



TEA-3 Reauthorization Advocacy Workbook

**All you need to know
to get the most
out of reauthorization.**



**Regional Congress II
“The Number\$ Game”
September 20, 2003**



Greetings from Jacky

Dear Advocate,

Welcome to the second annual Regional Congress. Your presence here shows that you are dedicated to expanding and improving the transportation choices available in northeastern Illinois. The true test of our strength is fast approaching. On September 4th, the House Appropriations Committee of the United States Congress voted to restore the Transportation Enhancements program in the Transportation Appropriations bill (H.R. 2989). This is a huge victory for all pedestrians and cyclists, and could not have happened without the swift action of many citizens like yourself who called or wrote their elected officials to voice their opinion.

It now appears that Congress will not vote on reauthorization for several more months. The House Appropriations Committee is currently producing an extension bill for TEA-21, which will provide us with a new challenge to overcome, but also extra time for meaningful action.

At this Regional Congress and in this workbook you will find information on how the TEA-21 extension bill and the threatened changes to TEA-3 will affect your community. You will also find tools to help stop the United States Congress from turning back the clock on equitable and efficient transportation spending. I urge you to use these tools, and especially to talk to your legislators.

Together we can make a difference in this region!

Sincerely,

Jacky Grimshaw
Vice-President for Policy,
Transportation and Community Development
Center for Neighborhood Technology



TEA-21 & TEA-3: Overview and History

The House Appropriations Committee is now busy drawing up a TEA-21 extension bill to hold us over as they deliberate on TEA-3 reauthorization. Some in Congress would like to include a "flexibility provision" in this extension that allows state departments of transportation to change the obligation categories for dedicated funding streams. If this provision is included, Congress will be allowing the Illinois Department of Transportation (IDOT) to spend funds previously obligated for other uses - transit, congestion mitigation and air quality, transportation enhancements projects - and meant specifically for metropolitan regions by TEA-21, instead on roads and highways anywhere in the state.

History of the TEAs

1991:

Intermodal Surface Transportation Efficiency Act (ISTEA) adopted

This Act required transportation planners to consider:

- 1) alternative modes of transportation and
- 2) the environmental, cultural, economic and social conditions in the area being planned.

Transportation Enhancements (TE) set aside 10% of the federal funds in each state for projects that serve pedestrians and bicyclists in various ways.

Congestion Mitigation and Air Quality (CMAQ) program introduced, which provided \$6 billion for congestion reduction and air quality improvement projects.

Historic preservation adopted as directive for road and arterial design.

1998:

Transportation Equity Act for the 21st Century (TEA-21) adopted

TE, CMAQ and historic preservation reauthorized.

2003: (Sept 4)

The House Appropriations Committee accepted the Petri/Oliver amendment to the fiscal year 2004 budget bill, which saved TE from elimination in the TEA-3 reauthorization bill.

TEA-21 Extension Bill Details

A similar extension bill including a flexibility provision was passed in 1997 as Congress worked to reauthorize TEA-21. In 1997, \$13.2 billion was available to all the states as unobligated funds, and only \$9.8 billion was obligated for specific uses.

In 2004, it appears that \$28.4 billion will be available as unobligated funds, and \$17.2 for designated uses. The state departments of transportation already have a huge sum of flexible funds available, and the current laws allow many obligated funds to be used flexibly as well.

There is no need, therefore, to allow states to divert funds from designated uses (including Transportation Enhancements, Congestion Mitigation and Air Quality, Jobs Access and Reverse Commute, and other TEA programs) to road or other construction.

When Congress passed the extension bill in 1997, States chose to increase spending on road and highway construction at the expense of programs previously funded by dedicated allocations. Don't let Congress make the same mistake twice!

For more information about the TEAs, reauthorization, and the extension bill visit:

www.transact.org
www.enhancements.org
www.railtrails.org/whatwedo/policy/tea21.asp
www.americabikes.org/saveenhancements_factsheet.asp

Or contact Jacky Grimshaw at CNT at 773.278.4800 x133 or jacky@cnt.org

Transit & Access to Jobs

Public transportation is critical to mobility and to accessing economic and social opportunities - jobs, training, childcare, education, medical care. Though threatened, funding for public transportation is more important than ever because increasingly more working families rely on it. By relieving traffic congestion in urban areas and linking communities in rural areas, public transit encourages economic development and provides people with a convenient transportation alternative. We must build support locally for public transportation improvements, and urge our local, state, and federal officials to support and advocate for greater and better public transportation in Illinois.

What's at stake?

TEA-3 will determine funding for public transportation for several years. TEA-21 revolutionized the way that public transit is funded by providing a **stable** source of federal funding for transit systems, allowing many systems to maintain and expand services. Key transit programs are the Section 5309 Transit Capital programs, including the Transit New Starts program, the Job Access and Reverse Commute (JARC) program, as well as three funding streams under the Transit Formula Program, which benefit both urban and rural areas and provide funding to improve access for senior citizens and people with disabilities. Community-based organizations are eligible for funds to coordinate transportation for their clients under JARC and provide programs for seniors and the disabled.

Where are we now?

The New Starts program provides up to 80% federal funding for new or expanded transit systems. Demand for this program far outweighs current funding, but right now Congress has only provided funds equivalent to last year's budget. The CTA Blue Line, Brown Line, and the North Central Metra line renovation projects are examples of the New Starts program in action. The JARC program, which provides funding for innovative transportation initiatives that move people to work and work-related activities, provides a 50% federal match for state and local funding. The JARC program has provided over \$12 million dollars to local transportation projects throughout Illinois since 1998. This year JARC could lose up to 40% of its funding if Congressional action is not taken.

“Employers report difficulty finding and retaining workers willing to make arduous commutes. Because the jobs-housing mismatch requires a coordinated approach to both land use and transportation policy, this region is unable to apply remediation strategies.”

Changing Direction, p. 15



Two riders taking advantage of the Bloomington Wheels to Work program, sponsored by JARC.

Fast Facts:

- Average annual household transportation spending in the northeastern Illinois region is \$5,436 (STPP, 2003)
- One in four U.S. households have no access to public transportation, and one-half have limited service (APTA 2003)
- Over 300 jobs are created for each \$10 million invested in capital funding for public transit systems.
(www.publictransportation.org)

For more about JARC funding or advocacy, contact Dia Cirillo at *Work, Welfare and Families* at 312.658.0225 x202 or dcirillo@workwelfareandfamilies.org
Or Amanda Eichelkraut at *Citizen Action Illinois* at 312.427.2114 x8 or amanda@cntitizenaction-il.org



Pedestrian & Bicycle

What's at Stake?

ISTEA and TEA-21 gave walkers and cyclists a great boost by explicitly stating that federal transportation dollars could be used for pedestrian and bicycle projects. The legislation included strong language in support of these modes—for example, projects using federal funds must routinely consider the needs of cyclists and pedestrians. These provisions have helped direct many more dollars to walking and bicycle-related projects in the Chicago area over the last decade.

For example, the Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Illinois Transportation Enhancement Program (ITEP) are the largest funding sources for pedestrian and bicycle oriented projects in northeastern Illinois, providing over \$90 million in funds for 232 bicycle and pedestrian projects since 1992. The locally-programmed surface transportation program (STP-L) is another significant funding source. STP-L funds are involved in 29 (22%) of the 109 pedestrian and bicycle projects in the FY 2002 - 2006 Transportation Improvement Program for Northeastern Illinois.

Federal law also provides support for the current effort to pass a statewide Safe Routes to School bill. TEA-21 made pedestrian and bicycle projects eligible for Hazard Elimination Funds, which are supposed to be used to improve safety for all road users. Illinois does not currently use these funds for pedestrian and bicycle projects—a Safe Routes to School bill in Illinois would set aside a percentage of Hazard Elimination funds for pedestrian and bicycle projects around schools.

Don't let Congress turn back the clock on progress!

But just as art and music classes are the first to be cut when schools face a budget crisis, walking and cycling projects are often considered “extras” by people who think driving is the only form of transportation worthy of public investment. This summer, Representative Ernest Istook (R-OK), Chairman of the Transportation Appropriations Sub-Committee, led an attack on Transportation Enhancements Funding, claiming, “It is essential to focus the nation’s limited transportation funding on critical transportation projects and not divert funds for projects that are ‘nice to have,’ but do not contribute in a meaningful way to solving our highway congestion problems.” But thanks to activists like you, his attack was unsuccessful and TE funding has been restored . . . for now. But we must remain vigilant to make sure that the NEX-TEA is at least as supportive to walkers and cyclists as TEA-21!

¹ Chicago Area Transportation Study, May 2003

“Parents are frustrated with the lack of safe and reasonable choices for their children. Some children spend most of their time indoors and inside cars. Their parents hope to avoid an unequal encounter between a 75-pound child and a 2,000 pound machine.”

Changing Direction 2030, p. 11+



For more information about pedestrian and bicyclist issues, visit:

Pedestrian and Biking Info Center
www.bikepedinfo.org

Transportation Alternatives, NYC
www.transalt.org

The Robert Wood Johnson Foundation
www.rwjf.org/index.jsp

America Walks
www.americawalks.org

Or contact Gin Kilgore at CNT at 773.287.4800 x115 or gin@cnt.org

Context Sensitive Design

Context Sensitive Design (CSD), also known as Context Sensitive Solutions (CSS), requires state road construction policies and practices to respect the existing built and natural environment and to foster travel choice in an individual corridor. CSD requires the state to engage in a collaborative planning process that includes local officials, local and regional economic and cultural organizations and the general public.

TEA-3 reauthorization is essential for the protection and expansion of CSD.

CSD at the Federal Level

CSD emphasizes safety and conservation of community resources. CSD encourages careful project design to accommodate all roadway users and modes. Incorporation of all travel modes promotes travel choice for all community residents. Besides multi-modal benefits, CSD works in harmony with social, economic, natural, and cultural environments within a community.

The Intermodal Surface Transportation Efficiency Act (ISTEA), adopted in 1991, emphasizes and mandates the development of multi-modal transportation systems across the nation. This law creates the platform from which the Federal Highway Administration (FHWA) has adopted and promoted CSD as the preferred method of roadway design.

FHWA's support for CSD has been essential to the successful implementation of this technique by several state departments of transportation.

Context Sensitive Design in Illinois

House Bill 3061, Context Sensitive Design, passed in the spring of 2003 and was signed by the governor. The bill was modeled on guidelines from Scenic America.

CSD requires highway engineers to recognize the flexibility inherent in road design standards. One size does not fit all and the professional standards allow for different solutions.

CSD also includes public participation - early and often - in advising on the preferred outcomes of a project and on the important local assets (historic, environmental, economic, and cultural) that the road must respect.

The Illinois Department of Transportation is currently reviewing and revising its design guidelines to be in conformance with CSS/CSD. A report on their new standards will be delivered to the governor and General Assembly by April 1, 2004.

“A quiet revolution is taking place in Chicagoland. This revolution opposes destructive state and regional policies that have reduced the public's choices and degraded communities for the last half-century.”

Changing Direction, p. 2

An example of CSD: The same street before....



...and after a bike lane was added.



For more information, visit:

Federal Highway Administration
www.fhwa.dot.gov/csd/

Scenic America
<http://www.scenic.org/roads.htm>

CTAQC
<http://www.cnt.org/tsp/trans/ctaqc/csd.htm>

or call 773.278.4800 x2030

Freight

The Chicago area is the freight hub of North America. Roughly one-third of all US freight trains start in, stop in, or pass through greater Chicago. Metropolitan Chicago handles much more freight than any other urban area in America. Our role as the nation's freight hub entails major problems and opportunities:

- Freight shipments fuel traffic congestion and air pollution. Trucks take up over 28% of our region's expressway capacity. On a typical day, Chicago area motorists spend more than 10,000 hours waiting for trains to pass through crossings. Vehicles hauling freight generate more than 25% of the air pollutants that cause smog in our region.
- Yet the freight transportation industry produced 120,000 jobs with a value of \$8 billion for our region in 2001. The value of freight shipped through our region exceeds \$120 billion per year. For every 1% that Chicago area industries can add to the value of these cargos, we will build the regional economy by over \$1.2 billion and add some 18,000 jobs.

For better or worse, freight transportation is one of the new economy's major growth industries, projected to increase product volume by 80% between 2000 and 2020.

Our region can reduce the negative side effects of freight transportation and grow our economy if we can:

- Invest in infrastructure and information technology to increase the efficiency of our freight transportation system;
- Shift a sizeable percentage of cargo from trucks to more fuel-efficient modes of transport, i.e., rail or barge;
- Orient new industrial development to use rail, barge, and intermodal freight networks;
- Reorganize agencies responsible for public oversight of and investment in freight transportation to be more accountable;
- Secure federal support of freight improvements in pending legislation.

Several regional freight plans are emerging, as well as proposed federal legislation, to meet these challenges. Citizens need to understand these plans and support the measures that will give us environmental improvement and economic growth.

Some local freight development projects:

- CREATE Plan to upgrade critical corridors of the Chicago area rail network
- Efforts to orient industrial land use to intermodal transportation networks
- Potential reorganization of regional transportation planning agencies under Senate Bill 726.



Photo by: David Wilson

“Integrated freight transportation planning means guiding the location of industrial businesses and making strategic public investments that will allow freight to move by efficient types of transportation such as railroad or barge. When planning is not integrated, trucks carry a disproportionate share of total freight.”

Changing Direction, p. 9



Photo by: David Wilson

For more information, contact:

David Chandler at CNT
at 773.278.4800 x123
or david@cnt.org

What You Can Do

There are many ways to make your voice heard! It is essential to make sure the federal government doesn't turn back the clock, giving us more highways and more congestion, and fewer of the things that are critical to maintaining our quality of life.

Use the **Sample Letters** we have provided to serve as an outline for the letters you write to your Congressman, Senators, and local newspaper editors. Use the preceding pages on **Transit, Context Sensitive Design/ Solutions, Bicycle and Pedestrian Options, and Freight** as your talking points for a visit or for information and facts for your letters.

Take a few minutes to use the **Brainstorming** page to think about your community and your transportation needs. It will help you to identify the important changes that you would like to see in your community and the region. Use these points to add a personal touch to a letter or as stories to share with your legislators when you visit them.

Good luck in your advocacy endeavors! If you need more information or would like more copies of *Changing Direction: Transportation Choices for 2030* call 773.278.4800 x. 2030 or e-mail ctaqc@cnt.org.



Less of this!

More of this!



Brainstorming

This page is designed to get you thinking about how you move around and what changes you would like to see in your community and the region.

Rank your preferred mode of transportation

when moving around your community and the region.

___ Transit

___ Bicycle

___ Walking

___ Driving in a car with others

___ Driving in a car alone

___ Para-Transit

___ Other

Describe it _____

List Three Transportation

Improvements that you would like to see in your community.

1.

2.

3.

List Five Aspects of Current Transportation Infrastructure in your community and the region that you like.

1.

2.

3.

4.

5.

List Five Points of Congestion in your community that make it more difficult to move around.

1.

2.

3.

4.

5.

Your Elected Officials

Federal Elected Officials

U.S. Senators

Hon. Richard J. Durbin (D)
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Phone: 312.353.4952
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Hon. Peter G. Fitzgerald (R)
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Chicago, IL 60619
Phone: 773.224.6500
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17926 S. Halsted, Ste. 1 West
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5832 S. Archer
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3742 W. Irving Park Rd.
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Email: rahm.emanuel@mail.house.gov

Hon. Henry L. Hyde (R), 6th Dist.
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Addison, IL 60101
Phone: 630.832.5950

Hon. Danny K. Davis (D), 7th Dis.
3333 W. Arthington St., Ste. 130
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Hon. Philip M. Crane (R), 8th Dist.
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Hon. Mark S. Kirk (R), 10th Dist.
102 Wilmot Rd., Ste. 200
Deerfield, IL 60015
Phone: 847.940.0202

Hon. Jerry F. Costello (D), 12th Dist.
1363 Niedringhaus Ave.
Granite City, IL 62040
Phone: 618.451.7065
Fax: 618.451.2126
Email: www.house.gov/costello

Your Elected Officials

U.S. Representatives cont.

Hon. Judy Biggert (R), 13th Dist.
115 W. 55th St., Ste. 100
Clarendon Hills, IL 60514
Phone: 630.655.2052
Fax: 630.655.1061

Hon. Dennis J. Hastert (R), 14th Dist.
27 N. River St.
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State Elected Officials

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Lt. Governor

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State Elected Officials cont.

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Speaker of the House

Michael Madigan (D), 22nd Dist.
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Phone: 773.581.8000
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House Minority Leader

Tom Cross (R), 84th Dist.
530 W. Lockport St., Ste. 204
Plainfield, IL 60544
Phone: 815.254.0000
Fax: 815.609.3994

To contact your elected **state officials**, go to: <http://www.legis.state.il.us/>

For your elected county officials, visit:

Cook County: <http://www.cookctyclerk.com/directory.html>

DuPage County: <http://www.co.dupage.il.us/>

Kane County: <http://www.co.kane.il.us/>

Lake County: <http://www.co.lake.il.us/>

McHenry County: <http://www.co.mchenry.il.us/>

Will County: <http://www.willcountyillinois.com/>

Media Contact List

Regional Dailies

Chicago Sun-Times

401 N. Wabash
Chicago 60611
Phone 312.321.3000
Email: letters@suntimes.com

Chicago Tribune

435 N. Michigan Ave.
Chicago IL 60611
Phone: 800.TRIBUNE
Email: publiceditor@tribune.com

Daily Herald

P.O. Box 280
Arlington Heights, IL 60006-0280
Phone: 847.427.4300
Email: fencepost@dailyherald.com

Daily Southtown, Inc.

6901 W. 159th St.
Tinley Park, IL 60477
Phone: 708.633.6777
Email: ekoziarski@dailysouthtown.com

Daily Defender

2400 S. Michigan Ave.
Chicago, IL 60616
Phone: 312.225.2400

La Raza

Phone: 773.273.2900
Email: vulloa@laraza.com

Regional Weeklies

Pioneer Press

3701 W. Lake Ave.
Glenview, IL 60025
Phone: 847.486.9200
Email: sassone@pioneerlocal.com

Star Publications

6901 W. 159th St.
Tinley Park 60477
Phone: 708.802.8800
Email: thoulihan@starnewspapers.com

Sample of Neighborhood & Special Interest Papers

Chicago Crusader

6429 S. King Dr.
Chicago, IL 60637
Phone: 773.752.2500
Email: crusaderil@aol.com

Chicago Journal

141 S. Oak Park Avenue
Oak Park, IL 60302
Phone: 312.243.2696
E-mail: chicagojournal@wjinc.com

Chicago Parent

Susy Schultz, editor
141 S. Oak Park Ave.
Oak Park, IL 60302
Email: ssschultz@chicagoparent.com

Chicago Reader, Inc.

11 East Illinois Street
Chicago 60611
Phone: 312.828.9926
Email: letters@chicagoreader.com

Lawndale Press, Inc.

5416 W. 25th Street
Cicero, IL 60804
Phone: 708.656.6400
Email: editor@lawndalenews.com

Southwest News-Herald

Phone: 773.476.4800
Email: editorial@swnewsherald.com

Windy City Media Group

1115 W. Belmont, #2-D
Chicago 60657

For more media sources, visit:

<http://www.newstips.org/index.php>

Sample Letter to Your Congressional Official

[Date]

[Your address]

[Congressperson's Address]

Dear Congressman (Last Name):

I am writing to urge you to remove any flexibility provisions from the TEA-21 extension bill. Our Department of Transportation will have access to ample unobligated funds even without this provision; funding that has been obligated for transit, congestion mitigation and air quality, transportation enhancements and metropolitan regions must not be diverted to other areas, especially road construction.

Insert a few sentences explaining why this issue is important to you.

For example, include:

- A personal story about your experiences with transit vs. roads
- A TEA project that needs more funding
- How a funding reduction for these projects might harm you
- An interesting fact or statistic that concerns you

As Congress deliberates on the details of TEA-3 reauthorization, the extension bill should maintain the integrity of provisions documented in TEA-21. Fair, efficient and equitable funding for transit and other transportation options is vital to the livability of the northeastern Illinois region.

Sincerely,

[Name]

[Include your address and contact information again]

Sample Letter to the Editor

[Insert Your Address Here]

[Insert Date Here]

[Insert Address and Name of the Newspaper/ Publication you are Sending Letter to Here; include 'Letter to the Editor']

Dear Sir or Madam:

The Centers for Disease Control and Prevention state that the percentage of Americans who are obese has risen to a full one-third of our population; another one-third is considered overweight.

Childhood obesity is also increasing at a disturbing speed. While many factors are involved in this trend, much of America's problem has been attributed to decreased daily activity. Transportation planners have the opportunity to make an impact on citizen health by promoting healthier modes of travel, particularly walking and biking. Yet the Illinois Department of Transportation (IDOT) and the Chicago Area Transportation Study (CATS) have made only weak attempts to improve pedestrian and bicycle safety and accessibility in our region.

Insert a few sentences explaining why this issue is important to you.

For example, include:

- A personal story about walking or biking safety concerns
- An example of poor accessibility
- How better walking or biking facilities could improve your commute or recreation
- A fact or statistic (re: health, safety, freedom for young children, etc.) that concerns you

The people who spend our tax dollars to plan and construct transportation infrastructure should do more to meet the needs of the people of northeastern Illinois. Opportunities to walk and bike safely should be prioritized in the regional transportation plan and local community plans.

Sincerely,

[Name]

[Include your Address and Contact Information Again]

Notes