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113TH CONGRESS
1ST SESSION

H. R. 1861

To stop motorcycle checkpoint funding, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MAY 7, 2013

Mr. SENSENBRENNER (for himself, Mr. DUNCAN of South Carolina, Mr. RYAN of Wisconsin, Mr. HUIZENGA of Michigan, Mr. KINZINGER of Illinois, Mr. HULTGREN, Mr. JONES, Mr. DUFFY, Mr. GRIFFIN of Arkansas, and Mr. TERRY) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

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A BILL

To stop motorcycle checkpoint funding, 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 ''Stop Motorcycle Checkpoint Funding Act''.

SEC. 2. GRANT RESTRICTION.

The Secretary of Transportation may not provide a grant or any funds to a State, county, town, or township, Indian tribe, municipal or other local government to be

used for any program to check helmet usage or create checkpoints for an operator of motorcycle or passenger on a motorcycle.

SEC. 3. MOTORCYCLE SAFETY.

Section 153 of title 23, United States Code, is amended—

(1) in the section heading by striking ''**and motorcycle helmets**'';

(2) in subsection (a) by striking ''such fiscal year—'' and everything that follows through ''(2) a law'' and inserting ''such fiscal year a law'';

(3) in subsection (b) by striking ''State laws'' each place it appears and inserting ''a State law''; and

(4) in subsection (f) by amending paragraphs (2) and (3) to read as follows:

''(2) SECOND-YEAR GRANTS.—A State is eligible for a grant under this section in a fiscal year succeeding the first fiscal year in which a State receives a grant under this section only if the State in the preceding fiscal year had in effect at all times a State law described in subsection (a) and achieved a rate of compliance with such law of not less than 50 percent.

''(3) THIRD-YEAR GRANTS.—A State is eligible for a grant under this section in a fiscal year succeeding the second fiscal year in which a State receives a grant under this section only if the State in the preceding fiscal year had in effect at all times a State law described in subsection (a) and achieved a rate of compliance with such law of not less than 70 percent.''.

SEC. 4. HIGHWAY SAFETY PROGRAMS.

Section 402(a)(2)(A) of title 23, United States Code, is amended by striking clause (iv) and inserting the following:

''(iv) to prevent accidents in order to reduce injuries and deaths resulting from accidents involving motor vehicles and motorcycles;''.

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