

On average, 112 people were killed every day on roads in the U.S., totaling just over 40,901 fatalities in 2023, according to the National Highway Traffic Safety Administration (NHTSA).

This is a 24 percent increase in deaths in just a decade. 2.44 million people were also injured.

NHTSA requires adequate funding to fulfill its safety mission.

Raise FY 2026 funding for NHTSA to levels directed in the Bipartisan Infrastructure Law.

Speeding makes all crash scenarios worse, and red-light running is common and often deadly.

Large truck crashes killed nearly 5,500 people and injured more than 153,000 people in 2023.

Truck driving is identified as one of the most dangerous occupations in the U.S. by the Bureau of Labor Statistics (BLS). Truck safety needs to be improved, NOT weakened.

We urge you to leave the following anti-safety provisions on the cutting room floor.

House FY 2026 THUD Bill, H.R. 4552, Sections 131 – 134 and 427.

Sec. 131	Prohibits funding to enforce requirements related to electronic logging devices (ELD) for carriers transporting livestock and insects. Truck driver fatigue is a known and serious issue that contributes to truck crashes, fatalities and injuries. ELDs have been required since 2017 and are a proven technology to record hours of service (HOS) and to ensure drivers are not exceeding the maximum hours behind the wheel.	OPPOSE
Sec. 132	Prohibits use of funds to require inward-facing cameras for the Safe Driver Apprenticeship Pilot Program (SDAP). Commercial motor vehicle (CMV) drivers under the age of 19 are four times more likely to be involved in fatal crashes and CMV drivers between the ages of 19 and 20 are six times more likely to be involved in fatal crashes than all truck drivers. Clearly, this age group should not be driving big rigs across the country, but the pilot program allows them to do so. Commonsense safeguards are needed and appropriate.	OPPOSE
Sec. 133	Prohibits use of funds to advance rules for speed limiting devices. Speeding is a persistent and deadly issue that must and can be addressed with proven technology. These safety systems are used by the vast majority of trucks on the road today. The NTSB has recommended requiring use of speed limiting devices since 2012.	OPPOSE
Sec. 134	Prohibits the DOT from allowing improved safety and working conditions for truck drivers including rest breaks. Driver fatigue is a well-known, documented issue in the trucking industry, and states should be permitted to take action to improve safety including exceeding the federal protections on the hours of service (HOS) rule.	OPPOSE
Sec. 427	Prohibits use of certain funds for automated traffic enforcement programs including speed and red-light running safety cameras which have been proven by research to deter these deadly behaviors. Currently, 30 states and DC (AL, AZ, AR, CA, CO, CT, DE, FL, GA, HI, IL, IN, IA, KY, LA, MD, MI, MN, NM, NY, NC, OH, OR, PA, RI, TN, UT, VT, VA, WA) permit use of speed safety cameras. 25 states and DC (AL, AZ, CA, CO, CT, DE, FL, GA, HI, IL, IA, LA, MD, MN, NM, NY, NC, OH, OR, PA, RI, TN, TX (Leon Valley), VA, WA) use safety cameras to deter red light running. These states and DC may be impacted.	OPPOSE

Senate FY 2026 THUD Bill, S. 2465, Sections 131 and 132.

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Special interest exemptions from safety rules and funding prohibitions for proven safety solutions should not be tacked onto THUD funding bills.

NHTSA must be fully funded to reduce preventable tragedies on our roadways.