



MN Transportation Alliance Workshop
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The FAST Act – Freight Implications

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



MAP-21 and FAST Act – Comparison

MAP-21	FAST Act
National Freight Highway Program created, but no funding Primary Highway Freight Network (27k miles)	Program is funded! Network length is increased to 41k miles
Freight project eligibility Truck Parking (Jason’s Law)	Increased list of eligible projects for freight funding
Projects of National and Regional Significance program, but no funding	Program is now funded! (discretionary funding)
State Freight Plans “encouraged”	Now required
State Freight Advisory Committees “encouraged”	Still “encouraged”
National Freight Strategic Plan required	An updated Plan is required
Freight Performance Measures	Waiting on federal rulemaking



FAST Act – Overview

- ▶ National Highway Freight Program
- ▶ Projects of National and Regional Significance Program
- ▶ National Multimodal Freight Policy
- ▶ Motor Carrier Issues



National Highway Freight Program (Formula Funding)

– In Detail –



National Highway Freight Program

► Goals:

- To invest in infrastructure improvements and to implement operational improvements on the highways of the U.S.
- To improve the safety, security, efficiency and resiliency of freight transportation in rural and urban areas
- To improve the state of good repair of the NHFN
- To use innovation and advanced technology to improve the safety, efficiency, and reliability of the NHFN
- To improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address highway freight connectivity
- To reduce the environmental impacts of freight movement on the NHFN

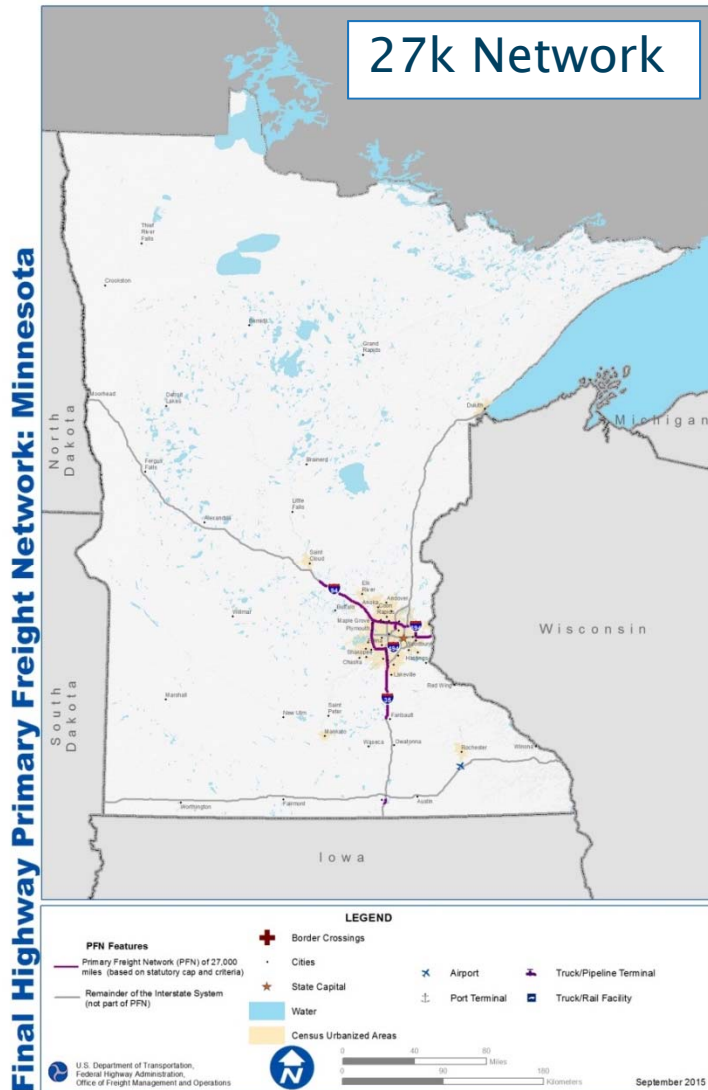


National Highway Freight Program

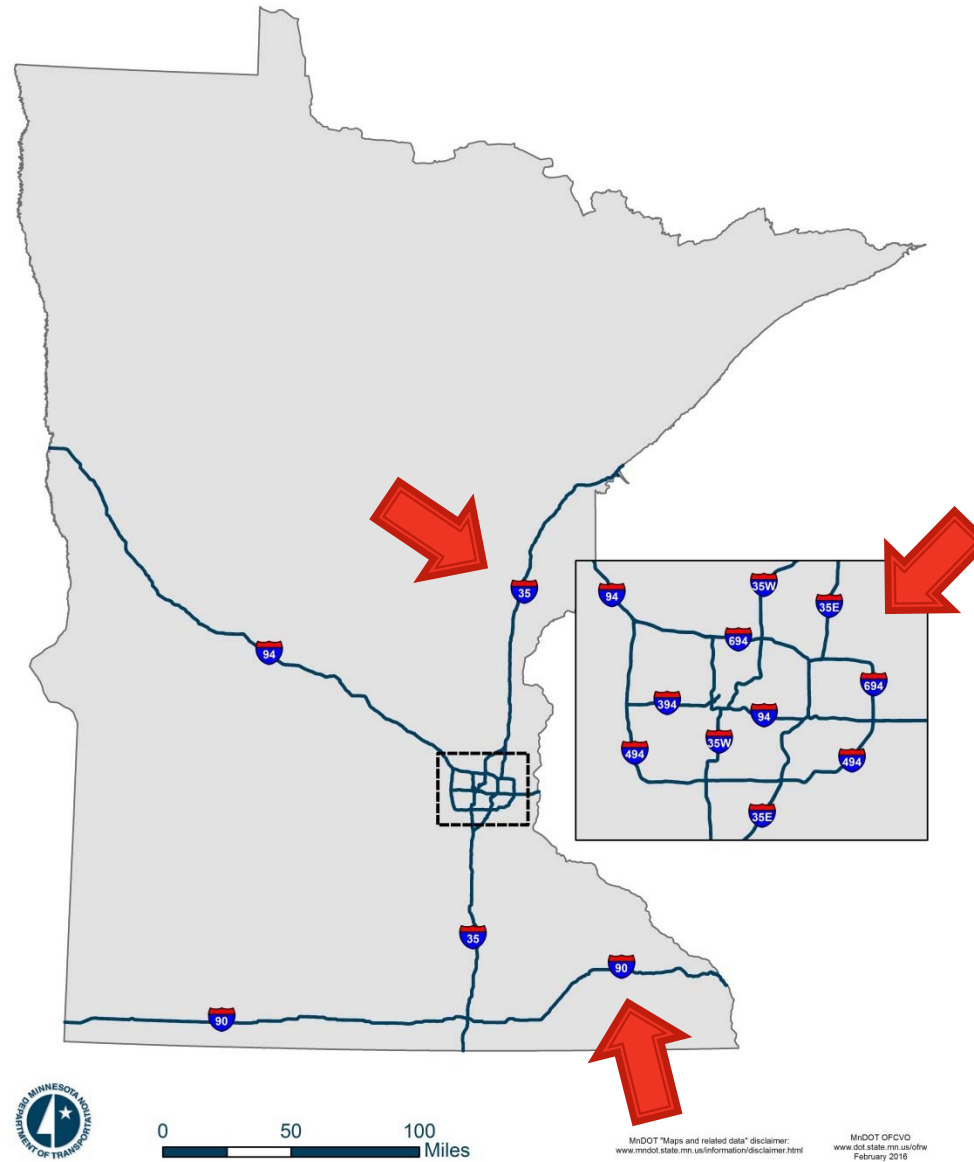
- ▶ National Highway Freight Network (NHFN) with four components:
 - A Primary Highway Freight System (PHFS)
 - 41,000 mile nationwide highway network
 - (Mostly) on Interstate System
 - The remainder of the Interstate System not on the PHFS
 - Critical rural freight corridors
 - Critical urban freight corridors



Primary Highway Freight System Evolution



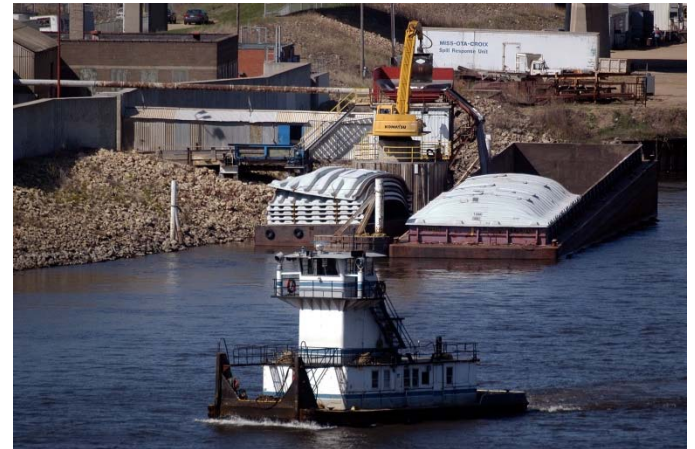
Interstates in Minnesota



National Highway Freight Program

► General Funding Rules

- MN may use Formula money on any component of the NHFN
- The list of eligible project types that money may be used on is long and inclusive
- Up to 10% of Formula funds may be used for rail freight and port projects
- The State has two years to develop a FAST Act-compliant state freight plan, which includes an investment plan



National Highway Freight Program

- ▶ Critical Rural Freight Corridors
 - Total designated mileage for MN is limited to 150 miles statewide
 - The State acts as designator, in consultation with locals
- ▶ Critical Urban Freight Corridors
 - Total designated mileage for MN is limited to 75 miles statewide
 - MPOs with populations >500k act as designator, in consultation with the State
 - The State acts as designator for MPOs with populations <500k, with the MPOs consulting



Projects of National and Regional Significance Program (Discretionary Funding) – In Detail –



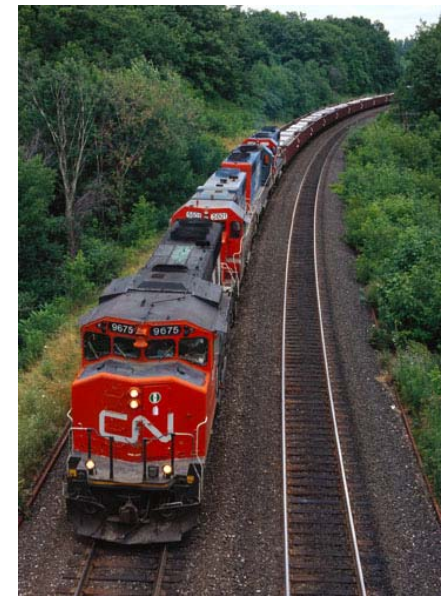
Projects of National and Regional Significance Program

- ▶ Total amount available for program: \$4.5 billion
- ▶ Grants must be at least \$25 million
- ▶ Types of eligible projects
 - A highway project on the NHFN
 - A highway or bridge project on the NHS
 - A freight project



Projects of National and Regional Significance Program

- ▶ Eligible project costs must \geq \$100 million
- ▶ 10% of the program annually must be set aside for Small Projects (minimum of \$5 million instead of \$25 million)
- ▶ 25% of annual funding set aside for projects in rural areas
- ▶ Amount available for non-highway freight project grants is \$500 million (\$0.5 of the \$4.5 billion)





National Multimodal Freight Policy



National Multimodal Freight Policy

- ▶ Policy Goals
- ▶ National Freight Strategic Plan
- ▶ National Multimodal Freight Network
- ▶ State Freight Advisory Committees
- ▶ State Freight Plans



National Multimodal Freight Policy

- ▶ Maintain and improve the condition and performance of the National Multimodal Freight Network (NMFN)
- ▶ Ensure that the Network provides a foundation for the U.S. to compete in the global economy, among other goals



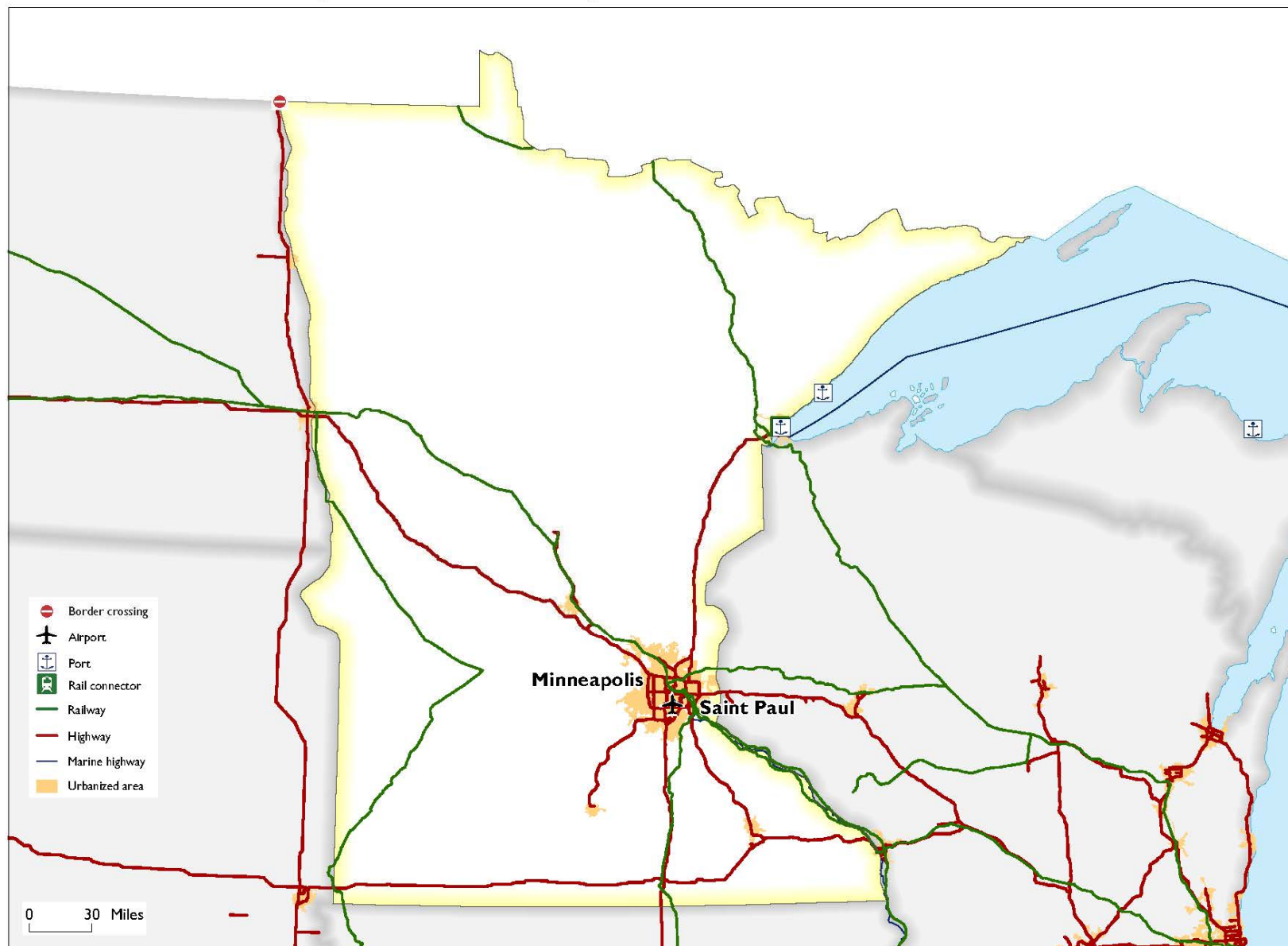
National Multimodal Freight Network

► Network includes:

- National Highway Freight Network (NHFN)
- Class I freight railroads
- Public ports with annual foreign and domestic trade of at least 2 million short tons
- Inland and intracoastal waterways
- The Great Lakes and the St. Lawrence Seaway
- MARAD's Marine Highways
- Top 50 US airports with highest annual landed weight
- Other assets as identified by Under Secretary of Transportation for Policy (i.e. short line railroads, strategic intermodal facilities)



Minnesota Multimodal Freight Network - Draft Representation

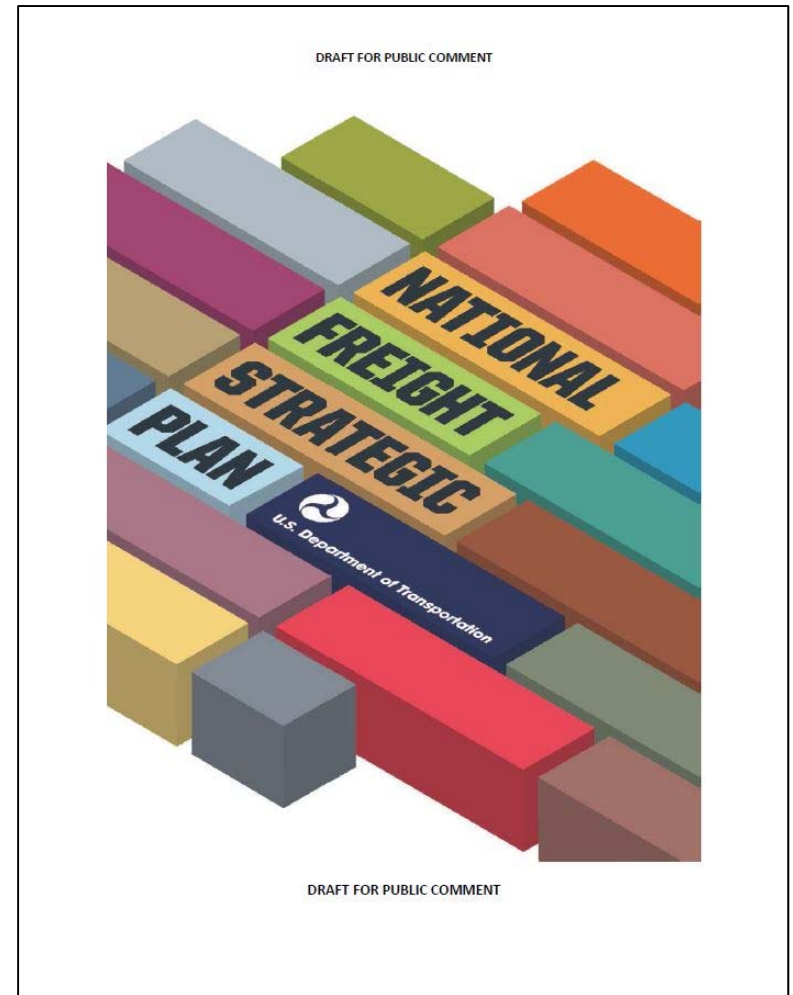


Note: For information on methodology used for feature selection in this map, please see U.S. Department of Transportation, National Freight Strategic Plan, Appendix D, 2015.



National Freight Strategic Plan

- ▶ U.S. DOT has 2 years to develop a National Freight Strategic Plan
- ▶ MAP-21 also required the development of such a plan
 - U.S. DOT developed one in response to MAP-21
 - They have indicated it will be updated to comply with FAST Act



State Freight Advisory Committees

- ▶ FAST Act encourages States to form State Freight Advisory Committees with certain characteristics:
 - Advise the State on freight related priorities, issues, projects, and funding needs
 - Serve as a forum for discussion for State transportation decisions affecting freight mobility
 - Communicate and coordinate regional priorities with other organizations
 - Promote the sharing of information between the private and public sectors on freight issues
 - Participate in the development of the State's freight plan



State Freight Plans

- ▶ State Freight Plans are now required
- ▶ Must have a FAST Act compliant plan within 2 years
- ▶ This plan must include a freight investment plan
- ▶ State Freight Advisory Committee must be consulted



Freight Performance Measures

- ▶ Travel time
- ▶ Reliability
- ▶ Waiting on federal rule making...



FAST Act – What we’re already doing

- ▶ “Special Freight Working Group” of the Planning Update Workgroup (PUW)
 - Programming questions
 - Critical Rural and Urban Freight Corridor designation process
 - Up to 10% port and rail funding
- ▶ 2015 Freight Plan (updating 2005 Plan)
 - Action Agenda of 30 strategies
 - Building public and private relationships



FAST Act – What we're already doing (cont.)

- ▶ MN Freight Advisory Committee (MFAC)

- Established in 1998 (one of the first Advisory Committees in the Nation)
- Restructured
 - Executive Committee
 - 30 key industry representatives



- ▶ Participation in the Mid-America Freight Coalition (MAFC)

- TIGER grant for 8-state Truck Parking Information System
- Projects of National and *Regional* Significance – Good opportunity for getting projects





Motor Carrier Issues



Size & Weight Changes

- ▶ Interstate weight limits
 - New exemptions from Interstate weight limits
 - Vehicles carrying fluid milk products
 - Covered logging vehicles
 - Emergency vehicles
 - Natural gas vehicles
 - Tow trucks
- ▶ Size limits
 - Automobile transporter



Motor Carrier Safety

Title V of the FAST Act reauthorizes the programs of the Federal Motor Carrier Safety Administration (FMCSA) through FY 2020 and includes several reforms to improve truck and bus safety while reducing regulatory burdens

- ▶ Hours of Service
- ▶ Safety Scores
- ▶ Drug Free Commercial Drivers
- ▶ Exemption from Regulations
- ▶ Grants to States



Questions?

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