

110TH CONGRESS
2D SESSION

S. 3059

To permit commercial trucks to use certain highways of the Interstate System to provide significant savings in the transportation of goods throughout the United States, and for other purposes.

IN THE SENATE OF THE UNITED STATES

MAY 22, 2008

Ms. COLLINS (for herself and Ms. SNOWE) introduced the following bill; which was read twice and referred to the Committee on Environment and Public Works

A BILL

To permit commercial trucks to use certain highways of the Interstate System to provide significant savings in the transportation of goods throughout the United States, 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 “Commercial Truck
5 Fuel Savings Demonstration Act of 2008”.

6 **SEC. 2. FINDINGS.**

7 Congress finds that—

1 (1) diesel fuel prices have increased more than
2 50 percent during the 1-year period between May
3 2007 and May 2008;

4 (2) laws governing Federal highway funding ef-
5 fectively impose a limit of 80,000 pounds on the
6 weight of vehicles permitted to use highways on the
7 Interstate System;

8 (3) the administration of that provision in
9 many States has forced heavy tractor-trailer and
10 tractor-semitrailer combination vehicles traveling in
11 those States to divert onto small State and local
12 roads on which higher vehicle weight limits apply
13 under State law;

14 (4) the diversion of those vehicles onto those
15 roads increases fuel costs because of increased idling
16 time and total travel time along those roads; and

17 (5) permitting heavy commercial vehicles, in-
18 cluding tanker trucks carrying hazardous material
19 and fuel oil, to travel on Interstate System highways
20 when fuel prices are high would provide significant
21 savings in the transportation of goods throughout
22 the United States.

23 **SEC. 3. DEFINITIONS.**

24 In this Act:

1 (1) COMMISSIONER.—The term “Commis-
 2 sioner” means the Commissioner of Transportation
 3 of a State.

4 (2) COVERED INTERSTATE SYSTEM HIGH-
 5 WAY.—

6 (A) IN GENERAL.—The term “covered
 7 Interstate System highway” means a highway
 8 designated as a route on the Interstate System.

9 (B) EXCLUSION.—The term “covered
 10 Interstate System highway” does not include
 11 any portion of a highway that, as of the date
 12 of the enactment of this Act, is exempt from
 13 the requirements of subsection (a) of section
 14 127 of title 23, United States Code, pursuant
 15 to a waiver under that subsection.

16 (3) INTERSTATE SYSTEM.—The term “Inter-
 17 state System” has the meaning given the term in
 18 section 101(a) of title 23, United States Code.

19 **SEC. 4. WAIVER OF HIGHWAY FUNDING REDUCTION RELAT-**
 20 **ING TO WEIGHT OF VEHICLES USING INTER-**
 21 **STATE SYSTEM HIGHWAYS.**

22 (a) PROHIBITION RELATING TO CERTAIN VEHI-
 23 CLES.—Notwithstanding section 127(a) of title 23, United
 24 States Code, the total amount of funds apportioned to a
 25 State under section 104(b)(1) of that title for any period

1 may not be reduced under section 127(a) of that title if
 2 a State permits a vehicle described in subsection (b) to
 3 use a covered Interstate System highway in the State in
 4 accordance with the conditions described in subsection (c).

5 (b) COMBINATION VEHICLES IN EXCESS OF 80,000
 6 POUNDS.—A vehicle described in this subsection is a vehi-
 7 cle having a weight in excess of 80,000 pounds that—

8 (1) consists of a 3-axle tractor unit hauling a
 9 single trailer or semitrailer; and

10 (2) does not exceed any vehicle weight limita-
 11 tion that is applicable under the laws of a State to
 12 the operation of the vehicle on highways in the State
 13 that are not part of the Interstate System, as those
 14 laws are in effect on the date of enactment of this
 15 Act.

16 (c) CONDITIONS.—This section shall apply at any
 17 time at which the weighted average price of retail number
 18 2 diesel in the United States is \$3.50 or more per gallon.

19 (d) EFFECTIVE DATE AND TERMINATION.—This sec-
 20 tion shall not remain in effect—

21 (1) after the date that is 2 years after the date
 22 of enactment of this Act; or

23 (2) before the end of that 2-year period, after
 24 any date on which the Secretary of Transpor-
 25 tation—

1 (A) determines that—

2 (i) operation of vehicles described in
 3 subsection (b) on covered Interstate Sys-
 4 tem highways has adversely affected safety
 5 on the overall highway network; or

6 (ii) a Commissioner has failed faith-
 7 fully to use the highway safety committee
 8 as described in section 6(2)(A) or to collect
 9 the data described in section 6(3); and

10 (B) publishes the determination, together
 11 with the date of termination of this section, in
 12 the Federal Register.

13 (e) CONSULTATION REGARDING TERMINATION FOR
 14 SAFETY.—In making a determination under subsection
 15 (d)(2)(A)(i), the Secretary of Transportation shall consult
 16 with the highway safety committee established by a Com-
 17 missioner in accordance with section 6.

18 **SEC. 5. GAO TRUCK SAFETY DEMONSTRATION REPORT.**

19 The Comptroller General of the United States shall
 20 carry out a study of the effects of participation in the pro-
 21 gram under section 4 on the safety of the overall highway
 22 network in States participating in that program.

1 **SEC. 6. RESPONSIBILITIES OF STATES.**

2 For the purpose of section 4, a State shall be consid-
3 ered to meet the conditions under this section if the Com-
4 missioner of the State—

5 (1) submits to the Secretary of Transportation
6 a plan for use in meeting the conditions described in
7 paragraphs (2) and (3);

8 (2) establishes and chairs a highway safety
9 committee that—

10 (A) the Commissioner uses to review the
11 data collected pursuant to paragraph (3); and

12 (B) consists of representatives of—

13 (i) agencies of the State that have re-
14 sponsibilities relating to highway safety;

15 (ii) municipalities of the State;

16 (iii) organizations that have evalua-
17 tion or promotion of highway safety among
18 the principal purposes of the organizations;
19 and

20 (iv) the commercial trucking industry;
21 and

22 (3) collects data on the net effects that the op-
23 eration of vehicles described in section 4(b) on cov-
24 ered Interstate System highways have on the safety
25 of the overall highway network, including the net ef-

- 1 fects on single-vehicle and multiple-vehicle collision
- 2 rates for those vehicles.

