

## Shelby Amendment on Twin Trailer Lengths

On page 207 of the bill, insert Section 137

Sec. 137. (a) Section 31111(b)(1)(A) of title 49, United States Code, is amended by striking “or of less than 28 feet on a semitrailer or trailer operating in a truck tractor semitrailer-trailer combination,” and inserting “or, notwithstanding section 31112, of less than 33 feet on a semitrailer or trailer operating in a truck tractor semitrailer-trailer combination,”.

(b) Section 31111(f) of title 49, United States Code, the term “chief executive officer of a State” shall include “chief executive officer of a State Department of Transportation”.

(c) The Secretary of Transportation is directed to conduct a study comparing crash data between 28 foot and 33 foot semitrailers or trailers operating in a truck tractor-semitrailer-trailer configuration. The Secretary shall submit its study to the House and Senate Committees on Appropriations no later than three years after the date of enactment of this Act.

Report Language for Section 137:

The bill extends the current 28 feet minimum requirement for a semitrailer or trailer operating in a truck tractor semitrailer-trailer combination to 33 feet. The bill also provides authority to a State Department of Transportation, in addition to the existing authority for a Governor, to request an exemption for any segment of the National Highway Network, if it is not capable of safely accommodating a commercial motor vehicle at the 33 foot configuration. The Secretary of Transportation is directed to provide quarterly reports to the House and Senate Committees on Appropriations a consolidated list of State exemptions and the analysis used to determine such finding. The Secretary also is directed to provide a crash data analysis report comparing twin 28 foot configurations to 33 foot configurations to the House and Senate Committees on Appropriations three years from date of enactment of this act. Additionally, the Secretary is directed to make recommendations as to whether the adoption of any technologies, such as collision avoidance and stability control, would improve safety. Finally, the Secretary is directed to ensure, through guidance, that States are made aware of existing authority in law to determine which routes off the National Network can be restricted to trucks without going through a formal process. This authority may be used by States to ensure that longer twin trailers are not able to access local downtown roadways or other highway or bridge infrastructure that may not be designed to support them.