

119TH CONGRESS  
1ST SESSION

# H. R. 2011

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

MARCH 10, 2025

Mr. RASKIN (for himself, Mr. STEIL, Mr. THOMPSON of California, and Mr. VAN ORDEN) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

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## 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) FEDERAL SHARE OF CERTAIN HIGHWAY SAFETY  
16 IMPROVEMENT PROJECTS.—

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

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

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

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

24 “(2) EXCEPTION.—Notwithstanding any other  
25 provision of law, the Federal share of the cost of a

1 highway safety improvement project carried out with  
 2 funds apportioned to a State under section  
 3 104(b)(3) may be up to 100 percent if the project  
 4 is a project described in clause (xxix) or (xxx) of  
 5 subsection (a)(4)(B).”.

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

8 (A) by redesignating subparagraph (C) as  
 9 subparagraph (E); and

10 (B) by striking subparagraph (B) and in-  
 11 serting the following:

12 “(B) FLEXIBLE FINANCING.—Notwith-  
 13 standing section 120—

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

18 “(ii) the Federal share of the cost of  
 19 an individual project under this subsection  
 20 may be up to 100 percent.

21 “(C) TREATMENT AS NON-FEDERAL  
 22 SHARE.—Notwithstanding any other provision  
 23 of law, funds made available to carry out sec-  
 24 tion 148 may be credited toward the non-Fed-

1           eral share of the costs of a project under this  
2           subsection if—

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

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

10                  “(iii) the proposed project—

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

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

“(D) SAFETY PLANS DESCRIBED.—A safety plan referred to in subparagraph (A)(ii)(II) is—

“(i) a pedestrian or bicyclist safety plan;

“(ii) a Complete Streets plan;

“(iii) a local roadway safety plan;

“(iv) a Vision Zero Action Plan;

“(v) a transition plan described in section 35.150(d) of title 28, Code of Federal Regulations (or successor regulations) (commonly known as an ‘ADA Transition Plan’);

“(vi) a Tribal transportation safety plan;

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

“(viii) any other safety plan, as determined by the Secretary.”.

(3) INCREASED FEDERAL SHARE FOR PROVEN SAFETY COUNTERMEASURES.—Section 120(c)(1) of title 23, United States Code, is amended, in the first

1 sentence, by inserting “Proven Safety Counter-  
2 measures for bicyclists or pedestrians (as determined  
3 by the Federal Highway Administration),” before  
4 “breakaway utility poles”.

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