

Summary of Revisions Made to the Draft Report to the CMAP Board
 May 23, 2014

Edit	Location	Description
Additional details on economic importance of freight to the region	Executive Summary, p. 5	Comments at the May 2 meeting from both Task Force members and the public emphasized the need for more context on the economic importance of freight. Additional text, including statistics, was adapted from the background material provided at the Task Force's first meeting.
Additional details on the appointment of the Task Force	Executive Summary, p. 5	An emailed comment noted that the appointment of the Task Force acknowledges the need for greater cooperation with private industry in developing freight policy.
Implementation strategies to be included in the freight element of the regional plan	Executive Summary, p. 6; corresponding edit on p. 9	The Task Force commented on the need for the freight plan to identify implementation strategies. Corresponding edits were made.
CMAP to draft legislation establishing Metropolitan Chicago Freight Fund	Executive Summary, p. 6; corresponding edits on pp. 10, 14	The Task Force commented on the need for more specificity regarding the establishment of a new "Metropolitan Chicago Freight Fund" and recommended that CMAP take the lead in drafting legislation to submit to the General Assembly. The discussion emphasized that this draft legislation would be informed by the recommended regional freight planning process, and that it would be timed to coincide with a larger conversation on state transportation funding. Corresponding edits were made.
Strengthen the fourth "Challenge"	Challenges Facing the Regional Freight System, p. 7, corresponding edit on p. 16	The Task Force expressed a desire to strengthen the language under the fourth item to focus more explicitly on greater voice and advocacy for regions in federal freight policy. Corresponding edits were made.

Remove references to “Regional Freight Authority” within Principles	Principles for Regional Freight Policy and Funding, p. 8	When the Principles were originally approved by the Task Force, their text included references to a “Regional Freight Authority” as a placeholder for the Task Force’s final recommendations. Now that the Task Force’s report is final, that wording is no longer appropriate. The edits here remove the term “Regional Freight Authority” and replace it with more general terms.
Investing in the freight system	Detailed Recommendations, p. 9	An emailed comment noted the need to clarify the use of new funding to invest in the regional freight system.
Timing of the freight element of the regional plan	Robust Freight Planning, p. 9	The Task Force commented on the need to begin freight planning well in advance of the long-range transportation plan due in 2018. A new sentence was added to clarify this point.
Removing conflicts between freight and passenger rail	Robust Freight Planning, p. 10	The Task Force asked for more information on reducing passenger-freight rail conflicts. An additional sentence was added to build out that point.
Short line and terminal railroads	Robust Freight Planning, p. 10; corresponding edit on p. 14	Public comments at the May 2 meeting emphasized the importance of short line and belt railroads for economic development. New text was added in two locations to highlight their importance.
Land use	Robust Freight Planning, p. 10; corresponding edits on p. 14	The Task Force commented on the need to acknowledge land use considerations more explicitly. New text was added in two locations – Robust Freight Planning and Metropolitan Chicago Freight Fund – to further develop this point.
Funding sources	Funding Sources, p. 10	At the May 2 meeting, the Task Force discussed high-level policies related to funding (e.g., a preference to direct existing freight revenue sources to freight improvements, a need to backfill lost revenues, and a preference to pursue federal funds whenever possible). Corresponding edits were made to reflect this discussion.
Table 1	Funding Sources, p. 11	The Task Force expressed an interest in revising Table 1. The depiction of existing truck registration fees out of context was identified as a particular point of concern. In response, Table 1 was deleted and replaced with a bulleted list of potential funding sources. No revenue estimates were included in the list.

Tolling	Funding Sources/Tolling, p. 12-13	The Task Force suggested emphasizing two items: (1) the need to coordinate with the Illinois Tollway and (2) potential other uses of toll revenue. Corresponding edits were made. An emailed comment also noted some of the disadvantages of tolling, and so the text was softened from “promises to be a reliable revenue source” to “could be a reliable revenue source”.
Container fees	Funding Sources/Container Fees, p. 13	The Task Force requested slightly rewording the subtitle to “Project-Specific Container Fees”. Corresponding edit was made.
Bonding authority	Institutional Organization/Metropolitan Chicago Freight Fund, p. 14	The Task Force raised the possibility of CMAP taking on bonding authority in conjunction with the administration of new freight funds. Corresponding text was added.
Jurisdictional conflicts	Evaluation of Recommendations, p. 16	An emailed comment suggested rephrasing “jurisdictional conflicts” to “policy and practice inconsistencies”.
Support dedicated funding	Evaluation of Recommendations, p. 16	An emailed comment suggested rephrasing “develop dedicated funding” to “support dedicated funding”.
Voice for regions in national freight policy	Evaluation of Recommendations, p. 16	An emailed comment suggested additional text that emphasizes the importance of the freight element in bolstering the region’s competitiveness for federal funding.
Illustrative VMT fee rate	Appendix B, Vehicle-Miles Traveled Fee, p. 19	The Task Force asked about the origin of the 0.05 cent/mile rate for a VMT fee. This rate is hypothetical and was chosen to be less than the rates estimated by the GAO for a revenue-neutral swap to the Highway Trust Fund. Text was added to clarify that this rate is illustrative only.