



CMAP **GO TO 2040**


**Regional Freight Leadership Task Force**  
Presentation to the Land Use Committee  
July 16, 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

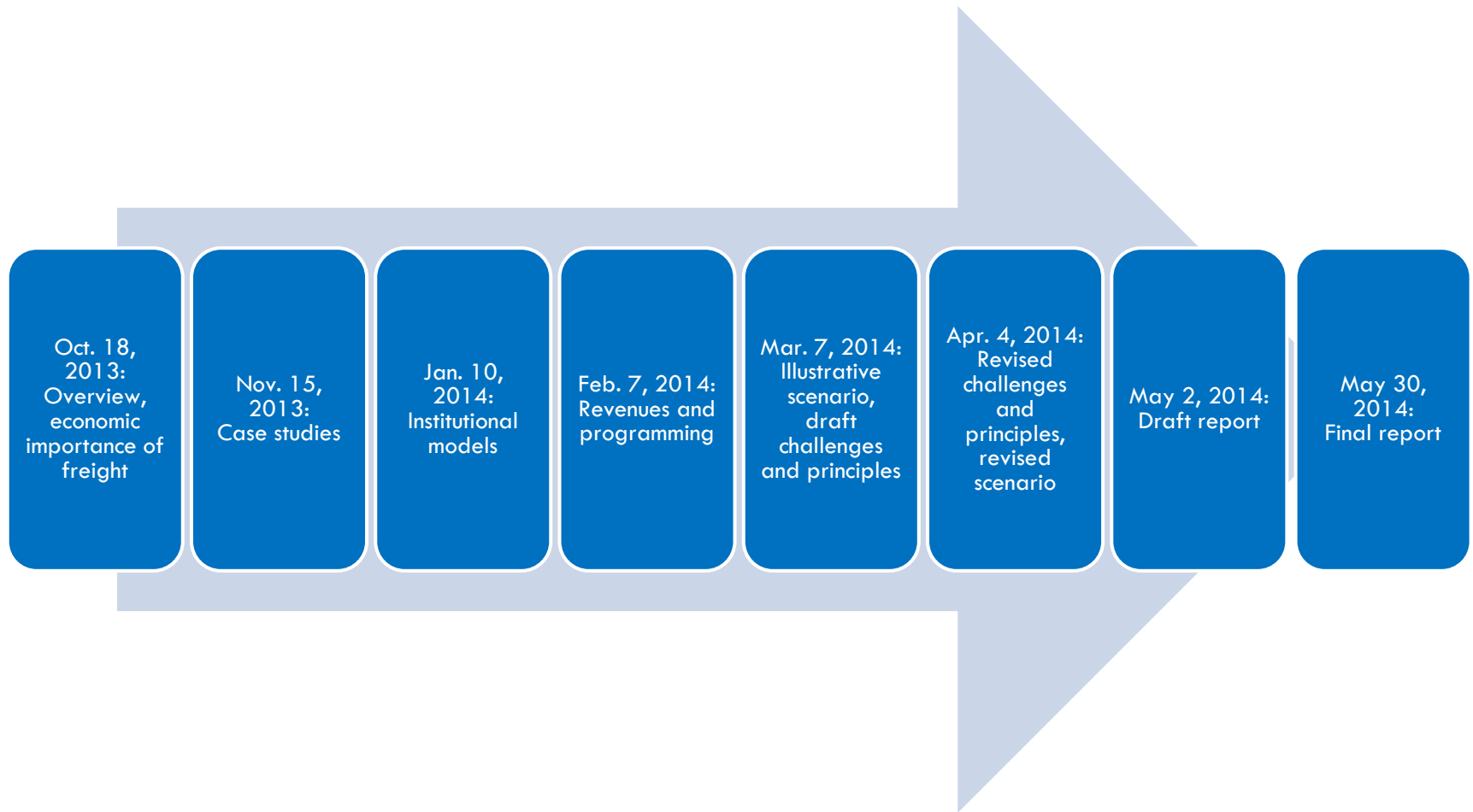


*A process should be outlined to assist in moving this recommendation forward that includes convening freight stakeholders and transportation implementers to discuss the options and best course of action; examining case studies of similar authorities in other regions; and exploring potential agencies 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



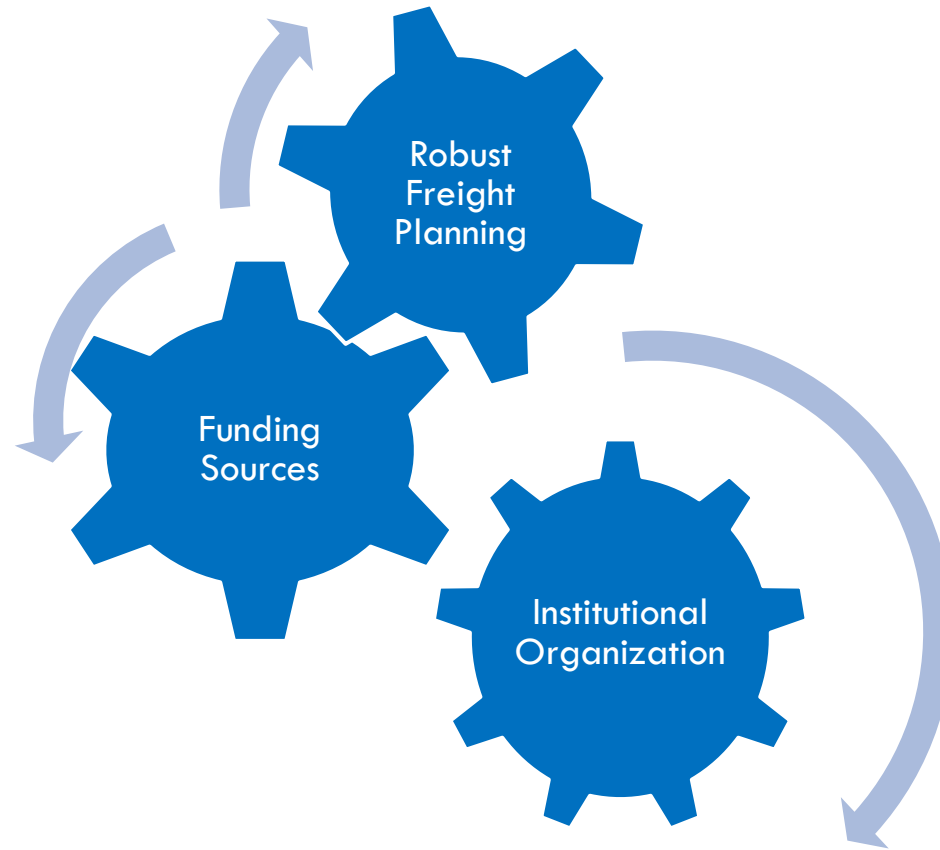
# Challenges

- 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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