

Documents for the Record  
2.10.2026 Commerce, Manufacturing, and Trade Subcommittee Markup

Majority

1. Letter from NFIB to Chairman Bilirakis and Ranking Member Schakowsky.
2. Letter from ATA to Chair Bilirakis, Chair Guthrie, Ranking Member Pallone, and Ranking Member Schakowsky.
3. Letter from CTA to Chair Guthrie, Chair Bilirakis, Ranking Member Pallone, and Ranking Member Schakowsky.
4. Letter from Nelson Law LLC to Chairman Guthrie.
5. Letter from AMA to Chair Bilirakis and Vice Chair Fulcher.
6. Letter from ROHVA to Chair Bilirakis and Ranking Member Schakowsky.
7. Letter from U.S. Tire Manufacturers Association to Chair Guthrie, Bilirakis, Ranking Member Pallone, and Ranking Member Schakowsky.
8. Letter from IPMI to Chair Guthrie, Chair Bilirakis, Ranking Member Pallone, and Ranking Member Schakowsky.
9. Letter from NCL to Chair Guthrie, Chair Bilirakis, Ranking Member Pallone, and Ranking Member Schakowsky.
10. Letter from Recycled Materials Association to Chair Guthrie, Chair Bilirakis, Ranking Member Pallone, and Ranking Member Schakowsky.
11. Letter from Transport Workers Union of America, AFL-CIO.
12. Letter from Tire Industry Association to Chair Guthrie, Chair Bilirakis, Ranking Member Pallone, and Ranking Member Schakowsky.
13. Letter from United for Autonomy to Chair Guthrie, Chair Bilirakis, Ranking Member Pallone, and Ranking Member Schakowsky.
14. Statement for the record from Congressman Jim Baird on H.R. 5221 – the PART Act.
15. Article by Sean Morgan from Breitbart submitted by Rep. Bentz.
16. Letter from twenty-two independent aftermarket organizations submitted by Rep. Bentz.
17. Washington Times Op-ed by Stephen Moore submitted by Rep. Bentz.

Minority

1. Letter from Advocates For Highway & Auto Safety to Chair Bilirakis and Ranking Member Schakowsky.
2. Letter from CCD to Chair Bilirakis and Ranking Member Schakowsky.
3. Article from INSIGHT Insurance Institute for Highway Safety.
4. Statement from Advocates For Highway & Auto Safety.
5. Letter from AVID Cyclist to Ranking Member
6. Letter from The White Line to Chairman Bilirakis and Ranking Member Schakowsky.
7. Letter and list of Organizations in support of H.R. 7353.
8. Letter from People for Bikes to Chairman Bilirakis and Ranking Member Schakowsky.
9. Article by Angie Moreschi and Nathan Aaron for Spotlight on America.
10. Letter from NCL to Chair Guthrie, Chair Bilirakis, Ranking Member Pallone, and Ranking Member Schakowsky.
11. Letter from Colorado State Police to Chair Bilirakis and Ranking Member Schakowsky.

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12. Letter from PlumCC to Chair Bilirakis and Ranking Member Schakowsky.
13. Statement from Advocates For Highway & Auto Safety.
14. Press Release from Transport Workers Union of America, AFL-CIO.
15. Statement from State and Local Government elected and appointed officials.
16. Letter from ACR to Chair Bilirakis and Ranking Member Schakowsky.
17. Letter from Team Lager to Chair Bilirakis and Ranking Member Schakowsky.
18. Letter from TIA to Chair Guthrie, Chair Bilirakis, Ranking Member Pallone, and Ranking Member Schakowsky.
19. Letter from TREK to Chair Bilirakis and Ranking Member Schakowsky.
20. Letter from TRMNUS to Chair Bilirakis and Ranking Member Schakowsky.
21. Letter from UAW to Representatives of Commerce, Manufacturing, and Trade Subcommittee.
22. Letter from USA Cycling to Chair Bilirakis and Ranking Member Schakowsky.



ADVOCATES  
FOR HIGHWAY  
& AUTO SAFETY

February 9, 2026

The Honorable Gus Bilirakis, Chair  
The Honorable Jan Schakowsky, Ranking Member  
Committee on Energy and Commerce  
Subcommittee on Commerce, Manufacturing, and Trade  
U.S. House of Representatives  
Washington, D.C. 20515

Dear Chair Bilirakis and Ranking Member Schakowsky:

Thank you for convening the markup leading up to the surface transportation reauthorization. Advocates for Highway and Auto Safety (Advocates) urges this Subcommittee to advance proven solutions to improve safety on our Nation's roads. Advocates respectfully requests this letter be included in the markup record.

We would like to express at the beginning of this letter our position on the following bills which is also reflected in the Safety Scorecard, enclosed:

**SUPPORT:**

- Driver Technology and Pedestrian Safety Act of 2025, [H.R. 3360](#)
- Know Before You Drive Act, [H.R. 7377](#)
- Magnus White and Safe Streets for Everyone Act of 2026, [H.R. 7353](#)
- Safety Is Not for Sale Act of 2026, [H.R. 7372](#)
- Securing Accessible Functional Emergency (SAFE) Exit Act, [H.R. 6947](#)

**OPPOSE:**

- Motor Vehicle Modernization Act, [H.R. 7389](#)
- SELF DRIVE Act of 2026, [H.R. 7390](#)

**Motor Vehicle Deaths Remain Historically High**

America's roads are moving an ever-increasing number of people and goods.<sup>1</sup> This activity comes with a significant yet preventable human toll as well as infrastructure challenges and a robust price tag. On average, 112 people were killed every day on roads in the U.S., totaling nearly 41,000 fatalities in 2023.<sup>2</sup> This is a 24 percent increase in deaths in just a decade.<sup>3</sup> An additional 2.44 million people were injured.<sup>4</sup> Early projections for 2024 traffic fatalities remain at a similar historic high level; over 39,000 people are estimated to have been killed that year.<sup>5</sup>

In addition to the physical and emotional repercussions and infrastructure damage due to motor vehicle crashes, the annual economic cost is approximately \$340 billion (2019 dollars).<sup>6</sup> This figure equates to every person living in the U.S. essentially paying an annual

“crash tax” of over \$1,000. Moreover, the total value of societal harm from motor vehicle crashes in 2019, which includes loss of life, pain and decreased quality of life, was nearly \$1.4 trillion.<sup>7</sup> When adjusted solely for inflation, this figure amounts to over \$1.79 trillion.<sup>8</sup> Research from the Network of Employers for Traffic Safety (NETS) finds motor vehicle crashes cost employers \$72.2 billion in direct crash-related expenses in 2019.<sup>9</sup>

These devastating crashes impact millions of Americans each year including the families of U.S. Department of Transportation (U.S. DOT) Secretary Duffy and Members of Congress. These tragedies result in long-lasting effects which often are not accounted for in statistics alone. For every single death and serious injury, there is a horrific ripple effect forever changing the lives of children, parents, friends and communities. We know the solutions to meaningfully reduce its impact which includes vehicle safety improvements.

### **Federal Safety Standards Prevent Motor Vehicle Crashes, Save Lives, Avert Injuries and Reduce Associated Costs**

Advocates always has enthusiastically championed proven vehicle safety technology and for good reason -- it is one of the most effective strategies for preventing deaths and injuries. According to the National Highway Traffic Safety Administration (NHTSA), “[t]he FMVSS [Federal Motor Vehicle Safety Standards] remain NHTSA’s core way of ensuring that all motor vehicles provide the requisite level of safety performance and provide it within a technical timeframe.”<sup>10</sup> In fact, the agency has estimated that from 1968 through 2019, NHTSA’s safety standards have prevented more than 860,000 deaths, 49 million nonfatal injuries and damage to 65 million vehicles.<sup>11</sup> In addition, during that time frame the comprehensive societal benefits amounted to \$17.3 trillion, using 2019 dollars.<sup>12</sup>

In 1991, Advocates led the coalition that supported enactment of the bipartisan Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991<sup>13</sup> which included a mandate for front seat airbags as standard equipment. As a result, by 1997, every new car sold in the United States was equipped with this technology and the lives saved have been significant. Airbags have saved an estimated 50,457 lives from 1987 to 2017, according to NHTSA.<sup>14</sup>

Advocates built on this success by supporting additional proven lifesaving technologies as standard equipment in all vehicles in other federal legislation and regulatory proposals. These efforts include: tire pressure monitoring systems;<sup>15</sup> rear outboard 3-point safety belts;<sup>16</sup> electronic stability control;<sup>17</sup> rear safety belt reminder systems;<sup>18</sup> brake transmission interlocks;<sup>19</sup> safety belts on motorcoaches;<sup>20</sup> rear-view cameras;<sup>21</sup> safer power window switches;<sup>22</sup> advanced driver assistance systems (ADAS);<sup>23</sup> advanced impaired driving prevention technology;<sup>24</sup> rear designated seating position alert (hot cars);<sup>25</sup> enhanced vehicle hood and bumpers to better protect vulnerable road users;<sup>26</sup> and, advanced head lamps.<sup>27</sup>

The recent regulatory action undertaken by NHTSA to require pedestrian automatic emergency braking (PAEB) on light passenger vehicles is an excellent example of the

benefits of requiring effective safety systems as standard equipment. The agency predicts that PAEB will save 362 lives, mitigate over 24,000 injuries annually and result in a yearly cost benefit of between \$5.8-\$7.2 billion. The Final Rule for PAEB issued in 2024 also noted that the end user price for the safety technology for a popular make and model vehicle, a Toyota Camry, is \$240.24.<sup>28</sup> This cost is modest, particularly given the returns on the investment. Moreover, research performed by the Insurance Institute for Highway Safety (IIHS) has found that AEB can reduce front-to-rear crashes with injuries by 56 percent. Any delay in implementing the Final Rule is an unnecessary safety setback.

### **Advocates Supports the Following Legislation on Markup Agenda**

***Safety Is Not for Sale Act of 2026, H.R. 7372, which helps to ensure vehicle safety technologies are available to more consumers purchasing a new car by limiting the ability of manufacturers to package these lifesaving systems with non-safety and costly items such as heated steering wheels and panoramic roofs. See enclosed article from the president of the IIHS, “Sacrificing safety is not the way to make cars affordable.”***

Research demonstrates that lifesaving vehicle safety technologies are not the chief contributor to increased prices for new cars. IIHS /Highway Loss Data Institute (HLDI) President David Harkey recently wrote in an article, “Sacrificing safety is not the way to make cars affordable,” “...safety features aren’t the main thing pushing up prices.<sup>29</sup> Buyers are paying more for convenience features such as hands-free power liftgates, puddle lights and automatically retracting mirrors. Size is also a major factor: Americans continue to gravitate toward larger vehicles.”<sup>30</sup> Additionally, a 2023 study by Consumer Reports (CR) found that “[c]ommonly reported changes in average transaction prices appear to be primarily driven by shifts toward larger, more expensive SUVs and away from smaller and cheaper cars, rather than from the cost of technology improvements in individual models.”<sup>31</sup> As a result, CR concluded that “[t]hese findings prove that regulators can and should be aggressive in ensuring that automakers continue to deliver cost-effective technology improvements that save dollars and lives.”<sup>32</sup>

***Driver Technology and Pedestrian Safety Act of 2025, H.R. 3360, which directs U.S. DOT to study the distraction that can result from driver controlled technology including touch screen-based systems.***

Driver distraction is known to be a major contributor to motor vehicle crashes.<sup>33</sup> In 2023, crashes in which at least one driver was distracted resulted in 3,275 fatalities.<sup>34</sup> In 2019, crashes in which at least one driver was distracted imposed an economic cost of \$98.2 billion in 2019.<sup>35</sup> Adjusted for inflation only, that amounts to \$123.9 billion in 2025 dollars.<sup>36</sup> In 2018, distracted driving crashes cost employers nearly \$19 billion.<sup>37</sup> However, the true impact of distracted driving remains unclear due to a variety of issues.<sup>38</sup>

In 2023, over two trillion text and multimedia messages were sent or received in the U.S. Mobile wireless data traffic has risen dramatically over the last decade, from 3 trillion megabytes in 2010 to 100.1 trillion in 2023.<sup>39</sup> Research has shown that because of the

degree of cognitive distraction these devices cause, the behavior of drivers using mobile phones (whether handheld or hands-free) is equivalent to the behavior of drivers at the threshold of the legal limit for alcohol in most states (0.08 percent BAC).<sup>40</sup> Crash risk increases dramatically – as much as four times higher – when a driver is using a mobile phone, with no significant safety difference between handheld and hands-free phones observed in many studies.<sup>41</sup> A study by the Virginia Tech Transportation Institute found that text messaging increased the risk of a safety-critical driving event (i.e., crashes, near-crashes, crash-relevant conflicts and unintentional lane deviations) by 23.2 times.<sup>42</sup> Sending or receiving a text message causes the driver’s eyes to be off the road for an average of 4.6 seconds. When driving 55 miles per hour (mph), this is the equivalent of driving the entire length of a football field with one’s eyes closed.<sup>43</sup>

The Infrastructure Investment and Jobs Act (IIJA) directed U.S. DOT to conduct research regarding the installation and use of driver support systems, also known as driver monitoring systems, to minimize or eliminate driver distraction and automation complacency within three years and report to Congress within six months of the completion of the research.<sup>44</sup> The Euro NCAP is already evaluating these systems including for non-fatigue impairment detection.<sup>45</sup> In addition, several major automakers include some type of driver monitoring/ driver support technologies in their vehicles sold in the U.S.<sup>46</sup>

An August 2025 IIHS study measuring the use and acceptance of Subaru’s DriverFocus, a camera-based system that can monitor drivers outside of automation use, found that “Driver monitoring systems have the potential to reduce crashes and injuries from driver distraction and drowsiness.” It concluded, “The first driver-facing camera-based driver monitoring system in the U.S. market designed to operate outside of partial automation was widely accepted among this sample of drivers.” The study recommended expansion of the system, “Updating the software of these vehicles to give drivers the option to use driver monitoring outside of partial automation would increase its potential to reduce preventable crashes and injuries.”<sup>47</sup>

***Magnus White and Safe Streets for Everyone Act of 2026, H.R. 7353, to strengthen the performance requirements of AEB and enhance vulnerable road user (VRU) safety. See enclosed endorsement letter signed by more than 30 organizations.***

In 2023, 1,166 pedalcyclists were killed in traffic crashes.<sup>48</sup> Crashes involving bicyclists resulted in \$5.6 billion in economic costs and \$32.2 billion in comprehensive costs in 2019.<sup>49</sup> Accounting for inflation alone, this would equate to \$7 billion in economic costs and \$40.6 billion in comprehensive costs in 2025.<sup>50</sup> Motorcycles continue to be the most hazardous form of motor vehicle transportation;<sup>51</sup> 6,335 riders were killed in 2023.<sup>52</sup> This is the highest fatality total in a single year since data collection began in 1975.<sup>53</sup> An additional 82,564 motorcyclists were injured in 2023.<sup>54</sup> Early estimates for 2024 indicate a 2% decrease in motorcyclist fatalities compared to 2023.<sup>55</sup> Despite this projection, the number of motorcycle crash fatalities in 2023 is nearly three times the historic low of 2,116 motorcycle crash deaths in 1997.<sup>56</sup> Motorcycle riders represented 15% of the total traffic

fatalities in 2023, even though motorcycle vehicle miles traveled (VMT) accounted for only 0.6% of all VMT.<sup>57</sup> Per VMT in 2023, motorcycle riders were nearly 28 times more frequently killed in a traffic crash than occupants of passenger cars in traffic crashes.<sup>58</sup>

Annually, motorcycle crashes cost nearly \$17 billion in economic impacts and \$107 billion in societal harm as measured by comprehensive costs based on 2019 data.<sup>59</sup> Accounting for inflation alone, in 2025, this would equate to over \$21 billion in economic impacts and over \$135 billion in societal harm.<sup>60</sup> Serious injuries and fatalities accounted for 83 percent of total comprehensive costs of motorcycle crashes, compared to 60 percent of the total comprehensive costs of all motor vehicle crashes.<sup>61</sup> From 2013-2023, pedalcyclists increased 55 percent and motorcycles increased 35 percent.<sup>62</sup> Additionally, research conducted by IIHS earlier this year found that clothing which makes pedestrians stand out to human drivers may make them invisible to automated crash prevention systems, so ensuring AEB operates properly in all lighting conditions is essential.<sup>63</sup>

***Know Before You Drive Act, H.R. 7377, which will ensure consumers have accurate information on the capabilities and limitations of partially automated driving systems and AVs.***

Drivers need to understand the limits of Level 2 systems so that they don't expect the technology to handle more than it was designed to. An IIHS study found that people who regularly use these systems often have a false sense of security about what the technology can do.<sup>64</sup> Other studies have shown that over-trusting these systems can prevent people from intervening even when they see a hazardous situation occurring in front of them.<sup>65</sup>

***Of note, Advocates supports the AV Safety Data Act, H.R. 4376, which will help to ensure U.S DOT is getting important data on the operations of AVs yet, it was not included on the Markup agenda.***

#### **Advocates Opposes the Following Legislation on Markup Agenda**

***Motor Vehicle Modernization Act, H.R. 7389, which provides a pathway for mass exemptions from current FMVSS and in the absence of new FMVSS for the automated driving system (ADS) and related issues including cybersecurity. It also fails to address many of the New Car Assessment Program's (NCAP) most serious shortcomings. Rather, this proposal undermines current testing protocols by permitting self-testing and reporting and is stacked with advisory committees and studies which have been performed in the past or for which the issues are known and need remedy rather than further study.***

***Safely Ensuring Lives Future Deployment and Research In Vehicle Evolution (SELF DRIVE) Act of 2026, H.R. 7390, which fails to address the known safety issues with AVs and recklessly preempts states from enacting commonsense protections for their citizens. It also includes a new data collection program which is less comprehensive than NHTSA's Standing General Order (SGO).***

**See enclosed one-pager on safety issues with the Motor Vehicle Modernization Act and the SELF DRIVE Act.**

### **Experimental Autonomous Driving Technology Remains Unproven, and the U.S. is Not Lagging Behind Other Countries in Deployment**

In stark contrast to the effectiveness of federal standards and proven safety technology, cars equipped with various levels of ADS, for which there are no FMVSS, already have been involved in numerous serious and deadly crashes, many of which have been subject to investigation by the NTSB and NHTSA.<sup>66</sup> As NHTSA noted in the 2025 Notice of Proposed Rulemaking (NPRM) on the ADS-Equipped Vehicle Safety, Transparency, and Evaluation Program (AV STEP), vehicles equipped with automated driving systems (ADS) “...often struggle with driving tasks that humans consider relatively simple.”<sup>67</sup> Furthermore, according to data collected by NHTSA’s Standing General Order (SGO) 2021-1 requiring manufacturers to report certain crashes involving vehicles equipped with ADS or SAE Level 2 ADAS, there have been approximately 1,874 crashes involving ADS and 3,003 with ADAS. These include 51 crashes resulting in a fatality.<sup>68</sup>

In addition, several San Francisco transportation agencies submitted comments to the California Public Utilities Commission in 2023 detailing numerous dangerous incidents involving AVs operating in the city.<sup>69</sup> These events include:

- Interfering with emergency response operations including 18 incidents documented by the San Francisco Fire Department in which AVs put firefighters and the public at risk.
- Making planned and unplanned stops in travel lanes that have interfered with transit service and blocked traffic.
- Intrusions into construction zones where City employees were working.
- Obstructions caused by AVs having to interpret and respond to human traffic control officers.
- Erratic driving.<sup>70</sup>

According to recent media reports, similar issues continue to occur including failing to stop for school buses,<sup>71</sup> ceasing operating in the middle of city streets during a power outage,<sup>72</sup> and traveling on light rail tracks causing the robotaxi’s passenger to flee.<sup>73</sup> Recently, a child was reportedly hit by an autonomous vehicle during school drop off.<sup>74</sup>

Many promises have been touted about AVs bringing reductions in motor vehicle crashes and resultant deaths and injuries, lowering traffic congestion and vehicle emissions, expanding mobility and accessibility, improving efficiency, and creating more equitable transportation options and opportunities.<sup>75</sup> However, as auto industry leaders have acknowledged, these outcomes are far from certain.<sup>76</sup>

Additionally, supporters of AVs often assert that these vehicles will improve roadway safety by inaccurately stating that 94 percent of crashes are due to human error pointing to a report from NHTSA as support for this misleading claim. However, the agency stated in the same document with this statistic that “[a]lthough the critical reason is an important part of the description of events leading up to the crash, **it is not intended to be interpreted as the cause of the crash nor as the assignment of the fault to the driver, vehicle, or environment.**”<sup>77</sup> [*Emphasis added.*] In addition, NTSB Chair Jennifer Homendy has declared that using the statistic in such a manner is “dangerous” and “[a]t the same time it relieves everybody else of responsibility they have for improving safety, including DOT.”<sup>78</sup> Proponents of AVs also have made the claim that these vehicles will prevent 90 percent of crash fatalities.<sup>79</sup> Yet, as NHTSA states in the AV STEP NPRM, “[t]his proposal recognizes that the potential of ADS is still largely unproven.”<sup>80</sup>

In sharp contrast to what is happening in the U.S., other countries are taking a more calculated, careful and cautious approach to the development of AVs.<sup>81</sup> Often-repeated claims about the U.S. “falling behind” other countries in the “race” for AVs are simply not true nor supported by research. For example:

- China continues to require permits or restricts operations of AVs on its roads to only those areas approved by the authorities.<sup>82</sup> In fact, the nation recently delayed plans for production of AVs after a deadly crash.<sup>83</sup>
- Germany continues to require permits, approvals, and limits areas of operation for AVs.<sup>84</sup>
- In Japan, the introduction of Level 4 vehicles will be controlled and limited to specific, lightly populated areas.<sup>85</sup>
- The latest United Nations Economic Commission for Europe (UNECE) regulations will limit operations to restrict risks and oversee approval through testing and other requirements.<sup>86</sup>

In sum, no country is selling fully automated vehicles for unfettered use to the public and by many accounts, none will be for a significant amount of time.<sup>87</sup> According to the most recent KPMG analysis, the U.S. ranks fourth in the world for AV readiness, while China stands at number twenty.<sup>88</sup> The U.S. is not lagging behind other countries in allowing AVs to go to market, but we are behind in establishing comprehensive regulations to ensure public safety will not be jeopardized or diminished.

### **The AV Tenets Offer a Sound and Sensible People-and-Safety-First Approach to AV Deployment**

To identify a people-and-safety-first path forward on AVs, Advocates and numerous stakeholders developed the “AV Tenets.”<sup>89</sup> These sound and sensible policy positions should be a foundational part of any national AV policy. The AV Tenets are based on expert analysis, real-world experience, and public opinion. They have four main categories including: 1) prioritizing safety of all road users; 2) guaranteeing accessibility and equity; 3)

preserving consumer and worker rights; and, 4) ensuring local control and sustainable transportation. They are supported by a coalition of more than 65 organizations representing consumers, public health and safety experts, pedestrians, bicyclists, disability rights activists, emergency responders, law enforcement, labor and others. Requiring that AVs meet minimum performance standards, including for cyber security and a “vision test” to ensure the vehicle can respond to all people, vehicles and objects in the roadway environment, is essential. In addition, AV operations must be subject to adequate oversight, including a comprehensive database accessible by vehicle identification number (VIN) with basic safety information. These are fundamental prerequisites to prevent crashes caused by AVs and boost consumer confidence in this burgeoning technology.

Thank you for your consideration of these issues. We look forward to working with you to address the public health crisis of motor vehicle crashes.

Sincerely,



Catherine Chase  
President

cc: The Honorable Brett Guthrie, Chair, Committee on Energy and Commerce  
The Honorable Frank Pallone, Ranking Member, Committee on Energy and Commerce  
Members of the Subcommittee on Commerce, Manufacturing, and Trade

Encls: Safety Concerns with the SELF DRIVE Act and Motor Vehicle Safety Act  
Magnus White and Safe Streets for Everyone Endorsement Letter Signed by More  
Than 30 Organizations  
Advocates’ Safety Scorecard on Legislation on the Markup Agenda  
*Sacrificing safety is not the way to make cars affordable*, David Harkey, President,  
Insurance Institute for Highway Safety, Jan. 6, 2026

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<sup>1</sup> 2025 Report Card for America’s Infrastructure, American Society of Civil Engineers,  
<https://infrastructurereportcard.org/cat-item/roads-infrastructure/>

<sup>2</sup> Traffic Safety Facts Research Note: Overview of Motor Vehicle Traffic Crashes In 2023, NHTSA, Apr. 2025, DOT HS 813 705, (Overview 2023).

<sup>3</sup> Overview 2023; and Traffic Safety Facts 2022: A Compilation of Motor Vehicle Traffic Crash Data, NHTSA, Dec. 2024, DOT HS 813 656 (Annual Report 2022).; [comparing 2013 to 2023].

<sup>4</sup> Overview 2023.

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<sup>5</sup> Traffic Safety Facts: Crash Stats, Early Estimate of Motor Vehicle Traffic Fatalities in 2024, NHTSA, Apr. 2025, DOT HS 813 710 (Early Estimates 2024).

<sup>6</sup> The Economic and Societal Impact of Motor Vehicle Crashes, 2019, NHTSA, Dec. 2022, DOT HS 813 403. (Economic and Societal Impact 2019).

<sup>7</sup> Economic and Societal Impact 2019.

<sup>8</sup> CPI Inflation Calculator, BLS, available at [https://www.bls.gov/data/inflation\\_calculator.htm](https://www.bls.gov/data/inflation_calculator.htm), calculated from Jan. 2019 – Jan. 2025.

<sup>9</sup> Cost of Motor Vehicle Crashes to Employers – 2019, Network of Employers for Traffic Safety, March 2021.

<sup>10</sup> 89 FR 76923, Sep. 19, 2024.

<sup>11</sup> Kahane, C. J., & Simons, J. F. (2024, December). Fatalities, injuries, and crashes prevented by vehicle safety technologies and associated FMVSS, 1968 to 2019 – Passenger cars and LTVs (Report No. DOT HS 813 611). National Highway Traffic Safety Administration.

<sup>12</sup> NHTSA: 50 Years of Vehicle Safety Standards Saved Hundreds of Thousands of Lives, Prevented Millions of Injuries.

<sup>13</sup> Pub. L. 102-240 (Dec. 18, 1991).

<sup>14</sup> Traffic Safety Facts 2018, A Compilation of Motor Vehicle Crash Data, DOT HS 812 981, NHTSA (Nov. 2020).

<sup>15</sup> Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act, Pub. L. 106-414 (Nov. 1, 2000).

<sup>16</sup> Anton’s Law, Pub. L. 107-318 (Dec. 4, 2002).

<sup>17</sup> Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Pub. L. 109-59 (Aug. 10, 2005).

<sup>18</sup> *Id.*

<sup>19</sup> *Id.*

<sup>20</sup> Moving Ahead for Progress in the 21st Century (MAP-21) Act, Pub. L. 112-141 (Jan. 3, 2012).

<sup>21</sup> Cameron Gulbransen Kids Transportation Safety Act of 2007, Pub. L. 110-189 (Feb. 28, 2008).

<sup>22</sup> *Id.*

<sup>23</sup> Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

<sup>24</sup> *Id.*

<sup>25</sup> *Id.*

<sup>26</sup> *Id.*

<sup>27</sup> *Id.*

<sup>28</sup> Federal Motor Vehicle Safety Standard No. 127; Light Vehicle Automatic Emergency Braking (AEB); AEB Test Devices, NHTSA, Final Regulatory Impact Analysis, April 2024.

<sup>29</sup> David Harkey, Sacrificing safety is not the way to make cars affordable, IIHS Insight (Jan. 20, 2026).

<sup>30</sup> *Id.*

<sup>31</sup> Consumer Reports, Vehicle Price Trends Fuel Economy and Safety Improvements Come Standard.

<sup>32</sup> *Id.*

<sup>33</sup> Blincoe, L., Miller, T., Wang, J.-S., Swedler, D., Coughlin, T., Lawrence, B., Guo, F., Klauer, S., & Dingus, T. (2023, February). The economic and societal impact of motor vehicle crashes, 2019 (Revised) (Report No. DOT HS 813 403).

<sup>34</sup> *Id.* These crashes are known to be underreported and undercounted.

<sup>35</sup> The Economic and Societal Impact of Motor Vehicle Crashes, 2019, NHTSA, Feb. 2023, DOT HS 812 403.

<sup>36</sup> Bureau of Labor Statistics Inflation Calculator.

<sup>37</sup> Cost of Motor Vehicle Crashes to Employers 2019, NETS, 2018 data expressed in 2019 \$.

<sup>38</sup> Traffic Safety Facts Research Note: Distracted Driving 2022, April 2024, NHTSA, DOT HS 813 559, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813559>.

<sup>39</sup> 2024 Annual Survey Highlights, CTIA.

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- 40 Fatal Distraction? A Comparison of the Cell-Phone Driver and the Drunk Driver, Strayer, D.L., Drews, F.A., Crouch, D.J., University of Utah, Department of Psychology, available at <https://journals.sagepub.com/doi/10.1518/001872006777724471>.
- 41 McEvoy, S.P.; Stevenson, M.R.; McCartt A.T.; Woodward, M.; Haworth, C; Palamara, P.; and Cercarelli, R. 2005. Role of mobile phones in motor vehicle crashes resulting in hospital attendance: a case-crossover study. *British Medical Journal* 331(7514):428; available at <http://www.bmj.com/content/331/7514/428>; and Redelmeier, D.A. and Tibshirani, R.J. 1997. Association between cellular-telephone call and motor vehicle collisions. *The New England Journal of Medicine* 336:453-58, available at <http://www.stat.wmich.edu/naranjo/articles/nejmcellphone.pdf>.
- 42 What is Distracted Driving? Key Facts and Statistics, DOT NHTSA, citing Olson, R.L., Hanowski, R.J., Hickman, J.S., Bocanegra, J.; "Driver Distraction in Commercial Vehicle Operations", VTTI, Sep. 2009, available at <https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/docs/DriverDistractionStudy.pdf>.
- 43 Blueprint for Ending Distracted Driving, NHTSA, June 2012, DOT HS 811 629, available at <https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/811629.pdf>.
- 44 Pub. L. 117-58, § 24209 (2021).
- 45 European New Car Assessment Program: Assessment Protocol - Safety Assist Safe Driving, Implementation 2023, V 10.4, Euro NCAP, Feb. 2024
- 46 IIHS, Partial automation safeguard ratings.
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- 48 Traffic Safety Facts: Overview of Motor Vehicle Traffic Crashes In 2023, April 2025, DOT HS 813 705.
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## **Safety Concerns with the SELF DRIVE Act, [H.R. 7390](#), and Motor Vehicle Safety Act, [H.R. 7389](#)**

Advocates for Highway and Auto Safety (Advocates) does not oppose the advancement of vehicles equipped with an automated driving system (ADS). We are opposed to actions, including the identified below, which fail to proactively address the developing technology to ensure the safety of road users. According to data collected by the National Highway Traffic Safety Administration's (NHTSA) Standing General Order (SGO) 2021-1 requiring manufacturers to report certain crashes involving vehicles equipped with ADS or SAE Level 2 advanced driver assistance systems (ADAS), there have been approximately 1,874 crashes involving ADS and 3,003 with ADAS. These include 51 crashes resulting in a fatality.<sup>i</sup> The SGO safety data collection and access must be strengthened, and safeguards and improvements to ensure that vehicles equipped with an ADS only operate on roadways and in scenarios for which they are designed to safely do so must be advanced.

### **No New Safety Standards for Foundational Safety Technologies or the ADS (SELF DRIVE Act)**

- The legislation does not establish safety standards to ensure that the ADS will “see” and safely respond to all road users, vehicles and infrastructure in the roadway environment (aka a “Vision Test”). These basic protections are needed for all road users on America’s public roadways.
- The language focuses on the manufacturers establishing a “safety case” which will neither be required to be submitted (rather, submitted upon request by the U.S. Department of Transportation (U.S. DOT) Secretary), nor are there requirements to independently verify the safety case and operations of the ADS.
- Regulatory directives for the safety case are not required as the legislative language uses “may” rather than “shall.”

### **Mass Exemptions from Federal Motor Vehicle Safety Standards (FMVSS) (Motor Vehicle Modernization Act)**

- Permits up to 90,000 vehicles (currently 2,500 allowed) to be exempted from FMVSS including for human controls and extends the length of exemptions to five years (currently one year).
- Requires U.S. DOT to rule on exemption application within one year of receipt of application or automatically approved.

### **State Preemption (SELF DRIVE Act)**

- For manufacturers that establish a safety case, states are broadly preempted from taking actions that can be interpreted as hampering operations. These may include state level requirements to report safety and crash data and to limit operations due to safety deficiencies.
- This unprecedented provision would result in a state being preempted from taking action to protect its citizens on its roads in the absence of federal action or conflict and would be predicated on the development of a “safety case” that is not required to be submitted to any regulatory body.

### **Restricts Public Access to Safety Data, Weakens Data Collection and Repeals the Standing General Order (SGO) (SELF DRIVE Act)**

- The language proposes a new safety data collection which is more limited than the National Highway Traffic Safety Administration's (NHTSA) SGO and needlessly applies confidential business information (CBI) protections to data submitted to NHTSA which have been used previously to keep critical basic crash information out of public view.
- Allows state DOTs to potentially review data from AV manufacturers but restricts them from discussing what they learn about potential safety issues due to CBI restrictions.

- Repeals the SGO once the data repository is established. This will enshrine a system in which NHTSA and the public are not getting sufficient information about the operations of AVs on public roads. The SGO should be strengthened, not repealed.

#### **Expands Allowances for Testing and Demonstration (SELF DRIVE Act)**

- Under current law, motor vehicle manufacturers can introduce vehicles that do not comply with federal safety standards into interstate commerce for the sole purposes of testing and evaluation. The bill expands the current law to allow manufacturers of ADS, ADS-equipped vehicles and components of ADS which may result in more vehicles equipped with unproven ADS, absent minimum safeguards on our roadways.
- Expands current law to also allow manufacturers using this provision to engage in commercial operations including the carrying of members of the public as passengers and the transportation of freight.

#### **No Workforce Protections Are Included (SELF DRIVE Act)**

- The bill allows for payment for testing operations potentially exacerbating workforce issues for certain working drivers.

#### **No Accessibility Requirements Are Established (SELF DRIVE Act and Motor Vehicle Modernization Act)**

- While the AV industry has consistently included accessibility and mobility improvements for people with disabilities as a top priority, the SELF DRIVE Act does not advance such and may hamper states' ability to uphold such protections already established.
- The Motor Vehicle Modernization Act includes a study on wheelchair securement, but this is insufficient considering the issue has been known and discussed for over a decade and should have been addressed by the AV industry.

#### **No Establishment of Safety Considerations for Remote Operators (SELF DRIVE Act)**

- AV operations are using remote operators (ROs) to overcome deficiencies in their ADS and bolster their operations.
- Information on the scope of ROs and the safety deficiencies they are addressing is currently undocumented, yet needs to be, to understand the safety and readiness of related ADS.
- Safety issues related to use of ROs must be addressed including but not limited to restrictions on the number of vehicles each RO is managing, limitations on hours of service (HOS), requirements for a commercial drivers license (CDL) and experience operating related vehicles.

#### **Fails to ensure that the U.S. New Car Assessment Program (NCAP) is upgraded to meet its international counterparts (Motor Vehicle Modernization Act)**

- By any measure NCAP has been exceedingly successful. The program has been copied the world over and has provided necessary safety information to consumers for decades.
- While NHTSA did implement some important updates to NCAP in recent years, the program remains woefully outdated, particularly its five-star rating program, and needs substantial upgrades to ensure that the program is both keeping pace with the current state of technology and maximizing its benefits to safety.
- Rather, this proposal undermines current testing protocols by permitting self-testing and reporting and is stacked with advisory committees and studies which have been performed in the past or for which the issues are known and need remedy rather than further study.

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<sup>i</sup> Standing General Order on Crash Reporting: For Incidents Involving ADS and Level 2 ADAS, NHTSA, available at <https://www.nhtsa.gov/laws-regulations/standing-general-order-crash-reporting>, last accessed Dec. 17, 2025.

February 9, 2026

Re: Endorsement of the Magnus White and Safe Streets for Everyone Act of 2026

At one time or another, everyone is a vulnerable road user (VRU), lacking the safety infrastructure of vehicles and thus at higher risk of injury and death in collisions with vehicles. Available vehicle safety technologies that mitigate or prevent injuries and fatalities with VRUs are an essential pillar of the Safe System Approach (SSA) and should be required in new vehicles supported by performance standards.

In 2024, the National Highway Traffic Safety Administration (NHTSA) took a big step forward for safety when it issued a Final Rule for automatic emergency braking (AEB) that detects and responds to certain vehicles and pedestrians, or PAEB. Legislation offered by Reps. Yvette Clarke (D-NY) and Joe Neguse (D-CO), the Magnus White and Safe Streets for Everyone Act of 2026, H.R. 7353, will extend AEB protections to bicycle and motorcycle riders and other VRUs and ensure that the technology performs as needed.

Research supports this approach. According to the AAA Foundation for Traffic Safety, equipping all cars, pickup trucks, vans, minivans and SUVs with forward collision warning (FCW)/AEB which respond to pedestrians/bicyclists as well as vehicles could prevent 1.9 million crashes, nearly 900,000 injuries, and more than 4,700 deaths annually.<sup>i</sup> NHTSA's own Final Rule, which addresses PAEB, estimated it will save 362 lives and mitigate over 24,000 injuries annually. It is estimated to result in a yearly cost benefit of between \$5.8-\$7.2 billion.<sup>ii</sup>

The undersigned organizations support the Magnus White and Safe Streets for Everyone Act of 2026 and urge its inclusion in the surface transportation reauthorization. In 2023, 7,314 pedestrians, 1,155 bicyclists and 6,335 motorcycle riders were killed in crashes. Every road user deserves a safe trip whether inside or outside the vehicle.

Sincerely,

Adventure Cycling Organization  
Advocates for Highway and Auto Safety  
American Motorcyclist Association  
Amica Mutual Insurance Company  
American Property Casualty Insurance Association (APCIA)  
Center for Auto Safety  
Citizens for Reliable and Safe Highways  
Consumers for Auto Reliability and Safety  
Consumer Reports  
Disability Rights Education and Defense Fund (DREDF)  
Families for Safe Streets  
Families for Safe Streets - San Francisco Bay Area Chapter  
GreenLatinos  
Impact Teen Drivers  
Just Strategy  
Kids and Car Safety  
League of American Bicyclists

Mothers Against Drunk Driving (MADD)  
National Safety Council  
Nationwide Mutual Insurance Company  
National Association of Mutual Insurance Companies (NAMIC)  
North American Bikeshare and Scootershare Association  
Parents Against Tired Truckers  
PeopleForBikes  
Ride for Your Life / Sarah's Basket Memorial Fund  
Ride Illinois  
Safe Kids Worldwide  
Safe Routes Partnership  
Selective Insurance Company of America  
Trauma Foundation  
Truck Safety Coalition  
The White Line  
Vision Zero Network  
Walk San Francisco

<sup>i</sup> Benson, A., Tefft, B.C., Svancara, A.M. & Horrey, W.J., September 2018. Potential Reduction in Crashes, Injuries and Deaths from Large-Scale Deployment of Advanced Driver Assistance Systems (Research Brief). Washington, D.C.: AAA Foundation for Traffic Safety, available at <https://aaaafoundation.org/potential-reduction-in-crashes-injuries-and-deaths-from-large-scale-deployment-of-advanced-driver-assistance-systems/>.

<sup>ii</sup> 89 FR 39686 (May 9, 2024); available at <https://www.regulations.gov/document/NHTSA-2023-0021-1065>.

## SAFETY SCORECARD

**House Energy and Commerce Subcommittee on Commerce, Manufacturing and Trade Markup  
Feb. 10, 2026**

<b>Driver Technology and Pedestrian Safety Act of 2025, <a href="#">H.R. 3360</a></b>	Directs U.S. DOT to study distraction caused by driver-controlled technology, submit a report and identify recommendations.	<b>SUPPORT</b>
<b>Know Before You Drive Act, <a href="#">H.R. 7377</a></b>	Upgrades automated driving system (ADS) safety by prohibiting misleading claims on the performance of features or components of vehicles equipped with a partial ADS.	<b>SUPPORT</b>
<b>Magnus White and Safe Streets for Everyone Act of 2026, <a href="#">H.R. 7353</a></b>	Improves vulnerable road user (VRU) safety by enhancing the performance of automatic emergency braking (AEB) in light vehicles to include bicycle and motorcycle rider detection, in day and low light conditions, at a range of speeds and for a range of colors and complexions of skin, clothing and protective gear.	<b>SUPPORT</b>
<b>Safety Is Not for Sale Act of 2026, <a href="#">H.R. 7372</a></b>	Improves consumer access to vehicle safety features by ensuring they are offered as separate items and not only as part of a package with convenience or luxury items.	<b>SUPPORT</b>
<b>Securing Accessible Functional Emergency (SAFE) Exit Act, <a href="#">H.R. 6947</a></b>	Improves occupant safety and first responder access by requiring vehicles that are equipped with electronic door latch systems to have a manual door release to overcome potential issues with electrical systems in a crash.	<b>SUPPORT</b>
<b>Motor Vehicle Modernization Act, <a href="#">H.R. 7389</a></b>	Provides a pathway for mass exemptions from safety standards for vehicles equipped with an ADS. Fails to ensure that the U.S. New Car Assessment Program (NCAP) is upgraded to meet its international counterparts.	<b>OPPOSE</b>
<b>SELF DRIVE Act of 2026, <a href="#">H.R. 7390</a></b>	Perpetuates anti-safety measures proposed in past AV legislation including no new safety standards to ensure the self-driving systems perform to a minimum level of safety, safety case is not required and submissions are not independently verified, preemption prior to federal regulation, undercuts states' ability to protect users on their roadways, weakens current safety data reporting requirements and does not address remote AV operators, among other issues.	<b>OPPOSE</b>

January 6, 2026

Contact: Joe Young +1 434 985 9244 (office) or +1 504 641 0491 (cell)

## **Sacrificing safety is not the way to make cars affordable**

**By David Harkey, President**

ARLINGTON, Va. — The average new vehicle today costs a whopping \$50,000. But don't blame safety: For half that amount, you can find a vehicle with state-of-the-art engineering to protect you and your family in the event of a crash as well as proven technologies to keep you from crashing in the first place.

Take, for example, the 2026 Mazda 3, a small car. The manufacturer's suggested retail price for its base model? \$24,550. Just a few hundred dollars more can get you a 2026 Hyundai Kona, a small SUV. Prefer a Honda Accord, Toyota Camry or Subaru Forester? Each starts at under \$30,000.

These aren't bargain basement vehicles. All five earn the 2025 IIHS *TOP SAFETY PICK+* award, the highest accolade we give. All the base models provide the highest level of crash protection along with standard automatic emergency braking with pedestrian detection and standard lane departure warning and prevention. I wouldn't hesitate to recommend them to my own friends and family.

As members of the Senate Commerce Committee prepare to hear from auto executives about vehicle affordability next week, some people have suggested that safety is too expensive. They want to abandon the development of lifesaving technologies and halt efforts to expand access to them. But as the examples above make clear, a safe car doesn't have to cost a lot. Giving up on safety progress, on the other hand, will have very real costs — in terms of both dollars and lives.

### **Investing in safety**

In the 1950s, automakers, advocates and policymakers began to focus on how to make automobiles less dangerous for drivers and passengers. One of the first innovations was the seat belt, which is estimated to have saved more than 450,000 lives between 1968 and 2019.

As time went on, more lifesaving features were developed and, as they proved their effectiveness, incorporated into federal safety standards to ensure they would be included on every new vehicle. These included frontal airbags, which had saved an estimated 70,000 lives by the end of 2019, and electronic stability control, which had saved an estimated 29,000.

IIHS has been a part of this evolution. Our crash tests have led to changes in vehicle designs that provide better protection for drivers and passengers during a collision. Our crash avoidance ratings as well as a voluntary industry commitment we helped broker have led to the proliferation of automatic emergency braking — technology that cuts rates of front-to-rear crashes in half and rates of pedestrian crashes by a quarter. Our efforts give an important boost to safety innovations, but government mandates are key for ensuring that everyone has access to lifesaving features.

Of course, none of these safety innovations are free. There are costs associated with the new components and with integrating them into the vehicle. However, the benefits in terms of crashes prevented or mitigated and fatalities or injuries avoided far outweigh these costs.

In 2019, for example, the societal value of federal motor vehicle safety standards outpaced their cost to consumers by a factor of 23 to 1, according to an analysis by the National Highway Traffic Safety Administration. The agency calculated the cost to consumers at \$38 billion, while the societal value, which includes both economic costs and lost quality of life, totaled \$881 billion. That is a sound return on investment that can be measured in dollars but means so much more in lives saved and harm prevented.

### **What's really driving high prices**

The average new vehicle *is* expensive, and that's actually a problem for safety. The higher prices go, the longer Americans hold on to older vehicles that lack the crash protection and safety systems of more recent models.

But safety features aren't the main thing pushing up prices. Buyers are paying more for convenience features such as hands-free power liftgates, puddle lights and automatically retracting mirrors. Size is also a major factor: Americans continue to gravitate toward larger vehicles. The popular Ford F-150 pickup starts at \$39,330, with higher trim levels starting at more than \$70,000.

Even those who buy less expensive models often choose to load them with optional features that have nothing to do with safety. The Mazda 3 I mentioned above will cost you \$36,740 if you choose the Turbo Premium Plus instead of the lowest trim level. Among other things, the extra money will get you more horsepower, special wheels, a leather interior and a Bose sound system. You can add even more optional features and run the price up to nearly \$40,000. Personally, I like my heated seats, but I count on my car's seat belts, airbags and automatic emergency braking to keep me and my family safe.

### **No time to retreat**

Despite the remarkable progress made in vehicle safety, the U.S. lags behind other developed nations in reducing traffic fatalities, and in recent years, road deaths have been trending the wrong way.

In response, IIHS launched **30x30**, a vision to put the country back on the right track by cutting road deaths 30% by 2030. Doing so will require policy changes to address risky behavior such as speeding and impaired driving and changes to infrastructure to improve pedestrian and bicyclist safety. It will also require us to double down on vehicle safety, preserving recent gains and continuing to push for advancements. Automakers should absolutely look for ways to cut costs for consumers but not at the expense of people's lives.

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### **For more information, go to [iihs.org](https://www.iihs.org)**

The Insurance Institute for Highway Safety (IIHS) is an independent, nonprofit scientific and educational organization dedicated to reducing deaths, injuries and property damage from motor vehicle crashes through research and evaluation and through education of consumers, policymakers and safety professionals. IIHS is wholly supported by auto insurers.



CONSORTIUM FOR CONSTITUENTS  
WITH DISABILITIES

February 9, 2026

The Honorable Gus Bilirakis  
House Energy & Commerce Committee  
Subcommittee on Commerce, Manufacturing  
and Trade  
2125 Rayburn House Office Building  
Washington, DC 20515

The Honorable Jan Schakowsky  
House Energy & Commerce Committee  
Subcommittee on Commerce, Manufacturing  
and Trade  
2125 Rayburn House Office Building  
Washington, DC 20515

**RE: Letter for the Record for the Markup of “Legislation to Strengthen Motor Vehicle Safety and Advance U.S. Automotive Leadership”**

Dear Chairman Bilirakis and Ranking Member Schakowsky:

The undersigned members of the Consortium for Constituents with Disabilities (CCD) Transportation Task Force and friends write to submit a letter for the record for the February 10, 2026 markup of legislation to strengthen motor vehicle safety and advance U.S. automotive leadership. To allow people with disabilities to benefit from autonomous vehicles (AVs), the vehicles must accommodate passengers to remain in their personal wheelchairs, the human machine interface (HMI) must be accessible for people with sensory and cognitive disabilities, vehicles must be able to detect all types of disabled pedestrians, and disabled passengers and pedestrian’s rights and access to courts must be protected.

We acknowledge additional research into automated securement is proposed in the Motor Vehicle Modernization Act and that vulnerable road user detection, including pedestrians and wheelchair users, is proposed in the Magnus White Safe Streets for Everyone Act. We support the automated securement provision and the Magnus White bill.

Access and safety for disabled passengers is not addressed in the Safely Ensuring Lives Future Deployment and Research in Vehicle Evolution (SELF DRIVE) Act of 2026 (H.R. 7390). To ensure American leadership in AVs and automated driving system (ADS)-equipped vehicles, we urge you to prioritize the safety and access needs of disabled passengers and. Provisions that would address accessibility and safety needs are provided below and legislative text is attached. We are also attaching our letter submitted on January 14<sup>th</sup> which provides additional background.

To ensure access and safety for disabled passengers and pedestrians we urge you to:

- **Prohibit licensing discrimination on the basis of disability by states and any other governmental authorities in licensing.** This provision was provided in previous AV discussion drafts. Text is provided below.
  - *LICENSING.—A State may not issue a motor vehicle operator’s license for the operation or use of a dedicated highly automated vehicle in a manner that discriminates on the basis of disability (as defined in section 3 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12102)).*
- **Include rulemaking requirements for securement and ramps for wheelchair users, fully accessible HMI for people with sensory, cognitive and physical disabilities, and ADS detection and response ensuring the vehicle can detect wheelchair and service animal users.** Research alone into wheelchair securement systems does not ensure a future for wheelchair users to independently use AVs. We urge the committee to include language that requires rulemaking for wheelchair securement systems. Draft legislative text for accessibility rulemaking provisions is provided in the attached Disability Access in AVs and Motor Vehicles draft bill for your consideration.
- **Prohibit discrimination on the basis of disability by transportation service providers,** including AV companies offering on demand or taxi-like services. Discrimination could include not providing wheelchair accessible options or for other people with disabilities, and not providing service in a timely manner comparable to services provided to ambulatory users. Draft legislative text prohibiting discrimination is provided in the attached Disability Access in AVs and Motor Vehicles draft bill for your consideration.
- **Limit forced arbitration for disabled passengers and pedestrians.** AV providers must be held accountable for injuries and property damage, and remedies available under applicable civil rights laws must be made available.<sup>1</sup> Disabled passengers repeatedly face discrimination from rideshare and micromobility services and disabled pedestrians and cyclists routinely have dangerous interactions with vehicles in public streets and rights of way. The rights of disabled travelers should be protected to ensure a safe and quality experience. To fully protect their rights, all disabled people must have the option to take their claims, including those under civil rights laws and the Americans with Disabilities Act, to court. Should forced arbitration be allowed, we urge upholding disabled travelers’ rights. Draft legislative text prohibiting discrimination is provided in the attached Disability Access in AVs and Motor Vehicles draft bill for your consideration.

We also encourage consideration of the following:

- Inclusion of an AV Advisory Council that includes disability, industry and other stakeholders to continue discussions and solution finding for safety, accessibility and other issues;
- Accessibility of vehicles required in any safety case or safety standards;

- Disability needs considered in FMVSS updates;
- Reporting of injury, harm or death of disabled passengers and pedestrians, or their service animals or assistive devices, in crash reporting;
- Language that ensures disabled people’s rights are upheld when they or their devices or animals are harmed, or they are discriminated against;
- Funding and resources for U.S. Department of Transportation and U.S. Access Board staff to implement AV safety and accessibility rulemaking, research and programming;
- Collection and sharing of infrastructure data such as curb ramps and accessibility of sidewalks to ensure safety and accessibility for disabled passengers; and
- Provisions to ensure privacy of disabled passengers and pedestrians and their data.

Thank you for your consideration. Please contact CT Tyson at [ctyson@dredf.org](mailto:ctyson@dredf.org) and Sarah Malaier at [smalaier@afb.org](mailto:smalaier@afb.org) with any questions. We are eager to support your efforts to enhance safety and mobility for all.

Sincerely,

CCD Transportation Task Force Co-Chairs

Danica Gonzalves, Paralyzed Veterans of America, [danicag@pva.org](mailto:danicag@pva.org)  
 Sarah Malaier, American Foundation for the Blind, [smalaier@afb.org](mailto:smalaier@afb.org)  
 Tyler Beck, Epilepsy Foundation of America, [tbeck@efga.org](mailto:tbeck@efga.org)

Signatory Organizations

Access Ready

American Association of People with Disabilities

American Council of the Blind

American Foundation for the Blind

American Printing House for the Blind

Autistic Women & Nonbinary Network

Christopher & Dana Reeves Foundation

Deaf Equality

Disability Belongs

Disability Rights California

Disability Rights Education & Defense Fund

Easterseals  
Epilepsy Foundation of America  
Muscular Dystrophy Association  
National Council on Independent Living  
National Disability Institute  
Paralyzed Veterans of America  
TDIforAccess  
United Spinal Association

###

*CCD is the largest coalition of national organizations working together to advocate for Federal public policy that ensures the self-determination, independence, empowerment, integration and inclusion of people with disabilities. The Americans with Disabilities Act (ADA) sought to “provide a clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities.” Through AV policymaking, Congress has the opportunity to lead, uphold the ADA’s mandate, enhance safety, and improve lives and mobility for all.*

cc: Energy and Commerce Committee Chairman Guthrie, Ranking Member Pallone and all members of the Committee.

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<sup>1</sup> We support provisions prohibiting some predispute arbitration claims. We also encourage remedies available under applicable civil rights laws be included.

January 6, 2026

Contact: Joe Young +1 434 985 9244 (office) or +1 504 641 0491 (cell)

## **Sacrificing safety is not the way to make cars affordable**

**By David Harkey, President**

ARLINGTON, Va. — The average new vehicle today costs a whopping \$50,000. But don't blame safety: For half that amount, you can find a vehicle with state-of-the-art engineering to protect you and your family in the event of a crash as well as proven technologies to keep you from crashing in the first place.

Take, for example, the 2026 Mazda 3, a small car. The manufacturer's suggested retail price for its base model? \$24,550. Just a few hundred dollars more can get you a 2026 Hyundai Kona, a small SUV. Prefer a Honda Accord, Toyota Camry or Subaru Forester? Each starts at under \$30,000.

These aren't bargain basement vehicles. All five earn the 2025 IIHS *TOP SAFETY PICK+* award, the highest accolade we give. All the base models provide the highest level of crash protection along with standard automatic emergency braking with pedestrian detection and standard lane departure warning and prevention. I wouldn't hesitate to recommend them to my own friends and family.

As members of the Senate Commerce Committee prepare to hear from auto executives about vehicle affordability next week, some people have suggested that safety is too expensive. They want to abandon the development of lifesaving technologies and halt efforts to expand access to them. But as the examples above make clear, a safe car doesn't have to cost a lot. Giving up on safety progress, on the other hand, will have very real costs — in terms of both dollars and lives.

### **Investing in safety**

In the 1950s, automakers, advocates and policymakers began to focus on how to make automobiles less dangerous for drivers and passengers. One of the first innovations was the seat belt, which is estimated to have saved more than 450,000 lives between 1968 and 2019.

As time went on, more lifesaving features were developed and, as they proved their effectiveness, incorporated into federal safety standards to ensure they would be included on every new vehicle. These included frontal airbags, which had saved an estimated 70,000 lives by the end of 2019, and electronic stability control, which had saved an estimated 29,000.

IIHS has been a part of this evolution. Our crash tests have led to changes in vehicle designs that provide better protection for drivers and passengers during a collision. Our crash avoidance ratings as well as a voluntary industry commitment we helped broker have led to the proliferation of automatic emergency braking — technology that cuts rates of front-to-rear crashes in half and rates of pedestrian crashes by a quarter. Our efforts give an important boost to safety innovations, but government mandates are key for ensuring that everyone has access to lifesaving features.

Of course, none of these safety innovations are free. There are costs associated with the new components and with integrating them into the vehicle. However, the benefits in terms of crashes prevented or mitigated and fatalities or injuries avoided far outweigh these costs.

In 2019, for example, the societal value of federal motor vehicle safety standards outpaced their cost to consumers by a factor of 23 to 1, according to an analysis by the National Highway Traffic Safety Administration. The agency calculated the cost to consumers at \$38 billion, while the societal value, which includes both economic costs and lost quality of life, totaled \$881 billion. That is a sound return on investment that can be measured in dollars but means so much more in lives saved and harm prevented.

### **What's really driving high prices**

The average new vehicle *is* expensive, and that's actually a problem for safety. The higher prices go, the longer Americans hold on to older vehicles that lack the crash protection and safety systems of more recent models.

But safety features aren't the main thing pushing up prices. Buyers are paying more for convenience features such as hands-free power liftgates, puddle lights and automatically retracting mirrors. Size is also a major factor: Americans continue to gravitate toward larger vehicles. The popular Ford F-150 pickup starts at \$39,330, with higher trim levels starting at more than \$70,000.

Even those who buy less expensive models often choose to load them with optional features that have nothing to do with safety. The Mazda 3 I mentioned above will cost you \$36,740 if you choose the Turbo Premium Plus instead of the lowest trim level. Among other things, the extra money will get you more horsepower, special wheels, a leather interior and a Bose sound system. You can add even more optional features and run the price up to nearly \$40,000. Personally, I like my heated seats, but I count on my car's seat belts, airbags and automatic emergency braking to keep me and my family safe.

### **No time to retreat**

Despite the remarkable progress made in vehicle safety, the U.S. lags behind other developed nations in reducing traffic fatalities, and in recent years, road deaths have been trending the wrong way.

In response, IIHS launched **30x30**, a vision to put the country back on the right track by cutting road deaths 30% by 2030. Doing so will require policy changes to address risky behavior such as speeding and impaired driving and changes to infrastructure to improve pedestrian and bicyclist safety. It will also require us to double down on vehicle safety, preserving recent gains and continuing to push for advancements. Automakers should absolutely look for ways to cut costs for consumers but not at the expense of people's lives.

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### **For more information, go to [iihs.org](https://www.iihs.org)**

The Insurance Institute for Highway Safety (IIHS) is an independent, nonprofit scientific and educational organization dedicated to reducing deaths, injuries and property damage from motor vehicle crashes through research and evaluation and through education of consumers, policymakers and safety professionals. IIHS is wholly supported by auto insurers.



## **Safety Concerns with the SELF DRIVE Act, [H.R. 7390](#), and Motor Vehicle Safety Act, [H.R. 7389](#)**

Advocates for Highway and Auto Safety (Advocates) does not oppose the advancement of vehicles equipped with an automated driving system (ADS). We are opposed to actions, including the identified below, which fail to proactively address the developing technology to ensure the safety of road users. According to data collected by the National Highway Traffic Safety Administration's (NHTSA) Standing General Order (SGO) 2021-1 requiring manufacturers to report certain crashes involving vehicles equipped with ADS or SAE Level 2 advanced driver assistance systems (ADAS), there have been approximately 1,874 crashes involving ADS and 3,003 with ADAS. These include 51 crashes resulting in a fatality.<sup>i</sup> The SGO safety data collection and access must be strengthened, and safeguards and improvements to ensure that vehicles equipped with an ADS only operate on roadways and in scenarios for which they are designed to safely do so must be advanced.

### **No New Safety Standards for Foundational Safety Technologies or the ADS (SELF DRIVE Act)**

- The legislation does not establish safety standards to ensure that the ADS will “see” and safely respond to all road users, vehicles and infrastructure in the roadway environment (aka a “Vision Test”). These basic protections are needed for all road users on America’s public roadways.
- The language focuses on the manufacturers establishing a “safety case” which will neither be required to be submitted (rather, submitted upon request by the U.S. Department of Transportation (U.S. DOT) Secretary), nor are there requirements to independently verify the safety case and operations of the ADS.
- Regulatory directives for the safety case are not required as the legislative language uses “may” rather than “shall.”

### **Mass Exemptions from Federal Motor Vehicle Safety Standards (FMVSS) (Motor Vehicle Modernization Act)**

- Permits up to 90,000 vehicles (currently 2,500 allowed) to be exempted from FMVSS including for human controls and extends the length of exemptions to five years (currently one year).
- Requires U.S. DOT to rule on exemption application within one year of receipt of application or automatically approved.

### **State Preemption (SELF DRIVE Act)**

- For manufacturers that establish a safety case, states are broadly preempted from taking actions that can be interpreted as hampering operations. These may include state level requirements to report safety and crash data and to limit operations due to safety deficiencies.
- This unprecedented provision would result in a state being preempted from taking action to protect its citizens on its roads in the absence of federal action or conflict and would be predicated on the development of a “safety case” that is not required to be submitted to any regulatory body.

### **Restricts Public Access to Safety Data, Weakens Data Collection and Repeals the Standing General Order (SGO) (SELF DRIVE Act)**

- The language proposes a new safety data collection which is more limited than the National Highway Traffic Safety Administration's (NHTSA) SGO and needlessly applies confidential business information (CBI) protections to data submitted to NHTSA which have been used previously to keep critical basic crash information out of public view.
- Allows state DOTs to potentially review data from AV manufacturers but restricts them from discussing what they learn about potential safety issues due to CBI restrictions.

- Repeals the SGO once the data repository is established. This will enshrine a system in which NHTSA and the public are not getting sufficient information about the operations of AVs on public roads. The SGO should be strengthened, not repealed.

#### **Expands Allowances for Testing and Demonstration (SELF DRIVE Act)**

- Under current law, motor vehicle manufacturers can introduce vehicles that do not comply with federal safety standards into interstate commerce for the sole purposes of testing and evaluation. The bill expands the current law to allow manufacturers of ADS, ADS-equipped vehicles and components of ADS which may result in more vehicles equipped with unproven ADS, absent minimum safeguards on our roadways.
- Expands current law to also allow manufacturers using this provision to engage in commercial operations including the carrying of members of the public as passengers and the transportation of freight.

#### **No Workforce Protections Are Included (SELF DRIVE Act)**

- The bill allows for payment for testing operations potentially exacerbating workforce issues for certain working drivers.

#### **No Accessibility Requirements Are Established (SELF DRIVE Act and Motor Vehicle Modernization Act)**

- While the AV industry has consistently included accessibility and mobility improvements for people with disabilities as a top priority, the SELF DRIVE Act does not advance such and may hamper states' ability to uphold such protections already established.
- The Motor Vehicle Modernization Act includes a study on wheelchair securement, but this is insufficient considering the issue has been known and discussed for over a decade and should have been addressed by the AV industry.

#### **No Establishment of Safety Considerations for Remote Operators (SELF DRIVE Act)**

- AV operations are using remote operators (ROs) to overcome deficiencies in their ADS and bolster their operations.
- Information on the scope of ROs and the safety deficiencies they are addressing is currently undocumented, yet needs to be, to understand the safety and readiness of related ADS.
- Safety issues related to use of ROs must be addressed including but not limited to restrictions on the number of vehicles each RO is managing, limitations on hours of service (HOS), requirements for a commercial drivers license (CDL) and experience operating related vehicles.

#### **Fails to ensure that the U.S. New Car Assessment Program (NCAP) is upgraded to meet its international counterparts (Motor Vehicle Modernization Act)**

- By any measure NCAP has been exceedingly successful. The program has been copied the world over and has provided necessary safety information to consumers for decades.
- While NHTSA did implement some important updates to NCAP in recent years, the program remains woefully outdated, particularly its five-star rating program, and needs substantial upgrades to ensure that the program is both keeping pace with the current state of technology and maximizing its benefits to safety.
- Rather, this proposal undermines current testing protocols by permitting self-testing and reporting and is stacked with advisory committees and studies which have been performed in the past or for which the issues are known and need remedy rather than further study.

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<sup>i</sup> Standing General Order on Crash Reporting: For Incidents Involving ADS and Level 2 ADAS, NHTSA, available at <https://www.nhtsa.gov/laws-regulations/standing-general-order-crash-reporting>, last accessed Dec. 17, 2025.



2679 W Main Street, Ste. 300-335  
Littleton, CO 80120  
720-733-AVID (2843)  
info@avidcyclist.com  
February 4, 2026

To:

The Honorable Gus Bilirakis  
Chairman, Subcommittee on Commerce, Manufacturing, and Trade

The Honorable Jan Schakowsky  
Ranking Member, Subcommittee on Commerce, Manufacturing, and  
Trade

Dear Chairman Bilirakis and Ranking Member Schakowsky:

Avid Cyclist is an online publication “for the cycling lifestyle” which has a strong commitment to, in addition to safety for all vulnerable road users, a very strong passion for safety of cyclists. Since shortly after our founding, we have stood beside The White Line, the non-profit founded in memory of Magnus White, in their fight for the safety of all pedestrians and cyclists.

As a business and a representative of the national cycling community, we support Magnus White and Safe Streets for Everyone Act, and urge you to include it in the Surface Transport Reauthorization Package.

I can speak not only as a representative of the cycling community but also as a victim of a major crash while riding my bike. I was hit from behind by a truck doing 50+mph. I endured physical injuries and also trauma. I can tell you, if the AEB system on the month old truck could see cyclists, the crash that should have taken my life would not have occurred. The driver himself claimed “I didn’t see him”. This system would eliminate the need for that defense, entirely.

This is not a partisan bill, it is not about environmental issues, it is about saving lives. This is something that could potentially reduce the annual deaths of vulnerable road users to 0. There is no valid reason not to move forward with this.

Please support us in pursuing safety and ending needless and avoidable deaths of cyclists and all vulnerable road users.

Sincerely,

Gary Robinson  
CEO/Founder  
Avid Cyclist, LLC  
[grobinson@avidcyclist.com](mailto:grobinson@avidcyclist.com)

cc: [chloe.anduiza@mail.house.gov](mailto:chloe.anduiza@mail.house.gov)



February 4, 2026

The Honorable Gus Bilirakis  
Chairman, Subcommittee on Commerce, Manufacturing, and Trade  
The Honorable Jan Schakowsky  
Ranking Member, Subcommittee on Commerce, Manufacturing, and Trade

**Re: Surface Transportation Reauthorization Package and H.R.7353 The Magnus White and Safer Streets for Everyone Act**

Dear Chairman Bilirakis and Ranking Member Schakowsky,

We are Jill and Michael White, parents of Magnus White, who this piece of proposed legislation is named after.

Until July 29th, 2023, We were living one story. The story of a mom and dad watching their 17-year-old son chase his dreams as a US National Cycling Champion and member of the US National Cycling Team across multiple cycling disciplines. Magnus had a 4.2 GPA and was getting ready to start his senior year in high school. Magnus had a dozen friends call him "their best friend." Magnus loved his country.

That story ended instantly, when Magnus was killed by a driver on his last training ride before departing to Scotland to represent the United States at the Mountain Bike World Championships. That would have been his third world championship representing his country.

Magnus was hit from behind on a designated bike route just a couple miles from our home in Boulder, Colorado, at 12:28 pm on a Saturday. A driver had passed out after an all-night bender, consuming whiskey, prescription drugs, and cocaine. The driver never braked before hitting and killing our son. Magnus was thrown 30 feet into the air, *the height of a three story building*. The driver's car came to a stop 300 feet off into a field.

No one thinks this will happen to them. It always happens to someone else. We are that someone else. We all tell ourselves, "I'm a safe driver. I make safe choices. I'm responsible behind the wheel." We thought that way too.

But being a responsible driver doesn't protect your family from everyone else on the road.

We were a good mom and dad to both our boys. We did our best to build a home filled with hopes and dreams and purpose. You do everything you can to protect your family and your kids. But once they're out there on any road, on any sidewalk, in your neighborhood, in any crosswalk, on the way to school, in a bike lane, you can't protect them. You trust that the next driver they come upon won't kill them.

Imagine it's that morning my son died. What if we knew that morning that a driver was going to hit and kill my son later that day. What if you knew there was existing technology *that cars have today*, that would prevent him from being hit. Other than never letting your child step foot outside, would you do everything you possibly could to put that tech on that car to stop him from being killed?

We know humans fail. We know they make catastrophic decisions. That driver failed. That driver's judgment failed. That's exactly why vehicle safety technology must be mandatory. Had that car been equipped with *any* safety technology that already exists today, Magnus would be living his dreams, and this piece of legislation would not be named after him. Lane Assist would have kept the driver in their lane and on the road. Automatic Emergency Braking as proposed in H.R.7353, The Magnus White Safe Streets for Everyone Act would have seen Magnus and stopped their car before killing him.

Vehicle technology would have seen what the driver could not.  
It would have done what the driver did not.  
It would have saved our son's life.

We urge you to support H.R.7353, The Magnus White and Safer Streets for Everyone Act in the Surface Transportation Reauthorization Act in markup and throughout the entire legislative process to ensure that this much needed safety enhancement for vulnerable road users becomes law.

Sincerely,  
Jill and Michael White  
Magnus' Mom and Dad  
Co-founders of The White Line

February 9, 2026

Re: Endorsement of the Magnus White and Safe Streets for Everyone Act of 2026

At one time or another, everyone is a vulnerable road user (VRU), lacking the safety infrastructure of vehicles and thus at higher risk of injury and death in collisions with vehicles. Available vehicle safety technologies that mitigate or prevent injuries and fatalities with VRUs are an essential pillar of the Safe System Approach (SSA) and should be required in new vehicles supported by performance standards.

In 2024, the National Highway Traffic Safety Administration (NHTSA) took a big step forward for safety when it issued a Final Rule for automatic emergency braking (AEB) that detects and responds to certain vehicles and pedestrians, or PAEB. Legislation offered by Reps. Yvette Clarke (D-NY) and Joe Neguse (D-CO), the Magnus White and Safe Streets for Everyone Act of 2026, H.R. 7353, will extend AEB protections to bicycle and motorcycle riders and other VRUs and ensure that the technology performs as needed.

Research supports this approach. According to the AAA Foundation for Traffic Safety, equipping all cars, pickup trucks, vans, minivans and SUVs with forward collision warning (FCW)/AEB which respond to pedestrians/bicyclists as well as vehicles could prevent 1.9 million crashes, nearly 900,000 injuries, and more than 4,700 deaths annually.<sup>i</sup> NHTSA's own Final Rule, which addresses PAEB, estimated it will save 362 lives and mitigate over 24,000 injuries annually. It is estimated to result in a yearly cost benefit of between \$5.8-\$7.2 billion.<sup>ii</sup>

The undersigned organizations support the Magnus White and Safe Streets for Everyone Act of 2026 and urge its inclusion in the surface transportation reauthorization. In 2023, 7,314 pedestrians, 1,155 bicyclists and 6,335 motorcycle riders were killed in crashes. Every road user deserves a safe trip whether inside or outside the vehicle.

Sincerely,

AAA  
Adventure Cycling Organization  
Advocates for Highway and Auto Safety  
American Motorcyclist Association  
Amica Mutual Insurance Company  
American Property Casualty Insurance Association (APCIA)  
Center for Auto Safety  
Citizens for Reliable and Safe Highways  
Consumers for Auto Reliability and Safety  
Consumer Reports  
Disability Rights Education and Defense Fund (DREDF)  
Families for Safe Streets  
Families for Safe Streets - San Francisco Bay Area Chapter  
GreenLatinos  
Impact Teen Drivers  
Just Strategy  
Kids and Car Safety

League of American Bicyclists  
Mothers Against Drunk Driving (MADD)  
National Safety Council  
Nationwide Mutual Insurance Company  
National Association of Mutual Insurance Companies (NAMIC)  
North American Bikeshare and Scootershare Association  
Parents Against Tired Truckers  
PeopleForBikes  
Ride for Your Life / Sarah's Basket Memorial Fund  
Ride Illinois  
Safe Kids Worldwide  
Safe Routes Partnership  
Selective Insurance Company of America  
Trauma Foundation  
Truck Safety Coalition  
The White Line  
Vision Zero Network  
Walk San Francisco

<sup>i</sup> Benson, A., Tefft, B.C., Svancara, A.M. & Horrey, W.J., September 2018. Potential Reduction in Crashes, Injuries and Deaths from Large-Scale Deployment of Advanced Driver Assistance Systems (Research Brief). Washington, D.C.: AAA Foundation for Traffic Safety, available at <https://aaaafoundation.org/potential-reduction-in-crashes-injuries-and-deaths-from-large-scale-deployment-of-advanced-driver-assistance-systems/>.

<sup>ii</sup> 89 FR 39686 (May 9, 2024); available at <https://www.regulations.gov/document/NHTSA-2023-0021-1065>.



The Honorable Gus Bilirakis  
Chairman  
Subcommittee on Commerce, Manufacturing, and Trade

The Honorable Jan Schakowsky  
Ranking Member  
Subcommittee on Commerce, Manufacturing, and Trade

Dear Chairman Bilirakis and Ranking Member Schakowsky,

I am writing on behalf of the PeopleForBikes Coalition to express our support for the Magnus White and Safe Streets for Everyone Act. This bill seeks to improve road safety for everyone by equipping passenger vehicles with automatic emergency braking (AEB) technology capable of detecting cyclists, motorcyclists, and other vulnerable road users.

PeopleForBikes is the national trade association for the U.S. bicycle industry. We represent more than 325 manufacturers, suppliers, and distributors of bicycle products, as well as 1.4 million individual supporters nationwide. Our mission is to transform the U.S. into the best place in the world to ride a bike. This vision is supported by our advocacy work to make our nation's roads safer and more accessible for people riding bikes.

The Magnus White and Safe Streets for Everyone Act is named in honor of Magnus White, a world-renowned cyclist from Colorado. In 2021, Magnus won the Junior 17-18 Cyclocross National Championship, and he was a member of the USA Cycling National Team. While training for the World Mountain Bike Championship, Magnus was tragically hit by a car and killed on his bike outside of Boulder, Colorado, in 2023. He was only 17 years old.

Magnus is unfortunately just one of thousands of people killed while riding their bikes in the last several years. The latest data from the National Highway Traffic Safety Administration (NHTSA) shows that 1,166 people were killed while riding their bikes in 2024 — a record high. In fact, since an all-time reported low of 623 bicyclist deaths in 2010, bicyclist fatalities have increased by 87%.<sup>1</sup> This is entirely unacceptable and avoidable.

The Magnus White and Safe Streets for Everyone Act will make roads safer for people riding bikes by implementing innovative technology known as automatic emergency braking (AEB). AEB uses sensors to detect potential collisions and automatically apply the brakes if the driver has not already done so. Congress

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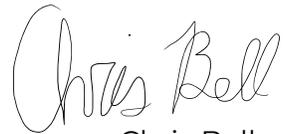
<sup>1</sup> League of American Bicyclists' analysis of NHTSA data, published April 25, 2025. Accessible at <https://bikeleague.org/another-year-of-devastating-and-preventable-bicyclist-deaths/>.

directed NHTSA to enact safety standards for AEB in 2021 and NHTSA published their subsequent final rule in 2024. Notably, NHTSA required AEB systems to be capable of detecting other motor vehicles and pedestrians, but not bicyclists, motorcyclists, or other vulnerable road users. The Magnus White and Safe Streets for Everyone Act addresses this critical gap by directing NHTSA to apply the AEB rule to bicyclists, motorcyclists, and others.

As the Subcommittee on Commerce, Manufacturing, and Trade continues to work on surface transportation reauthorization, the U.S. bicycle industry respectfully requests that the Subcommittee pass the Magnus White and Safe Streets for Everyone Act and include this bill in their reauthorization proposal.

When it comes to transportation, nothing is more important than safety. We hope the Subcommittee will adopt the safety improvements in the Magnus White and Safe Streets for Everyone Act and honor Magnus' legacy. Simply put, this bill will save lives.

Thank you for your consideration.

A handwritten signature in black ink that reads "Chris Bell". The signature is written in a cursive, flowing style.

Chris Bell  
Director of Federal Policy

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## Vehicle touchscreen frustration & safety concerns

by ANGIE MORESCHI AND NATHAN AARON | Spotlight on America  
Tue, February 3rd 2026 at 9:04 AM



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WASHINGTON (SOA) — If you're driving a new car on the road today, it's likely you have a touchscreen in your vehicle. Research shows 97% of new cars since 2023 have at least one touchscreen, handling a growing number of functions. And while touchscreens look sleek and modern, Spotlight on America discovered they're also the source of growing driver frustration and increasingly, safety concerns.

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*SOA correspondent Angie Moreschi reporting on vehicle touchscreen troubles. (SOA)*

## System blackout



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Barrett says his dash and touchscreen have blacked out while he was driving. (SOA)

Ben Barrett bought a 2024 Chevy Silverado brand new, but soon after started having trouble with a glitchy, malfunctioning touchscreen and dash.

“The dash goes out when I’m driving. So, I don’t know what speed I’m driving. The mapping system— that goes completely out,” Barrett told *Spotlight on America*.

He says it looks similar to turning off the vehicle, except it happens when he’s driving.

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Photos taken of Ben Barrett's dash and touchscreen when it malfunctioned. (Photos courtesy Ben Barrett)

“It’s dangerous to drive down the road!” Barrett said. “It’s scary, because you could hurt someone, you could get yourself hurt.”

## Major safety concern

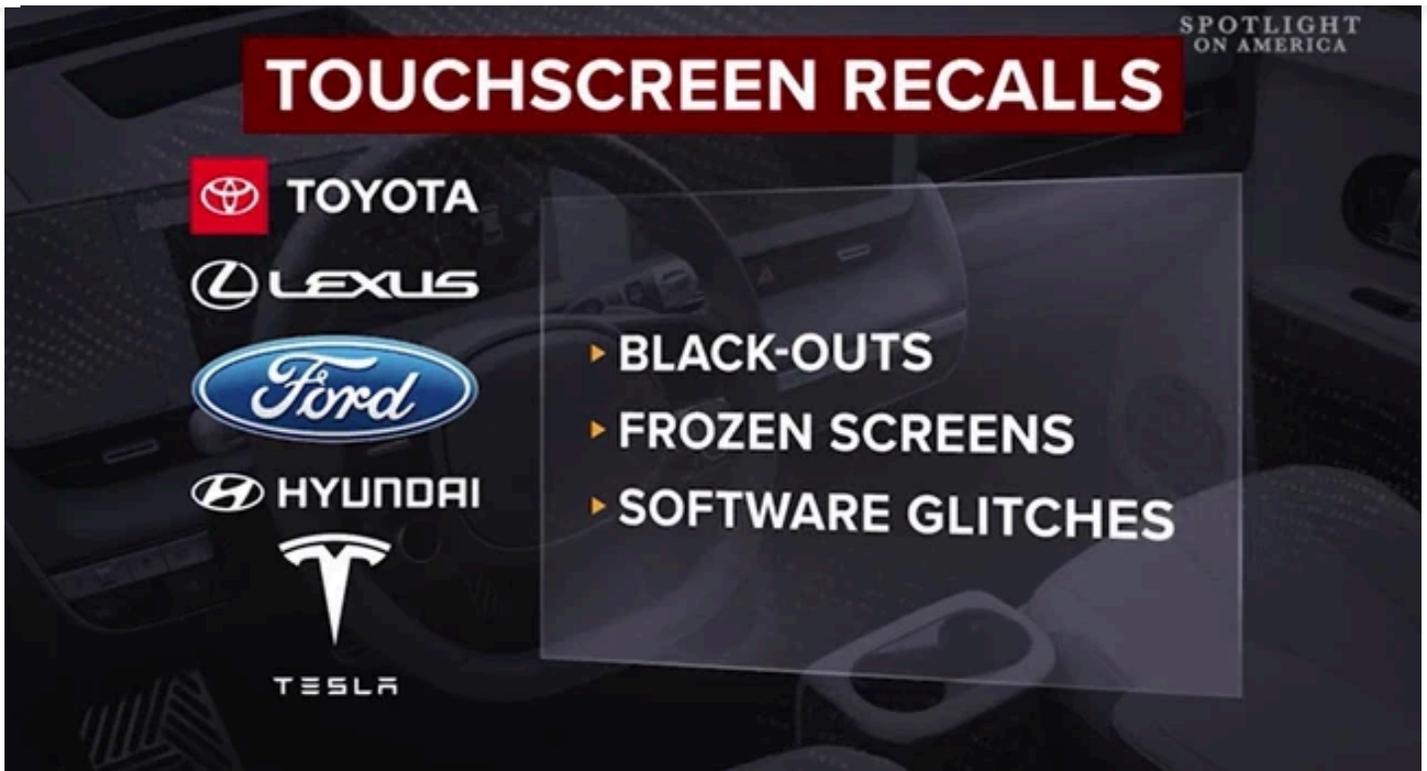
[Center for Auto Safety](#) Executive Director Michael Brooks says touchscreen issues are increasingly a major safety concern, especially when a glitch blacks out the whole dash.

“It’s so dangerous that it’s automatically a [violation of federal motor vehicle safety standards](#). It’s a non-compliance and it should be an immediate recall,” Brooks explained. “We’ve seen a lot of recalls where people are driving and they lose their speedometer.”

Spotlight on America discovered several automakers have [issued recalls](#) for touchscreen malfunctions, including Toyota, Lexus, Ford, Hyundai, frozen screens and software glitches. Some have even

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Several automakers have issued touchscreen recalls. (SOA graphic by Robert May)

And we found GM, the maker of Barrett's truck, issued a [Service Bulletin](#) last year for touch screen issues in several models, although not Barrett's specifically.

Barrett has taken his truck back to Chevy dealerships multiple times over the past year and a half to address his malfunction issues, but it's still happening.

“It just makes me mad,” he told us. “They said the factory reps looked at it and everything else, and it still ain't fixed,”

Brooks says the use of touchscreens in vehicles has grown exponentially over the past several years— driven in part, because they're cheaper for manufacturers to make.

“Safety features, climate control, stereo have been moved into those touchscreens, and now they're able to save money on all those buttons and v functions in one location,” he said.

## Distraction issues





The Center for Auto Safety's Brooks testifying before a Congressional committee in January. (Courtesy House of Reps)

Malfunctions aren't the only concern with touchscreens. Several studies show touchscreens can become a distraction to drivers on the road. Simple tasks like turning up the volume in some vehicles can become more complicated and take longer than just turning a knob.

Brooks, who recently testified about his concerns before the House Committee on Energy and Commerce, told Spotlight he's especially worried about critical functions being moved to touchscreen menus.

**“Now, people are having to scroll through a menu on a touchscreen to turn on their windshield wipers or windshield fog defogging systems. And that can present a safety issue,” Brooks told Spotlight.**

A [2022 Swedish study](#) found using touchscreens can take twice as long as knobs or buttons— with some tasks requiring up to 20 seconds; and a [recent study](#) found that drivers using touchscreens drifted side-to-side in

**“I think it's really necessary to identify whether touchscreens are a distraction. Brooks told Congress in January, while testifying before the House Committee.**

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## Call for Congressional Action



Rep. Mullin discusses his concern about touchscreens being distracting for drivers. (SOA)

California Congressman Kevin Mullin is a member of the House Energy and Commerce Committee. He introduced the [Driver Technology and Pedestrian Safety Act](#), which calls for a federal study on the impact of touchscreens on driver distraction.

“Given that 97 percent of new vehicles have these screens, we simply don't know enough about what the impact is,” Mullin said.

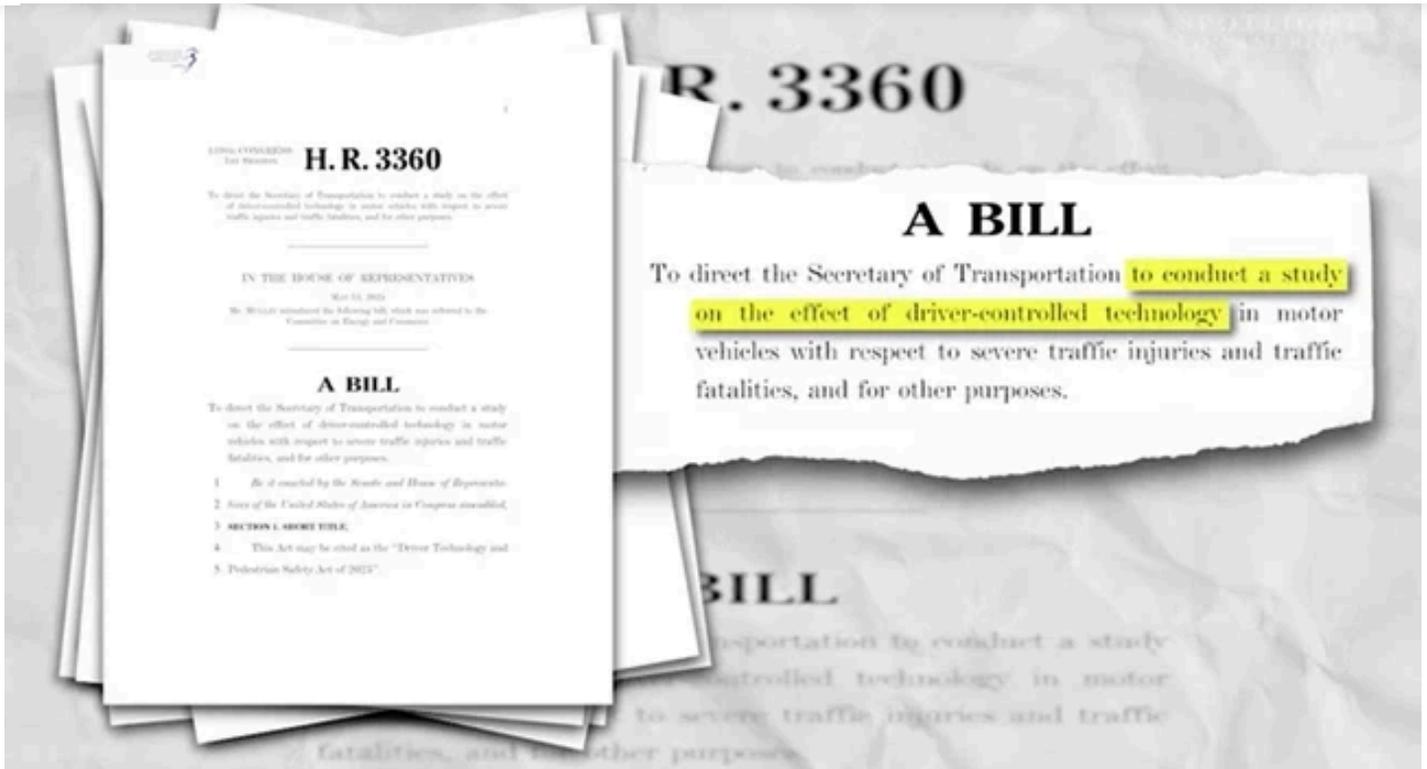
After the hearing, Rep. Mullin sat down with Spotlight to discuss his concerns.

“Anytime you take your eyes off the road, that raises a safety consideration,” Mullin said. “I'm not suggesting that these screens be taken out of vehicles, but we need to do the study. We need to understand, like we have with mobile phone usage in vehicles.”

National data shows 40,000 people are killed every year by distracted driving.

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Rep. Kevin Mullin (CA-D) sponsored the Driver Technology and Pedestrian Safety Act. (SOA graphic by Nathan Aaron)

Mullin says his proposed study, which would be conducted by the Department of Transportation and National Highway Traffic Safety Administration, would help regulators to better understand whether touchscreens contribute to causing accidents.

“These touchscreens are a fact of life. Cars are very much computers on the road. We need to acknowledge it, and federal regulators need to be taking a closer look at it,” he said.

## Touchscreens cheaper to make

The use of touchscreens in vehicles has grown exponentially over the past several years. Brooks says driven, in part, because they're cheaper for manufacturers to make.

“Windshield wipers, safety features, climate control, stereo have been moved into those touchscreens, and now they're able to save money on everything by centralizing those functions in one location.”

While many like the sleek, modern look of touchscreens, the reliability of the touch function is growing. The latest [JD Power survey](#) shows the most common complaints for new car owners.

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“It's not just grandmothers who don't like technology. It's people who don't want to spend 10 to 15 seconds looking for a common feature that they were able to access with the button just a few years before,” Brooks, from the Center for Auto Safety, said.

Even Congressman Mullin said he's been frustrated by the touchscreen in his car.

“My own behavior, I know that when I was working with knobs, instead of a touchscreen, I knew where those knobs were, and I was able to keep my eyes on the road, Mullin said.

Consumer backlash is leading some automakers to pump the brakes on touchscreens and start bringing back at least some buttons. Mercedes-Benz, Porsche, Honda, and Volkswagen are among those that have started reintroducing a mix of physical buttons and knobs

## Glitches continue



Combat Marine vet Ben Barrett is upset over touchscreen malfunction with his Chevy

Back in Pittsburgh, Ben Barrett is continuing to experience touchscreen and dash in his Chevy Silverado.

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A 30-year decorated combat marine veteran, Barrett says he was always proud to buy American, but now, regrets it.

“It’s very upsetting. This don’t deserve an American flag,” Barrett said, showing us the American flag he had intended to fly on his new truck, but now says he won’t.



Photo of Barrett while deployed in Iraq in 2004. (Courtesy Ben Barrett)

Spotlight on America contacted the Pittsburgh area dealership where Barrett bought his truck to ask them about what happened, but they declined to talk with us. We also tried to contact GM Corporate for a comment, but they did not respond to our requests.

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## TRENDING

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**Teddi Mellencamp on PTSD & why Kyle Richards was biggest 'advocate' amid cancer journey** ■ ■



**500 truckers failed English test as Operation SafeDRIVE pulls nearly 2,000 off roads**



**Winter Olympics committee investigating why medals are breaking** ■



**FBI is not aware of Savannah Guthrie talking with her mom's potential kidnappers** ■



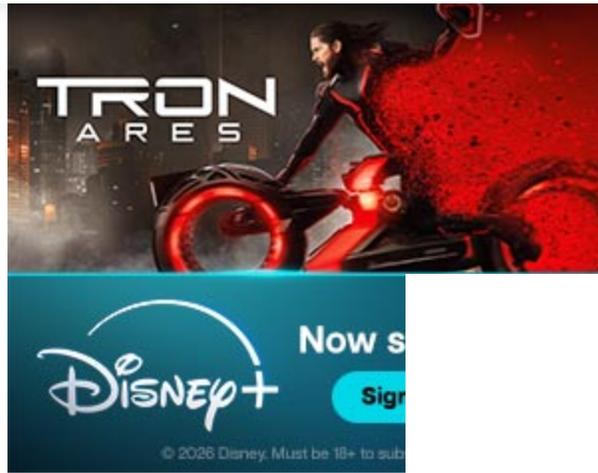
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## NATIONAL CONSUMERS LEAGUE

1701 K Street, NW, Suite 1200 Washington, DC 20006

Main: (202) 835-3323 Fax: (202) 835-0747 [www.nclnet.org](http://www.nclnet.org)

February 10, 2026

The Honorable Brett Guthrie  
Chair  
Energy & Commerce Committee  
United States House of Representatives  
Washington, D.C. 20515

The Honorable Frank Pallone, Jr.  
Ranking Member  
Energy & Commerce Committee  
United States House of Representatives  
Washington, D.C. 20515

The Honorable Gus M. Bilirakis  
Chair  
Commerce, Manufacturing, and Trade  
Subcommittee  
United States House of Representatives  
Washington, D.C. 20515

The Honorable Jan Schakowsky  
Ranking Member  
Commerce, Manufacturing, and Trade  
Subcommittee  
United States House of Representatives  
Washington, D.C. 20515

Dear Chairs Guthrie and Bilirakis, and Ranking Members Pallone and Schakowsky,

The National Consumers League (NCL) respectfully submits this letter for the markup of several motor vehicle bills by the Subcommittee on Commerce, Manufacturing, and Trade. We applaud you for seeking to reduce the unacceptable loss of life, physical injuries, and economic costs attributable to motor vehicle crashes.

Each year, approximately 40,000 lives are lost and 2.6 million people are injured in [traffic crashes](#). That's enough fatalities to fill the average Major League Baseball stadium—enough injuries to affect nearly every resident of the state of Alabama. Traffic crashes [cost society](#) nearly a trillion dollars in medical bills, emergency services, lost productivity, insurance costs, workplace loss, legal expenses, and property damage. That's enough money to purchase more than 26 million mid-size SUVs, ten million more than the total number of cars sold in 2024.

The death and destruction on our nation's roads does not have to be the price we pay for commuting to work, dropping the kids off at school, or picking up groceries. In the remainder of the letter, we provide feedback on bills slated for consideration at the markup.

*H.R. 7372—Safety is Not for Sale Act (Ranking Member Pallone)*

NCL strongly supports the Safety is Not for Sale Act, as such legislation is vital to ensuring consumers have more affordable access to lifesaving automobile safety features. NCL [found](#) that some advanced driving assistance systems (ADAS) are sold as luxury items that must be purchased for an extra fee or as part of expensive add-on packages. These additional costs may put these life-saving technologies out of reach for many Americans. Please see the attached fact sheet for additional information.

H.R. 7389—Motor Vehicle Modernization Act (Chairman Guthrie)

The Motor Vehicle Modernization Act seeks to enact several reforms to improve NHTSA's effectiveness and efficiency.

- Sec. 7. Project Management Practices – This section requires NHTSA to update procedures for rulemakings and reports to require the use of leading project schedule management practices. The Government Accountability Office (GAO) [found](#) that NHTSA has not consistently followed leading project schedule management practices in developing mandated rulemakings and reports. These practices, which include establishing milestones and sequencing activities, can help manage project timeframes and reduce delays. GAO recommended that NHTSA update procedures for rulemakings and reports to require the use of leading project schedule management practices. NCL believes that enshrining these GAO recommendations in law is an important tool for oversight and accountability, helping ensure a more responsive and effective NHTSA.
- Sec. 8. General Exemptions – This section expands NHTSA's authority to permit noncompliant vehicles on the nation's roads. Current law permits manufacturers of motor vehicles to deploy non-compliant vehicles for testing or evaluation, provided that those vehicles are not sold. A provision in the Motor Vehicle Modernization Act seeks to expand that authority to apply to suppliers. Further, the SELF DRIVE Act seeks to create a federal framework for the introduction of noncompliant autonomous vehicles (AVs). It is unclear why manufacturers would need to deploy noncompliant vehicles at the levels contemplated in Sec. 8. Such a high number of noncompliant vehicles on the nation's roads presents safety risks.
- Sec. 9. Testing and Evaluation of Motor Vehicle Equipment – This section permits suppliers manufacturing motor vehicle equipment prior to 2016 to deploy noncompliant motor vehicle equipment for the purposes of testing or demonstration, provided such motor vehicle or motor vehicle equipment is not sold at the conclusion of testing. Suppliers should have the authority to test innovative safety devices with reasonable commercial limitations. NCL supports this provision.

H.R. 7390—SELF DRIVE Act (Rep. Latta)

The SELF DRIVE Act seeks to “ensure continued United States leadership in the global automotive and autonomous driving sector, improve road safety, mobility, and accessibility, and create American jobs” by supporting the deployment of AVs, which are vehicles capable of performing the entire driving task without human intervention. We applaud Representative Latta (R-OH) for embarking on this legislative effort to support the safe and responsible deployment of AVs. NCL believes that it is important for the United States to establish such a framework for AV deployment.

In its current form, the legislation presents concerns related to safety, accessibility, justice, and economic opportunity. We are optimistic that these concerns can be resolved and

stand ready to work closely with the author of the legislation and committee staff to refine the text.

H.R. 5221—PART Act (Reps. Baird and McCollum)

The PART Act requires NHTSA to mandate that catalytic converters be affixed with antitheft markings, establishes a grant program to facilitate the marking of catalytic converters currently deployed in interstate commerce, and increases criminal penalties for catalytic converter theft. We are encouraged that the Committee is taking action to prevent catalytic converter theft, which has become a major consumer and environmental protection issue.

H.R. 7377—Know Before You Drive Act (Rep. Schrier)

The Know Before You Drive Act prohibits manufacturers from making misleading representations about the capabilities and limitations of AVs and partially automated vehicles. This legislation establishes vital protections preventing consumer confusion and misuse of partial driving automation.

We thank you for considering our perspective on improving roadway safety, automobile innovation, and American competitiveness, and stand ready to work with you on these various legislative proposals.

Sincerely,

A handwritten signature in cursive script that reads "Daniel M. Greene".

Daniel Greene  
Senior Director of Consumer Protection & Product Safety  
The National Consumers League



# Safety Is Not for Sale

Improving the Accessibility and Affordability of Vital Safety Features

## Technology That Reduces Crashes and Injuries

<p><b>Forward Collision Warning Auto Emergency Brake</b></p>  <p><b>56% fewer</b> front-to-rear injuries</p>	<p><b>Lane Departure Warning</b></p>  <p><b>21% fewer</b> injury crashes</p>	<p><b>Blind-Spot Detection</b></p>  <p><b>23% fewer</b> lane-change injury crashes</p>	<p><b>Driver Attention System</b></p>  <p><b>12,405 deaths</b> from distraction in 2021</p>
<p><b>Drowsy Driving Alerts</b></p>  <p><b>664 deaths</b> from drowsy driving</p>	<p><b>High-Performance Headlights</b></p>  <p><b>19% fewer</b> nighttime single-vehicle crashes</p>	<p><b>Pedestrian Visibility</b></p>  <p><b>23% fewer</b> nighttime pedestrian crashes</p>	<p><b>Post-Crash SOS Alert</b></p>  <p><b>1.6–3.3% fewer</b> fatalities yearly</p>

Life-saving safety and driver assistance technologies are often only available on luxury models or sold as part of expensive add-on packages that include non-safety-related features, such as lavish moonroofs, leather upholstery, and heated seats. Bundling safety systems with non-essential luxury items makes vital safety technologies less accessible and affordable. Congress should pass a law making it unlawful for sellers of optional safety systems to bundle those systems with non-safety-related equipment.

### Advanced Driver Assistance Systems

Several novel, sophisticated technologies promise to dramatically improve roadway safety:

- **Advanced Driver Assistance Systems (ADAS)** – ADAS are suites of sensors and software that alert drivers to potential dangers and, in some cases, automatically steer or brake to mitigate or avoid collisions. Forward collision warning and automatic emergency brakes have been shown to reduce injuries associated with front-to-rear crashes by 56 percent. Lane departure warnings could reduce single-vehicle, sideswipe, and head-on crashes causing injury by 21 percent. Blind-spot detection has been shown to reduce lane-change crashes that result in injuries by 23 percent.
- **Driver Monitoring** – Driver monitoring systems use sensors and cameras to detect a driver's attentiveness and issue alerts prompting the driver to re-engage. Distracted driving [claimed](#) an estimated 12,405 lives in 2021. Drowsy driving [caused](#) 664 deaths that same year.
- **Advanced Headlamps** – Approximately half of traffic deaths occur in dark or twilight conditions. Innovative headlamp technologies can reduce glare and increase illumination of the roadway. Vehicles with [good ratings](#) for visibility in the IIHS headlight test have 19% fewer nighttime single-vehicle crashes and 23% fewer nighttime pedestrian crashes than vehicles with poor-rated headlights.
- **Automatic Collision Notification** – Automatic Collision Notification is a post-crash safety feature that automatically calls emergency services in the event of a crash. NHTSA [estimates](#) that such systems can reduce fatalities by 1.6 to 3.3 percent annually.
- **Enhancing Vision** – Some vehicles are equipped with cameras, enhancing visibility around the vehicle when parking or operating at low speeds. Such systems can prevent frontover crashes, in which pedestrians (typically children) obscured by the blind zone immediately in front of a vehicle are struck.

### Bundles

A 2020 Consumer Reports [analysis](#) found that safety systems are often only available on luxury versions of a vehicle model or bundled into packages with non-safety-related equipment, making these life-saving technologies less accessible and affordable for many Americans. Several manufacturers continue to engage in this practice, with bundles ranging from a few hundred to thousands of dollars (see Table 1).

## Recommendations

Congress should pass legislation establishing:

- Brightline requirement – A person offering an optional safety system for sale to a first purchaser must disclose and provide such system for purchase separately from non-safety-related equipment.
- Availability – Ensure that lifesaving features for a vehicle model are available for all vehicles within that model.
- Enforcement – Grant the Federal Trade Commission (FTC) and state attorneys general the authority to enforce a violation of the Act. After at least one Notice of Penalty Offenses, the FTC can seek civil penalties up to \$50,120 per violation.

Ford Escape® (MY 2025)	Model	Active™, ST-Line™, and ST-Line™ Select		ST-Line™ Select	ST-Line™ Elite and Platinum®	
	Bundle	Base Trim	Tech Pack #1	Tech Pack #2	Base Trim	Premium Technology Build
	Net Price Difference	—	\$995	\$3,700	\$2,115 - \$5,795	\$1,910
Safety Features	—	—	Adaptive Cruise Control™	Adaptive Cruise Control™	Standard	—
	—	—	Evasive Steering Assist™	Evasive Steering Assist™	Standard	—
	—	—	Rear parking sensor	Rear parking sensor	Standard	—
	—	—	Intersection Assist™	Intersection Assist™	Standard	—
	—	—	Digital rear-view camera	Digital rear-view camera	Standard	—
	—	—	—	360-Degree Camera with Split View™	—	360-Degree Camera with Split View™
	—	—	—	Reverse Brake Assist™	—	Reverse Brake Assist™
	—	—	—	—	—	Head-Up Display™
	—	—	—	—	—	Front parking sensors
	—	—	—	—	—	—
Non-Safety-Related Features	—	—	Connected navigation	Connected navigation	Standard	—
	—	—	SYNC® 4 with enhanced voice recognition	SYNC® 4 with enhanced voice recognition	Standard	—
	—	—	13.2" LCD capacitive touchscreen with swipe capability	13.2" LCD capacitive touchscreen with swipe capability	Standard	—
	—	—	—	10-way power driver seat	—	10-way power driver seat
	—	—	—	6-way power passenger seat	—	6-way power passenger seat
	—	—	—	B&O® Sound System by Bang & Olufsen®, 10-speakers including subwoofer	—	B&O® Sound System by Bang & Olufsen®, 10-Speakers including Subwoofer
	—	—	—	HD Radio™™	—	HD Radio™™
	—	—	—	Instrument Panel Cluster – 12.3" Digital Productivity Screen	—	Instrument Panel Cluster – 12.3" Digital Productivity Screen
	—	—	—	Memory package: driver's seat and driver/front passenger sideview mirrors	—	Memory package: driver's seat and driver/front passenger sideview mirrors
	—	—	—	Wireless charging pad	—	Wireless charging pad
—	—	—	—	—	ActiveX® trimmed seats with quilting design and mini-perforation	

Honda CR-V® (MY 2025)	Model	LX	EX	EX-L
	Net Price Difference	\$—	\$2,230	\$4,480
	Safety Features	—	Blind Spot Information System®	Blind Spot Information System®
Non-Safety-Related Features	—	—	Cross Traffic Monitor™	Cross Traffic Monitor™
	—	—	—	Parking sensor (front/rear)
	—	—	—	Low-Speed Braking Control
	—	17" in steel with covers	18" silver-painted alloy wheels	18" silver-painted alloy wheels
	—	—	One-touch power moonroof with tilt feature	One-touch power moonroof with tilt feature
	—	Power windows with auto up/down driver windows	Power windows with auto up/down driver and passenger windows	Power windows with auto up/down all windows
	—	Automatic Climate Control System	Dual zone automatic climate control system	Dual zone automatic climate control system
	—	—	Illuminated drivers' and front passenger's vanity mirrors	Illuminated drivers' and front passenger's vanity mirrors
	—	—	Heated front seats	Heated front seats
	—	—	Driver's seat with 10-way power adjustment, including 2-way power lumbar support	Driver's seat with 10-way power adjustment, including 2-way power lumbar support, with two-position memory
—	160-watt audio system with 4 speakers	240-watt audio system with 6 speakers	320-watt audio system with 8 speakers	
—	7.0-in TFT meter display	7.0-in TFT meter display	10.2 in. digital instrument cluster	
—	—	—	Leather-wrapped steering wheel and shift knob	
—	—	—	Leather-trimmed seats	
—	—	USB charging ports – rear seats	USB charging ports – rear seats	

Toyota Corolla® (MY 2025)	Model	LT	SE	XSE
	Net Price Difference	—	\$2,440	\$3,275
	Safety Features	Blind Spot Monitor with Rear Cross-Traffic Alert	Standard	Standard
Non-Safety-Related Features	—	Pre-Collision System with Pedestrian Detection	Standard	Standard
	—	Lane Tracing Assist™	Standard	Standard
	—	Full-Speed Range Dynamic Radar Cruise Control™	Standard	Standard
	—	Lane Departure Alert with Steering Assist	Standard	Standard
	—	Automatic High Beams	Standard	Standard
	—	Road Sign Assist™	Standard	Standard
	—	8-in. Toyota Audio Multimedia™ touchscreen with six speakers	8-in. Toyota Audio Multimedia™ touchscreen with six speakers	10.5-in. Toyota Audio Multimedia™ touchscreen with six speakers
	—	Normal and Eco driving modes	Normal, Sport, and Eco driving modes	Standard
	—	16-in. steel wheels with covers	18-in. alloy wheels with graphite-colored finish	Standard
	—	—	Single exhaust with dual chrome tips	Standard
—	—	Gray metallic sport side rocker panels and color-keyed rear spoiler	Gray metallic sport side rocker panels and rear spoiler	
—	—	—	Heated driver and front passenger seats	
—	Tilt/telescopic 3-spoke steering wheel with audio	Leather-trimmed tilt/telescopic 3-spoke steering wheel with audio	Leather-trimmed tilt/telescopic 3-spoke steering wheel with paddle shifters and audio	
—	Multi-Information Display	Standard	Standard	
—	Hands-free phone	Standard	Standard	
—	Voice-command	Standard	Standard	

2026 GMC Sierra 1500	Model	Pro RWD	SLE RWD	Elevation RWD
	Net Price Difference	—	\$7,100	\$8,900
	Safety Features	—	Trailer side blind zone alert	Standard
		Forward collision alert	Standard	Standard
		Front and rear park assist	Standard	Standard
		Rear cross traffic braking	Standard	Standard
		StabiliTrak®, electronic stability control system with traction control	Standard	Standard
		—	Rear pedestrian alert	Standard
	—	Lane keep assist	Standard	Standard
	Non-Safety-Related Features	—	—	Wireless charging
		—	Rear under-seat storage	Standard
		—	—	Bose® premium sound system
		—	13.4" diagonal multicolor reconfigurable Infotainment	Standard
		—	Heated steering wheel	Standard
		—	Heated driver and front outboard passenger seats	Standard
		3 Years SiriusXM®	Standard	Standard
		—	HD Surround Vision™	Standard
		Inside rearview auto-dimming mirror	Standard	Standard
		All-weather floor liners	Standard	Standard

2025 Jeep® Grand Cherokee®	Model	Laredo A	Limited	Summit Reserve
	Net Price Difference	—	\$6,310	\$25,945
	Safety Features	Active™ lane-management system	Standard	Standard
		Blind-spot and cross-path detection	Standard	Standard
		Full-speed forward-collision warning plus	Standard	Standard
		ParkSense® rear park-assist with stop	Standard	Standard
		—	—	Side distance warning
		—	—	Intersection collision-assist system
	—	—	Drowsy driver detection	
	Non-Safety-Related Features	Premium cloth seats	Capri leatherette-trim interior with heated front- and second-row seats and a heated steering wheel	Palermo leather seats with heated front and second-row seats and a heated steering wheel
		Uconnect® 5 with an 8.4-inch touchscreen	Uconnect® 5 with an 8.4-inch touchscreen	Uconnect® 5 Nav with 10.1-inch touchscreen
		—	Six-speaker premium audio system with active noise cancellation	19-speaker high-performance audio
		—	Illuminated cupholders	Standard
		—	Deep-tint privacy glass	Standard
		—	—	Dual-pane panoramic sunroof
8-way power driver seat		8-way power driver and front passenger seats	16-way adjustable power front seats with memory and massage	
17-inch x 6.5-inch fully painted alum wheels		18-inch x 8-inch polished / painted alum wheels	21-inch x 9-inch machined face/painted alum wheels	
—		—	Ventilated front and rear seats	
4G LTE Wi-Fi® hot spot	Standard	Standard		

Ram® Trucks Ram 1500®	Model	2026 Ram 1500® Tradesman® Quad Cab®	2026 Ram 1500® Rebel® Crew	2026 Ram 1500® RHO Crew Cab
	Net Price Difference	—	\$23,715	\$31,765
	Safety Features	—	—	Intersection collision-assist system
		—	—	Traffic sign recognition
		—	—	Surround-view camera system
		—	—	Drowsy driver detection
		—	Selec-Speed™ control	Selec-Speed™ control
		—	—	Evasive Steering Assist™
	—	—	Head-Up display	
	Non-Safety-Related Features	—	Driver-seat memory	Driver-seat memory
		—	Heated second-row seats	Heated second-row seats
		—	—	Massaging driver and front passenger seat
		—	Ventilated front seats	Ventilated front and rear seats
		—	—	Uconnect® 5 Nav with 14.4-inch touch screen display
		—	—	Front passenger interactive display
—		19-speaker Harman Kardon® premium sound	19-speaker Harman Kardon® premium sound	
—		Dual wireless charging pad	Dual wireless charging pad	
—		Power adjustable pedals with memory	Power adjustable pedals with memory	
—	—	Dual-pane panoramic sunroof		

Tesla® Model Y® (accessed 12/19/25)	Model	Standard (Rear-Wheel)	Premium (All-Wheel)	Performance (All-Wheel)
	Net Price Difference	—	\$9,000	\$17,500
	Safety Features	Traffic-aware cruise control	Standard	Standard
		—	Autosteer™	Standard
		Auto emergency braking	Standard	Standard
		Forward collision warning	Standard	Standard
		Blind-spot collision warning	Standard	Standard
		Lane departure avoidance	Standard	Standard
	Non-Safety-Related Features	—	FM radio	Standard
		—	8" second-row touchscreen	Standard
		—	Customizable ambient lighting	Standard
		Manual-adjust steering wheel	Power-adjust steering wheel	Standard
		Second-row manual air vents	Second-row touchscreen air vents	Standard
		First-row heated seats	First-row heated and ventilated seats	First-row heated and ventilated sport seats with power tilt and thigh extension
		Passive shock absorbers	Frequency dependent shock absorbers	Electronic continuously variable shock absorbers
—		—	Drive modes	
15.4" first-row touchscreen		15.4" first-row touchscreen	16" first-row QHD touchscreen	
7 speakers	15 speakers, 1 subwoofer	Standard		



National Consumers League  
 1701 K Street, NW, Suite 1200  
 Washington, DC 20006  
 Visit us online at [nclnet.org](http://nclnet.org).



**COLORADO**

**State Patrol**

Department of Public Safety

The Honorable Gus Bilirakis

Chairman, Subcommittee on Commerce, Manufacturing, and Trade

The Honorable Jan Schakowsky

Ranking Member, Subcommittee on Commerce, Manufacturing, and Trade

February 9, 2026

**Subject:** Support for Magnus White and Safe Streets for Everyone Act

Dear Chairman Bilirakis and Ranking Member Schakowsky:

The Colorado State Patrol fully supports the Magnus White and Safe Streets for Everyone Act.

We view the requirement for Automatic Emergency Braking (AEB) technology in vehicles as a common-sense measure that will prevent and reduce crashes involving vulnerable road users, including pedestrians and cyclists. Ultimately, this technology will save lives.

We respectfully request that this bill be included in the subcommittee markup as part of the Surface Transportation Reauthorization Package. Thank you for your consideration and for the opportunity to provide our input on this significant legislation.

Respectfully,

A handwritten signature in black ink, appearing to read "Matthew C. Packard".

Colonel Matthew C. Packard

Chief, Colorado State Patrol







**The Honorable Gus Bilirakis**

Chairman, Subcommittee on Commerce, Manufacturing, and Trade  
U.S. House of Representatives  
Washington, D.C.

**The Honorable Jan Schakowsky**

Ranking Member, Subcommittee on Commerce, Manufacturing, and Trade  
U.S. House of Representatives  
Washington, D.C.

Dear Chairman Bilirakis and Ranking Member Schakowsky:

PlumCC is a community-centered cycling organization dedicated to improving community lives, health and fostering the development of youth. We impact 100s of lives in a positive manner, but are a vulnerable group and want to simultaneously protect people, as well as improve lives.

The Magnus White and Safe Streets for Everyone Act of 2026 addresses a growing public safety concern: the increasing number of deaths and serious injuries involving cyclists, pedestrians, and other vulnerable road users. Vulnerable road user fatalities have increased nearly 30 percent since 2001, and existing vehicle safety systems frequently fail to reliably detect cyclists and pedestrians. Safety risks also disproportionately impact communities of color, highlighting the need for equitable and effective safety standards. The legacy of Magnus White underscores the urgency of addressing these safety gaps, as even trained and experienced cyclists using designated infrastructure remain at risk when vehicle detection systems fail.

My own experiences, and those of friends, drive home the urgency of this issue. We have tragically lost great community members, like Ken Rosskopf, due to the current lack of awareness and robust controls for cyclists on our roads. As an active cyclist who has introduced many others to this activity and form of commuting, the fears of cars colliding with cyclists frequently causes me to lose sleep frequently. Knowing that such technology would be standard in every new car would genuinely make a significant impact.

The Magnus White and Safe Streets for Everyone Act provides a practical, evidence-based solution by directing the National Highway Traffic Safety Administration (NHTSA) to strengthen Automatic Emergency Braking (AEB) standards. The legislation would require vehicles to reliably detect cyclists, pedestrians, and other vulnerable road users, operate effectively in both daytime and nighttime conditions, and perform consistently regardless of clothing color, skin tone, or environmental factors. Strengthening AEB performance directly addresses existing technology gaps and represents a meaningful step toward reducing preventable roadway fatalities and injuries.

Including strengthened AEB requirements within the Surface Transportation Reauthorization Bill is essential to establishing consistent national safety standards, reducing roadway deaths and severe injuries, promoting equitable transportation safety outcomes, and supporting safer commuting, recreation, and community mobility nationwide. Safer streets are not a partisan



issue; they are a public health and public safety priority affecting communities across the country.

PlumCC respectfully urges lawmakers to co-sponsor the Magnus White and Safe Streets for Everyone Act of 2026, support the inclusion of strengthened Automatic Emergency Braking standards in federal transportation legislation, and champion policies that protect vulnerable road users nationwide. By advancing this legislation, policymakers have the opportunity to save lives, strengthen community safety, and honor Magnus White's legacy through meaningful, life-saving reform.

Respectfully,

A handwritten signature in black ink, appearing to read 'Ferriez Johnson', written in a cursive style.

Ferriez Johnson  
Founder, PlumCC  
Milwaukee, WI

## SAFETY SCORECARD

**House Energy and Commerce Subcommittee on Commerce, Manufacturing and Trade Markup  
Feb. 10, 2026**

<b>Driver Technology and Pedestrian Safety Act of 2025, <a href="#">H.R. 3360</a></b>	Directs U.S. DOT to study distraction caused by driver-controlled technology, submit a report and identify recommendations.	<b>SUPPORT</b>
<b>Know Before You Drive Act, <a href="#">H.R. 7377</a></b>	Upgrades automated driving system (ADS) safety by prohibiting misleading claims on the performance of features or components of vehicles equipped with a partial ADS.	<b>SUPPORT</b>
<b>Magnus White and Safe Streets for Everyone Act of 2026, <a href="#">H.R. 7353</a></b>	Improves vulnerable road user (VRU) safety by enhancing the performance of automatic emergency braking (AEB) in light vehicles to include bicycle and motorcycle rider detection, in day and low light conditions, at a range of speeds and for a range of colors and complexions of skin, clothing and protective gear.	<b>SUPPORT</b>
<b>Safety Is Not for Sale Act of 2026, <a href="#">H.R. 7372</a></b>	Improves consumer access to vehicle safety features by ensuring they are offered as separate items and not only as part of a package with convenience or luxury items.	<b>SUPPORT</b>
<b>Securing Accessible Functional Emergency (SAFE) Exit Act, <a href="#">H.R. 6947</a></b>	Improves occupant safety and first responder access by requiring vehicles that are equipped with electronic door latch systems to have a manual door release to overcome potential issues with electrical systems in a crash.	<b>SUPPORT</b>
<b>Motor Vehicle Modernization Act, <a href="#">H.R. 7389</a></b>	Provides a pathway for mass exemptions from safety standards for vehicles equipped with an ADS. Fails to ensure that the U.S. New Car Assessment Program (NCAP) is upgraded to meet its international counterparts.	<b>OPPOSE</b>
<b>SELF DRIVE Act of 2026, <a href="#">H.R. 7390</a></b>	Perpetuates anti-safety measures proposed in past AV legislation including no new safety standards to ensure the self-driving systems perform to a minimum level of safety, safety case is not required and submissions are not independently verified, preemption prior to federal regulation, undercuts states' ability to protect users on their roadways, weakens current safety data reporting requirements and does not address remote AV operators, among other issues.	<b>OPPOSE</b>



# Transport Workers Union of America, AFL-CIO

**John Samuelson**  
International President

**Alex Garcia**  
International Executive  
Vice President

**Jerome Lafragola**  
International  
Secretary-Treasurer

**Curtis Tate**  
International Administrative  
Vice President

**Mike Mayes**  
International Administrative  
Vice President

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***"AMERICA'S FIGHTING DEMOCRATIC UNION"***

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## PRESS RELEASE

February, 9, 2026

Contact: Pete Donohue [pdnohue@twu.org](mailto:pdnohue@twu.org)

### **SELF DRIVE ACT SETS FEDERAL STANDARDS FOR AVs**

The Transport Workers Union of America is encouraged by many provisions in the SELF DRIVE Act offered by Representative Latta. As updated in both substitute amendments offered by Representatives Bilirakis and Dingell, this bill would establish federal standards for the deployment of autonomous vehicles and, for the first time, set enforceable safety standards on AVs. It is critical for humans inside of all vehicles to retain the ability to oversee, intervene, and stop a vehicle when autonomous systems fail. While this language remains in flux, the TWU believes the amendments submitted by Representatives Bilirakis and Dingell have significant overlap on the most important issues facing our membership and that these versions should form the base of a bipartisan compromise to enact an AV framework this year.

“The Transport Workers Union has consistently said that the unregulated deployment of autonomous vehicles (AV) of any size presents a danger to the public and a threat to good union jobs,” said TWU International President John Samuelson. “In the public transit sector in particular, no level of automation in a bus, van or train should ever replace the highly skilled and licensed operators on-board who serve our passengers and keep them safe.”

In addition, the draft bill ANS from Representatives Latta and Bilirakis would require AV manufacturers to demonstrate that they meet federal safety requirements before deploying their vehicles – a basic principle of transportation safety that far too many tech companies have pig-headedly refused to adhere to in their AV deployments. These measures will put long overdue restraints on the industry and remove a number of already deployed non-compliant vehicles from our roads.

Our institutions, including Congress, must do much more to ensure that AV profiteers, including Big Tech companies and their billionaire investors, actually live up to their own marketing claims on safety and job creation. Unregulated AVs are the most significant threat to roadway safety today. Bad actors have been enabled by a patchwork of inadequate and dangerously lenient state laws which encourage a race to the bottom on standards and a complacent federal government that has allowed far too many risks into the system. The TWU supports many provisions in this discussion draft and believes it is a starting point for a more comprehensive effort that fully regulates AV safety and ensures workers are the primary beneficiaries of innovation. As this bill moves through the legislative process, the TWU will fight to ensure that commercial motor vehicles continue to be overseen by qualified, certified human operators, new jobs being created by this industry are good, union jobs, and the level of safety in our public transportation systems increases.





## **State and Local Governments Statement on H.R. 7390, Safely Ensuring Lives Future Deployment and Research In Vehicle Evolution (SELF DRIVE) Act of 2026**

On behalf of the nation's state and local government elected and appointed officials, we urge Congress to once again reject legislation on autonomous vehicles (AVs) with provisions for any additional federal preemption of state and local authorities. State and local officials widely support a competitive American economy that embraces technology improvements including AVs, but we must integrate them in a manner that ensures safe operations which is the role of states and local governments. Of particular concern is consideration of preemptive language that would restrict the states from enforcing against motor vehicle and traffic safety law – essential public protections afforded equitably across the vehicle spectrum, no matter who or what serves as the operator.

The regulation of motor vehicle safety, in the traditional manner (as defined in Title 49 Sections 30102 and 30111 which includes the design, construction and performance of a motor vehicle) is, and must remain, a federal obligation. However, state and local governments are the primary authorities over operational safety, including regulating both the operation of motor vehicles after such vehicles have been constructed and the operators of those motor vehicles. In addition, state and local governments hold the authority to establish the rules of the road and traffic laws for how motor vehicles can be safely operated on public roadways. For example, the federal government can require that a vehicle be able to properly identify and observe a stop sign, but the sole authority to establish laws requiring observation of such stop sign, and the enforcement thereof, continue to reside with state and local authorities who are best suited to respond to local needs.

Make no mistake, the leaders of state and local governments recognize the life-saving potential of many technology integrations that deserve Congress' attention, but any AV bill that fails to clear basic safety standards for daily operations, failsafe protocols used by first responders, and emergency recall for ADS shortfalls should fail in Committee because they will cause failures on real roads. State and local governments stand ready to work with Congress to ensure the safe integration of AVs into our existing transportation networks, while guaranteeing continued safety on our nation's roadways and streets for all users.

If you have further questions, please contact: Ben Nasta, [benjamin.nasta@ncsl.org](mailto:benjamin.nasta@ncsl.org) or Brittney Kohler, [kohler@nlc.org](mailto:kohler@nlc.org).



**The Honorable Gus Bilirakis**

Chairman, Subcommittee on Commerce, Manufacturing, and Trade  
U.S. House of Representatives

**The Honorable Jan Schakowsky**

Ranking Member, Subcommittee on Commerce, Manufacturing, and Trade  
U.S. House of Representatives

Dear Chairman Bilirakis and Ranking Member Schakowsky,

On behalf of Team ACR, an Atlanta-based cycling team and community organization, we write to express our strong support for the Magnus White and Safe Streets for Everyone Act and to respectfully urge its inclusion in the upcoming Surface Transportation Reauthorization Bill.

Team ACR is built around competitive cycling, training, and advocacy for safer streets. Our members spend thousands of hours each year riding on public roads for training, commuting, and community events. We know firsthand that cyclists and other vulnerable road users remain at significant risk, even when riding legally and predictably. Many of our members have personally experienced or witnessed serious vehicle-cyclist collisions in the Atlanta area, reinforcing that these dangers are not hypothetical but part of daily life for people outside of vehicles.

The Magnus White and Safe Streets for Everyone Act represents a practical, evidence-based response to this ongoing safety gap. By directing the National Highway Traffic Safety Administration to strengthen Automatic Emergency Braking (AEB) standards so that systems reliably detect cyclists and other vulnerable road users regardless of clothing color, skin tone, lighting conditions, or speed, this legislation addresses a clear and preventable failure in current vehicle safety performance.

We also believe this bill highlights a broader public safety imperative. Many of our members drive vehicles equipped with AEB and have seen firsthand how effective these systems can be as an additional safeguard in high-risk, real-world driving situations. Ensuring that all new vehicles meet stronger, real-world AEB detection standards would meaningfully reduce preventable injuries and deaths for cyclists, pedestrians, and other vulnerable road users.

Safer streets are not a partisan issue; they are a public health issue. Including the Magnus White and Safe Streets for Everyone Act in the Surface Transportation Reauthorization Bill would honor Magnus White's legacy with concrete action and help protect countless lives nationwide.

Thank you for your leadership and consideration. We appreciate the opportunity to submit this letter for the official record and stand ready to support this effort in any way that is helpful.

Respectfully,

A handwritten signature in black ink, appearing to read 'CW', with a red flourish extending from the end.

**Cody Wellons**  
Team ACR  
Atlanta, Georgia

**Team Lager**  
Atlanta, Georgia  
teamlager.com

# Team Lager

**February 2026**

The Honorable Gus Bilirakis  
Chairman, Subcommittee on Commerce, Manufacturing, and Trade  
U.S. House of Representatives  
Washington, D.C.

The Honorable Jan Schakowsky  
Ranking Member, Subcommittee on Commerce, Manufacturing, and Trade  
U.S. House of Representatives  
Washington, D.C.

Dear Chairman Bilirakis and Ranking Member Schakowsky,

On behalf of Team Lager, an Atlanta based cycling team rooted in community, safety, and shared responsibility, we write in strong support of the Magnus White and Safe Streets for Everyone Act and respectfully urge its inclusion in the upcoming Surface Transportation Reauthorization Bill.

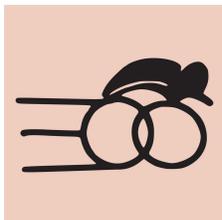
Team Lager exists for more than racing bikes. From our founding, we have viewed cycling as both a sport and a civic act. Our members ride on public roads daily, mentor new riders, and advocate for safer streets for all road users.

Magnus White's story is deeply personal to our community. He was a gifted young cyclist, a national champion, and someone who did everything right training hard and riding where he was supposed to be. His death underscores a hard truth many cyclists know well: experience, preparation, and visibility do not fully protect vulnerable road users when vehicle safety systems fail to recognize them.

Members of our broader cycling community work in emergency medicine and critical care and see the consequences of cyclist and pedestrian crashes firsthand. These incidents result in catastrophic injuries, lifelong disability, and lives lost. They are preventable tragedies.

The Magnus White and Safe Streets for Everyone Act addresses a clear and measurable gap in vehicle safety by strengthening standards for Automatic Emergency Braking so vehicles can reliably detect cyclists and pedestrians in real world conditions, day or night, regardless of clothing color or skin tone. Vulnerable road user fatalities have increased sharply over the past two decades, with disproportionate impacts on communities of color. This legislation is a practical, evidence based step toward reversing that trend.

Safer streets are not a partisan issue. Treating cyclist and pedestrian detection as a core safety requirement rather than an optional feature is a matter of public health and basic responsibility. Stronger AEB standards save lives.



Respectfully,

Shawn Cooper

A handwritten signature in black ink that reads "Shawn Cooper". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Team Lager

www.tireindustry.org  
February 9, 2026

Dear Chairman Guthrie, Ranking Member Pallone, Chairman Bilirakis, and Ranking Member Schakowsky:

The Tire Industry Association (TIA) is an international non-profit association representing all segments of the tire industry, including those that manufacture, repair, recycle, sell, service, or use new or retreaded tires, as well as suppliers and individuals who provide equipment, materials, or services to the industry. The mission of TIA is to promote tire safety through training and education, to serve as the principal advocate in government affairs, and to enhance the image and professionalism of the industry so that member businesses may be more successful. TIA represents more than 13,000 members across all 50 states and around the world.

On behalf of TIA, we appreciate the Committee's work to strengthen and modernize the National Highway Traffic Safety Administration (NHTSA) in ways that promote safety and innovation. We support the amendment offered by Representative Russell Fry that would remove outdated Federal Motor Vehicle Safety Standards (FMVSS) tire tests and conditions that no longer reflect today's tire technology.

Many existing FMVSS tire tests were developed decades ago and do not reflect real-world conditions or modern tire design. These legacy requirements often provide little safety value while creating unnecessary barriers to innovation and delaying the availability of improved tire products for consumers.

TIA also supports targeted updates to endurance testing requirements to improve clarity and better differentiate between normal wear and true tire failure. Clear, technically relevant standards allow manufacturers to focus on improving real-world safety and performance rather than designing to outdated or unclear test criteria.

NHTSA began reviewing these standards in 2019, and stakeholders like us broadly agreed that updates are needed to reflect advances in tire technology and align with global standards. Despite that consensus, meaningful updates have yet to be implemented.

The tire industry is essential to roadway safety, mobility, and the U.S. economy. TIA and its members are committed to advancing safety through innovation, education, and sound public policy. We respectfully urge the Committee to pass the amendment offered by Representative Fry and look forward to continued collaboration with Congress and NHTSA to modernize tire safety standards.

Sincerely,

Richard "Dick" Gust  
CEO  
Tire Industry Association  
Office: 800-876-8372 ext. 112  
Email: [Dgust@tireindustry.org](mailto:Dgust@tireindustry.org)

Roy Littlefield IV  
Vice President of Government Affairs  
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Maryland Office:  
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Suite G 301.430.7280  
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20716-1883

February 3, 2026

The Honorable Gus Bilirakis  
Chairman, Subcommittee on Commerce, Manufacturing, and Trade  
The Honorable Jan Schakowsky  
Ranking Member, Subcommittee on Commerce, Manufacturing, and Trade

Dear Chairman Bilirakis and Ranking Member Schakowsky,

Trek Bicycle Corporation strongly supports the inclusion of the Magnus White and Safe Streets for Everyone Act in the Surface Transportation Reauthorization Act.

Automatic Emergency Braking Systems “(AEB)” already exist, and focusing this technology on pedestrians and cyclists will save lives.

Trek was founded in 1976 in a barn in Wisconsin. Today, we are one of the World’s largest producers of bicycles and we urge you to take this simple common-sense step to save lives.

If you have any questions, or wish to discuss this matter further, please do not hesitate to contact me.

Sincerely,

Trek Bicycle Corporation



Bob Burns  
Government Affairs & Advocacy



**The Honorable Gus Bilirakis**

Chairman, Subcommittee on Commerce, Manufacturing, and Trade  
U.S. House of Representatives  
Washington, D.C.

**The Honorable Jan Schakowsky**

Ranking Member, Subcommittee on Commerce, Manufacturing, and Trade  
U.S. House of Representatives  
Washington, D.C.

Dear Chairman Bilirakis and Ranking Member Schakowsky:

On behalf of TRMNUS Works, an Atlanta-based cycling team built around community, safety, and civic engagement, I write to express our strong support for the Magnus White and Safe Streets for Everyone Act of 2026 and to respectfully urge its inclusion in the upcoming Surface Transportation Reauthorization Bill.

Our team exists for more than racing. From our founding, we have sought to use cycling as a platform for public good—advocating for safer streets, supporting organizations like The White Line Foundation, and amplifying the voices of vulnerable road users. Magnus White’s story is personal to our community: a gifted young athlete, a national champion, and a reminder that talent, preparation, and even designated bike routes do not protect cyclists from preventable harm when vehicle safety systems fail to see them.

Several members of TRMNUS Works also serve on the front lines of healthcare—two emergency medicine physicians and one critical care nurse. We have directly witnessed what “peds vs. auto” and “bike vs. auto” mean in real life: catastrophic trauma, permanent disability, and families shattered by crashes that should never have happened. These are not abstractions to us; they are the patients we resuscitate, admit, and too often lose.

The Magnus White and Safe Streets for Everyone Act is a practical, evidence-based step forward. By directing NHTSA to strengthen Automatic Emergency Braking (AEB) standards so that vehicles can reliably detect cyclists and other vulnerable road users regardless of clothing color, skin tone, or lighting conditions, this legislation addresses a clear and measurable safety gap. The data compiled by The White Line Foundation—showing a nearly 30% rise in vulnerable road user fatalities since 2001 and disproportionate risk for people of color—underscores the urgency of this reform.

We also believe this bill highlights a broader imperative: robust, real-world AEB performance must be treated as a core public safety requirement, not an optional feature. For that reason, we urge the Subcommittee to ensure that strengthened AEB standards—including reliable detection of cyclists, pedestrians, and other vulnerable users in day and night conditions—are explicitly incorporated into the Surface Transportation Reauthorization Bill.



Safer streets are not a partisan issue; they are a public health issue. The Magnus White and Safe Streets for Everyone Act offers a commonsense path to prevent needless deaths and injuries while honoring Magnus's legacy with meaningful action.

We appreciate your leadership and your consideration, and we stand ready to support this effort in any way that is helpful.

Respectfully,

A handwritten signature in black ink, appearing to read "BWallace". The signature is fluid and cursive.

**Bradley Wallace, MD, FACEP**

Founder & Team Principal, TRMNUS Works  
Atlanta, Georgia



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INTERNATIONAL UNION, UNITED AUTOMOBILE, AEROSPACE & AGRICULTURAL IMPLEMENT WORKERS OF AMERICA - UAW

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SHAWN FAIN, *PRESIDENT* • MARGARET MOCK, *SECRETARY-TREASURER*  
VICE-PRESIDENTS: MIKE BOOTH • RICH BOYER • LAURA DICKERSON

February 10, 2025

Dear Representative:

On behalf of the more than one million active and retired members of the UAW, we urge you to vote no on the Subcommittee on Commerce, Manufacturing, and Trade markup of H.R. 7390, *Safely Ensuring Lives Future Deployment and Research in Vehicle Evolution (SELF DRIVE) Act*. This bill would dramatically accelerate the deployment of autonomous vehicles (AVs), while providing zero safeguards to protect auto worker jobs or to ensure that AVs and their parts and components are made in America.

We believe that American manufacturers and workers must lead in the research, design, and production of the advanced vehicles of tomorrow. The UAW has secured billions of dollars' worth of investment in our collective bargaining agreements to produce next generation vehicles with union labor right here in America. Innovation must be paired with strong protections for workers, road safety, and the public.

The deployment of AVs has the potential to seriously disrupt auto manufacturing and transportation jobs and the blue-collar communities that depend on them. Supporters of this bill must confront this anxiety facing UAW members:

- Will AVs, their technology, and components be made in the U.S. or will deployment result in a new wave of outsourcing?
- Will new AV jobs improve current industry standards or will companies use new technologies as an excuse to erode wages, job quality, and job numbers?

The *SELF DRIVE Act* fails to adequately address the potential destructive impacts of AV deployment on current and future jobs. Instead, it provides a roadmap for manufacturers to unleash AVs on the road with no regard for how or where they are built. Congress must ensure that legislation accelerating the deployment of AVs supports U.S. manufacturing and American workers.

The UAW stands ready to support legislation that accelerates AV deployment and serves the public interest – not just industry interests – while preserving and increasing quality auto manufacturing jobs.

We demand that legislation contains:

1. **Strong Domestic Content Standards:** to ensure the deployment of AVs results in more jobs, higher quality jobs, and greater job security for America's autoworkers.
2. **Provisions to Adequately Monitor the Impacts of AV Deployment:** to regularly assess the impacts on public safety and American jobs.
3. **Tools to Manage AV Deployment:** to manage the scale of deployment if it becomes clear that public safety or American jobs are being adversely impacted.

The *SELF DRIVE Act* does not position U.S. manufacturers or American autoworkers to lead the future of the auto industry. Instead, the bill is set to leave American autoworkers and our blue-collar communities behind. We strongly urge you to oppose H.R. 7390.

opeiu494afl-cio



February 4, 2026

The Honorable Gus Bilirakis  
Chairman, Subcommittee on Commerce, Manufacturing, and Trade

The Honorable Jan Schakowsky  
Ranking Member, Subcommittee on Commerce, Manufacturing, and Trade

Dear Chairman Bilirakis and Ranking Member Schakowsky:

In my role as CEO and President of USA Cycling, I support young men and women in their dreams of representing Team USA in the Olympic Games.

One of those up and coming athletes was Magnus White of Boulder, CO. In 2023 Magnus was just days away from leaving for Scotland where he would be representing our nation at the World Championships when he was struck by a distracted driver and killed.

I can't fathom the pain that Magnus' parents have had to endure since that day, especially given that this tragedy could have been prevented.

I pray every day that we and other parents and family members of cyclists will not have this happen to their loved ones. The reality is it happens too frequently and things need to change.

Because of this, we would like to ask your support of the Magnus White and Safe Streets for Everyone Act. We know that Automatic Emergency Braking (AEB) systems can detect cyclists and other vulnerable road users. We would like to request that this issue and bill be included for consideration in the subcommittee markup as part of the Surface Transport Reauthorization package.

- This particular bill honors 17-year-old Magnus White, US National Champion, and member of the USA National Mountain Bike Team, who was killed by a driver while training for the World Championships on his bike.
- The driver in Magnus's case has since been criminally charged with a felony, convicted, and sentenced to prison, underscoring that this was not merely a tragic accident, it was a crime, it was preventable, and it has had devastating consequences.
- Had the vehicle that struck Magnus been equipped with AEB technology, it is highly likely that his life could have been saved.
- This legislation ensures all new passenger vehicles are equipped with AEB systems that:
  - Function in both daylight and low light

- Detect cyclists, motorcyclists, pedestrians, and scooter riders
- Account for a range in skin tones, gear, and clothing visibility

With cyclist and pedestrians' deaths continuing to rise, we must prioritize safety technologies that can prevent future tragedies. Again, I urge you to co-sponsor and champion this bill to protect young athletes like Magnus, and all people who use our roads.

Many thanks,

A handwritten signature in black ink that reads "Brendan Quirk". The signature is written in a cursive, slightly slanted style.

Brendan Quirk  
CEO & President  
USA Cycling  
Colorado Springs, CO



555 12<sup>th</sup> Street NW, Suite 1001  
Washington, D.C. 20004

1-800-552-5342  
NFIB.com

February 10, 2026

The Honorable Gus Bilirakis  
Chairman  
U.S. House of Representatives  
2306 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable Jan Schakowsky  
Ranking Member  
U.S. House of Representatives  
2408 Rayburn House Office Building  
Washington, D.C. 20515

Dear Chairman Bilirakis and Ranking Member Schakowsky,

On behalf of NFIB, the nation's leading small business advocacy organization, I write in strong support of H.R. 1566, the *Right to Equitable and Professional Auto Industry Repair (REPAIR) Act*. This legislation is an important step in maintaining competition in the automotive repair industry and keeping money in consumers' pockets.

NFIB represents approximately 300,000 small and independent businesses across the country. Most, if not all, of these job creators, rely on motor vehicles to operate and grow their businesses. Small businesses need affordable, reliable, trustworthy and convenient options when it comes to repairing their vehicles, which are critical to the success of their business

Each second spent driving to a dealership or waiting for a repair is time not spent growing a business. For a small business operating on tight margins, this time is literally money pulled from their livelihood. As technological advances have increased in vehicles, some auto manufacturers have found ways to restrict access to data critical to conducting even the simplest of repairs. As a result, small businesses are forced to rely on vehicle repair options that can have longer wait times, higher costs, and require further travel. In today's fast-paced economy, small businesses simply cannot afford to waste these resources.

In a recent NFIB member ballot, 89% of NFIB members agreed that "customers and repair shops [should] be able to access the necessary information from manufacturers to repair their products."<sup>1</sup> The *REPAIR Act* is an important step in maintaining competition in the automotive repair industry and keeping money in consumers' pockets.

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<sup>1</sup> NFIB Member Ballot, Mandate, vol. 577, October 2020. *Should customers and repair shops be able to access the necessary information from manufacturers to repair their products?* (Yes: 89% No: 4% Undecided: 7%).

There are an estimated 282,000 independent vehicle repair shops in the United States.<sup>2</sup> Independent vehicle repair shops provide cost-and time-saving services to their communities. NFIB represents countless businesses in rural areas that only have local independent vehicle repair or aftermarket parts shops. Without access to an independent vehicle repair shop, consumers will be forced to spend more time away from their own businesses and take more money out of their pockets.

NFIB strongly supports H.R. 1566 and looks forward to working with you this Congress to ensure swift passage of the *REPAIR Act*.

Sincerely,

A handwritten signature in black ink, appearing to read 'L. Bertolotti', with a horizontal line extending from the end of the signature.

Louis A. Bertolotti  
Principal, Federal Government Relations  
NFIB

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<sup>2</sup>"Auto Repair Industry Statistics." *Gitnux*. <https://gitnux.org/auto-repair-industry-statistics/>

February 9, 2026

The Honorable Brett Guthrie  
Chairman  
Committee on Energy and Commerce  
U.S. House of Representatives  
Washington, D.C. 20515

The Honorable Frank Pallone, Jr.  
Ranking Member  
Committee on Energy and Commerce  
U.S. House of Representatives  
Washington, D.C. 20515

The Honorable Gus Bilirakis  
Chairman  
Subcommittee on Commerce,  
Manufacturing, and Trade  
U.S. House of Representatives  
Washington, D.C. 20515

The Honorable Jan Schakowsky  
Ranking Member  
Subcommittee on Commerce,  
Manufacturing, and Trade  
U.S. House of Representatives  
Washington, D.C. 20515

**RE: ATA Support for NHTSA Modernization of FMVSS Tire Testing**

Dear Chairman Guthrie, Ranking Member Pallone, Chairman Bilirakis, and Ranking Member Schakowsky:

I write to you today on behalf of the American Trucking Associations (ATA) to express our support for the Committee's efforts to enhance the safety and modernization of the National Highway Traffic Safety Administration (NHTSA). In particular, ATA supports Representative Russell Fry's (SC-07) amendment, which aims to update Federal Motor Vehicle Safety Standards (FMVSS), allowing safer, better-performing tires to be available for our members.

ATA is a 90-year-old federation and the largest national trade organization representing the trucking industry. The industry is largely made up of small businesses, with 91.5% of trucking companies operating 10 or fewer trucks.<sup>1</sup> ATA members are currently facing the fourth year of a freight recession, and the affordability of day-to-day operations is top-of-mind. Since 2019, the per-mile vehicle costs for fleets have grown at a faster pace than inflation.<sup>2</sup> Congressman Fry's amendment can play a needed role in reducing tire expenses for our members, while increasing the availability and quality of American-made tires.

<sup>1</sup> *American Trucking Trends 2025*. American Trucking Associations 2025

<sup>2</sup> *An Analysis of the Operational Costs of Trucking: 2025 Update*. American Transportation Resource Institute. July 2025

Along with other industry stakeholders, ATA agrees that NHTSA should eliminate the FMVSS bead unseating and plunger energy tests for radial tires. These antiquated tests fail to keep pace with innovation and do not provide any tire safety benefits. Simply put, they do not replicate any real-world scenario experienced by our trucks on the road. NHTSA must also redefine tread block chunking as a failure to include when the tire cord is exposed. The current definition is not clear and prevents our members from accessing tires with higher-performance designs that emphasize roadway safety.

American truckers deserve to drive on the highest quality tires available to deliver the goods and services we all rely on, which is why we urge the Committee to pass the amendment offered by Congressman Fry.

Sincerely,

A handwritten signature in black ink, appearing to read "Alexandra Rosen", is written over a light-colored, textured rectangular background.

Alexandra Rosen  
Senior Vice President, Legislative Affairs  
American Trucking Associations



1919 S. Eads St.  
Arlington, VA 22202  
703-907-7600  
CTA.tech

February 10, 2026

The Honorable Brett Guthrie  
Chairman  
Committee on Energy and Commerce  
U.S. House of Representatives  
Washington, D.C. 20515

The Honorable Frank Pallone, Jr.  
Ranking Member  
Committee on Energy and Commerce  
U.S. House of Representatives  
Washington, D.C. 20515

The Honorable Gus M. Bilirakis  
Chairman  
Subcommittee on Commerce,  
Manufacturing, and Trade  
U.S. House of Representatives  
Washington, D.C. 20515

The Honorable Janice D. Schakowsky  
Ranking Member  
Subcommittee on Commerce,  
Manufacturing, and Trade  
U.S. House of Representatives  
Washington, D.C. 20515

Dear Chairman Guthrie, Chairman Bilirakis, and Ranking Members Pallone and Schakowsky:

The Consumer Technology Association (CTA) appreciates the opportunity to submit this statement for the record as the Committee considers legislation to establish a national framework for autonomous vehicle (AV) testing and deployment that strengthens motor vehicle safety and advances U.S. automotive leadership.

CTA represents more than 1200 member companies, 80 percent of which are small businesses and startups. Our membership spans the AV ecosystem, including suppliers, manufacturers, software developers, and service providers. At CES® 2026, which hosted 148,000 attendees and 4100 exhibitors, policymakers and industry leaders saw firsthand how this technology improves safety, expands mobility, and strengthens American innovation and competitiveness.

### **AVs Can Save Lives and Expand Mobility**

AVs are not a distant concept. They are operating today and delivering real world benefits. AVs can reduce crashes, expand mobility for seniors and people with disabilities, improve supply chain efficiency, and unlock new services across the economy. Most importantly, they address the leading cause of roadway fatalities: human error. Safer systems mean fewer crashes and fewer families facing preventable tragedy.

This progress is already visible. AVs have logged more than 145 million miles on U.S. roads. They are operating in cities such as Miami, San Francisco, and Tampa, and they are hauling freight in states like Texas, Arkansas, and Arizona. The technology works, and deployment is accelerating.

## **America Can Lead—But Only With Regulatory Clarity**

The White House Office of Science and Technology Policy (OSTP) recently described the emergence of a “Golden Age of Innovation,” driven by advances in manufacturing, science, and technology. America’s leadership in AVs will depend on whether we can innovate quickly, scale responsibly, and compete globally.<sup>1</sup>

Today, the United States risks falling behind because innovators still lack clear, consistent rules of the road. In the absence of a durable federal framework developers face a growing patchwork of state and local requirements. In 2025 alone, lawmakers introduced more than 1000 technology-related bills. Even when well-intentioned, inconsistent approaches increase compliance costs, delay deployment, and create uncertainty for consumers and innovators, especially small businesses and startups.

## **Congress Should Set a Clear National Framework**

Congress should establish a clear national framework for all types of AVs that supports safe deployment and prevents a 50-state regulatory maze. That framework should:

- **Boost safety** by supporting uniform expectations for safety assurance and cybersecurity.
- **Provide clarity** for consumers and innovators by reducing confusion caused by state-by-state rules.
- **Strengthen U.S. competitiveness** by enabling American companies to lead in a technology shaping global transportation and logistics.
- **Expand accessibility and inclusion** by ensuring AVs improve mobility for seniors and people with disabilities, including individuals who rely on nonvisual navigation.

Congress should also ensure federal policy is built for next-generation vehicle design—not yesterday’s assumptions. As AV technology evolves, policymakers should avoid mandating legacy features that add unnecessary cost, complexity, and weight without improving safety outcomes. For example, proposals to mandate AM radio in every new vehicle would hardwire a legacy requirement into tomorrow’s vehicle platforms—adding cost and design constraints without improving safety. When compliance becomes more expensive than innovation, deployment slows, and American leadership slips.

## **Conclusion**

AVs represent a generational opportunity to save lives, strengthen supply chains, and expand access to transportation for millions of Americans. The technology is ready – what we need now is clear, consistent national policy.

CTA looks forward to working with the Committee to help ensure America remains the global leader in mobility innovation and to help deliver a regulatory framework that prioritizes certainty, safety and American competitiveness.

Sincerely,



Gary Shapiro  
CEO and Executive Chair  
Consumer Technology Association

---

<sup>1</sup> <https://www.whitehouse.gov/wp-content/uploads/2026/01/WHOSTP-2025-Wins.pdf>



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Michael R. Nelson  
C: 212 233 5083 • O: 212 457 1668  
[nelson@nelson.legal](mailto:nelson@nelson.legal)

February 9, 2026

**VIA ELECTRONIC MAIL**

**House Committee on Energy and Commerce  
Subcommittee on Commerce, Manufacturing, and Trade**

**Re: SUBMISSION FOR THE COMMITTEE RECORD  
Vehicle-Performance Data Access, Accident Analysis, and Accountability**

Chairman Guthrie, Ranking Member, and Members of the Subcommittee:

I respectfully submit the enclosed materials for inclusion in the Committee record. These materials are provided to assist the Committee and its staff in examining issues related to vehicle-performance data access, motor vehicle accident investigation, safety analysis, and the evaluation of accident liability as vehicle technology continues to evolve.

Although certain prior legislative proposals addressing these topics are no longer under active consideration, the underlying policy and technical issues remain relevant to the Committee's oversight responsibilities. In particular, the increasing reliance on software-driven vehicle systems and cloud-based data transmission raises important questions regarding transparency, safety analysis, and equitable access to information used in accident investigation and adjudication.

The enclosed submission is intended to provide factual context, technical observations, and professional experience for the Committee's consideration. It is not offered as advocacy for or against any specific legislative proposal, but rather as background material that may inform future oversight, analysis, or policy development.

Thank you for your consideration and for the opportunity to contribute to the Committee's record.

Respectfully submitted,

Michael R. Nelson



745 Fifth Avenue  
Suite 500  
New York, NY 10151-0099  
nelson.legal

Michael R. Nelson  
C: 212 233 5083 • O: 212 457 1668  
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## STATEMENT FOR THE COMMITTEE RECORD

### **Vehicle-Performance Data Access, Accident Analysis, and Accountability**

Modern motor vehicles increasingly rely on advanced driver assistance systems, automated features, and software-driven controls that generate and transmit substantial amounts of operational data. This data may include sensor inputs, software state information, system alerts, and camera-based recordings that are not captured by traditional Event Data Recorders (EDRs).

As vehicle technology evolves, access to vehicle-performance data by qualified parties beyond the National Highway Traffic Safety Administration has become an important factor in understanding how motor vehicle accidents occur. In many incidents involving advanced vehicle systems, relevant information regarding causation, system behavior, and driver interaction may exist only within digitally stored or transmitted vehicle data.

Broader, lawful access to such data can contribute to improved safety analysis, greater transparency, and more accurate accident reconstruction. Conversely, restricting access to vehicle-performance data may limit the ability of investigators, insurers, courts, and litigants to evaluate accidents fully and may complicate the equitable assessment of liability.

The policy considerations surrounding vehicle data access, therefore, extend beyond regulatory compliance and into areas of consumer protection, judicial fairness, and public confidence in emerging vehicle technologies, ensuring that accident investigations are informed by complete and reliable data, which is increasingly central to these objectives.



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## ATTACHMENT A

### Author Qualifications and Relevant Experience

The author is a licensed attorney, admitted to practice law in 1992, with prior professional experience as a claims adjuster and executive claims manager. This background includes responsibility for investigating and evaluating motor vehicle accident claims, liability determinations, and loss causation.

The author has investigated in excess of 500 motor vehicle accidents involving advanced driver assistance systems (ADAS) and has participated in the investigation and evaluation of thousands of additional motor vehicle accidents over the course of his professional career. This work has included review and analysis of vehicle-performance data, accident reconstruction materials, and system-related information relevant to determining causation and responsibility.

In addition, the author has accumulated extensive personal driving experience in vehicles equipped with advanced driver assistance technologies, exceeding 200,000 miles, providing practical familiarity with system operation, limitations, and real-world performance.

This combined experience informs the observations provided for the Committee's consideration.

## **ATTACHMENT B**

### **Technical Context and Observations**

#### Vehicle Data and Accident Investigation

Traditional Event Data Recorders were designed to capture limited, time-bound crash metrics such as speed, braking, and seatbelt usage. While useful, EDRs do not capture the full scope of data generated by modern vehicles equipped with software-driven systems.

Contemporary vehicles may generate:

- Continuous operational data streams
- Software state and system engagement logs
- Sensor fusion inputs, including camera-based systems
- Driver alerts and warnings
- Cloud-transmitted diagnostic or event data

In incidents involving automated or semi-automated systems, such data may be essential to understanding system behavior and driver interaction leading to an accident. Access to this information can materially affect accident reconstruction, safety analysis, and determinations of responsibility.

The availability, retention, and accessibility of vehicle-performance data therefore represent increasingly significant considerations for regulators, insurers, courts, and consumers.



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## ATTACHMENT C

### Summary for Staff Use

#### Summary of Observations for the Committee Record

- Vehicle technology has outpaced traditional accident data collection methods.
- Event Data Recorders alone may be insufficient to evaluate accidents involving advanced vehicle systems.
- Vehicle-performance data increasingly represents the most objective evidence of system behavior and driver interaction.
- Broader, lawful access to such data can enhance transparency, safety analysis, and accountability.
- Data access limitations may impede accident investigation and the equitable resolution of liability disputes.



February 9, 2026

The Honorable Gus Bilirakis  
Chair  
Subcommittee on Commerce, Manufacturing, and Trade  
House Energy and Commerce Committee  
U.S. House of Representatives

The Honorable Russ Fulcher  
Vice Chair  
Subcommittee on Commerce, Manufacturing, and Trade  
House Energy and Commerce Committee  
U.S. House of Representatives

Chair Bilirakis and Vice Chair Fulcher:

The American Motorcyclist Association (AMA) urges members of the Subcommittee on Commerce, Manufacturing, and Trade to advance right to repair legislation, H.R. 1566, the Right to Equitable and Professional Auto Industry Repair (REPAIR) Act.

The AMA supports right to repair protections that ensure individuals maintain the ability to diagnose, service, and repair vehicles as they see fit. In 2023, the AMA expressed support for H.R. 906, the Right to Equitable and Professional Auto Industry Repair Act and worked with members of Congress to make certain motorcycles were included in the bill language.

Motorcycles were explicitly excluded from the 2014 voluntary Right to Repair Memorandum of Understanding (MOU) between automakers and independent repair facilities. That carve out left riders and independent repair shops without the guarantee of access to repair tools, diagnostic data, and related software. This exclusion underscores the need for a comprehensive federal solution.

The right to repair is crucial for AMA members who deserve autonomy when making maintenance and repair decisions. Motorcyclists, small business owners, independent repair facilities, and aftermarket suppliers all benefit when consumers have real choices for repair services without unnecessary barriers. The AMA stands with riders and industry partners in urging Congress to pass the REPAIR Act, protect consumer choice, provoke competition, and preserve freedom that is fundamental to motorcycling culture.

Thank you for your leadership on this issue and considering the opinion of the motorcycle riding public. We welcome the opportunity to work together as this legislation advances.

Founded in 1924, the American Motorcyclist Association is a non-profit dedicated to promoting the motorcycle lifestyle and protecting the future of motorcycling. The AMA advocates on behalf of motorcyclists at all levels of government and sanctions professional competitions and recreational events across the country.

Sincerely,

A handwritten signature in black ink, appearing to read 'Zach Farmer'.

Zach Farmer  
Washington Representative  
American Motorcyclist Association



**MOTORCYCLE  
INDUSTRY  
COUNCIL**



February 9, 2026

The Honorable Gus Bilirakis  
Chair, Subcommittee on Commerce,  
Manufacturing, and Trade  
2125 Rayburn House Office Building  
Washington, DC 20515

The Honorable Janice Schakowsky  
Ranking Member, Subcommittee on Commerce,  
Manufacturing, and Trade  
2323 Rayburn House Office Building  
Washington, DC 20515

**RE: Exclude Motorcycles and OHVs from H.R.5221, the Preventing Auto Recycling Theft (PART) Act as has been done in state legislation CA SB 55 (2023), CT HB 6796 (2023), NJ AB 4784 (2023), and NY A 9296 (2026)**

Dear Chairman Bilirakis and Ranking Member Schakowsky:

The Motorcycle Industry Council (MIC)<sup>1</sup>, the Specialty Vehicle Institute of America (SVIA)<sup>2</sup>, and the Recreational Off-Highway Vehicle Association (ROHVA)<sup>3</sup> represent several hundred companies in the powersports industry. H.R. 5221 will be marked up on February 10<sup>th</sup> in the Subcommittee on Commerce, Manufacturing, and Trade, and we urge that it be **amended to specifically exclude motorcycles and off-highway vehicles from the scope of the provisions**. In the absence of an amendment, our organizations oppose the bill.

Our members – powersports original equipment manufacturers (OEMs), aftermarket manufacturers, and dealerships – fully understand the issue that this legislation is trying to address which is rampant theft of catalytic converters from larger vehicles such as automobiles, trucks, motorhomes, and buses. **This is not a problem that has occurred with the motorcycles and off-highway vehicles that our members manufacture and sell, which is why we ask that you amend the legislation to exclude our vehicles as has been done in state legislation in CA (SB 55 in 2023), CT (HB 6796 in 2023), NJ (AB 4784 in 2023), and NY (A 9296 in 2026).**

The PART Act prohibits catalytic converters from being sold or offered for sale as an individual part or part of a motor vehicle unless it has a unique part identification number or vehicle identification number (VIN) stamped on it. Motorcycle catalytic converters have not been targeted by thieves, which is likely due to the small size and difficult access location of catalytic converters on motorcycles and some off-highway vehicles (OHVs).

---

<sup>1</sup> The Motorcycle Industry Council (MIC) is a not-for-profit, national trade association representing several hundred manufacturers, distributors, dealers and retailers of motorcycles, scooters, motorcycle parts, accessories and related goods, and allied trades.

<sup>2</sup> The Specialty Vehicle Institute of America (SVIA) is the national not-for-profit trade association representing manufacturers, dealers, and distributors of all-terrain vehicles (ATVs) in the United States. SVIA's primary goal is to promote safe and responsible use of ATVs.

<sup>3</sup> The Recreational Off-Highway Vehicle Association (ROHVA) is a national, not-for-profit trade association formed to promote the safe and responsible use of recreational off-highway vehicles (ROVs – sometimes referred to as side-by-sides or UTVs) manufactured or distributed in North America. ROHVA is also accredited by the American National Standards Institute (ANSI) to serve as the Standards Developing Organization for ROVs. More information on the standard can be found at <https://rohva.org/ansi-standard/>.

Our member companies have the following concerns with H.R. 5221:

1. Catalytic converter theft is not a problem among motorcycle and OHV owners.
2. Powersports dealerships and service shops – the vast majority of which are small businesses – cannot afford this costly mandate for an issue that is not impacting our vehicles.
3. Many OHVs do not currently have catalytic converters, but they would be captured by the vehicle definition used in the bill.

Requiring catalytic converters on motorcycles and OHVs to be engraved or stamped would be a costly and burdensome task aimed at addressing a problem that does not exist for our vehicles. There is no efficient or cost-effective way to add a unique part identification number or VIN once a catalytic converter has already been installed on the motorcycle given their size and location.

We recognize the theft of larger vehicle catalytic converters is a problem. Capturing our OEM and aftermarket products would add cost and complexity to the manufacturing process as well as to the replacement part process for dealerships – the vast majority of which are small businesses and cannot afford to disassemble exhaust systems on motorcycles or OHVs to access and stamp VINs on the catalytic converters. In addition, doing so on existing exhaust systems could compromise integrity of the system. **We ask that you exclude our products by adding the language below (or something comparable) to the bill:**

Insert after Section 3(e) of H.R. 5221 (49 U.S.C. § 33106(f)) the following new subsection:

SEC. \_\_. EXEMPTIONS FOR MOTORCYCLES AND OFF-HIGHWAY VEHICLES.

(a) Exemption from Marking Requirements. — Section 33106 of title 49, United States Code, as amended by this Act, shall not apply with respect to motorcycles or off-highway vehicles. For purposes of this Act, the term “motor vehicle” in the context of marking catalytic converters does not include—

(1) a motorcycle, meaning a vehicle with a seat or saddle for the use of the rider and designed to travel on not more than three wheels; and

(2) an off-highway vehicle, meaning any vehicle not primarily intended for use on public highways, including all-terrain vehicles (ATVs), utility task vehicles (UTVs), dirt bikes, and similar recreational off-road vehicles.

Thank you for your consideration of these comments. Should you have any questions, please contact me at 571-684-6144.

Sincerely,



Scott P. Schloegel  
Senior Vice President, Government Relations

Copy: Energy & Commerce Members  
Congressman Jim Baird



February 9, 2026

The Honorable Brett Guthrie  
Chairman  
Committee on Energy and Commerce  
U.S. House of Representatives  
Washington, D.C. 20515

The Honorable Frank Pallone, Jr.  
Ranking Member  
Committee on Energy and Commerce  
U.S. House of Representatives  
Washington, D.C. 20515

The Honorable Gus Bilirakis  
Chairman  
Subcommittee on Commerce, Manufacturing,  
and Trade  
U.S. House of Representatives  
Washington, D.C. 20515

The Honorable Jan Schakowsky  
Ranking Member  
Subcommittee on Commerce, Manufacturing,  
and Trade  
U.S. House of Representatives  
Washington, D.C. 20515

**RE: USTMA Support for NHTSA Modernization of FMVSS Tire Testing**

Dear Chairman Guthrie, Ranking Member Pallone, Chairman Bilirakis, and Ranking Member Schakowsky:

On behalf of the U.S. Tire Manufacturers Association (USTMA), I write to commend the Committee's efforts to strengthen and modernize the National Highway Traffic Safety Administration (NHTSA) to promote safety through innovation. Specifically, we support the amendment offered by Representative Russell Fry (SC-07) to eliminate outdated Federal Motor Vehicle Safety Standards (FMVSS) tests and removal conditions. This will ensure NHTSA can modernize the FMVSS by removing barriers that currently keep innovative products with superior performance from being produced in the U.S. and offered to the American consumer.

The U.S. Tire Manufacturers Association is the national trade association for tire manufacturers that produce tires in the U.S. Our 11 member companies operate 55 tire-related manufacturing facilities in 16 states. U.S. tire manufacturing has an annual economic footprint of \$170.6 billion and is responsible for more than 291,000 U.S. jobs in manufacturing, distribution and retailing. The industry supports more than 510,000 additional U.S. jobs in supplier and induced activities, totaling more than 801,000 jobs nationwide.

USTMA has long advocated for NHTSA to eliminate from the FMVSS the bead unseating and plunger energy tests for radial tires. These tests were designed over 60 years ago for bias ply tires and do not demonstrate any relevant, real-world scenarios that affect today's modern radial tires. Bias ply tires and radial tires are significantly different products. Bias ply tires are produced from technology developed before the 1970s, while radial tires have been continuously improved over the past 40 years. In fact,

USTMA is not aware of any modern passenger vehicle that is equipped with bias ply tires in the United States. Applying tests meant for remedial technology to modern sophisticated equipment does not generate data of value, keep pace with innovation, or provide consumer safety benefits.

USTMA also supports updating the FMVSS 139 endurance test by redefining tread block chunking as a failure *when the tire cord is exposed*, since this is a clear indicator of true failure rather than superficial wear. The current definition lacks clarity and forces tire engineers to prioritize tire design around an overly prohibitive test instead of incentivizing higher-performance designs that integrate passenger safety.

In 2019, NHTSA issued an advance notice of proposed rulemaking (Docket No. NHTSA-2019-0011) that identified these testing standards for review to determine if updates were necessary to keep pace with new technology. NHTSA received comments from Consumer Reports, Tire Retread & Repair Information Bureau, the Tire Industry Association, the Tire and Rim Association, the Japan Automobile Tyre Manufacturers Association, the European Tyre and Rim Technical Organisation, USTMA, and our member companies Bridgestone Americas, Nokian Tyres, and Michelin North America – all in support of ensuring our FMVSS are up to date and allow U.S. consumers access to innovative tires. However, NHTSA has not taken any steps towards harmonizing tire testing requirements with global standards.

U.S. tire manufacturers are a critical part of the American economy. As global leaders in manufacturing, our companies embrace a shared responsibility of helping to achieve a safer, more mobile society. We urge the Committee to pass the amendment offered by Congressman Fry and look forward to continuing our work with Congress.

Sincerely,

A handwritten signature in black ink, appearing to read "Anne Luke", written in a cursive style.

Anne Forristall Luke

President and CEO

U.S. Tire Manufacturers Association



5101 N 12<sup>th</sup> Ave., Suite C  
Pensacola FL 32504  
February 9, 2026

The Honorable Brett Guthrie  
Chair  
House Energy & Commerce Committee  
2125 Rayburn House Office Building  
Washington, DC 20515

The Honorable Frank Pallone  
Ranking Member  
House Energy & Commerce Committee  
2323 Rayburn House Office Building  
Washington, DC 20515

The Honorable Gus Bilirakis  
Chair  
Subcommittee on Commerce, Manufacturing,  
and Trade  
2125 Rayburn House Office Building  
Washington, DC 20515

The Honorable Jan Schakowsky  
Ranking Member  
Subcommittee on Commerce, Manufacturing,  
and Trade  
2323 Rayburn House Office Building  
Washington, DC 20515

**Re: Markup of the PART Act (H.R. 5221) – Recommended Clarifications**

Dear Chair Guthrie, Ranking Member Pallone, Chair Bilirakis, and Ranking Member Schakowsky:

On behalf of the International Precious Metals Institute (IPMI), the leading global trade association representing the precious metals industry and recycling supply chain, we write to express our **conditional support for the goals** of the PART Act (H.R. 5221).

IPMI strongly supports federal efforts to prevent catalytic converter theft and to improve transparency and enforcement against criminal trafficking. We share Congress’s objective of targeting organized theft rings while protecting consumers, businesses, and public safety.

However, as currently drafted, certain provisions of the PART Act risk **unintentionally restricting lawful catalytic converter recycling**, disrupting domestic recovery of critical minerals, and undermining U.S. supply-chain resilience. With targeted clarifications, we believe the legislation can achieve its theft-prevention goals **without harming legitimate recycling or critical-materials policy**.

---

**Importance of Catalytic Converter Recycling to U.S. Critical Minerals Supply**

Catalytic converters contain Platinum, Palladium, and Rhodium—materials designated as **critical minerals** by the Department of Energy and the U.S. Geological Survey. Domestic recycling of spent catalytic converters is one of the **only scalable U.S. sources** of these metals.

Each year, tens of millions of catalytic converters are lawfully purchased and processed, returning billions of dollars' worth of critical materials into U.S. manufacturing, including automotive emissions systems, aerospace and defense applications, medical technologies, electronics, and advanced data infrastructure.

At a time when federal policy prioritizes domestic critical-mineral security and reduced reliance on foreign supply, legislation must ensure that lawful recycling remains viable and uninterrupted.

---

## **IPMI's Conditional Support – Required Clarifications**

### **1. Maintain the Scope Specifically on Catalytic Converters**

The PART Act includes references to “motor vehicle parts that contain precious metals,” particularly in the recordkeeping provisions. As written, this language could unintentionally extend requirements to a wide range of unrelated components (e.g., oxygen sensors, ECUs, spark plugs, wiring connectors), which are not theft targets and are routinely handled in bulk.

**IPMI strongly recommends** that all operative provisions—especially recordkeeping—be limited to catalytic converters.

#### **Suggested clarification:**

Replace references to “motor vehicle parts that contain precious metals” with “**catalytic converters.**”

---

### **2. Protect Lawful Processing of Legacy Catalytic Converters**

There are **tens of millions of catalytic converters already in circulation** that were manufactured before any VIN or unique identification marking requirements existed. These converters were lawfully acquired and cannot be retroactively marked.

Absent clarification, the bill could unintentionally exclude this lawful material from recycling, reducing domestic critical-mineral supply and increasing reliance on foreign sources.

#### **Suggested clarification (recordkeeping section):**

“The vehicle identification number or unique identification number, **if available.**”

This ensures that:

- Lawfully acquired legacy converters remain processable
  - Existing domestic supply streams remain intact
  - Recycling infrastructure and employment are preserved
- 

### **3. Preserve Legitimate Business-to-Business (B2B) Commerce**

IPMI members operate in the **ordinary course of business** with licensed recyclers, repair facilities, OEM and aftermarket suppliers, and vehicle owners. Legitimate B2B transactions should not be treated as suspect activity or subject to impractical compliance obligations.

**Suggested clarifying definition and exemption:**

“The term *Commercial Vendor/Seller/Enterprise* means a manufacturing, industrial, or other commercial vendor that, in the ordinary course of its business operations, acquires, generates, or sells detached catalytic converters or catalytic converter substrates, and that is duly organized and authorized to conduct business under applicable law and able to provide reasonable documentation establishing legitimate operations.”

Under Section 5(b) regarding Retention of Records, create an exemption for B2B transactions involving a Commercial Vendor/Seller/Enterprise as defined above.

This clarification protects lawful commerce while preserving enforcement authority against criminal actors.

---

**4. Preserve the Criminal-Law Focus of the Bill**

Catalytic converter theft is a criminal trafficking problem. IPMI supports enforcement tools that target **knowing theft and unlawful distribution**, not regulatory frameworks that burden lawful recycling.

**Suggested legislative intent language:**

“Congress intends that this Act be construed and applied solely to deter and punish the theft and trafficking of stolen catalytic converters, and not to regulate, restrict, or burden lawful commercial activities conducted in the ordinary course of business by legitimate manufacturers, distributors, repair facilities, or recycling entities.”

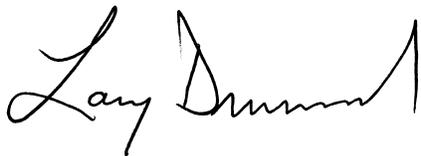
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**Conclusion**

IPMI supports strong federal action to combat catalytic converter theft. With the targeted clarifications outlined above, the PART Act can effectively deter criminal activity **while preserving lawful recycling, protecting domestic critical-mineral supply chains, and aligning with U.S. economic and national security priorities.**

IPMI stands ready to work with the Committee, bill sponsors, and stakeholders to finalize language that allows our industry to support this important legislation.

Respectfully,



Larry Drummond  
Executive Director  
International Precious Metals Institute (IPMI)



## NATIONAL CONSUMERS LEAGUE

1701 K Street, NW, Suite 1200 Washington, DC 20006

Main: (202) 835-3323 Fax: (202) 835-0747 [www.nclnet.org](http://www.nclnet.org)

February 10, 2026

The Honorable Brett Guthrie  
Chair  
Energy & Commerce Committee  
United States House of Representatives  
Washington, D.C. 20515

The Honorable Frank Pallone, Jr.  
Ranking Member  
Energy & Commerce Committee  
United States House of Representatives  
Washington, D.C. 20515

The Honorable Gus M. Bilirakis  
Chair  
Commerce, Manufacturing, and Trade  
Subcommittee  
United States House of Representatives  
Washington, D.C. 20515

The Honorable Jan Schakowsky  
Ranking Member  
Commerce, Manufacturing, and Trade  
Subcommittee  
United States House of Representatives  
Washington, D.C. 20515

Dear Chairs Guthrie and Bilirakis, and Ranking Members Pallone and Schakowsky,

The National Consumers League (NCL) respectfully submits this letter for the markup of several motor vehicle bills by the Subcommittee on Commerce, Manufacturing, and Trade. We applaud you for seeking to reduce the unacceptable loss of life, physical injuries, and economic costs attributable to motor vehicle crashes.

Each year, approximately 40,000 lives are lost and 2.6 million people are injured in [traffic crashes](#). That's enough fatalities to fill the average Major League Baseball stadium—enough injuries to affect nearly every resident of the state of Alabama. Traffic crashes [cost society](#) nearly a trillion dollars in medical bills, emergency services, lost productivity, insurance costs, workplace loss, legal expenses, and property damage. That's enough money to purchase more than 26 million mid-size SUVs, ten million more than the total number of cars sold in 2024.

The death and destruction on our nation's roads does not have to be the price we pay for commuting to work, dropping the kids off at school, or picking up groceries. In the remainder of the letter, we provide feedback on bills slated for consideration at the markup.

### *H.R. 7372—Safety is Not for Sale Act (Ranking Member Pallone)*

NCL strongly supports the Safety is Not for Sale Act, as such legislation is vital to ensuring consumers have more affordable access to lifesaving automobile safety features. NCL [found](#) that some advanced driving assistance systems (ADAS) are sold as luxury items that must be purchased for an extra fee or as part of expensive add-on packages. These additional costs may put these life-saving technologies out of reach for many Americans. Please see the attached fact sheet for additional information.

H.R. 7389—Motor Vehicle Modernization Act (Chairman Guthrie)

The Motor Vehicle Modernization Act seeks to enact several reforms to improve NHTSA's effectiveness and efficiency.

- Sec. 7. Project Management Practices – This section requires NHTSA to update procedures for rulemakings and reports to require the use of leading project schedule management practices. The Government Accountability Office (GAO) [found](#) that NHTSA has not consistently followed leading project schedule management practices in developing mandated rulemakings and reports. These practices, which include establishing milestones and sequencing activities, can help manage project timeframes and reduce delays. GAO recommended that NHTSA update procedures for rulemakings and reports to require the use of leading project schedule management practices. NCL believes that enshrining these GAO recommendations in law is an important tool for oversight and accountability, helping ensure a more responsive and effective NHTSA.
- Sec. 8. General Exemptions – This section expands NHTSA's authority to permit noncompliant vehicles on the nation's roads. Current law permits manufacturers of motor vehicles to deploy non-compliant vehicles for testing or evaluation, provided that those vehicles are not sold. A provision in the Motor Vehicle Modernization Act seeks to expand that authority to apply to suppliers. Further, the SELF DRIVE Act seeks to create a federal framework for the introduction of noncompliant autonomous vehicles (AVs). It is unclear why manufacturers would need to deploy noncompliant vehicles at the levels contemplated in Sec. 8. Such a high number of noncompliant vehicles on the nation's roads presents safety risks.
- Sec. 9. Testing and Evaluation of Motor Vehicle Equipment – This section permits suppliers manufacturing motor vehicle equipment prior to 2016 to deploy noncompliant motor vehicle equipment for the purposes of testing or demonstration, provided such motor vehicle or motor vehicle equipment is not sold at the conclusion of testing. Suppliers should have the authority to test innovative safety devices with reasonable commercial limitations. NCL supports this provision.

H.R. 7390—SELF DRIVE Act (Rep. Latta)

The SELF DRIVE Act seeks to “ensure continued United States leadership in the global automotive and autonomous driving sector, improve road safety, mobility, and accessibility, and create American jobs” by supporting the deployment of AVs, which are vehicles capable of performing the entire driving task without human intervention. We applaud Representative Latta (R-OH) for embarking on this legislative effort to support the safe and responsible deployment of AVs. NCL believes that it is important for the United States to establish such a framework for AV deployment.

In its current form, the legislation presents concerns related to safety, accessibility, justice, and economic opportunity. We are optimistic that these concerns can be resolved and

stand ready to work closely with the author of the legislation and committee staff to refine the text.

H.R. 5221—PART Act (Reps. Baird and McCollum)

The PART Act requires NHTSA to mandate that catalytic converters be affixed with antitheft markings, establishes a grant program to facilitate the marking of catalytic converters currently deployed in interstate commerce, and increases criminal penalties for catalytic converter theft. We are encouraged that the Committee is taking action to prevent catalytic converter theft, which has become a major consumer and environmental protection issue.

H.R. 7377—Know Before You Drive Act (Rep. Schrier)

The Know Before You Drive Act prohibits manufacturers from making misleading representations about the capabilities and limitations of AVs and partially automated vehicles. This legislation establishes vital protections preventing consumer confusion and misuse of partial driving automation.

We thank you for considering our perspective on improving roadway safety, automobile innovation, and American competitiveness, and stand ready to work with you on these various legislative proposals.

Sincerely,

A handwritten signature in cursive script that reads "Daniel M. Greene".

Daniel Greene  
Senior Director of Consumer Protection & Product Safety  
The National Consumers League



# Safety Is Not for Sale

Improving the Accessibility and Affordability of Vital Safety Features

## Technology That Reduces Crashes and Injuries

**Forward Collision Warning  
Auto Emergency Brake**



**56% fewer**  
front-to-rear injuries

**Lane Departure Warning**



**21% fewer**  
injury crashes

**Blind-Spot Detection**



**23% fewer**  
lane-change injury crashes

**Driver Attention System**



**12,405 deaths**  
from distraction in 2021

**Drowsy Driving Alerts**



**664 deaths**  
from drowsy driving

**High-Performance Headlights**



**19% fewer**  
nighttime single-vehicle crashes

**Pedestrian Visibility**



**23% fewer**  
nighttime pedestrian crashes

**Post-Crash SOS Alert**



**1.6–3.3% fewer**  
fatalities yearly

Life-saving safety and driver assistance technologies are often only available on luxury models or sold as part of expensive add-on packages that include non-safety-related features, such as lavish moonroofs, leather upholstery, and heated seats. Bundling safety systems with non-essential luxury items makes vital safety technologies less accessible and affordable. Congress should pass a law making it unlawful for sellers of optional safety systems to bundle those systems with non-safety-related equipment.

### Advanced Driver Assistance Systems

Several novel, sophisticated technologies promise to dramatically improve roadway safety:

- **Advanced Driver Assistance Systems (ADAS)** – ADAS are suites of sensors and software that alert drivers to potential dangers and, in some cases, automatically steer or brake to mitigate or avoid collisions. Forward collision warning and automatic emergency brakes have been shown to reduce injuries associated with front-to-rear crashes by 56 percent. Lane departure warnings could reduce single-vehicle, sideswipe, and head-on crashes causing injury by 21 percent. Blind-spot detection has been shown to reduce lane-change crashes that result in injuries by 23 percent.
- **Driver Monitoring** – Driver monitoring systems use sensors and cameras to detect a driver's attentiveness and issue alerts prompting the driver to re-engage. Distracted driving [claimed](#) an estimated 12,405 lives in 2021. Drowsy driving [caused](#) 664 deaths that same year.
- **Advanced Headlamps** – Approximately half of traffic deaths occur in dark or twilight conditions. Innovative headlamp technologies can reduce glare and increase illumination of the roadway. Vehicles with [good ratings](#) for visibility in the IIHS headlight test have 19% fewer nighttime single-vehicle crashes and 23% fewer nighttime pedestrian crashes than vehicles with poor-rated headlights.
- **Automatic Collision Notification** – Automatic Collision Notification is a post-crash safety feature that automatically calls emergency services in the event of a crash. NHTSA [estimates](#) that such systems can reduce fatalities by 1.6 to 3.3 percent annually.
- **Enhancing Vision** – Some vehicles are equipped with cameras, enhancing visibility around the vehicle when parking or operating at low speeds. Such systems can prevent frontover crashes, in which pedestrians (typically children) obscured by the blind zone immediately in front of a vehicle are struck.

### Bundles

A 2020 Consumer Reports [analysis](#) found that safety systems are often only available on luxury versions of a vehicle model or bundled into packages with non-safety-related equipment, making these life-saving technologies less accessible and affordable for many Americans. Several manufacturers continue to engage in this practice, with bundles ranging from a few hundred to thousands of dollars (see Table 1).

## Recommendations

Congress should pass legislation establishing:

- Brightline requirement – A person offering an optional safety system for sale to a first purchaser must disclose and provide such system for purchase separately from non-safety-related equipment.
- Availability – Ensure that lifesaving features for a vehicle model are available for all vehicles within that model.
- Enforcement – Grant the Federal Trade Commission (FTC) and state attorneys general the authority to enforce a violation of the Act. After at least one Notice of Penalty Offenses, the FTC can seek civil penalties up to \$50,120 per violation.

Ford Escape® (MY 2025)	Model	Active™, ST-Line™, and ST-Line™ Select		ST-Line™ Select	ST-Line™ Elite and Platinum®	
	Bundle	Base Trim	Tech Pack #1	Tech Pack #2	Base Trim	Premium Technology Build
	Net Price Difference	—	\$995	\$3,700	\$2,115 - \$5,795	\$1,910
Safety Features	—	—	Adaptive Cruise Control™	Adaptive Cruise Control™	Standard	—
	—	—	Evasive Steering Assist™	Evasive Steering Assist™	Standard	—
	—	—	Rear parking sensor	Rear parking sensor	Standard	—
	—	—	Intersection Assist™	Intersection Assist™	Standard	—
	—	—	Digital rear-view camera	Digital rear-view camera	Standard	—
	—	—	—	360-Degree Camera with Split View™	—	360-Degree Camera with Split View™
	—	—	—	Reverse Brake Assist™	—	Reverse Brake Assist™
	—	—	—	—	—	Head-Up Display™
	—	—	—	—	—	Front parking sensors
	—	—	—	—	—	—
Non-Safety-Related Features	—	—	Connected navigation	Connected navigation	Standard	—
	—	—	SYNC® 4 with enhanced voice recognition	SYNC® 4 with enhanced voice recognition	Standard	—
	—	—	13.2" LCD capacitive touchscreen with swipe capability	13.2" LCD capacitive touchscreen with swipe capability	Standard	—
	—	—	—	10-way power driver seat	—	10-way power driver seat
	—	—	—	6-way power passenger seat	—	6-way power passenger seat
	—	—	—	B&O® Sound System by Bang & Olufsen®, 10-speakers including subwoofer	—	B&O® Sound System by Bang & Olufsen®, 10-Speakers including Subwoofer
	—	—	—	HD Radio™™	—	HD Radio™™
	—	—	—	Instrument Panel Cluster – 12.3" Digital Productivity Screen	—	Instrument Panel Cluster – 12.3" Digital Productivity Screen
	—	—	—	Memory package: driver's seat and driver/front passenger sideview mirrors	—	Memory package: driver's seat and driver/front passenger sideview mirrors
	—	—	—	Wireless charging pad	—	Wireless charging pad
—	—	—	—	—	ActiveX® trimmed seats with quilting design and mini-perforation	

Honda CR-V® (MY 2025)	Model	LX	EX	EX-L
	Net Price Difference	\$—	\$2,230	\$4,480
	Safety Features	—	Blind Spot Information System®	Blind Spot Information System®
Non-Safety-Related Features	—	—	Cross Traffic Monitor™	Cross Traffic Monitor™
	—	—	—	Parking sensor (front/rear)
	—	—	—	Low-Speed Braking Control
	—	17" in steel with covers	18" silver-painted alloy wheels	18" silver-painted alloy wheels
	—	—	One-touch power moonroof with tilt feature	One-touch power moonroof with tilt feature
	—	Power windows with auto up/down driver windows	Power windows with auto up/down driver and passenger windows	Power windows with auto up/down all windows
	—	Automatic Climate Control System	Dual zone automatic climate control system	Dual zone automatic climate control system
	—	—	Illuminated drivers' and front passenger's vanity mirrors	Illuminated drivers' and front passenger's vanity mirrors
	—	—	Heated front seats	Heated front seats
	—	—	Driver's seat with 10-way power adjustment, including 2-way power lumbar support	Driver's seat with 10-way power adjustment, including 2-way power lumbar support, with two-position memory
—	160-watt audio system with 4 speakers	240-watt audio system with 6 speakers	320-watt audio system with 8 speakers	
—	7.0-in TFT meter display	7.0-in TFT meter display	10.2 in. digital instrument cluster	
—	—	—	Leather-wrapped steering wheel and shift knob	
—	—	—	Leather-trimmed seats	
—	—	USB charging ports – rear seats	USB charging ports – rear seats	

Toyota Corolla® (MY 2025)	Model	LT	SE	XSE
	Net Price Difference	—	\$2,440	\$3,275
	Safety Features	Blind Spot Monitor with Rear Cross-Traffic Alert	Standard	Standard
Non-Safety-Related Features	—	Pre-Collision System with Pedestrian Detection	Standard	Standard
	—	Lane Tracing Assist™	Standard	Standard
	—	Full-Speed Range Dynamic Radar Cruise Control™	Standard	Standard
	—	Lane Departure Alert with Steering Assist	Standard	Standard
	—	Automatic High Beams	Standard	Standard
	—	Road Sign Assist™	Standard	Standard
	—	8-in. Toyota Audio Multimedia™ touchscreen with six speakers	8-in. Toyota Audio Multimedia™ touchscreen with six speakers	10.5-in. Toyota Audio Multimedia™ touchscreen with six speakers
	—	Normal and Eco driving modes	Normal, Sport, and Eco driving modes	Standard
	—	16-in. steel wheels with covers	18-in. alloy wheels with graphite-colored finish	Standard
	—	—	Single exhaust with dual chrome tips	Standard
—	—	Gray metallic sport side rocker panels and color-keyed rear spoiler	Gray metallic sport side rocker panels and rear spoiler	
—	—	—	Heated driver and front passenger seats	
—	Tilt/telescopic 3-spoke steering wheel with audio	Leather-trimmed tilt/telescopic 3-spoke steering wheel with audio	Leather-trimmed tilt/telescopic 3-spoke steering wheel with paddle shifters and audio	
—	Multi-Information Display	Standard	Standard	
—	Hands-free phone	Standard	Standard	
—	Voice-command	Standard	Standard	

2026 GMC Sierra 1500	Model	Pro RWD	SLE RWD	Elevation RWD
	Net Price Difference	—	\$7,100	\$8,900
	Safety Features	—	Trailer side blind zone alert	Standard
		Forward collision alert	Standard	Standard
		Front and rear park assist	Standard	Standard
		Rear cross traffic braking	Standard	Standard
		StabiliTrak®, electronic stability control system with traction control	Standard	Standard
		—	Rear pedestrian alert	Standard
	—	Lane keep assist	Standard	Standard
	Non-Safety-Related Features	—	—	Wireless charging
		—	Rear under-seat storage	Standard
		—	—	Bose® premium sound system
		—	13.4" diagonal multicolor reconfigurable Infotainment	Standard
		—	Heated steering wheel	Standard
		—	Heated driver and front outboard passenger seats	Standard
		3 Years SiriusXM®	Standard	Standard
		—	HD Surround Vision™	Standard
		Inside rearview auto-dimming mirror	Standard	Standard
		All-weather floor liners	Standard	Standard

2025 Jeep® Grand Cherokee®	Model	Laredo A	Limited	Summit Reserve
	Net Price Difference	—	\$6,310	\$25,945
	Safety Features	Active™ lane-management system	Standard	Standard
		Blind-spot and cross-path detection	Standard	Standard
		Full-speed forward-collision warning plus	Standard	Standard
		ParkSense® rear park-assist with stop	Standard	Standard
		—	—	Side distance warning
		—	—	Intersection collision-assist system
	—	—	Drowsy driver detection	
	Non-Safety-Related Features	Premium cloth seats	Capri leatherette-trim interior with heated front- and second-row seats and a heated steering wheel	Palermo leather seats with heated front and second-row seats and a heated steering wheel
		Uconnect® 5 with an 8.4-inch touchscreen	Uconnect® 5 with an 8.4-inch touchscreen	Uconnect® 5 Nav with 10.1-inch touchscreen
		—	Six-speaker premium audio system with active noise cancellation	19-speaker high-performance audio
		—	Illuminated cupholders	Standard
		—	Deep-tint privacy glass	Standard
		—	—	Dual-pane panoramic sunroof
		8-way power driver seat	8-way power driver and front passenger seats	16-way adjustable power front seats with memory and massage
17-inch x 6.5-inch fully painted alum wheels		18-inch x 8-inch polished / painted alum wheels	21-inch x 9-inch machined face/painted alum wheels	
—		—	Ventilated front and rear seats	
4G LTE Wi-Fi® hot spot	Standard	Standard		

Ram® Trucks Ram 1500®	Model	2026 Ram 1500® Tradesman® Quad Cab®	2026 Ram 1500® Rebel® Crew	2026 Ram 1500® RHO Crew Cab
	Net Price Difference	—	\$23,715	\$31,765
	Safety Features	—	—	Intersection collision-assist system
		—	—	Traffic sign recognition
		—	—	Surround-view camera system
		—	—	Drowsy driver detection
		—	Selec-Speed™ control	Selec-Speed™ control
		—	—	Evasive Steering Assist™
	—	—	Head-Up display	
	Non-Safety-Related Features	—	Driver-seat memory	Driver-seat memory
		—	Heated second-row seats	Heated second-row seats
		—	—	Massaging driver and front passenger seat
		—	Ventilated front seats	Ventilated front and rear seats
		—	—	Uconnect® 5 Nav with 14.4-inch touch screen display
		—	—	Front passenger interactive display
		—	19-speaker Harman Kardon® premium sound	19-speaker Harman Kardon® premium sound
—		Dual wireless charging pad	Dual wireless charging pad	
—		Power adjustable pedals with memory	Power adjustable pedals with memory	
—	—	Dual-pane panoramic sunroof		

Tesla® Model Y® (accessed 12/19/25)	Model	Standard (Rear-Wheel)	Premium (All-Wheel)	Performance (All-Wheel)
	Net Price Difference	—	\$9,000	\$17,500
	Safety Features	Traffic-aware cruise control	Standard	Standard
		—	Autosteer™	Standard
		Auto emergency braking	Standard	Standard
		Forward collision warning	Standard	Standard
		Blind-spot collision warning	Standard	Standard
		Lane departure avoidance	Standard	Standard
	Non-Safety-Related Features	—	FM radio	Standard
		—	8" second-row touchscreen	Standard
		—	Customizable ambient lighting	Standard
		Manual-adjust steering wheel	Power-adjust steering wheel	Standard
		Second-row manual air vents	Second-row touchscreen air vents	Standard
		First-row heated seats	First-row heated and ventilated seats	First-row heated and ventilated sport seats with power tilt and thigh extension
		Passive shock absorbers	Frequency dependent shock absorbers	Electronic continuously variable shock absorbers
		—	—	Drive modes
15.4" first-row touchscreen		15.4" first-row touchscreen	16" first-row QHD touchscreen	
7 speakers		15 speakers, 1 subwoofer	Standard	



National Consumers League  
 1701 K Street, NW, Suite 1200  
 Washington, DC 20006  
 Visit us online at [nclnet.org](http://nclnet.org).



February 9, 2026

The Honorable Brett Guthrie  
Chair, House Energy & Commerce  
Committee  
2125 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable Frank Pallone  
Ranking Member, House Energy & Commerce Committee  
2125 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable Gus Bilirakis  
Chairman, Subcommittee on Commerce,  
Manufacturing and Trade  
2125 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable Jan Schakowsky  
Ranking Member, Subcommittee on Commerce,  
Manufacturing and Trade  
2125 Rayburn House Office Building  
Washington, D.C. 20515

**Re: Statement for the Record by the Recycled Materials Association – Opposition to the PART Act.**

Dear Chairman Guthrie, Ranking Member Pallone, Chairman Bilirakis, and Ranking Member Schakowsky,

The Recycled Materials Association (ReMA), the leading organization dedicated to promoting safe, economically sustainable, and environmentally responsible recycling, writes to express serious concerns with H.R. 5221, the Preventing Auto Recycling Theft (PART) Act. ReMA represents 1,700 companies that play a critical role in supplying recycled materials to U.S. manufacturers, generating \$169 billion in economic impact and supporting nearly 600,000 jobs nationwide in 2024.<sup>1</sup>

ReMA is the only national trade association representing the full end-of-life chain of custody for catalytic converters, including auto dismantlers, metal recyclers, downstream processors and smelters. It is estimated that more than 30 million catalytic converters are legally recycled every year – mainly through the recycling of end-of-life automobiles - returning those precious metals back to the manufacturing supply chain. These platinum group metals are critical inputs for a wide range of products, from biomedical supplies to capacitors needed for data center growth, and more.

The recycled materials industry recognizes the significant financial burden and distress that catalytic converter thefts impose on American families. For years, ReMA members have partnered with state and local governments, law enforcement, and prosecutors to prevent stolen materials from entering legitimate commerce and to help dismantle the criminal networks driving these crimes. We support strong, enforceable and targeted measures that meaningfully deter theft and hold bad actors accountable.

However, the PART Act does not fully account for the practical realities of the end-of-life vehicle supply chain or established chain of custody practices, and as drafted, several provisions risk disrupting legitimate recycling operations and constraining the supply of critical materials without demonstrably improving theft prevention or enforcement outcomes. **Policies that inadvertently burden compliant**

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<sup>1</sup> [Economic Impact Study - U.S. Based Recycled Materials Industry, 2024 Executive Summary](#)

**recyclers while failing to target criminal enterprises risk weakening, rather than strengthening, the effectiveness of federal theft deterrence efforts.**

While catalytic converter theft imposes real hardship on victims, theft-related material represents a small fraction of the catalytic converters processed annually, underscoring the importance of targeted enforcement that disrupts criminal activity without impeding legitimate commerce. ReMA members have consistently supported practical solutions including limiting purchase points and clearly defining the lawful possession of detached catalytic converters as among the most effective ways to eliminate the black market that fuels this crime. In support of law enforcement, the industry also developed ScrapTheftAlert.com, a voluntary nationwide platform that enables law enforcement to quickly notify recyclers of major thefts incidents, circulate identifying information, and prevent stolen materials from reentering the legitimate supply chain.

Accordingly, ReMA opposes the bill as written and respectfully requests the Committee to consider holding the legislation until revisions are adopted to ensure it is workable, effective, and advances the shared goal of eliminating catalytic converter theft while reflecting supply chain realities and avoiding unintended disruption to the end-of-life catalytic converter supply chain:

- **Tailor recordkeeping requirements to reflect the practical differences between business-to-business transactions and transactions involving individuals.** This section in particular must be clarified to indicate what information should be transferred at point of sale across the supply chain. Currently, there are 19 states<sup>2</sup> that have established separate recordkeeping requirements for individual vs. business sellers. Uniform recordkeeping requirements that fail to distinguish between individuals and business-to-businesses transactions would impose unnecessary burdens on lawful commerce without improving theft detection. ReMA suggests amending Section 5(b)(1) to read:

*“(b) Retention of Records –*

*(1) REQUIREMENT – A person engaged in the business of salvaging, dismantling, recycling, or repairing motor vehicles, shall retain the records of any seller of motor vehicle parts that sells a catalytic converter to such person, including the following:*

- A. *PURCHASES FROM INDIVIDUALS. — For transactions in which the seller is an individual, the purchaser must maintain a record of the following:*
  - (A) The name, address, telephone number and a photocopy of a government issued identification of the seller;*
  - (B) the make, model, and vehicle identification number (VIN) of the vehicle from which the catalytic converter was removed, if available;*
  - (C) a statement signed by the seller attesting that the catalytic converter is not stolen and is free of any liens or encumbrances and the seller has the right to sell it;*

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<sup>2</sup> AL, AZ, CA, CT, GA, IA, IN, KY, MN, MS, NC, NJ, NV, OK, OR, SC, TN, TX, WI. To note, ME does not set different recordkeeping requirements, but instead requires that catalytic converters be marked when they are removed from a vehicle, with different marking requirements for vehicle recyclers (VIN or the recycler’s license and stock number) vs from other persons (VIN). Additionally, 4 states only allow business sellers: DE, ID, MD, PA.

*B. PURCHASES FROM BUSINESSES. —For transactions between businesses that lawfully possess a catalytic converter or converter substrate the purchaser must maintain a record of the following:*

*(A) a record of the transaction date, location of the transaction, and volume in accordance with the custom of the trade for the type of transaction*

- **Remove the reference to “motor vehicle parts that contain precious metals,”** to ensure the provision remains tailored to catalytic converters. ReMA supports strong, enforceable measures to deter and address catalytic converter theft, however, inclusion of this broader language risks sweeping in lawful recycling of non-targeted vehicle components and imposing unnecessary compliance burdens on lawful automobile dismantlers and recyclers. As drafted, the language could be interpreted to require recordkeeping and transaction verification for *any* motor vehicle component containing trace or downstream recoverable precious metals. This extends far beyond catalytic converters and would encompass a wide range of parts, including but not limited to: fuses, spark plugs, wiring harnesses, transmissions, engines, electronic control units, circuit boards, and audio/navigation systems.

Many of these components contain only miniscule quantities of precious metals that are not practically separable prior to downstream processing. Requiring part-by-part recordkeeping would create an administrative and operational burden that is neither feasible nor proportional to the policy objective of preventing catalytic converter theft. Narrowing the provision to catalytic converters preserves the bill’s enforcement intent while avoiding unintended consequences for lawful recycling operations and other supply chain participants.

- **Preserve the recycling of catalytic converters, including those that may lack a VIN or Unique Identifying Number.** As drafted, the bill’s recordkeeping requirements mandate that purchasers obtain “the vehicle identification number or a unique part identification number marked, etched, or engraved on the converter that can be tied directly to the vehicle identification number of the vehicle,” “while also including prohibition on the sale of catalytic converters that have had identifying markings “removed or otherwise tampered with.”

Taken together, these provisions fail to account for the substantial share of catalytic converters that were manufactured, sold, and placed into use prior to the enactment of the bill and its related marking requirements. A significant portion of converters currently entering end-of-life management were never marked at manufacture and therefore cannot meet the PART Acts documentation standard through no fault of the recycler, dismantler, or seller.

As a result, the bill risks excluding lawful, unmarked catalytic converters from the legitimate recycling system – not because they are stolen, but because they pre-date federal marking requirements. This creates a structural compliance gap that penalizes lawful market participants while doing little to deter sophisticated theft networks.

While the bill contemplates prospective VIN/Unique Identifying Number marking at the point of sale and establishes a grant program to support implementation, neither mechanism can be deployed retroactively nor take effect immediately. Given that vehicles typically take 12-15 years to reach a

recycler – and that the average light vehicle on the road today is approximately 12.8 years old<sup>3</sup> – there will be a prolonged transition period during which many catalytic converters would remain without marking and could be unintentionally excluded from the recycling system.

Without explicit protections for legacy, unmarked converters, the bill risks disrupting lawful recycling channels, suppressing material recovery, and penalizing legitimate commerce - outcomes that would ultimately undermine, rather than strengthen, catalytic converter theft enforcement.

- **Reconsider classifying catalytic converters as “major parts” under federal law as it could conflict with – and potentially undermine – existing state frameworks.** Our laboratories of democracy have repeatedly demonstrated both the capacity and willingness to enact, strengthen, and revise catalytic converter laws to deter theft, target bad actors in the supply chain, equip law enforcement with the appropriate tools to investigate and prosecute these crimes, and ensure victims have access to meaningful recourse.

Every state except Wyoming regulates catalytic converter purchases through metals purchase requirements or related statutes, and in each case imposes additional or heightened restrictions beyond those applied to other recycled (or scrap) metal such as unique documentation, proof of ownership, and reporting requirements. The majority of these laws treat catalytic converters as restricted metal property, rather than as automobile parts governed under vehicle dismantling statutes. This very important distinction is a necessary tool for limiting legitimate purchase points that helps limit the black marketplace in which this crime thrives.

In direct response to stakeholder concerns, 45 states have updated catalytic converter laws in the last five years. This provision would layer a duplicative federal recordkeeping and enforcement framework on top of an already robust and evolving state system. Even though well-intentioned, an additional federal overlay may complicate investigations and create unnecessary confusion, duplication, and potential loopholes without improving on-the-ground enforcement outcomes for crimes traditionally handled at the state and local level.

A more effective federal approach would support state enforcement efforts, improve information-sharing within law enforcement, and avoid imposing a one-size-fits-all federal transaction regime on a system already regulated at the state level.

ReMA stands ready to work with the Committee to strengthen the PART Act in a manner that effectively deters criminal activity without disrupting legitimate recycling operations or existing state enforcement frameworks. However, absent the targeted changes outlined above, ReMA must oppose the legislation as drafted.

We strongly believe that with targeted, practical adjustments, Congress can advance meaningful theft prevention while preserving lawful catalytic converter recycling infrastructure and the critical supply chain it supports. Should you have any questions or wish to discuss these concerns further, please contact me at

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<sup>3</sup> U.S. Department of Transportation, Bureau of Transportation Statistics, Average Age of Automobiles and Trucks in Operation in the United States (data table, including average age of passenger cars and light trucks), available at <https://www.bts.gov/content/average-age-automobiles-and-trucks-operation-united-states>

[khildreth@recycledmaterials.org](mailto:khildreth@recycledmaterials.org).

Sincerely,

A handwritten signature in black ink that reads "Kristen Hildreth". The signature is written in a cursive, flowing style.

Kristen Hildreth  
VP of Government Relations & Public Policy



# Transport Workers Union of America, AFL-CIO

**John Samuelson**  
International President

**Alex Garcia**  
International Executive  
Vice President

**Jerome Lafragola**  
International  
Secretary-Treasurer

**Curtis Tate**  
International Administrative  
Vice President

**Mike Mayes**  
International Administrative  
Vice President

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***"AMERICA'S FIGHTING DEMOCRATIC UNION"***

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## PRESS RELEASE

February, 9, 2026

Contact: Pete Donohue [pdnohue@twu.org](mailto:pdnohue@twu.org)

### **SELF DRIVE ACT SETS FEDERAL STANDARDS FOR AVs**

The Transport Workers Union of America is encouraged by many provisions in the SELF DRIVE Act offered by Representative Latta. As updated in both substitute amendments offered by Representatives Bilirakis and Dingell, this bill would establish federal standards for the deployment of autonomous vehicles and, for the first time, set enforceable safety standards on AVs. It is critical for humans inside of all vehicles to retain the ability to oversee, intervene, and stop a vehicle when autonomous systems fail. While this language remains in flux, the TWU believes the amendments submitted by Representatives Bilirakis and Dingell have significant overlap on the most important issues facing our membership and that these versions should form the base of a bipartisan compromise to enact an AV framework this year.

“The Transport Workers Union has consistently said that the unregulated deployment of autonomous vehicles (AV) of any size presents a danger to the public and a threat to good union jobs,” said TWU International President John Samuelson. “In the public transit sector in particular, no level of automation in a bus, van or train should ever replace the highly skilled and licensed operators on-board who serve our passengers and keep them safe.”

In addition, the draft bill ANS from Representatives Latta and Bilirakis would require AV manufacturers to demonstrate that they meet federal safety requirements before deploying their vehicles – a basic principle of transportation safety that far too many tech companies have pig-headedly refused to adhere to in their AV deployments. These measures will put long overdue restraints on the industry and remove a number of already deployed non-compliant vehicles from our roads.

Our institutions, including Congress, must do much more to ensure that AV profiteers, including Big Tech companies and their billionaire investors, actually live up to their own marketing claims on safety and job creation. Unregulated AVs are the most significant threat to roadway safety today. Bad actors have been enabled by a patchwork of inadequate and dangerously lenient state laws which encourage a race to the bottom on standards and a complacent federal government that has allowed far too many risks into the system. The TWU supports many provisions in this discussion draft and believes it is a starting point for a more comprehensive effort that fully regulates AV safety and ensures workers are the primary beneficiaries of innovation. As this bill moves through the legislative process, the TWU will fight to ensure that commercial motor vehicles continue to be overseen by qualified, certified human operators, new jobs being created by this industry are good, union jobs, and the level of safety in our public transportation systems increases.



Dear Chairman Guthrie, Ranking Member Pallone, Chairman Bilirakis, and Ranking Member Schakowsky:

The Tire Industry Association (TIA) is an international non-profit association representing all segments of the tire industry, including those that manufacture, repair, recycle, sell, service, or use new or retreaded tires, as well as suppliers and individuals who provide equipment, materials, or services to the industry. The mission of TIA is to promote tire safety through training and education, to serve as the principal advocate in government affairs, and to enhance the image and professionalism of the industry so that member businesses may be more successful. TIA represents more than 13,000 members across all 50 states and around the world.

On behalf of TIA, we appreciate the Committee's work to strengthen and modernize the National Highway Traffic Safety Administration (NHTSA) in ways that promote safety and innovation. We support the amendment offered by Representative Russell Fry that would remove outdated Federal Motor Vehicle Safety Standards (FMVSS) tire tests and conditions that no longer reflect today's tire technology.

Many existing FMVSS tire tests were developed decades ago and do not reflect real-world conditions or modern tire design. These legacy requirements often provide little safety value while creating unnecessary barriers to innovation and delaying the availability of improved tire products for consumers.

TIA also supports targeted updates to endurance testing requirements to improve clarity and better differentiate between normal wear and true tire failure. Clear, technically relevant standards allow manufacturers to focus on improving real-world safety and performance rather than designing to outdated or unclear test criteria.

NHTSA began reviewing these standards in 2019, and stakeholders like us broadly agreed that updates are needed to reflect advances in tire technology and align with global standards. Despite that consensus, meaningful updates have yet to be implemented.

The tire industry is essential to roadway safety, mobility, and the U.S. economy. TIA and its members are committed to advancing safety through innovation, education, and sound public policy. We respectfully urge the Committee to pass the amendment offered by Representative Fry and look forward to continued collaboration with Congress and NHTSA to modernize tire safety standards.

Sincerely,

Richard "Dick" Gust  
CEO  
Tire Industry Association  
Office: 800-876-8372 ext. 112  
Email: [Dgust@tireindustry.org](mailto:Dgust@tireindustry.org)

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January 12, 2026

The Honorable Brett Guthrie, Chair and the Honorable Frank Pallone, Ranking Member  
 Committee on Energy and Commerce  
 The Honorable Gus Bilirakis, Chair and the Honorable Jan Schakowsky, Ranking Member  
 Subcommittee on Commerce, Manufacturing and Trade  
 U.S. House of Representatives  
 Washington, DC 20515

Dear Chairman Guthrie, Ranking Member Pallone, Chairman Bilirakis and Ranking Member Schakowsky:

The undersigned organizations write to voice our support for the progress made on the bipartisan SELF DRIVE Act discussion draft, which was recently announced by Representatives Bob Latta and Debbie Dingell. The SELF DRIVE Act would help ensure that millions of Americans are able to access the benefits of autonomous vehicles (“AVs”), which provide safer roads, greater supply chain resilience, create new economic and enhanced accessibility opportunities.

Autonomous vehicles have [driven](#) more than 145 million autonomous miles on U.S. public roads, a distance roughly equivalent to the distance between Earth and Mars. These vehicles undertake diverse operations, carrying passengers across major cities like Phoenix, Austin, Los Angeles, and San Francisco,

assisting with transit access in rural communities in the Midwest, filling in middle mile cargo roles in Arkansas, and hauling freight across Texas and beyond.

The SELF DRIVE Act makes strides toward enabling the safe and timely deployment of AV technology and solidifying the U.S. as the global leader in this transformative field. While AVs have been deployed in recent years, the United States lacks a federal policy framework to set uniform rules of the road for these vehicles. The SELF DRIVE Act would advance this objective in key ways.

First, the legislation authorizes key rulemakings related to AV safety. Second, it establishes cybersecurity requirements to make sure that AVs are secure from outside threats. Third, the proposal modernizes federal motor vehicle safety standards for the modern era by addressing standards for vehicles that operate without a human driver.

The SELF DRIVE Act will help the United States remain the global leader on AVs amidst fierce competition with the People's Republic of China. China is the United States's closest strategic competitor on autonomous vehicles and determined to replace the U.S. as the global leader. A strong federal policy framework will allow U.S. companies to compete and win in the global race on AVs.

Finally, autonomous vehicles are an opportunity to re-imagine how Americans move, but the federal government's rules must keep pace with the opportunity before us to build vehicles that are accessible for people with disabilities, including wheelchair users and nonvisual accessibility, and address new use cases. Legislation like the SELF DRIVE Act will lay the foundation for years of growth of AV technology and allow U.S. companies to lead the pack in developing standards and practices worldwide.

The undersigned organizations appreciate the Committee's consideration of this important bill to transform transportation as we know it. We look forward to working with Representatives Latta and Dingell, the Committee, and Congress on appropriate revisions throughout the process and more broadly to ensure the safe and timely deployment of AVs and American leadership in this game-changing technology.

Sincerely,

United for Autonomy	Consumer Technology Association	TechNet
American Council for the Blind	Dallas Regional Chamber	Truck & Engine Manufacturers Association
American Trucking Associations	ITS America	U.S. Chamber of Commerce
Autonomous Vehicle Industry Association	MEMA. The Vehicle Suppliers Association	United Spinal Association
Association for Uncrewed Vehicle Systems International (AUVSI)	National Association of Manufacturers	Zero Emission Transportation Association
Bay Area Council	National Federation of the Blind	
Chamber of Progress	National Venture Capital Association	
	Reason Foundation	

Congressman Jim Baird

Energy and Commerce

Subcommittee on Commerce, Manufacturing, and Trade

H.R. 5221 - the PART Act

Thank you, Chairman and Members of the Subcommittee. I appreciate the opportunity to **submit this statement for the record** in support of the Preventing Auto Recycling Thefts, or PART Act which I introduced in September of last year.

Catalytic converter theft continues to plague communities across the country. Over 14,000 catalytic converters were stolen in 2024. While this crime may appear minor at first glance, law enforcement officers and victims know all too well that its impact is significant.

Stolen catalytic converters can garner anywhere from \$20 to \$350 on the black market, with the replacement cost to vehicle owners averaging over \$2,500. Stolen catalytic converters are difficult to trace since they lack identification numbers tied to the vehicle, which hampers law enforcement from proving ownership and prosecuting theft. These thefts are fast, dangerous, and costly, often leaving working families with repair bills they cannot afford and disrupting businesses and public services in the process.

In August 2025, Michigan City, Indiana thieves stole the catalytic converters out of 21 school busses. The district was forced to shift to distance learning for several days until replacement converters could be acquired and installed.

Catalytic converters contain valuable precious metals, and the ease with which they can be removed and resold has made them an attractive target for criminal networks operating with little fear of consequence. Unfortunately, gaps in current federal law have made it difficult for law enforcement to track stolen parts, disrupt trafficking networks, or hold offenders accountable unless they are caught in the act.

The *PART Act* takes a practical, multi-pronged approach to closing these loopholes. The bill requires that new catalytic converters include traceable identifying information linked to a vehicle's VIN, establishes a voluntary grant program to mark converters already on the road at no cost to vehicle owners, and strengthens oversight of the resale market by requiring recordkeeping and prohibiting the purchase of altered or de-canned parts. Importantly, it also clearly codifies catalytic converter theft and trafficking as criminal offenses with enforceable penalties.

By improving traceability, strengthening enforcement, and addressing the downstream market that enables these crimes, the PART Act empowers law enforcement and helps protect Americans from a costly and disruptive form of theft. At a time when families are already stretched thin, no

one should have to worry about losing a vital car part just to get to work or take their kids to school.

I am grateful to my colleagues on both sides of the aisle who have joined in this bipartisan effort. I believe the PART Act offers a straightforward and effective solution to a problem impacting communities nationwide, and I urge the Subcommittee to support this legislation.

Thank you for considering the PART Act and providing me the opportunity to speak in support of my legislation.

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## STUDY: 155 MILLION VEHICLE OWNERS FACE \$34 BILLION IN ADDED COSTS WITHOUT RIGHT TO REPAIR LAW

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by SEAN MORAN | 5 Nov 2025 | 437

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MEMA Aftermarket Suppliers released a study that revealed if Congress fails to pass legislation establishing a national right to repair law for vehicles, Americans could face an additional \$34 billion in annual costs by 2035.

The [study](#), which was conducted by global strategy consulting firm Roland Berger, found that rising repair restrictions for independent repair shops and aftermarket manufacturers would impose staggering costs for vehicle owners, to the tune of \$185 to \$225 per vehicle per year.

MEMA is the leading North American trade association for vehicle suppliers, parts manufacturers, and remanufacturers, and represents more than 1,000 members.

“This study shows that repair restrictions are already driving up prices, costing jobs, and hurting the fabric of our communities, and this crisis only grows worse with each passing year,” said Paul McCarthy, president of MEMA’s Aftermarket Suppliers. “Congress must act to protect manufacturing workers, small businesses, and consumers who are already struggling to afford repairs by passing the REPAIR Act.”

The aftermarket vehicle supplier industry comprises 350,000 businesses and supports more than four million jobs.

Congress: Fixing TSCA isn't optional — it's essential for America's manufacturing dominance.

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The study surveyed stakeholders across the automotive industry, used secondary research with public data, and phone survey data of repair shops.

The study found that independent repair shops face limitations in diagnosing and fixing newer vehicles, with 29 percent reporting a drop in the ability to repair newer cars over the last five years.

Forty percent of repair shops reported a drop in part availability, while 25 percent reported not having access to original equipment tools needed for modern vehicle service. The independent aftermarket parts market share could drop to 30 percent from 55 percent without right to repair protections.

The study found technological barriers to right to repair include:

- More vehicle data has moved behind cybersecurity walls
- Independent aftermarket tools are restricted to data reading only
- ADAS components require calibrations after common repairs
- Premium original equipment manufacturers require replacement parts to be activated through their systems

In April, Sens. Josh Hawley (R-MO) and Ben Ray Luján (D-NM) [introduced](#) the Senate REPAIR Act, which would establish a national right to repair law. It would establish where and how to get their cars repaired, which would lower repair costs.

"Big corporations have a history of gatekeeping basic information that belongs to car owners, effectively forcing consumers to pay a fixed price whenever their car is in the shop," Hawley [said](#). "The bipartisan *REPAIR Act* would end corporations' control over diagnostics and service information and give consumers the right to repair their own equipment at a price most feasible for them."

Luján said:

Vehicle owners deserve to have options when it comes to safe, dependable, and affordable auto repairs. Giving vehicle owners, independent repair shops, and aftermarket manufacturers access to vehicle repair and maintenance data is critical to improving repair options. I'm proud to partner with Senator Hawley on this legislation, and I look forward to working with my colleagues to support car owners and repair shops.

"We thank Sen. Hawley and all of the co-sponsors of the Senate and House versions of the REPAIR Act for their leadership on this bipartisan consumer issue," Justin Rzepka, CAR Coalition executive director, [said](#) in a statement in July. "Americans should have the right to choose an independent repair shop – or fix their own vehicles – and not be prevented from doing so by onerous automaker restrictions on their vehicle data."

A poll conducted by the Tarrance Group, commissioned by the CAR Coalition, [showed](#) that the support for vehicle right to repair is strongly bipartisan, as 84 percent of Republicans, and 82 percent of Democrats back the REPAIR Act.

August 18, 2025

The Honorable Brett Guthrie  
Chairman  
House Committee on Energy and  
Commerce  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Frank Pallone  
Ranking Member  
House Committee on Energy and  
Commerce  
U.S. House of Representatives  
Washington, DC 20515

Dear Chairman Guthrie and Ranking Member Pallone,

As the Energy and Commerce Committee continues its work to prepare the motor vehicle safety title for the upcoming surface transportation reauthorization legislation, we, the undersigned organizations, respectfully request that you include the provisions of H.R. 1566, the Right to Equitable and Professional Auto Industry Repair (REPAIR) Act, authored by Committee Vice Chair Neal Dunn. We appreciated the discussion of this legislation and the general discussion of right to repair in the recent hearing, “Looking Under the Hood: The State of NHTSA and Motor Vehicle Safety” that took place on June 26, 2025, and we look forward to working with you to ensure that your constituents have access to safe and affordable vehicle repairs.

According to a new national poll, more than 83% of Americans support the REPAIR Act, which would create a national vehicle right to repair law, ensuring consumers’ right to choose how and where they fix their vehicles. Support for vehicle right to repair is strongly bipartisan, with 84% of Republicans and 82% of Democrats supporting the REPAIR Act. This bipartisanship is also reflected in the fact that more than 30 Members of Congress, an equal number on both sides of the aisle, have cosponsored this legislation this Congress (more than 60 did so last Congress).

As vehicle technology grows more complex, repairing and maintaining today’s vehicles - including both passenger and commercial - requires access to vehicle repair data, compatible replacement components, training, and sophisticated diagnostic tools. The REPAIR Act guarantees the rights of owners and their designated repair facilities to maintain and repair their vehicles while respecting intellectual property and maintaining the same cybersecurity standards and vehicle safety standards that exist today.

Vehicle owner and independent shop access to vehicle repair data is increasingly at risk as Original Equipment Manufacturers (OEMs) tighten control over its availability. Today, OEMs collect terabytes of data from their vehicles wirelessly and store it in their cloud servers. The OEMs then unilaterally decide to whom they give access to this data and under what terms and conditions. (Comment from Alliance for Automotive Innovation to the Bureau of Industry and Security (“BIS”) in its *Securing the Information and Communications Technology and Services Supply Chain: Connected Car Advance Notice of Proposed Rulemaking*)<sup>1</sup>

These potentially anticompetitive practices leave independent repairers unable to service vehicles and prevent aftermarket suppliers from offering high-quality, safe, and affordable replacement

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<sup>1</sup> Comment from Alliance for Automotive Innovation to the Bureau of Industry and Security (“BIS”) in its *Securing the Information and Communications Technology and Services Supply Chain: Connected Car Advance Notice of Proposed Rulemaking* ([Regulations.gov](https://www.regulations.gov))

parts to consumers. In fact, an independent survey conducted last year demonstrated that 63% of repair shops report having difficulties making routine repairs on a daily or weekly basis.<sup>2</sup> Moreover, 51% of shops report sending up to five cars per month to the dealer due to data restrictions, resulting in an estimated \$3.1 billion cost to consumers.<sup>3</sup>

This issue will only get worse as the U.S. vehicle fleet ages. According to S&P Global Mobility, the “average age of cars and light trucks in the United States has risen again to a new record of 12.6 years in 2024, up by two months over 2023.”<sup>4</sup> Over 70% of out of warranty vehicle repairs are done in the aftermarket and are generally 36% less expensive than franchise dealerships. Car and truck owners appreciate independent repair shops for their “trustworthiness, reasonable prices, knowledgeable mechanics, and good reputation.”<sup>5</sup> With cars capable of wirelessly sharing data making up an ever-larger percentage of the total number of cars on the road, we urge Congress to take action now to protect consumer choice. If independent repairers cannot complete most repairs, the demand for dealer service centers will surge and consumers will face even higher repair costs and longer wait times, risking more cars traveling on the road with deferred maintenance and repairs.

The independent automotive aftermarket is an essential economic engine in every congressional district and state across the nation, with more than 4,900,000 employees and a fiscal impact of more than \$500 billion annually. The REPAIR Act eliminates an existential threat to these jobs and the economy, while ensuring a robust ecosystem of affordable and accessible repair options for both personal and commercial vehicles. Including the REPAIR Act in the committee’s upcoming work will result in a safer driving experience for everyone. We thank you for your consideration and look forward to working with you and all Members of the Committee to make this result a reality.

Sincerely,

Alabama Tire Dealers Association (ATDA)  
Alliance of State Automotive Aftermarket Associations (ASAAA)  
American Motorcyclist Association  
Auto Care Alliance  
Auto Care Association  
Automotive Aftermarket Association Southeast (AAAS)  
Battery Council International  
CAWA – Representing the Automotive Parts Industry  
Commercial Vehicle Solutions Network  
Consumer Access to Repair Coalition  
iFixit

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<sup>2</sup><https://www.autocare.org/news/latest-news/details/2024/04/10/survey-84-of-independent-repair-shops-view-vehicle-data-access-as-top-issue-for-their-business>

<sup>3</sup>[https://www.autocare.org/docs/default-source/market-intelligence/04-10-2024\\_auto-care\\_research-memo\\_april-2024.pdf](https://www.autocare.org/docs/default-source/market-intelligence/04-10-2024_auto-care_research-memo_april-2024.pdf)

<sup>4</sup> <https://www.spglobal.com/mobility/en/research-analysis/average-age-vehicles-united-states-2024.html>

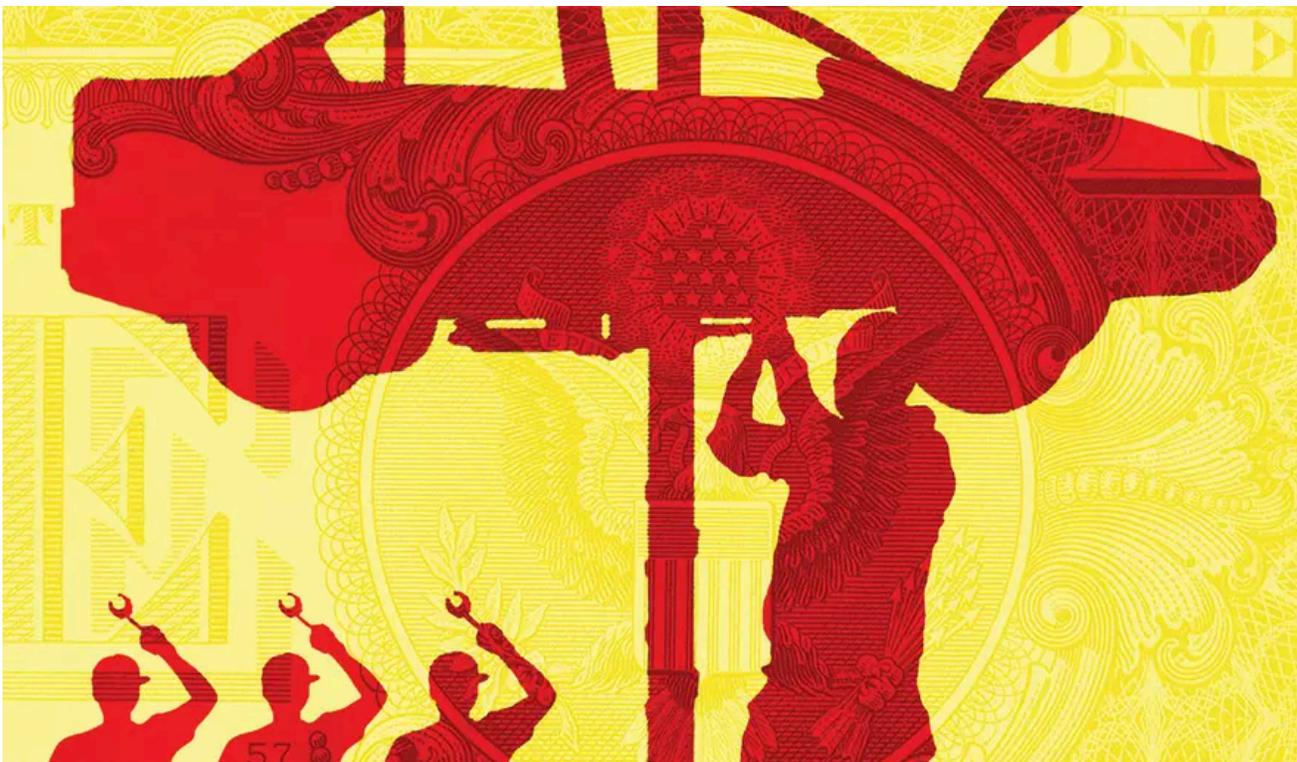
<sup>5</sup> Car Owners Favor Independent Repair Shops - Consumer Reports April 2024. “The survey results show the experiences of 10,973 Consumer Reports members with 11,670 repairs at 36 auto repair chains, independent shops analyzed as a group, and dealerships.”

MEMA Aftermarket Suppliers  
Midwest Auto Care Alliance  
National Federation of Independent Business  
National Independent Automobile Dealers Association  
NATSO, representing truck stops and travels centers  
New England Tire and Service Association  
New Jersey Gasoline, C-Store, Automotive Association  
Preventative Automotive Maintenance Association  
Service Station Dealers of America and Allied Trades  
The Repair Association (repair.org)  
Tire Industry Association

This is more than 1 month old.

## **Congress can help auto repair shops keep America running**

The REPAIR Act would help keep small outfits in business



*Congress helping auto repair shops illustration by Alexander Hunter/The Washington Times*  
*Congress helping auto repair shops illustration ... more >*

## **OPINION:**

Americans don't expect and really don't want the government to run the economy. Instead, they hope it will create conditions in which jobs are created, wealth expands, and new businesses not only survive but also thrive.

Achieving this state has been one of President Trump's primary objectives. So far, he has kept his eye on the ball. In his first term, he cut taxes, slashed red tape and put the interests of working Americans ahead of those of multinationals and money movers who had closely aligned themselves with Barack Obama and Joseph R. Biden.

Mr. Trump's second term began auspiciously, with the White House focused on securing favorable trade deals to enable American industry to prosper. Some in Congress, unfortunately, have other ideas and have kowtowed to well-heeled special interests at the expense of working men and women.

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That must change, and Mr. Trump must take the lead. One of the American system's significant innovations is the respect built into it for the individual's right to property. It is mentioned in the Constitution, as the Founders believed the success of the nation rested in many ways on the ability of people to secure rights to the property gained through their labor.

After more than 200 years, the definition of property has expanded, and it now encompasses not only tangible things but also intangible ideas. The recognition and protection of intellectual property, the products of human thought, are even more critical now that the global economy runs as much on zeros and ones as it does on fossil fuels and ball bearings.

For some time now, what used to be referred to as “Detroit” has flexed its power in the marketplace and on Capitol Hill, pushing independent mechanics and parts suppliers out into the cold, leaving them unable to access the thousands of bits of information involved in fixing cars and trucks. It has created an auto repair monopoly for vehicle dealerships. The people who build our cars and trucks also want to be the only ones who can service them. From the free market perspective, that’s not fair.

A bipartisan measure making its way through Congress addresses the issue effectively. The REPAIR Act makes the distinctions necessary to protect the rights of innovators producing new products that are truly cutting-edge while preventing auto companies from using IP law to stifle competition from local small businesses that service vehicles and often serve as a gateway to the middle class for working Americans.

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This is about the foundation of the U.S. economy. The vehicle supplier industry, which supplies the parts needed for vehicle repair, is the largest piece of the nation’s manufacturing sector. It involves more than 4.8 million Americans, mostly working-class individuals or small-business owners and operators. They’re also Trump voters whose interests are of great concern to the White House.

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If Congress fails to step up, this economically essential network of manufacturers, mechanics and suppliers remains at risk. If current trends continue, by 2035, consumers could face additional costs of \$34 billion on top of what they should be paying for car and truck repairs. Even now, they are paying the price.

Today, more than 60% of independent repair shops experience weekly, if not daily, difficulties making routine repairs. Just over half of independent repair shops report sending as many as five vehicles each month to a dealer for repair because of data restrictions imposed by “Detroit.” It’s a perversion of the concept of property rights, which means consumers have fewer options, face longer wait times and pay higher prices.

You would think that the restrictions might lead to safer vehicles on the road, but you’d be wrong. In testimony before Congress, Jonathan Morrison, named by Mr. Trump to lead the National Highway Traffic Safety Administration, explained that the hoarding of data has a deleterious effect on the nation’s automotive fleet.

“The ability of vehicle owners to service and maintain their own vehicles, or have their vehicles serviced or maintained at the facility of their choice, is important to ensure safety,” he said, promising to support efforts such as the REPAIR Act that, in his words, “provide consumers with secure access to data necessary to maintain or service their vehicles.”

It’s not just about keeping the nation’s vehicle fleet running safely. It’s about what’s best for consumers. Independent shops can perform the same work as dealerships, just as well, if not better, for about two-thirds the cost. Forcing commercial vehicle operators to use the more expensive option by involving nebulous IP concerns drives up costs for essential goods and services.

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This is precisely the kind of anti-competitive behavior the Trump administration wants to eliminate. Mr. Trump believes in free markets, intense competition and empowering the American worker rather than compromising with monopolistic entities that squeeze consumers and strangle small businesses.

That's why the REPAIR Act is necessary. It restores balance by ensuring that independent repair shops and aftermarket parts manufacturers have access to the critical data needed to perform their jobs.

The Trump movement is about shaking up the status quo to deliver results. The REPAIR Act is a textbook example of how to achieve this, leading to lower prices, increased competition and support for jobs in America in an environment that promotes growth rather than protectionism.

*• Stephen Moore is a co-founder of Unleash Prosperity and author of the book "The Trump Economic Miracle."*

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