U.S. House of Representatives
Committee on Transportation and Infrastructure
Washington, DC 20515

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October 25, 2007

SUMMARY OF SUBJECT MATTER

TO: Members of the Subcommittee on Highways and Transit

FROM: Subcommittee on Highways and Transit Staff

SUBJECT: Field Hearing on "Chicagoland Transportation Needs for the 2016 Olympics"

PURPOSE OF HEARING

The Subcommittee on Highways and Transit is scheduled to hold a field hearing on Monday, October 29, 2007 at 10:00 a.m. in room 2525 of the Dirksen Federal Building in Chicago, IL to receive testimony on the transportation needs of Chicagoland as it bids to host the 2016 Olympics. The Subcommittee will hear from the President and CEO of Chicago 2016 Committee, the Illinois Secretary of Transportation, the City of Chicago, Dupage County, The Chicago Transit Authority, Chicago Metra, the Illinois Road and Transportation Builders Association, the Transportation for Illinois Coalition, and the American Council of Engineering Companies.

BACKGROUND

On April 14, 2007, the United States Olympic Committee ("USOC") selected Chicago as the U.S. Bid City for the 2016 Games. Chicago is now competing against Rio de Janeiro (Brazil), Baku (Azerbaijan), Doha (Qatar), Tokyo (Japan), Madrid (Spain), and Prague (Czech Republic). The International Olympic Committee ("IOC") is expected to make their final decision on October 2, 2009, and a strong transportation plan is integral to selection. Chicago's transportation system and facilities will be thoroughly reviewed by the IOC as it chooses the winning bid.

Transportation Challenges in Hosting the Olympic Games

Transportation issues with staging the Olympic Games are related to a dramatic short-term surge in transportation demand that has the potential to make it difficult to manage the games themselves and difficult to manage the normal functioning of the host city. In 1996, Atlanta, the last

U.S. city to host the summer Olympic Games, had an estimated 2 million spectators over 17 days. This was in addition to the 200,000 competitors, team officials, media, organizing committee staff, as well as 100,000 Atlantans working in the immediate vicinity of the sporting venues.

To accommodate the transportation needs of the games, a number of transportation infrastructure improvements were undertaken. The existing rail transit system was improved and expanded with three new stations, 7 miles of new track, and other system capacity enhancements. During the games, rail service was provided around the clock and rail cars were reconfigured to increase their passenger capacity. The existing bus system was similarly enhanced and a supplemental bus system was provided with 1,400 buses borrowed from transit agencies around the country. Over the 17 days of the Games, ridership was estimated to be 1 million trips a day (14.4 million trips on the existing transit system and 3.8 million trips on the supplemental system), about double the normal 500,000 average weekday trips. Pedestrian enhancements were also made near the sporting facilities.

Another element of the transportation plan was to reduce traffic volumes by encouraging area residents to reduce their driving by carpooling, working at home, shifting work hours, working a compressed work week, etc. As a result, traffic volumes in central Atlanta decreased by about 25 percent during the event.

According to a 2001 study conducted by the Government Accountability Office, the total direct cost for planning and staging the 1996 Summer Olympic Games in Atlanta and the Paralympic Games that followed was $2.4 billion (in 2001 dollars). Of that amount, the federal government provided $193 million, local government $234 million, and the Atlanta Olympic Committees $2 billion (Atlanta Committee for the Olympic Games and the Atlanta Paralympic Games). Of the $193 million provided by the federal government about $21 million (11%) was spent on transportation, significantly less that the $101 million (52%) spent on safety and security.

Chicagoland's Transportation Infrastructure

With a population of about 8 million people, the Chicago region is the third most populous in the United States after New York and Los Angeles. Commensurate with its size, the Chicago region has a very large, diverse, and mature transportation system. The Chicago urbanized area has 25,000 miles of roads (including 485 miles of freeways), a public transit network that includes buses, heavy rail, and commuter rail systems, and two major airports.

More than 600 million transit trips are provided annually in the Chicago region, the third largest number in the United States. Chicago ranks second in terms of transit passenger miles, over 10 percent of weekly commuter choose transit over any other mode.

The largest provider of public transit service in the region is the Chicago Transit Authority ("CTA"). CTA operates more than 2,000 buses and nearly 250 directional route-miles of heavy rail transit (the "L") with 144 stations. 82 percent of all transit rides in the Chicago region are on CTA. Chicagoland is also served by two commuter rail operations, Metra and the Northern Indiana Commuter Transportation District, that operate more than 1,000 directional route miles of

track and 250 stations. Additionally, suburban Chicago is also served by a bus provider, Pace, that operates an estimated 700 buses.

Chicago 2016 Committee

Chicago 2016 is a registered 501(c) (3) not-for-profit organization dedicated to strengthening the Olympic Movement and hosting the 2016 Olympic and Paralympic Games in Chicago.

WITNESS LIST

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