

HR 2125

Surface Transportation Safety Act of 2009

Congress: 111 (2009–2011, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Apr 27, 2009

Current Status: Referred to the Subcommittee on Highways and Transit.

Latest Action: Referred to the Subcommittee on Highways and Transit. (Apr 28, 2009)

Official Text: <https://www.congress.gov/bill/111th-congress/house-bill/2125>

Sponsor

Name: Rep. Rahall, Nick J., II [D-WV-3]

Party: Democratic • State: WV • Chamber: House

Cosponsors (12 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Brown, Corrine [D-FL-3]	D · FL		Apr 27, 2009
Rep. Gerlach, Jim [R-PA-6]	R · PA		Apr 27, 2009
Rep. Lipinski, Daniel [D-IL-3]	D · IL		Jun 11, 2009
Rep. Filner, Bob [D-CA-51]	D · CA		Jun 15, 2009
Rep. Petri, Thomas E. [R-WI-6]	R · WI		Jun 16, 2009
Rep. Napolitano, Grace F. [D-CA-38]	D · CA		Jun 18, 2009
Rep. Duncan, John J., Jr. [R-TN-2]	R · TN		Jun 19, 2009
Rep. Conaway, K. Michael [R-TX-11]	R · TX		Jul 8, 2009
Rep. Carney, Christopher P. [D-PA-10]	D · PA		Jul 29, 2009
Rep. Nadler, Jerrold [D-NY-8]	D · NY		Jul 29, 2009
Rep. Aderholt, Robert B. [R-AL-4]	R · AL		Jul 31, 2009
Rep. Kind, Ron [D-WI-3]	D · WI		Jul 21, 2010

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Apr 28, 2009

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
111 S 791	Related bill	Apr 2, 2009: Read twice and referred to the Committee on Environment and Public Works.

Surface Transportation Safety Act of 2009 - Directs the Secretary of Transportation to modify certain federal regulations to: (1) allow fire services personnel to wear high visibility apparel meeting certain requirements; and (2) ensure that positive protective measures (including temporary longitudinal traffic barriers) are used to separate workers on highway construction projects from motorized traffic.

Directs the Secretary to approve the use of federal-aid highway funds by a state for patented or proprietary items that further the goals of state strategic highway safety plans.

Directs the Secretary of Transportation to revise the Manual on Uniform Traffic Control Devices to include a standard for a minimum level of retroreflectivity that must be maintained for pavement markings, which shall apply to all roads open to public travel.

Revises requirements for the highway safety improvement program to count installation, replacement, and upgrade of highway signs and pavement markings as a highway safety improvement project. Authorizes: (1) states to obligate highway safety improvement program funds apportioned to them for projects to maintain minimum levels of retroreflectivity in highway signs or pavement markings on public roads, whether or not such projects are included in state plans; and (2) a federal share of costs of 100% for such projects.

Directs the Secretary to: (1) carry out a program to improve traffic signs and pavement markings for older drivers and pedestrians in all states; (2) review the safety of all highway-rail grade crossings in the United States and, based on such review, compile a list of the ten highway-rail grade crossings having the greatest need for safety improvements; (3) establish a national database of information on the safety of highway-rail grade crossings in the United States; and (4) allocate \$20 million to each state with a population density of less than 20 persons per square mile for each fiscal year beginning with FY2010 for rural highway safety improvement projects.

Actions Timeline

- **Apr 28, 2009:** Referred to the Subcommittee on Highways and Transit.
- **Apr 27, 2009:** Introduced in House
- **Apr 27, 2009:** Referred to the House Committee on Transportation and Infrastructure.