

1 (1) investing in freight transportation infra-
2 structure to strengthen the economic competitiveness
3 of the United States, reduce congestion, and in-
4 crease productivity, particularly with respect to do-
5 mestic industries and businesses that create high-
6 value jobs;

7 (2) improving and maintaining existing freight
8 transportation infrastructure to ensure that infra-
9 structure meets appropriate standards;

10 (3) expanding the capacity of freight transpor-
11 tation infrastructure to meet future demand;

12 (4) incorporating concepts of performance, in-
13 novation, competition, and accountability into the
14 operation and maintenance of freight transportation
15 infrastructure;

16 (5) increasing the usage and number of strate-
17 gically-located, multi-modal freight transportation
18 facilities to reduce congestion and emissions relating
19 to highways in the United States;

20 (6) improving the safety of freight transpor-
21 tation;

22 (7) implementing new technologies to improve
23 the coordination and efficiency of the movement of
24 freight throughout the United States; and

1 (8) improving methods for incorporating inter-
2 national trade estimates into transportation plan-
3 ning.

4 (d) REPORTING.—The Secretary shall include the
5 National Freight Policy in the National Strategic Trans-
6 portation Plan developed under section 5205 of title 49,
7 United States Code.

8 (e) COMMODITY FLOW SURVEY.—The Secretary, in
9 consultation with other relevant Federal agencies, shall
10 make changes to the commodity flow survey (conducted
11 by the Bureau of Transportation Statistics pursuant to
12 section 111(e)(5) of title 49, United States Code) that the
13 Secretary determines will reduce identified freight data
14 gaps and deficiencies and assist in the evaluation of fore-
15 casts of transportation demand.

16 **SEC. 1402. STATE FREIGHT ADVISORY COMMITTEES.**

17 (a) IN GENERAL.—The Secretary shall encourage
18 each State to establish a freight advisory committee con-
19 sisting of a representative cross-section of public and pri-
20 vate sector freight stakeholders, including representatives
21 of ports, shippers, carriers, freight-related associations,
22 the State's transportation department, and local govern-
23 ments.

24 (b) ROLE OF COMMITTEE.—A freight advisory com-
25 mittee described in subsection (a) shall—

1 (1) advise the State on freight-related priorities,
2 issues, projects, and funding needs;

3 (2) serve as a forum for discussion for State
4 transportation decisions affecting freight mobility;

5 (3) communicate and coordinate regional prior-
6 ities with other organizations;

7 (4) promote the sharing of information between
8 the private and public sectors on freight issues; and

9 (5) participate in the development of the State's
10 freight plan described in section 1403 of this Act.

11 **SEC. 1403. STATE FREIGHT PLANS.**

12 (a) **IN GENERAL.**—The Secretary shall encourage
13 each State to develop a freight plan that provides a com-
14 prehensive plan for the State's immediate and long-range
15 planning activities and investments with respect to freight.

16 (b) **PLAN CONTENTS.**—A freight plan described in
17 subsection (a) shall include, at a minimum—

18 (1) an identification of significant freight sys-
19 tem trends, needs, and issues with respect to the
20 State;

21 (2) a description of the freight policies, strate-
22 gies, and performance measures that will guide the
23 State's freight-related transportation investment de-
24 cisions;

1 (3) evidence of consideration of innovative tech-
2 nologies and operational strategies, including intel-
3 ligent transportation systems, that improve the safe-
4 ty and efficiency of freight movement; and

5 (4) for routes on which travel by heavy vehicles,
6 including mining, agricultural, and timber vehicles,
7 is projected to substantially deteriorate the condition
8 of roadways, a description of improvements that may
9 be required to reduce or impede such deterioration.

10 (e) RELATIONSHIP TO LONG-RANGE PLAN.—A
11 freight plan described in subsection (a) may be developed
12 separate from or incorporated into the statewide strategic
13 long-range transportation plan required by section 5204
14 of title 49, United States Code.

15 **SEC. 1404. TRUCKING PRODUCTIVITY.**

16 (a) WEIGHT LIMITATIONS.—Section 127(a) is
17 amended by adding at the end the following:

18 “(13) A State may allow, by special permit, the
19 operation of vehicles with a gross vehicle weight of
20 up to 126,000 pounds, and with loads conforming to
21 such single axle, tandem axle, and bridge formula
22 limits as may be established by the State, on a seg-
23 ment on the Interstate System in the State that is
24 not more than 25 miles in length.”.

1 (b) LONGER COMBINATION VEHICLES.—Section
2 127(d) is amended by adding at the end the following:

3 “(6) OPERATIONS ON SPECIFIC ROUTES.—

4 “(A) IN GENERAL.—If, as of the date of
5 enactment of this paragraph, a State has au-
6 thority under paragraph (1) to allow longer
7 combination vehicles to operate in the State, the
8 State may allow, in addition to such operations,
9 the operation of longer combination vehicles on
10 additional routes in the State.

11 “(B) DETERMINATIONS BY THE SEC-
12 RETARY.—The Secretary may prohibit the oper-
13 ation of a longer combination vehicle under sub-
14 paragraph (A) if the Secretary determines that
15 the operation poses an unreasonable safety risk
16 based on an analysis of engineering data, safety
17 data, or other applicable data.”.

18 (c) ADDITIONAL VEHICLE WEIGHT PROVISIONS.—
19 Section 127 is amended by adding at the end the fol-
20 lowing:

21 “(i) AUTOMOBILE TRANSPORTERS LIMITATIONS.—

22 “(1) IN GENERAL.—A State may not prohibit
23 the operation of an automobile transporter with a
24 gross weight of 88,000 pounds or less on—

1 “(A) any segment of the Interstate System
2 (except a segment exempted under section
3 31111(f) of title 49); or

4 “(B) those classes of qualifying Federal-
5 aid primary highways designated by the Sec-
6 retary under section 31111(e) of title 49.

7 “(2) REASONABLE ACCESS.—A State may not
8 enact or enforce a law denying reasonable access to
9 automobile transporters, to and from highways de-
10 scribed in paragraph (1), to loading or unloading
11 points or facilities for food, fuel, repair, or rest.

12 “(3) AXLE WEIGHT TOLERANCE.—A State shall
13 allow an automobile transporter a tolerance of no
14 more than 10 percent on axle weight limitations set
15 forth in subsection (a).

16 “(4) AUTOMOBILE TRANSPORTER DEFINED.—
17 In this subsection, the term ‘automobile transporter’
18 has the meaning given that term in section 31111(a)
19 of title 49.

20 “(j) ADDITIONAL EXCEPTION TO WEIGHT REQUIRE-
21 MENTS.—

22 “(1) EXCEPTION FOR CERTAIN VEHICLES.—

23 “(A) IN GENERAL.—A State may allow the
24 maximum gross weight, including all enforce-
25 ment tolerances, for a vehicle using Interstate

1 System routes in the State to exceed the max-
2 imum gross weight otherwise applicable under
3 subsection (a), if—

4 “(i) the vehicle is equipped with at
5 least 6 axles;

6 “(ii) the weight of any single axle on
7 the vehicle does not exceed 20,000 pounds,
8 including enforcement tolerances;

9 “(iii) the weight of any tandem axle
10 on the vehicle does not exceed 34,000
11 pounds, including enforcement tolerances;

12 “(iv) the weight of any group of 3 or
13 more axles on the vehicle does not exceed
14 51,000 pounds, including enforcement tol-
15 erances; and

16 “(v) the gross weight of the vehicle
17 does not exceed 97,000 pounds, including
18 enforcement tolerances.

19 “(B) DETERMINATIONS BY THE SEC-
20 RETARY.—The Secretary may prohibit the oper-
21 ation of a vehicle under subparagraph (A) if the
22 Secretary determines that the operation poses
23 an unreasonable safety risk based on an anal-
24 ysis of engineering data, safety data, or any
25 other applicable data the Secretary may use.

1 “(2) SPECIAL RULES.—

2 “(A) SPECIAL EXCEPTION FOR CERTAIN
3 STATES.—This subsection does not—

4 “(i) apply to a vehicle exceeding the
5 maximum gross weight requirements under
6 subsection (a) that could have operated
7 lawfully in a State before the date of en-
8 actment of this subsection; or

9 “(ii) otherwise restrict a vehicle that
10 may lawfully operate under another provi-
11 sion of this section.

12 “(B) INCREASE IN AXLE WEIGHT RE-
13 QUIREMENT.—A State may authorize a vehicle
14 to exceed the maximum axle weight requirement
15 that applies to any one of the axle groupings
16 described in clauses (ii), (iii), and (iv) of para-
17 graph (1)(A) by not more than 2,000 pounds.

18 “(3) AUTHORITY TO COLLECT FEES.—

19 “(A) GENERAL AUTHORITY.—The Sec-
20 retary shall establish and collect a fee for vehi-
21 cles allowed to operate on Interstate System
22 routes under paragraph (1).

23 “(B) AMOUNT TO BE COLLECTED.—The
24 fee established under this paragraph shall equal
25 as nearly as possible the pro rata share of the

1 increased costs, if any, to the Interstate System
2 attributable to the operation of vehicles de-
3 scribed in paragraph (1) on the Interstate Sys-
4 tem.

5 “(C) DEPOSIT.—The Secretary shall de-
6 posit the amounts collected in fees under this
7 paragraph in the Highway Trust Fund (other
8 than the Alternative Transportation Account).

9 “(k) SPECIAL PERMITS DURING PERIODS OF EMER-
10 GENCY.—

11 “(1) IN GENERAL.—A State may issue special
12 permits with respect to a major disaster or emer-
13 gency declared under the Robert T. Stafford Dis-
14 aster Relief and Emergency Assistance Act (42
15 U.S.C. 5121 et seq.) to overweight vehicles and
16 loads that can be easily dismantled or divided allow-
17 ing operations on the Interstate System that would
18 otherwise be prohibited under subsection (a), if—

19 “(A) the permits are issued in accordance
20 with State law; and

21 “(B) the permits are issued exclusively to
22 vehicles and loads that are delivering relief sup-
23 plies in response to the major disaster or emer-
24 gency.

1 “(2) EXPIRATION.—A permit issued with re-
2 spect to a major disaster or emergency under para-
3 graph (1) shall expire not later than 120 days after
4 the date of the declaration of the major disaster or
5 emergency as described in paragraph (1).

6 “(1) EMERGENCY VEHICLES.—

7 “(1) IN GENERAL.—Notwithstanding subsection
8 (a), a State may not enforce against an emergency
9 vehicle a weight limit of—

10 “(A) less than 24,000 pounds on a single
11 steering axle;

12 “(B) less than 33,500 pounds on a single
13 drive axle;

14 “(C) less than 62,000 pounds on a tandem
15 axle; or

16 “(D) less than 52,000 pounds on a tandem
17 rear drive steer axle, up to a maximum gross
18 vehicle weight of 86,000 pounds.

19 “(2) EMERGENCY VEHICLE DEFINED.—In this
20 subsection, the term ‘emergency vehicle’ means a ve-
21 hicle designed to be used under emergency condi-
22 tions—

23 “(A) to transport personnel and equip-
24 ment; and

1 “(B) to support the suppression of fires or
2 mitigation of other hazardous situations.”.

3 (d) WAIVER OF HIGHWAY FUNDING REDUCTION.—
4 The total amount of funds apportioned to a State under
5 section 104(b)(1) of title 23, United States Code, for any
6 period may not be reduced under section 127(a) of such
7 title on the basis that the State authorizes a vehicle to
8 operate on the Interstate System in the State in accord-
9 ance with the amendments made by this section.

10 (e) LENGTH LIMITATIONS.—Section 31111 of title
11 49, United States Code, is amended—

12 (1) in subsection (a) by adding at the end the
13 following:

14 “(5) TRAILER TRANSPORTER TOWING UNIT.—
15 The term ‘trailer transporter towing unit’ means a
16 power unit that is not used to carry property when
17 operating in a towaway trailer transporter combina-
18 tion.

19 “(6) TOWAWAY TRAILER TRANSPORTER COM-
20 BINATION.—The term ‘towaway trailer transporter
21 combination’ means a combination of vehicles con-
22 sisting of a trailer transporter towing unit and 2
23 trailers or semitrailers—

24 “(A) with a total weight that does not ex-
25 ceed 26,000 pounds; and

1 “(B) in which the trailers or semitrailers
2 carry no property and constitute inventory
3 property of a manufacturer, distributor, or
4 dealer of such trailers or semitrailers.”; and

5 (2) in subsection (b)(1)—

6 (A) by striking subparagraph (A) and in-
7 serting the following:

8 “(A) imposes a vehicle length limitation, on any
9 segment of the Dwight D. Eisenhower System of
10 Interstate and Defense Highways (except a segment
11 exempted under subsection (f)) and those classes of
12 qualifying Federal-aid primary system highways des-
13 ignated by the Secretary of Transportation under
14 subsection (e), of—

15 “(i) less than 45 feet on a bus;

16 “(ii) less than 53 feet on a semitrailer op-
17 erating in a truck tractor-semitrailer combina-
18 tion; or

19 “(iii) notwithstanding section 31112, less
20 than 33 feet on a semitrailer or trailer oper-
21 ating in a truck tractor-semitrailer-trailer com-
22 bination;”;

23 (B) in subparagraph (E) by striking “; or”
24 and inserting a semicolon;

1 (C) in subparagraph (F) by striking the
2 period at the end and inserting a semicolon;
3 and

4 (D) by adding at the end the following:

5 “(G) imposes a vehicle length limitation of less
6 than 80 feet on a stinger steered automobile trans-
7 porter with a rear overhand of less than 6 feet;

8 “(H) has the effect of imposing an overall
9 length limitation of less than 82 feet on a towaway
10 trailer transporter combination;

11 “(I) imposes a limitation of less than 46 feet on
12 the distance from the kingpin to the center of the
13 rear axle on a trailer used exclusively or primarily
14 for the transport of livestock; or

15 “(J) has the effect of prohibiting the use of a
16 device designed by a bus manufacturer to affix to
17 the rear of an interstate bus purchased after October
18 1, 2012, for use in carrying passenger baggage, if
19 the device does not result in the bus exceeding 47
20 feet in total length.”.

21 (f) PROPERTY-CARRYING UNIT LIMITATION.—Sec-
22 tion 31112 of title 49, United States Code, is amended—

23 (1) in subsection (a)(1) by striking the period
24 at the end and inserting “, but not including a trail-
25 er or semitrailer transported as part of a towaway

1 trailer transporter combination as defined in section
2 31111(a).”; and

3 (2) by adding at the end the following:

4 “(h) ADDITIONAL OPERATIONS.—

5 “(1) IN GENERAL.—If, as of the date of enact-
6 ment of this subsection, a State has authority under
7 subsection (b) or (c) to allow a commercial motor ve-
8 hicle combination with more than one property-car-
9 rying unit (not including the truck tractor) to oper-
10 ate in the State, the State may allow, in addition to
11 such operations, the operation of commercial motor
12 vehicle combinations with more than one property-
13 carrying unit (not including the truck tractor) on
14 additional routes in the State.

15 “(2) DETERMINATIONS BY THE SECRETARY.—
16 The Secretary may prohibit the operation of a vehi-
17 cle under paragraph (1) if the Secretary determines
18 that the operation poses an unreasonable safety risk
19 based on an analysis of engineering data, safety
20 data, or any other applicable data the Secretary may
21 use.”.

22 (g) ACCESS TO INTERSTATE SYSTEM.—Section
23 31114(a)(2) of title 49, United States Code, is amended
24 by inserting “a towaway trailer transporter combination
25 as defined in section 31111(a),” before “or any”.