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.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Sarah Debbink Langenkamp Active Transportation Safety Act”.
SEC. 2. HIGHWAY SAFETY IMPROVEMENT PROGRAM.

(a) HIGHWAY SAFETY IMPROVEMENT PROJECT.—Section 148(a)(4)(B) of title 23, United States Code, is amended—

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

(2) by redesignating clause (xxix) as clause (xxx); and

(3) by inserting after clause (xxviii) the following:

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

“(xxx) The reduction of safety risks to vulnerable road users through a project or strategy described in a program of projects or strategies developed pursuant to subsection (l)(2)(B).”.

(b) TREATMENT OF CERTAIN PROJECTS AND STRATEGIES RELATED TO VULNERABLE ROAD USERS.—

(1) VULNERABLE ROAD USER SAFETY ASSESSMENT.—Section 148(l) of title 23, United States Code, is amended by adding at the end the following:

“(8) CONSISTENCY WITH STATE STRATEGIC HIGHWAY SAFETY PLAN.—A project or strategy shall
be treated as consistent with a State strategic highway safety plan, including for purposes of section 133(h)(7)(B)(i)(II), if—

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

“(B) the project or strategy—

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

“(ii) was identified by a local government, metropolitan planning organization, or regional transportation planning organization during the consultation process required under paragraph (4)(B) of this subsection; or

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

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

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

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

(C) by adding at the end the following:
“(D) a project or strategy that is treated as consistent with a State strategic highway safety plan under subsection (l)(8).”.

(e) Federal Share of Certain Highway Safety Improvement Projects.—

(1) In general.—Section 148(j) of title 23, United States Code, is amended—

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

“(1) In general.—Except”; and

(B) by adding at the end the following:

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

(2) Flexible Financing.—Section 133(h)(7)(B)(i) of title 23, United States Code, is amended—

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

(B) in subclause (II) by adding “and” at the end; and
(C) by adding at the end the following:

“(III) includes a Proven Safety Countermeasure for bicyclists or pedestrians, as determined by the Federal Highway Administration;”.

(3) INCREASED FEDERAL SHARE FOR PROVEN SAFETY COUNTERMEASURES.—Section 120(c)(1) of title 23, United States Code, is amended by inserting “Proven Safety Countermeasures for bicyclists or pedestrians (as determined by the Federal Highway Administration),” before “breakaway utility poles”.