

HR 5624

Economy in Motion: The National Multimodal and Sustainable Freight Infrastructure Act

Congress: 113 (2013–2015, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Sep 18, 2014

Current Status: Referred to the Subcommittee on Water Resources and Environment.

Latest Action: Referred to the Subcommittee on Water Resources and Environment. (Sep 19, 2014)

Official Text: <https://www.congress.gov/bill/113th-congress/house-bill/5624>

Sponsor

Name: Rep. Lowenthal, Alan S. [D-CA-47]

Party: Democratic • **State:** CA • **Chamber:** House

Cosponsors

No cosponsors are listed for this bill.

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Sep 19, 2014
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Transportation and Infrastructure Committee	House	Referred to	Sep 19, 2014
Ways and Means Committee	House	Referred To	Sep 18, 2014

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
113 HR 4834	Related bill	Jul 15, 2014: Referred to the Subcommittee on Research and Technology.

Economy in Motion: The National Multimodal and Sustainable Freight Infrastructure Act - Directs the Secretary of Transportation to: (1) establish a Multimodal Freight Funding Formula Program to distribute funds to states, and a National Freight Infrastructure Competitive Grant Program to make grants to entities for projects, to improve the efficiency and reliability of freight movement in the United States; (2) establish a multimodal national freight network to accomplish the goals of the national freight policy, including increasing the productivity and efficiency of the national freight system and improving its safety, security, and resilience; (3) develop, maintain, and post on the public website of the Department of Transportation (DOT) a national freight strategic plan that includes an assessment of the condition and performance of the national freight system; and (4) develop and improve tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects.

Amends the Moving Ahead for Progress in the 21st Century Act (or MAP-21) to: (1) expand the membership and duties of state freight advisory committees; and (2) require state freight plans to include strategies and goals to decrease greenhouse gas emissions, local air pollution, water runoff, and wildlife habitat loss.

Amends the Internal Revenue Code to: (1) impose a 1% excise tax upon taxable ground transportation of property (i.e., transportation by freight rail or transportation by commercial motor vehicle for a distance of more than 50 miles), and (2) deposit such tax revenues into a Freight Trust Fund (established by this Act) to finance the Multimodal Freight Funding Formula Program and the National Freight Infrastructure Competitive Grant Program.

Actions Timeline

- **Sep 19, 2014:** Referred to the Subcommittee on Aviation.
- **Sep 19, 2014:** Referred to the Subcommittee on Coast Guard and Maritime Transportation.
- **Sep 19, 2014:** Referred to the Subcommittee on Highways and Transit.
- **Sep 19, 2014:** Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.
- **Sep 19, 2014:** Referred to the Subcommittee on Water Resources and Environment.
- **Sep 18, 2014:** Introduced in House
- **Sep 18, 2014:** Referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Ways and Means, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

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