

## S 415

DOT Victim and Survivor Advocate Act

**Congress:** 119 (2025–2027, Current)

**Chamber:** Senate

**Policy Area:** Transportation and Public Works

**Introduced:** Feb 5, 2025

**Current Status:** Read twice and referred to the Committee on Commerce, Science, and Transportation.

**Latest Action:** Read twice and referred to the Committee on Commerce, Science, and Transportation. (Feb 5, 2025)

**Official Text:** <https://www.congress.gov/bill/119th-congress/senate-bill/415>

### Sponsor

**Name:** Sen. Lujan, Ben Ray [D-NM]

**Party:** Democratic • **State:** NM • **Chamber:** Senate

### Cosponsors

*No cosponsors are listed for this bill.*

### Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Feb 5, 2025

### Subjects & Policy Tags

#### Policy Area:

Transportation and Public Works

### Related Bills

Bill	Relationship	Last Action
119 HR 851	Related bill	<b>Feb 1, 2025:</b> Referred to the Subcommittee on Highways and Transit.

## **DOT Victim and Survivor Advocate Act**

This bill directs the Department of Transportation (DOT) to establish the position of National Roadway Safety Advocate to work directly with victims and survivors of road crashes or their families (i.e., stakeholders).

Specifically, the purposes of the advocate are to (1) document and communicate recommendations from stakeholders to DOT on the needs, objectives, plans, approaches, content, and accomplishments of DOT's roadway safety programs and activities; and (2) serve as a resource and point of contact for stakeholders on relevant roadway safety issues.

The bill specifies that the advocate position must be filled by a career appointment.

The bill prohibits the advocate from taking certain actions, such as

- creating or authorizing DOT policies, priorities, or activities; or
- disclosing or discussing any enforcement matters that are under investigation or in litigation.

The advocate must submit an annual report to DOT highlighting systemic issues relating to roadway safety based on information provided by stakeholders. The report must include recommendations on how to remedy the issues.

