

115TH CONGRESS
1ST SESSION

S. 1612

To expand the definition of highway safety improvement project under section 148 of title 23, United States Code, to include education integrated into an approved State strategic highway safety plan, and for other purposes.

IN THE SENATE OF THE UNITED STATES

JULY 20, 2017

Mr. HATCH introduced the following bill; which was read twice and referred to the Committee on Environment and Public Works

A BILL

To expand the definition of highway safety improvement project under section 148 of title 23, United States Code, to include education integrated into an approved State strategic highway safety plan, 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 “Highway Safety Edu-
5 cation Improvement Act of 2017”.

6 **SEC. 2. HIGHWAY SAFETY IMPROVEMENT PROGRAM.**

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

1 (1) in subsection (a)(4)(B)—

2 (A) by redesignating clause (xxviii) as
3 clause (xxix);

4 (B) by inserting after clause (xxvii) the fol-
5 lowing:

6 “(xxviii) Education, as part of an ap-
7 proved State strategic highway safety plan,
8 except that the total amount of funds that
9 may be used by a State in a fiscal year for
10 projects under this clause may not exceed
11 10 percent of the amount allocated to the
12 State for the highway safety improvement
13 program under this section for such fiscal
14 year, after the set asides for metropolitan
15 transportation planning under section 134
16 and the congestion mitigation and air qual-
17 ity improvement program under section
18 149.”; and

19 (C) in clause (xxix), as redesignated, by
20 striking “A physical infrastructure safety
21 project” and inserting “An infrastructure safety
22 project”; and

23 (2) in subsection (g)(1), by striking “increases
24 over the most recent 2-year period for which data
25 are available” and inserting “does not decrease dur-

1 ing the most recent 2-year period for which data are
2 available compared to the immediately preceding 2-
3 year period, and exceeds the national fatality rate on
4 rural roads”.

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