

**Response to Comments on the “Revised Principles for a Regional Freight Authority”**

	<b>Comment</b>	<b>CMAP Staff Response</b>
<b>Challenges</b>	Add in a new challenge: “Too little recognition for regions in national freight policy”	We included a fourth item.
<b>Principles</b>	Provide Task Force members with GO TO 2040 freight plan	We introduced the Task Force members to GO TO 2040’s freight principles back in our one-on-one meetings in August and September 2013. We also gave them printouts of the “Create a More Efficient Freight Network” plan chapter at that time.
	Provide more detail on freight planning	The principles are intended to be high-level, providing guidance for the development of the scenario. The revised scenario provides more detail on the freight planning process, including its relationship to the LRTP and outreach to stakeholders, and should address concerns raised in this comment. We will discuss a revised scenario with the Task Force at the April 4 meeting.
	Provide more detail on user fees	As one Task Force member noted, “user fees” can cover a range of revenue sources. Broad-based sources like the motor fuel tax and registration fees are typically considered user fees, but other approaches like tolling are more direct applications of the user-fees principle. The Task Force has expressed a commitment to the user-fees principle both in general (i.e., broad-based fees to support general freight projects) and also for the financing of individual, self-supporting facilities. The revised wording in the principles is meant to capture both types of user fees: they are supported in general and in specific, where possible. Additional text has been added to clarify that “direct” user fees match fees paid with benefits received.
	Draw a distinction between diverting existing user fees and developing new user fees	The principles are intended to be high-level, providing guidance for the development of the scenario. Details on the recommended funding arrangements should be left to the scenario. Per the Task Force’s request at the March 7 meeting, the scenario is being revised to include a broader menu of revenue options.

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<b>Principles</b>	Quantify “needs” through a regional planning process	Again, the principles are intended to be high-level, providing guidance for the development of the scenario. The revised scenario recommends that the regional freight planning process include a financial plan.
	Discuss a broader set of revenue sources	The principles are intended to be high-level, providing guidance for the development of the scenario. Per the Task Force’s instruction, we’ve revised the scenario to include a larger menu of potential revenue sources.
	Provide a more thorough explanation for how performance-based programming will be applied	This principle applies to the programming process, regardless of funds: “Freight projects must be selected for funding through a transparent, data-driven process”. It also requires consistency with regional plans: “This is ensured by tying the selection of capital projects to the robust freight planning process”.  Again, the principles are intended to be high-level, providing guidance for the development of the scenario. The revised scenario provides more detail on the programming process, although it doesn’t prescribe specific evaluation criteria. The Task Force can decide in April if it prefers to go into greater detail on performance measures.
	Project delivery should emphasize greater coordination among existing agencies	The principles acknowledge one of the region’s key challenges as “Too little coordination among jurisdictions” and this principle calls on implementing agencies to deliver and manage capital projects.  Again, the principles are intended to be high-level, providing guidance for the development of the scenario. The planning and programming framework established in the scenario addresses these jurisdictional issues.
	Greater clarification between the role of implementers and a Regional Freight Authority	The “Capability and Accountability” principle has been reworded to emphasize the Regional Freight Authority’s role in programming funds (i.e., in evaluating and selecting projects for funding). This clarifies the role of the Regional Freight Authority vis-à-vis implementing agencies, which would directly construct and operate projects.

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<b>Principles</b>	A Regional Freight Authority should serve as a collective voice for freight needs, emphasize the economic importance of freight, and incorporate business perspectives	These ideas are already incorporated throughout the principles and scenario.
	The region should strive to be innovative and lead national freight policy	These ideas are already incorporated throughout the principles and scenario.