

117TH CONGRESS
1ST SESSION

S. 1331

To require the Secretary of Transportation, acting through the Administrator of the National Highway Traffic Safety Administration, to prescribe a Federal motor vehicle safety standard for advanced drunk and impaired driving prevention technology, and for other purposes.

IN THE SENATE OF THE UNITED STATES

APRIL 22, 2021

Mr. LUJÁN (for himself and Mr. SCOTT of Florida) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To require the Secretary of Transportation, acting through the Administrator of the National Highway Traffic Safety Administration, to prescribe a Federal motor vehicle safety standard for advanced drunk and impaired driving prevention technology, 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 “Reduce Impaired Driv-
5 ing for Everyone Act of 2021” or the “RIDE Act of
6 2021”.

1 **SEC. 2. FINDINGS.**

2 Congress finds that—

3 (1) alcohol-impaired driving fatalities represent
4 approximately $\frac{1}{3}$ of all highway fatalities in the
5 United States each year;

6 (2) in 2019, there were 10,142 alcohol-impaired
7 driving fatalities in the United States involving driv-
8 ers with a blood alcohol concentration level of .08 or
9 higher, and 68 percent of the crashes that resulted
10 in those fatalities involved a driver with a blood alco-
11 hol concentration level of .15 or higher;

12 (3) the estimated economic cost for alcohol-im-
13 paired driving in 2010 was \$44,000,000,000;

14 (4) according to the Insurance Institute for
15 Highway Safety, advanced drunk and impaired driv-
16 ing prevention technology can prevent more than
17 9,400 alcohol-impaired driving fatalities annually;
18 and

19 (5) to ensure the prevention of alcohol-impaired
20 driving fatalities, advanced drunk and impaired driv-
21 ing prevention technology must be standard equip-
22 ment in all new passenger motor vehicles.

23 **SEC. 3. DEFINITIONS.**

24 In this Act:

25 (1) **ADVANCED DRUNK AND IMPAIRED DRIVING**
26 **PREVENTION TECHNOLOGY.**—The term “advanced

1 drunk and impaired driving prevention technology”
 2 means a system that can—

3 (A)(i) passively monitor the performance of
 4 a driver of a motor vehicle to accurately identify
 5 whether that driver may be impaired; and

6 (ii) prevent or limit motor vehicle operation
 7 if an impairment is detected; or

8 (B)(i) passively and accurately detect
 9 whether the blood alcohol concentration of a
 10 driver of a motor vehicle is above the legal limit
 11 for blood alcohol concentration of the jurisdic-
 12 tion in which the vehicle is located; and

13 (ii) prevent or limit motor vehicle operation
 14 if a blood alcohol concentration above the legal
 15 limit is detected.

16 (2) NEW.—The term “new”, with respect to a
 17 passenger motor vehicle, means that the passenger
 18 motor vehicle—

19 (A) is a new vehicle (as defined in section
 20 37.3 of title 49, Code of Federal Regulations
 21 (or a successor regulation)); and

22 (B) has not been purchased for purposes
 23 other than resale.

24 (3) PASSENGER MOTOR VEHICLE.—The term
 25 “passenger motor vehicle” has the meaning given

1 the term in section 32101 of title 49, United States
2 Code.

3 (4) SECRETARY.—The term “Secretary” means
4 the Secretary of Transportation, acting through the
5 Administrator of the National Highway Traffic Safe-
6 ty Administration.

7 **SEC. 4. ADVANCED DRUNK AND IMPAIRED DRIVING PRE-**
8 **VENTION TECHNOLOGY SAFETY STANDARD.**

9 (a) IN GENERAL.—Subject to subsection (c) and not
10 later than 2 years after the date of enactment of this Act,
11 the Secretary shall issue a final rule prescribing a Federal
12 motor vehicle safety standard under section 30111 of title
13 49, United States Code, that requires passenger motor ve-
14 hicles manufactured after the effective date of that stand-
15 ard to be equipped with advanced drunk and impaired
16 driving prevention technology.

17 (b) REQUIREMENTS.—

18 (1) LEAD TIME.—The compliance date of the
19 rule issued under subsection (a) shall be not more
20 than 2 model years after the effective date of that
21 rule.

22 (2) TECHNICAL CAPABILITY.—Any advanced
23 drunk and impaired driving prevention technology
24 required for new passenger motor vehicles under
25 subsection (a) that measures blood alcohol con-

1 centration shall use the adult legal limit for blood al-
2 cohol concentration of the jurisdiction in which the
3 passenger motor vehicle is located.

4 (c) TIMING.—If the Secretary determines that the
5 Federal motor vehicle safety standard required under sub-
6 section (a) cannot meet the requirements and consider-
7 ations described in subsections (a) and (b) of section
8 30111 of title 49, United States Code, by the applicable
9 date, the Secretary—

10 (1) may extend the time period to such date as
11 the Secretary determines to be necessary, but not
12 later than the date that is 3 years after the date de-
13 scribed in subsection (a); and

14 (2) shall, not later than the date described in
15 subsection (a) and not less frequently than annually
16 thereafter until the date on which the rule under
17 that subsection is issued, submit to the Committee
18 on Commerce, Science, and Transportation of the
19 Senate and the Committee on Energy and Com-
20 merce of the House of Representatives a report de-
21 scribing, as of the date of submission of the report—

22 (A) the reasons for not prescribing a Fed-
23 eral motor vehicle safety standard under section
24 30111 of title 49, United States Code, that re-
25 quires advanced drunk and impaired driving

1 prevention technology in all new passenger
2 motor vehicles;

3 (B) the deployment of advanced drunk and
4 impaired driving prevention technology in vehi-
5 cles;

6 (C) any information relating to the ability
7 of vehicle manufacturers to include advanced
8 drunk and impaired driving prevention tech-
9 nology in new passenger motor vehicles; and

10 (D) an anticipated timeline for prescribing
11 the Federal motor vehicle safety standard de-
12 scribed in subsection (a).

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