

112TH CONGRESS
1ST SESSION

S. 1187

To amend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to improve a pilot program on addressing shortages of long-term parking for commercial motor vehicles, and for other purposes.

IN THE SENATE OF THE UNITED STATES

JUNE 13, 2011

Mr. SCHUMER (for himself and Mrs. GILLIBRAND) introduced the following bill; which was read twice and referred to the Committee on Environment and Public Works

A BILL

To amend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to improve a pilot program on addressing shortages of long-term parking for commercial motor vehicles, 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 “Jason’s Law”.

1 **SEC. 2. IMPROVEMENTS TO PILOT PROGRAM ON TRUCK**
2 **PARKING FACILITIES.**

3 Section 1305 of the Safe, Accountable, Flexible, Effi-
4 cient Transportation Equity Act: A Legacy for Users
5 (Public Law 109–59; 23 U.S.C. 137 note) is amended—

6 (1) in subsection (a), by striking “establish”
7 and inserting “implement”;

8 (2) in subsection (b)—

9 (A) in paragraph (2), by adding at the end
10 the following: “A State, metropolitan planning
11 organization, or local government may partner
12 with a private sector entity if the application
13 for funding is consistent with eligibility require-
14 ments set forth in paragraph 3 of this sub-
15 section and consistent with section 111(a) of
16 title 23, United States Code.”;

17 (B) in paragraph (3), by adding at the end
18 the following:

19 “(H) Maintaining existing facilities.”;

20 (C) by striking paragraph (4) and insert-
21 ing the following:

22 “(4) AWARD OF FUNDS.—In awarding funds
23 made available to carry out this section, the Sec-
24 retary shall consider applications that incorporate
25 one or more of the following factors:

1 “(A) Address a safety need through devel-
2 opment of additional commercial motor vehicle
3 parking capacity for use in hours-of-service
4 compliance.

5 “(B) Reduce congestion and improve air
6 quality mitigation through development of com-
7 mercial motor vehicle parking capacity.

8 “(C) Maximize use of existing public or
9 private commercial motor vehicle parking capac-
10 ity.

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

16 (3) by striking subsection (c) and inserting the
17 following:

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

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

23 “(A) regarding the availability of parking
24 facilities within each of the 50 States and
25 evaluate the capability of each State to provide

1 adequate parking and rest facilities for motor
2 carriers engaged in interstate motor carrier
3 service; and

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

8 “(2) SURVEY RESULTS.—The results of the
9 survey shall be made available to the public on the
10 Internet website of the Department.”; and

11 (4) in subsection (d)(1), by striking “this sec-
12 tion \$6,250,000” and all that follows through the
13 period at the end and inserting the following: “this
14 section—

15 “(A) \$6,250,000 for each of fiscal years
16 2006 through 2009; and

17 “(B) \$20,000,000 for each of fiscal years
18 2010 through 2015.”.

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