



Comparison of Freight Reauthorization Proposals

Topic Area	MAP-21 (P.L. 112-141)	Recommendations of the House T&I Committee Special Panel on 21 st Century Freight (Issued 10/29/13)	GROW AMERICA Act (Administration's Reauthorization Proposal, transmitted to Congress 4/29/14)	S. 2322, MAP-21 Reauthorization Act (Senator EPW Committee leadership reauthorization proposal, passed Committee 5/15/14)	H.R. 974, MOVE Freight Act of 2013 (Introduced by Rep. Sires on 3/5/14 and referred to the House T&I Committee)	S.2380, Freight Priorities Act (Introduced by Sen. Booker on 5/21/14 and referred to the Senate Commerce Committee)
<p>National Freight Program/ Funding</p>	<p>Prioritization of Projects to Improve Freight Movement (Sec. 1116)</p> <ul style="list-style-type: none"> The Secretary may increase the Federal share for any project to 95 percent for projects on the Interstate System and 90 percent for any other project if the project: <ul style="list-style-type: none"> demonstrates the improvement made by the project to the efficient movement of freight, and is identified in a State freight plan. Eligible projects include-- construction, reconstruction, rehabilitation, and operational improvements directly relating to improving freight movement; intelligent transportation systems and other technology to improve the flow of freight; efforts to reduce the environmental impacts of freight movement on the primary freight network; railway-highway grade separation; geometric improvements to interchanges and ramps; truck-only lanes; climbing and runaway truck lanes; truck parking facilities; real-time traffic, truck parking, roadway condition, and multimodal transportation information systems; improvements to freight intermodal connectors; and improvements to freight bottlenecks. <p>Projects of National and Regional Significance (PNRS) (Sec. 1120)</p> <ul style="list-style-type: none"> Requires the Secretary to submit a report to Congress within 2 years of enactment that includes a comprehensive list of each project of national and regional significance compiled through a State survey of DOTs Authorized \$500 million for FY 2013 for projects of regional and national significance. 	<p>Congress should:</p> <ul style="list-style-type: none"> Ensure robust public investment in all modes of transportation on which freight movement relies, and incentivize additional private investment in freight transportation facilities, to maintain and improve the condition and performance of the freight transportation network. Authorize dedicated, sustainable funding for multimodal freight Projects of National and Regional Significance through a grant process and establish clear benchmarks for project selection. Projects eligible for such funding would have a regional or national impact on the overall performance of the multimodal freight network identified by the Secretary of Transportation. Direct the Secretary of Transportation, in coordination with the Secretary of the Treasury and the Secretary of the Army, to identify and recommend sustainable sources of revenue across all modes of transportation that would provide the necessary investment in the Nation's multimodal freight network and align contributions with use of, and expected benefit of increased investment in, such network. Review, working through the Committee on Transportation and Infrastructure and the Committee on Ways and Means, the Secretary's Freight funding and revenue recommendations and develop specific funding and revenue options for freight transportation projects prior to Congress' consideration of the surface transportation reauthorization bill in 2014 	<p>Multimodal Freight Investment Program (Sec. 1101)</p> <ul style="list-style-type: none"> An incentive grant program and a discretionary grant program, providing \$10 billion over four years for targeted investments in the nation's transportation system that will improve the movement of freight. Limited to transportation projects that clearly contribute to improving freight transportation. <p>Multimodal Freight Incentive Program (Sec. 1101)</p> <ul style="list-style-type: none"> Establishes an incentive grant program to make grants to States to improve the efficiency and reliability of freight movement in the United States. Annual allocation to each state determined based on the proportion of the number of ports; rail track-miles used for the movement of freight; cargo-handling airports; Interstate miles; the tonnage of rail, waterborne, highway, airport and pipeline freight moved; and the value of rail, waterborne, highway, airport and pipeline freight moved in each State compares to the respective values for all States. Uses a set of multimodal focused ratios to determine grant amounts for each state. <ul style="list-style-type: none"> Tier I grants allocates 40 percent of funds to States that pursue comprehensive and sound planning involving multimodal stakeholders to improve freight mobility, including development of a State Freight Plan and a multimodal State Freight Advisory Committee. TIER II grants allocate 60 of funds to States that meet TIER I criteria 	<p>National Freight Program (Sec. 1116)</p> <ul style="list-style-type: none"> Establishes a national freight program that includes apportioned funds to improve the movement of freight on the national freight highway network. Provides \$400 million in FY2016 and increases \$400 million per year, so it will provide \$2 billion in FY2020. <p>Use of Apportioned Funds</p> <ul style="list-style-type: none"> Requires States to obligate funds apportioned to the State under the federal-aid program to improve the movement of freight on the national highway freight network. Primary Highway Freight Network Funding: Funding for projects on the primary freight network should not be less than the proportion of the total mileage in the state designated as the primary freight network to the sum of the total mileage in the state designated as the primary freight network and the total mileage in the state on the Interstate system that is not designated as the primary freight network. Requires States to have established a State Freight Advisory Committee and State Freight Plan in order to obligate funds apportioned to the State. In order for a project to be eligible for funding, the State must provide information to the Secretary describing the improvement made by the project to the efficient movement of freight on the national highway freight network and how the project is consistent with the freight investment plan included in the State Freight Plan. Limits funding for rail, water, and intermodal facilities related projects to no more than 10 percent of total apportionment. 	<p>National Freight Infrastructure Investment Grants (Sec. 201)</p> <ul style="list-style-type: none"> Establishes a competitive grant program to provide financial assistance for capital investments that improve the efficiency of the national transportation system to move freight. Eligible projects include a port development or improvement project; a multimodal terminal facility project; a land port of entry project; a freight rail improvement or capacity expansion project; an ITS project primarily for freight benefit that reduces congestion or improves safety; a project that improves access to a port or terminal facility; an aerotropolis system; and planning, preparation, or design of any project previously described. 	<p>Establishes a National Freight Policy and a Multimodal Freight Network (Sec. 2)</p>

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			<p>as well as coordinate with neighboring States to improve critical multistate freight corridors and commit to spend funds on highest priority projects.</p> <p>National Freight Infrastructure Program (Sec. 1101)</p> <ul style="list-style-type: none"> Establishes a discretionary grant program, with grants awarded to projects that hold the greatest promise to reduce the cost of freight transportation, improve the safety of freight transportation, relieve bottlenecks in the freight transportation system, improve the state of good repair of the freight transportation system, and reduce the adverse environmental and community impacts of freight transportation. Eligible projects must be a capital investment for a transportation infrastructure facility, or for an operational improvement or equipment for such a facility. The facility must be significantly used for the movement of freight. 	<p>Projects of National and Regional Significance</p> <ul style="list-style-type: none"> Requires the Secretary to provide grants for projects that will have a significant impact on a region or the Nation. Requires the Secretary to conduct a transparent and competitive national solicitation process to select eligible projects for funding under this section. Reduces eligible project costs to not exceed \$350,000,000 or 30% of a state's apportionment (reduced from \$500M and 50%) Each grant shall not exceed \$50,000,000 Not less than 20 percent of the amounts made available for a fiscal year under this section shall be for eligible projects located in rural areas or in rural States. Not more than 20 percent of the funds made available for a fiscal year to carry out this section may be awarded to projects in a single State. The Secretary must develop at the end of each fiscal year an annual report that lists each project that has received assistance under this section during that fiscal year. Not later than 1 year after the initial awarding of funding under this section, the Comptroller General of the United States shall submit to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report that describes the process by which each project was selected, the criteria used for the selection of each project, and the justification for the selection of each project. <p>The Inspector General of the Department shall submit to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives that describes</p>		

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				the results of an assessment of the establishment, solicitation, selection, and justification process with respect to the funding of projects.		
State Freight Advisory Committees	State Freight Advisory Committees (Sec. 1117) <ul style="list-style-type: none"> Encourage States to establish a freight advisory committee consisting of a cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the transportation department of the State, and local governments The Committee will participate in the development of the state freight plan, among other responsibilities. 		State Freight Advisory Committees (Sec. 1101) <ul style="list-style-type: none"> Requires all States that receive grants under the Freight program to establish and maintain a freight advisory committee. The committee must include a representative cross-section of public and private sector freight stakeholders who are widely recognized to have qualifications sufficient to represent the interests of their specific stakeholder group. The state freight advisory committee is responsible for participating in the development of the State freight plan and approving the state freight plan, among other responsibilities. 	State Freight Advisory Committees (Sec. 1117) <ul style="list-style-type: none"> Requires all States to have a State Freight Advisory Committee with all modes of freight transportation active in the State, including airports, highways, and rail. 	n/a	n/a
State Freight Plans	State Freight Plans (Sec. 1118) <ul style="list-style-type: none"> Encourages States to develop a comprehensive plan for the immediate and long-range activities and investments with respect to freight. The freight plan may be developed separate from or incorporated into the statewide strategic long-range transportation plan 		State Freight Plans (Sec. 1101) <ul style="list-style-type: none"> Requires all States that receive grants under the Freight Program to develop a freight plan a multimodal, comprehensive freight plan for the immediate and long-range planning activities and investments of the State. The freight plan must include a strategic, long-term component and a tactical, short-term component. The plan must consider all modes of freight transportation in the state and include an investment plan with prioritized projects. The freight plan may be developed separate from or incorporated into the statewide strategic long-range transportation plan. The plan must address a 10 year forecast period and be updated at least every 5 years. The Secretary shall approve state freight plans if they address the requirements of this section and are consistent with the National Freight Strategic Plan. 	State Freight Plans (Sec. 1118) <ul style="list-style-type: none"> Required all States to have a State Freight Plan. Amends the components of the State Freight Plan to include the following in addition to the components outlined in MAP-21: <ul style="list-style-type: none"> Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay; and A freight investment plan that includes a list of priority projects and describes how funds made available under section 167 of title 23, United States Code, would be invested and matched. The freight plan may be developed separately from or incorporated into the statewide strategic long-range transportation plan. The plan must address a 10 year forecast period and be updated at least every 5 years. 	State Freight Plans (Sec. 102) <ul style="list-style-type: none"> Requires all States to have a State Freight Plan and coordinate with neighboring states to ensure multistate network continuity and connectivity. 	n/a

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National Freight Policy	<p>National Freight Policy (Sec. 1115) It is the policy of the United States to improve the condition and performance of the national freight network to ensure that the national freight network provides the foundation for the United States to compete in the global economy and achieve each of the following goals:</p> <ul style="list-style-type: none"> • to invest in infrastructure improvements and to implement operational improvements that strengthen the contribution of the national freight network to the economic competitiveness of the United States, reduce congestion. And increase productivity, particularly for domestic industries and businesses that create high-value jobs; • to improve the safety, security, and resilience of freight transportation; • to improve the state of good repair of the national freight network; • to use advanced technology to improve the safety and efficiency of the national freight network; • to incorporate concepts of performance, innovation, competition, and accountability into the operation and maintenance of the national freight network; • to improve the economic efficiency of the national freight network, and • to reduce the environmental impacts of freight movement on the national freight network. 	<p>Congress should direct the Secretary of Transportation, in coordination with the Secretary of the Army and the Commandant of the United States Coast Guard, to establish a comprehensive national freight transportation policy and designate a national, multimodal freight network.</p>	<p>National Freight Policy (Sec. 1101) It is the policy of the United States to improve the condition and performance of the national freight system to ensure that the national freight system provides the foundation for the United States to compete in the global economy and achieve the following goals:</p> <ul style="list-style-type: none"> • To increase the productivity and efficiency of the national freight system so as to enhance the economic competitiveness of the United States; • To improve the safety, security, and resilience of freight transportation; and • To improve quality of life by reducing, eliminating or reversing adverse environmental and community impacts of freight projects and goods movement in the United States. 	<p>Policy and Goals (Sec. 1116) It is the policy of the United States to improve the condition and performance of the national freight network to ensure that the national freight network provides the foundation for the United States to compete in the global economy and achieve the following national freight program goals:</p> <ul style="list-style-type: none"> • To invest in infrastructure improvements and to implement operational improvements on our Nation's highways that— <ul style="list-style-type: none"> ○ strengthen the contribution of the national freight network to the economic competitiveness of the United States; ○ reduce congestion and relieve bottlenecks in the freight transportation system; ○ reduce the cost of freight transportation; ○ improve the reliability of freight transportation; and ○ increase productivity, particularly for domestic industries and businesses that create high-value jobs; • 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 national freight network; • To use advanced technology to improve the safety and efficiency of the national freight network; • To incorporate concepts of performance, innovation, competition, and accountability into the operation and maintenance of the national freight network; • To improve the efficiency and productivity of the national freight network; and • To reduce the environmental impacts of freight. 	<p>National Freight Policy (Sec. 101) The National Freight Policy includes the National Freight Network, Primary Freight Network, and State Freight Plans.</p>	<p>National Freight Policy, Measuring the Performance of Multimodal Freight Infrastructure (Sec. 4) It is the policy of the United States to improve the efficiency, operation, and security of the national freight network by leveraging investments and promoting partnerships that:</p> <ul style="list-style-type: none"> • Advance interstate and foreign commerce; • Promote economic competitiveness and job creation; • Improve the safe and efficient mobility of goods; and • Protect the public health and the environment. <p>The goals of the national freight policy are:</p> <ul style="list-style-type: none"> • To reduce transportation infrastructure-related delays of goods and commodities entering into and out of international points of entry on an annual basis; • To increase travel time reliability on major freight corridors that connect major population centers to freight generators and international gateways on an annual basis; • To reduce by 10 percent the number of freight transportation-related fatalities by 2018; • To reduce national freight transportation-related carbon dioxide levels by 40 percent by 2030; • To reduce freight transportation-related air, water, and noise pollution and impacts on ecosystems and communities on an annual basis; and • To promote the inclusion of ports in freight network planning and project selection.

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National Freight Network	<p>National Freight Network (Sec. 1115)</p> <ul style="list-style-type: none"> Establishes a national freight network to assist States in strategically directing resources toward improved system performance for efficient movement of freight on highways, including national highway system, freight intermodal connectors and aerotropolis transportation systems Consists of primary freight network designated by the Secretary, portions of the Interstate system not designated as part of the primary freight network, and critical rural freight corridors. 		<p>Multimodal National Freight Network</p> <ul style="list-style-type: none"> Establishes a multimodal national freight network to inform public and private planning, to prioritize for Federal investment, to aid the public and private sector in strategically directing resources, and to support Federal decisionmaking to achieve the national freight policy goals. Effective beginning 5 years after the designation of the national freight network and every 5 years thereafter, the Secretary will redesignate the national freight network. In designating the national freight network, the Secretary may consider-- <ul style="list-style-type: none"> Volume, tonnage, and value of freight; Origins and destinations of freight movement in, to, and from the United States; Land and maritime ports of entry; Population centers; Economic factors or other inputs determined to be relevant by the Secretary; Bottlenecks and other impediments contributing to significant measurable congestion and delay in freight movement; Facilities of future freight importance based on input from stakeholders and analysis of projections for future growth and changes to the freight system; and Elements of the freight system identified and documented by a metropolitan planning organization and State using national or local data as having critical freight importance to the region. 	<p>Establishment of a National Highway Freight Network (Sec. 1116)</p> <ul style="list-style-type: none"> Establishes a national highway freight network to assist States in strategically directing resources toward improved system performance for efficient movement of freight on highways. Consists of the Primary Highway Freight Network, portions of the Interstate System not designated as part of the Primary Highway Freight Network, Critical Rural Freight Corridors, Critical Urban Freight Corridors, and National Highway System Intermodal Connectors. 	<p>Establishment of National Freight Network (Sec. 101)</p> <ul style="list-style-type: none"> Establishes a national freight network to assist States in strategically directing resources toward improved system performance for efficient movement of freight on highways, railways, navigable waterways, freight intermodal connectors, and aerotropolis transportation systems; and into and out of inland ports, seaports, and airports. Consists of multimodal transportation infrastructure including the primary freight network, the portions of the Interstate system not designated as the primary freight network, and critical rural freight corridors. 	<p>Multimodal Freight Network Includes: (Sec. 4)</p> <ul style="list-style-type: none"> Performance measures Multimodal Freight Performance Pilot Program

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Primary Freight Network	<p>Designation of the Primary Freight Network (Sec. 1115)</p> <ul style="list-style-type: none"> • Requires the designation of a primary highway freight network within one year of enactment. The Primary Highway Freight Network: <ul style="list-style-type: none"> ○ Will be based on an inventory of national freight volume conducted by the Administrator of the Federal Highway Administration, in consultation with stakeholders, including system users, transport providers, and States; and ○ Must be comprised of not more than 27,000 centerline miles of existing roadways that are most critical to the movement of freight. • Allows the Secretary to increase the number of miles designated as part of the primary highway freight network by not more than 3,000 additional centerline miles of roadways (which may include existing or planned roads) critical to the future efficient movement of goods on the primary highway freight network. • Designates the Primary Freight Network every 10 years 		n/a	<p>Designation of Primary Highway Freight Network (Sec. 1116)</p> <ul style="list-style-type: none"> • Requires the designation of a primary highway freight network within one year of enactment. The Primary Highway Freight Network: <ul style="list-style-type: none"> ○ Will be based on an inventory of national freight volume conducted by the Administrator of the Federal Highway Administration, in consultation with stakeholders, including system users, transport providers, metropolitan planning organizations, and States; and ○ Must be comprised of not more than 27,000 centerline miles of existing roadways that are most critical to the movement of freight. • Allows the Secretary to increase the number of miles designated as part of the primary highway freight network by not more than 3,000 additional centerline miles of roadways (which may include existing or planned roads) critical to the future efficient movement of goods on the primary highway freight network. • Allows States to increase the number of miles designated as part of the primary highway freight network in that State by not more than 10 percent of the miles designated in that State if the additional miles close gaps between primary highway freight network segments, establish first and last mile connectors of the primary freight network critical to the efficient movement of goods, and designate critical emerging freight routes. • Redesignates the Primary Highway Freight Network every 5 years. 	<p>Designation of Primary Highway Freight Network (Sec. 101)</p> <ul style="list-style-type: none"> • Requires the designation of a multimodal primary freight network within one year of enactment. The Primary Freight Network: <ul style="list-style-type: none"> ○ Will be based on an inventory of national freight volume conducted by the Secretary, in consultation with stakeholders, including system users, transport providers, and States. ○ Must be comprised of not more than 27,000 miles of existing major freight corridors that are most critical; critical rail corridors; critical intermodal connections; and critical inland port, seaport, and airport infrastructure, at the discretion of the Secretary. • Allows the Secretary to increase the number of miles designated as part of the primary freight network by not more than 3,000 additional miles of freight corridors (which may include existing or planned corridors) critical to future efficient movement of goods on the primary freight network. • Redesignates the Primary Freight Network every 10 years. 	n/a

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Critical Rural Freight Corridors	(Sec. 1115) Allows a state to designate a road as a critical rural freight corridor if the road: <ul style="list-style-type: none"> is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks; provides access to energy exploration, development, installation, or production areas; connects the primary freight network, critical rural freight corridor, or Interstate System to facilities that handle more than 50,000 20-foot equivalent units per year; or 500,000 tons per year of bulk commodities. 		n/a	Critical Rural Freight Corridors (Sec. 1116) Allows States to designate a road within the State as a Critical Rural Freight Corridor if a set of criteria are met.	Included in National Freight Network but not defined in the Act.	n/a
Critical Urban Freight Corridors	n/a		n/a	Critical Urban Freight Corridors (Sec. 1116) Allows a State, or a city or a metropolitan planning organization in coordination with the State, to designate a road within the State as a critical urban freight corridor if a set of criteria are met.	n/a	n/a
National Freight Strategic Plan	National Freight Strategic Plan (Sec. 1115) <ul style="list-style-type: none"> Requires the development of a national freight strategic plan no later than October 1, 2015. The plan must be developed by the Secretary, in consultation with State departments of transportation, and other appropriate public and private transportation stakeholders. The plan must be updated every 5 years. 		National Freight Strategic Plan (Sec. 1101) <ul style="list-style-type: none"> Requires the development of a national freight strategic plan no later than October 1, 2015. The plan must be developed by the Secretary, in consultation with the Secretary of Homeland Security, Secretary of Commerce, Assistant Secretary of the Army for Civil Works, State departments of transportation, and other appropriate public and private transportation stakeholders. The plan must be updated every 5 years. 	National Freight Strategic Plan (Sec. 1116) <ul style="list-style-type: none"> Requires the development of a national freight strategic plan no later than three years after the date of enactment. The plan must be developed by the Secretary, in consultation with State departments of transportation, metropolitan planning organizations, and other appropriate public and private transportation stakeholders. The plan must be updated every 5 years. 	Maintains requirements from MAP-21	n/a

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Study of Multimodal Projects			n/a	Study of Multimodal Freight Projects (Sec. 1116) Requires the Secretary to submit within 2 years of enactment a study of freight plans developed under Section 1118 of MAP-21 and an evaluation of multimodal freight projects included in the State freight plans, or otherwise identified by States, that are unable to be funded under this section due to the limitation of funding for rail, water, and intermodal facilities related projects to no more than percent of total apportionment.	n/a	Multimodal Freight Network (Sec. 4) <ul style="list-style-type: none"> • Establishes a pilot program under which not more than 5 urbanized areas of more than 1 million individuals shall develop and deploy 1 or more pilot measures and targets to improve multimodal freight movement in densely populated and congested urban areas. • Entities or combination of entities to carry out this section include MPOs, State DOTs, multistate planning commissions, freight advisory committees, and other appropriate entities. • Of the entities, the Secretary will designate: <ul style="list-style-type: none"> ○ An entity that has previous successful use of freight performance measures and performance-based planning efforts as a mentor grantee; and ○ An entity that has limited or no successful previous experience in freight performance measures and performance-based planning efforts as a novice grantee.
Freight Transportation Conditions and Performance Reports	(Sec. 1115) Requires the Secretary to develop a freight conditions and performance report on the national freight network by October 1, 2014 and biennially thereafter.		Freight Transportation Conditions and Performance Reports (Sec. 1101) Requires the Secretary to develop a freight conditions and performance report on the national freight system by October 1, 2014 and biennially thereafter.	Highway Freight Transportation Conditions and Performance Reports Requires the Secretary to develop a freight conditions and performance report that describes the conditions and performance of the national highway freight network by within two years of enactment and biennially thereafter.	n/a	n/a
Freight Transportation Investment Data and Planning Tools	Freight Transportation Investment Data and Planning Tools (Sec. 1115) Requires the Secretary to do the following within one year of enactment: <ul style="list-style-type: none"> • Begin development of new tools and improve existing tools to support an outcome oriented, performance-based approach to evaluate proposed freight-related and other transportation project • Identify transportation-related model data elements to support a broad range of evaluation methods and techniques to assist 		Freight Transportation Investment Data and Planning Tools (Sec. 1101) <ul style="list-style-type: none"> • Requires the development of new tools and improvement of existing tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects. • In support of these tools, and to support a broad range of evaluation methods and techniques to assist in making transportation investment decisions, the Secretary will direct the collection of appropriate 	Freight Transportation Investment Data and Planning Tools (Sec. 1116) Requires the Secretary to do the following within one year of enactment: <ul style="list-style-type: none"> • Begin development of new tools and improve existing tools to support an outcome oriented, performance-based approach to evaluate proposed freight-related and other transportation project • Identify transportation-related model data elements to support a broad range of evaluation methods and techniques to assist 	n/a	n/a

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	<p>in making transportation investment decisions; and</p> <ul style="list-style-type: none"> At a minimum, in consultation with other relevant Federal agencies, consider any improvements to existing freight flow data collection efforts that could reduce identified freight data gaps and deficiencies and help improve forecasts of freight transportation demand. 		<p>transportation-related data, including data to measure the condition and performance of the national freight system; and consider any improvements to existing freight data collection efforts that could reduce identified freight data gaps and deficiencies and help improve forecasts of freight transportation demand.</p> <ul style="list-style-type: none"> Based on the analyses and plans required under the Multimodal Freight Incentive Program, the Secretary may consider the development of a national performance measure to assess the efficiency of the multimodal freight network in accordance with the National Freight Strategic Plan. 	<p>in making transportation investment decisions; and</p> <ul style="list-style-type: none"> At a minimum, in consultation with other relevant Federal agencies, consider any improvements to existing freight flow data collection efforts that could reduce identified freight data gaps and deficiencies and help improve forecasts of freight transportation demand. 		
Redesignation of the National Network			<p>Redesignation of the National Network (Sec. 1102) Amends the wording of this section and updates the general limitations to read: Except as provided in subsection (e) of this section, a State (except Hawaii) may not prescribe or enforce a regulation of commerce that imposes a vehicle width limitation of more or less than 102 inches on a commercial motor vehicle operating on the National Highway System or the National Freight Network.</p>	n/a	n/a	n/a
Performance Measures	<p>National Goals and Performance Management Measures (Sec. 1115) Requires the establishment of measures for States to use to assess freight movement on the Interstate System.</p>		<p>Connection to Opportunities National Goal and Potential Performance Measure Allows for the establishment of additional freight performance measures to assess the efficiency of the multimodal freight network.</p>	<p>State Performance Targets (Sec. 1116) Requires States to submit a State Freight Performance Improvement Plan biennially if the State does not meet or make significant progress toward meeting the performance targets for freight identified in section 150(d) until the Secretary determines that the State has met or has made significant progress toward meeting the freight performance targets.</p>	n/a	<p>Multimodal Freight Network (Sec. 4)</p> <ul style="list-style-type: none"> The Secretary may establish measures to assess the performance of a multimodal freight network in accordance with the national freight strategic plan. Within 2 years after the date of the publication of the final multimodal network pilot project report, the Secretary (in consultation with State DOTs, MPOs, and other stakeholders) may promulgate a rule that establishes performance measures and standards for multimodal freight.

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National Cooperative Freight Research Program			<p>National Cooperative Freight Research Program (Sec. 8101)</p> <ul style="list-style-type: none"> • Re-establishes NCFRP. • Calls for a national research agenda for the program that at a minimum includes research in the following areas: <ul style="list-style-type: none"> ○ Techniques for estimating and quantifying public benefits derived from freight transportation projects. ○ Alternative approaches to calculating the contribution of truck and rail traffic to congestion on specific highway segments. ○ The feasibility of consolidating origins and destinations for freight movement. ○ Methods for incorporating estimates of domestic and international trade into landside transportation planning. ○ Means of synchronizing infrastructure improvements with freight transportation demand. ○ The effect of changing patterns of freight movement on transportation planning decisions ○ Other research areas to identify and address emerging and future research needs related to freight transportation by all modes. 	n/a	n/a	<p>National Cooperative Freight Research Program (Sec. 5)</p> <ul style="list-style-type: none"> • Re-establishes NCFRP. • Calls for a national research agenda that <ul style="list-style-type: none"> ○ Emphasizes multimodal goods movement; ○ Addresses major freight challenges in urban and rural areas; and ○ Includes a multiyear strategic plan. • The national research agenda must at a minimum include research on: <ul style="list-style-type: none"> ○ Techniques for estimating and quantifying public benefits derived from freight transportation projects; ○ The feasibility of consolidating origins and destinations for freight movement; ○ Methods for incorporating estimates of domestic and international trade into landside transportation planning; ○ Means of synchronizing infrastructure improvements with freight transportation demand; ○ The effect of changing patterns of freight movement on transportation planning decisions; ○ The reduction of impacts on urban communities; and ○ Other research areas to identify and address emerging and future research relating to freight transportation by all modes.

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Intermodal Transportation Data Collection			<p>Bureau of Transportation Statistics (Sec. 8104) Requires the creation and maintenance of data sets and data analysis tools that will provide content for the Intermodal Transportation Data Program database. Activities may include--</p> <ul style="list-style-type: none"> • Conducting national surveys of goods movement, intercity passenger flows, household and business logistics, the domestic transportation of international trade, and vehicle inventory and use; • Collecting household travel behavior data and business logistics data crossing local jurisdictional boundaries to accommodate external and through travel; • Collecting and analyzing administrative records to identify travel patterns, goods movement, and the economic value of transportation infrastructure serving travel and freight; • Developing methods for establishing the economic value of transportation capital stocks and services; • Enhancing and deploying analysis tools to integrate data collected under this section into the National Commodity Origin Destination Accounts, • National Passenger Travel Origin Destination Accounts, and Transportation Economic Accounts of the Intermodal Transportation Database; and • Developing tools to enhance public access to the Intermodal Transportation Database in conjunction with development, application and reporting of performance measures. 	n/a	n/a	n/a
ITS Goals and Purposes			<p>ITS Goals and Purposes (Sec. 8105) Adds a Freight goal to the ITS Goals and Purposes: Enhancement of the nation's freight system and support to freight policy goals by conducting heavy duty vehicle demonstration activities, and accelerating adoption of ITS applications in freight operations.</p>	n/a	n/a	n/a