

108TH CONGRESS  
1ST SESSION

# S. 510

To establish a commercial truck highway safety demonstration program in the State of Maine, and for other purposes.

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IN THE SENATE OF THE UNITED STATES

MARCH 4, 2003

Ms. SNOWE (for herself and Ms. COLLINS) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

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## A BILL

To establish a commercial truck highway safety demonstration program in the State of Maine, 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 Highway Safety Demonstration Program Act of 2003”.

6 **SEC. 2. FINDINGS.**

7 Congress makes the following findings:

8 (1) Public safety on the highways of the United  
9 States is a paramount concern of all who use the

1 highways and all who prescribe public policy for the  
2 use of those highways, including public policy on the  
3 operation of heavy commercial trucks on highways.

4 (2) Federal highway funding law effectively im-  
5 poses a limit of 80,000 pounds on the weight of ve-  
6 hicles permitted to use Interstate System highways.

7 (3) The administration of this law in Maine has  
8 forced heavy tractor-trailer and tractor-semitrailer  
9 combination vehicles traveling into Maine from  
10 neighboring States and Canada to divert onto small  
11 State and local roads where higher vehicle weight  
12 limits apply under Maine law.

13 (4) The diversion of those vehicles onto such  
14 roads causes significant economic hardships and  
15 safety challenges for small communities located  
16 along those roads.

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 in Maine—

21 (A) would enhance public safety by reduc-  
22 ing—

23 (i) the number of heavy vehicles that  
24 use town and city streets in Maine; and

1 (ii) as a result, the number of dan-  
2 gerous interactions between those heavy  
3 vehicles and such other vehicles as school  
4 buses and private vehicles; and

5 (B) would reduce the net highway mainte-  
6 nance costs in Maine because the Interstate  
7 System highways, unlike the secondary roads of  
8 Maine, are built to accommodate heavy vehicles  
9 and are, therefore, more durable.

10 **SEC. 3. DEFINITIONS.**

11 In this Act:

12 (1) COVERED INTERSTATE SYSTEM HIGH-  
13 WAY.—

14 (A) IN GENERAL.—The term “covered  
15 Interstate System highway” means a highway  
16 within the State of Maine that is designated as  
17 a route on the Interstate System, except as pro-  
18 vided in subparagraph (B).

19 (B) EXCEPTION.—The term does not in-  
20 clude any portion of highway that, as of the  
21 date of the enactment of this Act, is exempted  
22 from the requirements of subsection (a) of sec-  
23 tion 127 of title 23, United States Code, by the  
24 last sentence of such subsection.

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

4 **SEC. 4. MAINE TRUCK SAFETY DEMONSTRATION PROGRAM.**

5           The Secretary of Transportation shall carry out a  
 6 program, in the administration of this Act, to demonstrate  
 7 the effects on the safety of the overall highway network  
 8 in the State of Maine that would result from permitting  
 9 vehicles described in section 5(b) to be operated on the  
 10 Interstate System highways within the State.

11 **SEC. 5. WAIVER OF HIGHWAY FUNDING REDUCTION RELAT-**  
 12 **ING TO WEIGHT OF VEHICLES USING INTER-**  
 13 **STATE SYSTEM HIGHWAYS.**

14           (a) PROHIBITION RELATING TO CERTAIN VEHI-  
 15 CLES.—Notwithstanding section 127(a) of title 23, United  
 16 States Code, the total amount of funds apportioned to the  
 17 State of Maine under section 104(b)(1) of such title for  
 18 any period may not be reduced under such section 127(a)  
 19 on the basis that the State of Maine permits a vehicle de-  
 20 scribed in subsection (b) to use a covered Interstate Sys-  
 21 tem highway.

22           (b) COMBINATION VEHICLES IN EXCESS OF 80,000  
 23 POUNDS.—A vehicle referred to in subsection (a) is a vehi-  
 24 cle having a weight in excess of 80,000 pounds that—

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

3           (2) does not exceed any vehicle weight limita-  
4           tion that is applicable under the laws of the State  
5           of Maine to the operation of such vehicle on high-  
6           ways in Maine not in the Interstate System, as such  
7           laws are in effect on the date of the enactment of  
8           this Act.

9           (c) EFFECTIVE DATE AND TERMINATION.—

10           (1) EFFECTIVE DATE.—

11           (A) DATE OF SATISFACTION OF ADMINIS-  
12           TRATIVE CONDITIONS BY MAINE.—The prohibi-  
13           tion in subsection (a) shall take effect on the  
14           date on which the Secretary of Transportation  
15           notifies the Commissioner of Transportation of  
16           the State of Maine in writing that—

17           (i) the Secretary has received the plan  
18           described in paragraph (1) of section 6;  
19           and

20           (ii) the Commissioner has established  
21           a highway safety committee as described in  
22           paragraph (2) of such section and has pro-  
23           mulgated rules and procedures for the col-  
24           lection of highway safety data as described  
25           in paragraph (3) of such section.

1 (B) PERMANENT EFFECT.—After taking  
2 effect, the prohibition in subsection (a) shall re-  
3 main in effect unless terminated under para-  
4 graph (2).

5 (2) CONTINGENT TERMINATION.—The prohibi-  
6 tion in subsection (a) shall terminate three years  
7 after the effective date applicable under paragraph  
8 (1) if, before the end of such 3-year period, the Sec-  
9 retary of Transportation—

10 (A) determines that—

11 (i) operation of vehicles described in  
12 subsection (b) on covered Interstate Sys-  
13 tem highways in Maine has adversely af-  
14 fected safety on the overall highway net-  
15 work in Maine; or

16 (ii) the Commissioner of Transpor-  
17 tation of the State of Maine has failed  
18 faithfully to use the highway safety com-  
19 mittee as described in paragraph (2)(A) of  
20 section 6 or to collect data as described in  
21 paragraph (3) of such section; and

22 (B) publishes the determination, together  
23 with the date of the termination of the prohibi-  
24 tion, in the Federal Register.

1 (d) CONSULTATION REGARDING TERMINATION FOR  
 2 SAFETY.—In making a determination under subsection  
 3 (c)(2)(A)(i), the Secretary of Transportation shall consult  
 4 with the highway safety committee established by the  
 5 Commissioner in accordance with section 6.

6 **SEC. 6. RESPONSIBILITIES OF THE STATE OF MAINE.**

7 For the purposes of section 5, the State of Maine sat-  
 8 isfies the conditions of this section if the Commissioner  
 9 of Transportation of the State of Maine—

10 (1) submits to the Secretary of Transportation  
 11 a plan for satisfying the conditions set forth in para-  
 12 graphs (2) and (3);

13 (2) establishes and chairs a highway safety  
 14 committee that—

15 (A) the Commissioner uses to review the  
 16 data collected pursuant to paragraph (3); and

17 (B) consists of representatives of—

18 (i) agencies of the State of Maine that  
 19 have responsibilities related to highway  
 20 safety;

21 (ii) municipalities of the State of  
 22 Maine;

23 (iii) organizations that have evalua-  
 24 tion or promotion of highway safety among  
 25 their principal purposes; and

1 (iv) the commercial trucking industry;

2 and

3 (3) collects data on the net effects that the op-  
4 eration of vehicles described in section 5(b) on cov-  
5 ered Interstate System highways have on the safety  
6 of the overall highway network in Maine, including  
7 the net effects on single-vehicle and multiple-vehicle  
8 collision rates for such vehicles.

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