

## **Conclusion**

This paper adds to existing research in a few ways. This study has more data to analyze. This is important given that only five states had BAC 08 laws as late as 1993. This study also notes that drinking behavior is habitual and may have a limited response to new traffic laws. The author also accounts for how states may have changed their laws as a response to the threat of the loss of federal highway funds. After running analysis, the author finds that laws lowering BAC to 0.08 have no measurable effects on traffic fatality rates. Other factors, like ALR and primary seat belt laws, have a greater effect on traffic fatality rates than BAC laws.

The author notes some limitations of the study related to ALR. It is rare to have ALR as a penalty without BAC standards. Therefore, it is difficult to evaluate the effects of ALR laws apart from BAC limits. Additionally, the author notes that BAC 08 laws almost always replaced BAC 10 laws. The change in law represents a new threshold, rather than an entirely new standard of measurement.

## **Identification**

One threat to identification is the close relationship between ALR laws and BAC standards. These laws almost always exist together. It is difficult to evaluate the effect of one without the other. The author concluded that ALR is more effective at reducing traffic fatalities when BAC standards are also present. It is difficult to understand the effect of ALR without BAC.