

112TH CONGRESS
1ST SESSION

H. R. 1803

To amend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to improve truck parking facilities.

IN THE HOUSE OF REPRESENTATIVES

MAY 10, 2011

Mr. TONKO (for himself and Mr. PAULSEN) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to improve truck parking facilities.

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 “Jason’s Law”.

5 **SEC. 2. TRUCK PARKING FACILITIES.**

6 Section 1305 of the Safe, Accountable, Flexible, Effi-
7 cient Transportation Equity Act: A Legacy for Users is
8 amended—

9 (1) in subsection (a) by striking “establish” and
10 inserting “implement”;

1 (2) in subsection (b)—

2 (A) in paragraph (2) by inserting at the
3 end the following: “A State, metropolitan plan-
4 ning organization, or local government may
5 partner with a private sector entity if the appli-
6 cation for funding is consistent with eligibility
7 requirements set forth in paragraph 3 of this
8 subsection and consistent with section 111(a) of
9 title 23, United States Code.”;

10 (B) in paragraph (3) by inserting at the
11 end the following:

12 “(H) Maintaining existing facilities if ap-
13 propriate.”; and

14 (C) by striking paragraph (4) and insert-
15 ing the following:

16 “(4) AWARD OF FUNDS.—In awarding funds
17 made available to carry out this section, the Sec-
18 retary shall consider applications incorporate one or
19 more of the following factors:

20 “(A) Address a safety need through devel-
21 opment of additional commercial motor vehicle
22 parking capacity for use in hours-of-service
23 compliance.

1 “(B) Reduce congestion and improve air
2 quality mitigation through development of com-
3 mercial motor vehicle parking capacity.

4 “(C) Maximize use of existing public or
5 private commercial motor vehicle parking capac-
6 ity.

7 “(D) Demonstrate a level of consultation
8 and public support from affected State and
9 local governments, community groups, private
10 providers of commercial motor vehicle parking,
11 and motorist and trucking organizations.”;

12 (3) by striking subsection (c) and inserting the
13 following:

14 “(c) ANNUAL SURVEY AND COMPARATIVE ASSESS-
15 MENT OF COMMERCIAL MOTOR VEHICLE PARKING.—

16 “(1) SURVEY.—Each year the Secretary shall,
17 in consultation with relevant state motor carrier
18 safety personnel, conduct a survey—

19 “(A) regarding the availability of parking
20 facilities within each of the 50 States and
21 evaluate the capability of each State to provide
22 adequate parking and rest facilities for motor
23 carriers engaged in interstate motor carrier
24 service; and

1 “(B) assessing the volume of motor carrier
2 traffic through the State and develop a system
3 of metrics to measure the adequacy of parking
4 facilities in each State.

5 “(2) SURVEY RESULTS.—The results of the
6 survey shall be made available to the public on the
7 Department’s Website.”; and

8 (4) in subsection (d), by striking paragraph (1)
9 and inserting the following:

10 “(1) IN GENERAL.—From the funds authorized
11 to be appropriated for the congestion mitigation and
12 air quality improvement program authorized under
13 section 149 of title 23, United States Code, the Sec-
14 retary shall set aside \$20,000,000 for each of the
15 fiscal years 2012 through 2017 for the purposes of
16 carrying out this section.”.

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