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ONE HUNDRED NINETEENTH CONGRESS

Congress of the United States
House of Representatives
COMMITTEE ON ENERGY AND COMMERCE
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February 6, 2026

MEMORANDUM

TO: Members, Subcommittee on Commerce, Manufacturing, and Trade
FROM: Committee Majority Staff
RE: Subcommittee on Commerce, Manufacturing, and Trade Legislative Markup on February 10, 2026

I. INTRODUCTION

The Subcommittee on Commerce, Manufacturing, and Trade has scheduled a markup on Tuesday, February 10, 2026, at 10:15 a.m. (ET) in 2123 Rayburn House Office Building. The markup will consider the following legislation:

- H.R. 5221, PART Act (Reps. Baird and McCollum)
- H.R. 2110, Safe Vehicle Access for Survivors Act (Reps. Dingell and Crenshaw)
- H.R. 6688, ADAS Functionality and Integrity Act (Reps. Harshbarger, Obernolte, Vazquez, and Torres-CA)
- H.R. 3360, Driver Technology and Pedestrian Safety Act (Rep. Mullin)
- H.R. 3385, To direct the Secretary of Transportation to issue certain regulations to update the definition of motorcycle, and for other purposes. (Rep. Van Ordan)
- H.R. 1566, Right to Equitable and Professional Auto Industry Repair (REPAIR) Act (Reps. Dunn and Perez)
- H.R. 7389, Motor Vehicle Modernization Act of 2026 (Chairman Guthrie)
- H.R. 7390, Safely Ensuring Lives Future Deployment and Research In Vehicle Evolution (SELF DRIVE) Act of 2026 (Rep. Latta)
- H.R. 7372, Safety Is Not for Sale Act (Ranking Member Pallone)
- H.R. 7377, Know Before You Drive Act (Rep. Schrier)
- H.R. 6947, Securing Accessible Functional Emergency (SAFE) Exit Act of 2026 (Rep. Kelly-IL)
- H.R. 7353, Magnus White and Safe Streets for Everyone Act of 2026 (Rep. Clarke)

II. LEGISLATION

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

This bill requires the National Highway Traffic Safety Administration (NHTSA) to update its theft prevention standard to add catalytic converters to the list of parts required to be marked. The bill also establishes a grant program to assist certain eligible entities to stamp catalytic converters, includes record retention requirements for motor vehicle parts recyclers, repairers, and salvagers to improve the tracking of catalytic converters, and establishes criminal penalties for the theft and sale of catalytic converters or precious metals from a catalytic converter.

B. H.R. 2110, Safe Vehicle Access for Survivors Act (Reps. Dingell and Crenshaw)

This bill directs the Federal Communications Commission (FCC), in coordination with NHTSA, to establish a process for survivors of covered acts to request the termination, disabling, and restriction of access to connected vehicle services account data by someone who commits a covered act.

C. H.R. 6688, ADAS Functionality and Integrity Act (Reps. Harshbarger, Obernolte, Vasquez, and Torres-CA)

This bill requires the U.S. Department of Transportation (USDOT) to study and submit a report to Congress assessing the cost, safety needs, and feasibility of establishing standards to support advanced driver assistance systems (ADAS) calibration and functionality after vehicle modification. Further, it would direct NHTSA to issue guidelines regarding vehicle modification thresholds to maintain ADAS functionality and calibration procedures. This bill enforces the guidelines through NHTSA's civil penalty authority.

D. H.R. 3360, Driver Technology and Pedestrian Safety Act (Rep. Mullin)

This bill requires the USDOT to examine the impact of driver-controlled technologies, such as in-vehicle touch screens, on motor vehicle safety and submit a report Congress on the findings and recommendations based on the study's findings.

E. H.R. 3385, To direct the Secretary of Transportation to issue certain regulations to update the definition of motorcycle, and for other purposes. (Rep. Van Ordan)

This bill requires the USDOT to update the definition of a motorcycle to define a motorcycle as a vehicle with a seat or straddle, capable of reaching speeds in excess of 30 miles per hour, having fewer than four wheels, having steering controlled by handlebars, and having acceleration and braking controlled by handlebar and foot controls.

F. H.R. 1566, Right to Equitable and Professional Auto Industry Repair (REPAIR) Act (Reps. Dunn and Perez)

This bill prohibits manufacturers from employing technological or legal barriers to prevent motor vehicle owners from accessing vehicle-generated data, using their choice of a towing or service provider, or diagnosing, repairing, or maintaining a vehicle in the same manner as a manufacturer or dealer. Vehicle-generated data must also be available to other aftermarket entities in the same manner as a manufacturer or dealer. The bill also limits the use of technological or legal barriers to prevent aftermarket entities from accessing critical repair information or tools, or from producing or offering compatible aftermarket vehicle parts. Manufacturers are further prohibited from mandating or implying a mandate to use a particular brand for parts, tools, or equipment or to recommend such brands without an appropriate disclosure to the consumer. The bill establishes an advisory committee at the Federal Trade Commission (FTC) to examine the implementation of this bill along with broader competition issues in the automotive aftermarket. The bill directs NHTSA to conduct a rulemaking to inform consumers of their rights under this bill. Finally, the requirements of the bill are enforced by the FTC as an unfair or deceptive practice.

G. H.R. 7389, Motor Vehicle Modernization Act of 2026 (Chairman Guthrie)

This bill provides a five-year authorization for key motor vehicle safety and consumer information programs at NHTSA. The bill makes substantial reforms to the new car assessment program (NCAP) to ensure the NCAP aligns with and informs NTHSA's research and regulatory agenda and provides helpful safety information to consumers. The bill increases NHTSA's accountability by requiring regular research and rulemaking priority plans, updates to Congress on outstanding research and rulemaking requirements, and the use of leading project schedule management practices. The bill also spurs the safe innovation of motor vehicle technologies through regular review of existing safety standards, expanded testing and evaluation for motor vehicle equipment, and significant reforms to NHTSA's general exemption process.

The bill further modernizes NHTSA's recall process through examining solutions to improve the recall rate, providing consumer choice and flexibility in recall communications, and ensuring recalls are targeted to vehicles with actual safety defects or safety standard violations. Finally, the bill addresses other safety considerations as well, including improving consumer education on vehicle automation technologies, examining the factors affecting the cost and average age of motor vehicles, strengthening fire rescue capabilities, authorizing research to ensure the safety of wheelchair users in motor vehicles, and modernizing vehicle identification numbering.

H. H.R. 7390, Safely Ensuring Lives Future Deployment and Research In Vehicle Evolution (SELF DRIVE) Act of 2026 (Rep. Latta)

This bill outlines a federal framework for automated driving systems (ADS) and ADS-equipped vehicles, colloquially known as autonomous vehicles. The bill directs NHTSA to conduct a rulemaking to require that manufacturers establish and maintain a safety case, which

outlines how a manufacturer, supported by evidence, demonstrates the safety of ADS-equipped vehicles. The safety case requires consideration of specific safety competencies on topics including safe driving performance, detecting and responding to emergency vehicles and school buses, compliance with local traffic laws, and cybersecurity. The bill also allows for the safe removal of manual controls such as steering wheels and brakes for motor vehicles (generally inapplicable for Level 4 and 5 ADS-equipped vehicles), establishing reporting requirements to track crashes involving ADS-equipped vehicles, authorizing manufacturers to conduct limited testing and evaluation of ADS-equipped vehicles for commercial purposes, and authorizing a manufacturer to disable certain driving controls that relate to the performance of an ADS-equipped vehicle. Finally, the bill directs the Secretary of Commerce to review the final rule on *Securing the Information and Communications Technology and Services Supply Chain: Connected Vehicles*.

I. H.R. 7372, Safety Is Not for Sale Act (Ranking Member Pallone)

This bill requires that any person who sells or leases a vehicle offering optional safety features to a first purchaser of that vehicle must offer that feature separately from non-safety features or as part of standard trim equipment. This bill further requires the seller to clearly and conspicuously disclose the cost of optional safety features separately from any non-safety features. This bill is enforced by the FTC and state attorneys general.

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

This bill prohibits manufacturers from making representations that would lead a reasonable person to believe that ADAS can function as automated driving systems. The bill requires notifications to consumers by manufacturers or dealers prior to selling a vehicle about the features and capabilities of vehicles equipped with ADAS and requires such disclosures also to be included on Monroney labels. The bill is enforced by NHTSA, the FTC, and State Attorneys General.

K. H.R. 6947, Securing Accessible Functional Emergency (SAFE) Exit Act of 2026 (Rep. Kelly-IL)

This bill requires NHTSA to amend motor vehicle standards to mandate motor vehicles equipped with electronic door latches to have an intuitive and readily accessible manual mechanism for opening doors and allowing the occupants to exit, along with a means for first responders to access the passenger compartment, even in cases of electrical power loss.

L. H.R. 7353, Magnus White and Safe Streets for Everyone Act of 2026 (Rep. Clarke)

This bill directs the USDOT to issue a final rule to establish minimum performance standards requiring an automatic emergency braking (AEB) system on certain new vehicles. The AEB system must be capable of functioning in different lighting conditions and detecting and responding to vulnerable road users and consider clothing and different skin color complexions.

III. STAFF CONTACTS

If you have any questions regarding this hearing, please contact Giulia Leganski, Matt Furlow, Natalie Hellmann, or Alex Khlopin of the Committee Staff at (202) 225-3641.