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(Original Signature of Member)

118TH CONGRESS
1ST SESSION

H. R. _____

To amend title 23, United States Code, with respect to the highway safety improvement program, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

Mr. BLUMENAUER introduced the following bill; which was referred to the Committee on _____

A BILL

To amend title 23, United States Code, with respect to the highway safety improvement program, 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 “Sarah Debbink
5 Langenkamp Active Transportation Safety Act”.

1 **SEC. 2. HIGHWAY SAFETY IMPROVEMENT PROGRAM.**

2 (a) HIGHWAY SAFETY IMPROVEMENT PROJECT.—

3 Section 148(a)(4)(B) of title 23, United States Code, is
4 amended—

5 (1) in clause (xxix) by striking “through
6 (xxviii)” and inserting “through (xxx)”;

7 (2) by redesignating clause (xxix) as clause
8 (xxxi); and

9 (3) by inserting after clause (xxviii) the fol-
10 lowing:

11 “(xxix) The connection of 2 or more
12 segments of existing bicyclist or pedestrian
13 infrastructure.

14 “(xxx) The reduction of safety risks to
15 vulnerable road users through a project or
16 strategy described in a program of projects
17 or strategies developed pursuant to sub-
18 section (l)(2)(B).”.

19 (b) TREATMENT OF CERTAIN PROJECTS AND STRAT-
20 EGIES RELATED TO VULNERABLE ROAD USERS.—

21 (1) VULNERABLE ROAD USER SAFETY ASSESS-
22 MENT.—Section 148(l) of title 23, United States
23 Code, is amended by adding at the end the fol-
24 lowing:

25 “(8) CONSISTENCY WITH STATE STRATEGIC
26 HIGHWAY SAFETY PLAN.—A project or strategy shall

1 be treated as consistent with a State strategic high-
2 way safety plan, including for purposes of section
3 133(h)(7)(B)(i)(II), if—

4 “(A) the relevant State strategic highway
5 safety plan includes an emphasis area related to
6 vulnerable road users; and

7 “(B) the project or strategy—

8 “(i) was described in a program of
9 projects or strategies developed pursuant
10 to paragraph (2)(B) of this subsection;

11 “(ii) was identified by a local govern-
12 ment, metropolitan planning organization,
13 or regional transportation planning organi-
14 zation during the consultation process re-
15 quired under paragraph (4)(B) of this sub-
16 section; or

17 “(iii) is eligible under section
18 133(h)(3).”.

19 (2) ELIGIBLE PROJECTS.—Section 148(e)(1) of
20 title 23, United States Code, is amended—

21 (A) in subparagraph (B) by striking “or”
22 at the end;

23 (B) in subparagraph (C) by striking the
24 period at the end and inserting “; or”; and

25 (C) by adding at the end the following:

1 “(D) a project or strategy that is treated
2 as consistent with a State strategic highway
3 safety plan under subsection (l)(8).”.

4 (c) FEDERAL SHARE OF CERTAIN HIGHWAY SAFETY
5 IMPROVEMENT PROJECTS.—

6 (1) IN GENERAL.—Section 148(j) of title 23,
7 United States Code, is amended—

8 (A) by striking “Except” and inserting the
9 following:

10 “(1) IN GENERAL.—Except”; and

11 (B) by adding at the end the following:

12 “(2) EXCEPTION.—Notwithstanding paragraph
13 (1) and section 120, the Federal share of the cost
14 of a highway safety improvement project carried out
15 with funds apportioned to a State under section
16 104(b)(3) may be up to 100 percent if the project
17 is carried out pursuant to clause (xxix) or (xxx) of
18 subsection (a)(4)(B) of this section.”.

19 (2) FLEXIBLE FINANCING.—Section
20 133(h)(7)(B)(i) of title 23, United States Code, is
21 amended—

22 (A) in subclause (I) by striking “and” at
23 the end;

24 (B) in subclause (II) by adding “and” at
25 the end; and

1 (C) by adding at the end the following:

2 “(III) includes a Proven Safety
3 Countermeasure for bicyclists or pe-
4 destrians, as determined by the Fed-
5 eral Highway Administration;”.

6 (3) INCREASED FEDERAL SHARE FOR PROVEN
7 SAFETY COUNTERMEASURES.—Section 120(c)(1) of
8 title 23, United States Code, is amended by insert-
9 ing “Proven Safety Countermeasures for bicyclists
10 or pedestrians (as determined by the Federal High-
11 way Administration),” before “breakaway utility
12 poles”.