

114TH CONGRESS
1ST SESSION

H. R. 1861

To stop motorcycle checkpoint funding, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

APRIL 16, 2015

Mr. SENSENBRENNER (for himself, Mr. RIBBLE, Mr. YOUNG of Alaska, Mr. WEBER of Texas, Mr. RYAN of Wisconsin, Mr. WALBERG, Ms. HERRERA BEUTLER, and Mr. JOHNSON of Ohio) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To stop motorcycle checkpoint funding, 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 “Stop Motorcycle
5 Checkpoint Funding Act”.

6 **SEC. 2. GRANT RESTRICTION.**

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

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

4 **SEC. 3. MOTORCYCLE SAFETY.**

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

7 (1) in the section heading by striking “**and**
8 **motorcycle helmets**”;

9 (2) in subsection (a) by striking “such fiscal
10 year—” and everything that follows through “(2) a
11 law” and inserting “such fiscal year a law”;

12 (3) in subsection (b) by striking “State laws”
13 each place it appears and inserting “a State law”;
14 and

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

17 “(2) SECOND-YEAR GRANTS.—A State is eligi-
18 ble for a grant under this section in a fiscal year
19 succeeding the first fiscal year in which a State re-
20 ceives a grant under this section only if the State in
21 the preceding fiscal year had in effect at all times
22 a State law described in subsection (a) and achieved
23 a rate of compliance with such law of not less than
24 50 percent.

1 “(3) THIRD-YEAR GRANTS.—A State is eligible
2 for a grant under this section in a fiscal year suc-
3 ceeding the second fiscal year in which a State re-
4 ceives a grant under this section only if the State in
5 the preceding fiscal year had in effect at all times
6 a State law described in subsection (a) and achieved
7 a rate of compliance with such law of not less than
8 70 percent.”.

9 **SEC. 4. HIGHWAY SAFETY PROGRAMS.**

10 Section 402(a)(2)(A) of title 23, United States Code,
11 is amended by striking clause (iv) and inserting the fol-
12 lowing:

13 “(iv) to prevent accidents in order to
14 reduce injuries and deaths resulting from
15 accidents involving motor vehicles and mo-
16 torcycles;”.

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