

OVERALL CONCERNS WITH CATS' 2030 REGIONAL TRANSPORTATION PLAN

The 2030 Regional Transportation Plan (RTP) does not satisfactorily meet the explicit expectations of the taxpayers. There are three major problems with the draft RTP: the financial allocations; the emphasis on facilitating highway travel; and the health and social impacts of the investment decisions. The fundamental flaws include:

- Reduction in regional commitment to existing infrastructure, from 80% to 77%, a \$1.8 billion drain of resources from existing communities.
- Refusal to “flex” funds; persistent use of the old 60/40 highway/transit split, in spite of overwhelming public support for more transit and almost universal controversy on major highway projects.
- The use of project “readiness” as a criteria to determine which infrastructure to fund, rather than the benefits of a project or the regional priorities addressed by a project.
- No discussion of the great degree of controversy surrounding some of the expressway and arterial projects proposed.
- Failure to provide a dedicated revenue stream to transit service integration/coordination, which was universally desired in all types of public involvement processes.
- Failure to conduct real alternatives testing; no indication which strategies from “alternatives” were chosen to form the final plan.
- Refusal to meaningfully incorporate NIPC Evaluation Measure scores. Use of a “composite” score for projects, without showing individual scores, is ineffectual and uninformative.
- Fails to address environmental justice (EJ); substitutes the production of tables on income and race for meaningful expenditures targeted to disinvested communities.
 - Reduction of \$1.8 billion for existing communities is a related burden on EJ communities.
 - Amassed all of Cook County suburbs into one category, disguising the wide variations between north and south Cook County.
- Fails to specify a share for pedestrian and bicycle improvements or for general bus expansion. Agreement to “retrofit” environments where highway infrastructure creates hostile conditions for pedestrians and bicyclists only applies when the road is undergoing major construction.
- Forces all modes using arterials to compete with the road interests for the \$5 billion pot for “Strategic Recommendations,” a competition destined to favor the road lobby and to obscure the amount of funding used for other modes.
- Casts doubt on the commitment to Context Sensitive Design and multi-modal use because increased speed, freer traffic flow and reduction in the number of traffic signals are explicit priorities.
- Retreats from “Universal Design” to special treatment for marginalized populations like “seniors and the disabled.” Fails to account for wide usage of Universal Design by others, like parents with children in strollers/on bikes, people temporarily using crutches, or shoppers using carts.

The mismatch between this plan and the public's priorities is evident in CATS' own documentation.

December 2002 *Shared Path Reporter*: "Residents said they wanted more public transportation choices (particularly between suburbs), safe options for bicyclists, pedestrians and the disabled, and to maintain and expand the transportation system."

Powerpoint Presentation used at July 17, 2002 public meeting: "Common Themes Heard Around the Region (referring to NIPC, CNT and CM2020 results)

- More public transit service
- Integrate public transit systems
- Better linkages between transportation and land use
- More bike and pedestrian options
- Maintain and expand existing system
- Improve existing roads and intersections
- Better service for seniors and people with disabilities
- Improve freight capacity"

A detailed analysis of the final draft document was conducted by the Center for Neighborhood Technology and is available at <http://www.cnt.org/tsp/trans/ctaqc/cs/index.html>.