

Calendar No. 260117TH CONGRESS
2^D SESSION**S. 998**

To provide grants to States that do not suspend, revoke, or refuse to renew a driver's license of a person or refuse to renew a registration of a motor vehicle for failure to pay a civil or criminal fine or fee, and for other purposes.

IN THE SENATE OF THE UNITED STATES

MARCH 25, 2021

Mr. COONS (for himself, Mr. WICKER, Mr. DURBIN, Mr. GRASSLEY, Mr. VAN HOLLEN, Mr. BOOZMAN, Mr. BLUMENTHAL, Ms. ERNST, Mr. WYDEN, Mr. LANKFORD, Mr. TILLIS, Mr. BOOKER, Mr. WHITEHOUSE, and Mr. OSSOFF) introduced the following bill; which was read twice and referred to the Committee on the Judiciary

FEBRUARY 3, 2022

Reported by Mr. DURBIN, with an amendment

[Strike out all after the enacting clause and insert the part printed in *italie*]

A BILL

To provide grants to States that do not suspend, revoke, or refuse to renew a driver's license of a person or refuse to renew a registration of a motor vehicle for failure to pay a civil or criminal fine or fee, 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,*

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the “Driving for Oppor-
3 tunity Act of 2021”.

4 **SEC. 2. FINDINGS.**

5 Congress finds the following:

6 (1) Driving a vehicle is an essential aspect of
7 the daily lives of most people in the United States.

8 (2) Driving is often required to access jobs and
9 healthcare, take care of family, get groceries, and
10 fulfill other basic responsibilities.

11 (3) In many small cities, towns, and rural areas
12 that do not have public transportation and ride-
13 sharing alternatives, driving is often the only real-
14 istic means of transportation.

15 (4) Even in cities with public transportation
16 and ridesharing options, individuals vulnerable to in-
17 fection during the COVID-19 pandemic and those
18 complying with public health guidance regarding so-
19 cial distancing are increasingly reliant on driving as
20 their primary means of transportation for essential
21 travel.

22 (5) In the United States, millions of Americans
23 have had their driver’s licenses suspended for unpaid
24 court fines and fees.

25 (6) A person whose driver’s license is suspended
26 or revoked for unpaid fines and fees will often find

1 it more difficult to earn a living and therefore pay
2 the debt owed to the government.

3 (7) The barrier to employment posed by driver's
4 license suspensions and revocations for unpaid fines
5 and fees is especially problematic during the
6 COVID-19 pandemic, when the unemployment rate
7 is the highest it has been since the Great Depres-
8 sion.

9 (8) Drunk and dangerous driving are some of
10 the leading causes of death and serious bodily injury
11 in the United States, and promoting safety on the
12 roads is a legitimate, necessary, and core govern-
13 mental function. Suspending a license for unsafe
14 driving conduct presents different considerations
15 than suspending a license for unpaid fines and fees.
16 Suspending a license for unsafe driving is an appro-
17 priate tool to protect public safety. Policymakers
18 also may consider alternatives to suspension of a li-
19 cense for unsafe driving such as ignition interlock
20 device programs.

21 (9) According to the National Highway Traffic
22 Safety Administration, every year on average, over
23 34,000 people are killed and 2,400,000 more people
24 are injured in motor vehicle crashes. Some of the
25 major causes of these crashes include speeding, im-

1 paired driving, and distracted driving. Nearly half of
2 passenger vehicle occupants killed in crashes are un-
3 restrained. The societal harm caused by motor vehi-
4 cle crashes has been valued at \$836,000,000,000 an-
5 nually. The enactment of, enforcement of, and edu-
6 cation regarding traffic laws are key to addressing
7 unsafe behavior and promoting public safety.

8 (10) However, most driver's license suspensions
9 are not based on the need to protect public safety.

10 (11) In the State of Florida, 1,100,000 resi-
11 dents received a suspension notice for unpaid fines
12 and fees in 2017 alone.

13 (12) Between 2010 and 2017, all but 3 States
14 increased the amount of fines and fees for civil and
15 criminal violations.

16 (13) In the United States, 40 percent of all
17 driver's license suspensions are issued for conduct
18 that was unrelated to driving.

19 (14) In 2015, the State of Washington cal-
20 culated that State troopers spent 70,848 hours deal-
21 ing with license suspensions for non-driving offenses.

22 (15) The American Association of Motor Vehi-
23 cle Administrators estimated that arresting a person
24 for driving with a suspended license can take 9
25 hours of an officer's time, including waiting for a

1 tow truck, transporting an individual to jail, filling
2 out paperwork, making a court appearance, and
3 other administrative duties and accordingly Wash-
4 ington State Patrol Chief John Batiste called non-
5 driving suspensions a “drain on the system as a
6 whole”.

7 (16) The Colorado Department of Motor Vehi-
8 cles determined that suspending driver’s licenses for
9 offenses unrelated to driving consumed 8,566 hours
10 per year of staff time in the Department.

11 (17) Many States impose a significant fee for
12 reinstating a suspended driver’s license, such as Ala-
13 bama, where the fee is \$275.

14 (18) Driving on a suspended license is one of
15 the most common criminal charges in jurisdictions
16 across the country.

17 (19) Seventy-five percent of those with sus-
18 pended licenses report continuing to drive.

19 (20) It is more likely that those people are also
20 driving without insurance due to the costs and re-
21 strictions associated with obtaining auto insurance
22 on a suspended license, thereby placing a greater fi-
23 nancial burden on other drivers when a driver with
24 a suspended license causes an accident.

1 (21) The American Association of Motor Vehi-
2 cle Administrators has concluded the following:
3 “Drivers who have been suspended for social non-
4 conformance-related offenses are often trapped with-
5 in the system. Some cannot afford to pay the origi-
6 nal fines, and may lose their ability to legally get to
7 and from work as a result of the suspension. Many
8 make the decision to drive while suspended. The sus-
9 pension results in increased financial obligations
10 through new requirements such as reinstatement
11 fees, court costs, and other penalties. While there is
12 a clear societal interest in keeping those who are
13 unfit to drive off the roads, broadly restricting li-
14 censes for violations unrelated to an individual’s
15 ability to drive safely may do more harm than good.
16 This is especially true in areas of the country that
17 lack alternative means of transportation. For those
18 individuals, a valid driver license can be a means to
19 survive. Local communities, employers, and employ-
20 ees all experience negative consequences as a result
21 of social non-conformity suspensions, including un-
22 employment, lower wages, fewer employment oppor-
23 tunities and hiring choices, and increased insurance
24 costs.”.

1 (22) A report by the Harvard Law School
 2 Criminal Justice Policy Program concluded the fol-
 3 lowing: “The suspension of a driver’s or professional
 4 license is one of the most pervasive poverty traps for
 5 poor people assessed a fine that they cannot afford
 6 to pay. The practice is widespread. Nearly 40 per-
 7 cent of license suspensions nationwide stem from un-
 8 paid fines, missed child support payments, and drug
 9 offenses—not from unsafe or intoxicated driving or
 10 failing to obtain automotive insurance. Suspension of
 11 a driver’s or professional licenses is hugely counter-
 12 productive; it punishes non-payment by taking away
 13 a person’s means for making a living. License sus-
 14 pension programs are also expensive for States to
 15 run and they distract law enforcement efforts from
 16 priorities related to public safety. License suspen-
 17 sions may also be unconstitutional if the license was
 18 suspended before the judge determined the defend-
 19 ant had the ability to pay the criminal justice debt.”.

20 **SEC. 3. GRANTS FOR DRIVER’S LICENSES REINSTATEMENT**
 21 **PROGRAMS.**

22 Subpart 1 of part E of title I of the Omnibus Crime
 23 Control and Safe Streets Act of 1968 (34 U.S.C. 10151
 24 et seq.) is amended—

1 (1) in section 501(a) (34 U.S.C. 10152(a)), by
2 adding at the end the following:

3 ~~“(3) GRANTS FOR DRIVER’S LICENSE REIN-~~
4 ~~STATEMENT PROGRAMS.—~~

5 ~~“(A) IN GENERAL.—~~In addition to grants
6 made under paragraph (1), the Attorney Gen-
7 eral may make grants to States described in
8 subparagraph (B) to cover costs incurred by the
9 State to reinstate driver’s licenses previously
10 suspended for unpaid fines and fees.

11 ~~“(B) STATES DESCRIBED.—~~A State de-
12 scribed in this subparagraph is a State that—

13 ~~“(i) does not have in effect any State~~
14 ~~or local law that permits—~~

15 ~~“(I) the suspension or revocation~~
16 ~~of, or refusal to renew, a driver’s li-~~
17 ~~cence of an individual based on the in-~~
18 ~~dividual’s failure to pay a civil or~~
19 ~~criminal fine or fee; or~~

20 ~~“(II) the refusal to renew the~~
21 ~~registration of a motor vehicle based~~
22 ~~on the owner’s failure to pay a civil or~~
23 ~~criminal fine or fee; and~~

24 ~~“(ii) during the 3-year period ending~~
25 ~~on the date on which the State applies for~~

1 or receives a grant under this paragraph,
2 has repealed a State or local law that per-
3 mitted the suspension or revocation of, or
4 refusal to renew, driver's licenses or the
5 registration of a motor vehicle based on
6 the failure to pay civil or criminal fines or
7 fees.

8 “(C) CRITERIA.—The Attorney General
9 shall award grants under this section to eligible
10 States that submit a plan to reinstate driver's
11 licenses previously suspended for unpaid fines
12 and fees—

13 “(i) to maximize the number of indi-
14 viduals with suspended driver's licenses eli-
15 gible to have driving privileges reinstated
16 or regained;

17 “(ii) to provide assistance to individ-
18 uals living in areas where public transpor-
19 tation options are limited; and

20 “(iii) to ease the burden on States
21 where the State or local law described in
22 subparagraph (B) was in effect during the
23 3-year period ending on the date on which
24 a State applies for a grant under this
25 paragraph in accordance with section 502.

1 “(D) AMOUNT.—Each grant awarded
2 under this paragraph shall be not greater than
3 5 percent of the amount allocated to the State
4 in accordance with the formula established
5 under section 505.

6 “(E) REPORT.—Not later than 1 year
7 after the date on which a grant is made to a
8 State under this paragraph, the State shall sub-
9 mit to the Attorney General a report that de-
10 scribes the program implemented under sub-
11 paragraph (A), including with respect to—

12 “(i) the population served by the pro-
13 gram;

14 “(ii) the number of driver’s licenses
15 reinstated under the program; and

16 “(iii) all costs to the State of the pro-
17 gram, including how the grants under this
18 paragraph were spent to defray such
19 costs.”; and

20 (2) in section 508—

21 (A) by striking “There” and inserting “(a)
22 In General.—There”; and

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

24 “(b) DRIVER’S LICENSE REINSTATEMENT PRO-
25 GRAMS.—There is authorized to be appropriated to carry

1 out section 501(a)(3) \$20,000,000 for each of fiscal years
 2 2021 through 2025.”.

3 **SEC. 4. GAO STUDY.**

4 (a) **STUDY.**—The Comptroller General of the United
 5 States shall conduct a study of the implementation of the
 6 grant program in paragraph (3) of section 501(a) of the
 7 Omnibus Crime Control and Safe Streets Act of 1968 (34
 8 U.S.C. 10152(a)), as added by section 3(a) of this Act,
 9 that—

10 (1) includes what is known about the effect of
 11 repealing State laws, in selected States, that had
 12 permitted the suspension or revocation of, or refusal
 13 to renew, driver’s licenses or the registration of a
 14 motor vehicle based on the failure to pay civil or
 15 criminal fines or fees, including such factors, to the
 16 extent information is available, as—

17 (A) the collection of fines and fees;

18 (B) the usage of law enforcement re-
 19 sources;

20 (C) economic mobility and unemployment;

21 (D) rates of enforcement of traffic safety
 22 laws through the tracking of number of sum-
 23 monses and violations issued (including those
 24 related to automated enforcement technologies);

1 ~~(E)~~ the use of suspensions for public safe-
2 ty-related reasons (including reckless driving,
3 speeding, and driving under the influence);

4 ~~(F)~~ safety-critical traffic events (including
5 in localities with automated enforcement pro-
6 grams);

7 ~~(G)~~ the rates of license suspensions and
8 proportion of unlicensed drivers;

9 ~~(H)~~ racial and geographic disparities; and

10 ~~(I)~~ administrative costs (including costs as-
11 sociated with the collection of fines and fees
12 and with the reinstatement of driver's licenses);
13 and

14 ~~(2)~~ includes what is known about—

15 ~~(A)~~ existing alternatives to driver's license
16 suspension as methods of enforcement and col-
17 lection of unpaid fines and fees; and

18 ~~(B)~~ existing alternatives to traditional driv-
19 er's license suspension for certain kinds of un-
20 safe driving, including models that allow drivers
21 to continue to drive legally while pursuing driv-
22 er improvement opportunities.

23 (b) REPORT.—Not later than 2 years after the date
24 of enactment of this Act, the Comptroller General of the
25 United States shall submit to the Committee on the Judi-

1 ciary and the Committee on Environment and Public
2 Works of the Senate and the Committee on the Judiciary
3 and the Committee on Transportation and Infrastructure
4 a report on the study required under subsection (a).

5 **SECTION 1. SHORT TITLE.**

6 *This Act may be cited as the “Driving for Opportunity*
7 *Act of 2021”.*

8 **SEC. 2. FINDINGS.**

9 *Congress finds the following:*

10 *(1) Driving a vehicle is an essential aspect of the*
11 *daily lives of most people in the United States.*

12 *(2) Driving is often required to access jobs and*
13 *healthcare, take care of family, get groceries, and ful-*
14 *fill other basic responsibilities.*

15 *(3) In many small cities, towns, and rural areas*
16 *that do not have public transportation and ride-*
17 *sharing alternatives, driving is often the only realistic*
18 *means of transportation.*

19 *(4) Even in cities with public transportation*
20 *and ridesharing options, individuals vulnerable to in-*
21 *fection during the COVID–19 pandemic and those*
22 *complying with public health guidance regarding so-*
23 *cial distancing are increasingly reliant on driving as*
24 *their primary means of transportation for essential*
25 *travel.*

1 (5) *In the United States, millions of Americans*
2 *have had their driver’s licenses suspended for unpaid*
3 *court fines and fees.*

4 (6) *A person whose driver’s license is suspended*
5 *or revoked for unpaid fines and fees will often find*
6 *it more difficult to earn a living and therefore pay*
7 *the debt owed to the government.*

8 (7) *The barrier to employment posed by driver’s*
9 *license suspensions and revocations for unpaid fines*
10 *and fees is especially problematic during the COVID–*
11 *19 pandemic, when the unemployment rate is the*
12 *highest it has been since the Great Depression.*

13 (8) *Drunk and dangerous driving are some of the*
14 *leading causes of death and serious bodily injury in*
15 *the United States, and promoting safety on the roads*
16 *is a legitimate, necessary, and core governmental*
17 *function. Suspending a license for unsafe driving con-*
18 *duct presents different considerations than suspending*
19 *a license for unpaid fines and fees. Suspending a li-*
20 *cence for unsafe driving is an appropriate tool to pro-*
21 *tect public safety. Policymakers also may consider al-*
22 *ternatives to suspension of a license for unsafe driving*
23 *such as ignition interlock device programs.*

24 (9) *According to the National Highway Traffic*
25 *Safety Administration, every year on average, over*

1 34,000 people are killed and 2,400,000 more people
2 are injured in motor vehicle crashes. Some of the
3 major causes of these crashes include speeding, im-
4 paired driving, and distracted driving. Nearly half of
5 passenger vehicle occupants killed in crashes are unre-
6 strained. The societal harm caused by motor vehicle
7 crashes has been valued at \$836,000,000,000 annu-
8 ally. The enactment of, enforcement of, and education
9 regarding traffic laws are key to addressing unsafe
10 behavior and promoting public safety.

11 (10) However, most driver's license suspensions
12 are not based on the need to protect public safety.

13 (11) In the State of Florida, 1,100,000 residents
14 received a suspension notice for unpaid fines and fees
15 in 2017 alone.

16 (12) Between 2010 and 2017, all but 3 States in-
17 creased the amount of fines and fees for civil and
18 criminal violations.

19 (13) In the United States, 40 percent of all driv-
20 er's license suspensions are issued for conduct that
21 was unrelated to driving.

22 (14) In 2015, the State of Washington calculated
23 that State troopers spent 70,848 hours dealing with
24 license suspensions for non-driving offenses.

1 (15) *The American Association of Motor Vehicle*
2 *Administrators estimated that arresting a person for*
3 *driving with a suspended license can take 9 hours of*
4 *an officer’s time, including waiting for a tow truck,*
5 *transporting an individual to jail, filling out paper-*
6 *work, making a court appearance, and other adminis-*
7 *trative duties and accordingly Washington State Pa-*
8 *trol Chief John Batiste called non-driving suspensions*
9 *a “drain on the system as a whole”.*

10 (16) *The Colorado Department of Motor Vehicles*
11 *determined that suspending driver’s licenses for of-*
12 *fenses unrelated to driving consumed 8,566 hours per*
13 *year of staff time in the Department.*

14 (17) *Many States impose a significant fee for re-*
15 *instating a suspended driver’s license, such as Ala-*
16 *bama, where the fee is \$275.*

17 (18) *Driving on a suspended license is one of the*
18 *most common criminal charges in jurisdictions across*
19 *the country.*

20 (19) *Seventy-five percent of those with suspended*
21 *licenses report continuing to drive.*

22 (20) *It is more likely that those people are also*
23 *driving without insurance due to the costs and re-*
24 *strictions associated with obtaining auto insurance on*
25 *a suspended license, thereby placing a greater finan-*

1 *cial burden on other drivers when a driver with a*
2 *suspended license causes an accident.*

3 *(21) The American Association of Motor Vehicle*
4 *Administrators has concluded the following: “Drivers*
5 *who have been suspended for social non-conformance-*
6 *related offenses are often trapped within the system.*
7 *Some cannot afford to pay the original fines, and*
8 *may lose their ability to legally get to and from work*
9 *as a result of the suspension. Many make the decision*
10 *to drive while suspended. The suspension results in*
11 *increased financial obligations through new require-*
12 *ments such as reinstatement fees, court costs, and*
13 *other penalties. While there is a clear societal interest*
14 *in keeping those who are unfit to drive off the roads,*
15 *broadly restricting licenses for violations unrelated to*
16 *an individual’s ability to drive safely may do more*
17 *harm than good. This is especially true in areas of*
18 *the country that lack alternative means of transpor-*
19 *tation. For those individuals, a valid driver license*
20 *can be a means to survive. Local communities, em-*
21 *ployers, and employees all experience negative con-*
22 *sequences as a result of social non-conformity suspen-*
23 *sions, including unemployment, lower wages, fewer*
24 *employment opportunities and hiring choices, and in-*
25 *creased insurance costs.”.*

1 (22) *A report by the Harvard Law School*
2 *Criminal Justice Policy Program concluded the fol-*
3 *lowing: “The suspension of a driver’s or professional*
4 *license is one of the most pervasive poverty traps for*
5 *poor people assessed a fine that they cannot afford to*
6 *pay. The practice is widespread. Nearly 40 percent of*
7 *license suspensions nationwide stem from unpaid*
8 *finances, missed child support payments, and drug of-*
9 *fenses—not from unsafe or intoxicated driving or fail-*
10 *ing to obtain automotive insurance. Suspension of a*
11 *driver’s or professional licenses is hugely counter-*
12 *productive; it punishes non-payment by taking away*
13 *a person’s means for making a living. License suspen-*
14 *sion programs are also expensive for States to run*
15 *and they distract law enforcement efforts from prior-*
16 *ities related to public safety. License suspensions may*
17 *also be unconstitutional if the license was suspended*
18 *before the judge determined the defendant had the*
19 *ability to pay the criminal justice debt.”.*

20 **SEC. 3. GRANTS FOR DRIVER’S LICENSES REINSTATEMENT**
21 **PROGRAMS.**

22 *Subpart 1 of part E of title I of the Omnibus Crime*
23 *Control and Safe Streets Act of 1968 (34 U.S.C. 10151 et*
24 *seq.) is amended—*

1 (1) *in section 501(a) (34 U.S.C. 10152(a)), by*
2 *adding at the end the following:*

3 “(3) *GRANTS FOR DRIVER’S LICENSE REINSTATE-*
4 *MENT PROGRAMS.—*

5 “(A) *IN GENERAL.—In addition to grants*
6 *made under paragraph (1), the Attorney General*
7 *may make grants to States described in subpara-*
8 *graph (B) to cover costs incurred by the State to*
9 *reinstate or renew driver’s licenses or motor vehi-*
10 *cle registrations previously suspended, revoked,*
11 *or failed to be renewed for unpaid civil or crimi-*
12 *nal fines or fees.*

13 “(B) *STATES DESCRIBED.—A State de-*
14 *scribed in this subparagraph is a State that—*

15 “(i) *does not have in effect any State*
16 *or local law that permits—*

17 “(I) *the suspension or revocation*
18 *of, or refusal to renew, a driver’s li-*
19 *cence of an individual based on the in-*
20 *dividual’s failure to pay a civil or*
21 *criminal fine or fee; or*

22 “(II) *the refusal to renew the reg-*
23 *istration of a motor vehicle based on*
24 *the owner’s failure to pay a civil or*
25 *criminal fine or fee; and*

1 “(ii) during the 3-year period ending
2 on the date on which the State applies for
3 or receives a grant under this paragraph,
4 has repealed a State or local law that per-
5 mitted the suspension or revocation of, or
6 refusal to renew, driver’s licenses or the reg-
7 istration of a motor vehicle based on the
8 failure to pay civil or criminal fines or fees.

9 “(C) CRITERIA.—The Attorney General
10 shall award grants under this paragraph to
11 States described in subparagraph (B) that sub-
12 mit a plan to reinstate or renew driver’s licenses
13 or motor vehicle registrations previously sus-
14 pended, revoked, or failed to be renewed for un-
15 paid civil or criminal fines or fees—

16 “(i) to maximize the number of indi-
17 viduals with suspended or revoked driver’s
18 licenses or motor vehicle registrations eligi-
19 ble to have driving privileges reinstated or
20 regained;

21 “(ii) to provide assistance to individ-
22 uals living in areas where public transpor-
23 tation options are limited; and

24 “(iii) to ease the burden on States
25 where the State or local law described in

1 *subparagraph (B)(ii) was in effect during*
2 *the 3-year period ending on the date on*
3 *which a State applies for a grant under this*
4 *paragraph in accordance with section 502.*

5 *“(D) AMOUNT.—Each grant awarded under*
6 *this paragraph shall be not greater than 5 per-*
7 *cent of the amount allocated to the State in ac-*
8 *cordance with the formula established under sec-*
9 *tion 505.*

10 *“(E) REPORT.—Not later than 1 year after*
11 *the date on which a grant is made to a State*
12 *under this paragraph, the State shall submit to*
13 *the Attorney General a report that describes the*
14 *actions of the State to carry out activities de-*
15 *scribed in subparagraph (A), including with re-*
16 *spect to—*

17 *“(i) the population served by the pro-*
18 *gram;*

19 *“(ii) the number of driver’s licenses*
20 *and motor vehicle registrations reinstated or*
21 *renewed under the program; and*

22 *“(iii) all costs to the State of the pro-*
23 *gram, including how the grants under this*
24 *paragraph were spent to defray such costs.”;*
25 *and*

1 (2) *in section 508—*

2 (A) *by striking “There” and inserting “(a)*

3 *IN GENERAL.—There”;* and

4 (B) *by adding at the end the following:*

5 “(b) *DRIVER’S LICENSE REINSTATEMENT PRO-*

6 *GRAMS.—There is authorized to be appropriated to carry*

7 *out section 501(a)(3) \$10,000,000 for each of fiscal years*

8 *2022 through 2026.”.*

9 **SEC. 4. GAO STUDY.**

10 (a) *STUDY.—The Comptroller General of the United*

11 *States shall conduct a study of the implementation of the*

12 *grant program in paragraph (3) of section 501(a) of the*

13 *Omnibus Crime Control and Safe Streets Act of 1968 (34*

14 *U.S.C. 10152(a)), as added by section 3(a) of this Act,*

15 *that—*

16 (1) *includes what is known about the effect of re-*

17 *pealing State laws, in selected States, that had per-*

18 *mitted the suspension or revocation of, or refusal to*

19 *renew, driver’s licenses or the registration of a motor*

20 *vehicle based on the failure to pay civil or criminal*

21 *finances or fees, including such factors, to the extent in-*

22 *formation is available, as—*

23 (A) *the collection of fines and fees;*

24 (B) *the usage of law enforcement resources;*

25 (C) *economic mobility and unemployment;*

1 (D) rates of enforcement of traffic safety
2 laws through the tracking of number of sum-
3 monses and violations issued (including those re-
4 lated to automated enforcement technologies);

5 (E) the use of suspensions for public safety-
6 related reasons (including reckless driving,
7 speeding, and driving under the influence);

8 (F) safety-critical traffic events (including
9 in localities with automated enforcement pro-
10 grams);

11 (G) the rates of license suspensions and pro-
12 portion of unlicensed drivers;

13 (H) racial and geographic disparities; and

14 (I) administrative costs (including costs as-
15 sociated with the collection of fines and fees and
16 with the reinstatement of driver's licenses); and

17 (2) includes what is known about—

18 (A) existing alternatives to driver's license
19 suspension as methods of enforcement and collec-
20 tion of unpaid fines and fees; and

21 (B) existing alternatives to traditional driv-
22 er's license suspension for certain kinds of unsafe
23 driving, including models that allow drivers to
24 continue to drive legally while pursuing driver
25 improvement opportunities.

1 **(b) REPORT.**—Not later than 2 years after the date
2 of enactment of this Act, the Comptroller General of the
3 United States shall submit to the Committee on the Judici-
4 ary and the Committee on Environment and Public Works
5 of the Senate and the Committee on the Judiciary and the
6 Committee on Transportation and Infrastructure a report
7 on the study required under subsection (a).

8 **SEC. 5. REPEAL.**

9 **(a) IN GENERAL.**—Section 159 of title 23, United
10 States Code, is repealed.

11 **(b) CLERICAL AMENDMENT.**—The analysis for chapter
12 1 of title 23, United States Code, is amended by striking
13 the item relating to section 159.

Calendar No. 260

117TH CONGRESS
2^D SESSION
S. 998

A BILL

To provide grants to States that do not suspend, revoke, or refuse to renew a driver's license of a person or refuse to renew a registration of a motor vehicle for failure to pay a civil or criminal fine or fee, and for other purposes.

FEBRUARY 3, 2022

Reported with an amendment