Written Statement of
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Before a Hearing of the U.S. House Energy and Commerce Committee
Subcommittee on Consumer Protection and Commerce
"Promise and Peril: The Potential of Automobile Technologies"
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Thank you Chair Jan Schakowsky, Ranking Member Gus Bilirakis, and the Subcommittee for holding this important hearing. Rana Abbas Taylor from Michigan and Mothers Against Drunk Driving (MADD) National President Alex Otte from Kentucky represent MADD and millions of drunk driving victims. We represent people in pain—people demanding change so no other families have to experience life-changing loss and debilitating injury.

Rana's Background: "My Family Is Gone."
A drunk driver killed nearly my entire family. On Jan. 6, 2019, my world collapsed in a split second because a drunk driver was able to get into a vehicle, take that vehicle onto the wrong side of the same freeway my family was driving on, and collide with them head-on. Killed instantly were my sister Rima, who was my only sibling and best friend; my brother-in-law, Issam; my two nieces, Isabella and Giselle; and my only nephew, Ali. They were returning home to Northville, Michigan from a family vacation in Florida.

That driver had a blood alcohol concentration nearly four times the legal limit. Yet, he was able to operate a vehicle and senselessly end the lives of five incredible people:
● Rima, 38, was an exceptional physician committed to healing and saving lives.
● Issam, 42, was an expert litigator improving the world and pursuing justice for all.
● Ali (AJ), 13, inherited his parents' compassion and strong belief in justice.
● Isabella (Izzy), 12, was gentle and empathetic, with a deep love for animals.
● Giselle (Jazz), 7, showered everyone with happiness, joy and sunshine.

Alex's Background: Horrific Injuries
In 2010, when I was 13 years old, I was riding on a jet ski on a Kentucky lake near my home when a drunk boat operator slammed into me at nearly 70 mph. The crash left me with a severe brain injury, a broken neck and collarbone, a shattered jaw, a lacerated liver, two shattered femurs, and the amputation of my right leg below the knee. I was in a coma for a week, and spent 11 months in rehab. Today, I'm a grown woman—very fortunate and grateful to have survived—and will never forget how MADD showed my family and me that we were not alone. I have dedicated my life to ensuring that the day will come when no other child has to face such a tragedy.

Why MADD Has Turned to Technology to End Drunk and Impaired Driving
Drunk and impaired driving plagues every Congressional district in this nation. Every day, 28 people die in drunk driving crashes in the United States—that's one person every 52 minutes. In 2019 alone, 10,142 people were killed and 300,000 others were injured in alcohol-related crashes on our nation's

roads. Please understand that these numbers are not mere statistics, but rather vibrant lives stolen from their families and communities.

MADD has worked tirelessly since 1980 to prevent drunk driving crashes and to serve the victims of this 100 percent preventable crime. Thanks in part to the leadership of Congress over the years, we have advanced successful public policies, such as the 21 Minimum Drinking Age Law, the national .08 blood alcohol concentration (BAC) standard, open container laws, repeat offender laws, high visibility enforcement campaigns and all-offender ignition interlock laws—policies which have saved countless lives.

All this effort cut drunk driving deaths by more than half over the past 40 years. However, we discovered that changing drivers' behavior and punishing offenders, while still critically important, will not win the war on drunk driving. Only advanced technology will finally eradicate this nationwide epidemic.

The technology to stop drunk and impaired driving exists. The peril we face is not taking the steps to fully embrace this lifesaving technology that has the promise to eliminate drunk driving once and for all.

In fact, MADD knows of nearly 250 forms of technology that the National Highway Traffic Safety Administration (NHTSA) can consider today as part of a process to set standards for impairment prevention tech. Many of these technologies could be deployed now, at minimal cost, and should be standard features in all new vehicles.

A New Challenge
When MADD testified before this Subcommittee in March 2019, then-MADD National President Helen Witty challenged the auto industry to use its expertise to make drunk driving technology available. MADD has learned much about technology since then, as you can see from our testimony to you now. In light of this expanded knowledge, we again challenge the industry: Support the adoption of drunk driving prevention technology. Support the HALT Act.

Available Drunk Driving Prevention Systems
Systems that could be implemented include: driv**ing performance** monitoring, driv**er** monitoring and passive alcohol detection. Technologies like these will be beneficial not only to prevent drunk and impaired driving, but to detect other dangerous behaviors that lead to crashes such as drugged driving, drowsy driving, distracted driving and medical emergencies.

In response to a Request for Information (RFI) from NHTSA, MADD has provided an updated submission describing 241 examples of three different major categories of technologies that can reduce or eliminate drunk and impaired driving. Some of these technologies are referred to as advanced driver assistance systems (ADAS). The updated RFI is enclosed for the Committee and hearing record.
- **Driving Performance Monitoring:** 77 examples of driving performance monitoring systems can detect signs of impaired driving. These technologies monitor the vehicle movement with systems like lane departure warning and attention assist. These same technologies can be used to monitor erratic driving by a drunk or impaired driver. Although not currently

programmed to detect drunk and impaired driving, these systems are standard equipment on almost all new cars today.

- **Driver Monitoring:** 122 examples of driver monitoring systems can monitor the driver's head and eyes, typically using a camera or other sensors. These systems can determine the state of the driver and detect if a driver is drunk or otherwise impaired.
- **Passive Alcohol Detection:** 42 examples of passive alcohol detection technologies use touch or breath-based technology to detect if a driver is drunk.

Essential Legislative Leadership

Thanks to the leadership of Chairman Pallone, Subcommittee Chair Schakowsky and Congresswoman Dingell, the House last year passed the HALT (Honoring Abbas Family Legacy to Terminate Drunk Driving) Act as part of the overall surface transportation measure. That groundbreaking measure established a rulemaking by NHTSA to equip all new cars with state-of-the-art drunk driving prevention technology. No final action was taken on the legislation before Congress adjourned, but fortunately a new bipartisan version of the HALT Act was introduced in March by Congresswomen Dingell and Rice, and Congressman McKinley - all members of this Committee. We applaud their bold leadership. With the continued support of this Committee, this legislation will save many thousands of lives every year, keep families whole, and avert unnecessary suffering throughout the United States.