



Federal Freight Legislative Update

September 17, 2015

We all have a stake in **A  B**



Senate DRIVE Act

- ▶ July 2015: Senate passed a six year surface transportation authorization bill, the Developing a Reliable and Innovative Vision for the Economy (DRIVE) act
- ▶ 7% funding increase above current levels
- ▶ Only provides three years (2016, 2017, 2018) of revenues
- ▶ Two new key initiatives
 - National Freight Program – \$11.6 billion in formula funding to states
 - Assistance for Major Projects (AMP) discretionary grant program run by FHWA



DRIVE Act Freight Provisions

Formula Based National Freight Program

- ▶ National Freight Strategic Plan
- ▶ National Highway Freight Network (NHFN)
 - Primary Highway Freight System (PHFS)
 - Critical Rural Freight Corridors
 - Critical Urban Freight Corridors
 - Portions of the Interstate System not on the PHFS
- ▶ State Freight Advisory Committees
- ▶ State Freight Plans



DRIVE Act Freight Provisions

- ▶ Apportioned Funds – only for NHFN freight movement
 - Funding tied to State's share of Primary Highway Freight Network
- ▶ Assistance for Freight Projects (New Grant Program)
 - \$200 million/yr from appropriations
- ▶ National Freight Program
- ▶ Project Eligibility



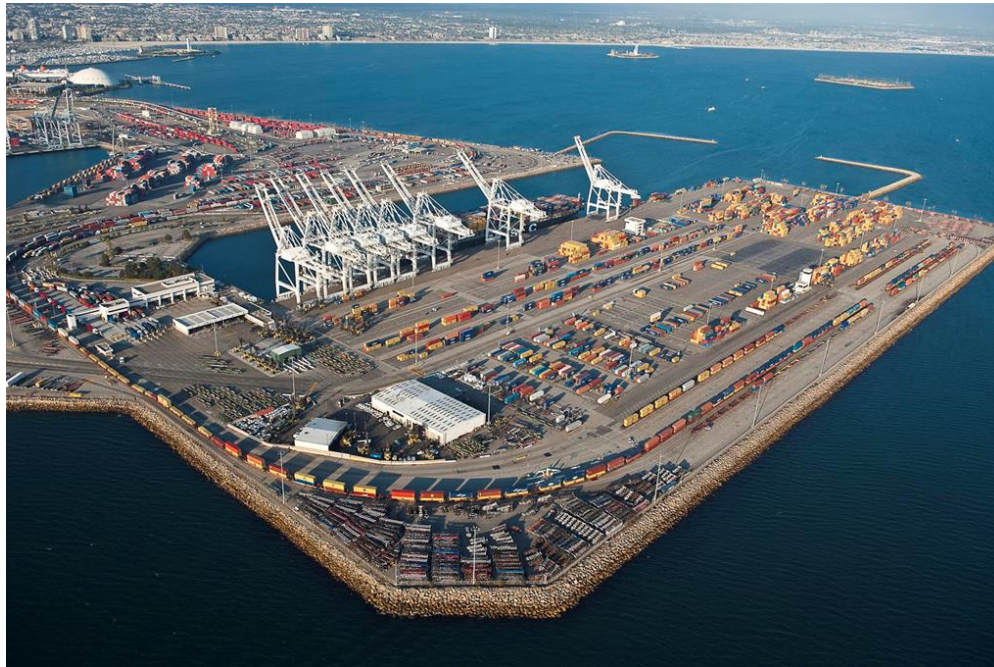
DRIVE Act Freight Provisions

- ▶ State Freight Advisory Committees
- ▶ State Freight Plans – 10 year period
- ▶ National (Highway) Freight Network
 - Increases the mileage cap of the PHFN to 30,000 miles
- ▶ Performance Targets
 - 2 year period



Feedback on Freight Provisions

- ▶ First impressions?
- ▶ Minnesota impacts?



DRIVE Act Freight Rail Provisions

- ▶ Positive Train Control (PTC)
- ▶ HazMat Real-time Emergency Response Information
- ▶ US DOT grants for Rail infrastructure and Safety

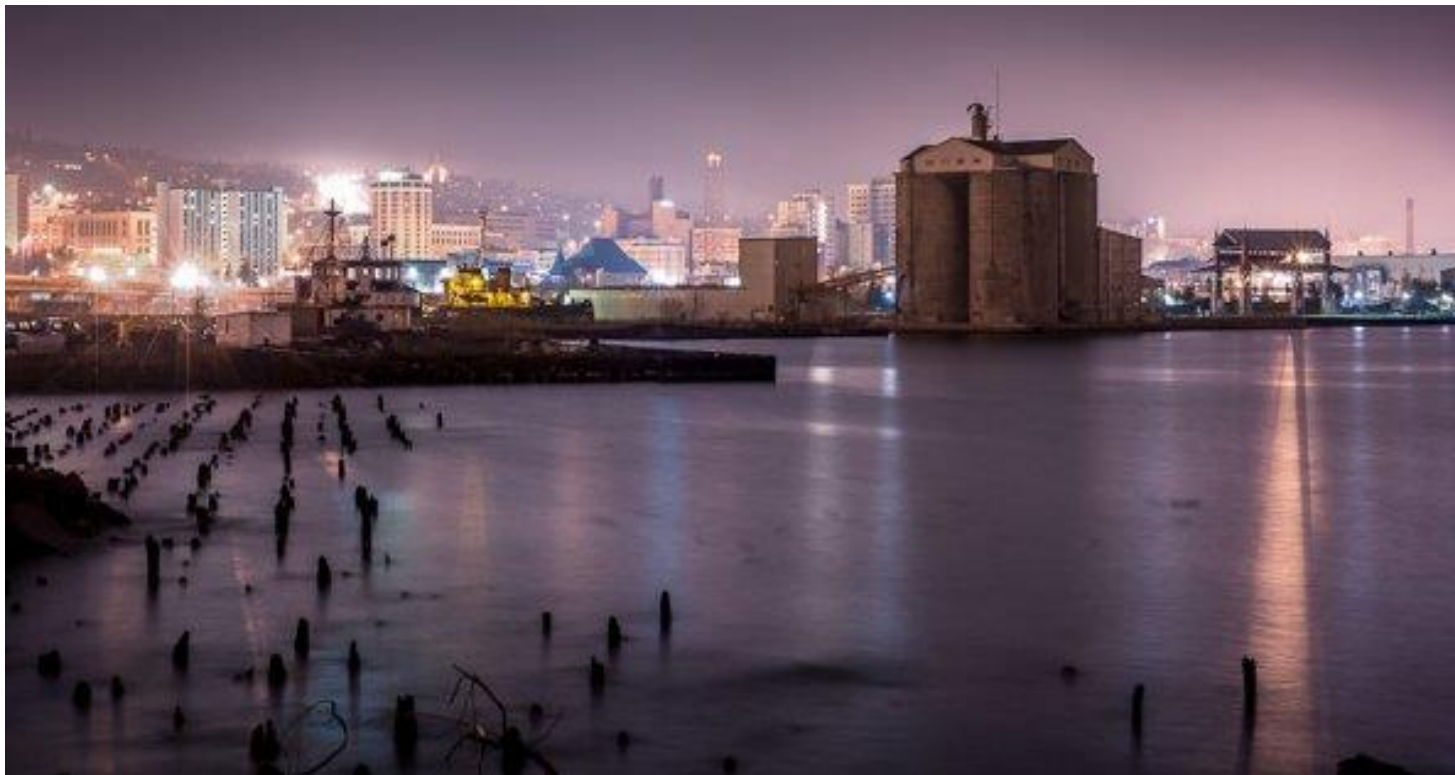


Other Freight Related Bills

- ▶ Appropriations Bills – increasing twin 28 foot trailers to 33 feet.
- ▶ House bill – State option to increase Truck Size and Weight to 91,000 lbs on six axles



Questions?



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