

This review will be more easily understood as annotated comments on problem areas in the 2030 RTP.* The 2030 RTP was considered from the point of view of public comment during 2001 and 2002, particularly the comment found in *Changing Direction: Transportation Choices for 2030***

The text below offers specific page references from Regional Transportation Plan and commentary on why the section is relevant or problematic

In the current draft of the 2030 RTP, analyses of and proposals for freight transportation in the region are conspicuous by their absence.

No Follow Through on Goals (pgs 24-6): Encouraging sets of goals and objectives for commercial goods

movement are not supported by any specific projects or funding allocations in any part of the plan.

No Apparent Consideration in Quantitative Analysis (pgs 45-59, especially 57 and 59): This RTP draft's presentation of "alternative scenarios" contains no assumptions, performance measures, or findings regarding freight movement. There is no indication that freight has been considered in these calculations. Given this absence and the enormous scale of freight movement in the region, we must question the validity of these analyses. Conclusions based on these analyses, e.g., that the RTP meets the constraint of keeping the region within its "Mobile Emissions Budget" must also be questioned.

No Decision on the Class I Railroad's Plan (pgs 93-4): In regard to "Transportation Strategies" this RTP draft notes, "Class I railroads, in cooperation with the City of Chicago and the State of Illinois have prepared a long-range strategic plan to improve the performance of freight infrastructure and coordination of freight rail operations in the region." The RTP draft alludes favorably to the Class Railroads' plan, but it does not endorse or propose modifications of this plan. No projects in this RTP draft are identified as enacting the plan's recommendations.

No Plan to Implement Strategic System Recommendations (pgs 100, 112-4): Freight is identified as one of four regional systems along with arterial highways, transit, and bicycle and pedestrian. What this means is unclear. This RTP draft "recommends strategic improvements" for freight as a strategic regional system. CATS' own Intermodal Advisory Task Force (an advisory council with representatives of the freight industry, transportation agencies, and not-for-profit public interest organizations) advises CATS on freight transportation issues. The IATF submitted 9 recommendations to CATS for improving the region's freight transportation to be included in the 2030 RTP. Only 6 of these recommendations are reflected in this RTP draft's recommendations. Missing recommendations call for CATS to:

- Conduct a regional truck flow study
- Create a comprehensive regional freight transportation improvement plan
- Create an integrated, computer-based regional freight information system.

No strategy is presented here or elsewhere in this RTP draft for implementing IATF recommendations that are noted.

No Projects of Strategic Value for the Freight Rail System (pgs 136-41 & 143-9):

The only specific projects in this RTP draft that could facilitate freight movements by rail call for improvements to or extensions of some rail lines that serve both passenger and freight transportation. Most of these projects would make infrastructure improvements at the urban fringe. All these projects are described primarily as passenger transportation benefits. Most have little strategic value in expediting goods movement within the region. The basis for prioritizing them as projects for passenger transportation is also unclear.

No Strategic Assessment of Truck\Highway Projects (pgs 149-164): This RTP draft recommends numerous projects of expressway widening or construction. Because the IATF's recommendations for a truck flow study and a regional freight plan have been ignored, we do not know the value of proposed expressway projects on impacting truck movements. This RTP draft also lacks any proposal that would shift some of the region's rapidly growing freight volume from truck to other modes. This is a shift identified as essential for the viability of our national transportation system by the American Association of State Highway and Transportation Officials (AASHTO). Nowhere is the need for this change more critical than in northeastern Illinois.

Virtually No Funds to Improve the Freight Transportation System (pgs 195-202, especially 199): Under this RTP draft, the only funds potentially available to achieve its objectives and recommendations for freight transportation are some \$5 billion that would be allocated over 27 years in competition with other vital systems, i.e., arterial highways, transit, and bicycle and pedestrian.