

[Committee Print]

[SHOWING THE TEXT OF H.R. 7389, AS FORWARDED BY THE SUBCOMMITTEE
ON COMMERCE, MANUFACTURING, AND TRADE ON FEBRUARY 10, 2026]

119TH CONGRESS
2D SESSION

H. R. 7389

To modernize the motor vehicle safety programs of the National Highway
Traffic Safety Administration, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 5, 2026

Mr. GUTHRIE introduced the following bill; which was referred to the
Committee on Energy and Commerce

A BILL

To modernize the motor vehicle safety programs of the Na-
tional Highway Traffic Safety Administration, and for
other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Motor Vehicle Mod-
5 ernization Act of 2026”.

1 **SEC. 2. DEFINITIONS.**

2 (a) **APPLICABILITY OF CERTAIN DEFINITIONS.**—The
3 definitions in section 30102(a) of title 49, United States
4 Code, apply to this Act.

5 (b) **OTHER DEFINITIONS.**—In this Act:

6 (1) **ADMINISTRATION.**—The term “Administra-
7 tion” means the National Highway Traffic Safety
8 Administration.

9 (2) **ADMINISTRATOR.**—The term “Adminis-
10 trator” means the Administrator of the National
11 Highway Traffic Safety Administration.

12 (3) **ADS-EQUIPPED VEHICLE.**—The term
13 “ADS-equipped vehicle” means a motor vehicle
14 equipped with an automated driving system.

15 (4) **AUTOMATED DRIVING SYSTEM.**—The term
16 “automated driving system”—

17 (A) means hardware and software that are
18 collectively capable of performing the entire dy-
19 namic driving task on a sustained basis, regard-
20 less of whether such system is limited to a spe-
21 cific operational design domain; and

22 (B) includes only a system that meets the
23 definition of Level 3, Level 4, or Level 5 auto-
24 mation.

25 (5) **DYNAMIC DRIVING TASK.**—The term “dy-
26 namic driving task”—

1 (A) means each real-time operational and
2 tactical function required to operate a motor ve-
3 hicle in on-road traffic;

4 (B) excludes any strategic function, such
5 as trip scheduling and selection of a destination
6 or waypoint; and

7 (C) includes—

8 (i) lateral vehicle motion control
9 through steering;

10 (ii) longitudinal motion control
11 through acceleration and deceleration;

12 (iii) monitoring of the driving environ-
13 ment through object and event detection,
14 recognition, classification, and response
15 preparation;

16 (iv) object and event response execu-
17 tion;

18 (v) maneuver planning; and

19 (vi) enhancement of conspicuity
20 through lighting, sounding the horn, sig-
21 naling, gesturing, or another indicator.

22 (6) LEVEL 1; LEVEL 2; LEVEL 3; LEVEL 4;
23 LEVEL 5.—The terms “Level 1”, “Level 2”, “Level
24 3”, “Level 4”, and “Level 5” have the meaning
25 given those terms in the April 2021 edition of the

1 J3016 recommended practice of SAE International,
2 “Taxonomy and Definitions for Terms Related to
3 Driving Automation Systems for On-Road Motor Ve-
4 hicles”.

5 (7) NEW CAR ASSESSMENT PROGRAM; NCAP.—
6 The terms “New Car Assessment Program” and
7 “NCAP” mean the program established by the Sec-
8 retary pursuant to section 32302 of title 49, United
9 States Code, to develop comparative information on
10 the safety performance of passenger motor vehicle
11 safety technologies to assist consumers with pur-
12 chasing decisions and encourage manufacturers to
13 improve the safety of passenger motor vehicles.

14 (8) PASSENGER MOTOR VEHICLE.—The term
15 “passenger motor vehicle” has the meaning given
16 that term in section 32101 of title 49, United States
17 Code.

18 (9) RELEVANT CONGRESSIONAL COMMIT-
19 TEES.—The term “relevant congressional commit-
20 tees” means the Committee on Energy and Com-
21 merce of the House of Representatives and the Com-
22 mittee on Commerce, Science, and Transportation of
23 the Senate.

24 (10) SECRETARY.—The term “Secretary”
25 means the Secretary of Transportation.

1 **SEC. 3. 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, mandate, or
17 deadline for such rulemaking.

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 or other enti-
26 ties with expertise in the engineering and test-

1 ing of motor vehicles have developed perform-
2 ance test criteria for evaluating any such motor
3 vehicle safety technology and whether such cri-
4 teria could be used or modified to meet the ob-
5 jectives of such rulemaking.

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

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

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

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

23 (C) The timing of expected milestones with
24 respect to such research priorities.

1 (3) Except with respect to the initial priority
2 plan submitted and published under subsection (c),
3 a comparison of the contents of the priority plan to
4 the contents of the previous version of the priority
5 plan submitted and published under subsection (c).

6 (4) A list of each motor vehicle safety rule-
7 making required by an Act of Congress but not in-
8 cluded in the priority plan and a timeline of when
9 the Administration intends to complete each such
10 rulemaking.

11 (c) SUBMISSION; PUBLICATION.—Not later than 2
12 years after the date of the enactment of this Act, and
13 every 2 years thereafter, the Administrator shall—

14 (1) submit the priority plan to the relevant con-
15 gressional committees; and

16 (2) publish the priority plan on the website of
17 the Administration.

18 (d) FAILURE TO COMPLY.—If the Administrator fails
19 to submit or publish the priority plan under subsection
20 (c) by a date required under such subsection, the Adminis-
21 trator, not later than 30 days after such date, shall submit
22 to the relevant congressional committees a written report
23 that describes the reasons for such failure and provides
24 an updated timeline and plan for submitting or publishing
25 the priority plan.

1 **SEC. 4. NEW CAR ASSESSMENT PROGRAM REFORM.**

2 (a) NEW CAR ASSESSMENT PROGRAM OFFICE.—

3 (1) ESTABLISHMENT.—The Administrator shall
4 establish an office within the Administration to be
5 known as the Office of the New Car Assessment
6 Program (in this section referred to as the “NCAP
7 Office”).

8 (2) ASSOCIATE ADMINISTRATOR.—The NCAP
9 Office shall be led by an Associate Administrator
10 who is selected by the Administrator and who has
11 expertise in motor vehicle safety.

12 (3) DUTIES.—The duties of the Associate Ad-
13 ministrator of the NCAP Office shall be the fol-
14 lowing:

15 (A) Advise the Administrator on each func-
16 tion of the NCAP.

17 (B) Administer the NCAP.

18 (C) Establish roadmaps for the implemen-
19 tation of the NCAP under section 32310 of title
20 49, United States Code (as amended by para-
21 graph (4) of this subsection).

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

25 (E) Conduct consumer education activities
26 under paragraph (6) of this subsection.

1 (F) Engage with the NCAP Advisory Com-
2 mittee established under subsection (b)(1) of
3 this section, manufacturers, other relevant
4 stakeholders, and the public as the primary rep-
5 resentative of the NCAP.

6 (G) Evaluate and make determinations on
7 including passenger motor vehicle safety tech-
8 nologies in the NCAP, including by—

9 (i) evaluating the reported results
10 pursuant to paragraph (5) of this sub-
11 section; and

12 (ii) evaluating recommendations made
13 by the NCAP Advisory Committee pursu-
14 ant to subsection (b)(6)(D) of this section.

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

17 (4) NEW CAR ASSESSMENT PROGRAM ROAD-
18 MAP.—Section 32310 of title 49, United States
19 Code, is amended—

20 (A) in subsection (a)—

21 (i) by striking “4” and inserting “3”;
22 and

23 (ii) by striking “the Secretary of
24 Transportation (referred to in this section
25 as the ‘Secretary’)” and inserting “the As-

1 sociate Administrator, in consultation with
2 the NCAP Advisory Committee,”;

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

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

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

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

13 “(f) DEFINITIONS.—In this section:

14 “(1) ASSOCIATE ADMINISTRATOR.—The term
15 ‘Associate Administrator’ means the Associate Ad-
16 ministrators selected under section 4(a)(2) of the
17 Motor Vehicle Modernization Act of 2026.

18 “(2) NCAP ADVISORY COMMITTEE.—The term
19 ‘NCAP Advisory Committee’ means the NCAP Advi-
20 sory Committee established under section 4(b)(1) of
21 the Motor Vehicle Modernization Act of 2026.”.

22 “(5) VOLUNTARY PERFORMANCE TESTING PRO-
23 GRAM.—Not later than 1 year after the date of the
24 enactment of this Act, the Associate Administrator
25 of the NCAP Office shall establish a voluntary proc-

1 ess under which a manufacturer may test the per-
2 formance of passenger motor vehicles of the manu-
3 facturer and report the results to the Associate Ad-
4 ministrator.

5 (6) CONSUMER EDUCATION ACTIVITIES.—

6 (A) REQUIREMENT.—The Associate Ad-
7 ministrator of the NCAP Office, in coordination
8 with the Associate Administrator for Commu-
9 nications and Consumer Information, shall con-
10 duct consumer education activities to promote
11 information developed under the NCAP and in-
12 crease consumer awareness of passenger motor
13 vehicle safety technologies.

14 (B) CONTENTS.—Consumer education ac-
15 tivities carried out under subparagraph (A) may
16 include the following:

17 (i) Development and distribution of
18 written educational materials.

19 (ii) Creation, production, and dissemi-
20 nation of public awareness campaigns, in-
21 cluding through print, broadcast, digital,
22 and social media platforms.

23 (iii) Purchase of advertising time and
24 space in any media, including television,
25 radio, digital, and print.

1 (iv) Establishment and maintenance
2 of websites, mobile applications, and other
3 online content.

4 (v) Engagement with community-
5 based and national consumer motor vehicle
6 safety organizations.

7 (C) REPORT.—Not later than 2 years after
8 the date of the enactment of this Act, and every
9 2 years thereafter, the Associate Administrator
10 of the NCAP Office shall submit to the relevant
11 congressional committees a report that details
12 the consumer education activities conducted
13 under this paragraph, including, with respect to
14 such activities, information on—

15 (i) expenditures;
16 (ii) target audiences reached; and
17 (iii) any performance metrics used to
18 evaluate the efficacy of such activities.

19 (b) NEW CAR ASSESSMENT PROGRAM ADVISORY
20 COMMITTEE.—

21 (1) ESTABLISHMENT.—Not later than 180 days
22 after the date of the enactment of this Act, the Ad-
23 ministrator shall establish the NCAP Advisory Com-
24 mittee (in this subsection referred to as the “Com-
25 mittee”) to provide independent advice and rec-

1 ommendations to the Secretary, the Administrator,
2 and the Associate Administrator of the NCAP Office
3 on matters related to the functions of the NCAP Of-
4 fice.

5 (2) MEMBERS.—The Committee shall be com-
6 posed of 18 members, appointed by the Adminis-
7 trator, as follows:

8 (A) 2 representatives of national consumer
9 motor vehicle safety organizations.

10 (B) 2 representatives of institutions of
11 higher education (as defined in section 102 of
12 the Higher Education Act of 1965 (20 U.S.C.
13 1002)) with expertise in motor vehicle safety.

14 (C) 4 representatives of manufacturers of
15 passenger motor vehicles.

16 (D) 2 representatives of manufacturers of
17 motor vehicle equipment.

18 (E) 1 representative of technology pro-
19 viders.

20 (F) 1 representative of the property and
21 casualty insurance industry.

22 (G) 1 representative of State highway safe-
23 ty offices.

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

1 (I) 1 representative of a disability advocacy
2 organization.

3 (J) 2 representatives of families or organi-
4 zations that advocate on behalf of victims of ac-
5 cidents involving motor vehicles.

6 (3) TERMS.—

7 (A) IN GENERAL.—Each member ap-
8 pointed to the Committee—

9 (i) shall serve an initial term of 4
10 years (or until the Committee terminates
11 under paragraph (8), if earlier); and

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

16 (B) EXCEPTION.—Notwithstanding sub-
17 paragraph (A)(i), with respect to the first 18
18 members appointed to the Committee, 9 shall
19 be chosen by the Administrator to serve an ini-
20 tial term of 2 years.

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

23 (5) TRAVEL EXPENSES.—Each member of the
24 Committee shall receive travel expenses, including
25 per diem in lieu of subsistence, in accordance with

1 applicable provisions under subchapter I of chapter
2 57 of title 5, United States Code.

3 (6) DUTIES.—The duties of the Committee
4 shall be the following:

5 (A) Provide recommendations to the Sec-
6 retary, the Administrator, and the Associate
7 Administrator of the NCAP Office to improve
8 the NCAP.

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

12 (C) Solicit and review information, data,
13 research, and evidence with respect to pas-
14 senger motor vehicle safety technologies from
15 public and private sources, including industry
16 stakeholders, researchers, national consumer
17 motor vehicle safety organizations, and Federal
18 agencies (as determined appropriate by the Ad-
19 ministrator).

20 (D) Recommend passenger motor vehicle
21 safety technologies to be evaluated by the Asso-
22 ciate Administrator of the NCAP Office for in-
23 clusion in the NCAP.

24 (7) REPORT.—Not later than 4 years after the
25 date of the enactment of this Act, and in consulta-

1 tion with the Administration, manufacturers, na-
2 tional consumer motor vehicle safety organizations,
3 experts in academia, and other relevant stake-
4 holders, the Committee shall submit to the relevant
5 congressional committees a report that assesses the
6 feasibility of establishing a public-private partner-
7 ship, a nonprofit organization, or any other similar
8 entity to develop, update, and operate the functions
9 of the NCAP, including by assessing the following
10 with respect to such a partnership or entity:

11 (A) Governance considerations.

12 (B) Structure.

13 (C) Efficacy in educating consumers on
14 and encouraging manufacturers to include new
15 safety features in passenger motor vehicles.

16 (D) Impact on motor vehicle safety.

17 (E) Passenger motor vehicle safety ratings
18 used internationally that are similar to the
19 NCAP.

20 (F) Expected cost of such a partnership or
21 entity as compared to the cost of maintaining
22 the NCAP under the Administration.

23 (G) Sustainable funding mechanisms.

24 (H) Processes for ensuring the NCAP (or
25 any partnership or entity responsible for devel-

1 oping, updating, and operating the functions of
2 the NCAP) informs the development of motor
3 vehicle safety standards prescribed under chap-
4 ter 301 of title 49, United States Code.

5 (I) Monroney label considerations.

6 (J) Costs associated with participation by
7 manufacturers in the NCAP, including any al-
8 ternatives for manufacturers to self-report in-
9 formation related to passenger motor vehicle
10 safety ratings from the manufacturers.

11 (K) Processes for ensuring the independ-
12 ence of the partnership or entity.

13 (8) TERMINATION.—The Committee shall ter-
14 minate on the date that is 10 years after the date
15 on which the Committee is established under para-
16 graph (1).

17 (9) FACA.—Chapter 10 of title 5, United
18 States Code (commonly referred to as the “Federal
19 Advisory Committee Act”), shall not apply to the
20 Committee.

21 (c) GAO STUDY.—Not later than 3 years after the
22 date of the enactment of this Act, the Comptroller General
23 of the United States shall submit to the relevant congres-
24 sional committees a report that—

1 (1) evaluates the implementation of this section,
2 including the amendments made by this section; and

3 (2) provides recommendations for the Adminis-
4 trator and the relevant congressional committees to
5 improve the implementation of this section, including
6 the amendments made by this section.

7 (d) **PASSENGER MOTOR VEHICLE SAFETY RATING**
8 **DEFINED.**—In this section, the term “passenger motor ve-
9 hicle safety rating” means a system to evaluate and com-
10 pare in an objective manner passenger motor vehicle safe-
11 ty technologies using stars, medals, points, or other simi-
12 lar indicators.

13 **SEC. 5. REVIEW OF MOTOR VEHICLE SAFETY STANDARDS.**

14 (a) **IN GENERAL.**—Not later than 1 year after the
15 date of the enactment of this Act, and every 4 years there-
16 after, the Administrator shall conduct a review of the
17 motor vehicle safety standards prescribed under chapter
18 301 of title 49, United States Code, to determine, in ac-
19 cordance with this section, if any such standards should
20 be revised or eliminated.

21 (b) **DETERMINATIONS.**—

22 (1) **IN GENERAL.**—In making a determination
23 under subsection (a) with respect to whether a
24 motor vehicle safety standard should be revised or

1 eliminated, the Administrator shall consider the fol-
2 lowing:

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

6 (B) Safety information, data, and evidence
7 related to such standard.

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

10 (D) Costs for manufacturers related to
11 such standard.

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

14 (F) International policy developments re-
15 lated to such standard.

16 (2) PUBLIC FEEDBACK.—In reviewing motor
17 vehicle safety standards under subsection (a), the
18 Administrator shall—

19 (A) solicit public feedback through a re-
20 quest for information; and

21 (B) provide a period for public comment
22 on the responses to such request for informa-
23 tion.

24 (c) CONSISTENCY WITH MOTOR VEHICLE SAFETY.—
25 The Administrator may only make a determination under

1 this section that a motor vehicle safety standard should
2 be revised or eliminated if the Administrator determines
3 that doing so is consistent with motor vehicle safety.

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

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

8 (2) incorporate, into the first priority plan sub-
9 mitted and published under section 3(c) after the
10 completion of such review, any recommendations of
11 the Administrator with respect to revising or elimi-
12 nating a motor vehicle safety standard.

13 **SEC. 6. RULEMAKING ACCOUNTABILITY REPORT.**

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

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

18 “(2) is associated with the National Highway
19 Traffic Safety Administration and—

20 “(A) is carried out pursuant to—

21 “(i) MAP-21;

22 “(ii) the FAST Act;

23 “(iii) this Act; or

24 “(iv) the Motor Vehicle Modernization
25 Act of 2026; or

1 “(B) is included in the most recent Unified
2 Agenda of Federal Regulatory and Deregula-
3 tory Actions and is required by an Act of Con-
4 gress.”; and

5 (2) in subsection (b)—

6 (A) in paragraph (1)(A), by striking “an
7 explanation” and inserting “if such deadline
8 has passed, an explanation”;

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

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

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

14 “(3) a description of substantive activities con-
15 ducted, including any relevant research conducted,
16 and rulemaking milestones completed with respect to
17 the covered rulemaking.”.

18 **SEC. 7. PROJECT SCHEDULE MANAGEMENT PRACTICES.**

19 (a) **RULEMAKINGS.**—The Administrator shall update
20 the procedures associated with rulemakings related to
21 motor vehicle safety to ensure—

22 (1) the use of recognized project schedule man-
23 agement practices; and

24 (2) adherence to applicable Federal standards
25 with respect to such practices.

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

4 (1) the use of recognized project schedule man-
5 agement practices; and

6 (2) adherence to applicable Federal standards
7 with respect to such practices.

8 (c) GAO STUDY.—

9 (1) STUDY.—The Comptroller General of the
10 United States shall conduct a study to assess the
11 implementation of this section by the Administrator.

12 (2) REPORT.—Not later than 5 years after the
13 date of the enactment of this Act, the Comptroller
14 General shall submit to the relevant congressional
15 committees a report on the results of the study con-
16 ducted under paragraph (1).

17 **SEC. 8. GENERAL EXEMPTIONS.**

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

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

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

6 “(e) MAXIMUM PERIOD.—An exemption or renewal
7 under subsection (b)(3)(B) of this section may be granted
8 for not more than 5 years.”.

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

12 “(i) DEADLINE.—

13 “(1) IN GENERAL.—The Secretary shall issue a
14 decision with respect to a complete application for
15 an exemption submitted under this section not later
16 than 1 year after the date on which the Secretary
17 receives such application.

18 “(2) FAILURE TO MEET DEADLINE.—If the
19 Secretary does not issue a decision with respect to
20 a complete application within the period required
21 under paragraph (1), the application shall be
22 deemed approved unless the Secretary provides to
23 the applicant during such period written justification
24 that identifies the manner in which the application
25 is incomplete.”.

1 **SEC. 9. TESTING AND EVALUATION OF MOTOR VEHICLE**
2 **EQUIPMENT.**

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

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

8 (2) in subparagraph (A), by inserting “or motor
9 vehicle equipment” after “motor vehicles”.

10 **SEC. 10. RECALL RATE IMPROVEMENT.**

11 (a) **STUDY.**—The Administrator shall conduct a
12 study to identify factors that result in a motor vehicle in-
13 volved in a recall not receiving the service necessary to
14 remedy the issue that is the subject of such recall.

15 (b) **IMPLEMENTATION.**—The Administrator, using
16 existing authorities, shall take appropriate actions to—

17 (1) address factors identified under subsection
18 (a); and

19 (2) improve the efforts of the Administration,
20 manufacturers, and third parties with respect to in-
21 creasing the rate at which motor vehicles involved in
22 a recall receive the service necessary to remedy the
23 issue that is the subject of such recall.

24 (c) **REPORTS.**—

25 (1) **INITIAL REPORT.**—Not later than 1 year
26 after the date of the enactment of this Act, the Ad-

1 administrator shall submit to the relevant congres-
2 sional committees a report on the results of the
3 study conducted under subsection (a).

4 (2) FINAL REPORT.—Not later than 4 years
5 after the date of the enactment of this Act, the Ad-
6 ministrator shall submit to the relevant congres-
7 sional committees a report on the actions taken by
8 the Administrator under subsection (b).

9 **SEC. 11. MODERN RECALL NOTIFICATION PROCEDURES.**

10 Section 30119(d) of title 49, United States Code, is
11 amended—

12 (1) in paragraph (1)(A), by inserting “(or other
13 form of contact information)” after “address”; and

14 (2) by adding at the end the following:

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

1 **SEC. 12. CLARIFICATION WITH RESPECT TO DEFECTS AND**
2 **NONCOMPLIANCE.**

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

5 “(g) APPLICATION.—

6 “(1) TIMING.—The requirement to notify under
7 subsection (c) does not apply to a manufacturer
8 until such time as the manufacturer makes the rel-
9 evant decision under paragraph (1) or (2) of such
10 subsection.

11 “(2) SUPPLIER NOTIFICATIONS.—A notification
12 of defect with respect to original equipment made by
13 the original equipment supplier is not determinative
14 of whether a defect exists in a motor vehicle in
15 which the original equipment was installed at the
16 time of delivery to the first purchaser.

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

20 **SEC. 13. CONSUMER EDUCATION ON MOTOR VEHICLE AU-**
21 **TOMATION.**

22 (a) ESTABLISHMENT OF WORKING GROUP.—Not
23 later than 180 days after the date of the enactment of
24 this Act, the Administrator shall establish a working
25 group to facilitate consumer education efforts with respect
26 to automation in motor vehicles.

1 (b) DUTIES.—The working group established under
2 subsection (a) shall—

3 (1) make recommendations to the Adminis-
4 trator on education and marketing strategies, includ-
5 ing strategies that may be voluntarily employed by
6 industry stakeholders, to responsibly inform the pub-
7 lic, including vehicle owners and operators, about the
8 differences between motor vehicles equipped with
9 Level 1 or Level 2 systems and ADS-equipped vehi-
10 cles; and

11 (2) not later than 3 years after the date on
12 which the working group is established, submit to
13 the relevant congressional committees, and make
14 available to the public, a report containing such rec-
15 ommendations.

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

19 (1) The respective capabilities and limitations
20 of motor vehicles equipped with Level 1 or Level 2
21 systems and ADS-equipped vehicles.

22 (2) The engagement methods with respect to
23 motor vehicles equipped with Level 1 or Level 2 sys-
24 tems and ADS-equipped vehicles, including dis-

1 engagement methods with respect to ADS-equipped
2 vehicles.

3 (3) The human-machine interfaces with respect
4 to motor vehicles equipped with Level 1 or Level 2
5 systems and ADS-equipped vehicles.

6 (4) Responses in the event of a crash or system
7 failure, including emergency fallback scenarios, with
8 respect to motor vehicles equipped with Level 1 or
9 Level 2 systems and ADS-equipped vehicles.

10 (5) The value of consistent nomenclature and
11 taxonomy for technology features and systems.

12 (6) The role of the New Car Assessment Pro-
13 gram in facilitating public understanding of the dif-
14 ferences between motor vehicles equipped with Level
15 1 or Level 2 systems and ADS-equipped vehicles.

16 (d) MEMBERSHIP.—

17 (1) IN GENERAL.—The Administrator shall ap-
18 point, as members of the working group established
19 under subsection (a), individuals with expertise in
20 motor vehicle automation technology, including—

21 (A) representatives of—

22 (i) manufacturers;

23 (ii) dealers;

24 (iii) motor vehicle owners and opera-
25 tors, including fleet managers, rental com-

1 panies, and transportation network compa-
2 nies;

3 (iv) consumers or consumer advocacy
4 groups;

5 (v) marketing professionals;

6 (vi) entities with national experience
7 in consumer education, including drivers'
8 education;

9 (vii) safety organizations; and

10 (viii) national disability organizations
11 and national organizations representing
12 older adults; and

13 (B) any other individuals the Adminis-
14 trator considers appropriate and qualified.

15 (2) COMPENSATION.—Members of the working
16 group established under subsection (a) shall serve
17 without compensation.

18 (e) CONSULTATION.—With respect to the working
19 group established under subsection (a), the Administrator
20 shall—

21 (1) consult with the Federal Trade Commission,
22 as appropriate; and

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

1 (f) TERMINATION.—The working group established
2 under subsection (a) shall terminate on the date on which
3 the working group submits the report required under sub-
4 section (b)(2).

5 (g) FACCA.—Chapter 10 of title 5, United States
6 Code (commonly referred to as the “Federal Advisory
7 Committee Act”), shall not apply to the working group
8 established under subsection (a).

9 **SEC. 14. STUDY ON PASSENGER MOTOR VEHICLE OWNER-**
10 **SHIP.**

11 (a) IN GENERAL.—The Administrator shall seek to
12 enter into an agreement with the National Academies of
13 Sciences, Engineering, and Medicine under which the Na-
14 tional Academies shall conduct a study on the average age
15 of passenger motor vehicles and passenger motor vehicle
16 ownership costs.

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

19 (1) Trends with respect to the average age of
20 passenger motor vehicles.

21 (2) Trends with respect to passenger motor ve-
22 hicle ownership costs, including trends with respect
23 to—

24 (A) total lifecycle costs; and

25 (B) related factors, including—

- 1 (i) initial purchase price;
- 2 (ii) motor vehicle manufacturing and
- 3 supply chain matters;
- 4 (iii) financing;
- 5 (iv) insurance;
- 6 (v) subscriptions;
- 7 (vi) power requirements, such as with
- 8 respect to electricity, gasoline, and other
- 9 fuels;
- 10 (vii) repair and maintenance;
- 11 (viii) depreciation;
- 12 (ix) optional safety features; and
- 13 (x) optional convenience features.

14 (3) Legal, policy, economic, and regulatory fac-
15 tors that affect the average age of passenger motor
16 vehicles, passenger motor vehicle ownership costs,
17 and consumer understanding of such costs.

18 (c) REPORT.—Not later than 3 years after the date
19 of the enactment of this Act, the Administrator shall sub-
20 mit to the relevant congressional committees a report on
21 the results of the study conducted under subsection (a).

22 **SEC. 15. AUTOMATED WHEELCHAIR SECUREMENT SYS-**
23 **TEMS.**

24 (a) STUDY.—The Administrator shall conduct a
25 study on the feasibility of incorporating, into motor vehi-

1 cles, automated wheelchair securement systems to increase
2 the safety of wheelchair users in motor vehicles.

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

8 (c) REPORT.—Not later than 3 years after the date
9 of the enactment of this Act, the Administrator shall sub-
10 mit to the relevant congressional committees and make
11 publicly available a report on the findings of the study con-
12 ducted under subsection (a) that includes an analysis of
13 the feasibility of incorporating, into motor vehicles, auto-
14 mated wheelchair securement systems.

15 (d) AUTOMATED WHEELCHAIR SECUREMENT SYS-
16 TEM DEFINED.—In this section, the term “automated
17 wheelchair securement system” means an automated sys-
18 tem that, using a universal docking interface geometry
19 standard, secures a wheelchair within a motor vehicle uti-
20 lizing a deployable anchor.

21 **SEC. 16. STUDY ON MODERNIZING VEHICLE IDENTIFICA-**
22 **TION NUMBERS.**

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

1 (b) CONTENTS.—The study required by subsection

2 (a) shall analyze the following:

3 (1) How the VIN system is used by the fol-
4 lowing:

5 (A) The Administrator.

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

8 (C) State and local governments.

9 (D) Manufacturers.

10 (E) Law enforcement.

11 (F) The property and casualty insurance
12 industry.

13 (G) Any other user the Administrator de-
14 termines appropriate.

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

18 (3) Recommendations for Congress and the Ad-
19 ministration to improve the VIN system, including
20 with respect to motor vehicle attributes.

21 (c) CONSULTATION.—In conducting the study re-
22 quired by subsection (a), the Administrator shall consult
23 with the following:

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

4 (2) State and local law enforcement agencies.

5 (3) Emergency responders.

6 (4) Roadway safety organizations.

7 (5) Consumer motor vehicle safety organiza-
8 tions.

9 (6) International standards organizations.

10 (7) Manufacturers.

11 (8) Dealers.

12 (9) The property and casualty insurance indus-
13 try.

14 (10) Any other stakeholder the Administrator
15 determines appropriate.

16 (d) REPORT.—Not later than 2 years after the date
17 of the enactment of this Act, the Administrator shall sub-
18 mit to the relevant congressional committees a report on
19 the results of the study required by subsection (a).

20 (e) DEFINITIONS.—In this section:

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

23 (A) Means of propulsion.

24 (B) Level 1, Level 2, Level 3, Level 4, and
25 Level 5 automation.

1 (C) Driver assistance technology.

2 (D) Electrification specification, including
3 with respect to battery capacity and charging
4 capability.

5 (E) Connectivity requirements.

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

7 (2) VIN.—The term “VIN” has the meaning
8 given such term in section 565.12(b) of title 49,
9 Code of Federal Regulations.

10 **SEC. 17. MOTOR VEHICLE FIRE RESCUE WORKING GROUP.**

11 (a) ESTABLISHMENT.—Not later than 180 days after
12 the date of the enactment of this Act, the Administrator
13 shall establish the Motor Vehicle Fire Rescue Working
14 Group (in this section referred to as the “Working
15 Group”) to provide independent advice and recommenda-
16 tions to the Secretary and the Administrator on matters
17 related to ensuring the safe and efficient extraction of oc-
18 cupants of motor vehicles post-crash.

19 (b) MEMBERS.—The Working Group shall be com-
20 posed of 15 members, appointed by the Administrator, as
21 follows:

22 (1) 4 representatives of manufacturers of pas-
23 senger motor vehicles.

24 (2) 2 representatives of national consumer
25 motor vehicle safety organizations.

1 (3) 4 representatives of organizations that rep-
2 resent first responders, including firefighters.

3 (4) 2 representatives of institutions of higher
4 education (as defined as section 102 of the Higher
5 Education Act of 1965 (20 U.S.C. 1002)) with ex-
6 pertise in motor vehicle and motor vehicle battery
7 safety.

8 (5) 2 representatives of manufacturers of motor
9 vehicle batteries.

10 (6) 1 representative of manufacturers of fire
11 rescue tools.

12 (c) TERMS.—

13 (1) IN GENERAL.—Each member appointed to
14 the Working Group—

15 (A) shall serve an initial term of 4 years
16 (or until the Working Group terminates under
17 subsection (h), if earlier); and

18 (B) may be reappointed for 1 subsequent
19 term of 4 years (or until the Working Group
20 terminates under subsection (h), if earlier).

21 (2) EXCEPTION.—Notwithstanding paragraph
22 (1), with respect to the first 15 members appointed
23 to the Working Group, 7 shall be chosen by the Ad-
24 ministrators to serve an initial term of 2 years.

1 (d) RATE OF PAY.—Each member of the Working
2 Group shall serve without pay.

3 (e) TRAVEL EXPENSES.—Each member of the Work-
4 ing Group shall receive travel expenses, including per diem
5 in lieu of subsistence, in accordance with applicable provi-
6 sions under subchapter I of chapter 57 of title 5, United
7 States Code.

8 (f) DUTIES.—The duties of the Working Group shall
9 be the following:

10 (1) Review, assess, and evaluate factors to fa-
11 cilitate the safe and efficient post-crash access of
12 first responders to motor vehicles, including the fol-
13 lowing:

14 (A) Post-crash fire rescue tools.

15 (B) Modifications to the design, construc-
16 tion, and performance of motor vehicles to im-
17 prove access points for first responders.

18 (C) Standardized motor vehicle fuel type
19 labeling.

20 (D) Fire suppression methods appropriate
21 for motor vehicle batteries.

22 (E) Any design or engineering of motor ve-
23 hicle batteries that minimizes thermal runaway
24 incidents.

1 (F) Any other relevant factor reviewed, as-
2 sessed, and evaluated by the Working Group.

3 (2) Provide recommendations to the Secretary
4 and the Administrator about the factors reviewed,
5 assessed, and evaluated under subsection (a).

6 (g) REPORT.—Not later than 3 years after the date
7 of the enactment of this Act, the Working Group shall sub-
8 mit to the relevant congressional committees a report
9 about the work the Working Group has done pursuant to
10 subsection (f), including any recommendations provided
11 pursuant to subsection (f)(2).

12 (h) TERMINATION.—The Working Group shall termi-
13 nate on the date that is 60 days after the date on which
14 the report is submitted pursuant to subsection (g).

15 (i) FACA.—Chapter 10 of title 5, United States Code
16 (commonly referred to as the “Federal Advisory Com-
17 mittee Act”), shall not apply to the Working Group.

18 **SEC. 18. PAPERWORK REDUCTION ACT EXEMPTION.**

19 (a) RESEARCH EFFICIENCY.—Research performed by
20 the Administrator pursuant to sections 30181, 30182,
21 30183, and 32502(g) of title 49, United States Code, is
22 exempt from subchapter I of chapter 35 of title 44, United
23 States Code (commonly known as the Paperwork Reduc-
24 tion Act).

25 (b) COMMITTEE EFFICIENCY.—

1 (1) IN GENERAL.—Solicitation of information,
2 data, research, and evidence by the Committee pur-
3 suant to sections 30181, 30182, 30183, and
4 32502(g) of title 49, United States Code, is exempt
5 from subchapter I of chapter 35 of title 44, United
6 States Code (commonly known as the Paperwork
7 Reduction Act).

8 (2) COMMITTEE DEFINED.—In this subsection,
9 the term “Committee” means the NCAP Advisory
10 Committee established under section 4(b)(1) of this
11 Act.

12 **SEC. 19. ADVANCING TIRE TECHNOLOGIES.**

13 (a) ELIMINATION OF OUTDATED TESTING REQUIRE-
14 MENTS FOR TIRE PERFORMANCE IN FEDERAL MOTOR
15 VEHICLE SAFETY STANDARD NUMBERED 139.—Not later
16 than 1 year after the date of the enactment of this Act,
17 the Secretary shall revise section 571.139 of title 49, Code
18 of Federal Regulations, to remove—

19 (1) any testing and performance requirement
20 that relates to tire strength and tubeless tire bead
21 unseating resistance for passenger and light truck
22 radial tires; and

23 (2) any other reference to tire strength and
24 tubeless tire bead unseating resistance.

1 (b) DEFINITION OF CHUNKING IN FEDERAL MOTOR
2 VEHICLE SAFETY STANDARD NUMBERED 139.—Not later
3 than 1 year after the date of the enactment of this Act,
4 the Secretary shall revise the definition of “chunking” in
5 section 3 of section 571.139 of title 49, Code of Federal
6 Regulations, by striking “sidewall.” and inserting “side-
7 wall of a tire extending to the cord material of the tire.”.

8 (c) PERFORMANCE REQUIREMENTS FOR TIRE EN-
9 DURANCE AND LOW PRESSURE UNDER FEDERAL MOTOR
10 VEHICLE SAFETY STANDARD NUMBERED 139.—Not later
11 than 1 year after the date of the enactment of this Act,
12 the Secretary shall revise section 571.139 of title 49, Code
13 of Federal Regulations, to clarify that visual evidence of
14 chunking constitutes a failure under the performance re-
15 quirements for tire endurance and low pressure described
16 in that section.

17 (d) ELIMINATION OF OUTDATED TESTING REQUIRE-
18 MENTS FOR TIRE PERFORMANCE IN FEDERAL MOTOR
19 VEHICLE SAFETY STANDARD NUMBERED 119.—Not later
20 than 1 year after the date of the enactment of this Act,
21 the Secretary shall revise section 571.119 of title 49, Code
22 of Federal Regulations, to remove any testing and per-
23 formance requirement for, and any other reference to, tire
24 strength as applied to radial light truck tires and radial
25 commercial tires.