

103D CONGRESS
1ST SESSION

S. 738

To promote the implementation of programs to improve the traffic safety performance of high risk drivers.

IN THE SENATE OF THE UNITED STATES

APRIL 2 (legislative day, MARCH 3), 1993

Mr. DANFORTH (for himself, Mr. EXON, Mr. LAUTENBERG, and Ms. MIKULSKI) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To promote the implementation of programs to improve the traffic safety performance of high risk drivers.

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 “High Risk Drivers Act
5 of 1993”.

6 **SEC. 2. FINDINGS.**

7 The Congress makes the following findings:

8 (1) The Nation’s traffic fatality rate has de-
9 clined from 5.5 deaths per 100 million vehicle miles
10 traveled in 1966 to an historic low of an estimated

1 1.8 deaths per 100 million vehicle miles traveled
2 during 1992. In order to further this desired trend,
3 the safety programs and policies implemented by the
4 Department of Transportation must be continued,
5 and at the same time, the focus of these efforts as
6 they pertain to high risk drivers of all ages must be
7 strengthened.

8 (2) Motor vehicle crashes are the leading cause
9 of death among teenagers, and teenage drivers tend
10 to be at fault for their fatal crashes more often than
11 older drivers. Drivers who are 16 to 20 years old
12 comprised 7.4 percent of the United States popu-
13 lation in 1991 but were involved in 15.4 percent of
14 fatal motor vehicle crashes. Also, on the basis of
15 crashes per 100,000 licensed drivers, young drivers
16 are the highest risk group of drivers.

17 (3) During 1991, 6,630 teenagers from age 15
18 through 20 died in motor vehicle crashes. This trag-
19 ic loss demands that the Federal Government inten-
20 sify its efforts to promote highway safety among
21 members of this high risk group.

22 (4) The consumption of alcohol, speeding over
23 allowable limits or too fast for road conditions, inad-
24 equate use of occupant restraints, and other high
25 risk behaviors are several of the key causes for this

1 tragic loss of young drivers and passengers. The De-
2 partment of Transportation, working cooperatively
3 with the States, student groups, and other organiza-
4 tions, must reinvigorate its current programs and
5 policies to address more effectively these pressing
6 problems of teenage drivers.

7 (5) In 1991 individuals aged 70 years and
8 older, who are particularly susceptible to injury,
9 were involved in 12 percent of all motor vehicle traf-
10 fic crash fatalities. These deaths accounted for 4,828
11 fatalities out of 41,462 total traffic fatalities.

12 (6) The number of older Americans who drive
13 is expected to increase dramatically during the next
14 30 years. Unfortunately, during the last 15 years,
15 the Department of Transportation has supported an
16 extremely limited program concerning older drivers.
17 Research on older driver behavior and licensing has
18 suffered from intermittent funding at amounts that
19 were insufficient to address the scope and nature of
20 the challenges ahead.

21 (7) A major objective of United States trans-
22 portation policy must be to promote the mobility of
23 older Americans while at the same time ensuring
24 public safety on our Nation's highways. In order to
25 accomplish these two objectives simultaneously, the

1 Department of Transportation must support a vigor-
2 ous and sustained program of research, technical as-
3 sistance, evaluation, and other appropriate activities
4 that are designed to reduce the fatality and crash
5 rate of older drivers who have identifiable risk char-
6 acteristics.

7 **SEC. 3. DEFINITIONS.**

8 In this Act, the following definitions apply:

9 (1) The term “high risk driver” means a motor
10 vehicle driver who belongs to a class of drivers that,
11 based on vehicle crash rates, fatality rates, traffic
12 safety violation rates, and other factors specified by
13 the Secretary, presents a risk of injury to the driver
14 and other individuals that is higher than the risk
15 presented by the average driver.

16 (2) The term “Secretary” means the Secretary
17 of Transportation.

18 **SEC. 4. POLICY AND PROGRAM DIRECTION.**

19 (a) GENERAL RESPONSIBILITY OF SECRETARY.—The
20 Secretary shall develop and implement effective and com-
21 prehensive policies and programs to promote safe driving
22 behavior by young drivers, older drivers, and repeat viola-
23 tors of traffic safety regulations and laws.

1 (b) SAFETY PROMOTION ACTIVITIES.—The Secretary
2 shall promote or engage in activities that seek to ensure
3 that—

4 (1) cost effective and scientifically-based guide-
5 lines and technologies for the nondiscriminatory
6 evaluation and licensing of high risk drivers are ad-
7 vanced;

8 (2) model driver training, screening, licensing,
9 control, and evaluation programs are improved;

10 (3) uniform or compatible State driver point
11 systems and other licensing and driver record infor-
12 mation systems are advanced as a means of identify-
13 ing and initially evaluating high risk drivers; and

14 (4) driver training programs and the delivery of
15 such programs are advanced.

16 (c) DRIVER TRAINING RESEARCH.—The Secretary
17 shall explore the feasibility and advisability of using cost
18 efficient simulation and other technologies as a means of
19 enhancing driver training; shall advance knowledge re-
20 garding the perceptual, cognitive, and decision making
21 skills needed for safe driving and to improve driver train-
22 ing; and shall investigate the most effective means of inte-
23 grating licensing, training, and other techniques for pre-
24 paring novice drivers for the safe use of highway systems.

1 **TITLE I—YOUNG DRIVER PROGRAMS**

2 **SEC. 101. STATE GRANTS FOR YOUNG DRIVER PROGRAMS.**

3 (a) ESTABLISHMENT OF GRANT PROGRAM.—Chapter
4 4 of title 23, United States Code, is amended by adding
5 at the end the following new section:

6 **“§ 411. Programs for young drivers**

7 “(a) GENERAL AUTHORITY.—Subject to the provi-
8 sions of this section, the Secretary shall make basic and
9 supplemental grants to those States which adopt and im-
10 plement programs for young drivers which include meas-
11 ures, described in this section, to reduce traffic safety
12 problems resulting from the driving performance of young
13 drivers. Such grants may only be used by recipient States
14 to implement and enforce such measures.

15 “(b) MAINTENANCE OF EFFORT.—No grant may be
16 made to a State under this section in any fiscal year unless
17 such State enters into such agreements with the Secretary
18 as the Secretary may require to ensure that such State
19 will maintain its aggregate estimated expenditures from
20 all other sources for programs for young drivers at or
21 above the average level of such expenditures in its two fis-
22 cal years preceding the fiscal year in which this section
23 is enacted.

24 “(c) FEDERAL SHARE.—No State may receive grants
25 under this section in more than five fiscal years. The Fed-

1 eral share payable for any grant under this section shall
2 not exceed—

3 “(1) in the first fiscal year a State receives a
4 grant under this section, 75 percent of the cost of
5 implementing and enforcing in such fiscal year the
6 young driver program adopted by the State pursuant
7 to subsection (a);

8 “(2) in the second fiscal year the State receives
9 a grant under this section, 50 percent of the cost of
10 implementing and enforcing in such fiscal year such
11 program; and

12 “(3) in the third, fourth, and fifth fiscal years
13 the State receives a grant under this section, 25 per-
14 cent of the cost of implementing and enforcing in
15 such fiscal year such program.

16 “(d) MAXIMUM AMOUNT OF BASIC GRANTS.—Sub-
17 ject to subsection (c), the amount of a basic grant made
18 under this section for any fiscal year to any State which
19 is eligible for such a grant under subsection (e) shall equal
20 30 percent of the amount apportioned to such State for
21 fiscal year 1989 under section 402 of this title. A grant
22 to a State under this section shall be in addition to the
23 State’s apportionment under section 402, and basic grants
24 during any fiscal year may be proportionately reduced to

1 accommodate an applicable statutory obligation limitation
2 for that fiscal year.

3 “(e) ELIGIBILITY FOR BASIC GRANTS.—

4 “(1) GENERAL.—For purposes of this section, a
5 State is eligible for a basic grant if such State—

6 “(A) establishes and maintains a grad-
7 uated licensing program for drivers under 18
8 years of age that meets the requirements of
9 paragraph (2); and

10 “(B)(i) in the first year of receiving grants
11 under this section, meets three of the eight cri-
12 teria specified in paragraph (3);

13 “(ii) in the second year of receiving such
14 grants, meets four of such criteria;

15 “(iii) in the third year of receiving such
16 grants, meets five of such criteria;

17 “(iv) in the fourth year of receiving such
18 grants, meets six of such criteria; and

19 “(v) in fifth year of receiving such grants,
20 meets six of such criteria.

21 “(2) GRADUATED LICENSING PROGRAM.—(A) A
22 State receiving a grant under this section shall es-
23 tablish and maintain a graduated licensing program
24 consisting of the following licensing stages for any
25 driver under 18 years of age:

1 “(i) An instructional license, valid for a
2 minimum period determined by the Secretary,
3 under which the licensee shall not operate a
4 motor vehicle unless accompanied in the front
5 passenger seat by the holder of a full driver’s
6 license.

7 “(ii) A provisional driver’s license which
8 shall not be issued unless the driver has passed
9 a written examination on traffic safety and has
10 passed a road test administered by the driver li-
11 censing agency of the State.

12 “(iii) A full driver’s license which shall not
13 be issued until the driver has held a provisional
14 license for at least one year with a clean driving
15 record.

16 “(B) For purposes of subparagraph (A)(iii),
17 subsection (f)(1), and subsection (f)(6)(B), a provi-
18 sional licensee has a clean driving record if the li-
19 censee—

20 “(i) has not been found, by civil or crimi-
21 nal process, to have committed a moving traffic
22 violation during the applicable period;

23 “(ii) has not been assessed points against
24 the license because of safety violations during
25 such period; and

1 “(iii) has satisfied such other requirements
2 as the Secretary may prescribe by regulation.

3 “(C) The Secretary shall determine the condi-
4 tions under which a State shall suspend provisional
5 driver’s licenses in order to be eligible for a basic
6 grant. At a minimum, the holder of a provisional li-
7 cense shall be subject to driver control actions that
8 are stricter than those applicable to the holder of a
9 full driver’s license, including warning letters and
10 suspension at a lower point threshold.

11 “(D) For a State’s first two years of receiving
12 a grant under this section, the Secretary may waive
13 the clean driving record requirement of subpara-
14 graph (A)(iii) if the State submits satisfactory evi-
15 dence of its efforts to establish such a requirement.

16 “(3) CRITERIA FOR BASIC GRANT.—The eight
17 criteria referred to in paragraph (1)(B) are as fol-
18 lows:

19 “(A) The State requires that any driver
20 under 21 years of age with a blood alcohol con-
21 centration of 0.02 percent or greater when driv-
22 ing a motor vehicle shall be deemed to be driv-
23 ing while intoxicated for the purpose of (i) ad-
24 ministrative or judicial sanctions or (ii) a law or
25 regulation that prohibits any individual under

1 21 years of age with a blood alcohol concentra-
2 tion of 0.02 percent or greater from driving a
3 motor vehicle.

4 “(B) The State has a law or regulation
5 that provides a mandatory minimum penalty of
6 at least \$500 for anyone who in violation of
7 State law or regulation knowingly, or without
8 checking for proper identification, provides or
9 sells alcohol to any individual under age 21
10 years of age.

11 “(C) The State requires that all front seat
12 and rear seat occupants of any motor vehicle
13 shall use safety belts.

14 “(D) The State requires that the license of
15 a driver under 21 years of age be suspended for
16 a period specified by the State if such driver is
17 convicted of the unlawful purchase or public
18 possession of alcohol. The period of suspension
19 shall be at least six months for a first convic-
20 tion and at least twelve months for a subse-
21 quent conviction; except that specific license re-
22 stricts may be imposed as an alternative to
23 such minimum periods of suspension where nec-
24 essary to avoid undue hardship on any individ-
25 ual.

1 “(E) The State conducts traffic safety en-
2 forcement activities, and education and training
3 programs—

4 “(i) with the participation of judges
5 and prosecutors, that are designed to en-
6 sure enforcement of traffic safety laws and
7 regulations including those that prohibit
8 drivers under 21 years of age from driving
9 while intoxicated, restrict the unauthorized
10 use of a motor vehicle, and establish other
11 moving violations; and

12 “(ii) with the participation of student
13 and youth groups, that are designed to en-
14 sure compliance with such traffic safety
15 laws and regulations.

16 “(F) The State is a member of and sub-
17 stantially complies with the interstate agree-
18 ment known as the Driver License Compact,
19 promptly and reliably transmits and receives
20 through electronic means interstate driver
21 record information (including information on
22 commercial drivers) in cooperation with the
23 Secretary and other States, and develops and
24 achieves demonstrable annual progress in imple-
25 menting a plan to ensure that (i) each court of

1 the State report expeditiously to the State driv-
2 er licensing agency all traffic safety convictions,
3 license suspensions, license revocations, or other
4 license restrictions, and driver improvement ef-
5 forts sanctioned or ordered by the court, and
6 that (ii) such records be available electronically
7 to appropriate government officials (including
8 enforcement, officers, judges, and prosecutors)
9 upon request at all times.

10 “(G) The State prohibits the possession of
11 any open alcoholic beverage container, or the
12 consumption of any alcoholic beverage, in the
13 passenger area of any motor vehicle located on
14 a public highway or the right-of-way of a public
15 highway; except as allowed in the passenger
16 area, by persons (other than the driver), of a
17 motor vehicle designed to transport more than
18 ten passengers (including the driver) while
19 being used to provide charter transportation of
20 passengers.

21 “(H) The State has a law or regulation
22 that provides a minimum penalty of at least
23 \$100 for anyone who in violation of State law
24 or regulation drives any vehicle through,
25 around, or under any crossing, gate, or barrier

1 at a railroad crossing while such gate or barrier
2 is closed or being opened or closed.

3 “(f) SUPPLEMENTAL GRANT PROGRAM.—

4 “(1) EXTENDED APPLICATION OF PROVISIONAL
5 LICENSE REQUIREMENT.—For purposes of this sec-
6 tion, a State is eligible for a supplemental grant for
7 a fiscal year in an amount, subject to subsection (c),
8 not to exceed 10 percent of the amount apportioned
9 to such State for fiscal year 1989 under section 402
10 of this title if such State is eligible for a basic grant
11 and in addition such State requires that a driver
12 under 21 years of age shall not be issued a full driv-
13 er’s license until the driver has held a provisional li-
14 cense for at least one year with a clean driving
15 record as described in subsection (e)(2)(B).

16 “(2) PROVISION OF INSURANCE INFORMA-
17 TION.—For purposes of this section, a State is eligi-
18 ble for a supplemental grant for a fiscal year in an
19 amount, subject to subsection (c), not to exceed 5
20 percent of the amount apportioned to such State for
21 fiscal year 1989 under section 402 of this title if
22 such State is eligible for a basic grant and in addi-
23 tion such State provides, to a parent or legal guard-
24 ian of any provisional licensee, general information
25 prepared with the assistance of the insurance indus-

1 try on the effect of traffic safety convictions and at-
2 fault accidents on insurance rates for young drivers.

3 “(3) READILY DISTINGUISHABLE LICENSES FOR
4 YOUNG DRIVERS.—For purposes of this section, a
5 State is eligible for a supplemental grant for a fiscal
6 year in an amount, subject to subsection (c), not to
7 exceed 5 percent of the amount apportioned to such
8 State for fiscal year 1989 under section 402 of this
9 title if such State is eligible for a basic grant and
10 in addition such State—

11 “(A) requires that the provisional driver’s
12 license, or full driver’s license, of any driver
13 under 21 years of age be readily distinguishable
14 from the licenses of drivers who are 21 years of
15 age or older, through the use of special back-
16 ground, marking, profile, or any other features,
17 consistent with any guidelines developed by the
18 Secretary in cooperation with the American As-
19 sociation of Motor Vehicle Administrators; and

20 “(B) employs the Social Security number
21 as a common identifier on every driver’s license
22 so as to facilitate the transfer of traffic records
23 among States.

24 “(4) DRIVER TRAINING PREREQUISITE.—For
25 purposes of this section, a State is eligible for a sup-

1 plemental grant in an amount, subject to subsection
2 (c), not to exceed 5 percent of the amount appor-
3 tioned to such State for fiscal year 1989 under sec-
4 tion 402 of this title if such State is eligible for a
5 basic grant and in addition such State requires that
6 a provisional driver's license may be issued only to
7 a driver who has satisfactorily completed a State-ac-
8 cepted driver education and training program that
9 meets Department of Transportation guidelines and
10 includes information on the interaction of alcohol
11 and controlled substances and the effect of such
12 interaction on driver performance, and information
13 on the importance of motorcycle helmet use and
14 safety belt use.

15 “(5) REMEDIAL DRIVER EDUCATION.—For pur-
16 poses of this section, a State is eligible for a supple-
17 mental grant for a fiscal year in an amount, subject
18 to subsection (c), not to exceed 5 percent of the
19 amount apportioned to such State for fiscal year
20 1989 under section 402 of this title if such State is
21 eligible for a basic grant and in addition such State
22 requires, at a lower point threshold than for other
23 drivers, remedial driver improvement instruction for
24 drivers under 21 years of age and requires such re-
25 medial instruction for any driver under 21 years of

1 age who is convicted of reckless driving, driving
2 under the influence of alcohol, or driving while in-
3 toxicated.

4 “(6) PROVISIONAL LICENSE REQUIREMENT
5 AFTER LICENSE SUSPENSION OR REVOCATION.—For
6 purposes of this section, a State is eligible for a sup-
7 plemental grant for a fiscal year in an amount, sub-
8 ject to subsection (c), not to exceed 5 percent of the
9 amount apportioned to such State for fiscal year
10 1989 under section 402 of this title if such State is
11 eligible for a basic grant and in addition such State
12 requires that any driver whose driving privilege is
13 restored after license suspension or revocation re-
14 sulting from a traffic safety violation shall for at
15 least 1 year be subject to the following:

16 “(A) The restored license shall be imme-
17 diately suspended, for a period to be determined
18 by the Secretary, upon the driver’s conviction of
19 any moving traffic safety violation, except that
20 the Secretary may by regulation define limited
21 circumstances under which the State may waive
22 this immediate suspension requirement.

23 “(B) A full driver’s license shall be issued
24 only after the driver has held a provisional li-

1 cense for at least one year with a clean driving
2 record, as described in subsection (e)(2)(B).

3 “(C) The driver shall be—

4 “(i) deemed to be driving while intoxi-
5 cated if the driver has a blood alcohol con-
6 centration of .02 percent or greater; or

7 “(ii) prohibited from operating a
8 motor vehicle with such a blood alcohol
9 concentration.

10 “(7) RECORD OF SERIOUS CONVICTIONS; HA-
11 BITUAL OR REPEAT OFFENDER SANCTIONS.—For
12 purposes of this section, a State is eligible for a sup-
13 plemental grant for a fiscal year in an amount, sub-
14 ject to subsection (c), not to exceed 5 percent of the
15 amount apportioned to such State for fiscal year
16 1989 under section 402 of this title if such State is
17 eligible for a basic grant and in addition such
18 State—

19 “(A) requires that a notation of any seri-
20 ous traffic safety conviction of a driver be main-
21 tained on the driver’s permanent traffic record
22 for at least ten years after the date of the con-
23 viction; and

24 “(B) provides additional sanctions for any
25 driver who, following conviction of a serious

1 traffic safety violation, is convicted during the
2 next ten years of one or more subsequent seri-
3 ous traffic safety violations.

4 “(8) OVERSIGHT OF ALCOHOL SALES TO UN-
5 DERAGE DRINKERS.—For purposes of this section, a
6 State is eligible for a supplemental grant for a fiscal
7 year in an amount, subject to subsection (c), not to
8 exceed 5 percent of the amount appropriated to such
9 State for fiscal year 1989 under section 402 of this
10 title if such State is eligible for a basic grant and
11 in addition such State exercises effective oversight of
12 colleges and universities that provide or allow the
13 selling of alcohol to underage drinkers as defined by
14 State law or regulation.

15 “(g) APPLICABILITY OF CHAPTER 1.—

16 “(1) IN GENERAL.—Except as otherwise pro-
17 vided in this subsection, all provisions of chapter 1
18 of this title that are applicable to National Highway
19 System funds, other than provisions relating to the
20 apportionment formula and provisions limiting the
21 expenditure of such funds to the Federal-aid sys-
22 tems, shall apply to the funds authorized to be ap-
23 propriated to carry out this section.

24 “(2) INCONSISTENT PROVISIONS.—If the Sec-
25 retary determines that a provision of chapter 1 of

1 this title is inconsistent with this section, such provi-
2 sion shall not apply to funds authorized to be appro-
3 priated to carry out this section.

4 “(3) CREDIT FOR STATE AND LOCAL EXPENDI-
5 TURES.—The aggregate of all expenditures made
6 during any fiscal year by a State and its political
7 subdivisions (exclusive of Federal Funds) for carry-
8 ing out the State highway safety program (other
9 than planning and administration) shall be available
10 for the purpose of crediting such State during such
11 fiscal year for the non-Federal share of the cost of
12 any project under this section (other than one for
13 planning or administration) without regard to
14 whether such expenditures were actually made in
15 connection with such project.

16 “(4) INCREASED FEDERAL SHARE FOR CERTAIN
17 INDIAN TRIBE PROGRAMS.—In the case of a local
18 highway safety program carried out by an Indian
19 tribe, if the Secretary is satisfied that an Indian
20 tribe does not have sufficient funds available to meet
21 the non-Federal share of the cost of such program,
22 the Secretary may increase the Federal share of the
23 cost thereof payable under this title to the extent
24 necessary.

1 “(5) TREATMENT OF TERM ‘STATE HIGHWAY
2 DEPARTMENT’.—In applying provisions of chapter 1
3 in carrying out this section, the term ‘State highway
4 department’ as used in such provisions shall mean
5 the Governor of a State and, in the case of an In-
6 dian tribe program, the Secretary of the Interior.

7 “(h) AUTHORIZATION OF APPROPRIATIONS.—There
8 are authorized to be appropriated to carry out this section,
9 \$18,000,000 for each of the fiscal years ending September
10 30, 1994, and September 30, 1995, \$20,000,000 for the
11 fiscal year ending September 30, 1996, and \$22,000,000
12 for each of the fiscal years ending September 30, 1997,
13 and September 30, 1998.”.

14 (b) CONFORMING AMENDMENT.—This analysis of
15 chapter 4 of title 23, United States Code, is amended by
16 inserting immediately after the item relating to section
17 410 the following new item:

 “411. Programs for young drivers.”.

18 (c) DEADLINES FOR ISSUANCE OF REGULATIONS.—
19 The Secretary shall issue and publish in the Federal Reg-
20 ister proposed regulations to implement section 411 of
21 title 23, United States Code (as added by this section),
22 not later than 6 months after the date of enactment of
23 this Act. The final regulations for such implementation
24 shall be issued, published in the Federal Register, and

1 transmitted to Congress not later than twelve months
2 after such date of enactment.

3 **SEC. 102. PROGRAM EVALUATION.**

4 (a) EVALUATION BY SECRETARY.—The Secretary
5 shall, under section 403 of title 23, United States Code,
6 conduct an evaluation of the effectiveness of State provi-
7 sional driver’s licensing programs and the grant program
8 authorized by section 411 of title 23, United States Code
9 (as added by section 101 of this Act).

10 (b) REPORT TO CONGRESS.—By January 1, 1997,
11 the Secretary shall transmit a report on the results of the
12 evaluation conducted under subsection (a) and any related
13 research to the Committee on Commerce, Science, and
14 Transportation of the Senate and the Committee on Pub-
15 lic Works and Transportation of the House of Representa-
16 tives. The report shall include any related recommenda-
17 tions by the Secretary for legislative changes.

18 **TITLE II—OLDER DRIVER PROGRAMS**

19 **SEC. 201. OLDER DRIVER SAFETY RESEARCH.**

20 (a) RESEARCH ON PREDICTABILITY OF HIGH RISK
21 DRIVING.—(1) The Secretary shall conduct a program
22 that funds, within budgetary limitations, the research
23 challenges presented in the Transportation Research
24 Board’s report “Research and Development Needs for
25 Maintaining the Safety and Mobility of Older Drivers”.

1 (2) To the extent technically feasible, the Secretary
2 shall consider the feasibility and further the development
3 of cost efficient, reliable tests capable of predicting in-
4 creased risk of accident involvement or hazardous driving
5 by older high risk drivers.

6 (b) SPECIALIZED TRAINING FOR LICENSE EXAMIN-
7 ERS.—The Secretary shall encourage and conduct re-
8 search and demonstration activities to support the special-
9 ized training of license examiners or other certified exam-
10 iners to increase their knowledge and sensitivity to the
11 transportation needs and physical limitations of older driv-
12 ers, including knowledge of functional disabilities related
13 to driving, and to be cognizant of possible counter-
14 measures to deal with the challenges to safe driving that
15 may be associated with increasing age.

16 (c) COUNSELING PROCEDURES AND CONSULTATION
17 METHODS.—The Secretary shall encourage and conduct
18 research and disseminate information to support and en-
19 courage the development of appropriate counseling proce-
20 dures and consultation methods with relatives, physicians,
21 the traffic safety enforcement and the motor vehicle licens-
22 ing communities, and other concerned parties. Such proce-
23 dures and methods shall include the promotion of vol-
24 untary action by older high risk drivers to restrict or limit
25 their driving when medical or other conditions indicate

1 such action is advisable. The Secretary shall consult exten-
2 sively with the American Association of Retired Persons,
3 the American Association of Motor Vehicle Administra-
4 tors, the American Occupational Therapy Association, the
5 American Automobile Association, the Department of
6 Health and Human Services, the American Public Health
7 Association, and other interested parties in developing
8 educational materials on the interrelationship of the aging
9 process, driver safety, and the driver licensing process.

10 (d) ALTERNATIVE TRANSPORTATION MEANS.—The
11 Secretary shall ensure that the agencies of the Depart-
12 ment of Transportation overseeing the various modes of
13 surface transportation coordinate their policies and pro-
14 grams to ensure that funds authorized under the Inter-
15 modal Surface Transportation Efficiency Act of 1991
16 (Public Law 102–240; 105 Stat. 1914) and implementing
17 Department of Transportation and Related Agencies Ap-
18 propriation Acts take into account the transportation
19 needs of older Americans by promoting alternative trans-
20 portation means whenever practical and feasible.

21 (e) STATE LICENSING PRACTICES.—The Secretary
22 shall encourage State licensing agencies to use restricted
23 licenses instead of canceling a license whenever such ac-
24 tion is appropriate and if the interests of public safety
25 would be served, and to closely monitor the driving per-

1 formance of older drivers with such licenses. The Sec-
2 retary shall encourage States to provide educational mate-
3 rials of benefit to older drivers and concerned family mem-
4 bers and physicians. The Secretary shall promote licensing
5 and relicensing programs in which the applicant appears
6 in person and shall promote the development and use of
7 cost effective screening processes and testing of physio-
8 logical, cognitive, and perception factors as appropriate
9 and necessary. Not less than one model State program
10 shall be evaluated in light of this subsection during each
11 of the fiscal years 1996 through 1998. Of the sums au-
12 thorized under subsection (i), \$250,000 is authorized for
13 each such fiscal year for such evaluation.

14 (f) IMPROVEMENT OF MEDICAL SCREENING.—The
15 Secretary shall conduct research and other activities de-
16 signed to support and encourage the States to establish
17 and maintain medical review or advisory groups to work
18 with State licensing agencies to improve and provide cur-
19 rent information on the screening and licensing of older
20 drivers. The Secretary shall encourage the participation
21 of the public in these groups to ensure fairness and con-
22 cern for the safety and mobility needs of older drivers.

23 (g) INTELLIGENT VEHICLE-HIGHWAY SYSTEMS.—In
24 implementing the Intelligent Vehicle-Highway Systems
25 Act of 1991 (23 U.S.C. 307 note), the Secretary shall en-

1 sure that the National Intelligent Vehicle-Highway Sys-
2 tems Program devotes sufficient attention to the use of
3 intelligent vehicle-highway systems to aid older drivers in
4 safely performing driver functions. Federally-sponsored
5 research, development, and operational testing shall en-
6 sure the advancement of night vision improvement sys-
7 tems, technology to reduce the involvement of older drivers
8 in accidents occurring at intersections, and other tech-
9 nologies of particular benefit to older drivers.

10 (h) TECHNICAL EVALUATIONS UNDER INTERMODAL
11 SURFACE TRANSPORTATION EFFICIENCY ACT.—In con-
12 ducting the technical evaluations required under section
13 6055 of the Intermodal Surface Transportation Efficiency
14 Act of 1991 (Public Law 102–240; 105 Stat. 2192), the
15 Secretary shall ensure that the safety impacts on older
16 drivers are considered, with special attention being de-
17 voted to ensuring adequate and effective exchange of infor-
18 mation between the Department of Transportation and
19 older drivers or their representatives.

20 (i) AUTHORIZATION OF APPROPRIATIONS.—Of the
21 funds authorized under section 403 of title 23, United
22 States Code, \$1,250,000 is authorized for each of the fis-
23 cal years 1995 through 2000, and \$1,500,000 is author-
24 ized for each of the fiscal years 2000 through 2005, to

1 support older driver programs described in subsections
2 (a), (b), (c), (e), and (f).

3 **TITLE III—HIGH RISK DRIVERS**

4 **SEC. 301. STUDY ON WAYS TO IMPROVE TRAFFIC RECORDS**
5 **OF ALL HIGH RISK DRIVERS.**

6 (a) IN GENERAL.—Within one year after the date of
7 enactment of this Act, the Secretary shall complete a
8 study to determine whether additional or strengthened
9 Federal activities, authority, or regulatory actions are de-
10 sirable or necessary to improve or strengthen the driver
11 record and control systems of the States to identify high
12 risk drivers more rapidly and ensure prompt intervention
13 in the licensing of high risk drivers. The study, which shall
14 be based in part on analysis obtained from a request for
15 information published in the Federal Register, shall con-
16 sider steps necessary to ensure that State traffic record
17 systems are unambiguous, accurate, current, accessible,
18 complete, and (to the extent useful) uniform among the
19 States.

20 (b) SPECIFIC MATTERS FOR CONSIDERATION.—Such
21 study shall at a minimum consider—

22 (1) whether specific legislative action is nec-
23 essary to improve State traffic record system;

1 (2) the feasibility and practicality of further en-
2 couraging and establishing a uniform traffic ticket
3 citation and control system;

4 (3) the need for a uniform driver violation point
5 system to be adopted by the States;

6 (4) the need for all the States to participate in
7 the Driver License Reciprocity Program conducted
8 by the American Association of Motor Vehicle Ad-
9 ministrators;

10 (5) ways to encourage the State to cross-ref-
11 erence driver license files and motor vehicle files to
12 facilitate the identification of individuals who may
13 not be in compliance with driver licensing laws; and

14 (6) the feasibility of establishing a national pro-
15 gram that would limit each driver to one driver's li-
16 cense from only one State at any time.

17 (c) EVALUATION OF NATIONAL INFORMATION SYS-
18 TEMS.—As part of the study required by this section, the
19 Secretary shall consider and evaluate the future of the na-
20 tional information systems that support driver licensing.
21 In particular, the Secretary shall examine whether the
22 Commercial Driver's License Information System, the Na-
23 tional Driver Register, and the Driver License Reciprocity
24 program should be more closely linked or continue to exist
25 as separate information systems and which entities are

1 best suited to operate such systems effectively at the least
2 cost. The Secretary shall cooperate with the American As-
3 sociation of Motor Vehicle Administrators in carrying out
4 this evaluation.

5 **SEC. 302. STATE PROGRAMS FOR HIGH RISK DRIVERS.**

6 The Secretary shall encourage and promote State
7 driver evaluation, assistance, or control programs for high
8 risk drivers. These programs may include in-person license
9 reexaminations, driver education or training courses, li-
10 cense restrictions or suspensions, and other actions de-
11 signed to improve the operating performance of high risk
12 drivers.

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