

111TH CONGRESS
2D SESSION

H. R. 5799

To require the Secretary of the Department of Transportation to conduct a study and develop a national intermodal transportation plan, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JULY 20, 2010

Mr. SESTAK introduced the following bill; which was referred to the
Committee on Transportation and Infrastructure

A BILL

To require the Secretary of the Department of Transportation to conduct a study and develop a national intermodal transportation plan, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Transportation Effi-
5 ciency Act”.

6 **SEC. 2. NATIONAL INTERMODAL TRANSPORTATION PLAN-**
7 **NING TASK FORCE.**

8 (a) ESTABLISHMENT OF TASK FORCE.—The Presi-
9 dent shall create a National Intermodal Transportation

1 Planning Task Force (referred to in this Act as “Task
2 Force”) with the Secretary of Transportation, or designee,
3 acting as chairperson and comprised of representatives
4 of the Departments of Commerce, Energy, Labor, and
5 Housing and Urban Development, the Environmental Pro-
6 tection Agency and other government agencies the Presi-
7 dent considers necessary to conduct the study and com-
8 plete the Plan required by this Act.

9 (b) DUTIES OF TASK FORCE.—The Task Force
10 shall—

11 (1) conduct a study on transportation needs, a
12 draft of which shall be completed not later than 12
13 months after the date of enactment of this Act and
14 the final study shall be completed not later than 15
15 months after the date of enactment of this Act;

16 (2) sponsor a conference on National Transpor-
17 tation Planning not later than 6 months after the
18 completion of the draft study;

19 (3) make recommendations to the President for
20 possible invitees to the conference on National
21 Transportation Planning described in section 3;

22 (4) use the study and the input of attendees of
23 the conference under section 3 to draft a National
24 Intermodal Transportation Plan (referred to in this
25 Act as “Plan”) not later than 24 months after the

1 date of enactment of this Act and publish it in the
2 Federal Register and place it on the Department's
3 Web site for public comment; and

4 (5) transmit to Congress, and place on the De-
5 partment of Transportation's Web site, a National
6 Intermodal Transportation Plan not later than 24
7 months after the date of enactment of this Act.

8 **SEC. 3. NATIONAL TRANSPORTATION STUDY.**

9 In developing the study established pursuant to sec-
10 tion 1, the Task Force shall consider all aspects and all
11 modes of transportation, public, private, and commercial,
12 including air, rail (passenger and freight), road, port, wa-
13 terway, bicycle, and pedestrian. The study shall project for
14 the next 30 years and examine and identify for such period
15 of time the following:

16 (1) National transportation priorities.

17 (2) The anticipated demand, steps currently
18 being taken to address anticipated demand, how suc-
19 cessful these steps are anticipated to be, the most
20 advantageous allocation of shipments of goods and
21 travel among the various capacities of various
22 modes, connectivity of those modes, and comparative
23 costs. Comparative costs shall take into account past
24 public investments in currently existing infrastruc-
25 ture for each transportation mode.

1 (3) Deficiencies in the current and currently
2 planned transportation systems to meet current and
3 anticipated demand and the appropriate level of
4 redundancies.

5 (4) How intermodal transportation planning
6 may help address anticipated transportation de-
7 mand, social impacts of transportation, and the im-
8 pact of the transportation sector on the environ-
9 ment, particularly global warming.

10 (5) What obstacles exist to enhance and im-
11 prove intermodal transportation planning to meet
12 national priorities so that the national Plan provides
13 suggestions on policy and legislative recommenda-
14 tions to such obstacles.

15 (6) Transportation purposes, systems oper-
16 ational requirements and capacities, comparative
17 long-term costs, and revenue sources.

18 (7) How different agencies and levels of govern-
19 ment may be better incorporated and coordinated to
20 improve transportation planning.

21 (8) Obstacles to potential benefits from, and
22 current efforts in mega-region planning at the na-
23 tional and regional level.

1 **SEC. 4. NATIONAL TRANSPORTATION PLANNING CON-**
2 **ERENCE.**

3 (a) IN GENERAL.—The Task Force shall convene a
4 National Transportation Priorities Conference (referred to
5 in this Act as the “Conference”) not later than 6 months
6 after the completion of the draft National Transportation
7 Study.

8 (b) CONFERENCE MISSION.—The mission of the Con-
9 ference shall be—

10 (1) to review the draft of the study conducted
11 pursuant to section 2 and comment on the draft’s
12 findings;

13 (2) to discuss ways to improve transportation
14 planning;

15 (3) to suggest short-term and long-term goals
16 to be incorporated into the Plan;

17 (4) to examine and evaluate how environmental
18 priorities and economic planning are integrated into
19 transportation planning;

20 (5) to identify obstacles to meeting those goals
21 and suggestion measures to reduce or eliminate
22 those obstacles; and

23 (6) to perform other tasks that the Task Force
24 considers helpful to complete the Study and the
25 Plan.

1 (c) CONFERENCE REPRESENTATIVES.—The Con-
2 ference shall be comprised of representatives appointed by
3 the President of the following:

4 (1) State Departments of Transportation.

5 (2) State legislatures.

6 (3) Municipal leaders.

7 (4) Metropolitan planning organizations.

8 (5) Transportation nonprofit and advocacy
9 groups.

10 (6) Bike and pedestrian and other transpor-
11 tation safety organizations.

12 (7) Transportation trade associations.

13 (8) Small and large transportation companies.

14 (9) Environmental organizations.

15 (10) Labor unions.

16 (11) Academia.

17 (12) And other groups the Task Force con-
18 siders helpful in achieving the conference's mission.

19 **SEC. 5. NATIONAL INTERMODAL TRANSPORTATION PLAN.**

20 (a) IN GENERAL.—The Plan developed under this
21 Act shall include all aspects and all modes of transpor-
22 tation, both public and private, including rail, aviation,
23 waterways, roads, ports, bicycle, and pedestrian and shall
24 include the following:

25 (1) Summary of the findings of the study.

1 (2) Short-term and long-term goals.

2 (3) A description of how each short-term goal
3 will lead to, or at least not preclude, achieving long-
4 term goals.

5 (4) Incremental steps and performance meas-
6 ures to achieve such goals.

7 (5) What public and private resources will be
8 required to implement the Plan.

9 (6) Any recommended legislative changes that
10 are necessary to meet national priorities and the
11 short-term and long-term goals, including better
12 intermodal transportation and mega-region planning.

13 (7) An exploration of potential alternatives to
14 what is proposed in the Plan.

15 (b) LONG-TERM GOALS.—The long-term goals in the
16 Plan shall take into account the following:

17 (1) Accessibility, including how best to reason-
18 ably ensure that the various parts of the country
19 have access to the national transportation system
20 (road, rail routes, air routes, and water routes), in-
21 cluding how and when public subsidies or regulation
22 may be needed.

23 (2) Mobility, including the ease and expense of
24 getting people and goods to their desired destination
25 in order to meet economics and societal needs.

1 (3) National security, including addressing mov-
2 ing people and goods by alternative routes and
3 modes in the face of either a natural or man-made
4 disaster or intentional act.

5 (4) Economic prosperity, including addressing
6 how a vibrant economy requires timely and cost-ef-
7 fective movement of goods and services and how var-
8 ious national transportation policies can positively
9 and negatively effect local and regional economies.

10 (5) Social equity, including addressing the fact
11 that transportation decisions have different costs
12 and benefits on differing segments of our society and
13 how goals may be established to help minimize those
14 differences and ensure that vulnerable segments of
15 society do not pay a disproportionate percentage of
16 the cost.

17 (6) Evaluate the environmental protection, in-
18 cluding addressing the fact that transportation
19 issues will have varying impacts on the environment
20 from its contribution to green house gasses and
21 other emissions to short-term economic costs that
22 may lead to a decision that is counter to a long-term
23 environmental benefit.

24 (7) Energy consumption, including addressing
25 how to minimize overall transportation sector energy

1 needs and utilizing cost-benefit analysis based upon
2 full-cost accounting.

3 **SEC. 6. FUNDING AUTHORIZATION.**

4 There are authorized to be appropriated such sums
5 as may be necessary to carry out this Act.

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