# Heidi R. King

Heidi King is the deputy administrator and acting administrator of the National Highway Traffic Safety Administration. In April 2018, President Trump nominated announced his intention to nominate King to be NHTSA administrator. Prior to joining NHTSA in 2017, King worked as the Global Director of Environmental Health and Safety Risk at GE Capital. From 2011 to 2013, King served as the Chief Economist for the House Energy and Commerce Committee, which overseas NHTSA’s fuel economy and safety rules. From 1998 to 2000 and from 2007 to 2011, King worked as a regulatory policy analyst for the White House Office of Management and Budget. From 2002 to 2006, King was Senior Manager of Management Science at Pfizer. In April 2018, *The Detroit News* wrote, “If she is confirmed, King is expected to play a major role in crafting new gas-mileage rules for automakers after the Trump administration’s recent decision to ease standards for the model years between 2022-2025 that were put in place by the Barack Obama administration.”

Key Findings:

**King Has “Repeatedly Pressed for a Significant Reduction” In Fuel Economy Standards.** In 2018, *The Washington Post* wrote, “Within the administration, NHTSA Deputy Director Heidi King has repeatedly pressed for a significant reduction in future mileage levels. The agency has offered a range of numbers in negotiations, according to individuals who spoke on the condition of anonymity because no final decision has been reached, with the lowest proposal being 34.5 mpg by 2025.” In December 2017, King reportedly met with the California Air Resources Board (CARB) along with EPA Air and Radiation head Will Wehrum and senior White House aide Mike Catnzaro.

**Under King’s Leadership, NHTSA Proposed Freezing Civil Penalties Against Automakers That Failed to Meet Fuel Efficiency Requirements.** In 2018, *The Washington Post* reported that NHTSA had “unveiled a proposed rule that would freeze the civil penalties automakers must pay if their fleets fail to meet federal fuel-efficiency requirements. The fine had been slated to rise from $5.50 to $14 for every tenth of a mile per gallon by which companies missed the standards for model year 2019 vehicles.”

**King Gave Multiple Keynote Speeches at Vehicle-Related Conferences, Including to the Heritage Foundation.** In February 2018, King have a keynote speech to the Heritage Foundation at an event titled, “'Drugged Driving - What Is the Problem? What Are the Solutions?” In 2017, King delivered a keynote speech at Mobility Unmanned, a conference where automated and unmanned driving technologies were discussed. King also gave a speech at the Intercity Bus and Motorcoach Safety Summit in 2017.

## Background

**April 2018: Trump Announced His Intent to Nominate Heidi King to be Administrator of the National Highway Traffic Safety Administration (NHTSA).** “President Donald Trump intends to nominate Heidi King to lead the National Highway Traffic Safety Administration, selecting the agency’s acting chief to grapple with driverless-car technologies and a massive recall of air bags that risk exploding. The White House announced Mr. Trump’s plans late Thursday. Ms. King has been the Transportation Department agency’s deputy administrator since late fall. The NHTSA has been without a permanent administrator since Mark Rosekind departed just before Mr. Trump’s inauguration in January 2017. Ms. King’s appointment would be subject to Senate confirmation. Ms. King, a former General Electric Co. executive and House Energy and Commerce Committee economist, would take the reins at an agency scrambling to respond to rapidly emerging self-driving car systems and traditional vehicle defects that have spawned record industrywide recalls in recent years.” [Wall Street Journal, [4/05/18](https://www.wsj.com/articles/trump-taps-heidi-king-to-run-national-highway-traffic-safety-administration-1522982769)]

* **Fortune: Position Leading the NHTSA “More Important Than Ever” As Vehicle Deaths Remain High, Airbag Recall Persists, “Automakers Lobby for Weaker Fuel Economy Regulations.”** “The position leading the NHTSA is more important than ever as motor vehicle deaths continue to hover above 40,000 annually, the Takata airbag recall issue persists, automakers lobby for weaker fuel economy regulations, and a hundreds of companies race to deploy autonomous vehicles. An estimated 40,100 people died in motor vehicle accidents on U.S. roads in 2017, a 1% dip from the prior year, according to preliminary data from the National Safety Council. There were 40,327 motor vehicle deaths in 2016, the deadliest year on U.S. roads since 2007, the NSC says.” [Fortune, [4/06/18](http://fortune.com/2018/04/06/trump-nhtsa-heidi-king/)]

**September 2017-Present King Serves as Deputy NHTSA Administrator and Has Acted as Interim NHTSA Chief Since September 2017.** “If approved by the U.S. Senate, King should have an easy transition. She is already deputy NHTSA administrator and has acted as interim chief since September.” [Fortune, [4/06/18](http://fortune.com/2018/04/06/trump-nhtsa-heidi-king/)]

**King Defended NHTSA Against Questions About Whether The Agency Was Stretched Too Thin and King Said, “We Believe the Budget Does Reflect the Resources Needed to Succeed.”** “Heidi King, the acting head of NHTSA, defended herself on Capitol Hill last week against questions about whether the agency is stretched too thin to fulfill a growing list of responsibilities for ensuring motor vehicle safety and reducing traffic-related deaths. Democrats said the situation is unlikely to improve because the White House hasn't nominated a permanent administrator for the top auto safety regulatory agency and is proposing to reduce its budget. […] King, in her first congressional testimony since becoming deputy administrator in late September, said, ‘We believe the budget does reflect the resources needed to succeed,’ adding that she is capable of running the agency.” [Automotive News, 2/19/18]

**Automotive News: King “An Economist with Federal Government and Private-Sector Experience.”** “Heidi King, an economist with federal government and private-sector experience, has been appointed the new deputy administrator of the National Highway Traffic Safety Administration. The Trump administration has yet to name an administrator for the safety agency, which has been led for the past eight months by Jack Danielson, a career staffer and fourth in the chain of command at the agency.” [Automotive News, [10/06/17](http://www.autonews.com/article/20171006/OEM11/171009804/white-house-appoints-economist-to-nhtsa-deputy-post)]

**2013-2016: King Worked at GE Capital as Global Director of Environmental Health and Safety Risk.** According to her LinkedIn profile, Heidi King worked as the Global Director of Environmental Health and Safety Risk at GE Capital. [LinkedIn, accessed [4/26/18](https://www.linkedin.com/in/heidirking/)]

**2011-2013: King Served as Chief Economist for the House Energy and Commerce Committee, Which Overseas NHTSA’s Fuel Economy and Safety Programs.** “King was global director of environment, health and safety risk for GE Capital until December, according to her LinkedIn profile. From 2011 to 2013, she served as chief economist for the House Energy and Commerce Committee, which oversees NHTSA's light-vehicle fuel economy and safety programs. ‘She's highly respected and brilliant,’ a Capitol Hill staff person said on condition of anonymity because of restrictions on talking to the press. ‘She's one of those people who digs into the subject matter and who is very personable. People like to interact with her.’” [Automotive News, [10/06/17](http://www.autonews.com/article/20171006/OEM11/171009804/white-house-appoints-economist-to-nhtsa-deputy-post)]

**From 1998 To 2000 And From 2007 To 2011, King Worked as a Regulatory Policy Analyst for the White House Office of Management and Budget.**  “Ms. King served as a Regulatory Policy Analyst in the White House’s Office of Management and Budget (OMB) from 1998 to 2000 and from 2007 to 2011. During her years at OMB and 2 years as Chief Economist on the House Committee on Energy and Commerce, she became familiar with NHTSA and the agency’s work on Corporate Average Fuel Economy.” [NHTSA profile, accessed [4/26/18](https://www.nhtsa.gov/nhtsa-leadership/deputy-administrator-heidi-king)]

**2007-2011: King Worked as a Regulatory Policy Analyst for the White House Office of Management and Budget.** “King previously worked for three and a half years as a regulatory policy analyst at the Office of Management and Budget, part of the White House staff. She has an advanced degree in economics from the California Institute of Technology and received a bachelor's at the University of California, Irvine, according to LinkedIn.” [Automotive News, [10/06/17](http://www.autonews.com/article/20171006/OEM11/171009804/white-house-appoints-economist-to-nhtsa-deputy-post); LinkedIn, accessed [4/26/18](https://www.linkedin.com/in/heidirking/)]

* **King Worked at OMB “During the Clinton, George W. Bush and Obama Administrations.”** “Heidi King, administrator, National Highway Traffic Safety Administration. King is currently deputy administrator for NHTSA. She was chief economist for the House Energy and Commerce Committee from 2011 until 2013, and was a regulatory policy analyst at the Office of Management and Budget during the Clinton, George W. Bush and Obama administrations.” [Government Executive, [4/13/18](https://www.govexec.com/management/2018/04/appointee-watch-former-tsp-chairman-nominated-lead-social-security/147427/)]
* **Specifically, King Worked at the OMB’s Office of Information and Regulatory Affairs.** “A perennial debate related to OIRA is the battle between industry-minded conservatives who want to slash regulations they say prevent economic growth and public health and environmental advocates who see rules as essential safeguards. Greenstone said the administrator plays a crucial role in setting the tone for the office's agenda and balancing competing interests. "In the absence of an administrator, it's more likely that political objectives from the White House will guide decisionmaking," he said. Heidi King, who worked at OIRA under Presidents Clinton, George W. Bush and Obama, said she was consistently pleased to see that career staff cared more about the data and serving the American people than political aim. "You have to be mindful of the politics, but that's not what drives the recommendations of the office," said King, noting that career workers populate OIRA.” [E&E News, 1/24/17]

**2002-2006: King Worked as a Senior Manager of Management Science at Pfizer.** “Having worked as Senior Manager of Management Science at Pfizer Inc. from 2002 to 2006, and as Global Director of Environmental Risk at General Electric (GE) from 2013 to 2016, she is well-versed in the private sector and the market-forces that challenge manufacturers.” [NHTSA profile, accessed [4/26/18](https://www.nhtsa.gov/nhtsa-leadership/deputy-administrator-heidi-king)]

**2001-2008: King Was a Volunteer Emergency Medical Technician for the Chatham Emergency Squad in Chatham NJ.** “King also was a volunteer emergency medical technician for the Chatham Emergency Squad in Chatham, N.J. for seven years, likely giving her the kind of first-hand encounters with traffic accidents that may prove valuable in her new position.” [Fortune, [4/06/18](http://fortune.com/2018/04/06/trump-nhtsa-heidi-king/); LinkedIn, accessed [4/26/18](https://www.linkedin.com/in/heidirking/)]

**King Previously Worked at Telcordia Technologies.** “Her work at Telcordia Technologies, a research and development company established after the 1982 breakup of Bell Laboratories, fueled a life-long passion for research innovation and the ability to anticipate and foster technological progress. Areas of particular interest to her in this context include cybersecurity and the development of automated driving systems.” [NHTSA profile, accessed [4/26/18](https://www.nhtsa.gov/nhtsa-leadership/deputy-administrator-heidi-king)]

**King Said She Was Consistently Pleased That Career Staff at OMBG Cared More About The Data and Serving the American People Than Political Aim; King: “You Have To Be Mindful Of The Politics, But That's Not What Drives The Recommendations Of The Office.”** “A perennial debate related to OIRA is the battle between industry-minded conservatives who want to slash regulations they say prevent economic growth and public health and environmental advocates who see rules as essential safeguards. Greenstone said the administrator plays a crucial role in setting the tone for the office's agenda and balancing competing interests. "In the absence of an administrator, it's more likely that political objectives from the White House will guide decisionmaking," he said. Heidi King, who worked at OIRA under Presidents Clinton, George W. Bush and Obama, said she was consistently pleased to see that career staff cared more about the data and serving the American people than political aim. "You have to be mindful of the politics, but that's not what drives the recommendations of the office," said King, noting that career workers populate OIRA.” [E&E News, 1/24/17]

**Governors Highway Safety Association Praised Trump’s Nomination of King to Lead NHTSA.** “The Governors Highway Safety Association (GHSA) is delighted that the Administration has nominated Deputy Administrator Heidi King to lead the National Highway Traffic Safety Administration (NHTSA). In her current role, Deputy Administrator King has already demonstrated a strong commitment to advance NHTSA's safety mission, focus on the most pressing traffic safety challenges, and reinforce NHTSA's partnership with the states to combat deaths and injuries on our roads. With highway deaths on the rise in recent years, Deputy Administrator King's appointment will fill a critical role at NHTSA. GHSA looks forward to further collaborating with her to improve NHTSA's grant programs and reduce administrative burdens for states. We urge swift Senate confirmation.” [Governors Highway Safety Association, press release, 4/06/18]

**Association for the Work Truck Industry Supported Trump’s Intent to Nominate King for NHTSA Administrator.** “President Donald Trump intends to nominate Heidi King to lead the National Highway Traffic Safety Administration (NHTSA). King currently serves as the NHTSA's deputy administrator, a title change following the statutory end of her term as NHTSA's acting administrator. NTEA, the association for the work truck industry, supports the choice.” [Association for the Work Truck Industry, press release, 4/09/18]

## Fuel Economy Standards

**Washington Post: “Within The Administration, NHTSA Deputy Director Heidi King Has Repeatedly Pressed For A Significant Reduction In Future Mileage Levels.”** “Top Trump administration officials are engaged in a heated debate over how to undo federal fuel-efficiency targets for cars and light trucks, as manufacturers voice concern that a major rollback of an Obama-era rule could go too far and fracture the nation’s auto market. […] Within the administration, NHTSA Deputy Director Heidi King has repeatedly pressed for a significant reduction in future mileage levels. The agency has offered a range of numbers in negotiations, according to individuals who spoke on the condition of anonymity because no final decision has been reached, with the lowest proposal being 34.5 mpg by 2025.” [Washington Post, [3/29/18](https://www.washingtonpost.com/national/health-science/trump-officials-prepare-to-undo-fuel-efficiency-targets-despite-some-automakers-misgivings/2018/03/29/d4043b74-32b0-11e8-8abc-22a366b72f2d_story.html?noredirect=on&utm_term=.c7877993735f)]

**2018: Under King, NHTSA Proposed Rule That Would Freeze the Civil Penalties Against Automakers If Their Fleets Failed to Meet Federal Fuel-Efficiency Requirements.** “Within the administration, NHTSA Deputy Director Heidi King has repeatedly pressed for a significant reduction in future mileage levels. The agency has offered a range of numbers in negotiations, according to individuals who spoke on the condition of anonymity because no final decision has been reached, with the lowest proposal being 34.5 mpg by 2025. On Wednesday, the agency unveiled a proposed rule that would freeze the civil penalties automakers must pay if their fleets fail to meet federal fuel-efficiency requirements. The fine had been slated to rise from $5.50 to $14 for every tenth of a mile per gallon by which companies missed the standards for model year 2019 vehicles. NHTSA spokeswoman Karen Aldana said officials are still working on a fuel-efficiency-standards package, which she said she cannot discuss until it is ‘final and publicly released.’” [Washington Post, [3/29/18](https://www.washingtonpost.com/national/health-science/trump-officials-prepare-to-undo-fuel-efficiency-targets-despite-some-automakers-misgivings/2018/03/29/d4043b74-32b0-11e8-8abc-22a366b72f2d_story.html?noredirect=on&utm_term=.c7877993735f)]

**2017: King, Along With EPA Air and Radiation Head Will Wehrum and White House Senior Aide Mike Catanzaro, Met With the CARB to Discuss a Possible National Fuel Economy Standard.** “The Trump administration’s plans will be known soon. The EPA plans to decide on future tailpipe emission standards by April 1, and the National Highway Traffic Safety Administration will reveal its new federal fuel economy standards for cars and light trucks by March 30. Even if Trump revises the Obama-era rules, California and other states could still implement its tougher restrictions, a prospect that concerns many automakers. […] In December, several federal officials met with the California Air Resources Board in Sacramento to discuss a possible national standard. The meeting, first reported by Reuters, included William Wehrum, who leads the EPA's Office of Air and Radiation, National Highway Traffic Safety Administration deputy chief Heidi King, and Mike Catanzaro, a senior White House aide. Asked about the status of talks, an EPA spokesman directed McClatchy to Wehrum's recent comments to reporters, saying he had held ‘productive discussions’ with CARB.” [McClatchy DC Bureau, [2/10/18](http://www.mcclatchydc.com/article199473529.html)]

**The Detroit News: If Confirmed, “King Is Expected To Play A Major Role In Crafting New Gas-Mileage Rules For Automakers[.]”** “If she is confirmed, King is expected to play a major role in crafting new gas-mileage rules for automakers after the Trump administration’s recent decision to ease standards for the model years between 2022-2025 that were put in place by the Barack Obama administration. Under the Obama-era mileage rules, automakers would have been required to produce fleets of cars and trucks that averaged more than 50 miles per gallon by 2025. The U.S. Environmental Protection Agency said this week those requirements were ‘inappropriate’ and need to be revised. NHTSA said it will continue to work with the EPA to set new requirements for the time period between the 2022 and 2025 model years. No mileage target has been announced by the EPA or NHTSA.” [The Detroit News, [4/06/18](https://www.detroitnews.com/story/business/autos/2018/04/06/trump-nominates-heidi-king-lead-nhtsa/33605587/)]

## Addressed Outside Groups

**2018: King Gave Keynote to the Heritage Foundation On the Topic Of “Drugged Driving.”** “'Drugged Driving - What Is the Problem? What Are the Solutions?' Heritage Foundation discussion, co-hosted with the Institute for Behavior and Health and Smart Approaches to Marijuana, with keynote from National Highway Traffic Safety Administration Deputy Administrator Heidi King.” [Associated Press, 2/28/18]

**2017: King Delivered Keynote Speech at Mobility Unmanned, a Conference Where Automated and Unmanned Driving Technologies Were Discussed.** “Today, WorldTEK Events announces that Heidi King, Deputy Administrator of the National Highway Traffic Safety Administration (NHTSA), will deliver a keynote address on November 1, 2017 at Mobility Unmanned: Air, Land, and Sea. The conference will be held at the Hyatt Regency on Capitol Hill in Washington, D.C., November 1-2. NHTSA, in September, unveiled new federal guidance for Automated Driving Systems (ADS): A Vision for Safety 2.0. The Guidance provides a framework for the continued development and deployment of auto-mated driving technology in the United States. Mobility Unmanned coincides with a number of federal, state, and local initiatives to address the rapidly evolving legal and regulatory issues raised by the proliferation of highly-automated and unmanned technology.” [WorldTek, Press release, [10/19/17](https://www.prnewswire.com/news-releases/heidi-king-deputy-administrator-nhtsa-will-deliver-keynote-at-mobility-unmanned-on-nov-1-2017-at-the-hyatt-regency-on-capitol-hill-in-washington-dc-300540175.html)]

**2017: King Gave Keynote Speech at the Intercity Bus and Motorcoach Safety Summit.** “Intercity Bus and Motorcoach Safety Summit, bringing together the highway safety community and stake-holder groups involved in promoting intercity bus and motor coach seatbelt usage. Federal Motor Carriers Safety Administration Acting Administrator Daphne Jefferson and National Highway Traffic Safety Administration Deputy Administrator Heidi King keynote, with other participants including Jack Van Steen-berg (FMCSA), Jane Terry (National Safety Council), Mary Zost (Ad Council), Chris Crean (Peter Pan), Dave McLaughlin (American Seating), Jeff Marley (Lancer Insurance), and Brendon Buchanan (ABA).” [Associated Press, 10/21/17]

## Safety

**Under King, NHTSA Created Compliance Assistance Program to Help Auto Manufacturers and Dealers Comply with Safety Regulations.** “Today, the National Highway Traffic Safety Administration (NHTSA) announced the creation of a Compliance Assistance Program to help regulated entities, including vehicle and trailer manufacturers, equipment manufacturers, and dealers, comply with safety regulations as a means to promote safety on our highways. Regulated entities may not sell vehicles or equipment that do not comply with all applicable Federal Motor Vehicle Safety Standards (FVMSS). ‘NHTSA seeks to promote safety through proactive and responsive engagement. In addition to vigilant enforcement, NHTSA also serves as a federal resource that small and large manufacturers can contact for guidance on federal regulations,’ said NHTSA Deputy Administrator Heidi King. ‘A transparent partnership with manufacturers assures the development of safe, reliable vehicles and equipment.’” [NHTSA, Press release, 2/26/18]

**King Defended the Trump Administration’s Commitment to Auto Safety; King: “Safety is, Safety Remains The Department Of Transportation's Top Priority.”** “Democratic members of the U.S. House questioned Wednesday whether the National Highway Traffic Safety Administration is capable of effectively regulating the nation's auto industry at a time when self-driving cars are beginning to hit highways. […] Acting NHTSA Administrator Heidi King defended the Trump administration's commitment to auto safety, telling lawmakers that ‘NHTSA is acting on its mission of saving lives, preventing injuries and reducing economic costs. ‘As the automotive transportation landscape is changing at a rapid pace, NHTSA is adapting our mission execution to assure safety while remaining in step with changing technology, addressing new and emerging risks, and encouraging industry innovation,’ King said. ‘Safety is, safety remains the Department of Transportation's top priority.’” [The Detroit News, 2/15/18]

**U.S. Senators Dean Heller and Ed Markey Wrote Letter to NHTSA Asking King and the Agency to Implement Crash Avoidance Technology Information Into The Safety Rating System.** “U.S. Senators Dean Heller (R-NV) and Edward J. Markey (D-MA) today urged the federal agency tasked with improving vehicle safety to implement crash avoidance technology information, such as active braking and lane-tracking technology and forward collision warning, into the safety rating information listed on the Monroney label. In a letter sent to National Highway Traffic Safety Administration (NHTSA), the Senators requested that Acting Administrator Heidi King provide an update on NHTSA's plan and timeline to complete this integration. Although the deadline to implement the crash avoidance technology information was one year after enactment of the FAST Act (December 4, 2016), such action has not been finalized. Heller and Markey, both members of the U.S. Senate Commerce, Science, and Transportation Committee, co-authored a pro-vision in the Fixing America's Surface Transportation (FAST) Act that required NHTSA to integrate these driver assistance technologies into the New Car Assessment Program (NCAP), the agency's safety rating system.” [Press release, 4/16/18]

### Defective Air Bags

**2018: King Told House Panel That NHTSA’s Greatest Challenge Was the Urgent Recall Issued by Ford Motor Co. Instructing Tens of Thousands of Truck Owners to Stop Driving Its Older Vehicles With Potentially Lethal Air Bags.** “But Ms. King told a House panel in February that the greatest challenge facing NHTSA officials is more conventional: an urgent recall that Ford Motor Co. issued earlier this year instructing tens of thousands of truck owners to stop driving older vehicles with potentially lethal air bags. The do-not-drive recall ‘keeps me up at night,’ Ms. King told lawmakers. The recall involves Takata Corp. air bags that are at heightened risk of exploding and unleashing shrapnel. Nearly all auto makers are in the process of addressing tens of millions of vehicles with as many as 70 million Takata air bags that risk rupturing, a defect linked to nearly two dozen deaths, hundreds of injuries and the largest automotive safety recall in U.S. history.” [Wall Street Journal, [4/05/18](https://www.wsj.com/articles/trump-taps-heidi-king-to-run-national-highway-traffic-safety-administration-1522982769)]

**King Acknowledged That the Pace of Repairs to Vehicles With Defective Takata Air Bags Was, “Not Where We Want Them to Be.”** “Members of a Senate panel voiced frustration Tuesday with the pace of repairs for vehicles with defective Takata air bag inflators and urged regulators to complete work on a federal rule that would require automakers to use email and other forms of electronic communication when notifying car owners about recall campaigns. […] Heidi King of the National Highway Traffic Safety Administration acknowledged that repair rates are ‘not where we want them to be.’ She said the agency is exploring new ways to reach consumers and improve response rates to recall notifications. But King could not tell lawmakers when the agency would finish writing the rule that would require automakers to use electronic communications in its recall notices as well as traditional mail.” [Associated Press, [3/22/18](http://www.chicagotribune.com/business/sns-bc-us--congress-takata-air-bags-20180320-story.html)]

### Impaired Driving

**King Visited the Yolo County District Attorney’s Office to Laud the DA Office’s Work to Reduce Drunken Driving.** “Heidi King, director of the National Highway Traffic Safety Administration, visited the Yolo County District Attorney's office last week to laud the agency for its work to reduce drunken driving. King congratulated District Attorney Jeff Reisig and his staff for its DUI prosecution program, calling it a leader in the state of California. She recognized the Yolo DA's office for its prosecution of DUIs, the training of police officers and staffers from other DA's offices on how to detect and prosecute DUIs, as well as its educational outreach to the community on social media. King also heard a presentation from Yolo DA prosecutors regarding the program's efforts to prevent impaired driving and reduce alcohol- and drug-impaired traffic fatalities and injuries. To date, close to 1,000 officers have received DUI training through the Yolo County District Attorney's grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.” [The Davis Enterprise, [11/24/17](https://www.davisenterprise.com/community/yolo-das-efforts-to-curb-dui-lauded/)]

**2018: King Announced Drugged Driving Initiative, to Address Impaired Driving Caused by Both Drugs and Alcohol.** “Acting NHTSA Administrator Announces New Drugged Driving Initiative. The Council commends Acting NHTSA Administrator Heidi King for her plans to unveil a new initiative on drugged driving, which she characterized as a new policy priority for the agency. According to an article in POLITICO, King stated at the Detroit Auto Show, ‘We need to consider both drugs and alcohol to solve the problem of impaired driving.’ She indicated that by sharing best practices and advancing the science and the data around drugged driving, ‘we can solve this problem for our com-munities in the future.’ King pointed out that driving under the influence of drugs is less understood than drunk driving, and called for a summit to bring researchers together with law enforcement and others to try to find policy solutions for drugged driving.” [Distilled Spirits Council of the United States, [1/17/18](https://www.distilledspirits.org/news/nas-report-missed-opportunity-to-address-impaired-driving/)]

## Automated-Driving Technologies

**March 2018: King Sent Investigators To Examine Two Separate Fatal Crashes Involving Automated-Driving Vehicles in Arizona and California.** “Ms. King dispatched investigators in March to examine two separate fatal crashes linked to automated-driving technologies. On March 18, a pedestrian was struck and killed by an Uber Technologies Inc. self-driving car with a safety operator at the wheel in Arizona. A driver of a Tesla Inc. electric vehicle with its semiautonomous Autopilot system activated died March 23 when his sport utility crashed into a barrier near Mountain View, Calif.” [Wall Street Journal, [4/05/18](https://www.wsj.com/articles/trump-taps-heidi-king-to-run-national-highway-traffic-safety-administration-1522982769)]

**Wall Street Journal: As Administrator of NHTSA, “King Would Face a Challenge That Traces Back to the Obama Administration: Ensuring Driverless-Car Technologies Receive Appropriate Safety Oversight…”** “As administrator, Ms. King would face a challenge that traces back to the Obama administration: ensuring driverless-car technologies receive appropriate safety oversight while crafting policies that encourage development of systems that officials believe will ultimately cut traffic fatalities, which surpassed 37,000 in 2016, according to the most recent government data. Human error causes 94% of vehicle crashes, according to regulators.” [Wall Street Journal, [4/05/18](https://www.wsj.com/articles/trump-taps-heidi-king-to-run-national-highway-traffic-safety-administration-1522982769)]