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.

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

SECTION 1. SHORT TITLE.

This Act may be cited as the “Reduce Impaired Driving for Everyone Act of 2021” or the “RIDE Act of 2021”.

SEC. 2. FINDINGS.

Congress finds that—

(1) alcohol-impaired driving fatalities represent approximately 1/3 of all highway fatalities in the United States each year;

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

(3) the estimated economic cost for alcohol-impaired driving in 2010 was $44,000,000,000;

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

(5) to ensure the prevention of alcohol-impaired driving fatalities, advanced drunk and impaired driving prevention technology must be standard equipment in all new passenger motor vehicles.

SEC. 3. DEFINITIONS.

In this Act:

(1) advanced drunk and impaired driving prevention technology.—The term “advanced
drunk and impaired driving prevention technology”
means a system that can—

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

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

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

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

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

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

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

(3) PASSENGER MOTOR VEHICLE.—The term
“passenger motor vehicle” has the meaning given
the term in section 32101 of title 49, United States
Code.

(4) SECRETARY.—The term “Secretary” means
the Secretary of Transportation, acting through the
Administrator of the National Highway Traffic Safety
Administration.

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

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

(b) REQUIREMENTS.—

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

(2) TECHNICAL CAPABILITY.—Any advanced
drunk and impaired driving prevention technology
required for new passenger motor vehicles under
subsection (a) that measures blood alcohol con-
centration shall use the adult legal limit for blood alcohol concentration of the jurisdiction in which the passenger motor vehicle is located.

(c) TIMING.—If the Secretary determines that the Federal motor vehicle safety standard required under subsection (a) cannot meet the requirements and considerations described in subsections (a) and (b) of section 30111 of title 49, United States Code, by the applicable date, the Secretary—

(1) may extend the time period to such date as the Secretary determines to be necessary, but not later than the date that is 3 years after the date described in subsection (a); and

(2) shall, not later than the date described in subsection (a) and not less frequently than annually thereafter until the date on which the rule under that subsection is issued, submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Energy and Commerce of the House of Representatives a report describing, as of the date of submission of the report—

(A) the reasons for not prescribing a Federal motor vehicle safety standard under section 30111 of title 49, United States Code, that requires advanced drunk and impaired driving
prevention technology in all new passenger motor vehicles;

(B) the deployment of advanced drunk and impaired driving prevention technology in vehicles;

(C) any information relating to the ability of vehicle manufacturers to include advanced drunk and impaired driving prevention technology in new passenger motor vehicles; and

(D) an anticipated timeline for prescribing the Federal motor vehicle safety standard described in subsection (a).