

Infrastructure Investment and Jobs Act HIGHLIGHTS

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CADES
Center for Alcohol and Drug Education Studies



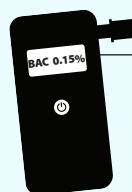
Save a Life™
Texas Department of Transportation

CONGRESS FINDS* THAT:

Alcohol-impaired driving fatalities represent approximately **1/3 of all highway fatalities** in the United States each year.



The estimated **economic cost for alcohol impaired driving** in 2010 was **\$44,000,000,000**.



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**.

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**.



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**.



ADVANCED DRUNK AND IMPAIRED DRIVING PREVENTION TECHNOLOGY

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

- A. can—
 - (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;
- B. can—
 - (i) passively and accurately detect whether the blood alcohol concentration of a driver of a motor vehicle is equal to or greater than the blood alcohol concentration described in section 163(a) of title 23, United States Code; and
 - (ii) prevent or limit motor vehicle operation if a blood alcohol concentration above the legal limit is detected; or
- C. is a combination of systems described in subparagraphs (A) and (B).

Final Rule prescribing a Federal motor vehicle safety standard to equip passenger motor vehicles with ADIDPT

Compliance date of the rule shall not be earlier than two years and not more than three years after the date on which that rule is issued.



If the standard has not been finalized by November 15, 2031, a report shall be submitted describing why, barriers to finalization, and recommendations to facilitate the standard.

If the Secretary determines that the standard cannot meet the requirements and considerations by the applicable date, the Secretary may extend the time period.

Compliance date of the rule shall not be earlier than two years and not more than three years after the date on which that rule is issued.

