

**AMENDMENT TO THE RULES COMMITTEE PRINT
FOR H.R. 3080
OFFERED BY MS. VELÁZQUEZ OF NEW YORK**

Page 95, after line 15, insert the following (and re-designate subsequent sections accordingly):

1 SEC. 137. NATIONAL WATER-BASED FREIGHT POLICY.

2 (a) IN GENERAL.—It is the policy of the United
3 States to improve the condition and performance of the
4 national water-based freight network to ensure that such
5 network provides the foundation for the United States to
6 compete in the global economy and achieve each goal de-
7 scribed in subsection (b).

8 (b) GOALS.—The goals of the national water-based
9 freight policy are—

10 (1) to invest in infrastructure improvements
11 and to implement operational improvements that—

12 (A) strengthen the contribution of the na-
13 tional water-based freight network to the eco-
14 nomic competitiveness of the United States;

15 (B) reduce congestion; and

16 (C) increase productivity, particularly for
17 domestic industries and businesses that create
18 high-value jobs;

1 (2) to improve the safety, security, and resil-
2 ience of water-based freight transportation;

3 (3) to improve the state of good repair of the
4 national water-based freight network;

5 (4) to use advanced technology to improve the
6 safety and efficiency of the national water-based
7 freight network;

8 (5) to incorporate concepts of performance, in-
9 novation, competition, and accountability into the
10 operation and maintenance of the national water-
11 based freight network;

12 (6) to improve the economic efficiency of the
13 national water-based freight network; and

14 (7) to reduce the environmental impacts of
15 freight movement on the national water-based
16 freight network.

17 (c) ESTABLISHMENT OF A NATIONAL WATER-BASED
18 FREIGHT NETWORK.—

19 (1) IN GENERAL.—The Secretary shall establish
20 a national water-based freight network in accordance
21 with this section to assist States in strategically di-
22 recting resources toward improved system perform-
23 ance to achieve efficient movement of freight on in-
24 land waterways, canals, ports, and harbors, and re-
25 lated freight intermodal connectors.

1 (2) NETWORK COMPONENTS.—The national
2 water-based freight network shall consist of the pri-
3 mary water-based freight network, as designated by
4 the Secretary under subsection (d) as most critical
5 to the movement of water-based freight.

6 (d) DESIGNATION OF PRIMARY WATER-BASED
7 FREIGHT NETWORK.—

8 (1) INITIAL DESIGNATION.—Not later than 1
9 year after the date of enactment of this section, the
10 Secretary shall designate a primary water-based
11 freight network based on an inventory of national
12 water-based freight volume and in consultation with
13 stakeholders, including system users, transportation
14 providers, and States.

15 (2) FACTORS FOR DESIGNATION.—In desig-
16 nating the primary water-based freight network, the
17 Secretary shall consider—

18 (A) the origins and destinations of water-
19 based freight movement in the United States;

20 (B) the total tonnage and value of water-
21 based freight moved across United States bod-
22 ies of water;

23 (C) the average annual water-based freight
24 traffic on United States bodies of water;

25 (D) maritime ports of entry;

1 (E) access to energy exploration, develop-
2 ment, installation, or production areas;

3 (F) population centers; and

4 (G) network connectivity.

5 (3) REDESIGNATION.—On the date that is 10
6 years after the initial designation of the primary
7 water-based freight network, and every 10 years
8 thereafter, using the factors described in paragraph
9 (2), the Secretary shall redesignate the primary
10 water-based freight network.

11 (e) NATIONAL WATER-BASED FREIGHT STRATEGIC
12 PLAN.—

13 (1) INITIAL DEVELOPMENT.—Not later than 3
14 years after the date of enactment of this section, the
15 Secretary, in consultation with State departments of
16 transportation and other appropriate public and pri-
17 vate transportation stakeholders, shall develop and
18 post on a public Web site a national water-based
19 freight strategic plan that shall include—

20 (A) an assessment of the condition and
21 performance of the national water-based freight
22 network;

23 (B) an identification of bottlenecks on the
24 national water-based freight network that cre-
25 ate significant freight congestion problems,

1 based on a quantitative methodology developed
2 by the Secretary, and, to the maximum extent
3 practicable, an estimate of the cost of address-
4 ing each bottleneck and any operational im-
5 provements that could be implemented;

6 (C) forecasts of water-based freight vol-
7 umes for the 20-year period beginning with the
8 year during which the plan is issued;

9 (D) an identification of major trade gate-
10 ways and national water-based freight corridors
11 that connect major population centers, trade
12 gateways, and other major water-based freight
13 generators for current and forecasted traffic
14 and water-based freight volumes, the identifica-
15 tion of which shall be revised, as appropriate, in
16 subsequent plans;

17 (E) an assessment of statutory, regulatory,
18 technological, institutional, financial, and other
19 barriers to improved water-based freight trans-
20 portation performance (including opportunities
21 for overcoming the barriers);

22 (F) an identification of routes providing
23 access to energy exploration, development, in-
24 stallation, or production areas;

1 (G) an identification of best practices for
2 improving the performance of the national
3 water-based freight network;

4 (H) an identification of best practices for
5 mitigating the impacts of water-based freight
6 movement on communities;

7 (I) an identification of a process for ad-
8 dressing multistate projects and encouraging
9 jurisdictions to collaborate; and

10 (J) an identification of strategies to im-
11 prove freight intermodal connectivity.

12 (2) UPDATES.—Not later than 5 years after the
13 date of completion of the first national water-based
14 freight strategic plan under paragraph (1), and
15 every 5 years thereafter, the Secretary shall update
16 and post on a public Web site a revised national
17 water-based freight strategic plan.

18 (f) WATER-BASED FREIGHT TRANSPORTATION CON-
19 DITIONS AND PERFORMANCE REPORTS.—Not later than
20 2 years after the date of enactment of this section, and
21 biennially thereafter, the Secretary shall prepare a report
22 that contains a description of the conditions and perform-
23 ance of the national water-based freight network in the
24 United States.

1 (g) TRANSPORTATION INVESTMENT DATA AND
2 PLANNING TOOLS.—

3 (1) IN GENERAL.—Not later than 1 year after
4 the date of enactment of this section, the Secretary
5 shall—

6 (A) begin the development of new tools or
7 improve existing tools to support an outcome-
8 oriented, performance-based approach to evalu-
9 ating proposed water-based freight-related
10 projects, including—

11 (i) methodologies for systematic anal-
12 ysis of benefits and costs;

13 (ii) tools for ensuring that the evalua-
14 tion of water-based freight-related projects
15 and other transportation projects considers
16 safety, economic competitiveness, environ-
17 mental sustainability, and system condition
18 in the project selection process; and

19 (iii) other elements to assist in effec-
20 tive transportation planning;

21 (B) identify water-based transportation-re-
22 lated model data elements to support a broad
23 range of evaluation methods and techniques to
24 assist in making water-based transportation in-
25 vestment decisions; and

1 (C) at a minimum, in consultation with
2 other relevant Federal agencies, consider any
3 improvements to existing water-based freight
4 flow data collection efforts that could reduce
5 identified water-based freight data gaps and de-
6 ficiencies and help improve forecasts of water-
7 based freight transportation demand.

8 (2) CONSULTATION.—The Secretary shall con-
9 sult with Federal, State, and other stakeholders to
10 develop, improve, and implement tools and data col-
11 lection under paragraph (1).

