

119TH CONGRESS  
1ST SESSION

# H. R. 6704

To direct the Secretary of Transportation to establish a competition to accelerate vehicle integration of passive, anti-drunk driving technology, with a cash prize awarded to an entity that demonstrates technology that is ready for integration into passenger motor vehicles, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

DECEMBER 15, 2025

Ms. GILLEN (for herself, Mr. LAWLER, and Mrs. DINGELL) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

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## A BILL

To direct the Secretary of Transportation to establish a competition to accelerate vehicle integration of passive, anti-drunk driving technology, with a cash prize awarded to an entity that demonstrates technology that is ready for integration into passenger motor vehicles, 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 “Drunk Driving Preven-  
5 tion and Enforcement Act of 2025”.

1 **SEC. 2. FINDINGS AND PURPOSE.**

2 (a) FINDINGS.—Congress finds the following:

3 (1) Alcohol-impaired driving is a leading cause  
4 of death and injury on our nation’s roadways, with  
5 more than 12,000 people killed every year and hun-  
6 dreds of thousands seriously injured in drunk driv-  
7 ing crashes annually. These deaths and injuries are  
8 100 percent preventable.

9 (2) Congress has directed the integration of  
10 passive, advanced anti-drunk driving in-vehicle tech-  
11 nology into all new passenger motor vehicles under  
12 Section 24220 of the Infrastructure Investment and  
13 Jobs Act (Public Law 117–58).

14 (3) Accelerated deployment are needed to bring  
15 forward passive, consumer-ready vehicle-integrated  
16 technologies designed to prevent drunk driving.

17 (4) Public-private innovation prize competitions  
18 have proven effective in spurring rapid advance-  
19 ments and breakthroughs in science, engineering,  
20 safety and technology.

21 (b) PURPOSE.—The purpose of this Act is to estab-  
22 lish a competitive prize award program to incentivize de-  
23 ployment of effective, passive, anti-drunk driving tech-  
24 nology that is consumer-ready for integration into pas-  
25 senger motor vehicles.

1 **SEC. 3. ESTABLISHMENT OF PRIZE COMPETITION.**

2 (a) **AUTHORITY.**—The Secretary of Transportation,  
3 acting through the Administrator of the National Highway  
4 Traffic Safety Administration shall carry out a program  
5 on a competitive basis to award a cash prize that the Sec-  
6 retary determines is appropriate to recognize outstanding  
7 achievement in the development of passive, advanced anti-  
8 drunk driving technology to—

9 (1) implement the adoption of breath-based,  
10 touch-based, or other sensor technology to prevent  
11 drivers with a blood alcohol concentration at or  
12 above the legal limit from operating a vehicle; or

13 (2) install consumer-ready, passive, advanced  
14 anti-drunk driving technologies in vehicles to elimi-  
15 nate drunk driving.

16 (b) **COMPETITION REQUIREMENTS.**—The program  
17 established under subsection (a) shall—

18 (1) use a competitive process for the selection  
19 of a recipient of a cash prize;

20 (2) include the widely advertised solicitation of  
21 submissions;

22 (3) make available a prize purse of not less  
23 than \$45,000,000 to be awarded to the winner of  
24 the competition who is able to demonstrate con-  
25 sumer-ready, passive, advanced anti-drunk driving  
26 technology for vehicle integration; and

1           (4) be open to individuals, private sector enti-  
2           ties, nonprofit organizations, academic institutions,  
3           and consortia thereof.

4           (c) RELATIONSHIP TO OTHER AUTHORITY.—The  
5           program established under subsection (a) may be carried  
6           out in conjunction with, or in addition to, the exercise of  
7           any other authority of the Department of Transportation.

8           (d) AUTHORIZATION OF APPROPRIATIONS.—For the  
9           purposes of carrying out this Act, including the prize  
10          purse, administration, evaluation, and outreach, there is  
11          authorized to be appropriated out of the Highway Trust  
12          Fund (other than the Mass Transit Account) \$50,000,000  
13          to remain available until expended, except that such  
14          amount may not be expended after the last day of fiscal  
15          year 2028.

16          (e) CONGRESSIONAL NOTICE.—

17                 (1) IN GENERAL.—Not later than 15 days after  
18                 a cash prize has been awarded under this section,  
19                 the Secretary shall submit to the Committee on Ap-  
20                 propriations and the Committee on Transportation  
21                 and Infrastructure of the House of Representatives  
22                 and the Committee on Appropriations and the Com-  
23                 mittee of Commerce, Science, and Transportation of  
24                 the Senate written notice of such award.

1           (2) CONTENTS.—Each notice submitted under  
2 paragraph (1) shall include—

3           (A) a description of the technology devel-  
4 opment for which the cash prize was awarded;

5           (B) the outcomes and benefits that the  
6 competition winner anticipates generating; and

7           (C) recommendations for further accel-  
8 erating deployment of anti-drunk driving tech-  
9 nology.

10       (f) REPORTING REQUIREMENT.—Not later than 3  
11 years after the date of enactment of this Act, the Sec-  
12 retary shall submit to the Committee on Appropriations  
13 and the Committee on Transportation and Infrastructure  
14 of the House of Representatives and the Committee on  
15 Appropriations and the Committee of Commerce, Science,  
16 and Transportation of the Senate a report that contains—

17           (1) details on the results of the program; and

18           (2) additional steps the Department can take to  
19 ensure vehicle integration continues at a rapid pace,  
20 including through implementation of section 24220  
21 of the Infrastructure Investment and Jobs Act (Pub-  
22 lic Law 117–58).

1 **SEC. 4. NHTSA TRAFFIC SAFETY ENFORCEMENT CENTER**  
2 **OF EXCELLENCE.**

3 (a) IN GENERAL.—Not later than 1 year after the  
4 date of enactment of this Act, the Secretary of Transpor-  
5 tation shall establish a Traffic Safety Enforcement Center  
6 of Excellence within the Department of Transportation,  
7 to provide leadership and technical assistance to States  
8 and law enforcement agencies to maximize efficient and  
9 effective ways to conduct traffic safety enforcement of haz-  
10 ardous driving behaviors with the goal to reduce fatalities  
11 and injuries on the roads of the United States.

12 (b) DUTIES.—The Traffic Safety Enforcement Cen-  
13 ter of Excellence established under subsection (a) shall—

14 (1) serve as a central location within the De-  
15 partment of Transportation for expertise in traffic  
16 safety enforcement;

17 (2) provide State highway safety offices and law  
18 enforcement agencies across the country with cen-  
19 tralized expertise, tools, and support;

20 (3) promote evidence-based strategies on what  
21 works in hazardous driving behavior enforcement,  
22 including targeted, cost-effective drunk-driving pa-  
23 trols, speed enforcement best practices, and coordi-  
24 nated traffic safety campaigns proven to reduce  
25 roadway fatalities and injuries;

1           (4) establish best-practice protocols for enforce-  
2           ment operations, with the goal of improving out-  
3           comes based on data and research;

4           (5) develop and deliver standardized training on  
5           the use of data for hot spot detection, drug-impaired  
6           driving enforcement strategies, speed management,  
7           and other risk mitigation of death and injury on  
8           public roads;

9           (6) assist States and agencies in using real-time  
10          data systems to identify high-crash corridors and  
11          target enforcement resources in the most efficient  
12          ways;

13          (7) help agencies assess current enforcement  
14          practices and identify gaps;

15          (8) provide recommendations for hazardous  
16          driving behavior enforcement plans based on crash  
17          data and local context;

18          (9) assist agencies in using limited resources  
19          more efficiently through data-driven deployment and  
20          risk-based enforcement;

21          (10) help States fully leverage programs under  
22          sections 402 and 405 of title 23, United States  
23          Code, by providing technical assistance on program  
24          development and design and outcome measurement  
25          tools;

1           (11) launch model demonstration projects in  
2 States or cities to test new roadside technologies,  
3 data-driven deployment models, new enforcement  
4 strategies (such as those targeting drug-impaired  
5 driving), and share results nationally to help with  
6 the adoption of effective tools;

7           (12) serve as a national convener for State  
8 highway safety offices, law enforcement agencies,  
9 traffic safety researchers, victims and survivors, and  
10 public health and traffic safety leaders;

11           (13) collaborate with, and provide support on,  
12 traffic safety enforcement to all operating adminis-  
13 trations of the Department of Transportation; and

14           (14) have a workforce composed of Department  
15 of Transportation employees, including direct hires  
16 or detailees from operating administrations of the  
17 Department of Transportation, Department of Jus-  
18 tice, and other Federal agencies.

19       (c) RULE OF CONSTRUCTION.—The Traffic Safety  
20 Enforcement Center of Excellence shall not supersede laws  
21 or regulations granting certification authorities to Oper-  
22 ating Administrations of the Department of Transpor-  
23 tation.

24       (d) REPORT ON STAFFING NEEDS.—Not later than  
25 90 days after the date of enactment of this Act, the Sec-

1 retary shall report to the Committee on Appropriations  
2 and the Committee on Transportation and Infrastructure  
3 of the House of Representatives and the Committee on  
4 Appropriations and the Committee of Commerce, Science,  
5 and Transportation of the Senate on staffing needs and  
6 the staffing plan for the Traffic Safety Enforcement Cen-  
7 ter of Excellence.

8 (e) AUTHORIZATION OF APPROPRIATIONS.—There is  
9 authorized to be appropriated out of the Highway Trust  
10 Fund (other than the Mass Transit Account) \$5,000,000  
11 for fiscal year 2026 and each fiscal year thereafter to  
12 carry out this section.

13 **SEC. 5. NATIONAL DRUG INVOLVED CRASH DATA COLLEC-**  
14 **TION SYSTEM.**

15 (a) PURPOSE.—The purpose of this section is to  
16 track and analyze the role of drugs in serious injury and  
17 fatal traffic crashes, supporting enforcement, prevention,  
18 and research.

19 (b) DEFINITIONS.—In this section:

20 (1) DRUG INVOLVED CRASH.—The term “drug  
21 involved crash” means a crash causing serious injury  
22 or death in which 1 or more drivers test positive for  
23 impairing substances other than alcohol.

24 (2) IMPAIRING SUBSTANCE.—The term “im-  
25 pairing substance” means prescription, over-the-

1 counter, controlled, or illicit psychoactive drugs af-  
2 fecting driving.

3 (3) STATE.—The term “State” means the 50  
4 States, the District of Columbia, Puerto Rico,  
5 Guam, the U.S. Virgin Islands, American Samoa,  
6 and the Northern Mariana Islands.

7 (c) ESTABLISHMENT.—The Administrator of the Na-  
8 tional Highway Traffic Safety Administration shall estab-  
9 lish a national drug involved crash data collection system  
10 to—

11 (1) collect standardized toxicology data from  
12 States for fatal and serious injury crashes;

13 (2) link crash data with medical, coroner, hos-  
14 pital, and emergency medical services records;

15 (3) provide model protocols for specimen collec-  
16 tion, testing, and reporting;

17 (4) operate sentinel sites in multiple States to  
18 pilot enhanced data collection; and

19 (5) report annually to Congress and the public  
20 on trends, substance types, and geographic patterns.

21 (d) STATE GRANTS.—

22 (1) IN GENERAL.—The Administrator may  
23 award grants to States for toxicology labs, specimen  
24 collection, training, data systems, and data linkage.

1           (2) PRIORITIZATION.—In awarding grants  
2 under paragraph (1), the Administrator shall  
3 prioritize States that contain high-fatality, rural, or  
4 underserved areas.

5           (3) NON-FEDERAL FUNDS.—The Administrator  
6 may require a non-Federal match from a State to be  
7 eligible for a grant under this subsection unless the  
8 State demonstrates hardship.

9           (e) IMPLEMENTATION TIMELINE.—

10           (1) MODEL PROTOCOLS.—Not later than 1 year  
11 after the date of enactment of this Act, the Adminis-  
12 trator shall publish the model protocols required  
13 under subsection (c)(3).

14           (2) SENTINEL SITES.—The Administrator shall  
15 ensure that the sentinel sites required under sub-  
16 section (c)(3) are operational not later than 2 years  
17 after the date of enactment of this Act.

18           (3) SUBMISSION OF DATA.—The Administrator  
19 shall ensure that the system established under this  
20 section has begun collecting standardized toxicology  
21 data from States for fatal and serious injury crashes  
22 beginning not later than 3 years after the date of  
23 enactment of this Act.

24           (f) PRIVACY PROTECTIONS.—Any data made avail-  
25 able to the public pursuant to this section shall be

1 deidentified before and used in compliance with Federal  
2 and State privacy laws, including the Health Insurance  
3 Portability and Accountability Act of 1996 (Public Law  
4 104–191), as applicable.

5 (g) AUTHORIZATION.—There is authorized to be ap-  
6 propriated out of the Highway Trust Fund (other than  
7 the Mass Transit Account) \$30,000,000 for each of fiscal  
8 years 2026 through 2031 to carry out this section.

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