

104TH CONGRESS
1ST SESSION

H. R. 1866

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

IN THE HOUSE OF REPRESENTATIVES

JUNE 15, 1995

Mr. WOLF (for himself, Mr. BAKER of Louisiana, Mr. BLUTE, Mr. DAVIS, Mr. FROST, Mr. HANSEN, Mr. McDERMOTT, Mrs. MORELLA, and Mr. REYNOLDS) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

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 1995”.

6 **SEC. 2. FINDINGS.**

7 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

1 traveled in 1966 to an historic low of an estimated
2 1.8 deaths per 100 million vehicle miles traveled
3 during 1992. In order to further this desired trend,
4 the safety programs and policies implemented by the
5 Department of Transportation must be continued,
6 and at the same time, the focus of these efforts as
7 they pertain to high risk drivers of all ages must be
8 strengthened.

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

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

23 (4) The consumption of alcohol, speeding over
24 allowable limits or too fast for road conditions, inad-
25 equate use of occupant restraints, and other high

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

8 **SEC. 3. DEFINITIONS.**

9 In this Act, the following definitions apply:

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

17 (2) SECRETARY.—The term “Secretary” means
18 the Secretary of Transportation.

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

20 (a) GENERAL RESPONSIBILITY OF SECRETARY.—
21 The Secretary shall develop and implement effective and
22 comprehensive policies and programs to promote safe driv-
23 ing behavior by young drivers, older drivers, and repeat
24 violators 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
7 advanced;

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 of advisability of using cost ef-
18 ficient 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 prob-
12 lems resulting from the driving performance of young driv-
13 ers. Such grants may only be used by recipient States to
14 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 2 fiscal
22 years preceding the fiscal year in which this section is en-
23 acted.

24 “(c) FEDERAL SHARE.—No State may receive grants
25 under this section in more than 5 fiscal years. The Federal

1 share payable for any grant under this section shall not
2 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 this 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 3 of the eight criteria
12 specified in paragraph (3);

13 “(ii) in the second year of receiving such
14 grants, meets 4 of such criteria;

15 “(iii) in the third year of receiving such
16 grants, meets 5 of such criteria;

17 “(iv) in the fourth year of receiving such
18 grants, meets 6 of such criteria; and

19 “(v) in the fifth year of receiving such
20 grants, meets 6 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 drivers’ license which
8 shall not be issued unless the driver has passed
9 a written examination on traffic safety and has
10 passed a roadtest 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 1 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 2 years of receiving a
12 grant under this section, the Secretary may waive
13 the clean driving record requirement subparagraph
14 (A)(iii) if the State submits satisfactory evidence of
15 its efforts to establish such a requirement.

16 “(3) CRITERIA FOR BASIC GRANT.—The 8 cri-
17 teria referred to in paragraph (1)(B) are as follows:

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

1 centration of 0.02 percent or greater from driv-
2 ing a motor vehicle.

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

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

13 “(D) The State requires that the license of
14 a driver under 21 years of age be suspended for
15 a period specified by the State if such driver is
16 convicted of the unlawful purchase or public
17 possession of alcohol. The period of suspension
18 shall be at least 6 months for a first conviction
19 and at least 12 months for a subsequent convic-
20 tion; except that specific license restrictions
21 may be imposed as an alternative to such mini-
22 mum periods of suspension where necessary to
23 avoid undue hardship on any individual.

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 (ii) such records be available electronically to
7 appropriate government officials (including en-
8 forcement, 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 10 passengers (including the driver) while being
19 used to provide charter transportation of pas-
20 sengers.

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 1 year with a clean driving record
15 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
3 intoxicated.

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 1 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 10 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 10 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 carrying
8 out the State highway safety program (other than
9 planning and administration) shall be available for
10 the purpose of crediting such State during such fis-
11 cal year for the non-Federal share of the cost of any
12 project under this section (other than one for plan-
13 ning or administration) without regard to whether
14 such expenditures were actually made in connection
15 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 fiscal years 1996 and 1997,
10 \$20,000,000 for fiscal year 1998, and \$22,000,000 for
11 each of fiscal years 1999 and 2000.”.

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

 “411. Programs for young drivers.”.

16 (c) DEADLINES FOR ISSUANCE OF REGULATIONS.—
17 The Secretary shall issue and publish in the Federal Reg-
18 ister proposed regulations to implement section 411 of
19 title 23, United States Code (as added by this section),
20 not later than 6 months after the date of the enactment
21 of this Act. The final regulations for such implementation
22 shall be issued, published in the Federal Register, and
23 transmitted to Congress not later than 12 months after
24 such date of enactment.

1 **SEC. 102. PROGRAM EVALUATION.**

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

8 (b) REPORT TO CONGRESS.—By January 1, 1999,
9 the Secretary shall transmit a report on the results of the
10 evaluation conducted under subsection (a) and any related
11 research to the Committee on Commerce, Science, and
12 Transportation of the Senate and the Committee on
13 Transportation and Infrastructure of the House of Rep-
14 resentatives. The report shall include any related rec-
15 ommendations by the Secretary for legislative changes.

16 **TITLE II—HIGH RISK DRIVERS**

17 **SEC. 201. STUDY ON WAYS TO IMPROVE TRAFFIC RECORDS**
18 **OF ALL HIGH RISK DRIVERS.**

19 (a) IN GENERAL.—Within 1 year after the date of
20 the enactment of this Act, the Secretary shall complete
21 a study to determine whether additional or strengthened
22 Federal activities, authority, or regulatory actions are de-
23 sirable or necessary to improve or strengthen the driver
24 record and control systems of the States to identify high
25 risk drivers more rapidly and ensure prompt intervention
26 in the licensing of high risk drivers. The study, which shall

1 be based in part on analysis obtained from a request for
2 information published in the Federal Register, shall con-
3 sider steps necessary to ensure that State traffic record
4 systems are unambiguous, accurate, current, accessible,
5 complete, and (to the extent useful) uniform among the
6 States.

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

9 (1) whether specific legislative action is nec-
10 essary to improve State traffic record systems;

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

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

16 (4) the need for all the States to participate in
17 the Driver License Reciprocity Program conducted
18 by the American Association of Motor Vehicle Ad-
19 ministrators;

20 (5) ways to encourage the States to cross-ref-
21 erence driver license files and motor vehicle files to
22 facilitate the identification of individuals who may
23 not be in compliance with driver licensing laws; and

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

4 (c) EVALUATION OF NATIONAL INFORMATION SYS-
5 TEMS.—As part of the study required by this section, the
6 Secretary shall consider and evaluate the future of the na-
7 tional information systems that support driver licensing.
8 In particular, the Secretary shall examine whether the
9 Commercial Driver's License Information System, the Na-
10 tional Driver Register, and the Driver License Reciprocity
11 program should be more closely linked or continue to exist
12 as separate information systems and which entities are
13 best suited to operate such systems effectively at the least
14 cost. The Secretary shall cooperate with the American As-
15 sociation of Motor Vehicle Administrators in carrying out
16 this evaluation.

17 **SEC. 202. STATE PROGRAMS FOR HIGH RISK DRIVERS.**

18 The Secretary shall encourage and promote State
19 driver evaluation, assistance, or control programs for high
20 risk drivers. These programs may include in-person license
21 reexaminations, driver education or training courses, li-
22 cense restrictions or suspensions, and other actions de-
23 signed to improve the operating performance of high risk
24 drivers.

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