



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Regional Freight Leadership Task Force

Minutes

January 10, 2014

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
DuPage County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Members Present: Michael Gorman (Chair), David Brady – Village of Bedford Park, Rick Dickens – Cannon Ball Express Lines, Peter Fahrenwald – RTA, Paul Fisher – CenterPoint Properties (by phone), Alicia Hanlon – Office of the Will County Executive, Jim LaBelle – Metropolis Strategies, Herbert Smith – Norfolk Southern, John Yonan – Cook County Department of Transportation and Highways

Staff Present: Alex Beata, Randy Blankenhorn, Jill Leary, Matt Maloney, Tom Murtha, Elizabeth Schuh, Jacki Murdock

Others Present: Stan Scofield – APL, Mary Elisabeth Pitz – MEPA, Erika Witzke – Cambridge Systematics, Brett Melvin – CNT, Jennifer Becker – Kane/Kendall Council of Mayors, Max Bosso – Elwood International Port District, Scott McPherson – Union League Club, Joe Alonzo – CDOT, Jeffrey Sriver – CDOT, Brian Rademacher – IDOT, John Donovan – FHWA, Kevin Donahue – Illinois Tollway, Kristen Andersen – Metra

1.0 Call to Order

Regional Freight Leadership Task Force Chair, Michael Gorman, called the meeting to order at 9:33 a.m.

2.0 Agenda Changes and Announcements

There were no agenda changes. Mr. Beata provided an overview of the draft Primary Freight Network, released by U.S. DOT in November 2013 for public comment, and CMAP's efforts to develop policy and technical analyses of the draft network.

3.0 Approval of Minutes – November 15, 2013

Ms. Hanlon moved to approve the minutes from November 15, 2013. The motion was seconded by Mr. LaBelle and unanimously approved by the Task Force.

4.0 Review of Case Studies

Mr. Beata provided a review of the three case studies – the Alameda Corridor Transportation Authority, Freight Mobility Strategic Investment Board, and KC SmartPort – presented at the November 15, 2013. This review included a description of each case’s strengths as well as its limitations.

5.0 Institutional Models

Mr. Beata provided an overview of the background paper, “Freight Institutional Models”. This review included a discussion of conceptual models offered in the literature, decision parameters, the description of a “Regional Freight Authority” offered in GO TO 2040, and a survey of existing transportation institutions in northeastern Illinois relevant to freight.

6.0 Open Discussion

Chair Gorman offered several discussion questions in three areas: lack of mandate, mismatch of scope, and insufficient funding. The Task Force discussed the difficulty of coordinating across multiple jurisdictions, the lack of an entity exclusively dedicated to freight issues, and the need for a strategic list of capital priorities. The Task Force also considered the benefits of a robust capital plan, noting it would help to solidify advocacy efforts and ease the political acceptability of potential new revenues dedicated to freight improvements. Further discussion focused on the connection between benefits received and costs paid, the ability for projects to raise their own revenue, the ability to leverage private funds, competitive funding, the CREATE program, local technical assistance for freight planning, the Supply Chain Innovation Network of Chicago, and other issues.

The discussion also began to explore potential institutional models for freight governance in northeastern Illinois. One potential model would consist of an overarching regional entity responsible for robust freight planning. This entity would facilitate the establishment of individual special-purpose vehicles, which in turn would deliver complex freight projects using project-specific revenue streams. Another potential model would also consist of an overarching regional agency responsible for planning, but in this model the agency would have access to a broader revenue source and directly use that revenue source to select and fund a variety of freight improvements. A third potential model would rely on local governments to develop freight plans and programs, with a regional entity working to coordinate these programs and provide technical assistance to local governments.

7.0 Other Business

There was no other business before the Task Force.

8.0 Public Comment

There were two public comments, the first from Mr. Bosso and the second from Mr. Alonzo.

9.0 Next Meeting

The Task Force meets next on February 7, 2014.

10.0 Adjournment

The Task Force adjourned at 11:00 a.m.

Respectfully submitted,

Alex Beata, CMAP Staff