

The MADD logo features the word "MADD" in a bold, white, sans-serif font. The letter "A" is replaced by a white triangle. A small "TM" trademark symbol is located at the top right of the "D".

MADDTM

IMPAIRED
DRIVING
ENDS HERE.

Congressional Reauthorization: Impaired Driving Prevention

PREVENT. INVEST. ENFORCE. MEASURE.

Stephanie Manning

MADD Chief Government Affairs Officer

THE SCOPE OF THE PROBLEM

12,000

KILLED EVERY YEAR

350,000

INJURED EVERY YEAR

Drunk driving kills 32 people every day.

▶ Reauthorization should strengthen the entire system

PREVENT

Stop impaired driving before a crash ever happens.

INVEST

Give NHTSA and states the resources to prevent deaths.

ENFORCE

Equip law enforcement to identify and stop impaired drivers today.

MEASURE

Build the data needed to understand the problem and evaluate solutions.

A safer transportation system requires all four.

▶ Build on the HALT Drunk Driving Law — don't relitigate it.

Congress already made a bipartisan commitment to advanced impaired-driving prevention technology.



Honoring the Abbas Family Legacy to Terminate (HALT) Drunk Driving: Issam, Rima, Ali, Giselle and Isabella

Protect the statutory mandate and the rulemaking process.

Protect funding needed for implementation.

Move from policy commitment to deployment.

Congress made a bipartisan commitment to use technology to prevent impaired driving before a crash ever happens. Now we need to finish the job.

▶ What Is the HALT Drunk Driving Law?

2021

Bipartisan law. Section 24220 of the Infrastructure Investment and Jobs Act (P.L. 117-58).

THE MANDATE

NHTSA must write a regulation requiring passive anti-drunk driving technology in every new passenger vehicle.

THE IMPACT

More than 10,000 lives saved annually when implemented, according to the Insurance Institute for Highway Safety (IIHS).

SIGNED INTO LAW

Nov. 15, 2021

RULEMAKING STATUS

In Progress at NHTSA – Advance Notice of Proposed Rulemaking

WHO IT COVERS

All new passenger vehicles

THE NAMESAKE

Honors the Abbas family killed by a wrong-way drunk driver on January 6, 2019.

▶ What the HALT Technology Is

✓ **PASSIVE & AUTOMATIC**

Operates entirely inside the vehicle. No driver action required.

✓ **DETECTS → PREVENTS**

If impairment is detected, the vehicle will prevent or limit operation.

✓ **ZERO DATA LEAVES THE VEHICLE**

Not intended for government surveillance, data storage or access by outside parties. Purely prevention.



THE TIMELINE: Must be in new vehicles 2-3 years after NHTSA finalizes the rule.

▶ What the HALT Technology Is Not

X

A BREATHALYZER

No manual test. No officer administration.

X

AN IGNITION INTERLOCK

Interlocks are court-ordered for convicted offenders. This is standard equipment for everyone.

X

SURVEILLANCE TECHNOLOGY

No tracking. No monitoring by any outside party.

▶ Addressing False Narratives

“Kill switch”

MYTH

Government can remotely disable your car

FACT

Detection & prevention happen entirely inside the vehicle. No external connection.

“Government control”

MYTH

This is a surveillance or enforcement tool

FACT

It's a consumer safety feature with no law enforcement or investigative role.

“Data grab”

MYTH

Your driving data gets collected and sold

FACT

No collection. No storage. No sale — ever. This is the intent of the law and what MADD supports.

Every prevented impaired driving trip is a crash that never happens.

▶ Technology complements enforcement—it doesn't replace it.

TODAY

Officers identify impaired drivers.

Training helps officers recognize impairment.

High-visibility enforcement deters dangerous behavior.

TOMORROW

HALT technology prevents more impaired drivers from reaching the road.

Technology will protect law enforcement officers and allow reallocation of enforcement resources.

REAUTHORIZATION SHOULD:

Protect dedicated HVE funding.

Strengthen law-enforcement training.

Establish and support a Traffic Safety Enforcement Center of Excellence.

Help agencies replicate proven strategies.

▶ Establish a Traffic Safety Enforcement Center of Excellence

Strengthen the enforcement capacity of State Highway Safety Offices and law enforcement agencies.

TRAINING

Provide State Highway Safety Offices and law enforcement agencies with expertise, tools, and support related to traffic safety enforcement.

TECHNICAL ASSISTANCE

Assist SHSOs and law enforcement using real-time data systems to identify high-crash corridors and enforcement resources, deliver standardized training and promote best practices.

PROVEN STRATEGIES

Leverage grant programs by providing technical assistance on program development and outcome measurement tools.

▶ Improve Drug-Impaired Driving Data Infrastructure

We cannot solve what we cannot accurately measure.

CURRENT CHALLENGES INCLUDE:

Inconsistent state data collection

Toxicology testing and reporting gaps

Limited integration of crash, arrest, toxicology and court data

Data-management and quality control barriers

Difficulty measuring prevalence and crash risk

REAUTHORIZATION SHOULD STRENGTHEN:

**COLLECTION → TESTING → INTEGRATION →
REPORTING → EVALUATION**

Goal: Better data → better countermeasures → fewer deaths.

► Reauthorization Traffic Safety Priorities

Protect HALT.

Preserve the mandate, rulemaking and implementation.

Invest in NHTSA.

Protect the federal funding that states depend on.

Strengthen enforcement.

Fund HVE and build a national Center of Excellence.

Improve the data.

Advance drug-impaired driving data infrastructure.

PREVENT. INVEST. ENFORCE. MEASURE.

Because every impaired driving death is preventable.

Thank you

MADD[™] IMPAIRED DRIVING
ENDS HERE.

