IN THE SENATE OF THE UNITED STATES

Mr. BLUMENTHAL introduced the following bill; which was read twice and referred to the Committee on

A BILL

To direct the Secretary of Transportation to promulgate a Federal motor vehicle safety standard to reduce the incidence of child injury and death occurring during low-speed incidents involving motor vehicles, and for other purposes.

Be it enacted by the Senate and House of Representa-
tives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Standards To Prevent Frontovers Act of 2022” or the “STOP Frontovers Act of 2022”.
SEC. 2. DEFINITIONS.

In this Act:

(1) BACKOVER.—The term “backover” means a low-speed incident where a non-occupant of a motor vehicle is struck by the motor vehicle moving in reverse.

(2) MOTOR VEHICLE.—

(A) IN GENERAL.—The term “motor vehicle” has the meaning given the term in section 30102(a) of title 49, United States Code.

(B) EXCLUSIONS.—The term “motor vehicle” does not include—

(i) a motorcycle or a trailer (as those terms are defined in section 571.3 of title 49, Code of Federal Regulations (or a successor regulation)); or

(ii) any motor vehicle that is rated at more than 26,000 pounds gross vehicular weight.

(3) OBJECT.—The term “object” means—

(A) a motor vehicle;

(B) a pedestrian, bicyclist, or other vulnerable road user;

(C) a wheelchair or assistive device user;

(D) a micromobility or motorcycle rider;

(E) a pet; and
(F) any other individual, animal, or equipment, as determined by the Secretary.

(4) SECRETARY.—The term “Secretary” means the Secretary of Transportation.

SEC. 3. FORWARD VISIBILITY AND PERCEPTION RULE-MAKING.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Secretary shall initiate a rulemaking to promulgate a Federal motor vehicle safety standard under section 30111 of title 49, United States Code, that requires a perception zone in front of a motor vehicle that enables the driver of the motor vehicle to detect, and appropriately respond to, objects in front of the motor vehicle to reduce death and injury resulting from frontovers or low-speed forward-moving vehicle incidents.

(b) CONSIDERATIONS.—

(1) TECHNOLOGY NEUTRAL.—The motor vehicle safety standard described in subsection (a) may be met by the provision of sensors, cameras, or other technology to expand the perception zone of a driver.

(2) DIFFERING REQUIREMENTS.—The Secretary may prescribe different requirements for different types of motor vehicles in the motor vehicle safety standard described in subsection (a), subject to the condition that the standard requires, with re-
spect to each motor vehicle type, a perception zone that enables the driver of the applicable motor vehicle to detect, and appropriately respond to, objects in front of the motor vehicle to reduce death and injury resulting from frontovers or low-speed forward-moving vehicle incidents.

(c) REQUIREMENT.—The motor vehicle safety standard described in subsection (a) shall—

(1) include a forward perception standard that includes frontover and low-speed forward-moving vehicle incidents; and

(2) define “frontover”.

(d) TIMELINE.—

(1) IN GENERAL.—Not later than 1 year after the date on which the rulemaking is initiated under subsection (a), the Secretary shall promulgate the final motor vehicle safety standard described in that subsection.

(2) FULL COMPLIANCE.—Not later than 2 years after the date on which the final motor vehicle safety standard is promulgated under paragraph (1), the Secretary shall require full compliance with that final motor vehicle safety standard.

(3) PHASE-IN PERIOD.—
(A) IN GENERAL.—The Secretary may establish a phase-in period for compliance with the motor vehicle safety standard promulgated under paragraph (1).

(B) PHASE-IN PRIORITIES.—

(i) IN GENERAL.—In establishing a phase-in period under subparagraph (A), the Secretary shall consider whether to require the phase-in according to different types of motor vehicles based on data demonstrating the frequency by which various types of motor vehicles have been involved in frontovers or low-speed forward-moving vehicle incidents resulting in injury or death.

(ii) REGULATIONS REQUIRED.—If the Secretary determines under clause (i) that any type of motor vehicle should be given priority for the phase-in period established under subparagraph (A), the Secretary shall promulgate regulations that specify—

(I) the 1 or more types of motor vehicles that shall be phased-in first; and
(II) the percentages by which those motor vehicles shall be phased-in.

(e) Report to Congress.—Not later than 2 years after the date of enactment of this Act, and every 90 days thereafter, if the final motor vehicle safety standard described in subsection (a) has not been promulgated in accordance with the requirements of this section, the Secretary shall submit to Congress a report on—

(1) the reasons for the delay in promulgating that motor vehicle safety standard; and

(2) the steps being taken by the Secretary—

(A) to address those reasons; and

(B) to promulgate that motor vehicle safety standard.

SEC. 4. UPDATES TO THE NON-TRAFFIC SURVEILLANCE SYSTEM.

(a) In General.—The Secretary shall include an element for a frontover and an element for a backover in the data maintained, and the summary reports published from that data, under the Non-Traffic Surveillance (NTS) System of the National Highway Traffic Safety Administration.

(b) Other Reporting Considerations.—In addition to the requirement under subsection (a), the Sec-
1 secretary may consider other mechanisms to help inform re-
2 porting relating to frontovers and backovers, including
3 changes to State crash report data requirements or other
4 reporting systems.