

116TH CONGRESS
1ST SESSION

S. 2604

To require the Administrator of the National Highway Traffic Safety Administration to work with vehicle manufacturers, suppliers, and other interested parties to advance the technology developed by the Driver Alcohol Detection System for Safety Research Program, and for other purposes.

IN THE SENATE OF THE UNITED STATES

OCTOBER 16, 2019

Mr. UDALL (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 Administrator of the National Highway Traffic Safety Administration to work with vehicle manufacturers, suppliers, and other interested parties to advance the technology developed by the Driver Alcohol Detection System for Safety Research Program, 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 2019” or the “RIDE Act of
6 2019”.

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 2017, there were 10,874 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) the National Highway Traffic Safety Ad-
15 ministration has partnered with automobile manu-
16 facturers to develop alcohol detection technologies
17 that could be installed in vehicles to prevent drunk
18 driving; and

19 (5) the Federal Government has invested nearly
20 \$50,000,000 in advanced alcohol detection software,
21 and companies are actively pursuing solutions to the
22 significant problem of drunk driving.

23 **SEC. 3. ADVANCED DRUNK DRIVING PREVENTION TECH-**
24 **NOLOGY PROGRAM.**

25 (a) DEFINITIONS.—In this section:

1 (1) ADMINISTRATOR.—The term “Adminis-
2 trator” means the Administrator of the National
3 Highway Traffic Safety Administration.

4 (2) DADSS.—The term “DADSS” means the
5 Driver Alcohol Detection System for Safety Re-
6 search Program carried out through a public-private
7 partnership between the National Highway Traffic
8 Safety Administration and the Automotive Coalition
9 for Traffic Safety.

10 (3) NEW VEHICLE.—The term “new vehicle”
11 has the meaning given the term in section 37.3 of
12 title 49, Code of Federal Regulations (or a successor
13 regulation).

14 (b) TECHNOLOGY TRANSFER AND VEHICLE INTE-
15 GRATION.—

16 (1) IN GENERAL.—During fiscal years 2021
17 and 2022, the Administrator shall work directly with
18 vehicle manufacturers, suppliers, and other inter-
19 ested parties, including institutions of higher edu-
20 cation with expertise in automotive engineering, to
21 advance the technology developed by DADSS, and
22 other suitable advanced drunk driving prevention
23 technology, as determined by the Administrator,
24 with the goal of integrating the technology, at the
25 earliest practicable date, into new vehicles.

1 (2) FUNDING.—Any amounts made available to
2 carry out this subsection under subsection (h)(1)
3 shall be made available for the purposes described in
4 paragraph (1) pursuant to the existing cooperative
5 agreement entered into by the Administrator and the
6 Automotive Coalition for Traffic Safety to carry out
7 DADSS.

8 (c) DEMONSTRATION OF TECHNOLOGY IN FEDERAL
9 FLEETS.—

10 (1) IN GENERAL.—Beginning in fiscal year
11 2021, the Administrator shall work with the Admin-
12 istrator of General Services to demonstrate advanced
13 drunk driving prevention technology in not fewer
14 than 2,500 vehicles in Federal fleets.

15 (2) REQUIREMENTS.—In carrying out para-
16 graph (1), the Administrator shall ensure that the
17 fleet vehicles in which advanced drunk driving pre-
18 vention technology is demonstrated—

19 (A) are driven not less than 3 days per
20 week;

21 (B) are located in various regions in the
22 United States; and

23 (C) collectively include not more than three
24 make, model, and model year combinations.

1 (d) PILOT DEPLOYMENT OF PROTOTYPE ADVANCED
2 DRUNK DRIVING PREVENTION TECHNOLOGY IN NON-
3 FEDERAL FLEETS.—

4 (1) IN GENERAL.—To assist in the development
5 of, and to aid the creation of market demand for,
6 advanced drunk driving prevention technology, the
7 Administrator shall carry out a program to encour-
8 age the use of advanced drunk driving prevention
9 technology in—

10 (A) State and local government fleets; and

11 (B) private sector fleets.

12 (2) FUNDING.—

13 (A) IN GENERAL.—Out of any amounts
14 made available to the Administrator and not
15 otherwise obligated, the Administrator shall use
16 such sums as are necessary to carry out para-
17 graph (1).

18 (B) EXISTING PROGRAM FUNDING.—The
19 Administrator may continue to use, in accord-
20 ance with existing guidelines for the relevant
21 fund, any Federal fund used by the Adminis-
22 trator on the date of enactment of this Act to
23 carry out an existing program that satisfies the
24 requirements of paragraph (1).

1 (e) REPORT.—Not later than 1 year after the date
 2 of enactment of this Act, and every 180 days thereafter,
 3 the Administrator shall submit to the Committee on Com-
 4 merce, Science, and Transportation of the Senate and the
 5 Committee on Energy and Commerce of the House of
 6 Representatives a report describing the progress of the
 7 Administrator in carrying out subsections (c) and (d).

8 (f) STAKEHOLDER TEAM.—

9 (1) IN GENERAL.—The Administrator shall es-
 10 tablish and maintain a team, to be known as the
 11 “Stakeholder Team”, to provide input for the Ad-
 12 ministrator to consider on issues of public policy, de-
 13 ployment, and State law relating to the deployment
 14 of advanced drunk driving prevention technology in
 15 motor vehicles.

16 (2) MEMBERSHIP.—The Stakeholder Team
 17 shall be composed of—

18 (A) vehicle manufacturers;

19 (B) suppliers;

20 (C) safety advocates;

21 (D) fleet administrators or managers; and

22 (E) other interested parties with expertise
 23 in public policy, marketing, or product release.

24 (g) RULEMAKING.—

1 (1) IN GENERAL.—Subject to paragraph (3),
2 not later than 2 years after the date of enactment
3 of this Act, the Administrator shall issue a final rule
4 prescribing a Federal motor vehicle safety standard
5 that requires advanced drunk driving prevention
6 technology in all new vehicles.

7 (2) REQUIREMENTS.—

8 (A) LEAD TIME.—The compliance date of
9 the rule issued under paragraph (1) shall be not
10 more than 2 model years after the effective date
11 of that rule.

12 (B) TECHNICAL CAPABILITY.—Any ad-
13 vanced drunk driving prevention technology re-
14 quired for new vehicles under paragraph (1)
15 that measures blood alcohol concentration shall
16 automatically use the legal limit for blood alco-
17 hol concentration of the jurisdiction in which
18 the vehicle is located.

19 (3) TIMING.—If the Administrator determines
20 that it is not practicable to issue the rule described
21 in paragraph (1) by the applicable date, the Admin-
22 istrator—

23 (A) may extend the time period for such
24 time as the Administrator determines to be nec-
25 essary; and

1 (B) shall, not later than the date described
2 in paragraph (1), and not less frequently than
3 annually thereafter until the date on which the
4 rule under that paragraph is issued, submit to
5 the Committee on Commerce, Science, and
6 Transportation of the Senate and the Com-
7 mittee on Energy and Commerce of the House
8 of Representatives a report describing, as of the
9 date of submission of the report—

10 (i) the reasons for not prescribing a
11 Federal motor vehicle safety standard that
12 requires advanced drunk driving prevention
13 technology in all new vehicles;

14 (ii) the deployment of advanced drunk
15 driving prevention technology in vehicles;

16 (iii) any information regarding the
17 ability of vehicle manufacturers to include
18 advanced drunk driving prevention tech-
19 nology in new vehicles; and

20 (iv) an anticipated timeline for pre-
21 scribing the Federal motor vehicle safety
22 standard described in paragraph (1).

23 (h) AUTHORIZATION OF APPROPRIATIONS.—There
24 are authorized to be appropriated—

- 1 (1) to carry out subsection (b), \$5,000,000 for
- 2 each of fiscal years 2021 and 2022; and
- 3 (2) to carry out subsection (c), \$25,000,000 for
- 4 the period of fiscal years 2021 through 2022, to re-
- 5 main available until expended.

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