

104<sup>TH</sup> CONGRESS  
1<sup>ST</sup> SESSION

# S. 387

To encourage enhanced State and Federal efforts to reduce traffic deaths and injuries and improve traffic safety among young, old, and high-risk drivers.

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## IN THE SENATE OF THE UNITED STATES

FEBRUARY 10 (legislative day, JANUARY 30), 1995

Mr. EXON introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

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## A BILL

To encourage enhanced State and Federal efforts to reduce traffic deaths and injuries and improve traffic safety among young, old, and 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 **TITLE I—HIGH-RISK AND**  
7 **ALCOHOL-IMPAIRED DRIVERS**

8 **SEC. 101. FINDINGS.**

9 The Congress makes the following findings:

1           (1) The Nation's traffic fatality rate has de-  
2           clined from 5.5 deaths per 100 million vehicle miles  
3           traveled in 1966 to an historic low of an estimated  
4           1.8 deaths per 100 million vehicle miles traveled  
5           during 1992. In order to further this desired trend,  
6           the safety programs and policies implemented by the  
7           Department of Transportation must be continued,  
8           and at the same time, the focus of these efforts as  
9           they pertain to high risk drivers of all ages must be  
10          strengthened.

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

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

1           (4) The consumption of alcohol, speeding over  
2           allowable limits or too fast for road conditions, inad-  
3           equate use of occupant restraints, and other high  
4           risk behaviors are several of the key causes for this  
5           tragic loss of young drivers and passengers. The De-  
6           partment of Transportation, working cooperatively  
7           with the States, student groups, and other organiza-  
8           tions, must reinvigorate its current programs and  
9           policies to address more effectively these pressing  
10          problems of teenage drivers.

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

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

1           (7) A major objective of United States trans-  
2           portation policy must be to promote the mobility of  
3           older Americans while at the same time ensuring  
4           public safety on our Nation’s highways. In order to  
5           accomplish these two objectives simultaneously, the  
6           Department of Transportation must support a vigor-  
7           ous and sustained program of research, technical as-  
8           sistance, evaluation, and other appropriate activities  
9           that are designed to reduce the fatality and crash  
10          rate of older drivers who have identifiable risk char-  
11          acteristics.

12 **SEC. 102. DEFINITIONS.**

13          For purposes of this title—

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

21           (2) The term “Secretary” means the Secretary  
22          of Transportation.

23 **SEC. 103. POLICY AND PROGRAM DIRECTION.**

24          (a) GENERAL RESPONSIBILITY OF SECRETARY.—

25          The Secretary shall develop and implement effective and

1 comprehensive policies and programs to promote safe driv-  
2 ing behavior by young drivers, older drivers, and repeat  
3 violators of traffic safety regulations and laws.

4 (b) SAFETY PROMOTION ACTIVITIES.—The Secretary  
5 shall promote or engage in activities that seek to ensure  
6 that—

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

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

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

17 (4) driver training programs and the delivery of  
18 such programs are advanced.

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

1 grating licensing, training, and other techniques for pre-  
2 paring novice drivers for the safe use of highway systems.

3 **TITLE II—YOUNG DRIVER**  
4 **PROGRAMS**

5 **SEC. 201. STATE GRANTS FOR YOUNG DRIVER PROGRAMS.**

6 (a) ESTABLISHMENT OF GRANT PROGRAM.—Chapter  
7 4 of title 23, United States Code, is amended by adding  
8 at the end the following new section:

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

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

18 “(b) MAINTENANCE OF EFFORT.—No grant may be  
19 made to a State under this section in any fiscal year unless  
20 such State enters into such agreements with the Secretary  
21 as the Secretary may require to ensure that such State  
22 will maintain its aggregate estimated expenditures from  
23 all other sources for programs for young drivers at or  
24 above the average level of such expenditures in its 2 fiscal

1 years preceding the fiscal year in which the High Risk  
2 Drivers Act of 1994 is enacted.

3 “(c) FEDERAL SHARE.—No State may receive grants  
4 under this section in more than 5 fiscal years. The Federal  
5 share payable for any grant under this section shall not  
6 exceed—

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

12 “(2) in the second fiscal year the State receives  
13 a grant under this section, 50 percent of the cost of  
14 implementing and enforcing in such fiscal year such  
15 program; and

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

20 “(d) MAXIMUM AMOUNT OF BASIC GRANTS.—Sub-  
21 ject to subsection (c), the amount of a basic grant made  
22 under this section for any fiscal year to any State which  
23 is eligible for such a grant under subsection (e) shall equal  
24 30 percent of the amount apportioned to such State for  
25 fiscal year 1989 under section 402 of this title. A grant

1 to a State under this section shall be in addition to the  
2 State's apportionment under section 402, and basic grants  
3 during any fiscal year may be proportionately reduced to  
4 accommodate an applicable statutory obligation limitation  
5 for that fiscal year.

6 “(e) ELIGIBILITY FOR BASIC GRANTS.—

7 “(1) IN GENERAL.—For purposes of this sec-  
8 tion, a State is eligible for a basic grant if such  
9 State—

10 “(A) establishes and maintains a grad-  
11 uated licensing program for drivers under 18  
12 years of age that meets the requirements of  
13 paragraph (2); and

14 “(B)(i) in the first year of receiving grants  
15 under this section, meets 3 of the 7 criteria  
16 specified in paragraph (3);

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

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

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

23 “(v) in the fifth year of receiving such  
24 grants, meets 6 of such criteria.

1 For purposes of subparagraph (B), a State  
2 shall be treated as having met one of the re-  
3 quirements of paragraph (3) for any year if the  
4 State demonstrates to the satisfaction of the  
5 Secretary that, for the 3 preceding years, the  
6 alcohol fatal crash involvement rate for individ-  
7 uals under the age of 21 has declined in that  
8 State and the alcohol fatal crash involvement  
9 rate for such individuals has been lower in that  
10 State than the average such rate for all States.

11 “(2) GRADUATED LICENSING PROGRAM.—

12 “(A) A State receiving a grant under this  
13 section shall establish and maintain a grad-  
14 uated licensing program consisting of the fol-  
15 lowing licensing stages for any driver under 18  
16 years of age:

17 “(i) An instructional license, valid for  
18 a minimum period determined by the Sec-  
19 retary, under which the licensee shall not  
20 operate a motor vehicle unless accom-  
21 panied in the front passenger seat by the  
22 holder of a full driver’s license.

23 “(ii) A provisional driver’s license  
24 which shall not be issued unless the driver  
25 has passed a written examination on traffic

1 safety and has passed a roadtest adminis-  
2 tered by the driver licensing agency of the  
3 State.

4 “(iii) A full driver’s license which shall  
5 not be issued until the driver has held a  
6 provisional license for at least 1 year with  
7 a clean driving record.

8 “(B) For purposes of subparagraph  
9 (A)(iii), subsection (f)(1), and subsection  
10 (f)(6)(B), a provisional licensee has a clean  
11 driving record if the licensee—

12 “(i) has not been found, by civil or  
13 criminal process, to have committed a mov-  
14 ing traffic violation during the applicable  
15 period;

16 “(ii) has not been assessed points  
17 against the license because of safety viola-  
18 tions during such period; and

19 “(iii) has satisfied such other require-  
20 ments as the Secretary may prescribe by  
21 regulation.

22 “(C) The Secretary shall determine the  
23 conditions under which a State shall suspend  
24 provisional driver’s licenses in order to be eligi-  
25 ble for a basic grant. At a minimum, the holder

1 of a provisional license shall be subject to driver  
2 control actions that are stricter than those ap-  
3 plicable to the holder of a full driver's license,  
4 including warning letters and suspension at a  
5 lower point threshold.

6 “(D) For a State's first 2 years of receiv-  
7 ing a grant under this section, the Secretary  
8 may waive the clean driving record requirement  
9 of subparagraph (A)(iii) if the State submits  
10 satisfactory evidence of its efforts to establish  
11 such a requirement.

12 “(3) CRITERIA FOR BASIC GRANT.—The 7 cri-  
13 teria referred to in paragraph (1)(B) are as follows:

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

24 “(B) The State has a law or regulation  
25 that provides a mandatory minimum penalty of

1 at least \$500 for anyone who in violation of  
2 State law or regulation knowingly, or without  
3 checking for proper identification, provides or  
4 sells alcohol to any individual under 21 years of  
5 age.

6 “(C) The State requires that the license of  
7 a driver under 21 years of age be suspended for  
8 a period specified by the State if such driver is  
9 convicted of the unlawful purchase or public  
10 possession of alcohol. The period of suspension  
11 shall be at least 6 months for a first conviction  
12 and at least 12 months for a subsequent conviction;  
13 except that specific license restrictions  
14 may be imposed as an alternative to such minimum  
15 periods of suspension where necessary to  
16 avoid undue hardship on any individual.

17 “(D) The State conducts youth-oriented  
18 traffic safety enforcement activities, and education  
19 and training programs—

20 “(i) with the participation of judges  
21 and prosecutors, that are designed to ensure  
22 enforcement to traffic safety laws and  
23 regulations, including those that prohibit  
24 drivers under 21 years of age from driving  
25 while intoxicated, restrict the unauthorized

1 use of a motor vehicle, and establish other  
2 moving violations; and

3 “(ii) with the participation of student  
4 and youth groups, that are designed to en-  
5 sure compliance with such traffic safety  
6 laws and regulations.

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

18 “(F) The State provides, to a parent or  
19 legal guardian of any provisional licensee, gen-  
20 eral information prepared with the assistance of  
21 the insurance industry on the effect of traffic  
22 safety convictions and at-fault accidents on in-  
23 surance rates for young drivers.

24 “(G) The State requires that a provisional  
25 driver’s license may be issued only to a driver

1           who has satisfactorily completed a State-accept-  
2           ed driver education and training program that  
3           meets Department of Transportation guidelines  
4           and includes information on the interaction of  
5           alcohol and controlled substances and the effect  
6           of such interaction on driver performance, and  
7           information on the importance of motorcycle  
8           helmet use and safety belt use.

9           “(f) SUPPLEMENTAL GRANT PROGRAM.—

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

22           “(2) REMEDIAL DRIVER EDUCATION.—For pur-  
23           poses of this section, a State is eligible for a supple-  
24           mental grant for a fiscal year in an amount, subject  
25           to subsection (c), not to exceed 5 percent of the

1 amount apportioned to such State for fiscal year  
2 1989 under section 402 of this title if such State is  
3 eligible for a basic grant and in addition such State  
4 requires, at a lower point threshold than for other  
5 drivers, remedial driver improvement instruction for  
6 drivers under 21 years of age and requires such re-  
7 medial instruction for any driver under 21 years of  
8 age who is convicted of reckless driving, excessive  
9 speeding, driving under the influence of alcohol, or  
10 driving while intoxicated.

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

20 “(A) requires that a notation of any seri-  
21 ous traffic safety conviction of a driver be main-  
22 tained on the driver’s permanent traffic record  
23 for at least 10 years after the date of the con-  
24 viction; and

1           “(B) provides additional sanctions for any  
2           driver who, following conviction of a serious  
3           traffic safety violation, is convicted during the  
4           next 10 years of one or more subsequent seri-  
5           ous traffic safety violations.

6           “(4) INTERSTATE DRIVER LICENSE COMPACT.—  
7           For purposes of this section, a State is eligible for  
8           a supplemental grant for a fiscal year in an amount,  
9           subject to subsection (c), not to exceed 5 percent of  
10          the amount apportioned to such State for fiscal year  
11          1989 under section 402 of this title if such State is  
12          a member of and substantially complies with the  
13          interstate agreement known as the Driver License  
14          Compact, promptly and reliably transmits and re-  
15          ceives through electronic means interstate driver  
16          record information (including information on com-  
17          mercial drivers) in cooperation with the Secretary  
18          and other States, and develops and achieves demon-  
19          strable annual progress in implementing a plan to  
20          ensure that (i) each court of the State report expedi-  
21          tiously to the State driver licensing agency all traffic  
22          safety convictions, license suspensions, license rev-  
23          ocations, or other license restrictions, and driver im-  
24          provement efforts sanctioned or ordered by the  
25          court, and that (ii) such records be available elec-

1 tronically to appropriate government officials (in-  
2 cluding enforcement, officers, judges, and prosecu-  
3 tors) upon request at all times.

4 “(5) For purposes of this section, a State is eli-  
5 gible for a supplemental grant for a fiscal year in an  
6 amount, subject to subsection (c), not to exceed 5  
7 percent of the amount apportioned to such State for  
8 fiscal year 1989 under section 402 of this title if  
9 such State has a law or regulation that provides a  
10 minimum penalty of at least \$100 for anyone who  
11 in violation of State law or regulation drives any ve-  
12 hicle through, around, or under any crossing, gate,  
13 or barrier at a railroad crossing while such gate or  
14 barrier is closed or being opened or closed.

15 “(6) VEHICLE SEIZURE PROGRAM.—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  
21 has a law or regulation that—

22 “(A) mandates seizure by the State or any  
23 political subdivision thereof of any vehicle driv-  
24 en by an individual in violation of an alcohol-  
25 related traffic safety law, if such violator has

1           been convicted on more than one occasion of an  
2           alcohol-related traffic offense within any 5-year  
3           period beginning after the date of enactment of  
4           this section, or has been convicted of driving  
5           while his or her driver's license is suspended or  
6           revoked by reason of a conviction for such an  
7           offense;

8           “(B) mandates that the vehicle be forfeited  
9           to the State or a political subdivision thereof if  
10          the vehicle was solely owned by such violator at  
11          the time of the violation;

12          “(C) requires that the vehicle be returned  
13          to the owner if the vehicle was a stolen vehicle  
14          at the time of the violation; and

15          “(D) authorizes the vehicle to be released  
16          to a member of such violator's family, the co-  
17          owner, or the owner, if the vehicle was not a  
18          stolen vehicle and was not solely owned by such  
19          violator at the time of the violation, and if the  
20          family member, co-owner, or owner, prior to  
21          such release, executes a binding agreement that  
22          the family member, co-owner, or owner will not  
23          permit such violator to drive the vehicle and  
24          that the vehicle shall be forfeited to the State  
25          or a political subdivision thereof in the event

1           such violator drives the vehicle with the permis-  
2           sion of the family member, co-owner, or owner.

3           “(g) AUTHORIZATION OF APPROPRIATIONS.—There  
4 are authorized to be appropriated to carry out this section,  
5 \$9,000,000 for the fiscal year ending September 30, 1996,  
6 \$12,000,000 for the fiscal year ending September 30,  
7 1997, \$14,000,000 for the fiscal year ending September  
8 30, 1988, \$16,000,000 for the fiscal year ending Septem-  
9 ber 30, 1999, and \$18,000,000 for the fiscal year ending  
10 September 30, 2000.”.

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

“411. Programs for young drivers.”.

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

1 **SEC. 202. 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, 1997,  
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 Pub-  
13 lic Works and Transportation of the House of Representa-  
14 tives. The report shall include any related recommenda-  
15 tions by the Secretary for legislative changes.

16 **TITLE III—OLDER DRIVER**  
17 **PROGRAMS**

18 **SEC. 301. OLDER DRIVER SAFETY RESEARCH.**

19 (a) RESEARCH ON PREDICTABILITY OF HIGH RISK  
20 DRIVING.—

21 (1) The Secretary shall conduct a program that  
22 funds, within budgetary limitations, the research  
23 challenges presented in the Transportation Research  
24 Board’s report entitled “Research and Development  
25 Needs for Maintaining the Safety and Mobility of  
26 Older Drivers” and the research challenges pertain-

1 ing to older drivers presented in a report to Con-  
2 gress by the National Highway Traffic Safety Ad-  
3 ministration entitled “Addressing the Safety Issues  
4 Related to Younger and Older Drivers”.

5 (2) To the extent technically feasible, the Sec-  
6 retary shall consider the feasibility and further the  
7 development of cost efficient, reliable tests capable of  
8 predicting increased risk of accident involvement of  
9 hazardous driving by older high risk drivers.

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

20 (c) COUNSELING PROCEDURES AND CONSULTATION  
21 METHODS.—The Secretary shall encourage and conduct  
22 research and disseminate information to support and en-  
23 courage the development of appropriate counseling proce-  
24 dures and consultation methods with relatives, physicians,  
25 the traffic safety enforcement and the motor vehicle licens-

1 ing communities, and other concerned parties. Such proce-  
2 dures and methods shall include the promotion of vol-  
3 untary action by older high risk drivers to restrict or limit  
4 their driving when medical or other conditions indicate  
5 such action is advisable. The Secretary shall consult exten-  
6 sively with the American Association of Retired Persons,  
7 the American Association of Motor Vehicle Administra-  
8 tors, the American Occupational Therapy Association, the  
9 American Automobile Association, the Department of  
10 Health and Human Services, the American Public Health  
11 Association, and other interested parties in developing  
12 educational materials on the interrelationship of the aging  
13 process, driver safety, and the driver licensing process.

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

1           (e) STATE LICENSING PRACTICES.—The Secretary  
2 shall encourage State licensing agencies to use restricted  
3 licenses instead of canceling a license whenever such ac-  
4 tion is appropriate and if the interests of public safety  
5 would be served, and to closely monitor the driving per-  
6 formance of older drivers with such licenses. The Sec-  
7 retary shall encourage States to provide educational mate-  
8 rials of benefit to older drivers and concerned family mem-  
9 bers and physicians. The Secretary shall promote licensing  
10 and relicensing programs in which the applicant appears  
11 in person and shall promote the development and use of  
12 cost effective screening processes and testing of physio-  
13 logical, cognitive, and perception factors as appropriate  
14 and necessary. Not less than one model State program  
15 shall be evaluated in light of this subsection during each  
16 of the fiscal years 1996 through 1998. Of the sums au-  
17 thorized under subsection (i), \$250,000 is authorized for  
18 each such fiscal year for such evaluation.

19           (f) IMPROVEMENT OF MEDICAL SCREENING.—The  
20 Secretary shall conduct research and other activities de-  
21 signed to support and encourage the States to establish  
22 and maintain medical review or advisory groups to work  
23 with State licensing agencies to improve and provide cur-  
24 rent information on the screening and licensing of older  
25 drivers. The Secretary shall encourage the participation

1 of the public in these groups to ensure fairness and con-  
2 cern for the safety and mobility needs of older drivers.

3 (g) INTELLIGENT VEHICLE-HIGHWAY SYSTEMS.—In  
4 implementing the Intelligent Vehicle-Highway Systems  
5 Act of 1991 (23 U.S.C. 307 note), the Secretary shall en-  
6 sure that the National Intelligent Vehicle-Highway Sys-  
7 tems Program devotes sufficient attention to the use of  
8 intelligent vehicle-highway systems to aid older drivers in  
9 safely performing driver functions. Federally-sponsored  
10 research, development, and operational testing shall en-  
11 sure the advancement of night vision improvement sys-  
12 tems, technology to reduce the involvement of older drivers  
13 in accidents occurring at intersections, and other tech-  
14 nologies of particular benefit to older drivers.

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

1 (i) AUTHORIZATION OF APPROPRIATIONS.—Of the  
2 funds authorized under section 403 of title 23, United  
3 States Code, \$1,250,000 is authorized for each of the fis-  
4 cal years 1995 through 1997 to support older driver pro-  
5 grams described in subsections (a), (b), (c), (e), and (f).

## 6 **TITLE IV—HIGH RISK DRIVERS**

### 7 **SEC. 401. STUDY ON WAYS TO IMPROVE TRAFFIC RECORDS** 8 **OF ALL HIGH RISK DRIVERS.**

9 (a) IN GENERAL.—Within 1 year after the date of  
10 enactment of this Act, the Secretary shall complete a  
11 study to determine whether additional or strengthened  
12 Federal activities, authority, or regulatory actions are de-  
13 sirable or necessary to improve or strengthen the driver  
14 record and control systems of the States to identify high  
15 risk drivers more rapidly and ensure prompt intervention  
16 in the licensing of high risk drivers. The study, which shall  
17 be based in part on analysis obtained from a request for  
18 information published in the Federal Register, shall con-  
19 sider steps necessary to ensure that State traffic record  
20 systems are unambiguous, accurate, current, accessible,  
21 complete, and (to the extent useful) uniform among the  
22 States.

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

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

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

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

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

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

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

19          (c) EVALUATION OF NATIONAL INFORMATION SYS-  
20          TEMS.—As part of the study required by this section, the  
21          Secretary shall consider and evaluate the future of the na-  
22          tional information systems that support driver licensing.  
23          In particular, the Secretary shall examine whether the  
24          Commercial Driver's License Information System, the Na-  
25          tional Driver Register, and the Driver License Reciprocity

1 program should be more closely linked or continue to exist  
 2 as separate information systems and which entities are  
 3 best suited to operate such systems effectively at the least  
 4 cost. The Secretary shall cooperate with the American As-  
 5 sociation of Motor Vehicle Administrators in carrying out  
 6 this evaluation.

7 **SEC. 402. STATE PROGRAMS FOR HIGH RISK DRIVERS.**

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

15 **TITLE V—ENHANCED AUTHOR-**  
 16 **IZATION FOR 410 PROGRAM**

17 **SEC. 501. FUNDING FOR 23 USC 410 PROGRAM.**

18 In addition to any amount otherwise appropriated or  
 19 available for such use, there are authorized to be appro-  
 20 priated \$15,000,000 for each of the fiscal years 1995,  
 21 1996, and 1997 for the purpose of carrying out section  
 22 410 of title 23, United States Code.

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