

118TH CONGRESS
1ST SESSION

H. R. 1668

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

IN THE HOUSE OF REPRESENTATIVES

MARCH 21, 2023

Mr. BLUMENAUER (for himself and Mr. RASKIN) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

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”.

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

7 (a) HIGHWAY SAFETY IMPROVEMENT PROJECT.—

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

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

3 (2) by redesignating clause (xxix) as clause
4 (xxxi); and

5 (3) by inserting after clause (xxviii) the fol-
6 lowing:

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

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

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

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

21 “(8) CONSISTENCY WITH STATE STRATEGIC
22 HIGHWAY SAFETY PLAN.—A project or strategy shall
23 be treated as consistent with a State strategic high-
24 way safety plan, including for purposes of section
25 133(h)(7)(B)(i)(II), if—

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

4 “(B) the project or strategy—

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

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

14 “(iii) is eligible under section
15 133(h)(3).”.

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

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

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

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

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

1 (c) FEDERAL SHARE OF CERTAIN HIGHWAY SAFETY
2 IMPROVEMENT PROJECTS.—

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

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

7 “(1) IN GENERAL.—Except”; and

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

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

16 (2) FLEXIBLE FINANCING.—Section
17 133(h)(7)(B)(i) of title 23, United States Code, is
18 amended—

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

21 (B) in subclause (II) by adding “and” at
22 the end; and

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

24 “(III) includes a Proven Safety
25 Countermeasure for bicyclists or pe-

1 destrians, as determined by the Fed-
2 eral Highway Administration;”.

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

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