116TH CONGRESS  
1ST SESSION  

H. R. 

To amend title 23, United States Code, to include a special rule for the dedication of funds under the highway safety improvement program for certain vulnerable users, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

Ms. BROWNLEY of California introduced the following bill; which was referred to the Committee on

A BILL

To amend title 23, United States Code, to include a special rule for the dedication of funds under the highway safety improvement program for certain vulnerable users, 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 “Safe and Friendly for
5 the Environment Streets Act” or the “SAFE Streets Act.”
SEC. 2. VULNERABLE USER SPECIAL RULE.

Section 148(g) of title 23, United States Code, is amended by adding at the end the following:

“(3) VULNERABLE USERS.—

“(A) IN GENERAL.—If a covered planning area has a vulnerable user fatality rate that exceeds 1.5 individuals per 100,000 individuals (as calculated under subparagraph (B)), the State in which the covered planning area is located shall obligate funding amounts (in an amount described in subparagraph (C)) for the fiscal year beginning after the 3-year period described in subparagraph (B)(i) for projects on safety improvements for vulnerable users in such covered planning area.

“(B) CALCULATION OF VULNERABLE USER FATALITY RATES.—Annually, the Secretary shall—

“(i) for each covered planning area, calculate the vulnerable user fatality rate for the most recent 3-year period for which data is available;

“(ii) for each covered planning area for which such rate exceeds 1.5 individuals per 100,000 individuals, determine the funding amount that each State in which
such covered planning area is located shall obligate in accordance with subparagraph (C); and

“(iii) publish any rate calculated under clause (i) and any funding amounts determined under clause (ii) on the Department of Transportation website.

“(C) CALCULATION OF FUNDING AMOUNTS.—The amount described in this subparagraph is the amount received by a State under this section in a fiscal year multiplied by—

“(i) the number of vulnerable user fatalities in the covered planning area of the State, divided by

“(ii) the total traffic fatalities in the State.

“(D) AUTHORIZED USER OF FUNDS.—

“(i) IN GENERAL.—For funds obligated for use in a covered planning area under this paragraph, and except as provided under clause (ii), the State in which such covered planning area is located, in consultation with the applicable authority
of such area, shall carry out projects funded under this section.

“(ii) EXCEPTION.—In the case of a metropolitan planning area with a population of over 200,000, the metropolitan planning organization shall carry out projects funded under this section.

“(E) DEFINITIONS.—In this paragraph, the following definitions apply:

“(i) COVERED PLANNING AREA.—The term ‘covered planning area’ means, with respect to a State—

“(I) an area under the jurisdiction of a metropolitan planning organization;

“(II) a Tribal land (as defined in section 2601(13) of the Energy Policy Act of 1992 (25 U.S.C. 3501(13))); or

“(III) all areas in the State not described by subclauses (I) and (II).

“(iii) VULNERABLE USER.—The term ‘vulnerable user’ means—

“(I) a pedestrian;

“(II) an individual on a bicycle, whether such individual is a
pedalcyclist or riding a low-speed electric bicycle;

“(III) an individual with a disability; or

“(IV) an individual using a mobility device (including a wheelchair, walker, or scooter, whether motorized or non-motorized).

“(iv) VULNERABLE USER FATALITY.—The term ‘vulnerable user fatality’ means a transportation-related fatality of an individual while such individual is a vulnerable user.”.