

3 SEC. 1. SHORT TITLE.

4 This title may be cited as the “Motor Vehicle Mod-
5 ernization Act of 2025”.

6 SEC. 2. DEFINITIONS.

7 (a) APPLICABILITY OF CERTAIN DEFINITIONS.—The
8 definitions in section 30102(a) of title 49, United States
9 Code, apply to this title.

10 (b) OTHER DEFINITIONS.—In this title:

14 (2) ADMINISTRATOR.—The term “Administrator” means the Administrator of the National
15 Highway Traffic Safety Administration.
16

17 (3) ADS-EQUIPPED VEHICLE.—The term
18 “ADS-equipped vehicle” means a motor vehicle
19 equipped with an automated driving system.

20 (4) ADVANCED DRIVER ASSISTANCE SYSTEM
21 EQUIPPED VEHICLE.—The term “advanced driver
22 assistance system equipped vehicle” means a motor
23 vehicle equipped with a Level 1 or Level 2 system.

3 (A) means hardware and software that are
4 collectively capable of performing the entire dy-
5 namic driving task on a sustained basis, regard-
6 less of whether such system is limited to a spe-
7 cific operational design domain; and

8 (B) includes only a system that meets the
9 definition of Level 3, Level 4, or Level 5 auto-
10 mation.

11 (6) LEVEL 1; LEVEL 2; LEVEL 3; LEVEL 4;
12 LEVEL 5.—The terms “Level 1”, “Level 2”, “Level
13 3”, “Level 4”, and “Level 5” have the meaning
14 given those terms in the April 2021 edition of the
15 J3016 recommended practice of SAE International,
16 “Taxonomy and Definitions for Terms Related to
17 Driving Automation Systems for On-Road Motor Ve-
18 hicles” (or any subsequent edition).

1 chasing decisions and encourage manufacturers to
2 improve the safety of passenger motor vehicles.

3 (8) PASSENGER MOTOR VEHICLE.—The term
4 “passenger motor vehicle” has the meaning given
5 that term in section 32101 of title 49, United States
6 Code.

7 (9) RELEVANT CONGRESSIONAL COMMIT-
8 TEES.—The term “relevant congressional commit-
9 tees” means the Committee on Energy and Com-
10 merce of the House of Representatives and the Com-
11 mittee on Commerce, Science, and Transportation of
12 the Senate.

13 (10) SECRETARY.—The term “Secretary”
14 means the Secretary of Transportation.

15 **SEC. 3. AUTHORIZATION OF APPROPRIATIONS.**

16 There is authorized to be appropriated to carry out
17 this title (including the amendments made by this title)
18 and chapter 301 and part C of subtitle VI of title 49,
19 United States Code, the following:

20 (1) [_____] for fiscal year 2027.

21 (2) [_____] for fiscal year 2028.

22 (3) [_____] for fiscal year 2029.

23 (4) [_____] for fiscal year 2030.

24 (5) [_____] for fiscal year 2031.

1 SEC. 4. MOTOR VEHICLE SAFETY RULEMAKING AND RE-2 **SEARCH PRIORITY PLAN.**

3 (a) PRIORITY PLAN REQUIREMENT.—The Adminis-
4 trator shall develop, and regularly update, a comprehen-
5 sive motor vehicle safety rulemaking and research priority
6 plan (in this section referred to as the “priority plan”).

7 (b) PRIORITY PLAN CONTENTS.—Each priority plan
8 submitted and published under subsection (c) shall include
9 the following:

10 (1) A list of each motor vehicle safety rule-
11 making planned for the 36-month period beginning
12 on the date on which the priority plan is submitted
13 and published under subsection (c), including the
14 following information with respect to each such rule-
15 making:

16 (A) Any statutory authority for such rule-
17 making.

18 (B) The status of any research required to
19 support such rulemaking and a link to a pub-
20 licly accessible website that contains such re-
21 search.

22 (C) Whether any motor vehicle safety tech-
23 nology relevant to such rulemaking has been in-
24 cluded in the NCAP.

25 (D) Whether manufacturers have devel-
26 oped performance test criteria for evaluating

1 any such motor vehicle safety technology and
2 whether such criteria could be used or modified
3 to meet the objectives of such rulemaking.

4 (E) The timing of expected milestones with
5 respect to such rulemaking, including an ad-
6 vance notice of proposed rulemaking, a notice of
7 proposed rulemaking, and a final rule.

8 (2) A list of the research priorities that the Ad-
9 ministration anticipates working on (without regard
10 to whether a rulemaking is planned or any research
11 has been finalized) during the 36-month period be-
12 ginning on the date on which the priority plan is
13 submitted and published under subsection (c), in-
14 cluding information on the following:

15 (A) The objectives of such research prior-
16 ities, including an identification of any rule-
17 making to be supported by a research priority.

18 (B) Any information, data, or evidence
19 gathered in the NCAP with respect to such re-
20 search priorities.

21 (C) The timing of expected milestones with
22 respect to such research priorities.

23 (3) Except with respect to the initial priority
24 plan submitted and published under subsection (c),
25 a comparison of the contents of the priority plan to

1 the contents of the previous version of the priority
2 plan submitted and published under subsection (c).

3 (c) SUBMISSION; PUBLICATION.—Not later than 2
4 years after the date of the enactment of this title, and
5 every 2 years thereafter, the Administrator shall—

6 (1) submit the priority plan to the relevant con-
7 gressional committees; and

8 (2) publish the priority plan on the website of
9 the Administration.

10 (d) FAILURE TO COMPLY.—If the Administrator fails
11 to submit or publish the priority plan under subsection
12 (c) by a date required under such subsection, the Adminis-
13 trator, not later than 30 days after such date, shall submit
14 to the relevant congressional committees a written report
15 that describes the reasons for such failure and provides
16 an updated timeline and plan for submitting or publishing
17 the priority plan.

18 **SEC. 5. NEW CAR ASSESSMENT PROGRAM REFORM.**

19 (a) NEW CAR ASSESSMENT PROGRAM OFFICE.—

20 (1) ESTABLISHMENT.—The Administrator shall
21 establish an office within the Administration to be
22 known as the Office of the New Car Assessment
23 Program (in this section referred to as the “NCAP
24 Office”).

10 (B) Administer the NCAP.

11 (C) Establish roadmaps for the implemen-
12 tation of the NCAP under section 32310 of title
13 49, United States Code (as amended by para-
14 graph (4) of this subsection).

15 (D) Establish a process for reporting re-
16 sults of the voluntary performance testing pro-
17 gram under paragraph (5) of this subsection.

18 (E) Conduct consumer education activities
19 under paragraph (6) of this subsection.

20 (F) Engage with the NCAP Advisory Com-
21 mittee established under subsection (b)(1) of
22 this section, manufacturers, and the public as
23 the primary representative of the NCAP.

(G) Evaluate and make determinations on including passenger motor vehicle safety technologies in the NCAP, including by—

4 (i) evaluating the reported results
5 pursuant to paragraph (5) of this sub-
6 section; and

7 (ii) evaluating recommendations made
8 by the NCAP Advisory Committee pursu-
9 ant to subsection (b)(6)(D) of this section.

10 (H) Carry out any other related duties as
11 determined appropriate by the Administrator.

12 (4) NEW CAR ASSESSMENT PROGRAM ROAD-
13 MAP.—Section 32310 of title 49, United States
14 Code, is amended—

15 (A) in subsection (a)—

16 (i) by striking “4” and inserting “3”;
17 and

18 (ii) by striking “the Secretary of
19 Transportation (referred to in this section
20 as the ‘Secretary’)” and inserting “the As-
21 sociate Administrator, in consultation with
22 the NCAP Advisory Committee.”;

23 (B) in subsection (c)(3)(C), by striking
24 “Secretary” and inserting “Associate Adminis-
25 trator”;

1 (C) in subsection (d), by striking “Sec-
2 retary” each place it appears and inserting “As-
3 sociate Administrator”;

4 (D) in subsection (e), by striking “Sec-
5 retary” each place it appears and inserting “As-
6 sociate Administrator”; and

7 (E) by adding at the end the following:

8 "(f) DEFINITIONS.—In this section:

9 “(1) ASSOCIATE ADMINISTRATOR.—The term
10 ‘Associate Administrator’ means the Associate Ad-
11 ministrator selected under section 5(a)(2) of the
12 Motor Vehicle Modernization Act of 2025.

13 “(2) NCAP ADVISORY COMMITTEE.—The term
14 ‘NCAP Advisory Committee’ means the NCAP Advi-
15 sory Committee established under section 5(b)(1) of
16 the Motor Vehicle Modernization Act of 2025.”.

25 (6) CONSUMER EDUCATION ACTIVITIES.—

9 (B) CONTENTS.—Consumer education ac-
10 tivities carried out under subparagraph (A) may
11 include the following:

12 (i) Development and distribution of
13 written educational materials

14 (ii) Creation, production, and dissemina-
15 nation of public awareness campaigns, in-
16 cluding through print, broadcast, digital,
17 and social media platforms.

18 (iii) Purchase of advertising time and
19 space in any media, including television,
20 radio, digital, and print.

21 (iv) Establishment and maintenance
22 of websites, mobile applications, and other
23 online content.

1 (v) Engagement with community-
2 based and national consumer motor vehicle
3 safety organizations.

4 (C) REPORT.—Not later than 2 years after
5 the date of the enactment of this title, and
6 every 2 years thereafter, the Associate Adminis-
7 trator of the NCAP Office shall submit to the
8 relevant congressional committees a report that
9 details the consumer education activities con-
10 ducted under this paragraph, including, with re-
11 spect to such activities, information on—

12 (i) expenditures;

13 (ii) target audiences reached; and

14 (iii) any performance metrics used to

15 evaluate the efficacy of such activities.

16 (b) NEW CAR ASSESSMENT PROGRAM ADVISORY
17 COMMITTEE.—

1 on matters related to the functions of the NCAP Of-
2 fice.

3 (2) MEMBERS.—The Committee shall be com-
4 posed of 15 members, appointed by the Adminis-
5 trator, as follows:

6 (A) 2 representatives of national consumer
7 motor vehicle safety organizations.

8 (B) 2 representatives of institutions of
9 higher education (as defined in section 102 of
10 the Higher Education Act of 1965 (20 U.S.C.
11 1002)) with expertise in motor vehicle safety.

12 (C) 4 representatives of manufacturers of
13 passenger motor vehicles.

14 (D) 2 representatives of manufacturers of
15 motor vehicle equipment.

16 (E) 1 representative of technology pro-
17 viders.

18 (F) 1 representative of the property and
19 casualty insurance industry.

20 (G) 1 representative of State highway safe-
21 ty offices.

22 (H) 2 members with expertise in public
23 health, data science, or human factors.

24 (3) TERMS.—

1 (A) IN GENERAL.—Each member ap-
2 pointed to the Committee—

6 (ii) may be reappointed for 1 subse-
7 quent term of 4 years (or until the Com-
8 mittee terminates under paragraph (8), if
9 earlier).

10 (B) EXCEPTION.—Notwithstanding sub-
11 paragraph (A)(i), with respect to the first 15
12 members appointed to the Committee, 7 shall
13 be chosen by the Administrator to serve an ini-
14 tial term of 2 years.

15 (4) RATE OF PAY.—Each member of the Com-
16 mittee shall serve without pay.

24 (A) Provide recommendations to the Sec-
25 retary, the Administrator, and the Associate

1 Administrator of the NCAP Office to improve
2 the NCAP.

3 (B) Review, assess, and evaluate passenger
4 motor vehicle safety technologies with the po-
5 tential to reduce traffic injuries and fatalities.

6 (C) Solicit and review information, data,
7 and evidence with respect to passenger motor
8 vehicle safety technologies from public and pri-
9 vate sources, including industry stakeholders,
10 researchers, national consumer motor vehicle
11 safety organizations, and Federal agencies (as
12 determined appropriate by the Administrator).

13 (D) Recommend passenger motor vehicle
14 safety technologies to be evaluated by the Asso-
15 ciate Administrator of the NCAP Office for in-
16 clusion in the NCAP.

17 (7) REPORT.—Not later than 4 years after the
18 date of the enactment of this title, and in consulta-
19 tion with the Administration, manufacturers, na-
20 tional consumer motor vehicle safety organizations,
21 experts in academia, and other relevant stake-
22 holders, the Committee shall submit to the relevant
23 congressional committees a report that assesses the
24 feasibility of establishing a public-private partner-
25 ship, a private entity, or any other similar entity to

1 develop, update, and operate the functions of the
2 NCAP, including by assessing the following with re-
3 spect to such a partnership or entity:

4 (A) Governance considerations.

5 (B) Structure.

6 (C) Efficacy in educating consumers on
7 and encouraging manufacturers to include new
8 safety features in passenger motor vehicles.

9 (D) Impact on motor vehicle safety.

10 (E) Passenger motor vehicle safety ratings
11 used internationally that are similar to the
12 NCAP.

13 (F) Expected cost of such a partnership or
14 entity as compared to the cost of maintaining
15 the NCAP under the Administration.

16 (G) Sustainable funding mechanisms.

17 (H) Processes for ensuring the NCAP (or
18 any partnership or entity responsible for devel-
19 oping, updating, and operating the functions of
20 the NCAP) informs the development of motor
21 vehicle safety standards prescribed under chap-
22 ter 301 of title 49, United States Code.

23 (I) Monroney label considerations.

24 (J) Costs associated with participation by
25 manufacturers in the NCAP, including any al-

1 ternatives for manufacturers to self-report in-
2 formation related to passenger motor vehicle
3 safety ratings from the manufacturers.

12 (c) GAO STUDY.—Not later than 3 years after the
13 date of the enactment of this title, the Comptroller Gen-
14 eral of the United States shall submit to the relevant con-
15 gressional committees a report that—

16 (1) evaluates the implementation of this section,
17 including the amendments made by this section; and
18 (2) provides recommendations for the Adminis-
19 trator and the relevant congressional committees to
20 improve the implementation of this section, including
21 the amendments made by this section.

22 (d) PASSENGER MOTOR VEHICLE SAFETY RATING

23 DEFINED.—In this section, the term “passenger motor ve-

24 hicle safety rating” means a system to evaluate and com-

25 pare in an objective manner passenger motor vehicle safe-

1 ty technologies using stars, medals, points, or other simi-
2 lar indicators.

3 **SEC. 6. REVIEW OF MOTOR VEHICLE SAFETY STANDARDS.**

4 (a) **IN GENERAL.**—Not later than 1 year after the
5 date of the enactment of this title, and every 4 years there-
6 after, the Administrator shall conduct a review of the
7 motor vehicle safety standards prescribed under chapter
8 301 of title 49, United States Code, to determine, in ac-
9 cordance with this section, if any such standards should
10 be revised or eliminated.

11 (b) **DETERMINATIONS.**—

12 (1) **IN GENERAL.**—In making a determination
13 under subsection (a) with respect to whether a
14 motor vehicle safety standard should be revised or
15 eliminated, the Administrator shall consider the fol-
16 lowing:

17 (A) The extent to which such standard sat-
18 isfies the purpose described in section 30101 of
19 title 49, United States Code.

20 (B) Safety information, data, and evidence
21 related to such standard.

22 (C) Information on advances in motor ve-
23 hicle technology related to such standard.

24 (D) Costs for manufacturers related to
25 such standard.

(E) Changes in technical standards related to such standard.

3 (F) International policy developments re-
4 lated to such standard.

10 (B) provide a period for public comment
11 on the responses to such request for informa-
12 tion.

13 (c) CONSISTENCY WITH MOTOR VEHICLE SAFETY.—
14 The Administrator may only make a determination under
15 this section that a motor vehicle safety standard should
16 be revised or eliminated if the Administrator determines
17 that doing so is consistent with motor vehicle safety.

18 (d) REPORTS.—Upon the completion of each review
19 conducted under subsection (a), the Administrator shall—

20 (1) submit to the relevant congressional com-
21 mittees a report on the results of such review; and

22 (2) incorporate, into the first priority plan sub-
23 mitted and published under section 4(c) after the
24 completion of such review, any recommendations of

1 the Administrator with respect to revising or elimi-
2 nating a motor vehicle safety standard.

3 **SEC. 7. RULEMAKING ACCOUNTABILITY REPORT.**

4 Section 24210 of the Infrastructure Investment and
5 Jobs Act (49 U.S.C. 308 note) is amended—

6 (1) in subsection (a), by striking paragraph (2)
7 and inserting the following:

8 “(2) is associated with the National Highway
9 Traffic Safety Administration and—

10 “(A) is carried out pursuant to—

11 “(i) MAP-21;

12 “(ii) the FAST Act;

13 “(iii) this Act; or

14 “(iv) the Motor Vehicle Modernization
15 Act of 2025; or

16 “(B) is included in the most recent Unified
17 Agenda of Federal Regulatory and Deregula-
18 tory Actions.”; and

19 (2) in subsection (b)—

20 (A) in paragraph (1)(A), by striking “an
21 explanation” and inserting “if such deadline
22 has passed, an explanation”;

23 (B) in paragraph (1)(B), by striking
24 “and” at the end;

1 (C) in paragraph (2), by striking the pe-
2 riod at the end and inserting “; and”; and

3 (D) by adding at the end the following:

4 “(3) a description of substantive activities con-
5 ducted, including any relevant research conducted,
6 and rulemaking milestones completed with respect to
7 the covered rulemaking.”.

8 SEC. 8. PROJECT SCHEDULE MANAGEMENT PRACTICES.

9 (a) RULEMAKINGS.—The Administrator shall update
10 the procedures associated with rulemakings related to
11 motor vehicle safety to ensure—

12 (1) the use of recognized project schedule man-
13 agement practices; and

16 (b) REPORTS.—The Administrator shall update the
17 procedures associated with satisfying reporting require-
18 ments related to motor vehicle safety to ensure—

19 (1) the use of recognized project schedule man-
20 agement practices; and

21 (2) adherence to applicable Federal standards
22 with respect to such practices

23 (c) GAO STUDY —

9 SEC. 9. GENERAL EXEMPTIONS.

10 (a) PROCESS GUIDANCE.—Not later than 1 year
11 after the date of the enactment of this title, the Adminis-
12 trator shall issue guidance to establish and make available
13 processes, including performance-based or risk-based as-
14 sessments, by which a manufacturer may demonstrate an
15 equivalent safety level for purposes of clause (ii) or (iv)
16 of section 30113(b)(3)(B) of title 49, United States Code.

(b) ELIGIBILITY.—Section 30113(d) of title 49, United States Code, is amended by striking “2,500 vehicles” and inserting “90 000 vehicles”

20 (c) MAXIMUM PERIOD.—Section 30113(e) of title 49,
21 United States Code, is amended to read as follows:

22 "(e) MAXIMUM PERIOD.—An exemption or renewal
23 under subsection (b)(3)(B) of this section may be granted
24 for not more than 5 years.”.

1 (d) DEADLINE.—Section 30113 of title 49, United
2 States Code, is amended by adding at the end the fol-
3 lowing:

4 “(i) DEADLINE.—

5 “(1) IN GENERAL.—The Secretary shall issue a
6 decision with respect to a complete application for
7 an exemption submitted under this section not later
8 than 1 year after the date on which the Secretary
9 receives such application.

10 “(2) FAILURE TO MEET DEADLINE.—If the
11 Secretary does not issue a decision with respect to
12 a complete application within the period required
13 under paragraph (1), the application shall be
14 deemed approved unless the Secretary provides to
15 the applicant during such period written justification
16 that identifies the manner in which the application
17 is incomplete.”.

18 **SEC. 10. TESTING AND EVALUATION OF MOTOR VEHICLE**

19 **EQUIPMENT.**

20 Section 30112(b)(10) of title 49, United States Code,
21 is amended—

22 (1) in the matter preceding subparagraph (A),
23 by inserting “or motor vehicle equipment” after
24 “motor vehicle” each place the term appears; and

3 SEC. 11. RECALL RATE IMPROVEMENT.

4 (a) STUDY.—The Administrator shall conduct a
5 study to identify factors that result in a motor vehicle in-
6 volved in a recall not receiving the service necessary to
7 remedy the issue that is the subject of such recall.

8 (b) IMPLEMENTATION.—The Administrator, using
9 existing authorities, shall take appropriate actions to—

10 (1) address factors identified under subsection
11 (a); and

17 (c) REPORTS.—

1 sional committees a report on the actions taken by
2 the Administrator under subsection (b).

3 **SEC. 12. MODERN RECALL NOTIFICATION PROCEDURES.**

4 Section 30119(d) of title 49, United States Code, is
5 amended—

6 (1) in paragraph (1)(A), by inserting “(or other
7 form of contact information)” after “address”; and
8 (2) by adding at the end the following:

9 “(5) Notification required under section 30118 of
10 this title may be sent by certified mail, electronic mail,
11 or any other manner (including other electronic means)
12 prescribed by the Secretary by regulation, except that, if
13 a registered owner provides a request to a manufacturer
14 through a reasonable means (as determined by the manu-
15 facturer) asking that such notification be made by cer-
16 tified mail, such manufacturer shall comply with such re-
17 quest with respect to such registered owner.”.

18 **SEC. 13. CLARIFICATION WITH RESPECT TO DEFECTS
AND NONCOMPLIANCE.**

20 Section 30118 of title 49, United States Code, is
21 amended by adding at the end the following:

22 “(g) APPLICATION.—

23 “(1) TIMING.—The requirement to notify under
24 subsection (c) does not apply to a manufacturer
25 until such time as the manufacturer makes the rel-

1 event decision under paragraph (1) or (2) of such
2 subsection.

9 “(3) GOOD FAITH.—Nothing in this subsection
10 relieves a manufacturer of any obligation under sub-
11 section (c) to make a decision in good faith.”.

12 SEC. 14. CONSUMER EDUCATION ON MOTOR VEHICLE AU- 13 **TOMATION.**

14 (a) ESTABLISHMENT OF WORKING GROUP.—Not
15 later than 180 days after the date of the enactment of
16 this title, the Administrator shall establish a working
17 group to facilitate consumer education efforts with respect
18 to automation in motor vehicles.

19 (b) DUTIES.—The working group established under
20 subsection (a) shall—

21 (1) make recommendations to the Administrator on education and marketing strategies, including
22 strategies that may be voluntarily employed by industry stakeholders, to responsibly inform the public,
23 including vehicle owners and operators, about the
24
25

1 differences between advanced driver assistance sys-
2 tem equipped vehicles and ADS-equipped vehicles;
3 and

4 (2) not later than 3 years after the date on
5 which the working group is established, submit to
6 the relevant congressional committees, and make
7 available to the public, a report containing such rec-
8 ommendations.

9 (c) CONSIDERATIONS.—In carrying out the duties de-
10 scribed in subsection (b), the working group shall consider
11 the following:

12 (1) The respective capabilities and limitations
13 of advanced driver assistance system equipped vehi-
14 cles and ADS-equipped vehicles.

15 (2) The engagement methods with respect to
16 advanced driver assistance system equipped vehicles
17 and ADS-equipped vehicles, including disengagement
18 methods with respect to ADS-equipped vehicles.

19 (3) The human-machine interfaces with respect
20 to advanced driver assistance system equipped vehi-
21 cles and ADS-equipped vehicles.

22 (4) Responses in the event of a crash or system
23 failure, including emergency fallback scenarios, with
24 respect to advanced driver assistance system
25 equipped vehicles and ADS-equipped vehicles.

1 (5) The value of consistent nomenclature and
2 taxonomy for technology features and systems.

3 (6) The role of the New Car Assessment Pro-
4 gram in facilitating public understanding of the dif-
5 ferences between advanced driver assistance system
6 equipped vehicles and ADS-equipped vehicles.

7 (d) MEMBERSHIP.—

12 (A) representatives of—

13 (i) manufacturers;

14 (ii) dealers;

15 (iii) motor vehicle owners and opera-
16 tors, including fleet managers, rental com-
17 panies, and transportation network compa-
18 nies;

19 (iv) consumers or consumer advocacy
20 groups;

21 (v) marketing professionals;

22 (vi) entities with national experience
23 in consumer education, including drivers'
24 education;

25 (vii) safety organizations; and

1 (viii) national disability organizations
2 and national organizations representing
3 older adults; and

4 (B) any other individuals the Adminis-
5 trator considers appropriate and qualified.

6 (2) COMPENSATION.—Members of the working
7 group established under subsection (a) shall serve
8 without compensation.

9 (e) CONSULTATION.—With respect to the working
10 group established under subsection (a), the Administrator
11 shall—

12 (1) consult with the Federal Trade Commission,
13 as appropriate; and

14 (2) ensure public participation, including by so-
15 liciting input through requests for information.

16 (f) TERMINATION.—The working group established
17 under subsection (a) shall terminate on the date on which
18 the working group submits the report required under sub-
19 section (b)(2).

20 (g) FACA.—Chapter 10 of title 5, United States
21 Code (commonly referred to as the “Federal Advisory
22 Committee Act”), shall not apply to the working group
23 established under subsection (a).

1 SEC. 15. STUDY ON PASSENGER MOTOR VEHICLE OWNER-2 **SHIP.**

3 (a) IN GENERAL.—The Administrator shall seek to
4 enter into an agreement with the National Academies of
5 Sciences, Engineering, and Medicine under which the Na-
6 tional Academies shall conduct a study on the average age
7 of passenger motor vehicles and passenger motor vehicle
8 ownership costs.

9 (b) CONTENTS.—The study conducted under sub-
10 section (a) shall include an analysis of the following:

11 (1) Trends with respect to the average age of
12 passenger motor vehicles.

13 (2) Trends with respect to passenger motor ve-
14 hicle ownership costs, including trends with respect
15 to—

16 (A) total lifecycle costs; and

17 (B) related factors, including—

18 (i) initial purchase price;

19 (ii) motor vehicle manufacturing and
20 supply chain matters;

21 (iii) financing;

22 (iv) insurance;

23 (v) subscriptions;

24 (vi) power requirements, such as with
25 respect to electricity, gasoline, and other
26 fuels;

- 1 (vii) repair and maintenance;
- 2 (viii) depreciation;
- 3 (ix) optional safety features; and
- 4 (x) optional convenience features.

5 (3) Legal, policy, and regulatory issues that af-
6 fect the average age of passenger motor vehicles,
7 passenger motor vehicle ownership costs, and con-
8 sumer understanding of such costs.

9 (c) REPORT.—Not later than 3 years after the date
10 of the enactment of this title, the Administrator shall sub-
11 mit to the relevant congressional committees a report on
12 the results of the study conducted under subsection (a).

13 **SEC. 16. AUTOMATED WHEELCHAIR SECUREMENT SYS-**
14 **TEMS.**

15 (a) STUDY.—The Administrator shall conduct a
16 study on the feasibility of incorporating, into motor vehi-
17 cles, automated wheelchair securement systems to increase
18 the safety of wheelchair users in motor vehicles.

19 (b) COORDINATION WITH UNIVERSITY TRANSPOR-
20 TATION CENTERS.—In conducting the study under sub-
21 section (a), the Administrator shall consult with university
22 transportation centers established and operated under sec-
23 tion 5505 of title 49, United States Code.

24 (c) REPORT.—Not later than 3 years after the date
25 of the enactment of this title, the Administrator shall sub-

1 mit to the relevant congressional committees and make
2 publicly available a report on the findings of the study con-
3 ducted under subsection (a) that includes an analysis of
4 the feasibility of incorporating, into motor vehicles, auto-
5 mated wheelchair securement systems.

6 (d) AUTOMATED WHEELCHAIR SECUREMENT SYS-
7 TEM DEFINED.—In this section, the term “automated
8 wheelchair securement system” means an automated sys-
9 tem that, using a universal docking interface geometry
10 standard, secures a wheelchair within a motor vehicle uti-
11 lizing a deployable anchor.

12 **SEC. 17. STUDY ON MODERNIZING VEHICLE IDENTI-**
13 **FICATION NUMBERS.**

14 (a) IN GENERAL.—The Administrator shall conduct
15 a study on modernizing the VIN system.

16 (b) CONTENTS.—The study required by subsection
17 (a) shall analyze the following:

18 (1) How the VIN system is used by the fol-
19 lowing:

20 (A) The Administrator.

21 (B) Heads of other relevant Federal agen-
22 cies (as determined by the Administrator).

23 (C) State and local governments.

24 (D) Manufacturers.

25 (E) Law enforcement.

1 (F) The property and casualty insurance
2 industry.

3 (G) Any other user the Administrator de-
4 termines appropriate.

5 (2) Any limitations of the VIN system, includ-
6 ing with respect to motor vehicle safety and regu-
7 latory compliance.

11 (c) CONSULTATION.—In conducting the study re-
12 quired by subsection (a), the Administrator shall consult
13 with the following:

14 (1) State motor vehicle agencies that are re-
15 sponsible for the registration and titling of motor ve-
16 hicles.

17 (2) State and local law enforcement agencies.

18 (3) Emergency responders.

19 (4) Roadway safety organizations.

20 (5) Consumer motor vehicle safety organiza-
21 tions.

22 (6) International standards organizations.

23 (7) Manufacturers.

24 (8) Dealers.

(9) The property and casualty insurance industry.

3 (10) Any other stakeholder the Administrator
4 determines appropriate.

5 (d) REPORT.—Not later than 2 years after the date
6 of the enactment of this title, the Administrator shall sub-
7 mit to the relevant congressional committees a report on
8 the results of the study required by subsection (a).

9 (e) DEFINITIONS.—In this section:

10 (1) MOTOR VEHICLE ATTRIBUTES.—The term
11 “motor vehicle attributes” means the following:

12 (A) Means of propulsion.

13 (B) Level 1, Level 2, Level 3, Level 4, and
14 Level 5 automation.

15 (C) Driver assistance technology.

16 (D) Electrification specification, including
17 with respect to battery capacity and charging
18 capability.

19 (E) Connectivity requirements.

20 (F) Over-the-air update capability.