

Documents for the Record

Full Committee Markup *Markup of 16 Pieces of Legislation* May 21, 2026

Majority:

1. May 18, 2026, A letter from SC Johnson Chairman Guthrie, Chairman Palmer, Ranking Member Pallone, and Ranking Member Tonko, submitted by the Majority.
2. May 13, 2026, A joint industry letter addressed to Chairman Guthrie, Chairman Palmer, Ranking Member Pallone, and Ranking Member Tonko, submitted by the Majority.
3. May 18, 2026, A letter from BASF Chairman Guthrie and Ranking Member Pallone, submitted by the Majority.
4. May 19, 2026, A letter from American Forest & Paper Association Chairman Guthrie and Ranking Member Pallone, submitted by the Majority.
5. A statement from the American Farm Bureau Federation
6. May 20, 2026, NGCOA Support Letter —SUNSHINE PROTECTION ACT
7. May 20, 2026, Letter from White Line Foundation
8. May 20, 2026, United Spinal's SecueRide support for the 119th Motor Vehicle Modernization Act 5.20.26
9. May 21, 2026, COALITION LETTER Support for Advancing Tire Technology
10. May 20, 2026, letter from Governor Stitt Support for the Sunshine Act of 2025
11. May 21, 2026, letter from TechNet re: HR7389 Markup
12. May 20, 2026, letter from MEMA Testing and Eval Letter
13. March 24, 2026, letter re: Magnus White and Safe Streets for Everyone Act of 2026 Endorsement Letter 3-30-26 Final
14. A letter from the North American Vehicle Rescue Association
15. May 19, 2026, Letter from MDA re: E&C Full Markup on ACT for ALS Reauth
16. May 20, 2026, letter from ALS United to E&C Full Committee
17. May 21, 2026, Letter from IPMI to Committee leadership
18. May 21, 2026, Statement of the American Property and Casualty Insurance Association
19. May 21, 2026, Letter to Chair Guthrie from RFKJR
20. May 19, 2026, Letter from Auto CEOs re: Right to Repair Support Letter

Minority:

21. A safety scorecard from the Advocates for Highway & Auto Safety
22. A letter from transportation groups addressed to Chair Guthrie and Ranking Member Pallone
23. A letter from the U.S. Tire Manufacturers Association, the Tire Industry Association, and the American Trucking Association, addressed to Chair Guthrie and Ranking Member Pallone

24. A letter from the Green Science Policy Institute addressed to Chair Guthrie and Ranking Member Pallone
25. A letter from transportation groups addressed to Chair Guthrie, Ranking Member Pallone, Chair Bilirakis, and Ranking Member Schakowsky
26. An endorsement letter for Magnus White Act and Safe Streets for Everyone Act
27. A petition for rulemaking to NHTSA submitted by Consumer Reports
28. A letter from the Muscular Dystrophy Association addressed to Chair Guthrie and Ranking Member Pallone
29. A letter from the United Auto Workers on the Chinese Vehicle Ban
30. A letter from the United Spinal, General Motors, and NCART addressed to Chair Guthrie, Ranking Member Pallone, Chair Bilirakis and Ranking Member Schakowsky.
31. Letter from Muscular Dystrophy Association to Chair Guthrie and Ranking Member Pallone.
32. Statement from the American Property Casualty Association (May 21, 2026)



H. Fisk Johnson, Ph.D.
Chairman of the Board
Chairman and Chief Executive Officer

May 18, 2026

The Honorable Brett Guthrie
Chairman
Committee on Energy and Commerce
House of Representatives

The Honorable Frank Pallone
Ranking Member
Committee on Energy and Commerce
House of Representatives

The Honorable Gary Palmer
Chairman
Subcommittee on Environment
Committee on Energy and Commerce
House of Representatives

The Honorable Paul Tonko
Ranking Member
Subcommittee on Environment
Committee on Energy and Commerce
House of Representatives

Dear Chairmen Guthrie and Palmer, and Ranking Members Pallone and Tonko:

On behalf of SC Johnson, I am writing to convey our strong support for the Recycling Infrastructure and Accessibility Act (H.R. 2145), which I understand the Energy and Commerce Committee could consider later this week. The RIAA, which was recently combined with the Recycling and Composting Accountability Act, would contribute to improving recycling outcomes in the U.S. by establishing a pilot grant program aimed at increasing access to recycling services in rural and underserved communities. Together, these bills form essential building blocks for advancing the nation's recycling capabilities and are a necessary step toward implementing a more comprehensive recycling and waste management policy like Extended Producer Responsibility, which our company strongly supports and has advocated for at the federal level. I respectfully urge the Committee to swiftly approve the RIAA and RCAA and support their eventual passage by the full House of Representatives. Attached for your information is a multistakeholder letter we joined supporting both bills ahead of recent subcommittee action.

Thank you for dedicating time this session to considering these bipartisan bills. Please do not hesitate to contact me with any questions.

Sincerely,

Attachment

May 13, 2026

The Honorable Brett Guthrie
Chairman
Committee on Energy and Commerce
United States House of Representatives

The Honorable Frank Pallone
Ranking Member
Committee on Energy and Commerce
United States House of Representatives

The Honorable Gary Palmer
Chairman
Subcommittee on Environment
Committee on Energy and Commerce
United States House of Representatives

The Honorable Paul Tonko
Ranking Member
Subcommittee on Environment
Committee on Energy and Commerce
United States House of Representatives

Pass the Recycling Infrastructure Accessibility Act (H.R. 2145) and the Recycling and Composting Accountability Act (H.R. 4109)

Dear Chairman Guthrie, Chairman Palmer, Ranking Member Pallone, Ranking Member Tonko, and Members of the Committee:

As leading companies, trade associations and advocates for the recycling industry, we are calling for the passage of two bipartisan bills that would significantly improve recycling systems in the United States. The Recycling Infrastructure Accessibility Act (RIAA), introduced by Representative Miller-Meeks, and the Recycling and Composting Accountability Act (RCAA), introduced by Representative Neguse, would improve access to recycling services and advance the recovery and reuse of materials that are essential to America's manufacturing supply chains.

The RIAA and RCAA enjoy broad bipartisan support and passed the Senate by unanimous consent for the third time in early 2025. They are also endorsed by a broad coalition of stakeholders including manufacturers, consumer brands, trade groups, and environmental organizations. Given the widespread support for RCAA and RIAA legislation, we urge the House Energy and Commerce Committee to report both bills favorably out of committee and advance them to the House floor. We also urge swift and final passage of both bills by the House of Representatives.

Every year, millions of pounds of valuable recyclable materials—worth billions of dollars—are sent to landfills. This includes materials designated as critical by the Department of War. Manufacturers across a wide range of sectors rely on recycled materials as important feedstocks to meet production demand and strengthen domestic supply chains. Expanding recycling can help reduce waste, support American manufacturing, and improve the long-term resilience of the U.S. economy. According to The Recycling Partnership's [2024 State of Residential Recycling Report](#), a mere 21% of recyclables are captured at the household level, among the lowest rates of any advanced economy.

We can and must do more to realize the economic, environmental, and national security benefits of recycling. If passed, the RIAA would help ensure that no community is left out of the recycling economy by establishing a pilot program designed to increase access to recycling services in rural and underserved areas. Our recycling economy can only succeed if all communities are able to participate in a system that diverts materials from landfills and returns them to productive use in our economy.

Equally important, the RCAA would establish reporting guidelines for recycling and composting programs to track performance over time and encourage continuous improvements to our recycling system. With better reporting and data collection, we can make informed recycling investments that deliver maximum value to local communities.

Together, these bipartisan bills would advance the nation's recycling capabilities, support a robust and circular economy, and help secure critical domestic supply chains. We, the undersigned organizations, support the RCAA and the RIAA and urge the Committee to promptly advance both bills to the House floor and support final passage by the full House.

Amcor	National Association of Manufacturers
American Beverage Association	National Association for PET Container Resources (NAPCOR)
American Chemistry Council	National Confectioners Association
American Cleaning Institute	Niagara Bottling
American Forest & Paper Association	Novelis
AMERIPEN	Paper Recycling Coalition
Arconic	PepsiCo
Association of Plastic Recyclers	Personal Care Products Council
Ball Corporation	PET Resin Association (PETRA)
BASF Corporation	Plastics Industry Association (PLASTICS)
Biodegradable Products Institute	Primo Brands Corporation
Can Manufacturers Institute	Recology
Carton Council	Recycled Materials Association (ReMA)
Cirba Solutions	Renegade Plastics Corporation
Constellium	Rio Tinto
Elders Climate Action (ECA) Northern California	SC Johnson
Elders Climate Action (ECA) Southern California	Sustainable Food Policy Alliance
Flexible Packaging Association (FPA)	Tetra Pak
Foodservice Packaging Institute	The Aluminum Association
General Mills	The Kraft Heinz Company
Glass Packaging Institute	The Recycling Partnership
Indorama Ventures	U.S. Plastics Pact
International Bottled Water Association (IBWA)	Woodpack Global
International Paper	World Wildlife Fund



We create chemistry

May 18, 2026

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

Honorable Frank Pallone, Ranking Member
House Energy & Commerce Committee
2125 Rayburn House Office Building
Washington, DC 20515

Re: Recycling and Composting Accountability Act (H.R. 4109) and the Recycling Infrastructure and Accessibility Act (H.R. 2145)

Dear Chairman Guthrie and Ranking Member Pallone,

As a global innovation leader, BASF is creating chemistry for a sustainable future and manufacturing products that make modern life possible. We are one of the largest chemical producers worldwide and BASF's 150-year history in the United States is significant, with 166 sites in 40 states and over 13,000 employees nationwide. Our manufacturing processes and products support the entire value chain on system-wide initiatives that create jobs, grow the circular economy, and protect the environment. To achieve these goals, BASF is ensuring today's waste streams are recovered and remanufactured through advanced, mechanical and organic recycling.

BASF supports the *Recycling and Composting Accountability Act (H.R. 4109)* and the *Recycling Infrastructure and Accessibility Act (H.R. 2145)*, as they would strengthen our nation's recycling and composting infrastructure, and help underserved communities gain access to these resources. We urge you to swiftly consider and pass these measures.

The *Recycling and Composting Accountability Act* would strengthen recycling and composting infrastructure nationwide by requiring the U.S. Environmental Protection Agency (EPA) to gather data on community recycling and composting programs, material collection, contamination rates, and end markets. According to the EPA, 32.1 percent of municipal solid waste (MSW) is recycled or composted nationwide, based on data from 2018 that is now eight years old and may not reflect the current state of recycling or composting in the U.S.¹ Data collection would enable the agency to help state, local, and tribal governments increase recycling and composting rates; strengthen materials recovery, collection, and sortation infrastructure; and access federal resources and expertise.

The *Recycling Infrastructure and Accessibility Act* would establish a competitive pilot grant program to improve recycling access for communities where there is no more than one recycling materials recovery facility within a 75-mile radius. Currently, it is "estimated that 53 percent of the U.S. population—about 176 million persons living in approximately 69.8 million households—has curbside recycling services

¹ United States Environmental Protection Agency. National Overview: Facts and Figures on Materials, Wastes, and Recycling. <https://www.epa.gov/facts-and-figures-about-materials-waste-and-recycling/national-overview-facts-and-figures-materials>.

provided to their homes automatically” as part of their community’s waste management services.² By expanding access, this measure would grow the recycled materials marketplace and help facilitate recyclable materials ending up in new products, not in the environment or in landfills. Furthermore, a robust recyclable materials marketplace would strengthen innovative manufacturing operations; encourage investments; and support value chain partnerships – all of which are critical to a healthy domestic supply chain and U.S. competitiveness in the global marketplace.

Notably, in March 2024, the Senate passed companion legislation (*S. 1194/S.1189*) by unanimous consent. In 2025, these bills were merged into the *STEWARD Act (S. 351)*, which again passed the Senate by unanimous consent last November. This continued support clearly demonstrates momentum and broad bipartisan support in Congress for these bills.

The *Recycling and Composting Accountability Act* and the *Recycling Infrastructure and Accessibility Act* take meaningful steps to improve our nation’s waste management system by filling much needed information and infrastructure gaps. Only when we have the full picture of our communities’ capabilities can we work effectively to strengthen recycling and composting programs, grow the circular economy, protect the environment, and help our communities thrive.

We urge you to move these bills forward without delay.

Sincerely,



Catherine A. Trinkle
Vice President and Deputy General Counsel
Regulatory, Environmental & Government Affairs

cc: The Honorable Gary Palmer, Chairman, Subcommittee on Environment
The Honorable Paul Tonko, Ranking Member, Subcommittee on Environment
The Honorable Mariannette Miller-Meeks
The Honorable Joe Neguse

² National Academies of Science, Mathematics, and Engineering. *Municipal Solid Waste Recycling in the United States: Analysis of Current and Alternative Approaches* (2025). <https://www.nationalacademies.org/read/27978/chapter/6>.

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May 19, 2026

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

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

Dear Chairman Guthrie and Ranking Member Pallone,

The American Forest & Paper Association (AF&PA) supports the Committee on Energy & Commerce's markup of H.R. 2145, the Recycling Infrastructure and Accessibility Act (RIAA), including the amendment from Congressman Evans that incorporated language from the Recycling and Composting Accountability Act (RCAA).

AF&PA supports H.R. 2145, the Recycling Infrastructure and Accessibility Act, which will improve recycling accessibility in underserved communities. The current amended version of the RIAA will also help further increase and improve recycling and composting in the U.S. by helping the Environmental Protection Agency to improve measurement, data and reporting tools.

The American Forest & Paper Association (AF&PA) serves to advance public policies that foster economic growth, job creation and global competitiveness for a vital sector that makes the essential paper and packaging products Americans use every day. The U.S. forest products industry employs more than 925,000 people, largely in rural America, and is among the top 10 manufacturing sector employers in 44 states. Our industry accounts for approximately 4.7% of the total U.S. manufacturing GDP, manufacturing more than \$435 billion in products annually. AF&PA member companies are significant producers and users of renewable biomass energy and are committed to making sustainable products for a sustainable future through the industry's decades-long initiative — [*Better Practices, Better Planet 2030*](#).

Paper recycling is a model that works. The paper and paper-based packaging industry has a demonstrated, measurable record of success in making paper products more circular and

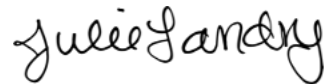
sustainable through market-based approaches. In 2024, our paper recycling rate was 60-64% and our cardboard recycling rate was 69-74%. The paper industry recycles nearly 60% more paper today than it did in 1990.

Paper recycling is well integrated within our industry – AF&PA members own and operate more than 100 materials recovery facilities (MRFs) nationwide. During 2019-2025, our industry invested in projects at paper mills that will use over 4.5 million additional tons of recycled paper. In addition, our members have also set a goal to increase the use of secondary materials like recycled paper in new paper products to 50% by 2030.

Our industry prioritizes data collection to improve recycling rates and we have long invested in research into the state of paper recycling and how we can improve. The [2021 AF&PA Access to Recycling Study](#) shows that 94 percent of Americans have access to community paper and paperboard recycling programs. In addition, AF&PA's [Design Guidance for Recyclability](#) provides data for packaging designers and consumer brands interested in improving the recyclability of their packaging on how non-fiber elements impact the recyclability of paper-based packaging.

AF&PA believes that the RIAA will help generate the necessary data to improve the accessibility of recycling, particularly in rural and underserved communities. AF&PA is pleased that the STEWARD Act (S.351) was passed by the Senate, and we applaud the recent markup in the House Subcommittee on Environment. We look forward to working with the Committee to help advance this critical legislation and other policies to strengthen the recycling system.

Kind Regards,

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

Julie Landry
Vice President, Government Affairs
American Forest & Paper Association

The American Farm Bureau Federation (AFBF) represents the interests of farmers, ranchers and rural communities, with more than 5-million-member families from all 50 states and Puerto Rico. We develop policy through our grassroots network where our members deliberate, vote on and adopt policies on a variety of issues that impact their ability to grow safe and abundant food, fiber and fuel for our nation and the world.

AFBF supports adopting permanent Daylight Saving Time to provide consistency and reduce disruptions for farmers and ranchers. Eliminating the twice-yearly clock changes would make it easier to plan for work, transportation, and markets, while longer evening daylight would support productivity and rural businesses. A stable, year-round time system will benefit agriculture and strengthen rural communities.



May 20, 2026

The Honorable Brett Guthrie
Chairman, House Committee on Energy and Commerce
2161 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Guthrie,

On behalf of the National Golf Course Owners Association (NGCOA), representing thousands of golf course owners and operators across the United States, I am writing to express our support for the Sunshine Protection Act.

Golf is an outdoor recreation industry that depends heavily on daylight availability. Extending evening daylight hours through permanent Daylight Saving Time would provide meaningful benefits to golf facilities, their employees, and the millions of Americans who participate in the game each year. Additional evening daylight increases opportunities for recreational play, youth participation, league activity, instruction programs, and tourism-related spending, while also supporting restaurants, retail businesses, and hospitality operations connected to the golf economy.

Golf also delivers significant health and wellness benefits to Americans of all ages. The game encourages physical activity through walking, stretching, and extended time outdoors, while also supporting mental wellness, stress reduction, and social interaction. Studies have shown that golfers who walk 18 holes can cover four to six miles during a round, contributing to cardiovascular health and overall fitness. Golf is also one of the few lifetime recreational activities that can be enjoyed across generations, helping individuals remain active well into their later years.

By expanding usable evening daylight, the Sunshine Protection Act would provide families, workers, students, and seniors with additional opportunities to participate in healthy outdoor activities after work and school hours. For many Americans, especially during the spring and fall shoulder seasons, an extra hour of evening daylight can make the difference between enjoying outdoor recreation and staying indoors. Increased access to outdoor activity supports not only physical well-being but also mental health, community engagement, and overall quality of life.

The golf industry contributes billions of dollars annually to the U.S. economy and supports hundreds of thousands of jobs nationwide. Policies that maximize usable daylight hours can help strengthen economic activity, particularly for small businesses and seasonal employers that rely on outdoor consumer engagement during evening hours.

We are also pleased to see that the legislation preserves flexibility for individual states by allowing them to opt out and determine what best serves their residents and local economies.

This approach recognizes the geographic and regional differences that exist across the country while still providing a framework for national consistency.

Thank you for your leadership on this issue and for considering the interests of the golf industry and the broader outdoor recreation economy. We appreciate the opportunity to support this important legislation.

Sincerely,

A handwritten signature in black ink, appearing to be 'JK', with a long horizontal line extending to the right.

Jay L. Karen, CAE
Chief Executive Officer



May 20, 2026

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

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

Dear Chairman Guthrie and Ranking Member Pallone:

On behalf of The White Line, I write to thank you and your staff for working across the aisle to include the Magnus White and Safe Streets for Everyone Act in the Committee's auto safety title, and for the thoughtful compromise reflected in the final language.

Magnus White was a seventeen years old Team USA cyclist, training for the Mountain Bike World Championships, when he was struck and killed by a driver who never saw him. The technology that could have saved his life, automatic emergency braking capable of detecting cyclists and other vulnerable road users, already exists. What has been missing is the federal standard to ensure it is built into the vehicles on American roads.

The compromise language directs the Secretary to issue a final rule within three years of enactment, with compliance required within three years thereafter. After years of advocacy, we are grateful that a deadline will at last be written into law, giving the agency and industry the clarity they need to act.

This legislation will save lives. It will spare other families the call we received, and it will move our nation closer to the standard of safety every American deserves on our roads.

We are deeply grateful for your leadership and for the bipartisan spirit in which this provision was advanced. We stand ready to support the Committee, and the full House, as the auto safety title moves forward.

Sincerely,

Jacqueline Claudia
Executive Director
The White Line

May 20, 2026

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

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

The Honorable Gus Bilirakis
Chairman, Commerce,
Manufacturing and Trade Subcommittee
Energy and Commerce Committee
U. S. House of Representatives
Washington, DC 20515

The Honorable Jan Schakowsky
Ranking Member, Commerce,
Manufacturing and Trade Subcommittee
Energy and Commerce Committee
U. S. House of Representatives
Washington, DC 20515

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

The United Spinal Association's SecureRide Coalition is pleased to support the automated wheelchair securement research provision included in the amendment in the nature of a substitute for H. R. 7389, the Motor Vehicle Modernization Act, filed in advance of the full committee markup on Thursday, May 21, 2026, at 10:00 a.m. (ET) as the motor vehicle safety title of the upcoming surface transportation reauthorization measure. Thank you for addressing a major challenge to fulfilling wheelchair users safe and independent transportation needs.

The provision proposes research that will help alleviate the unique challenge that the automated vehicle industry confronts today: safe automated securement for a wide array of wheelchair types, weights and sizes that have been medically prescribed and individually configured to meet the medical and functional needs of people. Moreover, the nation's 5.5 million wheelchair users, many of whom already lack safe access to transportation, especially in rural areas, find that without reliable transportation, they are hurt economically, and their health issues worsen. Indeed, reliable transportation is a requirement for most employment opportunities. And transportation is the leading reason for missing medical appointments. Wheelchair accessible vehicles (WAVs) are expensive to buy, and WAV ride-share service is severely limited. Currently available independent securement systems are customized for each chair/vehicle and cannot be shared. The SecureRide Coalition's efforts were a focus of the recently released Annual Report of the Autonomous Vehicle Industry Association (AVIA), which may be reviewed [here](#). Air travel still does not allow users to remain in their wheelchairs, so safe air travel is impossible for many. Some 18.6 million Americans aged five and older have [self-reported](#) travel-limiting disabilities according to the U. S. Department of Transportation. 10 million are aged 18 to 64 and 7.7 million are aged 65 and older.

The current voluntary industry standards often present safety hazards during travel for wheelchair users. The current voluntary ANSI/RESNA WC- 18 /WC-19 standards include the decades old and most extensively adopted [4 strap tie-down system](#) which requires assistance from an additional properly trained person. The straps are applied differently based on chair type and are often mis-applied which can result in injury. Many wheelchair users regularly travel unsecured or improperly secured. One recent [study](#) found that even among properly outfitted paratransit vehicles, improper tie-down occurred about 20% of the time. Consider that 20% failure rate is from paratransit drivers who have received the most intensive training on proper securement. A similar [study](#) of public transit buses, in which wheelchair securement use may not be required, found a failure rate of 92.5%. And 73.6% from the failure rate, had zero use of the tie-down system and were completely unsecured during transit.

An automated wheelchair securement system would enable wheelchair users to more safely and independently secure their wheelchairs and travel whenever and wherever they want. Current securement standards, WC-18/WC-19, must be updated to include automated systems that can be made widely available over different transportation modes and covered by insurance. Existing standards for one automated system, the [Universal Docking Integrated Geometry \(UDIG\)](#), must be updated to enable widespread adoption on today's chairs and vehicles in various transportation modes.

Finding a pathway through research to a safer, automated and affordable wheelchair securement system standard so wheelchair users can more safely travel in their wheelchairs is a key step forward to making transportation more accessible, reliable and seamless. Autonomous vehicles are now logging millions of miles on public roads. An automated wheelchair securement safety standard would be a tremendous step forward for wheelchair users' access to this game changing technology.

Updating the safer UDIG securement standard is being advanced with two initiatives. [SecureRide](#) is a coalition of wheelchair and vehicle manufacturers, along with wheelchair user advocacy organizations as well as a wide range of organizations with specific working knowledge of products, securement systems, and requirements to fully develop, test and publish standards. The Coalition's goal is to develop a wheelchair securement standard that can be applied to vehicles, ride-shares, public transit, as well as planes, rail and low-speed shuttles. The Coalition is expanding to include a broad ecosystem of support with additional disability and veterans' advocacy groups and networks, research universities, certifying bodies and standards groups. Secondly, two National Highway and Traffic Safety Administration Small Business Innovation Research grantees are developing a wheelchair UDIG securement system for commercialization. Further research is necessary to design and develop seamless automated safe and reliable securement in a variety of vehicle types.

The automated wheelchair securement research provision in the Motor Vehicle Modernization Act would further the design and development of safer solutions for wheelchair securement in vehicles in which users cannot back into safely and or because of limited physical space. To date, testing and development of the UDIG securement standard has focused on wheelchair users backing into a fixed anchor to secure their wheelchairs. To expand the vehicle application of the UDIG standard, developing a securement anchor that deploys from the floor or that swings into position from a lateral location would allow wheelchair users safer securement with UDIG being deployed in a far greater number of vehicles, especially rear-entry accessible vans, and for wheelchair users to drive their personal vehicles. Finally, such anchoring would expedite the adoption of the safer UDIG standard into existing vehicles utilizing the current WC-18 standard. Already, the RESNA COWHAT Committee has voted to update the automated wheelchair securement standards based on the work done by the SecureRide Coalition. SecureRide is now represented on the COWHAT Committee and is working closely with RESNA to modify the new standards language. Once approved, it will be formally adopted by both RESNA and SAE standards organizations.

Directing the Secretary of Transportation to perform research and develop expanding the vehicle application of the Universal Docking Integrated Geometry (UDIG) standard by utilizing a University Transportation Center which has experience in researching, developing and extensively testing the UDIG standard for crashworthiness will further safer wheelchair securement for wheelchair users.

We look forward to working with you to enact the automated wheelchair securement research provision into law. Should you need additional information, please contact Kent Keyser, Policy Fellow at: kkeyser@unitedspinal.org.

Sincerely,



Stephen Lieberman
United Spinal's Senior Director of Advocacy and Policy
SecureRide Co-Lead



William Nixon
General Motors' Policy Integration Manager

SecureRide Co-Lead

Wayne Grau

Wayne Grau

Executive Director, National Coalition for Assistive Rehab and Technology (NCART)

SecureRide Co-Lead



May 21, 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

RE: USTMA Support for Section 114 Advancing Tire Technology

Dear Chairman Guthrie and Ranking Member Pallone:

On behalf of the U.S. Tire Manufacturers Association (USTMA), the Tire Industry Association (TIA) and the American Trucking Associations (ATA), we write in full support of Section 114, Advancing Tire Technologies, of the amendment in the nature of a substitute to H.R. 7389, the "Motor Vehicle Modernization Act of 2026," considered by the House Energy and Commerce Committee.

We also commend Congressman Russell Fry (SC-07) for his leadership on tire safety and are grateful for the diligent, bipartisan work by majority and minority staff on the Committee to advance language directing the National Highway Traffic Safety Administration (NHTSA) to modernize its Federal Motor Vehicle Safety Standards (FMVSS) for tires, allowing for the production of and consumer access to the highest performing tires available globally.

Tires are essential to moving people, goods and services across the United States. As industry representatives from across the value chain, we and our collective membership understand the value of furthering a safer and more connected society.

We urge the Committee to pass this legislation, including Section 114, Advancing Tire Technologies, so it may be taken up by the full House without delay.

Sincerely,

A handwritten signature in black ink, appearing to read "Anne Luke".

Anne Forristall Luke
President and CEO
U.S. Tire Manufacturers Association

A handwritten signature in black ink, appearing to read "Richard Gust".

Richard "Dick" Gust
Chief Executive Officer
Tire Industry Association

A handwritten signature in black ink, appearing to read "Chris Spear".

Chris Spear
President and CEO
American Trucking Associations



J. Kevin Stitt
Office of the Governor
State of Oklahoma

May 20, 2026

The Honorable Ver Buchanan
United States House of Representatives
2409 Rayburn HOB
Washington, DC 20515

Dear Representative Buchanan,

I am writing to express my strong support for H.R. 139, the Sunshine Protection Act of 2025, which you have introduced to make Daylight Saving Time the new, permanent standard time.

Oklahomans agree that biannual time changes are outdated and disruptive to families, businesses, and public health across our state. In 2024, the Oklahoma legislature passed Senate Bill 1200, creating a trigger law that would keep Oklahoma in-step with Congress, should it be decided that a consistent standard for timekeeping should be implemented.

Your leadership on this issue is welcomed in Oklahoma, and we stand ready to partner with you to ensure this legislation's success and serve as a model for implementation should it become law.

I urge your colleagues in the House to support H.R. 139, and I look forward to updates from your office as this bill progresses through the legislative process. Please do not hesitate to contact my office if we can provide any additional information or assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Stitt".

J. Kevin Stitt
Governor of Oklahoma

May 21, 2026

The Honorable Brett Guthrie
Chairman
Committee on Energy and Commerce
2125 Rayburn House Office Building
Washington, D.C. 20515

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

Re: TechNet Statement for the Record — Full Committee Markup of 16 Bills, Including H.R. 7389, the Motor Vehicle Modernization Act of 2026 (May 21, 2026)

Dear Chairman Guthrie and Ranking Member Pallone:

On behalf of TechNet, thank you for the opportunity to submit this statement for the record in connection with the Committee on Energy and Commerce's Full Committee Markup of 16 Bills, scheduled for Thursday, May 21, 2026. We write in strong support of the Committee's continued leadership on motor vehicle safety and innovation as it considers H.R. 7389, the *Motor Vehicle Modernization Act of 2026*.

TechNet is the national, bipartisan network of technology CEOs and senior executives that promotes the growth of the innovation economy by advocating a targeted policy agenda at the federal and 50-state level. TechNet's diverse membership includes over 100 dynamic American businesses ranging from startups to the most iconic companies on the planet and represents over five million employees and countless customers in the fields of information technology, artificial intelligence, e-commerce, transportation, the sharing and gig economies, cybersecurity, venture capital, and finance.

We commend the Committee for their bipartisan leadership in keeping Americans safe on our roads while ensuring that the United States stays ahead of national security risks as we work to develop and deploy emerging technologies. The bill thoughtfully modernizes vehicle safety and consumer information programs, advances safer technologies, and takes meaningful steps to protect our automotive and technology supply chains from foreign adversaries. This is precisely the kind of forward-looking framework that helps American innovators lead while keeping consumers safe and secure.

As the Committee advances this important legislation, we respectfully encourage continued engagement with stakeholders between full committee markup and floor consideration on the vehicle data provisions contemplated in the *REPAIR Act*, included in the *Motor Vehicle Modernization Act of 2026*, that relate to or impact autonomous vehicles. Not all of our member companies are a part of organizations that may have been a party to the memorandum of understanding that the *Repair Act* seeks to

codify. We believe that additional dialogue will help ensure the final approach reflects the full range of industry perspectives and continues to protect consumers, competition, and data security. We are eager to work collaboratively with the Committee toward a balanced and durable solution.

TechNet appreciates the Committee's partnership and its commitment to advancing both public safety and American technological leadership. We thank you for your consideration of these views and look forward to working with you and your staff as H.R. 7389 moves forward.

Sincerely,

A handwritten signature in blue ink that reads "Linda Moore". The signature is written in a cursive, flowing style.

Linda Moore
President and CEO



May 20, 2026

Honorable Brett Guthrie
Chairman
Energy & Commerce Committee
U.S. House of Representatives

Honorable Frank Pallone
Ranking Member
Energy & Commerce Committee
U.S. House of Representatives

Dear Chairman Guthrie and Ranking Member Pallone:

On behalf of MEMA, The Vehicle Suppliers Association¹ we appreciate your leadership on testing and evaluation parity for suppliers in the vehicle safety title of the Motor Vehicle Modernization Act of 2026.

The supplier industry is an essential part of the U.S. economy, directly employing more than 930,000 individuals. Overall, the supplier industry has added 61,000 jobs across the country since 2015. Additionally, suppliers indirectly support 4.8 million jobs in related sectors. Suppliers operate facilities in all 50 states and in more than 350 Congressional districts, with significant concentrations in the Midwest and Southeast. The sector's broad array of businesses and professional backgrounds reflects the dynamic, innovative nature of the industry.

Vehicle suppliers design and manufacture a broad suite of vehicle safety systems, including braking systems, advanced steering technologies, powertrain components, and advanced driver assistance systems. MEMA members lead in the creation and production of technologies such as lane keep assist, automatic emergency braking with pedestrian and cyclist detection, road departure mitigation, traffic jam assist, highway assist systems, and other advanced safety technologies that require rigorous real-world validation before reaching consumers.

Without this provision, suppliers do not have parity with regard to the ability to conduct certain public road testing at the national level, even when suppliers are responsible for designing and developing the underlying technologies themselves. This limitation slows safety validation, delays innovation, and doesn't reflect the reality- that suppliers lead the way on safety innovation.

This provision represents a targeted, safety-focused modernization of existing law. It does not alter existing automaker obligations or exemptions. Instead, it extends the same responsible federal testing framework established by Congress in 2015 to the supplier industry. MEMA strongly supports the inclusion of this provision during markup.

Sincerely,

¹ Established in 1904, MEMA is the leading trade association in the United States representing vehicle suppliers, parts manufacturers, and remanufacturers, with over 900 members. MEMA's members design and manufacture the technology, components, and services that enable the production of new vehicles, as well as the essential maintenance and repair of the more than 295 million highway vehicles currently on U.S. roads.



The Vehicle Suppliers Association

Jon Gentile
Vice President of Legislative Affairs
MEMA. The Vehicle Suppliers Association

CC: Members of the House Energy & Commerce Committee
Committee

March 24, 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.ⁱ 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.ⁱⁱ

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,

3 Feet Please

AAA

Activate St. Pete (FL)

Active Transportation Alliance (IL)

Adventure Cycling Organization

Advocates for Highway and Auto Safety

American Motorcyclist Association

America Walks

Amica Mutual Insurance Company

American Property Casualty Insurance Association
(APCIA)

Bicycle Advocates for Annapolis & Anne Arundel
County (MD)

Bicycle Garage Indy (IN)

Bike Cleveland

Bike Delaware

BikeHouston (TX)

Bike JC (NJ)

BikeLA (CA)

Bike Maryland

Bike Pittsburgh (PA)

BikeRossmoor.org (CA)

Bike Utah

Bike-Walk Alliance of New Hampshire

BikeWalkKC (MO & KS)

Bike Walk Nebraska

BikeWalk NC

BikeWhidbey (WA)

CalBike (CA)

California Bicycle Coalition

Center for Auto Safety

Citizens for Reliable and Safe Highways

Consumer Federation of America

Consumers for Auto Reliability and Safety

Consumer Reports

Detroit Greenways Coalition (MI)

Disability Rights Education and Defense Fund
(DREDF)

East Coast Greenway Alliance (NC)

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

Live Well Grand Cities (ND)

Local Motion (VT)

LVCAT - Coalition for Appropriate Transportation

Madison Bikes (WI)

Marin County Bicycle Coalition (CA)

Mothers Against Drunk Driving (MADD)
Napa County Bicycle Coalition (CA)
National Coalition for Safer Roads
National Safety Council
Nationwide Mutual Insurance Company
National Association of Mutual Insurance
Companies (NAMIC)
New Jersey Bike & Walk Coalition
North American Bikeshare and Scootershare
Association
OLSCCommunity Homes (LA)
Parents Against Tired Truckers
Pasadena Complete Streets Coalition (CA)
Pennsylvania Downtown Center
PeopleForBikes
Propel ATL
Pumpkinvine Trails Coalition (IN)
Reconnect Rochester (NY)
Rhode Island Bicycle Coalition
Ride for Your Life / Sarah's Basket Memorial Fund

Ride Illinois
Safe Kids Worldwide
Safe Routes Partnership
San Diego County Bicycle Coalition (CA)
Santa Monica Safe Streets Alliance
Santa Monica Spoke
Selective Insurance Company of America
Somerville Alliance for Safe Streets (MA)
Sonoma County Bicycle Coalition (CA)
Tempe Bicycle Action Group (AZ)
The Wisconsin Bike Fed
The White Line
Transit Forward Philly (PA)
Trauma Foundation
Truck Safety Coalition
Wheat Ridge District 2 (CO)
Vision Zero Network
Walk San Francisco
Washington Area Bicyclist Association (DC)
Yakima Bikes and Walks (WA)

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



North American Vehicle Rescue Association

Preparing the Vehicle Rescuers of Tomorrow



The Honorable Brett Guthrie

Chairman
U.S. House Committee on Energy & Commerce
2125 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Frank Pallone, Jr.

Ranking Member
U.S. House Committee on Energy & Commerce
2323 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Guthrie and Ranking Member Pallone,

On behalf of the North American Vehicle Rescue Association (NAVRA), I am writing to express our strong support for the inclusion of the Motor Vehicle Fire Rescue Working Group within the *Motor Vehicle Modernization Act of 2026*.

NAVRA's mission is simple and unwavering: ***“Preparing the Vehicle Rescuers of Tomorrow”***. Our membership is composed of first responders, trainers, technical rescue professionals and rescue tool manufacturers from across North America who operate at the cutting edge of vehicle rescue. We see firsthand how advancements in vehicle design—while improving occupant safety in many respects—are simultaneously creating new and complex challenges for post-crash access, patient care, and first responder safety.

The establishment of this Working Group is a critical and long-overdue step. By formally bringing together manufacturers, battery producers, rescue tool manufacturers, academic experts, and—most importantly—first responders, with decades of real-world experience. This provision creates a structured pathway to address the real-world challenges encountered during vehicle rescue operations. This is not a new concept, rather a concept taken from the leadership of Renault Automotive Group and their partnership with the Fire Services in France.

The areas identified within this section of the Act directly align with the operational hazards our members encounter daily, including:

- Safe and efficient post-crash access to vehicles
- The performance and limitations of fire rescue tools
- Vehicle design considerations that either hinder or enhance extrication efforts
- Battery hazards, including thermal runaway and suppression challenges
- The need for standardized labeling and identification of vehicle systems

These are not theoretical concerns; they are time-critical factors that determine whether a trapped occupant survives.



North American Vehicle Rescue Association



'Preparing the Vehicle Rescuers of Tomorrow'

From NAVRA's perspective, the success of this Working Group will depend on ensuring that responder input is not only included but prioritized. Vehicle extrication is a race against time, and design decisions made today will dictate outcomes on roadways for decades to come. We strongly encourage the Committee to ensure that the voices of experienced rescue practitioners remain central to the recommendations produced by this body.

Additionally, we see this Working Group as an opportunity to advance key life-saving concepts, including:

- Standardized and accessible extrication points across all vehicle platforms
- Improved battery fire mitigation strategies, including design features that allow for direct suppression
- Enhanced integration between vehicle engineering and rescue operations, ensuring that survivability extends beyond crashworthiness to include rapid and effective rescue

NAVRA stands ready to support this effort. Our organization brings decades of collective expertise in vehicle rescue, local, national and international competition-based learning, and real-world operational experience. We would welcome the opportunity to contribute to this Working Group and assist in shaping recommendations that will ultimately save lives.

We commend the Committee for recognizing the critical intersection between vehicle design and emergency response. The inclusion of the Motor Vehicle Fire Rescue Working Group reflects a forward-thinking approach that acknowledges a simple truth: ***True safety is measured not only by preventing crashes, but what happens afterward.***

Thank you for your leadership and commitment to advancing motor vehicle safety. We look forward to supporting this important initiative.

Respectfully,

Neal de Jesus, Fire Chief (Retired)
President
North American Vehicle Rescue Association
President@navraus.org
(954) 558-4734

cc: Captain Greg Tabeek, Treasurer (NAVRA)
Captain Chris Lunt, Secretary (NAVRA)



May 19, 2026

The Honorable Brett Guthrie,
Chairman
House Committee on Energy and Commerce
2125 Rayburn House Office Building
Washington, DC 20515

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

Re: Energy and Commerce Committee Markup of the ACT for ALS Reauthorization Act (H.R.8205)

Dear Chairman Guthrie and Ranking Member Pallone:

In service of the neuromuscular disease (NMD) patient community, including those living with amyotrophic lateral sclerosis (ALS) and other rare neurodegenerative diseases, the Muscular Dystrophy Association (MDA) thanks the Energy and Commerce Committee (the Committee) for convening this week's markup. In particular, we are incredibly grateful for the Committee's consideration of the ACT for ALS Reauthorization Act of 2026 (H.R.8205), legislation that will renew and refresh critical ALS and other rare neurodegenerative disease research and drug development initiatives. We ask that you vote to send this legislation to the House floor.

MDA is the #1 voluntary health organization in the United States for people living with muscular dystrophy, ALS, and related neuromuscular diseases. For over 75 years, MDA has led the way in accelerating research, advancing care, and advocating for the support of our community. MDA's mission is to empower the people we serve to live longer, more independent lives.

The ACT for ALS, enacted in December 2021, was one of the most bipartisan bills passed that year with over 330 co-sponsors in the House of Representatives. This year's reauthorization already has over 60 co-sponsors just over one month since it was first introduced. The legislation had a very favorable subcommittee hearing and a unanimous markup, and we ask that you make the full committee markup support unanimous as well.

The ACT for ALS Reauthorization Act is needed to finish the job the original ACT for ALS started. The ACT for ALS successfully expanded access to investigational therapies for those with ALS. According to the Government Accountability Office (GAO), approximately 750 people with ALS have received an investigational therapy due to ACT for ALS funding, individuals who were otherwise ineligible to participate in clinical trials and other available treatments were inadequate to alter the progression of their disease. This funding also unlocked the research potential of clinics across the United States, including the very first clinics to participate in ALS expanded access efforts in states like Idaho and Iowa. The law also has funded groundbreaking natural history data collection and analysis through the Access for All in ALS (ALL ALS) Consortium, a crucial endeavor for better understanding the risk factors, etiology, and progression of the disease.

The ACT for ALS also created and continues to fund the Accelerating Medicines Partnership for Amyotrophic Lateral Sclerosis (AMP ALS) as well as the Critical Path for Rare Neurodegenerative Diseases, two key facets of the HHS Public Private Partnership for Rare Neurodegenerative Diseases created under the law. Both programs seek to speed therapeutic development in ALS and other rare neurodegenerative diseases by accelerating the creation of drug development tools and other approaches to bringing new treatments through clinical trials and to our community.

Finally, the ACT for ALS commissioned the ALS and other Rare Neurodegenerative Disease Action Plan. This plan, published in the summer of 2022, outlined the steps and initiatives the Food and Drug Administration (FDA) would take to accelerate therapeutic development in ALS. The law also created the FDA Rare Neurodegenerative Disease Grants Program, an effort that has funded over \$20 million in drug development projects in ALS, Huntington’s disease, myotonic dystrophy, ataxias, and more.

Unfortunately, our work is far from complete. While progress has been achieved over the past five years, the experience of someone newly diagnosed with ALS today remains far too similar to the experience from five years ago. This is why reauthorizing the ACT for ALS’s programs are critical for maintaining the hope and possibility of a life-changing, maybe even life-saving, treatment reaching the ALS and rare neurodegenerative disease community.

The ACT for ALS Reauthorization Act will reauthorize each of these programs while refining and improving upon the original law’s approach. This bill will better target the investigational therapies available to the ALS community under the law’s expanded access program by ensuring they are showing promising signs of safety and effectiveness. The bill will also renew FDA’s Action Plan and will commission a GAO report to evaluate the impacts of the reauthorization.

The ALS community stands united in supporting this legislation – over 25 organizations have called for swift passage of this bill.¹ We urge all Committee members to vote this bill to the House floor. For questions regarding MDA or the above comments, please contact Paul Melmeyer, Executive Vice President, Public Policy and Advocacy, at pmelmeyer@mdausa.org,

Sincerely,



Paul Melmeyer, MPP
Executive Vice President, Public Policy and Advocacy
Muscular Dystrophy Association

¹ “Leading ALS Organizations Celebrate Introduction of ACT for ALS Reauthorization Act: Call for Swift Congressional Passage” – April 8, 2026 - <https://www.mda.org/press-releases/leading-als-organizations-celebrate-introduction-of-act-for-als-reauthorization-act-call-for-swift-congressional-passage>



May 20, 2026

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

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

Dear Chairman Guthrie and Ranking Member Pallone:

On behalf of ALS United and the people living with ALS and families we serve nationwide, we submit this statement in advance of the Committee's May 21, 2026, markup to express our strong support for the Accelerating Access to Critical Therapies for ALS Reauthorization Act of 2026 (H.R. 8205).

ALS United is the largest provider of local, community-based ALS care services in the United States—a federation of 15 independent nonprofits with dedicated staff working alongside patients and families in communities across the country every single day. Through direct services, 92+ multidisciplinary care center partnerships, and wraparound support, our member organizations collectively serve more than half of all people living with ALS nationwide. Because we are embedded in communities—not just connected to them—we bring a grounded, real-time perspective on what ACT for ALS is delivering.

ALS is a rapidly progressive, fatal neurodegenerative disease, and for most people living with ALS, treatment options remain limited. Families do not have the luxury of waiting years for the traditional drug development timeline. Congress recognized that reality when it enacted ACT for ALS in 2021. The law established a practical, patient-centered approach to accelerate progress on two fronts at once: building the shared research infrastructure needed to move promising therapies forward faster, and expanding access to investigational therapies for people who cannot participate in traditional clinical trials.

That approach is already producing meaningful results. ACT for ALS has helped strengthen the national ALS research infrastructure through open data resources, natural history and biomarker research, and coordinated public-private efforts that are improving how the field develops and evaluates therapies. Separately, it has supported evidence-generating Expanded Access Programs that connect people living with ALS to investigational therapies while contributing to the evidence base that can inform future development and regulatory decision-making. The law's impact can already be seen across both areas—from the ALL ALS natural history study, which has enrolled 1,448 participants across 34 active sites, to the Expanded Access Programs now operating through 46 clinic sites.

ACT for ALS is helping build the shared data backbone, research coordination, and expanded access pathways that the ALS community has long needed. It is making ALS research more connected and more representative of the real-world patient population, including people who are often excluded from traditional clinical trials because of disease progression, geography, or medical complexity.

That is why reauthorization is so important. Without congressional action before September 2026, key ACT for ALS programs and authorities will begin to wind down. Expanded access efforts will lose support, the ALL ALS natural history initiative will be disrupted, and the shared data and collaboration infrastructure that is accelerating therapy development will be weakened at precisely the moment it is beginning to demonstrate its value. Congress should not allow successful programs that are already helping patients and researchers to lapse.

The Accelerating Access to Critical Therapies for ALS Reauthorization Act of 2026 extends these efforts and preserves the momentum the ALS community has worked so hard to build. Just as importantly, the bill also includes targeted improvements based on real-world implementation that would strengthen the program and help ensure it continues delivering meaningful value.

In particular, the bill would clarify eligibility for Phase 2/3 and planned Phase 3 trials, helping ensure that promising therapies are not excluded by narrow interpretations of the program. It would require closer review of clinical trial status when certain expanded access program grants come up for renewal, which would improve accountability and help ensure federal support remains aligned with the strongest scientific opportunities and patient benefit. It would require updated FDA planning and reporting, which would provide greater transparency into implementation progress, resource needs, and next steps for advancing ALS and other rare neurodegenerative disease work. It would also require additional GAO follow-up, helping Congress continue to evaluate how the law is being carried out and whether reauthorization is producing the intended results.

Taken together, these changes make a strong law stronger. They preserve access, reduce ambiguity, reinforce accountability, and help ensure that ACT for ALS continues evolving in ways that reflect both scientific realities and the urgent needs of people living with this disease.

ALS United appreciates the bipartisan leadership of Representatives Quigley and Calvert and the Subcommittee's attention to this important legislation. We respectfully urge the Committee to advance the Accelerating Access to Critical Therapies for ALS Reauthorization Act of 2026 and help ensure that the progress ACT for ALS has already delivered is not interrupted. People living with ALS cannot afford to lose momentum in research, coordination, and access to investigational therapies.

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry Dawson". The signature is fluid and cursive, with a large initial "J" and "D".

Jerry Dawson
President and CEO
ALS United



5101 N 12th Ave Suite C Pensacola FL 32504 mail@ipmi.org

www.ipmi.org

May 21, 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

Re: Preventing Auto Recycling Thefts (PART) Act Amendment to H.R. 7389

Dear Chair Guthrie and Ranking Member Pallone:

In the announcement released by the Energy and Commerce Committee for the markup on May 21, the Committee listed H.R. 7389, the Motor Vehicle Modernization Act of 2026 with an Amendment in the Nature of a Substitute. That new bill was a combination of a number of other motor vehicle bills being considered by the Committee. The amended H.R. 7389 did not include provisions of the PART Act. We believe the Committee's action was wise and we strongly urge you to oppose any effort to add the PART Act to H.R. 7389. We also oppose any effort to approve and report out the PART Act on its own at the markup.

The International Precious Metals Institute (IPMI) is the leading global trade association representing the precious metals industry and recycling supply chain. IPMI supports federal efforts to curb catalytic converter theft and improve enforcement.

Our opposition to the current form of the PART Act stems from our concern that the provisions will greatly inhibit the movement of critical minerals. We do not oppose enhanced penalties for the theft of converters. In fact, we strongly support efforts to minimize those thefts, as long as they do not shut down recycling of strategic minerals.

We have been working closely with the Committee staff and other stakeholders to devise a compromise version of the PART Act that accomplishes both goals. Draft versions of the bill have improved it, but more needs to be done. To allow that to happen we urge you to oppose any amendments today that would add the PART Act to H.R. 7389.

Thank you for your consideration.

Respectfully,

A handwritten signature in blue ink that reads "Larry Drummond". The signature is fluid and cursive, written in a professional style.

Larry Drummond

Executive Director
International Precious Metals Institute (IPMI)

IPMI is the international trade association for the precious metals industry representing producers, refiners, fabricators, recyclers, users, financial institutions, merchants, scientists, private and public sector groups and the general precious metals community. IPMI has chapters in New York, New England, the Central States, and Europe. IPMI's Educational and Scientific Foundation recognizes excellence and achievement through student and institutional awards.

Statement of the American Property and Casualty Insurance Association

**Submitted to the House Energy & Commerce Committee
Full Committee Markup**

May 21, 2026

RE: House Energy & Commerce Full Committee Markup of H.R. 7389, Motor Vehicle Modernization Act of 2026 (Amendment in the Nature of a Substitute)

Chairman Guthrie, Ranking Member Pallone, and Members of the Energy & Commerce Committee:

The American Property and Casualty Insurance Association (APCIA) as the leading voice of the nation's property and casualty insurance industry, recognizes the important role that federal auto safety programs and initiatives play in protecting drivers, passengers, and pedestrians from the physical and financial harm from auto collisions.

APCIA commends the House Energy and Commerce Committee for their efforts to hold a markup of the Surface Transportation Reauthorization Safety Title (H.R. 7389, the Motor Vehicle Modernization Act of 2026), legislation to modernize the National Highway Traffic Safety Administration (NHTSA) programs and address motor vehicle safety. This bill includes important provisions to update the New Car Assessment Program (NCAP), provide updated information to consumers on the automated features of their vehicles, crash avoidance standards, and public safety improvements. (These are highlighted in a separate section below.)

In particular, APCIA appreciates the Committee's extensive negotiations with stakeholders on the REPAIR Act, including property casualty insurers. As insurers, we are committed to ensuring that our customers receive safe, cost-effective, and high-quality vehicle repairs. Accordingly, we have been strong supporters of Representative Dunn's REPAIR Act (H.R. 1566).

Although we appreciate the continued attention to right to repair issues, several outstanding concerns remain with the modified REPAIR Act language included in the Safety Title that does not fully address challenges in ensuring reliable access to affordable auto repair. We note that the modified language only codifies the Memoranda of Understanding (MOUs) signed in 2014 and 2015 between automakers and certain auto repair associations, albeit this language includes FTC enforcement and an FTC study on marketplace practices. While this could be considered a step forward, it is important to note that codifying these outdated MOUs does not address the evolved technologies used in modern cars today.

The language fails to create a necessary federal framework to ensure competition in the repair of technologically advanced vehicles both today and into the future.

While we have been willing to engage in good-faith negotiations with the Committee toward consensus on right to repair issues, APCA continues to support passage of the REPAIR Act (H.R. 1566) as introduced, which would require motor vehicle manufacturers to provide vehicle owners and independent repairers with unrestricted access to vehicle-generated data, critical repair information, and tools, ensuring fair competition in the auto repair industry. It prohibits manufacturers from imposing technological or legal barriers that limit consumer choice in maintenance, service, or repair; mandates clear disclosure of consumer rights; and preempts conflicting state laws and sets strict privacy standards for the use and retention of vehicle data. This bill benefits consumers and insurance market stability by reducing repair costs, improving claims efficiency, and fostering a competitive repair market, all while providing regulatory clarity and consumer trust through privacy protection.

We look forward to continuing to work with Representative Dunn and Members of the Energy and Commerce Committee on this issue.

Additional Sections of the Safety Title of Interest to Insurers:

Sec. 108 – *Consumer Education on Motor Vehicle Automation* – APCA supports this section which creates a working group that will make recommendations on how to improve consumer understanding of the capabilities and limitations of automated driving features. The working group would also address the role of the New Car Assessment Program (NCAP), which needs to be updated to include these features and improve public understanding of their capabilities and limitations.

Sec. 111 – *Study on Modernizing Vehicle Identification Numbers (VIN)* – APCA supports this section which requires a study on modernizing the Vehicle Identification Number (VIN) system to facilitate the identification of automated driving features into the system. Today's vehicles are increasingly equipped with a wide range of driver assistance, partially automated driving systems, and fully automated driving systems. The ability to identify these features is important for vehicle owners to be fully aware of the features of the vehicle and is essential for insurers to be able to assess and differentiate risk to develop insurance products and pricing to support these innovations.

Sec. 116 – *The Magnus White and Safe Streets for Everyone Act* – APCA supports this section which will enhance road safety by updating federal standards for automatic emergency breaking (AEB) and crash avoidance technologies in passenger vehicles. With requirements that AEB systems function effectively in both daylight and low-light conditions, across all speeds specified for pedestrian safety, and be capable of detecting and responding to a broad range of vulnerable road users. The Act will reduce traffic injuries and fatalities by making streets safer for everyone.

Sec. 120 – *Consumer Information on Partially Automated Vehicles* – APCA supports this section which will require automakers to provide descriptions of the capabilities and limitations of Partial Automated Driving System (ADS) in owner's manuals, providing important information for vehicle owners that would include clear information on what the drivers' responsibilities are when engaging these systems.

Sec. 221 – *ADAS Functionality and Integrity Act* – APCA supports this section which requires a study on the most common modifications to a vehicle and the impact on Advanced Driver Assistance System

(ADAS) functionality, which would benefit vehicle owners and repair facilities by providing publicly available guidelines for the modification, and calibration procedures for ADAS features.

Sec. 231 – *Know Before You Drive Act* – APCIA supports this section which prohibits claims by manufacturers that a partial ADS can function as a fully autonomous ADS and requires the manufacturer to disclose to purchasers the capabilities and limitations of partial automation. This has been an area of considerable confusion amongst the public, sometimes with tragic consequences. APCIA has long advocated for consumer education on ADAS and ADS features and their capabilities, and limitations.

In closing, APCIA thanks the Committee for the opportunity to share our views. We encourage the Committee to continue to work on ensuring consumer choice and affordability in auto repair and to ensure vehicles are safe. We look forward to continuing to work on these important issues.

May 19, 2026

The Honorable Brett Guthrie
Chairman
House Committee on Energy and Commerce
Washington, DC 20515

The Honorable Frank Pallone
Ranking Member
House Committee on Energy and Commerce
Washington, DC 20515

Dear Chairman Guthrie and Ranking Member Pallone,

We, the undersigned companies, respectfully request that you include automotive right to repair provisions in the motor vehicle safety title from the Energy and Commerce Committee.

Collectively, we have approximately 300,000 employees in more than 24,000 locations across the United States. Our stores and employees are in every state to ensure that light- and heavy-duty vehicles remain safe on the road.

Repairing and maintaining today's vehicles requires access to vehicle repair data, compatible replacement components, training, and sophisticated diagnostic tools. Automotive right to repair guarantees the rights of vehicle owners and their designated repair facilities to maintain and repair their vehicles while maintaining the same cybersecurity standards, intellectual property protections, and vehicle safety standards that exist today.

Vehicle owner and independent shop access to vehicle repair data is increasingly at risk as manufacturers tighten control over its availability. These anticompetitive practices leave independent repairers unable to service vehicles and prevent aftermarket suppliers from offering high-quality, safe, and affordable replacement parts to consumers.

An independent survey conducted in 2024 demonstrated that 63% of repair shops report having difficulties making routine repairs on a daily or weekly basis.¹ Moreover, 51% of shops report sending up to 5 cars per month to the dealer due to data restrictions, resulting in an additional \$3.1 billion cost to consumers.²

The independent 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. Automotive right to repair ensures a robust ecosystem of competitive, affordable, and accessible repair options. Including automotive right to repair in the surface transportation reauthorization legislation will result in safer vehicles on the road.

¹ <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>

² https://www.autocare.org/docs/default-source/market-intelligence/04-10-2024_auto-care_research-memo_april-2024.pdf

We thank you for your consideration and look forward to working with you to make automotive right to repair a reality.

Sincerely,

Advance Auto Parts, Inc.

Shane O'Kelly
President and Chief Executive Officer
4200 Six Forks Road
Raleigh, North Carolina 27609

AutoZone, Inc.

Phil Daniele
President and Chief Executive Officer, Customer Satisfaction
123 South Front Street
Memphis, Tennessee 38103

Christian Brothers Automotive Corporation

Donnie Carr
President and Chief Executive Officer
17725 Katy Freeway
Houston, Texas 77094

FleetPride Inc.

Tom Greco
Chief Executive Officer FleetPride
600 East Las Colinas Boulevard
Suite 400
Irving, Texas 75039

Genuine Parts Company

Will Stengel
President and Chief Executive Officer
2999 Wildwood Parkway
Atlanta, Georgia 30339

O'Reilly Automotive, Inc.

Brad Beckham
Chief Executive Officer
233 South Patterson Avenue
Springfield, Missouri 65802-2298

CC: The Honorable Members of the House Energy and Commerce Committee

May 20, 2026

The Honorable Brett Guthrie
Chairman
House Energy and Commerce Committee
2161 Rayburn House Office Building
Washington, DC 20515

The Honorable Frank Pallone
Ranking Member
House Energy and Commerce Committee
2107 Rayburn House Office Building
Washington, DC 20515

Dear Chairman Guthrie and Ranking Member Pallone:

March of Dimes, the nation's leading non-profit organization fighting for the health for all moms and babies, writes to express our strong support of passage of the NIH IMPROVE Act (H.R. 6238/S. 3254). NIH's IMPROVE Initiative is a NIH research effort that supports work to reduce preventable maternal mortality and severe maternal morbidity, improve health before, during, and after pregnancy, and reduce longstanding disparities in maternal outcomes.

The IMPROVE Initiative was launched by NIH in 2019 in response to the United States' unacceptably high rates of pregnancy-related complications and deaths. NIH developed the Initiative as a coordinated, evidence-building strategy across its institutes and offices to better understand the biological, behavioral, clinical, and structural drivers of maternal morbidity and mortality. IMPROVE focuses on the leading causes of maternal death and serious complications, including cardiovascular and hypertensive conditions, hemorrhage, infection, mental health conditions, and substance use disorders.

Since its launch, IMPROVE has helped build a stronger national research foundation for maternal health by supporting integrated studies, community-engaged partnerships, and targeted funding opportunities. The initiative has also helped direct attention and resources toward the structural causes of poor outcomes, including delays in care, geographic disparities, and social determinants of health.

The NIH IMPROVE Act would help ensure this work continues and expands. Stable support for IMPROVE would strengthen research into the causes of maternal death and serious complications, accelerate the development of evidence-based interventions, and improve the ability of NIH and its partners to translate findings into better care for mothers and infants nationwide.

We urge the Committee to pass the NIH IMPROVE Act and advance it to the House floor. Passage of the NIH IMPROVE Act would be a meaningful step toward reducing preventable maternal death and pregnancy complications and building a healthier future for mothers and babies across the country. For more information, please contact KJ Hertz (khertz@marchofdimes.org) or Andrew Fullerton (afullerton@marchofdimes.org).

Sincerely,



Stacey Y. Brayboy
Sr. Vice President, Public Policy & Government Affairs

CC:

Members of the Energy and Commerce Committee
The Honorable Lauren Underwood
The Honorable Brian Fitzpatrick
The Honorable Katie Britt
The Honorable Cory Booker



ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

SAFETY SCORECARD

**House Energy and Commerce Committee
Markup of Motor Vehicle Modernization Act, May 21, 2026**

Advocates for Highway and Auto Safety supports the noted provisions to improve safety in the current bill language and consequently, the overall E&C bill.

Sec. 103	Amends existing requirement for submission of Rulemaking Report to require a priority plan to provide more details regarding delays in finishing rulemaking as well as plans to complete outstanding rulemakings.	SUPPORT
Sec. 104	Requires NHTSA to use recognized project schedule management practices for rulemaking procedures. Directs GAO to conduct a study to assess the implementation of this section by the Administrator.	SUPPORT
Sec. 106	Requires NHTSA to address GAO findings on opportunities to improve recall repair rates. Requires report from GAO on NHTSA's efforts to meet requirements of section.	SUPPORT
Sec. 111	Directs NASEM study on modernizing VIN and consult with safety groups, among others.	SUPPORT
Sec. 112	Directs NHTSA to establish Motor Vehicle Fire Rescue Working Group to provide recommendations to NHTSA on matters related to ensuring the safe and efficient extraction of occupants of motor vehicles post-crash. Membership includes safety organizations.	SUPPORT
Sec. 115	Directs NASEM to study distraction caused by driver-controlled technology, submit a report and identify recommendations.	SUPPORT
Sec. 116	Improves vehicle and road user safety by requiring automatic emergency braking (AEB) in light vehicles to detect and respond to bicycle and motorcycle riders.	SUPPORT
Sec. 117	Improves occupant safety 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.	SUPPORT
Secs. 120 & 231	Upgrades automated driving system (ADS) safety by prohibiting misleading claims on the performance of features or components of vehicles equipped with a partial ADS and improving consumer information. Requires information in the owner's manual regarding limitations of the ADS and driver responsibilities.	SUPPORT
Sec. 221	Directs NHTSA to conduct study to identify 10 most prevalent legal modifications and customizations made to a passenger motor vehicle for the previous 3 years. Study requires outreach to safety organizations.	SUPPORT
Sec. 105	Amends 49 U.S.C. 30112(b)(10) to allow motor vehicle equipment to be introduced into interstate commerce solely to be tested and evaluated without having to comply with FMVSS. If the motor vehicle equipment is not compliant with FMVSS, the manufacturer should have to apply for an exemption from NHTSA to determine if the noncompliance presents an unreasonable risk to safety.	OPPOSE



ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

SAFETY SCORECARD

House Energy and Commerce Committee
Markup of Motor Vehicle Modernization Act, May 21, 2026

AMENDMENTS

Latta #21	Adds SELF DRIVE Act, H.R. 7390 , which includes numerous safety deficits: <ul style="list-style-type: none">- does not require new safety standards for foundational safety technologies or the automated driving system (ADS),- preempts states from taking action to protect road users on public roads in the absence of federal action or conflict,- restricts public access to safety data, weakens data collection and repeals the Standing General Order (SGO) to compel safety data reporting,- does not establish accessibility requirements,- does not address safety considerations for remote personnel, among other issues	STRONGLY OPPOSE
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May 20, 2026

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

Dear Chair Guthrie and Ranking Member Pallone:

As the Committee on Energy and Commerce commences consideration of the Motor Vehicle Modernization Act of 2026, the undersigned urge this Committee to advance known solutions to reduce the death and injury toll on our Nation's roads.¹

Motor Vehicle Deaths Remain Historically High

On average, 108 people were killed every day on roads in the U.S., totaling nearly 39,254 fatalities in 2024.² This is a 20 percent increase in deaths in just a decade.³ An additional 2.42 million people were injured.⁴ Early projections for 2025 traffic fatalities remain at a similar historic high level; over 36,000 people are estimated to have been killed that year.⁵

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).⁶ 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.⁷ When adjusted solely for inflation, this figure amounts to over \$1.81 trillion.⁸ 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 2019.⁹

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.

The Motor Vehicle Modernization Act of 2026

The undersigned laud the Committee for including numerous provisions in the legislation which will help to improve public safety. These include several measures to protect vulnerable road users including enhancing the automatic emergency braking (AEB) standard which a recent poll commissioned by Advocates for Highway and Auto Safety found was supported by 73 percent of respondents, increasing to 91 percent among those with a stated position.¹⁰ Moreover, provisions to provide consumers with accurate information on the capabilities of partially automated driving systems, modernize vehicle identification numbers (VINs), expedite rulemakings for motor vehicle safety standards, conduct research on driver distraction and other safety concerns, and improve recall repair rates are important to reducing crashes and saving lives. In addition, the undersigned urge the Committee to continue advancing policies to address the leading causes of crashes including impaired and distracted driving, speeding and occupant protection.

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

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.”¹¹ 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.¹² In addition, during that time frame the comprehensive societal benefits amounted to \$17.3 trillion, using 2019 dollars.¹³

In 1991, the enactment of the bipartisan Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991¹⁴ 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.¹⁵

Additional proven lifesaving technologies required as standard equipment in all vehicles in other federal legislation and regulatory proposals have resulted in or promise similar safety benefits. These efforts include: tire pressure monitoring systems;¹⁶ rear outboard 3-point safety belts;¹⁷ electronic stability control;¹⁸ rear safety belt reminder systems;¹⁹ brake transmission interlocks;²⁰ safety belts on motorcoaches;²¹ rear-view cameras;²² safer power window switches;²³ advanced driver assistance systems (ADAS);²⁴ advanced impaired driving prevention technology;²⁵ rear designated seating position alert (hot cars);²⁶ enhanced vehicle hood and bumpers to better protect vulnerable road users;²⁷ and, advanced head lamps.²⁸

NHTSA Must Have Adequate Resources

While traffic fatalities continue to be a public health crisis, the funding for NHTSA’s lifesaving mission has fallen woefully short for more than four decades as costs and statutory responsibilities have increased. While 95 percent of transportation-related fatalities involve motor vehicles, NHTSA historically receives only one percent of the overall U.S. DOT budget. The agency must be sufficiently funded to meet its many challenges, including funding essential initiatives such as an effective New Car Assessment Program (NCAP).

Thank you for your consideration of these issues. We look forward to continuing to work with you to improve safety on our Nation’s roadways.

Sincerely,

Advocates for Highway and Auto Safety
Center for Auto Safety
Citizens for Reliable and Safe Highways
Consumer Federation of America
Consumer Reports
Consumers for Auto Reliability and Safety
Kids and Car Safety
League of American Bicyclists
Parents Against Tired Truckers
Trauma Foundation
Truck Safety Coalition

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- ¹ Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Pub. L. 109-59 (Aug. 10, 2005); Moving Ahead for Progress in the 21st Century (MAP-21) Act, Pub. L. 112-141 (Jan. 3, 2012); Fixing America’s Surface Transportation Act (FAST Act), Pub. L. 114-94 (Dec. 4, 2015); Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).
- ² Traffic Safety Facts: Research Note: Overview of Motor Vehicle Traffic Crashes in 2024, NHTSA, DOT HS 813 791, Apr. 2026
- ³ Traffic Safety Facts 2023: A Compilation of Motor Vehicle Traffic Crash Data, NHTSA, DOT HS 813 738, Aug. 2025 Traffic Safety Facts: Research Note: Overview of Motor Vehicle Traffic Crashes in 2024, NHTSA, DOT HS 813 791, Apr. 2026; and Traffic Safety Facts 2023: A Compilation of Motor Vehicle Traffic Crash Data, NHTSA, DOT HS 813 738, Aug. 2025. [comparing 2024 to 2014]
- ⁴ Traffic Safety Facts: Research Note: Overview of Motor Vehicle Traffic Crashes in 2024, NHTSA, DOT HS 813 791, Apr. 2026
- ⁵ Traffic Safety Facts: Crash Stats: Early Estimate of Motor Vehicle Traffic Fatalities and Fatality Rate in 2025, NHTSA, DOT HS 813 800, Apr. 2026
- ⁶ The Economic and Societal Impact of Motor Vehicle Crashes, 2019, NHTSA, Dec. 2022, DOT HS 813 403. (Economic and Societal Impact 2019).
- ⁷ Economic and Societal Impact 2019.
- ⁸ CPI Inflation Calculator, BLS, available at https://www.bls.gov/data/inflation_calculator.htm, calculated from Jan. 2019 – Jan. 2026.
- ⁹ Cost of Motor Vehicle Crashes to Employers – 2019, Network of Employers for Traffic Safety, March 2021.
- ¹⁰ See: <https://saferoads.org/2026-av-tech-truck-poll/>
- ¹¹ 89 FR 76923, Sep. 19, 2024.
- ¹² 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.
- ¹³ NHTSA: 50 Years of Vehicle Safety Standards Saved Hundreds of Thousands of Lives, Prevented Millions of Injuries. Pub. L. 102-240 (Dec. 18, 1991).
- ¹⁴ Pub. L. 102-240 (Dec. 18, 1991).
- ¹⁵ Traffic Safety Facts 2018, A Compilation of Motor Vehicle Crash Data, DOT HS 812 981, NHTSA (Nov. 2020).
- ¹⁶ Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act, Pub. L. 106-414 (Nov. 1, 2000).
- ¹⁷ Anton’s Law, Pub. L. 107-318 (Dec. 4, 2002).
- ¹⁸ Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Pub. L. 109-59 (Aug. 10, 2005).
- ¹⁹ *Id.*
- ²⁰ *Id.*
- ²¹ Moving Ahead for Progress in the 21st Century (MAP-21) Act, Pub. L. 112-141 (Jan. 3, 2012).
- ²² Cameron Gulbransen Kids Transportation Safety Act of 2007, Pub. L. 110-189 (Feb. 28, 2008).
- ²³ *Id.*
- ²⁴ Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).
- ²⁵ *Id.*
- ²⁶ *Id.*
- ²⁷ *Id.*
- ²⁸ *Id.*



May 21, 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

RE: USTMA Support for Section 114 Advancing Tire Technology

Dear Chairman Guthrie and Ranking Member Pallone:

On behalf of the U.S. Tire Manufacturers Association (USTMA), the Tire Industry Association (TIA) and the American Trucking Associations (ATA), we write in full support of Section 114, Advancing Tire Technologies, of the amendment in the nature of a substitute to H.R. 7389, the "Motor Vehicle Modernization Act of 2026," considered by the House Energy and Commerce Committee.

We also commend Congressman Russell Fry (SC-07) for his leadership on tire safety and are grateful for the diligent, bipartisan work by majority and minority staff on the Committee to advance language directing the National Highway Traffic Safety Administration (NHTSA) to modernize its Federal Motor Vehicle Safety Standards (FMVSS) for tires, allowing for the production of and consumer access to the highest performing tires available globally.

Tires are essential to moving people, goods and services across the United States. As industry representatives from across the value chain, we and our collective membership understand the value of furthering a safer and more connected society.

We urge the Committee to pass this legislation, including Section 114, Advancing Tire Technologies, so it may be taken up by the full House without delay.

Sincerely,

A handwritten signature in black ink, appearing to read "Anne Luke".

Anne Forristall Luke
President and CEO
U.S. Tire Manufacturers Association

A handwritten signature in black ink, appearing to read "Richard Gust".

Richard "Dick" Gust
Chief Executive Officer
Tire Industry Association

A handwritten signature in black ink, appearing to read "Chris Spear".

Chris Spear
President and CEO
American Trucking Associations



May 20, 2026

The Honorable Brett Guthrie Chairman
U.S. House Committee on Energy &
Commerce
2125 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Frank Pallone, Jr.
Ranking Member U.S. House Committee on
Energy & Commerce
2322A Rayburn House Office Building
Washington, D.C. 20515

Re: Support Letter: Surface Transportation Reauthorization Vehicle Flammability Study Provision

Dear Honorable Chairman Brett Guthrie and Ranking Member Frank Pallone,

I am writing to express the Green Science Policy Institute's support for inclusion of the *H.R.8444 Motor Vehicle Flammability Standards Study Act of 2026* provisions in the *H.R.7389 Motor Vehicle Modernization Act of 2026*.

As described in the [attached petition](#)ⁱ from the International Association of Fire Fighters, Consumer Reports, and the Green Science Policy Institute to the National Highway Traffic Safety Administration (NHTSA), and over 46,000 consumers and 68 organizations representing consumer safety advocates, fire fighters, and environmental health experts are concerned about the [unnecessary exposure of Americans to harmful flame retardants in vehicle interiors and car seats](#)ⁱⁱ as a result of the outdated and ineffective Federal Motor Vehicle Safety Standard (FMVSS) No. 302, Flammability of Interior Materials.

The standard, adopted in 1971, was designed to protect against the spread of small interior fires, particularly those caused by cigarettes or matches. To meet FMVSS 302, which relies on an open-flame test, automotive manufacturers add flame retardant chemicals to seat foam and other interior materials. These chemicals include known and suspected carcinogens, endocrine disruptors, and neurotoxins. Exposure is most harmful for fetuses, babies, and children whose brains are developing. While flame retardants might delay ignition for a few seconds, they then burn and can create additional smoke, soot, toxic gases, dioxins, and furans, which are the major causes of fire deaths and a contributor to firefighter cancer. Recent epidemiological studies have found that Americans' exposure to one flame retardant used in transportation and furniture foam since the 1970s has resulted in a [3-5 point IQ loss](#)ⁱⁱⁱ across our population and a [300% increase in the risk of dying from cancer](#)^{iv} for those with the highest flame-retardant exposure.

FMVSS 302 is not supported by data showing efficacy for reducing vehicle fires or fire-related fatalities. Since the standard was first promulgated over 50 years ago, a significant decrease in cigarette smoking, the introduction of self-extinguishing cigarettes, and an increase in vehicle safety technologies have led

Mobilizing Scientists, Government, Industry and Consumers to Reduce Toxics

to much lower rates of car fires. Further, in current real-world conditions, the [majority of car fire deaths begin after collisions from ignition of flammable liquids](#).^v Such fires cannot be slowed or stopped by flame retardants once they reach the vehicle cabin. In contrast, a very small portion of highway vehicle fire fatalities begin on vehicle seats. The possible fire-safety benefits of FMVSS 302 are unproven and likely to have a limited impact on very few fire scenarios, compared to the daily exposure to known carcinogens and neurotoxins for vehicle drivers and passengers due to FMVSS 302. One possible improvement would be to update FMVSS 302 to replace the current open-flame test with a smolder test that manufacturers can pass without using harmful flame retardants.

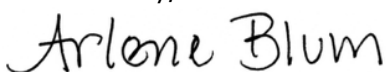
The inclusion of the *H.R. 8444 Motor Vehicle Flammability Standards Study Act of 2026* provisions in the *H.R. 7389 Motor Vehicle Modernization Act of 2026* is an important first step to protect our population from toxic flame retardants inside our cars while maintaining fire safety and is supported by the International Association of Fire Fighters, Consumer Reports, and the Green Science Policy Institute:

“Fire fighters and the public deserve evidence-based vehicle safety standards. The science indicates that the use of flame retardants in cars creates unnecessary health risks. On behalf of our 365,000 members, I commend Reps. Griffith and Matsui for leading the effort to create vehicle safety standards that actually make cars safer. Congress should pass this legislation and bring us closer to a future free from toxic chemicals.” – **Edward A. Kelly, General President, International Association of Fire Fighters**

“When consumers get into a car, they should be able to trust that the fire safety standards meant to protect them aren’t also putting them at risk through exposure to harmful chemicals. The current federal standard has been on the books for more than 50 years, largely unchanged, even as technology and scientific knowledge has advanced rapidly. Tens of thousands of consumers and a broad coalition of organizations are calling for action, and this bipartisan bill from Reps. Griffith and Matsui would be a vital first step.” – **Cooper Lohr, Senior Policy Analyst, Consumer Reports**

Should your office have any questions related to the aforementioned information, please do not hesitate to contact me.

Sincerely,



Arlene Blum, PhD

Mobile: 510 919-6363

arlene@arleneblum.com

Executive Director, Green Science Policy Institute

Research Associate in Cell and Molecular Biology, UC Berkeley

Web: www.GreenSciencePolicy.org, www.arleneblum.com

ⁱ <https://advocacy.consumerreports.org/wp-content/uploads/2025/01/Petition-to-NHTSA-flame-retardants-in-cars-FMVSS-302-submitted-Jan-14-2025.pdf>

ⁱⁱ <https://pubs.acs.org/doi/10.1021/acs.est.3c10440>

ⁱⁱⁱ <https://pubmed.ncbi.nlm.nih.gov/23154064/>

^{iv} <https://jamanetwork.com/journals/jamanetworkopen/fullarticle/2816783>

^v <https://www.nfpa.org/education-and-research/research/nfpa-research/fire-statistical-reports/vehicle-fires>

March 12, 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,

We write to convey our strong support for H.R. 7372, the Safety is Not For Sale Act. As the House Energy and Commerce Committee advances legislation that seeks to reduce the unacceptable loss of life, physical injuries, and economic costs attributable to motor vehicle crashes, we respectfully request that you support the passage of the Safety is Not For Sale Act.

The death and destruction on our nation's roads do not have to be the price we pay to commute to work, drop the kids off at school, or pick up groceries. By harnessing revolutionary safety technologies, we can dramatically improve roadway safety. Fortunately, several promising, sophisticated safety technologies are already being equipped on passenger vehicles:¹

- Active Safety Systems – Active safety systems 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, including those with pedestrians, bicyclists, and other vulnerable road users.² Automatic emergency braking systems have been shown to reduce front-to-rear crashes by 50 percent and pedestrian crashes by 27 percent.³ Lane departure warnings reduce single-vehicle, sideswipe, and head-on crashes causing injury by 21 percent.⁴ Blind spot detection has been shown to reduce lane-change crashes that result in injuries by 23 percent.⁵

¹ Partnership for Analytics Research in Traffic Safety, "PARTS: Market Penetration of Advanced Driver Assistance Systems (ADAS)," September 2024, <https://www.mitre.org/sites/default/files/2024-09/PR-24-2614-PARTS-Market-Penetration-Advanced-Driver-Assistance-Systems.pdf>.

² National Highway Traffic Safety Administration, "Driver Assistance Technologies," accessed February 20, 2026, <https://www.nhtsa.gov/vehicle-safety/driver-assistance-technologies>.

³ IIHS-HLDI, "Crash Avoidance Technologies: Real-World Benefits," July 2025, <https://www.iihs.org/media/290e24fd-a8ab-4f07-9d92-737b909a4b5e/HvQHjw/Topics/ADVANCED%20DRIVER%20ASSISTANCE/IIHS-HLDI-CA-benefits.pdf>.

⁴ *Id.*

⁵ *Id.*

- Driver Monitoring – In 2021, distracted driving claimed an estimated 12,405 lives, and drowsy driving caused 684 deaths.⁶ Driver monitoring systems use sensors and cameras to detect a driver’s attentiveness and issue alerts prompting the driver to re-engage, helping prevent distracted and drowsy driving.⁷
- Advanced Headlamps – Approximately half of traffic deaths occur in dark or twilight conditions.⁸ Innovative headlamp technologies can reduce glare and increase illumination of the roadway.⁹ Vehicles with good ratings for visibility in the IIHS headlight test have 19 percent fewer nighttime single-vehicle crashes and 23 percent fewer nighttime pedestrian crashes than vehicles with poor-rated headlights.¹⁰
- Automatic Collision Notification – Automatic Collision Notification is a post-crash safety feature that automatically calls emergency services in the event of a crash.¹¹ NHTSA estimates that such systems can reduce fatalities by 1.6 to 3.3 percent per year.¹²
- Enhancing Visibility – To address the risks to vulnerable road users posed by the shift to taller, higher-hood vehicles, some vehicles are equipped with cameras that enable drivers to detect the presence of people and objects in front of the vehicle when parking or operating at low speeds.¹³ Such systems can prevent frontover crashes, in which pedestrians—typically children—observed by the blind zone immediately in front of a vehicle are struck.¹⁴

Consumer sentiment suggests that there is strong demand for these optional safety features. Between July and August 2024, Consumer Reports conducted a nationally representative survey of 2,255 adults with a valid driver's license who were planning to purchase a vehicle within the next year.¹⁵ According to the survey, 82 percent of prospective car buyers

⁶ The National Highway Traffic Safety Administration, “Advanced Impaired Driving Prevention Technology,” 89 Fed. Reg. 830, January 5, 2024.

⁷ Edmunds, “Driver Monitoring Systems,” November 6, 2024, <https://www.edmunds.com/car-technology/driver-monitoring-system.html>.

⁸ Federal Highway Administration, “Nighttime Visibility Overview,” September 26, 2025, <https://highways.dot.gov/safety/other/visibility/nighttime-visibility-overview>.

⁹ National Highway Traffic Safety Administration, “Driver Assistance Technologies,” accessed February 20, 2026, <https://www.nhtsa.gov/vehicle-safety/driver-assistance-technologies>.

¹⁰ Brumbelow, Matthew L., “Light where it matters: IIHS headlight ratings are correlated with nighttime crash rates,” December 2022, *Journal of Safety Research*.

¹¹ Intelligent Transportation Systems Joint Program Office, “NHTSA Analysis Estimates that Vehicles Equipped with Advanced Automatic Collision Notification can Reduce Fatalities by 1.6 to 3.3 Percent per Year,” November 23, 2021, <https://www.itskrs.its.dot.gov/2021-b01605#:~:text=NHTSA%20Analysis%20Estimates%20that%20Vehicles,to%203.3%20Percent%20per%20Year>.

¹² *Id.*

¹³ Car and Driver, “Look Around! Understanding the 360-Degree Cameras in Today's Cars,” September 17, 2025, <https://www.caranddriver.com/features/a65961931/360-degree-car-camera-how-they-work/>.

¹⁴ *Id.*

¹⁵ Consumer Reports, “Car Buying: A Nationally Representative Multi-Mode Survey,” September 2024, https://article.images.consumerreports.org/image/upload/v1725400176/prod/content/dam/surveys/Consumer_Reports_Car_Buying_July_August_2024.pdf.

consider active safety features, such as blind spot warning and rear cross-traffic warning, to be a somewhat or very important consideration as they shop for their next vehicle.¹⁶ Further, 79 percent of prospective car buyers consider crash avoidance features, such as automatic emergency braking, to be a somewhat or very important consideration when shopping for their next vehicle.¹⁷

Regrettably, many lifesaving safety features are solely available on luxury trims or sold as part of expensive add-on packages with non-safety-related features, such as sophisticated infotainment systems, advanced sound systems, and lavish seats. As such, consumers may be forced to purchase expensive luxury features they do not want or need in order to equip their vehicle with the safety features of their choosing. These practices make vital safety technologies less affordable and accessible, as consumers frequently must pay thousands of dollars more for luxury trims and optional packages (see Appendix 1).

The Safety is Not For Sale Act is vital to ensuring that consumers have more affordable access to lifesaving automobile safety features. The legislation requires that optional safety systems be made available as part of the base trim or be disclosed and offered for sale separately from non-safety-related equipment.¹⁸ Doing so ensures that optional safety features for a vehicle model are more accessible to consumers.

We thank you for your attention to this important matter. If you have any questions about our request, please contact Daniel Greene of the National Consumers League at danielg@nclnet.org.

Sincerely,

National Consumers League
Access Ready Inc.
Advocates for Highway and Auto Safety
America Walks
Bicycle Alliance of Minnesota
Bike Cleveland
Bike-Walk Alliance of New Hampshire
BikeLA
BikeWalkNC
BioInjury LLC
California Bicycle Coalition
Center for Auto Safety
Consumer Federation of America

Consumers for Auto Reliability and
Safety
Consumer Reports
Detroit Greenways Coalition
Disability Rights Education & Defense
Fund
Earth Ethics, Inc.
Families for Safe Streets National
Homestretch Nonprofit Housing Corp.
Impact Teen Drivers
Jacob Bikes
Just Strategy
Kids and Car Safety
League of American Bicyclists

¹⁶ *Id.* According to the survey, 50 percent of prospective car buyers consider active safety features to be very important, and 32 percent of prospective buyers consider active safety features to be somewhat important.

¹⁷ *Id.* According to the survey, 44 percent of prospective car buyers consider crash avoidance features to be very important, and 35 percent of prospective car buyers consider crash avoidance features to be somewhat important.

¹⁸ H.R. 7372, the “Safety is Not For Sale Act,” 119th Congress.

Living Streets Alliance
Local Motion, Inc.
Marin County Bicycle Coalition
Move Redmond
Napa County Bicycle Coalition
National Association of Pediatric Nurse
Practitioners
National Carbon Monoxide Awareness
Association
National Center for Health Research
National Coalition for Safer Roads
National Safety Council
New Jersey Bike & Walk Coalition
Oregon Consumer Justice
Oregon Consumer League
Parents for Window Blind Safety
Pennsylvania Downtown Center

Ready Set Bike
Reese's Purpose
Ride Illinois
Safe Infant Sleep
Safe Kids Worldwide
Safety Research & Strategies
Science Corps
Spark Access
Stopdistractions.org
The Wisconsin Bike Fed
ThinkFirst Foundation
Truck Safety Coalition
US Swim School Association
Vision 20/20 Project
Vision Zero Network
Washington Area Bicyclist Association

Appendix 1: Optional Safety and Non-Safety Features

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	
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

Chevy Silverado (MY 2026)	Model	LT		LTZ		High Country	
	Bundle	Base Trim	Safety Package, Convenience Package II, and Adaptive Cruise Control	Base Trim	Technology Package and LTZ Convenience Package II	Base Trim	Technology Package and Super Cruise™ driver assistance technology
	Net Price Difference	—	\$2,130	\$7,195	\$2,640	\$12,195	\$4,195
	Safety Features	—	Front and Rear Park Assist	Standard	—	Standard	—
		—	Rear Cross Traffic Alert Braking	Standard	—	Standard	—
		—	Rear Pedestrian Alert	Standard	—	Standard	—
		—	Trailer Side Blind Zone Alert	Standard	—	Standard	—
		—	HD Surround Vision	Standard	—	Standard	—
		—	Adaptive Cruise Control	—	Adaptive cruise control	Standard	—
		—	Trailer App	Standard	—	Standard	—
		—	Hitch Guidance with Hitch View	Standard	—	Standard	—
		—	Trailer Brake Controller	Standard	—	Standard	—
		—	Safety Alert Seat	Standard	—	Standard	—
—		—	—	—	Head-up display	—	Head-up display
—		—	—	—	Bed view camera	Standard	—
—	—	—	—	Rear camera mirror	—	Rear camera mirror	
—	—	—	—	—	—	Super Cruise™ driver assistance technology	

		—	—	—	—	Enhanced automatic emergency braking	—
Non-Safety-Related Features		—	—	—	Heated rear outboard seats	Standard	—
	TurboMax™ engine	—	—	5.3L EcoTec3 V8 engine	—	5.3L EcoTec3 V8 engine	—
	17" bright silver painted aluminum wheels	—	—	20" sterling silver wheels	—	20" machined aluminum wheels with charcoal pockets	—
	6-speaker audio system	—	—	Bose premium sound system	—	Bose premium sound system	—
	—	—	—	Perforated leather-appointed front outboard seating positions	—	Perforated leather seating surfaces	—
	—	Rear sliding power window	—	—	Power sliding rear window with rear defogger	Standard	—
	—	Inside/Rear Trailer Camera Input	Standard	Standard	—	Standard	—
	—	Perimeter lighting	Standard	Standard	—	Standard	—
—	Universal Home Remote	—	—	Universal home remote	Standard	—	

Model	LX	EX	EX-L
	Net Price Difference	—	\$2,230
Safety Features	—	Blind spot information systems	Blind spot information systems
	—	Cross traffic monitor	Cross traffic monitor
	—	—	Parking sensor (front/rear)
	—	—	Low-speed braking control
Non-Safety-Related Features	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 <i>driver</i> windows	Power windows with auto up/down <i>driver and passenger</i> windows	Power windows with auto up/down <i>all</i> windows
	—	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
	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

**Honda
CRV (MY
2025)**

	Model	LT	SE	XSE
		Net Price Difference	—	\$2,440
Toyota Corolla (MY 2025)	Safety Features	Blind Spot Monitor with Rear Cross-Traffic Alert	Standard	Standard
		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
	Non-Safety-Related Features	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		

GMC Sierra 1500 (MY 2026)	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
		—		HD Surround Vision	Standard
	Non-Safety-Related Features	—		—	Wireless charging
		—		Rear under-seat storage	Standard
		—		—	Bose premium sound system
		—		13.4” diagonal multicolor reconfigurable Infotainment screen	Standard
		—		Heated steering wheel	Standard
—			Heated driver and front outboard passenger seats	Standard	
3 Years SiriusXM			Standard	Standard	
Inside rearview auto-dimming mirror			Standard	Standard	
All-weather floor liners		Standard	Standard		

Jeep Grand Cherokee (MY 2025)	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 (MY 2026)	Model	2026 Ram 1500 Tradesman Quad Cab 4x2 6'4" Box	2026 Ram 1500 Rebel Crew Cab 4x4 5'7" Box	2026 Ram 1500 RHO Crew Cab 4x4 5'7" Box
	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 touchscreen 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	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	

April 15, 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.ⁱ 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.ⁱⁱ

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 2024, 7,080 pedestrians, 1,103 bicyclists and 6,228 motorcycle riders were killed in crashes.ⁱⁱⁱ Every road user deserves a safe trip whether inside or outside the vehicle.

Sincerely,

3 Feet Please

AAA

Activate St. Pete (FL)

Active Transportation Alliance (IL)

Adventure Cycling Organization

Advocates for Highway and Auto Safety

American Motorcyclist Association

America Walks

Amica Mutual Insurance Company

American Property Casualty Insurance Association (APCIA)

Bicycle Advocates for Annapolis & Anne Arundel County (MD)

Bicycle Garage Indy (IN)

Bike Cleveland

Bike Delaware

BikeHouston (TX)

Bike JC (NJ)

BikeLA (CA)

Bike Maryland

Bike Pittsburgh (PA)

BikeRossmoor.org (CA)

Bike Utah

Bike-Walk Alliance of New Hampshire

BikeWalkKC (MO & KS)

Bike Walk Nebraska

BikeWalk NC

BikeWhidbey (WA)

CalBike (CA)

California Bicycle Coalition

Center for Auto Safety

Citizens for Reliable and Safe Highways

Consumer Federation of America

Consumers for Auto Reliability and Safety

Consumer Reports

Detroit Greenways Coalition (MI)

Disability Rights Education and Defense Fund (DREDF)

East Coast Greenway Alliance (NC)

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

Live Well Grand Cities (ND)

Local Motion (VT)

LVCAT - Coalition for Appropriate Transportation

Madison Bikes (WI)
Marin County Bicycle Coalition (CA)
Mothers Against Drunk Driving (MADD)
Napa County Bicycle Coalition (CA)
National Coalition for Safer Roads
National Safety Council
Nationwide Mutual Insurance Company
National Association of Mutual Insurance
Companies (NAMIC)
New Jersey Bike & Walk Coalition
North American Bikeshare and Scootershare
Association
OLSCCommunity Homes (LA)
Parents Against Tired Truckers
Pasadena Complete Streets Coalition (CA)
Pennsylvania Downtown Center
PeopleForBikes
Propel ATL
Pumpkinvine Trails Coalition (IN)
Reconnect Rochester (NY)
Rhode Island Bicycle Coalition

Ride for Your Life / Sarah's Basket Memorial Fund
Ride Illinois
Safe Kids Worldwide
Safe Routes Partnership
San Diego County Bicycle Coalition (CA)
Santa Monica Safe Streets Alliance
Santa Monica Spoke
Selective Insurance Company of America
Somerville Alliance for Safe Streets (MA)
Sonoma County Bicycle Coalition (CA)
Tempe Bicycle Action Group (AZ)
The Wisconsin Bike Fed
The White Line
Transit Forward Philly (PA)
Trauma Foundation
Truck Safety Coalition
Wheat Ridge District 2 (CO)
Vision Zero Network
Walk San Francisco
Washington Area Bicyclist Association (DC)
Yakima Bikes and Walks (WA)

ⁱ 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/>.

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

ⁱⁱⁱ Traffic Safety Facts: Research Note: Overview of Motor Vehicle Traffic Crashes In 2024, NHTSA, DOT HS 813 791, Apr. 2026.



May 19, 2026

The Honorable Brett Guthrie,
Chairman
House Committee on Energy and Commerce
2125 Rayburn House Office Building
Washington, DC 20515

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

Re: Energy and Commerce Committee Markup of the ACT for ALS Reauthorization Act (H.R.8205)

Dear Chairman Guthrie and Ranking Member Pallone:

In service of the neuromuscular disease (NMD) patient community, including those living with amyotrophic lateral sclerosis (ALS) and other rare neurodegenerative diseases, the Muscular Dystrophy Association (MDA) thanks the Energy and Commerce Committee (the Committee) for convening this week's markup. In particular, we are incredibly grateful for the Committee's consideration of the ACT for ALS Reauthorization Act of 2026 (H.R.8205), legislation that will renew and refresh critical ALS and other rare neurodegenerative disease research and drug development initiatives. We ask that you vote to send this legislation to the House floor.

MDA is the #1 voluntary health organization in the United States for people living with muscular dystrophy, ALS, and related neuromuscular diseases. For over 75 years, MDA has led the way in accelerating research, advancing care, and advocating for the support of our community. MDA's mission is to empower the people we serve to live longer, more independent lives.

The ACT for ALS, enacted in December 2021, was one of the most bipartisan bills passed that year with over 330 co-sponsors in the House of Representatives. This year's reauthorization already has over 60 co-sponsors just over one month since it was first introduced. The legislation had a very favorable subcommittee hearing and a unanimous markup, and we ask that you make the full committee markup support unanimous as well.

The ACT for ALS Reauthorization Act is needed to finish the job the original ACT for ALS started. The ACT for ALS successfully expanded access to investigational therapies for those with ALS. According to the Government Accountability Office (GAO), approximately 750 people with ALS have received an investigational therapy due to ACT for ALS funding, individuals who were otherwise ineligible to participate in clinical trials and other available treatments were inadequate to alter the progression of their disease. This funding also unlocked the research potential of clinics across the United States, including the very first clinics to participate in ALS expanded access efforts in states like Idaho and Iowa. The law also has funded groundbreaking natural history data collection and analysis through the Access for All in ALS (ALL ALS) Consortium, a crucial endeavor for better understanding the risk factors, etiology, and progression of the disease.

The ACT for ALS also created and continues to fund the Accelerating Medicines Partnership for Amyotrophic Lateral Sclerosis (AMP ALS) as well as the Critical Path for Rare Neurodegenerative Diseases, two key facets of the HHS Public Private Partnership for Rare Neurodegenerative Diseases created under the law. Both programs seek to speed therapeutic development in ALS and other rare neurodegenerative diseases by accelerating the creation of drug development tools and other approaches to bringing new treatments through clinical trials and to our community.

Finally, the ACT for ALS commissioned the ALS and other Rare Neurodegenerative Disease Action Plan. This plan, published in the summer of 2022, outlined the steps and initiatives the Food and Drug Administration (FDA) would take to accelerate therapeutic development in ALS. The law also created the FDA Rare Neurodegenerative Disease Grants Program, an effort that has funded over \$20 million in drug development projects in ALS, Huntington's disease, myotonic dystrophy, ataxias, and more.

Unfortunately, our work is far from complete. While progress has been achieved over the past five years, the experience of someone newly diagnosed with ALS today remains far too similar to the experience from five years ago. This is why reauthorizing the ACT for ALS's programs are critical for maintaining the hope and possibility of a life-changing, maybe even life-saving, treatment reaching the ALS and rare neurodegenerative disease community.

The ACT for ALS Reauthorization Act will reauthorize each of these programs while refining and improving upon the original law's approach. This bill will better target the investigational therapies available to the ALS community under the law's expanded access program by ensuring they are showing promising signs of safety and effectiveness. The bill will also renew FDA's Action Plan and will commission a GAO report to evaluate the impacts of the reauthorization.

The ALS community stands united in supporting this legislation – over 25 organizations have called for swift passage of this bill.¹ We urge all Committee members to vote this bill to the House floor. For questions regarding MDA or the above comments, please contact Paul Melmeyer, Executive Vice President, Public Policy and Advocacy, at pmelmeyer@mdausa.org,

Sincerely,



Paul Melmeyer, MPP
Executive Vice President, Public Policy and Advocacy
Muscular Dystrophy Association

¹ “Leading ALS Organizations Celebrate Introduction of ACT for ALS Reauthorization Act: Call for Swift Congressional Passage” – April 8, 2026 - <https://www.mda.org/press-releases/leading-als-organizations-celebrate-introduction-of-act-for-als-reauthorization-act-call-for-swift-congressional-passage>

**United States Department of Transportation
National Highway Traffic Safety Administration (NHTSA)**

**Petition for Rulemaking to Update Federal Motor Vehicle Safety Standard (FMVSS) No.
302, Flammability of Interior Materials**

**Submitted by:
Consumer Reports
607 14th St. NW, Suite 725 (7th Floor)
Washington, D.C. 20005**

**Green Science Policy Institute
PO Box 9127
Berkeley, CA 94709**

**International Association of Fire Fighters
1750 New York Avenue, NW Suite 300
Washington, D.C. 20006**

January 14, 2025

Summary

On behalf of Consumer Reports, Green Science Policy Institute, and International Association of Fire Fighters, and with the support of 68 organizations and over 46,000 consumers, we hereby petition the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) under 49 CFR Part 552 to update Federal Motor Vehicle Safety Standard (FMVSS) No. 302, Flammability of Interior Materials (49 CFR § 571.302), which specifies burn resistance requirements for materials used in the occupant compartment of motor vehicles. FMVSS 302, adopted in 1971, was designed to protect against the spread of small interior fires, especially those caused by cigarettes or matches. Today, far fewer people smoke in their cars, and less than ten percent of vehicle fires are caused by open flames or smoking materials ([REF](#)). Most vehicle fires are caused by mechanical or electrical failures in

engines ([REF](#)) and are so large by the time they reach vehicle interior compartments that flame retardants used at the level needed to meet FMVSS 302 are unlikely to provide a fire-safety benefit.

A recent peer-reviewed study found that 101 cars from 22 brands tested across the U.S. contained toxic flame retardants in the air and/or foam of their passenger compartments. These chemicals, including known carcinogens and neurotoxins, are used in order to meet the NHTSA standard. Every day, people are exposed to these chemicals inside their cars. These chemicals might delay ignition for seconds, but then flame retardants will burn, and can create additional smoke, soot, toxic gases, dioxins, and furans, which are the major causes of fire deaths and can contribute to firefighter cancer.

We note that in September 2024, the Environmental Protection Agency (EPA) released its final risk evaluation for tris(2-chloroethyl) phosphate (TCEP) and determined that it poses an unreasonable risk of injury to human health and the environment, with the potential to cause kidney cancer, damage the nervous system and kidneys, and harm fertility ([REF](#)). TCEP (found in up to 44% of cars) has been listed on California's Proposition 65 as cancer-causing since 1992 ([REF](#)). The EPA is also in the process of conducting a risk evaluation for Phosphoric Acid, Triphenyl Ester (TPP or TPHP, found in up to 65% of cars) ([REF](#)). Other prominent flame retardants used in vehicles manufactured since 2015 such as tris(1,3-dichloro-2-propyl) phosphate (TDCIPP or TDCPP, found in up to 59% of cars) and tris(1-chloro-2-propyl) phosphate (TCIPP or TCPP, found in up to 99% of cars) have not yet been scheduled for EPA risk evaluation. However, TDCIPP was added to California's Proposition 65 list as cancer causing in 2011 ([REF](#)) and has been banned, along with other flame retardants, from certain

products such as children’s pajamas and mattresses. A 2023 United States National Toxicology Report found evidence of TCIPP carcinogenic activity in rodents ([REF](#)).

We urge NHTSA to update this harmful and ineffective standard that leads to daily toxic exposures for everyone who rides in cars—especially infants and children who spend many hours in car seats—without providing a proven fire-safety benefit.

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Organizational Sign-on Letter to NHTSA to Update FMVSS No. 302

June 18, 2024

Ms. Sophie Shulman
Deputy Administrator
National Highway Traffic Safety Administration
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Deputy Administrator Shulman:

We, the undersigned organizations, are writing to urge the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) to update Federal Motor Vehicle Safety Standard (FMVSS) No. 302, Flammability of Interior Materials, which specifies burn resistance requirements for materials used in the occupant compartment of motor vehicles. This nearly 53-year-old standard does not have a proven fire-safety benefit. Yet, to meet this standard, manufacturers add cancer-causing and neurotoxic flame retardant chemicals to seat foam and other materials—including those in children's car seats. This exposes vehicle occupants to harm, particularly infants and children whose brains and bodies are still developing.

A [recent peer-reviewed study](#) by Duke University, Green Science Policy Institute, and University of Toronto researchers found harmful flame retardants in the interiors of all 101 cars tested across 22 brands. One flame retardant found in 99% of cars is a [suspected carcinogen](#). Other detected flame retardants are known to cause cancer, as well as developmental and reproductive harm. Studies have shown that the average American child has lost [three to five IQ points](#) from exposure to the polybrominated diphenyl ether (PBDE) flame retardants once commonly used in cars. Concerningly, the organophosphate flame retardants currently used in cars are also increasingly being linked to [IQ loss](#) and other harms.

While evidence does not exist to support the efficacy of FMVSS 302 in preventing vehicle fire-related injuries or fatalities, we do know that the flame retardants that are primarily used create additional smoke, soot, toxic gases, dioxins, and furans, which can impede escape, cause injury, and also contribute to cancer and other health harms for first responders.

One possible improvement would be to update FMVSS 302 to replace the current open-flame test with a smolder test that manufacturers can pass without using harmful flame retardants. This is how California [updated](#) its flammability standard for upholstered furniture and baby products a decade ago. Notably, this update modestly increased furniture fire safety [without the use of flame retardants](#) and it is now followed nationwide.

With a significant decrease since the 1970s in cigarette smoking and related behavior that could lead to fires inside the occupant compartment, as well as increasing research showing the severe health harm of flame retardant chemicals, consumers deserve an updated standard that protects

against both fire and chemical harms. Together with the more than 32,000 individuals who have signed a [Consumer Reports petition](#) to the agency, our organizations respectfully request that NHTSA initiate an effort to develop an improved FMVSS 302 flammability standard that better protects Americans' health and also maintains vehicle fire safety. Thank you for your consideration.

Sincerely,

National Organizations

Consumer Reports
Green Science Policy Institute
International Association of Fire Fighters

Alliance of Nurses for Healthy Environments
Ban SUP (Single Use Plastic)
Breast Cancer Prevention Partners
Brighter Beginnings
Center for Auto Safety
Center for Biological Diversity
Center for Community Action and Environmental Justice
Center for Environmental Health
Center for Public Environmental Oversight
Children's Environmental Health Network
Clean Production Action
Clean Water Action
CleanEarth4Kids.org
Collaborative for Health & Environment (CHE)
Commonweal Biomonitoring Resource Center
Consumer Federation of America
Consumers for Auto Reliability and Safety
Defend Our Health
Design Chain Associates, LLC
Earthjustice
Ecology Center
Environmental Defense Fund
Environmental Working Group
Families Advocating for Chemical and Toxics Safety
Grandparents4Action
Grassroots Environmental Education
International Pollutants Elimination Network (IPEN)
Kids and Car Safety
Mamavation Maternal and Child Health Access
Moms Advocating Sustainability
Moms Clean Air Force

National Center for Health Research
National Consumers League
National Stewardship Action Council
Natural Resources Defense Council
Non Toxic Communities
Non-Toxic Neighborhoods
Plastic Pollution Coalition
Prevent Cancer Now
Public Citizen
Public Employees for Environmental Responsibility
Récolte Energy
Resource Renewal Institute
Responsible Purchasing Network
Science and Environmental Health Network
SEE (Social Eco Education)
The Last Plastic Straw
Toxic-Free Future
U.S. Public Interest Research Group
Women's Voices for the Earth

State and Local Organizations

Alaska Community Action on Toxics
California Nurses for Environmental Health and Justice
California Public Interest Research Group (CALPIRG)
Clean+Healthy
Feather River Action!
Illinois PIRG
Long Beach Gray Panthers
Maryland PIRG
Massachusetts Breast Cancer Coalition
MASSPIRG
Nantucket PFAS Action Group
New York Clinicians for Climate Action
Physicians for Social Responsibility - Los Angeles
Protect Wild Petaluma
San Francisco Firefighters Cancer Prevention Foundation
Save The Bay
Toxic Free North Carolina
Zero Waste Washington

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Petition to National Highway Traffic Safety Administration:

We urge you to update the 1971 flammability standard FMVSS 302, which applies to fabrics, foams and other materials inside the vehicles. A new study confirmed that cars across the U.S. contain toxic flame retardant chemicals, including known carcinogens and neurotoxins, in order to meet this standard. Every day, people are exposed to these chemicals inside their cars.

These chemicals will only delay fires for seconds, and when they burn, the flame retardants create additional smoke, soot, toxic gases, dioxins, and furans, which are the main causes of fire deaths and contribute to firefighter cancer.

It is well past time to update this harmful and ineffective standard that leads to daily toxic exposures for everyone who rides in cars—especially infants and children who spend many hours in car seats. Please launch an effort immediately to develop a better flammability standard that doesn't expose us to these harms.



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

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

May 20, 2026

On behalf of the more than one million active and retired members of the International Union, United Automobile, Aerospace and Agricultural Implement Workers of America (UAW), we write in strong support of Section 301 in the Amendment in the Nature of a Substitute to H.R. 7389 (“Protecting the Automotive Industry from Foreign Adversaries”).

Members of Congress have expressed a number of concerns about the Chinese auto industry. We would like to highlight the central importance of labor rights in this discussion. At the UAW, we apply the same standard to any corporation seeking access to the lucrative U.S. market: the price of entry should include ironclad respect for the rights of workers everywhere to form a union, enjoy a safe workplace, and earn a decent living. There is no question that Chinese auto companies fail to meet that standard.

The UAW supports the creation of good, union auto jobs and innovative technology here in the United States. We oppose the importation of vehicles made by exploited workers making substandard wages and benefits – and we are alarmed about the impact of Chinese ownership stakes on corporate governance and decision-making, which is helping to drive a global race to the bottom on labor standards and job security.

As this bill makes its way through the legislative process, we would like to see the exemptions for individual corporations firmly closed. Nobody should get a free pass. Overall, however, Section 301 is a significant step in the right direction, and we urge all members of the Energy and Commerce committee to support its passage.

In solidarity,
Rajiv Sicora
Legislative Director

opeiu494afl-cio

May 20, 2026

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

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

The Honorable Gus Bilirakis
Chairman, Commerce,
Manufacturing and Trade Subcommittee
Energy and Commerce Committee
U. S. House of Representatives
Washington, DC 20515

The Honorable Jan Schakowsky
Ranking Member, Commerce,
Manufacturing and Trade Subcommittee
Energy and Commerce Committee
U. S. House of Representatives
Washington, DC 20515

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

The United Spinal Association's SecureRide Coalition is pleased to support the automated wheelchair securement research provision included in the amendment in the nature of a substitute for H. R. 7389, the Motor Vehicle Modernization Act, filed in advance of the full committee markup on Thursday, May 21, 2026, at 10:00 a.m. (ET) as the motor vehicle safety title of the upcoming surface transportation reauthorization measure. Thank you for addressing a major challenge to fulfilling wheelchair users safe and independent transportation needs.

The provision proposes research that will help alleviate the unique challenge that the automated vehicle industry confronts today: safe automated securement for a wide array of wheelchair types, weights and sizes that have been medically prescribed and individually configured to meet the medical and functional needs of people. Moreover, the nation's 5.5 million wheelchair users, many of whom already lack safe access to transportation, especially in rural areas, find that without reliable transportation, they are hurt economically, and their health issues worsen. Indeed, reliable transportation is a requirement for most employment opportunities. And transportation is the leading reason for missing medical appointments. Wheelchair accessible vehicles (WAVs) are expensive to buy, and WAV ride-share service is severely limited. Currently available independent securement systems are customized for each chair/vehicle and cannot be shared. The SecureRide Coalition's efforts were a focus of the recently released Annual Report of the Autonomous Vehicle Industry Association (AVIA), which may be reviewed [here](#). Air travel still does not allow users to remain in their wheelchairs, so safe air travel is impossible for many. Some 18.6 million Americans aged five and older have [self-reported](#) travel-limiting disabilities according to the U. S. Department of Transportation. 10 million are aged 18 to 64 and 7.7 million are aged 65 and older.

The current voluntary industry standards often present safety hazards during travel for wheelchair users. The current voluntary ANSI/RESNA WC- 18 /WC-19 standards include the decades old and most extensively adopted [4 strap tie-down system](#) which requires assistance from an additional properly trained person. The straps are applied differently based on chair type and are often mis-applied which can result in injury. Many wheelchair users regularly travel unsecured or improperly secured. One recent [study](#) found that even among properly outfitted paratransit vehicles, improper tie-down occurred about 20% of the time. Consider that 20% failure rate is from paratransit drivers who have received the most intensive training on proper securement. A similar [study](#) of public transit buses, in which wheelchair securement use may not be required, found a failure rate of 92.5%. And 73.6% from the failure rate, had zero use of the tie-down system and were completely unsecured during transit.

An automated wheelchair securement system would enable wheelchair users to more safely and independently secure their wheelchairs and travel whenever and wherever they want. Current securement standards, WC-18/WC-19, must be updated to include automated systems that can be made widely available over different transportation modes and covered by insurance. Existing standards for one automated system, the [Universal Docking Integrated Geometry \(UDIG\)](#), must be updated to enable widespread adoption on today's chairs and vehicles in various transportation modes.

Finding a pathway through research to a safer, automated and affordable wheelchair securement system standard so wheelchair users can more safely travel in their wheelchairs is a key step forward to making transportation more accessible, reliable and seamless. Autonomous vehicles are now logging millions of miles on public roads. An automated wheelchair securement safety standard would be a tremendous step forward for wheelchair users' access to this game changing technology.

Updating the safer UDIG securement standard is being advanced with two initiatives. [SecureRide](#) is a coalition of wheelchair and vehicle manufacturers, along with wheelchair user advocacy organizations as well as a wide range of organizations with specific working knowledge of products, securement systems, and requirements to fully develop, test and publish standards. The Coalition's goal is to develop a wheelchair securement standard that can be applied to vehicles, ride-shares, public transit, as well as planes, rail and low-speed shuttles. The Coalition is expanding to include a broad ecosystem of support with additional disability and veterans' advocacy groups and networks, research universities, certifying bodies and standards groups. Secondly, two National Highway and Traffic Safety Administration Small Business Innovation Research grantees are developing a wheelchair UDIG securement system for commercialization. Further research is necessary to design and develop seamless automated safe and reliable securement in a variety of vehicle types.

The automated wheelchair securement research provision in the Motor Vehicle Modernization Act would further the design and development of safer solutions for wheelchair securement in vehicles in which users cannot back into safely and or because of limited physical space. To date, testing and development of the UDIG securement standard has focused on wheelchair users backing into a fixed anchor to secure their wheelchairs. To expand the vehicle application of the UDIG standard, developing a securement anchor that deploys from the floor or that swings into position from a lateral location would allow wheelchair users safer securement with UDIG being deployed in a far greater number of vehicles, especially rear-entry accessible vans, and for wheelchair users to drive their personal vehicles. Finally, such anchoring would expedite the adoption of the safer UDIG standard into existing vehicles utilizing the current WC-18 standard. Already, the RESNA COWHAT Committee has voted to update the automated wheelchair securement standards based on the work done by the SecureRide Coalition. SecureRide is now represented on the COWHAT Committee and is working closely with RESNA to modify the new standards language. Once approved, it will be formally adopted by both RESNA and SAE standards organizations.

Directing the Secretary of Transportation to perform research and develop expanding the vehicle application of the Universal Docking Integrated Geometry (UDIG) standard by utilizing a University Transportation Center which has experience in researching, developing and extensively testing the UDIG standard for crashworthiness will further safer wheelchair securement for wheelchair users.

We look forward to working with you to enact the automated wheelchair securement research provision into law. Should you need additional information, please contact Kent Keyser, Policy Fellow at: kkeyser@unitedspinal.org.

Sincerely,



Stephen Lieberman
United Spinal's Senior Director of Advocacy and Policy
SecureRide Co-Lead



William Nixon
General Motors' Policy Integration Manager

SecureRide Co-Lead

Wayne Grau

Wayne Grau

Executive Director, National Coalition for Assistive Rehab and Technology (NCART)

SecureRide Co-Lead

Statement of the American Property and Casualty Insurance Association

**Submitted to the House Energy & Commerce Committee
Full Committee Markup**

May 21, 2026

RE: House Energy & Commerce Full Committee Markup of H.R. 7389, Motor Vehicle Modernization Act of 2026 (Amendment in the Nature of a Substitute)

Chairman Guthrie, Ranking Member Pallone, and Members of the Energy & Commerce Committee:

The American Property and Casualty Insurance Association (APCIA) as the leading voice of the nation's property and casualty insurance industry, recognizes the important role that federal auto safety programs and initiatives play in protecting drivers, passengers, and pedestrians from the physical and financial harm from auto collisions.

APCIA commends the House Energy and Commerce Committee for their efforts to hold a markup of the Surface Transportation Reauthorization Safety Title (H.R. 7389, the Motor Vehicle Modernization Act of 2026), legislation to modernize the National Highway Traffic Safety Administration (NHTSA) programs and address motor vehicle safety. This bill includes important provisions to update the New Car Assessment Program (NCAP), provide updated information to consumers on the automated features of their vehicles, crash avoidance standards, and public safety improvements. (These are highlighted in a separate section below.)

In particular, APCIA appreciates the Committee's extensive negotiations with stakeholders on the REPAIR Act, including property casualty insurers. As insurers, we are committed to ensuring that our customers receive safe, cost-effective, and high-quality vehicle repairs. Accordingly, we have been strong supporters of Representative Dunn's REPAIR Act (H.R. 1566).

Although we appreciate the continued attention to right to repair issues, several outstanding concerns remain with the modified REPAIR Act language included in the Safety Title that does not fully address challenges in ensuring reliable access to affordable auto repair. We note that the modified language only codifies the Memoranda of Understanding (MOUs) signed in 2014 and 2015 between automakers and certain auto repair associations, albeit this language includes FTC enforcement and an FTC study on marketplace practices. While this could be considered a step forward, it is important to note that codifying these outdated MOUs does not address the evolved technologies used in modern cars today.

The language fails to create a necessary federal framework to ensure competition in the repair of technologically advanced vehicles both today and into the future.

While we have been willing to engage in good-faith negotiations with the Committee toward consensus on right to repair issues, APCA continues to support passage of the REPAIR Act (H.R. 1566) as introduced, which would require motor vehicle manufacturers to provide vehicle owners and independent repairers with unrestricted access to vehicle-generated data, critical repair information, and tools, ensuring fair competition in the auto repair industry. It prohibits manufacturers from imposing technological or legal barriers that limit consumer choice in maintenance, service, or repair; mandates clear disclosure of consumer rights; and preempts conflicting state laws and sets strict privacy standards for the use and retention of vehicle data. This bill benefits consumers and insurance market stability by reducing repair costs, improving claims efficiency, and fostering a competitive repair market, all while providing regulatory clarity and consumer trust through privacy protection.

We look forward to continuing to work with Representative Dunn and Members of the Energy and Commerce Committee on this issue.

Additional Sections of the Safety Title of Interest to Insurers:

Sec. 108 – *Consumer Education on Motor Vehicle Automation* – APCA supports this section which creates a working group that will make recommendations on how to improve consumer understanding of the capabilities and limitations of automated driving features. The working group would also address the role of the New Car Assessment Program (NCAP), which needs to be updated to include these features and improve public understanding of their capabilities and limitations.

Sec. 111 – *Study on Modernizing Vehicle Identification Numbers (VIN)* – APCA supports this section which requires a study on modernizing the Vehicle Identification Number (VIN) system to facilitate the identification of automated driving features into the system. Today's vehicles are increasingly equipped with a wide range of driver assistance, partially automated driving systems, and fully automated driving systems. The ability to identify these features is important for vehicle owners to be fully aware of the features of the vehicle and is essential for insurers to be able to assess and differentiate risk to develop insurance products and pricing to support these innovations.

Sec. 116 – *The Magnus White and Safe Streets for Everyone Act* – APCA supports this section which will enhance road safety by updating federal standards for automatic emergency breaking (AEB) and crash avoidance technologies in passenger vehicles. With requirements that AEB systems function effectively in both daylight and low-light conditions, across all speeds specified for pedestrian safety, and be capable of detecting and responding to a broad range of vulnerable road users. The Act will reduce traffic injuries and fatalities by making streets safer for everyone.

Sec. 120 – *Consumer Information on Partially Automated Vehicles* – APCA supports this section which will require automakers to provide descriptions of the capabilities and limitations of Partial Automated Driving System (ADS) in owner's manuals, providing important information for vehicle owners that would include clear information on what the drivers' responsibilities are when engaging these systems.

Sec. 221 – *ADAS Functionality and Integrity Act* – APCA supports this section which requires a study on the most common modifications to a vehicle and the impact on Advanced Driver Assistance System

(ADAS) functionality, which would benefit vehicle owners and repair facilities by providing publicly available guidelines for the modification, and calibration procedures for ADAS features.

Sec. 231 – *Know Before You Drive Act* – APCIA supports this section which prohibits claims by manufacturers that a partial ADS can function as a fully autonomous ADS and requires the manufacturer to disclose to purchasers the capabilities and limitations of partial automation. This has been an area of considerable confusion amongst the public, sometimes with tragic consequences. APCIA has long advocated for consumer education on ADAS and ADS features and their capabilities, and limitations.

In closing, APCIA thanks the Committee for the opportunity to share our views. We encourage the Committee to continue to work on ensuring consumer choice and affordability in auto repair and to ensure vehicles are safe. We look forward to continuing to work on these important issues.