



CITY OF CHICAGO

CHICAGO DEPARTMENT OF TRANSPORTATION

MEMORANDUM

To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 11, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-01

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Alderman Ervin asked for a breakdown of the reductions in the Vehicle Tax Fund.

Vehicle Tax Fund Non-Personnel Significant Reductions:

0140-Professional & Technical Services	\$546,689
0144-Engineering and Architecture	\$51,063
0157-Rental Equipment and Services	\$15,512
0159-Lease Purchase of Equipment	\$21,100
0446-Purchase-Data Hardware	\$40,600
9481-Reimbursement -DSS	\$35,000
Total Non-Personnel Reductions	\$709,964

As always, please let me know if you have any further questions.



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To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations
From: Thomas Carney
Commissioner
Department of Transportation
CC: Kennedy Bartley
Chief External Affairs Officer, Mayor's Office
Date: December 11, 2024
Re: Request for Information from Annual Appropriation Committee Hearing
ID#: 84-02

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2024 budget.

Alderman La Spata asked for the response time for ADA tile repair going from complaint to repair.

Please see information below.

Salesforce CHI311 data

Table with 2 columns: WO Type Code Name, Sidewalk Program/Planer or Patch (includes ADA tile repair). Rows include: Completed this year (416), SLA (365 days), Average Repair Time (From Date of Request) (29.77), Median Repair Time (From Date of Request) (11.71).

As always, please let me know if you have any further questions.



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Chief External Affairs Officer
Mayor's Office

Date: December 11, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-03

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Alderman La Spata asked for average days for completion of sidewalk inspection and sidewalk repair.

Please see the information below.

Salesforce CHI311 data

WO Type Code Name	Sidewalk Inspection Request
Completed this year	1428
SLA	180 days
Average Wait Time Until Repair (From Request Date)	103.03
Median Wait Time Until Repair (From Request Date)	94.56

Salesforce CHI311 data

WO Type Code Name	Sidewalk Program/Planer or Patch (includes ADA tile repair)	Sidewalk Repair Program	Sidewalk Vaulted Program
Completed this year	416	1916	37
SLA	365 days	365 days	365 days
Average Age (This Year)	29.77	64.87	38.35
Median Age	11.71	48.11	24.91

Data provided by CDOT Division of Engineering

Note: Currently a 'private' code used for internal tracking.

WO Type Code Name	Shared Cost Sidewalk Program Request
Requests Received	1951
Payments Received	996
Construction completed this year	859
Average Age (This Year)	243.17

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Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor’s Office

Date: December 11, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-04

The following information is provided in response to questions posed at our department’s hearing on December 2, 2024, to discuss the proposed 2025 budget.

Alderwoman Mitts asked for a list of contractors, including demographics breakdown.

Please see this information below.

2024 Vendor List	MBE/WBE	Ethnicity
A EPSTEIN & SONS INT'L INC.	N/A	
Accurate Group, Inc.	MBE	Asian
AECOM TECHNICAL SERVICES INC	N/A	
Alfred Benesch And Co.	N/A	
APEX CONSULTING ENGINEERS LLC	MBE	African American
APS CONSULTING, INC	MBE	Asian
BOWMAN CONSULTING GROUP, LTD.	N/A	
Burns & McDonnell Engineering Co. Inc.	N/A	
Cambridge Systematics Inc	N/A	
CDM SMITH INC.	N/A	
Chicago Bridge Inspection Team (CBIT)	N/A	
Christopher B. Burke Engineering, LTD.	N/A	
Ciorba Group, In	N/A	
CIVILTECH ENGINEERING INC	N/A	

2024 Vendor List	MBE/WBE	Ethnicity
CNECT, LLC	N/A	
COLLINS ENGINEERS INC	N/A	
COTTER CONSULTING	WBE	Caucasian
D B STERLIN CONSULTANTS	MBE	African American
Delcan Corporation	N/A	
DELTA ENGINEERING GROUP LLC	MBE	Asian
DLZ Illinois, Inc.	N/A	
EJM ENGINEERING INC.	N/A	
Engineering Services Group, Inc	MBE	Asian
Environmental Design Int'l	MBE	African American
EXP US SERVICES, INC.	N/A	
Globetrotters Engineering Corp	MBE	Asian
GSG CONSULTANTS, INC.	MBE	Hispanic
H W LOCHNER INC	N/A	
Hardesty & Hanover, LLC	N/A	
HBK ENGINEERING LLC	N/A	
HNTB Corporation	N/A	
INFRASTRUCTURE ENGINEERING INC	MBE	African American
Jacobs Engineering Group, INC.	N/A	
KNIGHT E/A, INC	N/A	
Milhouse Engineering & Construction INC	MBE	African American
Moore Landscapes, Inc.	N/A	
Omega & Associates INC.	N/A	
PARSONS CONSTRUCTION GROUP INC	N/A	
Parsons Transportation Group 1	N/A	
Patrick Engineering INC	N/A	
PERALTE-CLARK, LLC	MBE	African American
PERKINS & WILL GROUP INC	N/A	
PRIMERA ENGINEERS, LTD.	WBE	Caucasian
RUBINOS & MESIA ENGINEERS INC.	MBE	Asian
SAM SCHWARTZ ENGINEERING (f/k/a Metro / PO 18652)	N/A	
Singh + Associates, Inc.	MBE	Asian
SPAAN TECH, INC	MBE	Asian
Stanley Consultants	N/A	
STV INCORPORATED	N/A	
T Y Lin Int'l Great Lakes, Inc	N/A	
Terra Engineering	WBE	Caucasian
THE RODERICK GROUP INC DBA ARDMORE RODERICK	MBE	African American

2024 Vendor List	MBE/WBE	Ethnicity
TRANSYSTEMS CORPORATION	N/A	
Upland Design, LTD.	WBE	Caucasian
WIGHT & COMPANY	N/A	
WSP USA INC. (fka Parsons)	N/A	

Contractors	MBE/WBE	Ethnicity
Aldridge Electric Inc	N/A	
Ameresco, Inc.	N/A	
Arrow Road Construction Company	N/A	
Ashlaur Construction Jv	MBE	African American
Bigane Paving Company	N/A	
Capitol Cement Co Inc	N/A	
City Lights, Ltd.	MBE	Hispanic
Csi 3000 Construction Jv Llc	MBE	Hispanic
Fh Paschen Sn Nielsen & Associates Llc	N/A	
G & V Construction Co Inc	WBE	Caucasian
Granite Construction Co.	N/A	
John Burns Construction Co	N/A	
Mat Construction	N/A	
Mq Sewer & Water Contractors	N/A	
Pan-Oceanic Engineering Co Inc	MBE	Asian
Rausch Infrastructure Llc	N/A	
S&J Construction Co Inc & Kapo Construction Inc Jv	N/A	
Seven D Construction Company	MBE	Hispanic
Sumit Construction Co., Inc.	MBE	Hispanic
United Enterprise	MBE	Hispanic

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Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs
Officer Mayor's Office

Date: December 11, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-05

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Alderwoman Harris asked for a breakdown of the CDOT reductions to the Corporate Fund by appropriation.

Corporate Funds Non-Personnel Significant Reductions:

0140-Professional & Technical Services	\$794,674
0144-Engineering and Architecture	\$37,670
0149-Software Maintenance and Licensing	\$103,139
0159-Lease Purchase of Equipment	\$45,170
0162-Repair/Maintenance Equipment	\$360,948
0440-Machinery & Equipment	\$25,000
0446-Purchase-Data Hardware	\$5,528
Total Non-Personnel Reductions	\$1,372,129

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Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 11, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-06

The following information is provided in response to questions posed at CDOT's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Alderwoman Dowell asked for a list of the twenty libraries under consideration as part of the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure grant award that CDOT received in September 2024.

Please find the twenty listed below in alphabetical order:

1. Altgeld 955 E. 131st Street
2. Archer Heights 5055 S. Archer Ave.
3. Austin-Irving 6100 W. Irving Park Rd.
4. Budlong Woods 5630 N. Lincoln Ave.
5. Chicago Bee 3647 S. State St.
6. Greater Grand Crossing 1000 E. 73rd St
7. Hegewisch 3048 E. 130th St.
8. Humboldt Park 1605 N. Troy St.
9. Legler Regional 115 S. Pulaski Rd.
10. North Austin 5724 W. North Ave.
11. Northtown 6800 N. Western Ave.
12. Thurgood Marshall 7506 S. Racine Ave.
13. Toman 2708 S. Pulaski Rd.
14. Uptown 929 W. Buena Ave.
15. West Lawn 4020 W. 63rd St
16. West Pullman 830 W. 119th St.

17. West Town 1625 W. Chicago Ave.
18. Whitney M. Young, Jr. 415 East 79th St.
19. Woodson Regional 9525 S. Halsted St.
20. Wrightwood-Ashburn. 8530 S. Kedzie Ave

Library locations may change pending community engagement for each location, site construction costs, and the required National Environmental Policy Act review. We are also actively working to secure an executed grant agreement with FHWA by mid-January.

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Chief External Affairs Officer
Mayor’s Office

Date: December 11, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-07

The following information is provided in response to questions posed at our department’s hearing on December 2, 2024, to discuss the proposed 2025 budget.

Alderswoman Dowell and Alderman Villegas asked for a listing what projects are covered by the \$700M in grants and where the grants are coming from (federal, state, local, etc.).

The following table provides the requested information:

Grant Program Project Name	2025 Anticipated Grant Amount
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Advanced Transportation Congestion Mgmt Technologies Deployment	Federal
Chicago Centralized Transit Signal Priority (TSP) Project	\$3,990,000
Total	\$3,990,000

Advanced Transportation Technology and Innovation Program (ATTAIN)	Federal
Chicago Central Signal System with Evacuation and Incident Response	\$6,780,840
Total	\$6,780,840

Bridge Investment Program	Federal
92nd St (Ewing) Bridge over Calumet River	\$71,000,000

95th St. Bridge over Calumet River	\$72,000,000
Total	\$143,000,000

CDOT - Private Grants	Local
Oak Park for Arterial St Resurfacing #100 (Central)	\$263,738
RR Agreement for CREATE: GS9 - Archer at Kenton	\$3,300,000
TBD	\$436,262
Total	\$4,000,000

Charging and Fueling Infrastructure Grant	Federal
Charge Up Chicago!	\$15,000,000
Total	\$15,000,000

Chicago Park District Infrastructure Improvements	Local
Morgan Shoal	\$6,000,000
Total	\$6,000,000

Chicago Transit Authority Infrastructure Improvements	Local
TBD	\$28,000,000
Total	\$28,000,000

Community Project Funding	Federal
Cicero Ave.: Bridge over Sanitary and Ship Canal (39th St. to I-55)	\$2,000,000
79th/Stony/South Chicago PEL Study	\$1,000,000
Total	\$3,000,000

Congestion Mitigation and Air Quality (CMAQ)	Federal
Columbia Bridge over Jackson Park Lagoon	\$578,000
Pedway Wayfinding	\$4,766,583
Streets for Cycling - VIII	\$4,000,000
Streets for Cycling	\$15,555,000
Drive Electric Chicago	\$15,507,000
TBD	\$9,593,417
Total	\$50,000,000

Cook County Highway Program	Local
Commissioner District Initiatives	\$10,500,000
Strategic Transportation Initiatives	\$10,500,000
TBD	\$9,000,000
Total	\$9,000,000

DCEO	State
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Ogden Ave: Pulaski to Western	\$5,000,000
infrastructure improvements in the 20th Ward	\$25,000
infrastructure improvements in the 8th Ward	\$25,000
road improvements in the 50th Ward	\$25,558
infrastructure improvements for the Dunning Neighborhood in the 38th Ward	\$35,000
ADA ramp installation on N. Michigan Avenue	\$50,000
road improvements to the 40th Ward	\$50,000
road improvements in the 39th Ward	\$50,000
purchase and installation of street lighting within the 13th Ward	\$50,000
purchase and installation of street lighting within the 14th Ward.	\$50,000
infrastructure improvements within the 17th Ward.	\$50,000
infrastructure improvements within the 21st Ward	\$50,000
capital improvements for a pedestrian traffic island at 59th Street and Cottage Grove Avenue	\$60,000
pedestrian traffic island at 38th Street and Cottage Grove Avenue	\$60,000
renovation of viaducts at 79th Street and 5th Street	\$67,705
clean up of the Eagle Monument, new lighting, and other upgrades in Logan 18 Square	\$75,000
roadway improvements on California Avenue and Diversey Avenue	\$75,000
street resurfacing on Kilbourn Street, from Elston Avenue to Foster Avenue in the 39th Ward	\$100,000
Keating Street, from Peterson Avenue to Glen Lake Avenue in the 39th Ward	\$100,000
street resurfacing on Carmen Street from Kolmar Street to Pulaski Road in the 39th Ward	\$100,000
street resurfacing on Argyle Street from Tripp Avenue to Kostner Avenue in the 39th Ward	\$100,000
capital improvements for the Mayfair bike path in the 39th Ward	\$100,000
infrastructure improvements in the 6th Ward	\$100,000
infrastructure improvements in the 16th Ward	\$100,000
replacement of trees and utility work in the 38th ward	\$100,000
Logan Square Boulevard Renovation	\$100,000
resurfacing of roads within the 23rd Ward	\$100,000
street lighting and infrastructure improvements in the 15th Ward	\$100,000
infrastructure and other capital improvements in the 7th ward	\$100,000
infrastructure and other capital improvements in the 3rd ward	\$100,000
infrastructure improvements in the 20th Ward	\$100,000
alley improvements in the 15th Ward	\$100,000
tree planting in 38th ward	\$100,000
sidewalks and lighting in the 6th Ward	\$112,500
traffic light installation in the 9th Ward	\$125,000

DCEO	State
infrastructure improvements to sidewalks within the 9th Ward	\$125,000
infrastructure improvements in the 23rd Ward.	\$135,000
Capital improvements in the 6th ward	\$150,000
alley repairs in the 38th Ward	\$150,000
infrastructure improvements in the 18th Ward.	\$150,000
installation of streetlights within the 9th Ward	\$150,000
repairs to the viaduct at Lake Shore Drive and Lawrence Avenue	\$150,000
infrastructure improvements in the 42nd Ward	\$150,000
capital improvements in the 21st ward	\$150,000
capital improvements in the 21st ward	\$150,000
left turn signal at California and Diversey in the 32nd ward	\$150,000
costs associated with alley resurfacing in the 45th Ward	\$150,000
Capital improvements in the 6th ward	\$150,000
capital improvements in the 21st ward	\$150,000
street repairs in the 25th ward	\$150,000
street resurfacing and other capital improvements in the 39th Ward	\$156,000
street resurfacing and other capital improvements in the 29th Ward.	\$156,000
street repaving	\$200,000
infrastructure improvements in the 19th ward	\$200,000
infrastructure improvements in the 18th ward	\$200,000
capital improvements in the 24th ward.	\$200,000
infrastructure improvements in the 16th ward	\$200,000
capital improvements in the 19th Ward	\$210,840
resurfacing of E. Ontario Street from N. Michigan Avenue to N. Lake Shore Drive	\$250,000
infrastructure improvements within the 7th Ward	\$250,000
infrastructure improvements within the 9th Ward	\$250,000
infrastructure improvements within the 10th Ward	\$250,000
viaduct repairs in the 49th Ward	\$250,000
purchase and installation of street lighting within the 23rd Ward	\$250,000
street resurfacing in the 39th ward at, 4900, 5000, and 5100 North Kenneth Avenue.	\$250,000
street resurfacing in the 39th Ward at, 4400, 4500, and 4600 North Lowell Avenue.	\$250,000
infrastructure improvements in the 3rd district	\$250,000
capital improvements in the 9th Ward	\$300,000
costs associated with roadway improvements to Lake Shore Drive	\$300,000
repaving of Lake Shore Drive from E. North Water Street to E. Illinois Street	\$300,000
Street lighting and infrastructure improvements in the 16th Ward	\$300,000
repaving of roadways and alleys in 22nd ward	\$300,000

capital improvements in the 14th Ward	\$300,000
DCEO	State
infrastructure improvements in the 20th ward.	\$312,000
capital improvements in the 23rd ward	\$350,000
installation of new stop light systems located at Devon and Greenview, Peterson and Ravenswood, and Foster and Albany	\$400,000
repaving streets within the 35th House District	\$400,000
road resurfacing in the 8th Ward	\$400,000
infrastructure improvements on Bryn Mawr Avenue	\$400,000
infrastructure and other capital improvements in the 5th ward	\$400,000
infrastructure and other capital improvements In the 10th ward	\$400,000
costs associated with the capital improvements in Belmont Cragin	\$450,000
costs associated with capital improvements in the 13th ward	\$500,000
roadway improvements in the 17th Ward.	\$500,000
infrastructure improvements within the 8th Ward	\$500,000
resurfacing Sheridan road in the 48th Ward.	\$500,000
costs associated with Street Repairs	\$500,000
costs associated with capital improvements in the 13th ward	\$500,000
street resurfacing in the 39th Ward	\$500,000
capital improvements in the 6th ward	\$500,000
street resurfacing in the 38th Ward	\$512,000
street resurfacing in the 45th Ward	\$512,000
street lighting and infrastructure improvements along Paulina Street in the 12th Ward.	\$600,000
street resurfacing and other capital improvements in the 41st Ward.	\$622,077
capital improvements in the 13th ward.	\$650,000
repair and replacement of public sidewalks on Western Avenue in the 19th Ward	\$700,000
capital improvements in the 34th Ward	\$749,160
capital improvements in the 28th Ward	\$1,000,000
capital improvements in the 37th Ward	\$1,000,000
street improvements, lighting and curb improvements within the 6th Ward	\$1,000,000
street improvements, lighting and curb improvements within the 8th Ward	\$1,000,000
renovation of the King Drive median from 26th Street to 37th Street	\$1,080,000
shoreline restoration from 43rd Street to Division Street	\$2,000,000
street resurfacing and other infrastructure projects in Belmont Cragin and Logan Square.	\$5,000,000
costs associated with the shoreline restoration from 67th to 73rd Place.	\$5,000,000
North Ave Streetscape and Business Development	\$27,400,000
Lake Shore Drive Shoreline Protection Program	\$48,559,160

Total	\$120,315,000
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Diesel Emissions Reduction Act (DERA)	Federal
Chicago Battery Electric Bucket Truck Replacement Project	\$3,825,000
Total	\$3,825,000

Hazard Mitigation Grant Program	Federal
Morgan Shoal	\$500,000
Total	\$500,000

IDOT Transportation Funds	State
CREATE: GS9 - Archer at Kenton	\$35,400,000
100th St Bridge over Calumet River	\$43,000,000
Canal St. Viaduct: Taylor to Harrison	\$28,000,000
Cicero Ave.: Bridge over Sanitary and Ship Canal (39th St. to I-55)	\$9,200,000
Pin & Link #3	\$3,400,000
Signal Controller Modernization #1	\$1,000,000
Total	\$120,000,000

Illinois Competitive Freight Program	Federal
Cicero Ave.: Bridge over Sanitary and Ship Canal (39th St. to I-55)	\$18,800,000
Total	\$18,800,000

Illinois Transportation Enhancement Program	Federal
Columbia Bridge over Jackson Park Lagoon	\$2,304,000
Total	\$2,304,000

Infrastructure Improvement Grants - COVID	Federal
TBD	\$9,000,000
Total	\$9,000,000

National Coastal Resilience Fund	Federal
Morgan Shoal	\$730,400
Total	\$730,400

National Priority Safety Program	Federal
SAFE Ambassadors	\$1,500,000
Total	\$1,500,000

Nationally Significant Multimodal Freight & Highways Projects (INFRA)	Federal
CREATE: GS9 - Archer at Kenton	\$19,138,000

Total	\$19,138,000
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REBUILD Illinois	State
Canal: Taylor to Harrison	\$14,000,000
Total	\$14,000,000

Safe Streets and Roads for All (SS4A)	Federal
Ogden Ave: Pulaski to Western	\$20,927,748
Total	\$20,927,748

State Planning and Research	Federal
CREATE Support Services	\$400,000
Railroad Related Support Services	\$400,000
Emerging Topics Support Services	\$200,000
TBD	\$600,000
Total	\$1,600,000

Surface Transportation Program	Federal
106th St. Bridge over Calumet River	\$18,350,000
Arterial St Resurfacing #100 (Central)	\$14,000,000
Arterial St Resurfacing #101 (South)	\$14,000,000
Arterial St Resurfacing #102 (Far South)	\$14,000,000
Arterial St Resurfacing #99 (North)	\$14,000,000
Canal St. Viaduct: Taylor to Harrison	\$28,000,000
CREATE: GS9 - Archer at Kenton	\$7,850,000
Signal Controller Modernization #1	\$4,000,000
Grand Avenue: Ogden to Jefferson	\$9,800,000
Total	\$124,000,000

Transportation Alternatives Program	Federal
Columbia Bridge over Jackson Park Lagoon	\$5,098,000
Englewood Trail: 59th Street from Hoyne to Wallace	\$42,300,000
Total	\$47,398,000

Transportation Planning	Federal
TBD	\$740,000
Total	\$740,000

Unified Work Program	Federal
UWP Core - FFY 25	\$960,000

TBD	\$540,000
Total	\$1,500,000

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MEMORANDUM

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Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 11, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-08

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Alderman Dowell asked for the number of staff dedicated to CDOT's Quality Assurance/Quality Control (QA/QC) section.

In QA/QC, there are eight (8) full-time City staff members. At seasonal peak, 12 additional consultant asphalt inspectors are dedicated to QA/QC.

As always, please let me know if you have any further questions.



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To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 12, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-09

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Alderman Reilly asked for the aggregated amount of all non-union salary increases in FY25 and their pay schedule.

During 2025 the total amount of the increase for the eligible 78 non-union employees is \$252,117.

These salaries are on schedules: BX13, BX16, BX17, BX18, BX20, BX21, BX22, GY8, GY10, GY12, PX2, PX3, X33, X41, X42, X43.

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Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 11, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-10

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Alderman Quinn asked how many employees are eligible for retirement in the upcoming fiscal year in DEO.

There are a total of 19 employees eligible for retirement in the upcoming fiscal year in DEO: (5) Foremen of Linemen; (1) Foreman of Traffic Signal Repairmen; (2) General Foremen of Linemen; (6) Linemen; (4) Street Light Repair Workers; and (1) Traffic Signal Repairman.

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MEMORANDUM

To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 12, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-11

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Alderman O'Shea asked for Speed cameras revenue in 2023 and list of cameras by ward and locations.

6-10 MPH over speed limit (\$35) violations issued in 2023: 1,332,319. Dollar value of the violations \$46,631,165

11+ MPH over speed limit (\$100) violations issued in 2023: 230,036. Dollar value of these violations: \$23,003,600

Dollar value of total violations issued: **\$69,634,765**

Note that only 70% to 80% of the violations issued are paid. However, in a given year, the City collects payments from previous years which may also include late payment fees. Because, of the Clear Path [Debt] Relief Program, in 2023, the City collected more than the usual rate of payments from the previous years.

List of Speed Cameras by Ward:

Speed Cameras

Total No. of Cameras	162	
Total No of School Zone Cameras	73	
Total No of Park Zone Cameras	89	
Total No of Safety Zones	85	
Total No of School Zones	33	
Total No of Park Zones	52	
Ward Number		
Count		
Note		
Ward 1	7	2 within; 5 on border
Ward 2	2	1 within; 1 on border
Ward 3	0	
Ward 4	2	2 within; 5 on border
Ward 5	3	2 within; 1 on border
Ward 6	6	1 within; 5 on border
Ward 7	1	1 on border
Ward 8	3	2 within; 1 on border
Ward 9	3	1 within; 2 on border
Ward 10	4	4 within
Ward 11	3	3 within
Ward 12	1	1 within
Ward 13	1	1 on border
Ward 14	10	8 within; 2 on border
Ward 15	6	4 within; 2 on border
Ward 16	2	2 on border
Ward 17	7	4 within; 3 on border
Ward 18	11	10 within; 1 on border
Ward 19	5	3 within; 2 on border
Ward 20	6	4 within; 2 on border
Ward 21	2	2 on border
Ward 22	0	
Ward 23	3	2 within; 1 on border
Ward 24	6	4 within; 2 on border
Ward 25	2	2 on border
Ward 26	7	4 within; 3 on border
Ward 27	3	1 within; 2 on border
Ward 28	8	4 within; 4 on border
Ward 29	3	3 within
Ward 30	10	2 within; 8 on border
Ward 31	5	1 within; 4 on border
Ward 32	9	7 within; 2 on border

Ward	33	4	4 on border
Ward	34	0	
Ward	35	6	6 on border
Ward	36	10	10 on border
Ward	37	4	3 within; 1 on border
Ward	38	8	5 within; 3 on border
Ward	39	8	5 within; 3 on border
Ward	40	3	3 on border
Ward	41	2	2 within
Ward	42	5	4 within; 1 on border
Ward	43	1	1 within
Ward	44	1	1 on border
Ward	45	5	4 within; 1 on border
Ward	46	3	2 within; 1 on border
Ward	47	7	5 within; 2 on border
Ward	48	1	1 within
Ward	49	0	
Ward	50	2	2 on border

There are four (4) wards with no cameras: Wards 3, 22, 34, 49

Some cameras enforcing both directions of traffic on ward boundaries may be enforcing speed on opposite side of the street which may be in another ward by jurisdiction. Hence the camera count by ward exceeds the total number of speed cameras available (162).

As always, please let me know if you have any further questions.



CITY OF CHICAGO

CHICAGO DEPARTMENT OF TRANSPORTATION

MEMORANDUM

To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor’s Office

Date: December 12, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-12

The following information is provided in response to questions posed at our department’s hearing on December 2, 2024, to discuss the proposed 2025 budget.

Alderwoman Lee asked for the mileage of roads paved by Ward.

Please see a breakdown of the mileage of roads paved by ward below.

Ward	Miles
1	1.33
2	0.66
3	7.27
4	6.46
5	9.96
6	1.22
7	5.79
8	4.89
9	4.79
10	4.33
11	3.86
12	1.71
13	4.45
14	3.40

Ward	Miles
26	0.95
27	9.36
28	8.87
29	0.90
30	0.53
31	1.23
32	4.22
33	0.56
34	2.80
35	0.73
36	0.94
37	0.00
38	1.55
39	4.56

Ward	Miles
15	5.69
16	9.17
17	4.24
18	4.70
19	2.70
20	10.30
21	6.15
22	2.17
23	4.17
24	3.20
25	1.36

Ward	Miles
40	3.79
41	3.50
42	2.33
43	4.28
44	3.80
45	4.31
46	3.95
47	4.92
48	3.29
49	4.29
50	1.92

As always, please let me know if you have any further questions.



CITY OF CHICAGO

CHICAGO DEPARTMENT OF TRANSPORTATION

MEMORANDUM

To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor’s Office

Date: December 12, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-13

The following information is provided in response to questions posed at our department’s hearing on December 2, 2024, to discuss the proposed 2025 budget.

Aldersperson Lee asked for number of menu projects that have been deferred by wards?

The following is a list of Menu projects by Ward that were authorized during 2024 and will be carried over to 2025.

Ward 1	6
ADA - Street Resurfacing Menu (2024)	1
Alley Apron Menu (2024)	1
Sidewalk Menu (2024)	2
Street Resurfacing Menu (2024)	1
Street Speed Hump Menu (2024)	1
Ward 2	8
Alley Resurfacing Menu (2024)	4
Sidewalk Menu (2024)	3
Street Resurfacing Menu (2024)	1
Ward 3	19
ADA - Alley Resurfacing Menu (2024)	5
Alley Resurfacing Menu (2024)	7
Alley Speed Hump Replacement (2024)	1

Arterial Street Bump Outs Menu (2024)	1
Street Bump Outs Menu (2024)	1
Street Resurfacing Menu (2024)	2
Street Speed Hump Replacement (2024)	1
Street Traffic Circle Menu (2024)	1
Ward 4	6
ADA - Street Resurfacing Menu (2024)	1
Alley Resurfacing Menu (2024)	1
Alley Speed Hump Replacement (2024)	1
Pavement Markings Menu (2024)	1
Street Resurfacing Menu (2024)	1
Street Speed Hump Replacement (2024)	1
Ward 5	4
ADA - Alley Resurfacing Menu (2024)	1
Alley Resurfacing Menu (2024)	3
Ward 6	14
ADA - Street Resurfacing Menu (2024)	2
Bus Pad (2024)	1
Collector Street - Miscellaneous Concrete (2024)	1
Collector Street - Street Resurfacing (2024)	2
Curb & Gutter Menu (2024)	1
Street Bump Outs Menu (2024)	1
Street Cul-de-Sac Menu (2024)	1
Street Resurfacing Menu (2024)	3
Street Speed Hump Menu (2024)	2
Ward 7	9
ADA - Street Resurfacing Menu (2024)	1
Alley Resurfacing Menu (2024)	1
Alley Speed Hump Menu (2024)	1
Street Resurfacing Menu (2024)	5
Street Speed Hump Replacement (2024)	1
Ward 8	8
Bus Pad (2024)	1
Street Resurfacing Menu (2024)	4
Street Speed Hump Menu (2024)	2
Street Speed Hump Replacement (2024)	1
Ward 9	6
Alley Resurfacing Menu (2024)	1
Alley Speed Hump Replacement (2024)	1
Street Resurfacing Menu (2024)	3

Street Speed Hump Replacement (2024)	1
Ward 10	1
Street Speed Hump Menu (2024)	1
Ward 11	18
ADA - Alley Resurfacing Menu (2024)	1
Alley Resurfacing Menu (2024)	10
Alley Speed Hump Replacement (2024)	4
Street Resurfacing Menu (2024)	2
Street Speed Hump Menu (2024)	1
Ward 12	16
ADA - Alley Resurfacing Menu (2024)	1
Alley Resurfacing Menu (2024)	5
Alley Speed Hump Replacement (2024)	1
In-Road "State Law Stop For Pedestrians" Sign Menu (2024)	1
Street Resurfacing Menu (2024)	6
Street Speed Hump Replacement (2024)	2
Ward 14	16
Alley Resurfacing Menu (2024)	3
Alley Speed Hump Replacement (2024)	3
Street Resurfacing Menu (2024)	6
Street Speed Hump Menu (2024)	1
Street Speed Hump Replacement (2024)	3
Ward 15	12
Alley Resurfacing Menu (2024)	4
Alley Speed Hump Replacement (2024)	3
Street Resurfacing Menu (2024)	1
Street Speed Hump Menu (2024)	3
Street Speed Hump Replacement (2024)	1
Ward 16	16
ADA - Alley Resurfacing Menu (2024)	4
Alley Resurfacing Menu (2024)	7
Alley Speed Hump Replacement (2024)	3
Street Resurfacing Menu (2024)	1
Viaduct Improvement Menu (2024)	1
Ward 17	5
ADA - Alley Resurfacing Menu (2024)	1
Alley Resurfacing Menu (2024)	1
Street Resurfacing Menu (2024)	1
Street Speed Hump Replacement (2024)	2

Ward 18	3
Alley Resurfacing Menu (2024)	1
Street Resurfacing Menu (2024)	1
Street Speed Hump Menu (2024)	1
Ward 19	1
Street Resurfacing Menu (2024)	1
Ward 20	13
ADA - Alley Resurfacing Menu (2024)	2
Alley Resurfacing Menu (2024)	3
Alley Speed Hump Menu (2024)	1
Street Resurfacing Menu (2024)	3
Street Speed Hump Menu (2024)	1
Street Speed Hump Replacement (2024)	3
Ward 21	8
Collector Street - Street Resurfacing (2024)	2
Concrete Alley Menu (2024)	1
Street Resurfacing Menu (2024)	2
Street Speed Hump Replacement (2024)	2
Viaduct Improvement Menu (2024)	1
Ward 22	16
ADA - Alley Resurfacing Menu (2024)	1
Alley Resurfacing Menu (2024)	1
Alley Speed Hump Menu (2024)	1
Alley Speed Hump Replacement (2024)	1
Arterial Street Bump Outs Menu (2024)	1
Bollard Menu (2024)	1
Street Resurfacing Menu (2024)	6
Street Speed Hump Menu (2024)	1
Street Speed Hump Replacement (2024)	3
Ward 23	2
Pavement Markings Menu (2024)	1
Street Resurfacing Menu (2024)	1
Ward 24	32
ADA - Alley Resurfacing Menu (2024)	4
Alley Resurfacing Menu (2024)	5
Alley Speed Hump Replacement (2024)	5
Pavement Markings Menu (2024)	1
Street Resurfacing Menu (2024)	11
Street Speed Hump Menu (2024)	1
Street Speed Hump Replacement (2024)	5

Ward 25	4
Alley Resurfacing Menu (2024)	1
Sidewalk Menu (2024)	1
Street Speed Hump Menu (2024)	1
Street Speed Hump Removal Menu (2024)	1
Ward 26	32
ADA - Alley Resurfacing Menu (2024)	3
Alley Resurfacing Menu (2024)	12
Alley Speed Hump Replacement (2024)	9
Concrete Alley Menu (2024)	2
Street Resurfacing Menu (2024)	1
Street Speed Hump Menu (2024)	4
Street Speed Hump Replacement (2024)	1
Ward 27	10
Alley Resurfacing Menu (2024)	1
Bus Pad (2024)	1
Pavement Markings Menu (2024)	1
Street Resurfacing Menu (2024)	5
Street Speed Hump Replacement (2024)	2
Ward 28	40
ADA - Alley Resurfacing Menu (2024)	1
Alley Resurfacing Menu (2024)	9
Alley Speed Hump Replacement (2024)	9
Bus Pad (2024)	1
Miscellaneous CDOT Projects (2024)	1
Pavement Markings Menu (2024)	2
Sidewalk Menu (2024)	3
Street Bump Outs Menu (2024)	1
Street Resurfacing Menu (2024)	7
Street Speed Hump Replacement (2024)	6
Ward 29	17
Alley Resurfacing Menu (2024)	6
Alley Speed Hump Replacement (2024)	3
Arterial Street Bump Outs Menu (2024)	1
Miscellaneous CDOT Projects (2024)	4
Pavement Markings Menu (2024)	1
Street Speed Hump Replacement (2024)	1
Viaduct Improvement Menu (2024)	1
Ward 30	11
Alley Resurfacing Menu (2024)	3

Alley Speed Hump Replacement (2024)	2
Miscellaneous CDOT Projects (2024)	3
Speed Indicator Signs (2024)	1
Street Bump Outs Menu (2024)	1
Street Resurfacing Menu (2024)	1
Ward 31	24
ADA - Alley Resurfacing Menu (2024)	1
Alley Resurfacing Menu (2024)	10
Alley Speed Hump Replacement (2024)	10
Bus Pad (2024)	1
Concrete Alley Menu (2024)	1
Street Resurfacing Menu (2024)	1
Ward 32	14
ADA - Alley Resurfacing Menu (2024)	1
ADA - Street Resurfacing Menu (2024)	1
Alley Apron Menu (2024)	1
Alley Resurfacing Menu (2024)	4
Alley Speed Hump Replacement (2024)	1
Street Resurfacing Menu (2024)	2
Street Speed Hump Menu (2024)	3
Street Speed Hump Replacement (2024)	1
Ward 33	3
Alley Resurfacing Menu (2024)	1
Alley Speed Hump Replacement (2024)	1
Street Speed Hump Menu (2024)	1
Ward 34	18
Alley Apron Menu (2024)	1
Alley Resurfacing Menu (2024)	2
Arterial Street Bump Outs Menu (2024)	1
Bollard Menu (2024)	1
Bus Pad (2024)	1
Pavement Markings Menu (2024)	2
Sidewalk Menu (2024)	3
Street Bump Outs Menu (2024)	2
Street Resurfacing Menu (2024)	3
Street Speed Hump Replacement (2024)	2
Ward 35	15
Alley Resurfacing Menu (2024)	3
Alley Speed Hump Replacement (2024)	3
Arterial Street Bump Outs Menu (2024)	2
Miscellaneous CDOT Projects (2024)	2

Pavement Markings Menu (2024)	2
Street Bump Outs Menu (2024)	3
Ward 36	23
Alley Apron Menu (2024)	2
Alley Resurfacing Menu (2024)	9
Alley Speed Hump Menu (2024)	1
Alley Speed Hump Removal Menu (2024)	1
Alley Speed Hump Replacement (2024)	5
Sidewalk Menu (2024)	1
Street Resurfacing Menu (2024)	1
Street Speed Hump Menu (2024)	3
Ward 37	21
ADA - Alley Resurfacing Menu (2024)	1
Alley Resurfacing Menu (2024)	6
Alley Speed Hump Replacement (2024)	3
Curb & Gutter Menu (2024)	2
Sidewalk Menu (2024)	5
Street Resurfacing Menu (2024)	2
Street Speed Hump Menu (2024)	1
Street Speed Hump Replacement (2024)	1
Ward 38	18
Alley Apron Menu (2024)	1
Alley Resurfacing Menu (2024)	1
Curb & Gutter Menu (2024)	1
Street Resurfacing Menu (2024)	11
Street Speed Hump Replacement (2024)	4
Ward 39	3
Street Resurfacing Menu (2024)	2
Street Speed Hump Replacement (2024)	1
Ward 40	19
Alley Resurfacing Menu (2024)	1
Alley Speed Hump Replacement (2024)	1
Bus Pad (2024)	2
Miscellaneous CDOT Projects (2024)	1
Pavement Markings Menu (2024)	1
Sidewalk Menu (2024)	4
Street Bump Outs Menu (2024)	2
Street Resurfacing Menu (2024)	4
Street Speed Hump Menu (2024)	1
Street Speed Hump Replacement (2024)	2

Ward 41	2
Street Resurfacing Menu (2024)	2
Ward 42	3
Alley Resurfacing Menu (2024)	2
Street Resurfacing Menu (2024)	1
Ward 43	5
ADA - Street Resurfacing Menu (2024)	1
Street Resurfacing Menu (2024)	4
Ward 44	16
ADA - Alley Resurfacing Menu (2024)	2
Alley Resurfacing Menu (2024)	10
Street Resurfacing Menu (2024)	3
Street Speed Hump Replacement (2024)	1
Ward 45	5
ADA - Alley Resurfacing Menu (2024)	1
Alley Resurfacing Menu (2024)	1
Alley Speed Hump Replacement (2024)	1
Bus Pad (2024)	1
Street Speed Hump Replacement (2024)	1
Ward 46	3
Miscellaneous CDOT Projects (2024)	1
Street Resurfacing Menu (2024)	2
Ward 47	10
ADA - Alley Resurfacing Menu (2024)	1
Alley Resurfacing Menu (2024)	1
Bike Lane/Marked Shared Lane Menu (2024)	1
Curb & Gutter Menu (2024)	2
LED Traffic Signal Upgrades & Pedestrian Countdown Signal (2024)	1
Miscellaneous CDOT Projects (2024)	1
Sidewalk Menu (2024)	1
Street Bump Outs Menu (2024)	1
Street Speed Hump Menu (2024)	1
Ward 48	15
ADA - Alley Resurfacing Menu (2024)	1
Alley Resurfacing Menu (2024)	3
Alley Speed Hump Replacement (2024)	3
Street Resurfacing Menu (2024)	4
Street Speed Hump Menu (2024)	1
Street Speed Hump Replacement (2024)	3

Ward 49	13
ADA - Street Resurfacing Menu (2024)	3
Alley Speed Hump Removal Menu (2024)	1
Concrete Alley Menu (2024)	1
Street Resurfacing Menu (2024)	4
Street Speed Hump Replacement (2024)	3
Street Traffic Circle Menu (2024)	1
Ward 50	4
ADA - Street Resurfacing Menu (2024)	2
Street Resurfacing Menu (2024)	1
Street Speed Hump Replacement (2024)	1



CITY OF CHICAGO

CHICAGO DEPARTMENT OF TRANSPORTATION

MEMORANDUM

To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 11, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-14

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Alderman Mitchell asked for the Arterial Resurfacing policy, procedures and best practices for curb and gutter and spot repairs.

Standard concrete work on Arterial Resurfacing projects includes ADA curb ramps and deteriorated curb and gutter within the project limits. Prior to construction, the Resident Engineer will complete a pre-construction survey and mark deteriorated ADA curb ramps and curb and gutter for removal and replacement to ensure positive drainage on the roadway as part of the resurfacing project. The Resident Engineer team is on-site to inspect the work during construction, perform quality checks, and address issues with the contractor in accordance with CDOT requirements and specifications.

As always, please let me know if you have any further questions.



CITY OF CHICAGO

CHICAGO DEPARTMENT OF TRANSPORTATION

MEMORANDUM

To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 12, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-15

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Alderman Reilly asked for the fee schedule for the new Utilidor program.

Fees for the program are outlined below.

Utilidor Access Request Fee: \$500
Conduit Fee: \$100 per linear foot of conduit

Pending City Council approval, starting January 1, 2026, the permit fee for conduit use will be increased on an annual basis in proportion to any increase in the Consumer Price Index in accordance with the Municipal Code up to 2.5% per year.

As always, please let me know if you have any further questions.



CITY OF CHICAGO



CHICAGO DEPARTMENT OF TRANSPORTATION

MEMORANDUM

To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 11, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-16

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Alderman Quinn and Alderwoman Lee asked for the average cost of a sidewalk repair for trip hazards and the number of squares.

The typical repair is 3 sidewalk squares (6' x 15') and costs approximately \$1500.

As always, please let me know if you have any further questions.



CITY OF CHICAGO

CHICAGO DEPARTMENT OF TRANSPORTATION

MEMORANDUM

To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer, Mayor's Office

Date: December 11, 2024

Re: Request for Information from Annual Appropriation Committee Hearing
ID#: 84-17 Tree Planting in the Public Way

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Alderman Mitchell asked for information regarding CDOT's policy on planting trees in the public way.

CDOT's arterial street tree planting program follows the landscape ordinance in Chapter 10-32 Trees, Plants and Shrubs and specifically Chapter 10-32-220 Required parkway trees – Planting standards. Under this section of the Municipal Code, parkway trees are required every 25' on center and must comply with all offsets and clear zones detailed within the Guide to the Chicago Landscape Ordinance, pages 12-15. Both documents are linked here:

- https://codelibrary.amlegal.com/codes/chicago/latest/chicago_il/0-0-0-2652732
- https://www.chicago.gov/content/dam/city/depts/streets/supp_info/LandscapeManual.pdf

CDOT's tree planting efforts are focused on arterial streets and intersecting minor streets to the nearest alley. Arterial streets include commercial, industrial, major and minor feeder streets.

CDOT plants parkway trees in the public right of way when it is 9' wide or greater and where the parkway is at least 4' wide. All sites are tracked and monitored through 311. All arterial street tree planting locations require CDOT open and occupy permits and Department of Streets & Sanitation – Bureau of Forestry tree planting permits. Anyone can plant trees within the public way as long as they secure these permits.

As always, please let me know if you have any further questions.



CITY OF CHICAGO

CHICAGO DEPARTMENT OF TRANSPORTATION

MEMORANDUM

To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 12, 2024

Re: Request for Information from Annual Appropriation Committee Hearing
ID#: 84-18

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Aldersperson Vasquez asked if we could talk about the changes that have been made to CDOT envisioning issues like flooding and green infrastructure as a result of collaboration with the DOE over the past year.

For the past couple years, CDOT has been participating in an effort to better coordinate maintenance of existing green infrastructure in ROW projects. Participants in the working group have included CDOT, DWM, and DOE. This work is funded by the Walder Foundation.

Additionally, as part of the requirements of the City's National Pollutant Discharge Elimination System (NPDES) permit, the City is updating its 2014 Green Infrastructure Strategy. DOE led an RFP process and has tentatively selected a consultant to undertake the work to be completed next year. CDOT, DWM and DOE participated in the proposal review and selection process and will be part of an ongoing working group.

CDOT's largest contribution to flooding and green infrastructure is the construction of green alleys. The Green Alley Program utilizes environmentally friendly techniques to reconstruct alleys including permeable pavements to allow storm water to filter through the pavement and drain into the ground, connection to a drainage system to alleviate flooding, and the use of recycled material and high-albedo concrete for surface reflectivity to reduce the heat island effect.

As always, please let me know if you have any further questions.



CITY OF CHICAGO

CHICAGO DEPARTMENT OF TRANSPORTATION

MEMORANDUM

To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 12, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-19

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Aldersperson Vasquez asked has CDOT considered the budget and environmental ramifications for installing native plants rather than turfgrass and hydroseed as a default for restoration and would CDOT be willing to conduct a cost-benefit study from a life cycle analysis perspective.

CDOT primarily utilizes sod and hydroseed for grass areas, particularly boulevards. While native plants offer environmental advantages, their installation and maintenance costs are significantly higher

For instance, under one of our current maintenance contracts, it costs approximately \$5 per square yard for sodding, and even less for seeding. On the other hand, it costs approximately \$19 to install a single 1-gallon perennial to cover approximately the same area (one square yard). On the maintenance side, it costs the city approximately 3 cents to mow 1 square yard, but it would cost approximately \$5-7 to maintain a landscaped area because of the additional labor needed.

CDOT's budget for landscape maintenance has remained stagnant in recent years. Furthermore, the 2025 budget was reduced by more than \$325,000. Many existing contracts are currently or soon will be up for bid. We anticipate substantial cost increases in the coming years due to these contracts up for bid, and billing rates are not aligning with inflation.

As always, please let me know if you have any further questions.



CITY OF CHICAGO

CHICAGO DEPARTMENT OF TRANSPORTATION

MEMORANDUM

To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 12, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-20

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Alderspersion Andre Vasquez asked is there a way to better manage the schedule of when the curb and gutter crew is out and when the milling and laying of asphalt happens.

CDOT recognizes the importance of continually refining its processes to optimize efficiency and reduce disruptions for residents. While the department strives to maintain a smooth and predictable schedule, the intricate nature of coordinating a citywide paving operation across the vast expanse of Chicago presents a unique set of challenges.

Several factors, including weather, equipment malfunction and utility coordination can significantly influence the timeline of a paving project, leading to potential adjustments and delays.

Each season, the department actively explores various approaches to improve its scheduling and coordination processes and is committed to doing so again in 2025.

As always, please let me know if you have any further questions.



CITY OF CHICAGO

CHICAGO DEPARTMENT OF TRANSPORTATION

MEMORANDUM

To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 12, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-21

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Aldersperson Vasquez resent a list of questions on the Traffic Calming Element Landscape Maintenance Agreements (LMA).

1. How did this LMA come to be? When does CDOT maintain vegetation in a traffic calming element (TCE) vs. LMA is proffered?

CDOT does not have records of when TCE's with vegetation first started, but CDOT initially maintained all TCEs. However, due to escalating labor costs and the indefinite nature of maintenance obligations, CDOT reevaluated its position. While CDOT continued to construct TCEs, the financial burden of perpetual maintenance led to the establishment of LMAs. Consequently, CDOT has not maintained newly installed TCEs for several years, and existing maintenance agreements date back to the early 2000s.

2. Seems to be seen by CDOT as a TCE. Is there a way for CDOT to see this as a sustainability element so that there are more reasonable standards, and the outcomes are more aligned? These TCE's are primarily installed to address traffic calming concerns as they are built directly within the roadway. The landscaping / sustainability features of these elements are considered secondary features.
3. 'Community Group' is undefined in the LMA: can it be defined?

This language is used to mainly prevent single individuals from undertaking these responsibilities to ensure maintenance for these elements has redundancy in their care. The 'Community Group' is a group recognized by the Ward that will care for these landscaped elements.

4. There is no term (of obligation) stated in the LMA. Does that infer an agreement in perpetuity?

Yes, this does infer the agreement is in perpetuity, as long as the TCE is in the public way,

5. The goal of native plants and bioswales oftentimes is their ability to withstand extremes and absorb excess water. If there is no water source, how does CDOT proceed with the LMA?

When applicable, language is included in the LMA to direct residents to rent water trucks, use a private hose, or access a nearby fire hydrant. If none of these are feasible for the community group, then the landscaped TCE is not feasible.

6. Mandating a watering requirement is absurd– a once-a-week watering doesn't always make sense, would CDOT be amenable to removing this line of the LMA?

In order for plants to thrive and effectively compete against weeds, consistent access to water is essential, particularly during the summer months. The proximity of the TCEs to hot asphalt surfaces results in elevated temperatures, which can rapidly deplete moisture from the plantings. Additionally, exposure to roadway salts and the accumulation of heavy metals from vehicles necessitates regular flushing to maintain plant health. The current one-year success rate, which stands at approximately 20%, is primarily attributed to insufficient water availability.

7. Why does CDOT need to plant and then transfer maintenance to community groups? How long between planting and transferring?

There are sight lines and height restrictions as well as limited urban species that survive in a hostile environment in the middle of the street, which requires these plantings to be designed by professionals. Transfer of maintenance depends on the schedule of planting, and it varies from one project to another.

8. What is the plant selection process and rubric? Does the community group get a say in plant selection?

When the community group asks to be involved, CDOT is willing to collaborate based on the approved plant species, site conditions, etc.

9. How is the LMA enforced?

LMA's have a space for the Alderperson's signature and language saying the Alderperson shall find a new maintenance partner if the current one on the LMA defaults. The Alderperson has the option to convert these TCE's to stamped concrete if they do not believe they can find another group to maintain them.

10. What are the levels of LMA violation, communication of violations, and penalties to the Ward, should violations occur?

The responsibility of the LMA being fulfilled falls to the Ward. CDOT does not perform enforcement on LMA's related to TCE's.

As always, please let me know if you have any further questions.



CITY OF CHICAGO

CHICAGO DEPARTMENT OF TRANSPORTATION

MEMORANDUM

To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 12, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-22

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Aldersperson Andre Vasquez asked if we could you point him to the titles of any CDOT employees that work 50% or more of their time on improving public transit via interacting with CTA.

The Chicago Department of Transportation (CDOT) does not maintain dedicated public transit staff. In accordance with the Complete Streets Ordinance, all planning and engineering personnel are directed to incorporate public transit considerations into their projects. These considerations include bus stop consolidation, bus bulb implementation, crosswalks and ADA ramps to access bus stop, bus lane establishment, and Traffic Signal Priority (TSP). The scope of these projects varies widely, encompassing complete roadway reconstruction, streetscape enhancements, arterial resurfacing, and traffic studies. CDOT coordinates and collaborates with the Chicago Transit Authority (CTA) to ensure the seamless integration of public transit projects and initiatives.

CDOT staff also works on the design and construction of new CTA stations, such as the recently opened Damen Green Line station. Overall, staff on these capital projects spend much more than 50% of their time improving public transit. These titles include Architect IV and Civil Engineer IV.

As always, please let me know if you have any further questions.



CITY OF CHICAGO

CHICAGO DEPARTMENT OF TRANSPORTATION

MEMORANDUM

To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 12, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-23

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Aldersperson Vasquez asked if based on the overwhelming community support for a selection of a more aggressive public transit forward plan, has the department made any changes to the RTD plan.

The Preferred Multimodal Alternative, as defined in the NDLS Study, remains the Department's recommendation. This plan offers numerous improvements to the corridor including:

- Eliminate or strategically reduce the four primary sources of NDLS express bus delays (the Chicago Ave stoplight, the Oak Street curve, queues at access/egress ramps, and high-crash areas due to existing deficient roadway design);
- Responsibly eliminate NDLS traffic lanes where they are not needed;
- Maximize new park and open space opportunities and minimize overall transportation infrastructure along the lakefront; and
- Minimize cut-through traffic and displaced traffic in nearby neighborhoods and local streets, that ultimately slows down CTA buses and impedes walking and bicycling.

As always, please let me know if you have any further questions.



CITY OF CHICAGO

CHICAGO DEPARTMENT OF TRANSPORTATION

MEMORANDUM

To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 12, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-24

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Aldersperson Andre Vasquez asked what are CDOT's year-over-year goals to reduce emissions, how are we tracking our emissions reductions, and how are we faring. In addition, he asked what the status of the Southwest Industrial Corridor Transportation Study is and has that study been released, and if not, can you send it through the chair.

CDOE is the owner of the [City's CHG inventory](#) and emissions tracking. The last inventory was completed in 2017. CDOE is leading a project to update the City's GHG inventory in 2025 that will provide updated analysis and another baseline for measurement.

As stated in the 2017 inventory, "A GHG emissions inventory is an estimate of GHGs emitted to, or removed from, the atmosphere over a specific period (usually one year). Preparation of an emissions inventory provides the City with an understanding of where Chicago's emissions are coming from and serves as a basis for developing and monitoring strategies that can reduce GHG emissions." The 2017 GHG inventory found that 15% of the City's emissions come from on-road transportation, which led CDOT and DOE to prioritize mode-shift and transportation electrification in the [2022 Climate Action Plan Strategies](#).

In between GHG inventory years, CDOT uses a variety of data sources to approximate our progress towards reducing transportation emissions. For example, using Replica data to understand that biking has increased by 119% between 2019 and 2023 in Chicago, CDOT approximates that the explosive growth in biking has resulted in a reduction in combustion vehicle VMT. We look forward to being able to verify whether our approximations are accurate with the 2025 GHG inventory data analysis. We will be adjusting strategies if the data indicates we are not making progress in certain areas. We welcome additional conversations with and your team about any of the other ways that we approximate progress towards our mode-shift and transportation electrification goals.

The Southwest Industrial Corridor Study will be released publicly in the coming months. CDOT shared the initial findings with stakeholders involved in the planning process, highlighted those findings in previous EJAPs, and has already begun implementing some of the recommendations.

As always, please let me know if you have any further questions.



CITY OF CHICAGO

CHICAGO DEPARTMENT OF TRANSPORTATION

MEMORANDUM

To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 12, 2024

Re: Request for Information from Annual Appropriation Committee Hearing
ID#: 84-25

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Aldersperson Andre Vasquez asked what the emissions impact of City roadwork is so far this year, and how does this year compare to last year, in terms of emissions caused by roadwork.

CDOT does not currently have the systems to track emissions from roadwork. However, we have for years been experimenting with recycled content in our paving projects as a way to reduce emissions and operational costs, and we are working on setting up tracking systems for roadwork emissions.

CDOT Division of Engineering-Quality Assurance Section (CDOT QA) is currently coordinating with construction material suppliers for concrete and asphalt to receive Environmental Product Declarations (EPDs), which are used to document the environmental impacts of products. EPDs are the approved method for quantifying environmental impacts of construction activities by State and Federal Environmental Protection Agencies. By collecting EPDs and performing Life Cycle Assessments in 2025, CDOT QA plans to quantify and benchmark current environmental impacts of concrete and asphalt used in City infrastructure projects and identify actions that will lower greenhouse gas emissions.

CDOT recently submitted an application for a Federal Highway Administration grant to fund the advancement of Low Carbon Transportation Materials. This grant would allow for the rapid acceleration of tracking and reducing the City's carbon footprint for infrastructure construction.

As always, please let me know if you have any further questions.



CITY OF CHICAGO

CHICAGO DEPARTMENT OF TRANSPORTATION

MEMORANDUM

To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 12, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-26

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Aldersperson Andre Vasquez asked for a list of locations of bioswale designs that are being considered or implemented now, the vendors contracted for each design and if the impacts on stormwater management are being monitored.

Bioswale designs are in consideration at the following locations:

- Jackson Park – Infrastructure Engineering Inc. (Vendor)
- Independence Blvd – Infrastructure Engineering Inc. (Vendor)

Bioswales have been implemented at the following locations:

- Fullerton Avenue adjacent to the Theater on the Lake – Site Design Group LTD (Vendor)
- Cermak Road from Halsted St. to Western Ave – Knight Engineering & Architects (Vendor)

The impacts of stormwater management are monitored and maintained in coordination with CDOT and the Chicago Park District.

As always, please let me know if you have any further questions.



CITY OF CHICAGO

CHICAGO DEPARTMENT OF TRANSPORTATION

MEMORANDUM

To: The Honorable Jason Ervin
Chairman, Committee on the Budget and Government Operations

From: Thomas Carney
Commissioner
Department of Transportation

CC: Kennedy Bartley
Chief External Affairs Officer
Mayor's Office

Date: December 12, 2024

Re: Request for Information from Annual Appropriation Committee Hearing

ID#: 84-27

The following information is provided in response to questions posed at our department's hearing on December 2, 2024, to discuss the proposed 2025 budget.

Alderperson Vasquez asked if the department is thinking about how to create more revenue that doesn't rely on cars.

The expansion and preservation of our transportation network necessitates sustainable, multimodal funding. This is a critical issue, and we are engaged in continuous discussions with CMAP, State partners, and other regional stakeholders. CDOT will continue to engage in these conversations and collaborate with various stakeholders to explore new methods, pilot programs, and test various solutions to provide sustainable, multimodal capital funding for the maintenance of our transportation network. One example is a Vehicle Miles Traveled Tax, which would discourage drivers from using their cars for travel. In addition to user fees from motor vehicles, there are other revenue sources that currently contribute to sustaining transportation programs and investments. These include license fees for the Shared E-Scooter Program, sponsorship payments from the Divvy program, and direct infrastructure investment through Planned Developments. CDOT staff would be happy to meet with you to further discuss these topics.

As always, please let me know if you have any further questions.