

Quick Reference Guide to Freight in MAP-21

Background Materials for MAFC Teleconference 09/24/12



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The Mid-American Freight Coalition (MAFC) created this guide to MAP-21 keywords as a quick reference guide to the bill. This guide is separated into sections based on transportation related keywords, including freight, truck, port, intermodal, and economic development. Each instance of the keyword related to freight transportation¹ is then separated into its own paragraph that includes a summary of the text surrounding the keyword occurrence, the page number of the keyword, MAP-21 section number, and subsection where the keyword occurs.

For example, below is an instance of the keyword freight occurs in section 2002, which starts on page 203. The actual word freight occurs on page 205 and is in section 601(a)(12)(i)(1). Notice that the sections are not the same. Much of MAP-21 changes already published US Code. In this case, as noted by the parenthesis in the first bullet, section 2002 actually amends Section 601-609 of title 23. Therefore, I give the section number and all subsections as they appear in MAP-21 to guide the reader to the keyword. Finally, the text surrounding the keyword is included to provide a summary of the context of the keyword. Users should go to MAP-21 if they want the full text.

The structure of MAP-21 sections is as follows:

Section Number

- Lowercase letter
 - Number
 - Small roman numeral
 - Large roman numeral

Section 2002, Pg. 203 Transportation Infrastructure Finance and Innovation Act of 1998 Amendments

- Pg. 203, Section 2002 (amends Section 601-609 title 23)
 - Pg. 205, Section 601(a)(12)(i)(I)-Public freight rail facility or private facility that provides public benefits for highway users by way of direct freight interchange between highway and rail carriers qualifies as a TIFIA project

¹ Subtitle I-Miscellaneous is not included in this guide as it deals registration of freight carriers and forwarders.

Freight

Section 1106, Pg. 28 Freight projects are eligible for National Highway Performance Funds

- Pg. 28, Section 1106 (amends Section 119 of title 23)
 - Pg. 28, Section 119(d)(1)(A)-Projects on the National Highway system that make progress toward national performance goals for improving infrastructure condition, safety, mobility, or freight movement are eligible for national highway performance funds

Section 1111, Pg. 41 National Bridge and Tunnel Inventory and Inspection Standards

- Pg. 41, Section 1111 (amends Section 144 of title 23)
 - Pg. 41, Section 144(b)(3)-The inventory of tunnels and bridges includes the Secretary classifying bridges based on the impacts to regional and national freight if bridge serviceability is restricted or diminished

Section 1115, Pg. 64 National Freight Policy

- Pg. 64, Section 1115 (amends Chapter 1 title 23 by adding Section 167)
 - Pg. 64, Section 167(a)-Creates National Freight Policy to improve condition and performance of national freight network and ensure the national freight network provides the foundation for the US to compete globally
 - Pg. 64, Section 167(b)-Creates the goals of the national freight policy
 - Pg. 64, Section 167(b)(1)(A)- invest in infrastructure improvements and operational improvements that strengthen the contribution of the national freight network to US economic competitiveness
 - Pg. 65, Section 167(b)(2)- improve the safety, security, and resiliency of freight transport
 - Pg. 65, Section 167(b)(3)-Improve the state of good repair of the national freight network
 - Pg. 65, Section 167(b)(4)-Use advanced technology to improve safety and efficiency on the national freight network
 - Pg. 65, Section 167(b)(5)- to incorporate concepts of performance, innovation, competition, and accountability into the operation and maintenance of the national freight network
 - Pg. 65, Section 167(b)(6)-to improve the economic efficiency of the national freight network
 - Pg. 65, Section 167(b)(7)-to reduce environmental impacts of freight movement on the national freight network
 - Pg. 65, Section 167(c)(1)-Establishes National Freight Network with the goal of assisting states at directing resources towards improved system performance for efficient movement of freight on highways, including national highway system, freight intermodal connectors and aerotropolis transportation systems.
 - Pg. 65, Section 167(c)(2)-The national freight network consist of:
 - Pg. 65, Section 167(c)(2)(A)-The primary freight network as designated by the Secretary as most critical to the movement of freight-Designation on Pg. 65, Section 167(d)

- Pg. 65, Section 167(c)(2)(B)-The interstates not included as part of the primary freight network
- Pg. 65, Section 167(c)(2)(C)-critical freight corridors-Designation on Pg. 66, Section 167(e)
- Pg. 65, Section 167(d)(1)(A)-Primary Freight Network-Designated by the Secretary not later than 1 year after enactment
 - Pg. 65, Section 167(d)(1)(A)(i)-Designation of Primary Freight Network is based on an inventory of national freight volume conducted by FHWA in consultation with stakeholders, users, transportation providers, and States
 - Pg. 65, Section 167(d)(1)(A)(ii)-No more than 27,000 miles of existing roads critical to freight movement
- Pg. 65, Section 167(d)(1)(B)-Primary Freight Network designation criteria (only freight focused criteria)
 - Pg. 65, Section 167(d)(1)(B)(i)-origins and destination of freight in US
 - Pg. 65, Section 167(d)(1)(B)(ii)-total freight tonnage and value on highways
 - Pg. 65, Section 167(d)(1)(B)(iii)-percentage of annual average daily truck traffic in the annual average daily traffic on principal arterials
 - Pg. 65, Section 167(d)(1)(B)(iv)-annual average daily truck traffic on principal arterials
- Pg. 66, Section 167(d)(2)-3,000 additional miles may be added to the primary freight network of existing or planned roads above the 27,000 mile limit
- Pg. 66, Section 167(d)(3)-The primary freight network is designated for 10 years and designated every 10 years after that using the same criteria-Pg. 65, Section 167(d)(1)(B)(i-viii)
- Pg. 66, Section 167(e)Critical Rural Corridors are State designated based on 3 criteria
 - Pg. 66, Section 167(e)(1)-Principal arterial that has at least 25% annual average daily truck traffic
 - Pg. 66, Section 167(e)(2)-provides access to energy exploration, development, installation, or production areas
 - Pg. 66, Section 167(e)(3)-connect the primary freight network or interstate to facilities that handle 50,000 20-foot units equivalent unit per year or 500,000 tons per year of bulk commodity
- Pg. 66, Section 167(f)(1)-3 years after enactment the Secretary has to publish a National Freight Strategic Plan that looks at the current state, future and barriers to improved performance. See Pg. 66-67 167(f)(1)(A-J) for specific plan requirements
- Pg. 67, Section 167(g)-2 years after enactment and biannually thereafter the Secretary needs to report on the condition and performance of national freight network
- Pg. 67, Section 167(h)(1)(A)-1 year after enactment the Secretary has to begin to develop new tools and improve existing tools to support outcome-orientated, performance-based approach to evaluating proposed freight projects.
 - Pg. 67, Section 167(h)(1)(A)(ii)-This section requires tools to ensure the evaluation of proposed freight related and other projects on the topics of safety, economic competitiveness, environmental suitability, and system conditions in the project selection process

- Pg. 67, Section 167(h)(1)(C)-At a minimum the Secretary shall consider any improvements to freight flow data collection efforts to reduce data gaps, deficiencies, and improve freight transportation demand forecasts
- Pg. 68, Section 167(i)-An Aerotropolis Transportation System is a planned and coordinated multimodal freight and passenger transportation network that as determined by the Secretary provides efficient, cost-effective, sustainable and intermodal connectivity to a defined region of economic significance centered around a major airport

Section 1116, Pg. 68 Prioritization of Projects to Improve Freight Movement

- Pg. 68, Section 1116
 - Pg. 68, Section 1116(b)(1)-Secretary may increase federal share of a project to 95% on interstates and 90% on other projects if they improve the efficient movement of freight, making progress on performance targets, and are identified in state freight plan
 - See Section 1116(c)(1-11)-For examples of eligible projects

Section 1117, Pg. 68 State Freight Advisory Committees

- Pg. 68, Section 1117
 - Pg. 68, Section 1117(a)-The Secretary shall encourage each State to establish a freight advisory committee consisting of a representative 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
 - Pg. 68, Section 1117(a)-Role of the committee is:
 - Pg. 68, Section 1117(a)(1)-Advise the State on freight related priorities, issues, projects, and funding needs
 - Pg. 68, Section 1117(a)(2)-Provide a forum for State transportation decisions affecting freight
 - Pg. 68, Section 1117(a)(4)-Promote sharing of information between public and private sectors on freight issues
 - Pg. 68, Section 1117(a)(5)-Participate in the development of the State freight plan-Pg. 69, Section 1118

Section 1118, Pg. 69 State Freight Plan

- Pg. 69, Section 1118
 - Pg. 69, Section 1118(a)-Secretary encourages States to develop State freight plans for planning activities and investments relating to freight
 - Pg. 69, Section 1118(b)-Plan contents
 - Pg. 69, Section 1118(b)(1)-Identify freight system trends
 - Pg. 69, Section 1118(b)(2)-Describe freight policies, strategies, and performance measures that guide freight-related transportation investment decisions
 - Pg. 69, Section 1118(b)(3)-Describe how the plan will improve the ability to state to meet national freight goals

- Pg. 69, Section 1118(b)(4)-Evidence of consideration of innovative technologies and operational strategies, including intelligent transportation systems, that improve the safety and efficiency of freight movement
- Pg. 69, Section 1118(b)(6)-an inventory of facilities with freight mobility issues, such as truck bottlenecks and how the state is addressing mobility issues
- Pg. 69, Section 1118(b)-The state freight plan may be developed separate from the statewide strategic long-range transportation plan Pg. 113, Section 135(f)

Section 1120, Pg. 88 Projects of Regional and National Significance (PRNS)

- Pg. 88, Section 1120 (Amends Section 1301 of SAFETEA-LU)
 - Section 1301(a)(4) of SAFETEA-LU-one qualifications of a PRNS is it improves transportation safety by facilitating passenger and freight movement
 - Section 1301(c)(2) of SAFETEA-LU-an eligible project is any surface transportation project eligible for federal assistance includes freight railroad projects and activities.
 - Section 1301(l)(2)(B)(ii) of SAFETEA-LU-requires a report by the Secretary that identifies PRNS that increases the accessibility of the movement of people or freight.

Section 1201, Pg. 96 Metropolitan Transportation Planning

- Pg. 96, Section 1201 (amends Section 134 of title 23)
 - Pg. 96, Section 134(a)(1)-The stated policy of metropolitan transportation planning is among other things to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight
 - Pg. 100, Section 134(g)(3)(A)-A Metropolitan planning organization (MPO) is encouraged to consult with officials responsible for other affected planning activities including officials responsible for freight movements
 - Pg. 100, Section 134(h)(1)(D)-The metropolitan planning process shall consider projects and strategies that will increase the accessibility and mobility of people and freight
 - Pg. 101, Section 134(h)(1)(F)-The metropolitan planning process shall consider projects and strategies that enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
 - Pg. 104, Section 134(i)(6)(A)-MPOs shall give interested parties, including freight shippers and providers of freight transportation services, the ability to comment on the transportation plan
 - i.e. hold public meetings, employ visual techniques and make public information available

Section 1202, Pg. 112 Statewide and Nonmetropolitan Transportation Planning

- Pg. 112, Section 1202 (amends 135 title 23)
 - Pg. 112, Section 135(d)(1)(D)-Each State shall carry out a statewide transportation planning process that considers projects, strategies, and services that will increase the accessibility and mobility of people and freight

- Pg. 112, Section 135(d)(1)(F)-Each State shall carry out a statewide transportation planning process that considers projects, strategies and services that will enhance the connectivity of the transportation system throughout the state between modes for people and freight
- Pg. 114, Section 135(f)(3)(A)(ii)-The State shall give freight shippers and providers of freight transportation services, the opportunity to comment on the statewide transportation plan
- Pg. 116, Section 135(g)(3)-The State shall give freight shippers and providers of freight transportation services reasonable opportunity to comment on the proposed statewide transportation improvement program

Section 1203, Pg. 120 National Goals and Performance Management Measures

- Pg. 120, Section 1203 (amends 150 title 23)
 - Pg. 121, Section 150(b)(5)-One goal of the federal-aid highway program is to improve the national freight network, improve rural access to national and international markets and support regional economic development
 - Pg. 122, Section 150(c)(6)-In order to carry out the national highway performance plan (pg. 28, Section 1108) the secretary shall establish measures for States to assess freight movement on the Interstate System
 - Pg. 122, Section 150(e)(4)-No later than 4 years after enactment and biannually after that, States must report to the secretary the ways that States are addressing congestion at freight bottlenecks. This section specifically includes the freight bottlenecks identified in the National Freight Strategic Plan (Pg. 66, Section 167(f)).

Section 2002, Pg. 203 Transportation Infrastructure Finance and Innovation Act of 1998 Amendments

- Pg. 203, Section 2002 (amends 601-609 title 23)
 - Pg. 205, Section 601(a)(12)(i)(I)-A public freight rail facility or private facility that provides public benefits for highway users by way of direct freight interchange between highway and rail carriers qualifies as a TIFIA project
 - Pg. 206, Section 601(a)(12)(i)(II)-Intermodal freight transfer facilities qualify for TIFIA

Section 20005, Pg. 224 Metropolitan Transportation Planning

- Pg. 224, Section 20005 (amends 5303 of title 49)
 - Pg. 224, Section 5303(a)(1)-It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight
 - Pg. 228, Section 5303(g)(3)(A)-MPOs are encouraged to consult with other planning officials one of which is planners involved with freight movements
 - Pg. 228, Section 5303(h)(1)(D)-The metropolitan planning process shall consider projects and strategies that will increase the accessibility and mobility of people and freight
 - Pg. 228, Section 5303(h)(1)(F)-The metropolitan planning process shall consider projects and strategies that enhance integration and connectivity of the transportation system, across and between modes for people and freight.

- Pg. 232, Section 5303(i)(6)(A)-MPOs shall provide an opportunity for freight shippers and providers of freight services to comment on the transportation plan created by MPOs

Section 20006, Pg. 239 Statewide and Nonmetropolitan Transportation Planning

- Pg. 239, Section 20006 (amends 5304 of title 49)
 - Pg. 240, Section 5304(d)(1)(D)-The statewide transportation plan shall consider projects and strategies that will increase the accessibility and mobility of people and freight
 - Pg. 240, Section 5304(d)(1)(F)-The statewide transportation plan shall consider projects and strategies that enhance integration and connectivity of the transportation system, across and between modes for people and freight
 - Pg. 242, Section 5304(f)(3)(A)(ii)-In developing the long-range statewide transportation plan States should give providers of freight service and freight shippers a reasonable opportunity to comment on the proposed plan
 - Pg. 244, Section 5304(g)(3)-In developing the Statewide Transportation Improvement Program States should give freight shippers and providers of freight services a reasonable opportunity to comment on the proposed program

Section 32801, Pg. 412 Comprehensive Truck Size and Weight Limits Study

- Pg. 412, Section 32801
 - Pg. 412, Section 32801(a)(6)(A)-The comprehensive truck size and weight study shall estimate the extent that freight would be diverted from other surface transportation modes to principal arterial routes and National Highway System intermodal connectors if alternative truck configurations are allowed and what effect the diversion would have on other modes
 - Pg. 413, Section 32801(a)(6)(B)-Estimate the affect that the diversion in 32801(a)(6)(A) (see above bullet point) would have on public safety, infrastructure, cost responsibilities, fuel efficiency, freight transportation costs, and the environment

Section 52003, Pg. 468 Research and Technology Development and Deployment

- Pg. 468, Section 52003 (amends 503 of title 23)
 - Pg. 472, Section 503(b)(5)-One area of interest in the highway research and development program is reducing congestion, improving highway operation, and enhancing freight productivity. The general goals of this research are addressing congestion, reducing congestion costs, improving freight movement, increasing productivity and improving economic competitiveness.
 - Pg. 472, Section 503(b)(5)(B)(ii)-The objectives of the research conducted as part of this section are to identify, develop, and assess innovations that have the potential to:
 - Pg. 472, Section 503(b)(5)(B)(ii)-improve freight movement
 - Pg. 472, Section 503(b)(5)(B)(ii)-reduce freight-related congestion throughout the transportation network
 - Pg. 472, Section 503(b)(5)(C)-Research and technology activities that aim to reducing congestion, improving highway operation, and enhancing freight productivity include:

- Pg. 473, Section 503(b)(5)(C)(xii)-operations and freight performance measurement and management
- Pg. 473, Section 503(b)(5)(C)(xviii)-traffic and freight data and analysis tools
- Pg. 473, Section 503(b)(5)(C)(xxiv)- techniques for estimating and quantifying public benefits derived from freight transportation projects
- Pg. 473, Section 503(b)(5)(C)(xxv)- other research areas to identify and address emerging needs related to freight transportation by all modes

Section 52011, Pg. 483 Bureau of Transportation Statistics (BTS)

- Pg. 483, Section 52011 (amends subtitle III of title 49 by adding 6302)
 - Pg. 484, Section 6301(a)(3)(B)(i)(V)-The director of the BTS must ensure that statistics compiled are designed to support transportation decision making by the private sector, including the freight community
 - Pg. 485, Section 6301 (a)(3)(B)(vi)(VIII and X)-The director shall collect, compile, analyze and publish transportation statistics on the performance and impacts of the national transportation system including on the economic costs and impacts for passenger travel and freight movement and intermodal and multimodal freight movement

Section 52011, Pg. 491 Mandatory Response Authority for Freight Data Collection

- Pg. 491, Section 52011 (amends subtitle III of title 49 by adding 6313)
 - Pg. 491, 6313(a)(1)-Essentially, firms that receive federal funds relating to a freight program or have consented to be subject to a fine upon refusal or failure to respond, must supply freight data at the request of the Director of the BTS.

Section 53001, Pg. 493 Use of funds for Intelligent Transportation Systems Activities

- Pg. 493, Section 53001 (amends 513 of title 23)
 - Pg. 494, Section 513(c)(1)-The secretary shall encourage the deployment of Intelligent Transportation Systems (ITS) technologies that improve National Highway System in freight management
 - Pg. 494, 514(b)(1)-The purpose of the ITS program is expedite the deployment and integration of ITS for consumers of passenger and freight transportation
- Pg. 498, Section 53002 (amends chapter 5 of title 23 by adding 516)
 - Pg. 498, 516(b)(1)-One of the research and development priority areas for funding is projects that enhance mobility and productivity through improved freight movement

Truck

Section 1108, Pg. 36 Surface Transportation Program

- Pg. 36, Section 1108
 - Pg. 37, 1108(a)(9)-Makes truck parking projects under Section 1401 (Jason's Law) eligible for surface transportation program funds

Section 1112, Pg. 46 Highway Safety Improvement Program

- Pg. 46, Section 1112 (amends Section 148 of title 23)
 - Pg. 48, Section 148(a)(4)(B)(xxiii)-Makes truck parking projects under 1401 (Jason's Law) qualify as eligible projects for the Highway Safety Improvement Program.

Section 1113, Pg. 56 Congestion Mitigation and Air Quality Improvement Program

- Pg. 56, Section 1113 (amends Section 149(b) of title 23)
 - Pg. 57, Section 1113(b)-Electric vehicle charging stations or national gas stations for trucks or other motor vehicles may be funded under the congestion mitigation and air quality improvement program-Pg. 24, Section 104(b)(4)

Section 1115, Pg. 64 National Freight Network

- Pg. 64, Section 1115 (amends Chapter 1 of title 23 by adding Section 167)
 - Pg. 65, Section 167(d)(1)(B)(iii)-One factor for the designation of the Primary Freight Network is the percentage of annual average daily truck traffic in the annual average daily traffic on principal arterials
 - Pg. 65, Section 167(d)(1)(B)(iv)-Another factor for the designation of the National Freight Network is the annual average daily truck traffic on principal arterials
 - Pg. 66, Section 167(e)(1)-One criterion for the designation of a critical rural freight corridor is a rural principal arterial roadway must have a minimum of 25 percent annual average daily traffic from trucks

Section 1116, Pg. 68 Prioritization of Projects to Improve Freight Movement

- Pg. 68, Section 1116
 - Truck projects listed below can get the Federal share increased to 95 percent on interstates and 90 percent on other roads. Map-21 provides this list as examples but projects are not limited to the list. The project must make progress towards efficient freight movement including making progress towards meeting performance targets for freight movement under Pg. 120, Section 150(d) of title 23 and be identified in the State freight plan under Pg. 69, Section 1118
 - Pg. 68, Section 1116(c)(6)-Truck only lanes
 - Pg. 68, Section 1116(c)(7)-Climbing and runaway truck lanes
 - Pg. 68, Section 1116(c)(8)-Truck parking facilities eligible under Pg. 150, Section 1401 (Jason's Law)
 - Pg. 68, Section 1116(c)(9)-Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems

- Pg. 68, Section 1116(c)(11)-Improvements to truck bottlenecks

Section 1118, Pg. 69 State Freight Plans

- Pg. 69, Section 1118
 - Pg. 69, Section 1118(b)(6)-Part of the State freight plan must include an inventory of facilities with freight mobility issues such as truck bottlenecks and describe the strategies that the state is implementing to address freight mobility issues

Section 1401, Pg. 150 Jason’s Law

- Pg. 150, Section 1401
 - Pg. 151, Section 1401(b)(2)(B)-Eligible projects include constructing commercial motor vehicle parking facilities adjacent to commercial truck stops and travel plazas
 - Pg. 151, Section 1401(d)(1)-Electric vehicle charging stations or natural gas refueling stations for battery powered vehicles or natural gas-fueled trucks are eligible projects for funds that are available for parking facilities where the stations are located.

Section 32206, Pg. 381 Rental Truck Accident Study

- Pg. 381, Section 32206
 - Pg. 381, Section 32206(a)-The rental truck accident study is a study of motor vehicles between 10,000-26,000 pounds made available for rental. The study covers 7 years of data ending with December 31, 2011. Report is due one year from enactment of MAP-21.
 - Pg. 381, Section 32206(b)-Study requirements:
 - Pg. 381, Section 32206(b)(2)(A)-Evaluate crash data
 - Pg. 381, Section 32206(b)(2)(B)-Estimate property damage and costs
 - Pg. 381, Section 32206(b)(2)(C)- Analyze State and local rental truck laws regulating rental truck companies including safety and inspection requirements
 - Pg. 381, Section 32206(b)(2)(D)-Analyze rental truck maintenance programs
 - Pg. 381, Section 32206(b)(2)(E)-Include any other available data on safety of rental trucks
 - Pg. 381, Section 32206(b)(2)(F)-Review information that the Secretary deems appropriate

Section 32801, Pg. 412 Comprehensive Truck Size and Weight Limits Study

- Pg. 412, Section 32801
 - Pg. 412, Section 32801(a)-45 days after MAP-21 enactment the Secretary shall commence a study on truck size and weight limits
 - Pg. 412, Section 32801(a)(1)-The study provides data on accident frequency and accident risk factors for vehicles that operate above with size and weight limits set by federal law and regulations. Each State that allows vehicle weight and size limits in excess of federal law and regulations and those that operate under Federal exemption or grandfather right must be included in the study. Accident data is then compared to vehicles that do not operate above Federal law and regulations other than vehicles with exemptions or grandfather rights.
 - Pg. 412, Section 32801(a)(2)-The study evaluates the impacts to infrastructure in each State that allows vehicle weight and size limits in excess of federal law and regulations and those that operate under Federal exemption or grandfather rights, compared to vehicles that do

not operate above federal law and regulations other than vehicles with exemptions or grandfather rights.

- Pg. 412, Section 32801(a)(2)(A)-Including cost and benefits of impacts in dollars
- Pg. 412, Section 32801(a)(2)(B)-Percentage of trucks operating above Federal size and weight regulations
- Pg. 412, Section 32801(a)(2)(C)-The ability of each State to recover the cost for the impacts or the benefits incurred
- Pg. 412, Section 32801(a)(3)-Evaluate frequency of Federal size and weight violations, cost of enforcement, and effectiveness of enforcement methods
- Pg. 412, Section 32801(a)(4)-Assess the impact on bridges by comparing vehicles in excess to vehicles not in excess other than vehicles with exemptions or grandfather rights
- Pg. 412, Section 32801(a)(5)-Compare safety and infrastructure impacts of current Federal law and regulation to:
 - Pg. 412, Section 32801(a)(5)(A)-Six-axle and other alternative configurations of tractor-trailers
 - Pg. 412, Section 32801(a)(5)(B)-Safety records of foreign nations different size and weight regulations
- Pg. 412, Section 32801(a)(6)-The Comprehensive Truck Size and Weight Limits Study shall estimate:
 - Pg. 412, Section 32801(a)(6)(A)-The extent to which freight would be diverted from other surface transportation modes to principal arterials and National Highway System intermodal connectors if alternative truck configurations are allowed and the effect of the diversion on other transportation modes
 - Pg. 413, Section 32801(a)(6)(B)-The effect that any such diversion would have on public safety, infrastructure, cost responsibilities, fuel efficiency, freight transportation costs, and the environment;
 - Pg. 413, Section 32801(a)(6)(C)-The effect on the transportation network of the United States that allowing alternative truck configuration to operate would have; and
 - Pg. 413, Section 32801(a)(6)(D)-Whether allowing alternative truck configuration to operate would result in an increase or decrease in the total number of trucks operating on principal arterial routes and National Highway System intermodal connectors
- Pg. 413, Section 32801(a) (7)-Identify all Federal rules and regulations impacted by changes in truck size and weight limits.
- Pg. 413, Section 32801(b)-The report is due no later than 2 years after it is commissioned

Section 32802, Pg. 413 Compilation of Existing State Truck Size and Wight Limit Laws

- Pg. 413, Section 32802
 - Pg. 413, Section 32802(a)(1)-The Secretary must compile a list of each route on the National Highway System that allows vehicles to operate above Federal truck size and weight limits that:
 - Pg. 413, Section 32802(a)(1)(A)-Was authorized under State law on or before MAP-21 enactment

- Pg. 413, Section 32802(a)(1)(B)-Was in actual and lawful practice on a regular or periodic basis on or before MAP-21 enactment
- Pg. 413, Section 32802(a)(2)-Provide a list for each State that describes:
 - Pg. 413, Section 32802(a)(2)(A)-Size and weight limits applicable to each segments of the National Highway System
 - Pg. 413, Section 32802(a)(2)(B)-Each combination that exceeds the interstate weight limit but that DOT, other Federal agency, or a State agency on or before MAP-21 enactment could be or could have been lawfully operated in the State
 - Pg. 413, Section 32802(a)(2)(C)-each combination that exceeds the Interstate weight limit, but that the Secretary determines could have been lawfully operated on a non-Interstate segment of the National Highway System in the State on or before the MAP-21 enactment
- Pg. 413, Section 32802(a)(3)-A list of each State law that designates or allows designation of size and weight limits in excess of Federal law and regulations on the National Highway System including nondivisible loads
- Pg. 414, Section 32802(c)-Report is due 2 years after MAP-21 enactment

Port

Section 1108, Pg. 36 Surface Transportation Program

- Pg. 36, Section 1108 (amends 133(b) of title 23)
 - Pg. 37, Section 1108(a)(9)-Projects within a port terminal are eligible for the surface transportation program only if they are surface transportation infrastructure and are necessary to facilitate intermodal interchange, transfer, and access in and out of a port

Section 1603, Pg. 185 Gulf Coast Natural Resources Restoration and Economic Recovery

- Pg. 185, Section 1603 (amends Section 1321 of title 33)
 - Pg. 186, Section 1321(t)(B)(i)(VI)-35 percent of funds from the Gulf Coast Restoration Trust Fund shall be available to Gulf Coast States in equal shares for expenditure for ecological and economic restoration or the Gulf Region. One use of these funds is on infrastructure projects benefitting the economy or ecological resources including port infrastructure

Section 2002, Pg. 206 Transportation Infrastructure Finance and Innovation Act of 1998 Amendments

- Pg. 206, Section 2002 (amends Section 601-609 of title 23)
 - Pg. 206, Section 601(a)(D)(iii)-The definition of a project in a port under this section includes surface transportation infrastructure modifications that are necessary to facilitate direct intermodal interchange, transfer and access into and out of the port

Section 31209, Pg. 358 Port Inspections; Samples for Examination or Testing

- Pg. 358, Section 31209 (amends Section 30166(c) of title 49)
 - Pg. 359, Section 31209(2)(A)-30166(c) Is amended to explicitly state that an officer or employee designated by the Secretary may enter and inspect with reasonable promptness premises in which a motor vehicle or motor vehicle equipment is held for introduction in interstate commerce including at US ports of entry. The amendment to section 30166 of title 49 is to include US ports of entry into the list of areas that can be inspected.

Intermodal

Section 1104, Pg. 18 National Highway System

- Pg. 18, Section 1104 (amends Section 103 title 23)
 - Pg. 19, Section 103(b)(1)(A)-The National Highway System consists of the highway routes and connections to transportation facilities that serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and other major travel destinations;
 - Pg. 19, Section 103(b)(2)(C)-Routes that were previously not included on the National Highway System before MAP-21 but provide motor vehicle access between arterial routes on National Highway System and a major intermodal transportation facility are included in the National Highway System
 - Pg. 20, Section 103(b)(3)(A)-The secretary can make any modification, including any modification consisting of a connector to a major intermodal terminal, to the National Highway System that is proposed by a State if the Secretary determines that the modification—
 - Pg. 20, Section 103(b)(3)(A)(i)-meets the criteria established for the National Highway System under this title after the date of enactment of the MAP-21; and
 - Pg. 20, Section 103(b)(3)(A)(ii)-enhances the national transportation characteristics of the National Highway System

Section 1108, Pg. 36 Surface Transportation Program

- Pg. 36, Section 1108 (amends Section 133b of title 23)
 - Pg. 37, Section 1108(a)(9)-Projects within a port terminal are eligible for the surface transportation program only if they are surface transportation infrastructure and are necessary to facilitate intermodal interchange, transfer, and access in and out of a port

Section 1115, Pg. 64 National Freight Policy

- Pg. 64, Section 1115 (adds Section 167 to chapter 1 of title 23)
 - Pg. 65, Section 167(c)(1)-The establishment of the National Freight Network is to assist states in directing resources toward improved system performance for efficient movement of freight on highways, including the national highway system, freight intermodal connectors and Aerotropolis transportation systems
 - Pg. 67, Section 167(f)(1)(J)-The national freight strategic plan shall include strategies to improve freight intermodal connectivity. The national freight strategic plan is created by the Secretary no later than 3 years after MAP-21 enactment
 - Pg. 68, Section 167(i)-The definition of an Aerotropolis is a multimodal freight and passenger transportation network that provides efficient , cost-effective, sustainable, and intermodal connectivity to a defined region of economic significance centered around a major airport

Section 1116, Pg. 68 Prioritization of Projects to Improve Freight Movement

- Pg. 68, Section 1116

- Pg. 68, Section 1116(c)(10)-Under this section the federal share payable increases to 95 percent on interstates and 90 percent for any other project if the project demonstrates improves the efficient movement of freight and is identified in the State freight plan. One explicitly listed qualifying project is improvements to freight intermodal connectors.

Section 1201, Pg. 96 Metropolitan Transportation Planning

- Pg. 96, Section 1201 (amends Section 134 of title 23)
 - Pg. 97, Section 134(c)(2)-Long-range transportation plans and transportation improvement programs developed by metropolitan planning organization in cooperation with the State and public transportation operators shall provide for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation system. The system should function as part of the metropolitan area, the State, and the United States
 - Pg. 102, Section 134(i)(2)(A)(i)-The transportation plan created by each metropolitan planning organization shall at a minimum include an identification of transportation facilities including intermodal facilities and connectors, giving emphasis to those that serve important national and regional transportation functions

Section 1202, Pg. 110 Statewide and Nonmetropolitan Transportation Planning

- Pg. 110, Section 1202(amends Section 135 of title 23)
 - Pg. 111, Section 135(a)(2)-The statewide transportation plan and the transportation improvement program developed by each State shall provide for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation system for the State and United States
 - Pg. 113, Section 135(f)(1)-Each State shall develop a long-range statewide transportation plan with at least a 20 year forecast that provides for the development and implementation of the intermodal transportation system of the State

Section 2002, Pg. 203 Transportation Infrastructure Finance and Innovation act of 1998 Amendments

- Pg. 203, Section 2002 (amends Section 601-609 of title 23)
 - Pg. 206, Section 601(a)(D)(i)(II)-The definition of an eligible project for TIFIA funding includes intermodal freight transfer facilities
 - Pg. 206, Section 601(a)(D)(iii)-Limits TIFIA funding to surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into or out of the port
 - Pg. 206, Section 601(a)(D)(iv)-Projects for TIFIA funding are, among other types, those projects that are composed of related highway, surface transportation, transit, rail, or intermodal capital improvement projects eligible for assistance and grouped in order to meet the project threshold requirements under Pg. 207, Section 602.

Section 20005, Pg. 224 Metropolitan Transportation Planning

- Pg. 224, Section 20005 (amends Section 5303 of title 49)

- Pg. 225, Section 5303(c)(2)-The transportation plan and the transportation improvement program developed by each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation system for the metropolitan planning area, State, and United States
- Pg. 230, Section 5303(i)(2)(A)(i)-The transportation plan created by each metropolitan planning organization shall at a minimum include an identification of transportation facilities including intermodal facilities and connectors

Section 20006, Pg. 239 Statewide and Nonmetropolitan Transportation Planning

- Pg. 239, Section 20006 (amends Section 5304 of title 49)
 - Pg. 239, Section 5304(a)(2)-The transportation plan and the transportation improvement program developed by each State shall provide for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation system for the State and United States
 - Pg. 241, Section 5304(f)(1)-Each State shall develop a long-range statewide transportation plan with at least a 20 year forecast that provides for the development and implementation of the intermodal transportation system of the State

Section 20015, Pg. 291 Human resources and training

- Pg. 291, Section 20015 (amends Section 5322 of title 49)
 - Pg. 292, Section 5322(d)(2)(B)(i)-The Secretary of Transportation shall create a national transit institute and award grants to public 4-year degree-granting institutions of higher learning to carry out the institutes' duties. The national transit institute shall develop and conduct training and educational programs for Federal, State, and local transportation employees United States citizens, and foreign nationals engaged or to be engaged in Government-aid public transportation work. One explicitly named course is related to intermodal and public transportation planning.

Section 32801, Pg. 412 Comprehensive Truck Size and Weight Limits Study

- Pg. 412, Section 32801
 - Pg. 412, Section 32801(a)(6)(A)-The comprehensive truck size and weight study shall estimate the extent that freight would be diverted from other surface transportation modes to principal arterial routes and National Highway System intermodal connectors if alternative truck configurations are allowed and what effect the diversion would have on other modes
 - Pg. 413, Section 32801(a)(6)(D)-The comprehensive truck size and weight study shall estimate whether allowing alternative truck configuration to operate would result in an increase or decrease in the total number of trucks operating on principal arterial routes and National Highway System intermodal connectors

Section 52003, Pg. 468 Research and Technology Development and Deployment

- Pg. 468, Section 52003 (amends Section 503 of title 23)

- Pg. 473, Section 503(b)(5)(C)(xxiii)-In respect to the Highway Research and Development Program one of the research topics is reducing congestion, improving highway operations, and enhancing freight productivity. One of the subcategories of this research topic is conducting research on enhanced mode choice and intermodal connectivity
- Pg. 473, Section 503(b)(6)(B)-Relating to exploratory research, the Secretary shall carry out research to develop potentially transformational solutions to improve the durability, efficiency environmental impact, productivity, and safety aspects of highway and intermodal transportation systems.

Section 52011, Pg. 483 Bureau of Transportation Statistics

- Pg. 483, Section 52011 (amends subtitle III of title 49 by adding Chapter 63)
 - Pg. 484, Section 6302(b)(3)(B)(vi)(I)-As it relates to the duties of the director of the Bureau of Transportation Statistics (BTS), the director shall collect, compile, analyze, and publish a comprehensive set of transportation statistics on the performance and impacts of the national transportation system, including statistics on transportation safety across all modes and intermodally
 - Pg. 484, Section 6302(b)(3)(B)(vi)(X)-In addition to the above collection of transportation statistics, the director of the BTS must collect statistics on intermodal and multimodal freight movement
 - Pg. 485, Section 6302(b)(3)(B)(vii)-The director of the BTS must build and disseminate the transportation layer of the National Spatial Data Infrastructure developed under Executive Order No. 12906 (59 Fed. Reg. 17671) (or a successor Executive order), including by coordinating the development of transportation geospatial data standards, compiling intermodal geospatial data, and collecting geospatial data that is not being collected by other entities
 - Pg. 486, Section 6303(c)(1)-The Director of the BTS shall establish and manage a transportation database for all modes of transportation. The database shall include information on the volumes and patterns of movement of goods, including local, interregional, and international movement, by all modes of transportation, intermodal combinations, and relevant classification. Also the BTS Director shall collect information about the location and connectivity of transportation facilities and services.
 - Pg. 486, Section 6303(c)(4)-Also BTS shall collect national accounting of expenditures and capital stocks on each mode of transportation and intermodal combination.
 - Pg. 490, Section 6309(b)-The Director of the BTS shall develop and maintain a national transportation atlas database comprised of geospatial databases. The database shall include the network, flows of people goods, vehicles and craft, and the social, economic and environmental conditions that affect or are affected by the transportation network. Furthermore, the database must be capable of supporting intermodal network analysis.

Section 53002, Pg. 494 Goals and Purposes

- Pg. 494, Section 53002 (amends chapter 5 of title 23 by adding Section 514)

- Pg. 494, 514(a)(1)-As it relates to the goals and purpose of the intelligent transportation system (ITS), the goal of ITS is to enhance surface transportation efficiency and facilitate intermodalism and international trade to help existing facilities meet future demand

Section 53004, Pg. 498 Research and Development

- Pg. 498, Section 53004 (amends chapter 5 of title 23 by adding Section 516)
 - Pg. 498, Section 516(b)(5)-The Secretary shall carry out a comprehensive program of intelligent transportation system research and development, and operational tests of intelligent vehicles, intelligent infrastructure systems, and other similar activities. Priority should be given to project that enhance intermodal use of intelligent transportation systems for diverse groups, including for emergency and health related services

Economic Development

Section 1119, Pg. 69 Tribal Transportation Program

- Pg. 69, Section 1119 (amends Section 201-204 of Chapter 2 of title 23)
 - Pg. 75, Section 202(b)(1)(B)(vii)-The Secretary of the Interior with the Secretary of the USDOT shall maintain an inventory of tribal transportation facilities at a minimum that are available for tribal transportation program assistance including roads that provide access to intermodal terminals

Section 1201, Pg. 96 Metropolitan Transportation Planning

- Pg. 96, Section 1201 (amends Section 134 of title 23)
 - Pg. 100, Section 134(g)(3)(A)-The Secretary shall encourage metropolitan Planning Organizations to consult with officials in charge of other planning activities including those involved in economic development
 - Pg. 101, Section 134(h)(1)(E)-The metropolitan planning process shall consider projects and strategies that will protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

Section 1202, Pg. 110 Statewide and Nonmetropolitan Transportation Planning

- Pg. 110, Section 1202 (amends Section 135 of title 23)
 - Pg. 111, Section 135(b)(1)-The implementation of a statewide transportation plan shall be coordinated with Metropolitan Transportation Planning and with statewide trade and economic development planning activities and related multistate planning efforts
 - Pg. 112, Section 135(d)(1)(E)-The statewide transportation planning process shall consider projects, services, and strategies that will protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns region
 - Pg. 119, Section 135(m)(3)(A)-The regional transportation planning organization (RTPO) a policy committee, the majority of which shall consist of nonmetropolitan local officials, or their designees, and, as appropriate, additional representatives from the State, private business, transportation service providers economic development practitioners, and the public in the region
 - Pg. 120, Section 135(m)(4)(C)-The duties of the RTPO include fostering the coordination of local planning, land use, and economic development plans with State, regional, and local transportation plans and programs

Section 1203, Pg. 120 National Goals and Performance Management Measures

- Pg. 120, Section 1203 (amends Section 150 title 23)
 - Pg. 121, Section (b)(5)-One of the national goals for the US is to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

Section 20005, Pg. 224 Metropolitan Transportation Planning

- Pg. 224, Section 20005 (amends Section 5303 of title 49)
 - Pg. 228, Section 5303(g)(3)(A)-The Secretary shall encourage metropolitan Planning Organizations to consult with officials in charge of other planning activities including those that involved in economic development.
 - Pg. 228, Section 5303(h)(1)(E)-The metropolitan planning process shall consider projects and strategies that will protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
 - Pg. 238, Section 5303(b)(2)(A)-This section creates a pilot program for transit-orientated development planning. The Secretary makes grants to State or local government to assist in planning an eligible project that enhances economic development, ridership, and other goals established during the project development and engineering process

Section 20006, Pg. 239 Statewide and Nonmetropolitan Transportation Planning

- Pg. 239, Section 20006 (amends Section 5304 of title 49)
 - Pg. 239, Section 5304(b)(1)-In the development of a statewide transportation plan, the State shall coordinate with Metropolitan Transportation Planning and with statewide trade and economic development planning activities and related multistate planning efforts
 - Pg. 240, Section 5304(d)(1)(E)-The statewide transportation planning process shall consider projects and strategies that will protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
 - Pg. 248, Section 5304(l)(3)(A)-The regional transportation planning organization (RTPO) a policy committee, the majority of which shall consist of nonmetropolitan local officials, or their designees, and, as appropriate, additional representatives from the State, private business, transportation service providers economic development practitioners, and the public in the region
 - Pg. 248, Section 5304(l)(4)(C)-The duties of the RTPO include fostering the coordination of local planning, land use, and economic development plans with State, regional, and local transportation plans and programs

Section 20008, Pg. 252 Fixed Guideway Capital Investment Grants

- Pg. 252, Section 20008 (amends Section 5309 of title 49)
 - Pg. 256, Section 5309(d)(2)(A)(iii)-New fixed guideway grants can move from the project development phase to the engineering phase after completing the NEPA finding no significant impact or a categorical exemption and if the Secretary determines that the project is justified by the project's mobility improvements, the project's environmental benefits, congestion relief associated with the project, economic development effects associated with the project, policies and land use patterns of the project that support public transportation, and the project's cost-effectiveness as measured by cost per rider

- Pg. 256, Section 5309(d)(2)(A)(iv)-Another criteria to move to the engineering phase is the project is supported by policies and land use patterns that promote public transportation, including plans for future land use and rezoning, and economic development around public transportation stations;
- Pg. 258, Section 5309(e)(2)(A)(iv)-A core capacity improvement project can enter into the project development phase if it is justified based on a comprehensive review of the project's mobility improvements, the project's environmental benefits, congestion relief associated with the project, economic development effects associated with the project, the capacity needs of the corridor, and the project's cost-effectiveness as measured by cost per rider
- Pg. 261, Section 5309(h)(4)-In selecting a small starts project(new fixed guideway capital project or corridor based bus rapid transit project with federal assistance less than \$75 million or total cost less than \$250 million) the Secretary should consider the projects effect on mobility improvements, environmental benefits, congestion relief, economic development effects associated with the project, policies and land use patterns that support public transportation and cost-effectiveness as measured by cost per rider

Section 52003, Pg. 468 Research and Technology Development and Deployment

- Pg. 468, Section 52003 (amends Section 503 of title 23)
 - Pg. 472, Section 503(b)(4)(C)(iii)-Under the strengthening transportation planning and environmental decisionmaking section of the Highway Research and Development Program, one explicitly listed research and technology activity is research into transportation and economic development planning in rural areas and small communities