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(Original Signature of Member)

119TH CONGRESS  
1ST SESSION

**H. R.** \_\_\_\_\_

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

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**IN THE HOUSE OF REPRESENTATIVES**

Mr. RASKIN 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 (1)(2)(B).”.

19 (b) FEDERAL SHARE OF CERTAIN HIGHWAY SAFETY  
20 IMPROVEMENT PROJECTS.—

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

23 (A) by striking “Except as provided in sec-  
24 tions 120 and 130” and inserting the following:

25 “(1) IN GENERAL.—Except as provided in sec-  
26 tions 120 and 130 and paragraph (2)”;

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

2 “(2) EXCEPTION.—Notwithstanding any other  
3 provision of law, the Federal share of the cost of a  
4 highway safety improvement project carried out with  
5 funds apportioned to a State under section  
6 104(b)(3) may be up to 100 percent if the project  
7 is a project described in clause (xxix) or (xxx) of  
8 subsection (a)(4)(B).”.

9 (2) FLEXIBLE FINANCING.—Section 133(h)(7)  
10 of title 23, United States Code, is amended—

11 (A) by redesignating subparagraph (C) as  
12 subparagraph (E); and

13 (B) by striking subparagraph (B) and in-  
14 serting the following:

15 “(B) FLEXIBLE FINANCING.—Notwith-  
16 standing section 120—

17 “(i) the non-Federal share for a  
18 project under this subsection may be cal-  
19 culated on a project, multiple-project, or  
20 program basis; and

21 “(ii) the Federal share of the cost of  
22 an individual project under this subsection  
23 may be up to 100 percent.

24 “(C) TREATMENT AS NON-FEDERAL  
25 SHARE.—Notwithstanding any other provision

1 of law, funds made available to carry out sec-  
2 tion 148 may be credited toward the non-Fed-  
3 eral share of the costs of a project under this  
4 subsection if—

5 “(i) the project includes a Proven  
6 Safety Countermeasure for bicyclists or pe-  
7 destrians, as determined by the Federal  
8 Highway Administration;

9 “(ii) the relevant State strategic high-  
10 way safety plan includes an emphasis area  
11 related to vulnerable road users; or

12 “(iii) the proposed project—

13 “(I) was described in a program  
14 of projects or strategies developed  
15 pursuant to paragraph section 148 (l);  
16 or

17 “(II) was identified by a local  
18 government, metropolitan planning or-  
19 ganization, or regional transportation  
20 planning organization, including in a  
21 safety plan described in subparagraph  
22 (B), as addressing 1 or more areas of  
23 high risk to vulnerable road users  
24 during the consultation process re-  
25 quired under paragraph (xx)(B) and

1 through a planning process and data-  
2 based analysis.

3 “(D) SAFETY PLANS DESCRIBED.—A safe-  
4 ty plan referred to in subparagraph (A)(ii)(II)  
5 is—

6 “(i) a pedestrian or bicyclist safety  
7 plan;

8 “(ii) a Complete Streets plan;

9 “(iii) a local roadway safety plan;

10 “(iv) a Vision Zero Action Plan;

11 “(v) a transition plan described in  
12 section 35.150(d) of title 28, Code of Fed-  
13 eral Regulations (or successor regulations)  
14 (commonly known as an ‘ADA Transition  
15 Plan’);

16 “(vi) a Tribal transportation safety  
17 plan;

18 “(vii) a comprehensive safety action  
19 plan (as defined in section 24112(a) of the  
20 Infrastructure Investment and Jobs Act  
21 (23 U.S.C. 402 note; Public Law 117–  
22 58)); or

23 “(viii) any other safety plan, as deter-  
24 mined by the Secretary.”.

1           (3) INCREASED FEDERAL SHARE FOR PROVEN  
2           SAFETY COUNTERMEASURES.—Section 120(c)(1) of  
3           title 23, United States Code, is amended, in the first  
4           sentence, by inserting “Proven Safety Counter-  
5           measures for bicyclists or pedestrians (as determined  
6           by the Federal Highway Administration),” before  
7           “breakaway utility poles”.