



CMAP **GO TO 2040**

Regional Freight Leadership Task Force

Presentation to Council of Mayors

Executive Committee


September 9, 2014

GO TO 2040 Freight Recommendations

- Federal policy
- CREATE program
- Regional trucking improvements
- **Organization and public policy**
- Integrating freight into infrastructure prioritization



GO TO 2040, p. 317

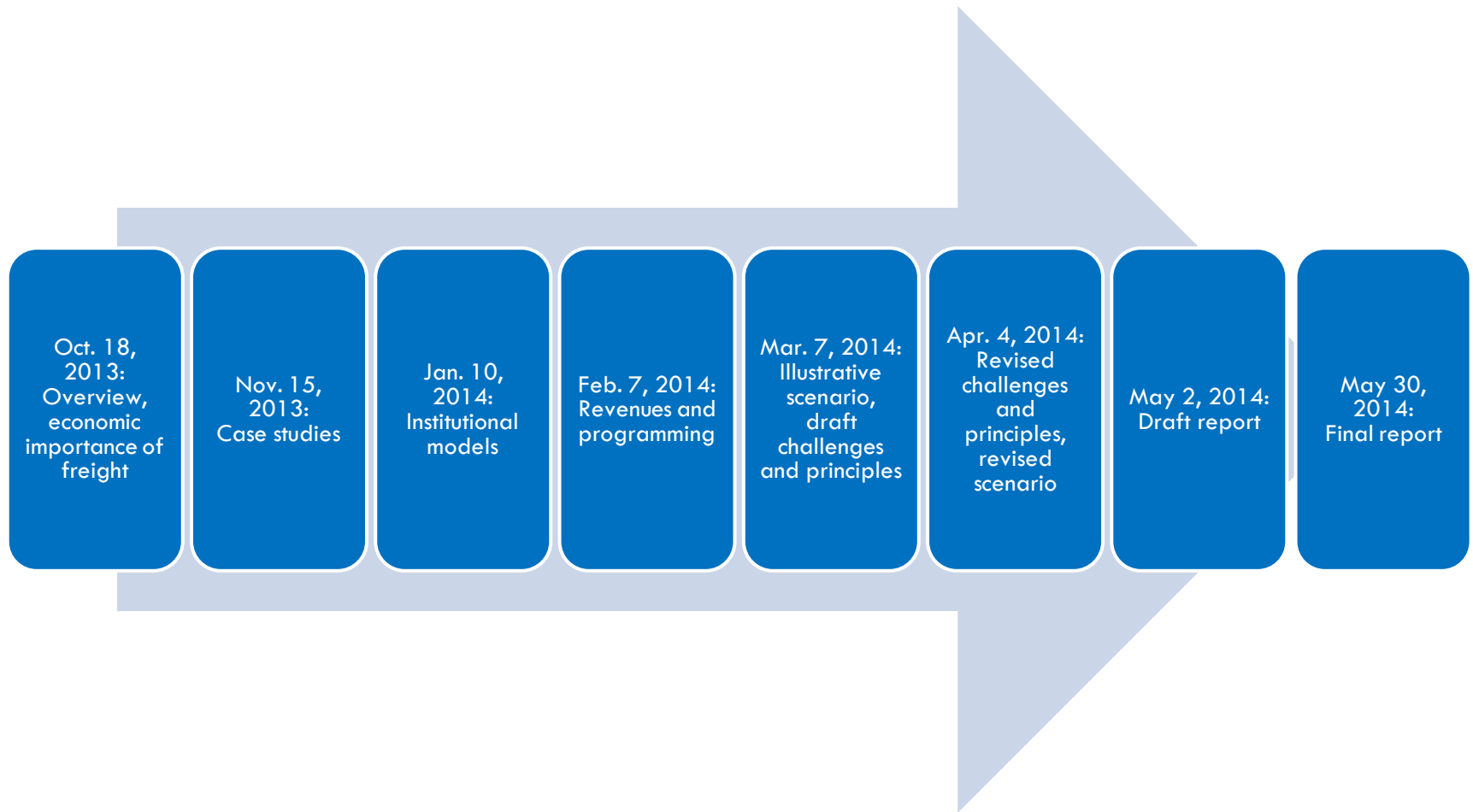


A process should be outlined to assist in moving this recommendation forward that includes convening freight stakeholders and transportation implementers to discuss the options and best course of action; examining case studies of similar authorities in other regions; and exploring potential agencies to host the Regional Freight Authority. Ideally, this authority should be integrated into an existing agency to avoid creating an entirely new organization.

CMAP Board activities

- March 13, 2013: CMAP Board discusses the initial scope for a Regional Freight Leadership Task Force
- June 12, 2013: CMAP Board approves Task Force chair and 14 members:
 - ▣ 4 freight carriers (2 rail, 2 trucking)
 - ▣ 3 freight support industry
 - ▣ 2 civic/academic
 - ▣ 5 public sector (2 municipal, 2 county, 1 regional)
- June 11, 2014: CMAP Board considers final report

Task Force Proceedings



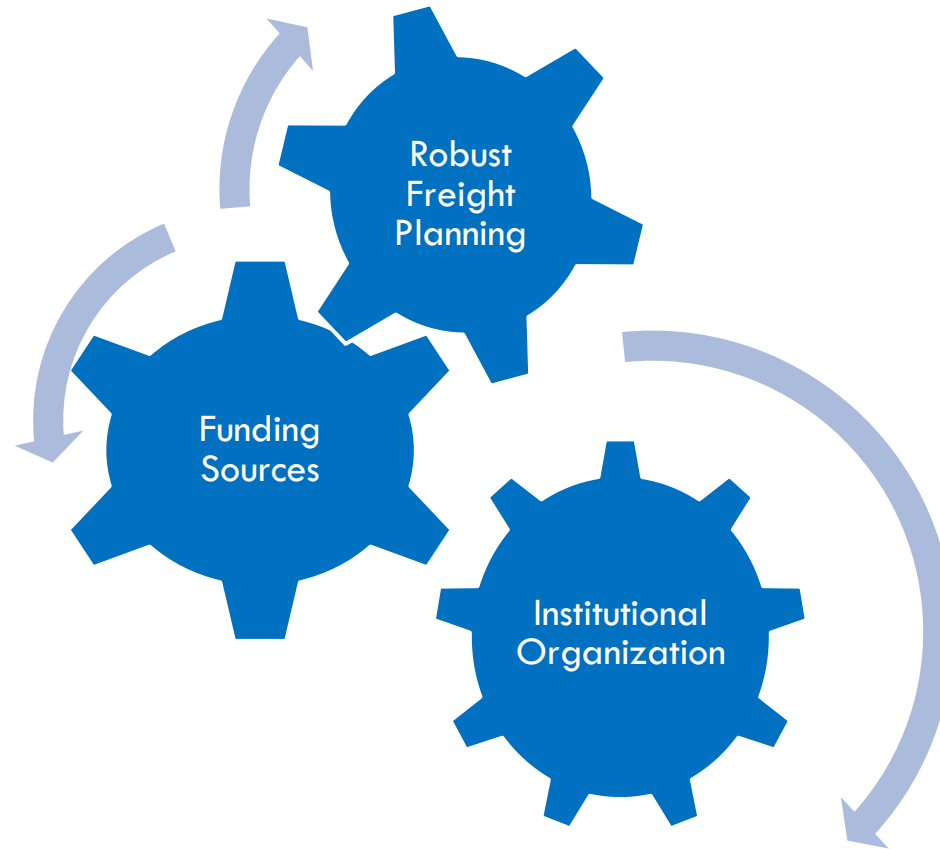
Challenges

- The Task Force identified four major challenges facing the regional freight system:
 - ▣ Too little funding
 - ▣ Too little coordination among jurisdictions
 - ▣ Too little prioritization of freight
 - ▣ Too little voice for regions in national freight policy

Principles

- Responding to these challenges, the Task Force adopted seven principles for regional freight policy and funding:
 - ▣ Robust freight planning
 - ▣ User-pays principle
 - ▣ Performance-based programming
 - ▣ Project delivery
 - ▣ Sustained, focused advocacy
 - ▣ Capability and accountability in programming
 - ▣ Encourage private capital to participate

Final Report Recommendations



Robust Freight Planning

- Working with stakeholders, CMAP will develop a freight element of the next long-range comprehensive regional plan:
 - ▣ To include lists of prioritized projects and operational programs, implementation strategy, and financial plan
 - ▣ To include policy recommendations related to funding sources, performance measures, and programming
 - ▣ To take a multimodal focus
 - ▣ To consider related issues of land use and regional mobility

Funding Sources

- Pursuant to the planning process, establish a “Metropolitan Chicago Freight Fund”
- No specific recommendations for revenue sources, although several were considered
 - ▣ Broad-based vs. project-specific revenue sources
 - ▣ All revenue sources must be fair and equitable, and, where possible, varied to reflect demand
- Other topics:
 - ▣ Pursuit of federal funding opportunities
 - ▣ Backfill any redirected revenues
 - ▣ Long-term replacements to current sources

Institutional Organization

- Consistent with GO TO 2040, recommendations focus on existing units of government:
 - ▣ Working with stakeholders, including local governments and the private sector, CMAP to take lead on robust freight planning
 - ▣ CMAP to draft legislation establishing Metropolitan Chicago Freight Fund (MCFF)
- Planning process to consider other topics:
 - ▣ Bonding authority for CMAP, using the MCFF as revenue stream to issue and repay bonds
 - ▣ Evaluation criteria (performance data, priority corridors) for programming from the MCFF
 - ▣ Programming process

Next Steps



- Continued outreach to both internal and external audiences
- Reconvene Freight Committee
 - Present Task Force recommendations
 - Discuss freight planning framework
 - Beginning immediately, execute freight planning over next four years



CMAP GO TO 2040

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