

116TH CONGRESS
1ST SESSION

H. R. 4819

To amend title 23, United States Code, to allow States to use funding provided under the surface transportation block grant program and the congestion mitigation and air quality improvement program to develop and implement vision zero plans in eligible localities, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

OCTOBER 23, 2019

Mr. BLUMENAUER (for himself, Mr. BUCHANAN, Ms. PRESSLEY, Ms. SCHAKOWSKY, Mr. HUFFMAN, Mr. GARCÍA of Illinois, Mr. TAKANO, Mr. LIPINSKI, and Ms. HAALAND) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend title 23, United States Code, to allow States to use funding provided under the surface transportation block grant program and the congestion mitigation and air quality improvement program to develop and implement vision zero plans in eligible localities, 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 “Vision Zero Act of
5 2019”.

1 **SEC. 2. VISION ZERO PLANS.**

2 (a) IN GENERAL.—Chapter 1 of title 23, United
3 States Code, is amended by adding at the end the fol-
4 lowing:

5 **“§ 171. Vision zero plans**

6 “(a) IN GENERAL.—Funds made available to carry
7 out this section may be used by a State to—

8 “(1) develop and implement vision zero plans in
9 an eligible locality to eliminate transportation-related
10 fatalities and serious injuries in such locality within
11 a specified timeframe, not to exceed 20 years; and

12 “(2) carry out activities pursuant to such plans.

13 “(b) CONTENTS OF PLAN.—A vision zero plan de-
14 scribed in subsection (a) shall include—

15 “(1) a description of projects or policies in-
16 tended to eliminate transportation-related fatalities
17 and serious injuries within a specified timeframe,
18 not to exceed 20 years, using existing transportation
19 and health data and consideration of risk factors,
20 which may include—

21 “(A) an evaluation of how development
22 and implementation of safety-focused auto-
23 motive technologies, vehicle-to-vehicle commu-
24 nication, and vehicle-to-infrastructure commu-
25 nication can help eliminate transportation-re-
26 lated fatalities and serious injuries; and

1 “(B) roadway design guidance that
2 prioritizes the safety of all users, with a focus
3 on reducing speeds to the extent practicable
4 within State law and separating modes of trans-
5 portation;

6 “(2) plans for implementation of, education of
7 the public about, and enforcement of such projects
8 or policies;

9 “(3) a description of how such policies, projects,
10 and enforcement will—

11 “(A) equitably invest in the safety needs of
12 low-income and minority communities;

13 “(B) ensure that such communities are not
14 disproportionately targeted by law enforcement;
15 and

16 “(C) protect the rights of members of such
17 communities with respect to title VI of the Civil
18 Rights Act of 1964 (42 U.S.C. 2000d et seq.);

19 “(4) a description of the required involvement
20 and expected collaboration of various subdivisions of
21 a unit of local government in the implementation of
22 the plan, including subdivisions in charge of law en-
23 forcement, public health, data collection, and public
24 works; and

1 “(5) a description of a mechanism to evaluate
2 progress of the implementation of the plan, including
3 the gathering and use of transportation safety and
4 demographic data.

5 “(c) ELIGIBLE LOCALITY DEFINED.—In this section,
6 the term ‘eligible locality’ means a unit of local govern-
7 ment including a city, town, township, borough, county,
8 parish, district, village, or other political subdivision of a
9 State.”.

10 (b) CLERICAL AMENDMENT.—The analysis for chap-
11 ter 1 of title 23, United States Code, is amended by add-
12 ing after the item relating to section 170 the following:

 “171. Vision zero plans.”.

13 (c) SURFACE TRANSPORTATION BLOCK GRANT PRO-
14 GRAM.—Section 133 of title 23, United States Code, is
15 amended—

16 (1) in subsection (b) by adding at the end the
17 following:

18 “(16) The development and implementation of
19 vision zero plans under section 171.”; and

20 (2) in subsection (c)—

21 (A) by redesignating paragraphs (3) and
22 (4) as paragraphs (4) and (5), respectively; and

23 (B) by inserting after paragraph (2) the
24 following:

1 “(3) for the development and implementation of
2 vision zero plans under section 171;”.

3 (d) HIGHWAY SAFETY IMPROVEMENT PROGRAM.—

4 Section 148 of title 23, United States Code, is amended—

5 (1) in subsection (a)(4)(B) by adding at the
6 end the following:

7 “(xxix) The development and imple-
8 mentation of a vision zero plan under sec-
9 tion 171.”;

10 (2) in subsection (c)(2)(B)(i) by inserting “de-
11 sign speed and speed limit,” after “crossing needs,”;
12 and

13 (3) in subsection (h)(1)(A) by inserting “, in-
14 cluding any efforts designed to reduce speed” after
15 “under this section”.

16 (e) CONGESTION MITIGATION AND AIR QUALITY IM-
17 PROVEMENT PROGRAM.—Section 149(b) of title 23,
18 United States Code, is amended—

19 (1) in paragraph (8)(B) by striking “; or” and
20 inserting a semicolon;

21 (2) in paragraph (9) by striking the period and
22 inserting “; or”; and

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

- 1 “(10) for the development and implementation
- 2 of vision zero plans under section 171.”.

