



# Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

## Regional Freight Leadership Task Force

Minutes

March 7, 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, Michael Burton – C&K Trucking, Rick Dickens – Cannon Ball Express Lines, Peter Fahrenwald – RTA, Paul Fisher – CenterPoint Properties, Alicia Hanlon – Office of the Will County Executive, Jim LaBelle – Metropolis Strategies, Paul Nowicki – BNSF, Phil Resendiz – FedEx, Herbert Smith – Norfolk Southern, John Yonan – Cook County Department of Transportation and Highways

**Staff Present:** John Allen, Alex Beata, Randy Blankenhorn, Jill Leary, Tom Murtha, Elizabeth Schuh, Jacki Murdock, Simone Weil

**Others Present:** Joe Alonzo – CDOT, Kristen Andersen – Metra, Jennifer Becker – Kane/Kendall Council of Mayors, Max Bosso – Elwood International Port District, Kevin Donahue – Illinois Tollway, Dan Johnson – Midwest High Speed Rail, Mike Klemens – Will County Governmental League, Aimee Lee – Illinois Tollway, Libby Ogard – Prime Focus LLC, Mary Elisabeth Pitz – MEPA, Brian Rademacher – IDOT, Gerald Rawling, Stan Scofield – APL, Erika Witzke – Cambridge Systematics

### 1.0 Call to Order

Regional Freight Leadership Task Force Chair, Michael Gorman, called the meeting to order at 9:35 a.m.

### 2.0 Agenda Changes and Announcements

There were no agenda changes. Mr. Beata updated the Task Force on CMAP's efforts to coordinate with other large metropolitan planning organizations in developing freight policy principles for federal reauthorization.

### **3.0 Approval of Minutes – February 7, 2014**

Mr. Fisher moved to approve the minutes from February 7, 2014. The motion was seconded by President Brady and unanimously approved by the Task Force.

### **4.0 Draft Principles for a Regional Freight Authority**

Mr. Beata presented the draft principles document. The document first outlined three major challenges facing the regional freight system: too little funding, too many jurisdictions, and too little prioritization of freight. It then suggested five draft principles: robust freight planning, user-pays principle, performance-based programming, project delivery, and sustained, focused advocacy.

The Task Force recommended small revisions to the three challenges, rephrasing the jurisdictional challenges item as “Too little coordination between jurisdictions” and adding text to acknowledge the need to work with relevant freight stakeholders when prioritizing freight investments.

The Task Force also recommended revisions to the draft principles. Along with various minor edits, the Task Force recommended the addition of two new principles: the first emphasizing the implementation of the regional freight plan and the second encouraging the participation of private capital in freight investment.

### **5.0 Illustrative Regional Freight Authority Scenario**

Mr. Beata presented the illustrative scenario for a Regional Freight Authority, as described in a background paper. He stressed that this scenario does not constitute a staff recommendation, but is simply a “thought piece” for discussion. The scenario has three main components: robust freight planning, funding, and institutional organization. The funding component would rely on (1) directing existing diesel taxes and truck registration fees to new Freight Funds, to be programmed by CMAP in northeastern Illinois and IDOT in the rest of the state, and (2) expanding the Illinois Tollway system to include the entire regional expressway network.

Some of the Task Force members believed that the funding scenario was too specific at this point in the process. Rather, the Task Force suggested reframing the discussion as a series of funding options, including the funding sources outlined in the illustrative scenario. The Task Force also asked for more detail on how the scenario could function in practice, including revenue estimates for the various funding sources and a description of how the programming process could function within CMAP.

### **6.0 Other Business**

There was no other business before the Task Force.

### **7.0 Public Comment**

There were two public comments, the first from Ms. Ogard and the second from Mr. Klemens. Ms. Ogard noted that users of the freight system may evade potential new taxes or fees by locating their businesses in Wisconsin or Indiana, or choosing to purchase fuel in those states. Mr. Klemens commented on the importance to municipalities of maintaining local control.

**8.0 Next Meeting**

The Task Force meets next on April 4, 2014.

**9.0 Adjournment**

The Task Force adjourned at 11:21 a.m.

Respectfully submitted,

Alex Beata, CMAP Staff