sources should be developed when national priorities so dictate the need.
    - As the motor fuel tax is essentially a user-fee, funds collected for the Highway Trust Fund should be exclusively reserved for improvements to the nation's transportation system.

