

117TH CONGRESS
1ST SESSION

H. R. 3562

To allow States to use funding provided under the surface transportation block grant program and the highway safety improvement program to develop and implement vision zero plans in eligible localities, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MAY 28, 2021

Mr. BLUMENAUER (for himself and Ms. PRESSLEY) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To allow States to use funding provided under the surface transportation block grant program and the highway safety 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 2021”.

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

2 (a) IN GENERAL.—A local government, metropolitan
3 planning organization, or regional transportation planning
4 organization may develop and implement a vision zero
5 plan to significantly reduce or eliminate transportation-re-
6 lated fatalities and serious injuries within a specified time-
7 frame, not to exceed 20 years.

8 (b) USE OF FUNDS.—Amounts apportioned to a
9 State under paragraph (2) or (3) of section 104(b) of title
10 23, United States Code, may be used to carry out a vision
11 zero plan under this section.

12 (c) CONTENTS OF PLAN.—A vision zero plan under
13 this section shall include—

14 (1) a description of programs, strategies, or
15 policies intended to significantly reduce or eliminate
16 transportation-related fatalities and serious injuries
17 within a specified timeframe, not to exceed 20 years,
18 that is consistent with a State strategic highway
19 safety plan and uses existing transportation data
20 and consideration of risk factors;

21 (2) plans for the implementation of, and edu-
22 cation of the public about, such programs, strate-
23 gies, and policies;

24 (3) a description of how such programs, strate-
25 gies, or policies will—

1 (A) equitably invest in the safety needs of
2 low-income and minority communities; and

3 (B) protect the rights of members of such
4 communities with respect to title VI of the Civil
5 Rights Act of 1964 (42 U.S.C. 2000d et seq.);
6 and

7 (4) a description of a mechanism to evaluate
8 progress of the development and implementation of
9 the plan, including the gathering and use of trans-
10 portation safety and demographic data.

11 (d) INCLUSIONS.—A vision zero plan may include a
12 complete streets prioritization plan that identifies a spe-
13 cific list of projects to—

14 (1) create a connected network of active trans-
15 portation facilities, including sidewalks, bikeways, or
16 pedestrian and bicycle trails, to connect communities
17 and provide safe, reliable, affordable, and convenient
18 access to employment, housing, and services, con-
19 sistent with the goals described in section 150(b) of
20 title 23, United States Code;

21 (2) integrate active transportation facilities with
22 public transportation service or improve access to
23 public transportation; and

24 (3) improve transportation options for low-in-
25 come and minority communities.

1 (e) COORDINATION.—A vision zero plan under this
2 section shall provide for coordination of various subdivi-
3 sions of a unit of local government in the implementation
4 of the plan.

5 (f) RESTRICTION ON USE OF FUNDS.—Notwith-
6 standing any other provision of law, no Federal funds may
7 be used to enforce a vision zero plan.

8 (g) SAFETY PERFORMANCE MANAGEMENT.—A vi-
9 sion zero plan under this section is not sufficient to dem-
10 onstrate compliance with the safety performance or plan-
11 ning requirements of section 148 or 150 of title 23, United
12 States Code.

13 (h) AMENDMENT TO SECTION 148.—Section 148 of
14 title 23, United States Code, is amended—

15 (1) in subsection (a)(4)(B)(xiii) by inserting “,
16 including the development of a vision zero plan
17 under the Vision Zero Act of 2021” after “safety
18 planning”;

19 (2) in subsection (c)(2)(B)(i) by inserting “ex-
20 cessive design speeds and speed limits,” after “cross-
21 ing needs,”; and

22 (3) in subsection (h)(1)(A) by inserting “, in-
23 cluding any efforts to reduce vehicle speed” after
24 “under this section”.

1 (i) AMENDMENT TO SECTION 150.—Section
2 150(b)(1) of title 23, United States Code, is amended by
3 inserting “or elimination” after “significant reduction”.

○