

116TH CONGRESS  
1ST SESSION

# H. R. 4531

To amend title 23, United States Code, to modify the permitted uses of grant funds for certain grants, to allow States to reallocate certain funds provided for national priority safety programs, to direct the Secretary of Transportation to award grants to improve interoperability among State and national traffic data systems, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

SEPTEMBER 26, 2019

Mr. MOULTON introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

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## A BILL

To amend title 23, United States Code, to modify the permitted uses of grant funds for certain grants, to allow States to reallocate certain funds provided for national priority safety programs, to direct the Secretary of Transportation to award grants to improve interoperability among State and national traffic data systems, and for other purposes.

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 “State And Federal  
5 Electronic Data Records to Improve Vehicle-operator Eli-

1 gibility Reporting Systems Act of 2019” or the “SAFE  
2 DRIVERS Act”.

3 **SEC. 2. NATIONAL PRIORITY SAFETY PROGRAMS.**

4 Section 405 of title 23, United States Code, is  
5 amended—

6 (1) in subsection (a)(8)—

7 (A) by striking “Notwithstanding” and in-  
8 serting “(A) IN GENERAL—Notwithstanding”;  
9 and

10 (B) by adding at the end the following:

11 “(B) REALLOCATION.—Notwithstanding  
12 paragraphs (1) through (7), a State may reallo-  
13 cate, in not more than 1 fiscal year, not more  
14 than 10 percent of funds allocated for programs  
15 described in such paragraphs to carry out ac-  
16 tivities described in subsection (c)(4)(D).”;

17 (2) in subsection (c)(4)—

18 (A) by striking “used for making” and in-  
19 serting “used for—

20 “(A) making”; and

21 (B) by adding at the end the following:

22 “(B) developing or acquiring programs to  
23 identify, collect, and report data to State and  
24 local government agencies, and enter data, in-  
25 cluding crash, citation or adjudication, driver,

1 emergency medical services or injury surveil-  
2 lance system, roadway, and vehicle, into the  
3 core highway safety databases of a State;

4 “(C) purchasing equipment to improve  
5 processes by which data is identified, collected,  
6 and reported to State and local government  
7 agencies;

8 “(D) linking core highway safety databases  
9 of a State with such databases of other States  
10 or with other data systems within the State, in-  
11 cluding systems that contain medical, roadway,  
12 and economic data;

13 “(E) improving the compatibility and  
14 interoperability of the core highway safety data-  
15 bases of the State with national data systems  
16 and data systems of other States;

17 “(F) enhancing the ability of a State and  
18 the Secretary to observe and analyze local,  
19 State, and national trends in crash occurrences,  
20 rates, outcomes, and circumstances;

21 “(G) supporting traffic records-related  
22 training and related expenditures for law en-  
23 forcement, emergency medical, judicial, prosecu-  
24 torial and traffic records professionals;

1           “(H) hiring traffic records professionals,  
2           including a Fatality Analysis Reporting System  
3           liaison for a State; and

4           “(I) conducting research on State traffic  
5           safety information systems, including devel-  
6           oping and evaluating programs to improve core  
7           highway safety databases of such State and  
8           processes by which data is identified, collected,  
9           reported to State and local government agencies  
10          and entered into such core safety databases.”.

11 **SEC. 3. GRANTS TO DEVELOP DATA SHARING CAPABILITIES**  
12                           **AMONG STATE AND NATIONAL TRAFFIC DATA**  
13                           **SYSTEMS.**

14          (a) ESTABLISHMENT.—Beginning on the date of en-  
15          actment of this Act, the Secretary of Transportation shall  
16          award not more than 10 interoperability grants in a fiscal  
17          year to eligible entities to improve interoperability among  
18          State and national traffic data systems.

19          (b) INITIAL GRANTS.—Not later than 1 year after  
20          the date of enactment of this Act, the Secretary shall  
21          award 10 interoperability grants under subsection (a).

22          (c) APPLICATIONS.—To be eligible to receive a grant  
23          under this section, an eligible entity shall submit to the  
24          Secretary an application at such time, in such manner,

1 and containing such information as the Secretary may re-  
2 quire.

3 (d) TOTAL GRANT AMOUNTS.—The total grant  
4 amounts awarded by the Secretary under subsection (a)  
5 may not exceed \$50,000,000 in a fiscal year.

6 (e) USE OF GRANTS.—An eligible entity that receives  
7 a grant under this section shall use such grant to improve  
8 interoperability among State and national traffic data sys-  
9 tems through—

10 (1) data notification and the exchange of driver  
11 history and safety information between State drivers  
12 license agencies, including information that may im-  
13 pact the eligibility of a driver to obtain or maintain  
14 a motor vehicle operator’s license; and

15 (2) other improvements to the interoperability  
16 among State and national traffic data systems as  
17 the Secretary determines appropriate.

18 (f) EVALUATION OF GRANT APPLICATIONS.—In  
19 awarding grants under this section, the Secretary shall  
20 evaluate applications from an eligible entity based on the  
21 following criteria:

22 (1) The experience of the eligible entity in de-  
23 veloping, implementing, or improving State traffic  
24 data systems.

1           (2) The experience of the eligible entity in im-  
2           proving compatibility and interoperability among  
3           State and national traffic data systems.

4           (3) The potential of the goals and outcomes  
5           stated in the application of an eligible entity to pro-  
6           mote efficiency among, or to automate notifications  
7           between, the chief driver licensing officials of States  
8           when the drivers license eligibility of a driver may be  
9           impacted by an event in another State.

10          (4) The potential for the proposed project of an  
11          eligible entity to be scaled or adopted nationally and  
12          by other States.

13          (5) Any other factor that the Secretary deter-  
14          mines appropriate.

15          (g) DEFINITIONS.—In this section:

16           (1) CHIEF DRIVER LICENSING OFFICIAL.—The  
17           term “chief driver licensing official” has the mean-  
18           ing given the term in section 30301 of title 49,  
19           United States Code.

20           (2) ELIGIBLE ENTITY.—The term “eligible enti-  
21           ty” means—

22                   (A) a State driver licensing agency;

23                   (B) an organization that administers a  
24           State traffic data system; or

1                   (C) a consortium of entities described in  
2                   subparagraphs (A) and (B).

3                   (3) MOTOR VEHICLE OPERATOR'S LICENSE.—

4                   The term “motor vehicle operator’s license” has the  
5                   meaning given the term in section 30301 of title 49,  
6                   United States Code.

7                   (4) STATE DRIVERS LICENSE AGENCY.—The

8                   term “State drivers license agency” means the agen-  
9                   cy of a State responsible for issuing motor vehicle  
10                  operator’s licenses.

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