

January 12, 2026

The Honorable Gus Bilirakis, Chair
The Honorable Jan Schakowsky, Ranking Member
Committee on Energy and Commerce
Subcommittee on Commerce, Manufacturing, and Trade
U.S. House of Representatives
Washington, D.C. 20515

Dear Chair Bilirakis and Ranking Member Schakowsky:

In advance of the upcoming hearing, “Examining Legislative Options to Strengthen Motor Vehicle Safety, Ensure Consumer Choice and Affordability, and Cement U.S. Automotive Leadership,” the undersigned urge this Committee to advance proven solutions to improve safety on our Nation’s roadways. We respectfully request this letter be included in the hearing record.

Motor Vehicle Deaths Remain Historically High

America’s roads are moving an ever-increasing number of people and goods.¹ This activity comes with a significant yet preventable human toll as well as infrastructure challenges and a robust price tag. On average, 112 people were killed every day on roads in the U.S., totaling nearly 41,000 fatalities in 2023.² This is a 24 percent increase in deaths in just a decade.³ An additional 2.44 million people were injured.⁴ Early projections for 2024 traffic fatalities remain at a similar historic high level; over 39,000 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 \$1.79 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. We know the solutions to meaningfully reduce its impact which includes vehicle safety improvements.

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

Consumer, public health and safety groups have always enthusiastically championed proven vehicle safety technology and for good reason -- it is one of the most effective strategies for preventing deaths and injuries. 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.”¹⁰ 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.¹¹ In addition, during that time frame the comprehensive societal benefits amounted to \$17.3 trillion, using 2019 dollars.¹²

In 1991, the bipartisan Intermodal Surface Transportation Efficiency Act (ISTEA)¹³ 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.¹⁴ Additional proven lifesaving technologies have been required as standard equipment in all vehicles in other federal legislation and regulatory proposals. They include: tire pressure monitoring systems;¹⁵ rear outboard 3-point safety belts;¹⁶ electronic stability control;¹⁷ rear safety belt reminder systems;¹⁸ brake transmission interlocks;¹⁹ safety belts on motorcoaches;²⁰ rear-view cameras;²¹ safer power window switches;²² advanced driver assistance systems (ADAS);²³ advanced impaired driving prevention technology;²⁴ rear designated seating position alert (hot cars);²⁵ enhanced vehicle hood and bumpers to better protect vulnerable road users;²⁶ and, advanced head lamps.²⁷

The recent regulatory action undertaken by NHTSA to require pedestrian automatic emergency braking (PAEB) on light passenger vehicles is an excellent example of the benefits of requiring effective safety systems on passenger motor vehicles. The agency predicts that PAEB will save 362 lives, mitigate over 24,000 injuries annually and result in a yearly cost benefit of between \$5.8-\$7.2 billion. The Final Rule for PAEB issued in 2024 also noted that the end user price for the safety technology for a popular make and model vehicle, a Toyota Camry, is \$240.24.²⁸ This cost is modest, particularly given the returns on the investment. Moreover, research performed by the Insurance Institute for Highway Safety (IIHS) has found that AEB can reduce front-to-rear crashes with injuries by 56 percent.

Research also demonstrates that lifesaving vehicle safety technologies are not resulting in increased prices for new cars. A 2023 study by Consumer Reports (CR) found that “[c]ommonly reported changes in average transaction prices appear to be primarily driven by shifts toward larger, more expensive SUVs and away from smaller and cheaper cars, rather than from the cost of technology improvements in individual models.”²⁹ As a result, CR concluded that “[t]hese findings prove that regulators can and should be aggressive in ensuring that automakers continue to deliver cost-effective technology improvements that save dollars and lives.”³⁰

Major Contributors of Crashes Must be Addressed with Effective Solutions

We urge this Committee to continue to seek to address the leading contributing factors to motor vehicle crashes. In 2023, alcohol impaired driving resulted in 12,429 people killed;³¹ speeding resulted in 11,775 people killed;³² 10,484 vehicle occupants killed in crashes were unrestrained;³³ and, crashes in which at least one driver was distracted resulted in 3,275 fatalities.³⁴ Additionally, in 2021, the most recent year for which data is available according to the Non-Traffic Surveillance (NTS) system, an estimated 3,990 people were killed in non-traffic motor vehicle crashes, an increase of 26 percent from 2020.³⁵ These issues are persistent, and the solutions are known and available, yet remain underused, underfunded or are not required as standard equipment in vehicles.

Advanced driver assistance systems (ADAS) can mitigate the issues of impairment, speeding, distraction and fatigue

Crashes, including those resultant from some of the leading contributors to fatalities, can be prevented or mitigated by automatic emergency braking (AEB) and other ADAS systems. Research by the Insurance Institute for Highway Safety (IIHS) has demonstrated crash reductions:³⁶

Automatic emergency braking

- ↓ 50% Front-to-rear crashes
- ↓ 56% Front-to-rear crashes with injuries
- ↓ 14% Claim rates for damage to other vehicles
- ↓ 24% Claim rates for injuries to people in other vehicles
- ↓ 41% Large truck front-to-rear crashes

Automatic emergency braking with pedestrian detection

- ↓ 27% Pedestrian crashes
- ↓ 30% Pedestrian injury crashes

Lane departure warning

- ↓ 11% Single-vehicle, sideswipe and head-on crashes
- ↓ 21% Injury crashes of the same types

Blind spot detection

- ↓ 14% Lane-change crashes
- ↓ 23% Lane-change crashes with injuries
- ↓ 7% Claim rates for damage to other vehicles
- ↓ 8% Claim rates for injuries to people in other vehicles

Rear automatic braking

- ↓ 78% Backing crashes (when combined with rearview camera and parking sensors)
- ↓ 9% Claim rates for damage to the insured vehicle
- ↓ 29% Claim rates for damage to other vehicles

Rearview cameras

- ↓ 17% Backing crashes

Rear cross-traffic alert

- ↓ 22% Backing crashes

We urge this Committee to conduct oversight to ensure the U.S. DOT issues the Final Rule for AEB in heavy vehicles and lane departure warning (LDW) and lane keeping assist (LKA) in passenger vehicles, as Congressionally mandated. Additionally, we urge Congress to direct NHTSA to enhance the AEB rule by including bicycle and motorcycle rider detection and response in all lighting conditions. Research conducted by IIHS earlier this year found that clothing which makes pedestrians stand out to human drivers may make them invisible to automated crash prevention systems, so ensuring AEB operates properly in all lighting conditions is essential.³⁷ The Final Rule for AEB in passenger vehicles must be swiftly complied with, absent added delay. We also urge Congress to direct U.S. DOT to issue standards and requirements for other vehicle safety technologies shown by research to reduce crashes and impacts, including as noted by IIHS research, blind spot detection, rear AEB and rear cross traffic alert.

Impaired Driving

In 2019, the total comprehensive cost of drunk driving over the .08 percent blood alcohol concentration (BAC) limit was estimated at nearly \$296 billion.³⁸ Adjusted for inflation only, that amounts to \$373 billion in 2025 dollars.³⁹ The total cost to employers of motor vehicle crashes with an alcohol-impaired employee or dependent driving (both on-the-job and off-the-job) was \$8 billion in 2018 (expressed in 2019 dollars).⁴⁰ Accounting for inflation only, that amounts to over \$10 billion in 2025 dollars.⁴¹

According to NHTSA, between 2011-2020, an average of almost 10,500 people were killed each year due to alcohol impaired driving crashes.⁴² The IIJA directed NHTSA to issue a FMVSS requiring passenger motor vehicles to be equipped with impaired driving prevention technology by 2024.⁴³ IIHS research estimates that passive impaired driving prevention technology will save more than 10,000 lives each year, once widely deployed.⁴⁴ The agency issued an Advanced Notice of Proposed Rulemaking (ANPRM) in January 2024 but has taken no further regulatory action.⁴⁵ Until NHTSA completes this overdue rulemaking, lives will continue to be needlessly lost, injuries suffered and associated costs expended. We urge this Committee to conduct oversight in furtherance of advancing this Congressional mandate.

Speeding

Speeding-related crashes cause \$46.4 billion in economic costs and \$225 billion in comprehensive costs (2019).⁴⁶ These costs account for 14 percent of all economic costs and 16 percent of all societal harm (measured as comprehensive costs) from motor vehicle crashes.⁴⁷ If these costs were updated for inflation alone, in 2025 they would equate to \$58.6 billion in economic costs and \$284 billion in comprehensive costs.⁴⁸ Speeding-related crashes cost employers nearly \$10 billion in 2018 (expressed in 2019 dollars); the majority are a result of off-the-job crashes.⁴⁹ If this cost were updated for inflation alone, in 2025 it would equate to \$12.6 billion.⁵⁰

Excess speed can contribute to both the frequency and severity of motor vehicle crashes. At higher speeds, additional time is required to stop a vehicle, and more distance is traveled before corrective maneuvers can be implemented. Speeding reduces a driver's ability to react to emergencies created by driver inattention, unsafe maneuvers of other vehicles, roadway hazards, vehicle issues (such as tire blowouts) or perilous weather conditions. Increases in speed also can mean life or death for vulnerable road users (VRUs) who lack the protective structure of a vehicle. While many drivers have a proclivity to exceed posted speed limits or may approve of higher speed limits, AAA has found that raising speed limits leads to a very minimal reduction in time on the road noting, "Raising speed limits is often thought of as a way to improve traffic flow and to allow drivers to get to their destinations more quickly. However, AAA research shows that driving at higher speeds increases risk which can outweigh the potential benefits of saving a few minutes of time."⁵¹

Intelligent speed assistance (ISA) can provide information to drivers about present speed limits, warn drivers when a vehicle speed is above the limit, prevent a vehicle from exceeding the speed limit, or maintain a set speed.⁵² The U.S. DOT Volpe Center released research, “New York City Intelligent Speed Assistance Pilot Evaluation,” in 2024 which showed “ISA produced a 64 percent reduction in overall speeding and an 82 percent decrease on high-speed roads.”⁵³ The IIHS found that more than “60% of drivers would find it acceptable if their vehicle provided an audible and visual warning when they exceeded the posted speed limit.”⁵⁴ The National Transportation Safety Board (NTSB) has recommended that NHTSA require ISA in all new vehicles that, at a minimum, warns drivers when they exceed the speed limit. States have already started acting on this technology; Washington State, Virginia and the District of Columbia have enacted laws for ISA use for repeat and/or extreme speeding offenders. All states should be incentivized to follow suit in the next surface transportation reauthorization bill.

Occupant Protection

Seat belt use is a proven lifesaver. From 1975 to 2019, seat belts prevented over 403,000 fatalities and saved society approximately \$2.5 trillion in economic costs.⁵⁵ Seat belts serve as the first line of defense against injury or death for vehicle occupants when crashes occur. According to NHTSA, the combination of an airbag plus a lap and shoulder belt reduces the risk of death in frontal crashes by 61 percent.⁵⁶ Sadly, for passenger vehicle occupant fatalities in 2023, it is estimated that nearly half (49 percent) were unrestrained.⁵⁷

Seat belt reminder systems have been proven to improve seat belt use and save lives.⁵⁸ Congress as part of the Moving Ahead for Progress in the 21st Century Act (MAP-21) directed NHTSA to amend federal safety standards to require these systems in the rear seats of passenger vehicles (previously these systems were only required for the front driver’s seat although most automakers also equipped the front passenger seat).⁵⁹ NHTSA recently issued a Final Rule requiring a seat belt use warning system for rear seats by September 1, 2027. The rule also updates and enhances the current seat belt warning requirements for the driver’s seatbelt and extends these requirements to the front outboard passenger seat by September 1, 2026.⁶⁰ We urge the Committee to conduct oversight to ensure it is implemented without delay to improve vehicle occupant safety.

Distracted Driving

Crashes in which at least one driver was identified as being distracted imposed an economic cost of \$98.2 billion in 2019.⁶¹ Adjusted for inflation only, that amounts to \$123.9 billion in 2025 dollars.⁶² In 2018, distracted driving crashes cost employers nearly \$19 billion.⁶³

Driver distraction is known to be a major contributor to motor vehicle crashes.⁶⁴ However, the true impact of distracted driving remains unclear due to issues with the underreporting of crashes involving distraction, including differences in police crash report coding and database limitations.⁶⁵

In 2023, over two trillion text and multimedia messages were sent or received in the U.S. Mobile wireless data traffic has risen dramatically over the last decade, from 3 trillion megabytes in 2010 to 100.1 trillion in 2023.⁶⁶ Research has shown that because of the degree of cognitive distraction these devices cause, the behavior of drivers using mobile phones (whether handheld or hands-free) is equivalent to the behavior of drivers at the threshold of the legal limit for alcohol in most states (0.08 percent BAC).⁶⁷ Crash risk increases dramatically – as much as four times higher – when a driver is using a mobile phone, with no significant safety difference between handheld and hands-free phones observed in many studies.⁶⁸ A study by the Virginia Tech Transportation Institute found that text messaging increased the risk of a safety-critical driving event (i.e., crashes, near-crashes, crash-relevant conflicts and unintentional lane deviations) by 23.2 times.⁶⁹ Sending or receiving a text message causes the driver’s eyes to be off the road for an average of 4.6 seconds. When driving 55 miles per hour (mph), this is the equivalent of driving the entire length of a football field with one’s eyes closed.⁷⁰

The IJA directed U.S. DOT to conduct research regarding the installation and use of driver support systems, also known as driver monitoring systems, to minimize or eliminate driver distraction and automation complacency within three years and report to Congress within six months of the completion of the research.⁷¹ The Euro NCAP is already evaluating these systems including for non-fatigue impairment detection.⁷² In addition, several major automakers include some type of driver monitoring/ driver support technologies in their vehicles sold in the U.S. We urge the Committee to use its oversight authority to ensure the U.S. DOT releases the study and commences and completes rulemaking.

Vulnerable Road User (VRU) Safety

Crashes involving pedestrians resulted in \$17.6 billion in economic costs and \$112.5 billion in comprehensive costs in 2019.⁷³ Accounting for inflation alone, this would equate to \$22.2 billion in economic costs and \$142 billion in comprehensive costs in 2025.⁷⁴ Crashes involving bicyclists resulted in \$5.6 billion in economic costs and \$32.2 billion in comprehensive costs in 2019.⁷⁵ Accounting for inflation alone, this would equate to \$7 billion in economic costs and \$40.6 billion in comprehensive costs in 2025.⁷⁶

Lack of conspicuity is a roadway safety issue, especially for VRUs. Of the 7,522 pedestrians killed in traffic crashes in 2022, 78 percent occurred in dark conditions.⁷⁷ Also in 2022, there were 1,105 pedalcyclists fatalities, and 51 percent occurred in dark conditions.⁷⁸ Improvements to vehicle lighting would afford drivers additional time to identify and respond accordingly to pedestrians, bicycle riders and other VRUs in the roadway. The IJA directed U.S. DOT to issue a Final Rule updating the headlamp standard (FMVSS 108) and permitting adaptive driving beam (ADB) headlamps within two years. ADB headlights are a lighting technology which uses headlight beam modification to increase illumination of the road while avoiding glare to other traffic. While the U.S. DOT has taken action to allow use of ADB, it should improve the standard and require them.⁷⁹ This action has been recommended by the NTSB and others.⁸⁰ According to IIHS, 44 percent of headlight systems tested on model year 2024 vehicles earned a good rating.⁸¹ About 23

percent of the systems tested were rated marginal or poor because of inadequate visibility, excessive glare from low beams for oncoming drivers, or both.⁸² Ensuring that the U.S. DOT takes action to improve the headlamp standard and advance a requirement should be pursued by the Committee.

Additionally, the IIJA included a provision directing NHTSA to issue a Notice for Public Comment on updating hood and bumper standards for passenger vehicles to “to reduce the number of injuries and fatalities suffered by pedestrians, bicyclists, or other vulnerable road users.”⁸³ In September 2024, NHTSA issued a Notice of Proposed Rulemaking (NPRM) to establish a new FMVSS to ensure passenger vehicles are designed to mitigate the risks of serious injuries and fatalities in crashes involving pedestrians including children.⁸⁴ The standard proposed in the NPRM would save 67 lives annually with the benefits far outpacing the costs by establishing test procedures simulating a head-to-hood impact and performance requirements to minimize the risk of head injury.⁸⁵ While this is a step in the right direction, we urge the Committee to ensure that the U.S. DOT pursues a comprehensive upgrade.

Annually, motorcycle crashes cost nearly \$17 billion in economic impacts and \$107 billion in societal harm as measured by comprehensive costs based on 2019 data.⁸⁶ Accounting for inflation alone, in 2025, this would equate to over \$21 billion in economic impacts and over \$135 billion in societal harm.⁸⁷ Serious injuries and fatalities accounted for 83 percent of total comprehensive costs of motorcycle crashes, compared to 60 percent of the total comprehensive costs of all motor vehicle crashes.⁸⁸

Motorcycle riders continue to be overrepresented in fatal traffic crashes.⁸⁹ IIHS evaluated on-road data and found motorcycle anti-lock braking systems (ABS) were associated with a 22 percent reduction in the rate of fatal crash involvements.⁹⁰ Requiring ABS as standard equipment via a FMVSS on new motorcycles will prevent and mitigate crashes. European Union General Safety Regulation (EU GSR) has required ABS fitment on motorcycles since 2016. IIHS most recently filed a Petition for Rulemaking to require ABS on motorcycles with NHTSA in 2023.⁹¹ We urge the Committee to pursue a standard for this safety improvement in the next surface transportation reauthorization.

Child Passenger Safety

Since 1990, over 1,100 unattended children have been killed in “hot cars,” and 7,500 more have been injured.⁹² Cost effective technology exists to prevent these tragedies now. The IIJA directed U.S. DOT to issue a Final Rule within two years requiring all new passenger motor vehicles weighing less than 10,000 pounds to be equipped with a system to alert the operator to check rear-designated seating positions after the vehicle engine or motor is deactivated by the operator. The U.S. DOT has not taken regulatory action and should issue a Final Rule which requires the system to detect occupants in the entire passenger compartment rather than rely on reminder systems which are less effective. Of note, Euro New Car Assessment Program (NCAP) added testing of child detection systems in 2023 (protocol), and from 2025 onwards will only be assigning points for direct sensing

systems.⁹³ We urge the Committee to direct U.S. DOT to comprehensively elevate NCAP and minimally adopt protocols from global NCAPs which have advanced beyond the U.S. program.

Automated Driving System (ADS) Safety

In addition to having the potential to save lives now, crash avoidance technologies may be foundational building blocks for a potentially automated driving future. An ADS equipped vehicle which includes autonomous vehicles (AV), will, depending upon its level, need to detect and respond to all road users, vehicles and infrastructure in the roadway environment in all lighting conditions and speeds (AEB), to monitor blind spots and take appropriate action (blind spot detection with intervention), to stay within its lane of traffic (LKA), to obey speed limits (ISA), and to know if the vehicle is occupied (occupant detection), especially if deployed as a shared system, among other responsibilities. We urge this Committee to advance safeguards for vehicles equipped with an ADS to ensure that they only operate on roadways and in scenarios for which they are designed to safety do so.

Thank you for your consideration of these issues. We look forward to working with you to address the public health crisis of motor vehicle crashes.

Sincerely,

Advocates for Highway and Auto Safety	Families for Safe Streets Greater Philadelphia
America Walks	Families for Safe Streets San Diego
American Public Health Association	GreenLatinos
Center for Auto Safety	Joan Claybrook, Former NHTSA Administrator
Christopher King Foundation	Kids and Car Safety
Citizens for Reliable and Safe Highways	League of American Bicyclists
Consumers for Auto Reliability and Safety	Missouri Bicycle & Pedestrian Federation
Consumer Federation of America	National Campaign for Transit Justice
DRIVE SMART	National Coalition for Safer Roads
Emergency Nurses Association	Northern Virginia Families for Safe Streets
Families for Safe Streets	

Parents Against Tired Truckers	StopDistractions.org
Public Citizen	The White Line
Rails to Trails Conservancy	Transport Workers Union of America
Ride Illinois	Trauma Foundation
Safe Routes Partnership	Truck Safety Coalition
Skilled Motorcyclist Association– Responsible, Trained and Educated Riders (SMARTER) Inc.	Vision Zero Network

cc: The Honorable Brett Guthrie, Chair, Committee on Energy and Commerce
The Honorable Frank Pallone, Ranking Member, Committee on Energy and Commerce
Members of the Subcommittee on Commerce, Manufacturing, and Trade

¹ 2025 Report Card for America’s Infrastructure, American Society of Civil Engineers, <https://infrastructurereportcard.org/cat-item/roads-infrastructure/>

² Traffic Safety Facts Research Note: Overview of Motor Vehicle Traffic Crashes In 2023, NHTSA, Apr. 2025, DOT HS 813 705, (Overview 2023).

³ Overview 2023; and Traffic Safety Facts 2022: A Compilation of Motor Vehicle Traffic Crash Data, NHTSA, Dec. 2024, DOT HS 813 656 (Annual Report 2022).; [comparing 2013 to 2023].

⁴ Overview 2023.

⁵ Traffic Safety Facts: Crash Stats, Early Estimate of Motor Vehicle Traffic Fatalities in 2024, NHTSA, Apr. 2025, DOT HS 813 710 (Early Estimates 2024).

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. 2025.

⁹ Cost of Motor Vehicle Crashes to Employers – 2019, Network of Employers for Traffic Safety, March 2021.

¹⁰ 89 FR 76923, Sep. 19, 2024.

¹¹ 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.

¹² NHTSA: 50 Years of Vehicle Safety Standards Saved Hundreds of Thousands of Lives, Prevented Millions of Injuries, available at: <https://www.nhtsa.gov/press-releases/50-years-vehicle-safety-standards#:~:text=Manufacturers%20of%20new%20vehicles%20and,damage%20to%2065%20million%20vehicles>

¹³ Pub. L. 102-240 (Dec. 18, 1991).

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- ¹⁴ Traffic Safety Facts 2018, A Compilation of Motor Vehicle Crash Data, DOT HS 812 981, NHTSA (Nov. 2020).
- ¹⁵ Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act, Pub. L. 106-414 (Nov. 1, 2000).
- ¹⁶ Anton’s Law, Pub. L. 107-318 (Dec. 4, 2002).
- ¹⁷ Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Pub. L. 109-59 (Aug. 10, 2005).
- ¹⁸ Pub. L. 109-59.
- ¹⁹ Pub. L. 109-59.
- ²⁰ Moving Ahead for Progress in the 21st Century (MAP-21) Act, Pub. L. 112-141 (Jan. 3, 2012).
- ²¹ Cameron Gulbransen Kids Transportation Safety Act of 2007, Pub. L. 110-189 (Feb. 28, 2008).
- ²² Pub. L. 110-189.
- ²³ Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).
- ²⁴ Pub. L. 117-58.
- ²⁵ Pub. L. 117-58.
- ²⁶ Pub. L. 117-58.
- ²⁷ Pub. L. 117-58.
- ²⁸ Federal Motor Vehicle Safety Standard No. 127; Light Vehicle Automatic Emergency Braking (AEB); AEB Test Devices, NHTSA, Final Regulatory Impact Analysis, April 2024.
Available at: <https://www.regulations.gov/document/NHTSA-2023-0021-1069>
- ²⁹ Consumer Reports, Vehicle Price Trends Fuel Economy and Safety Improvements Come Standard.
Available at: <https://advocacy.consumerreports.org/wp-content/uploads/2023/02/CR-Vehicle-Price-Trends-Feb-21-2023.pdf>
- ³⁰ Consumer Reports, Vehicle Price Trends Fuel Economy and Safety Improvements Come Standard.
Available at: <https://advocacy.consumerreports.org/wp-content/uploads/2023/02/CR-Vehicle-Price-Trends-Feb-21-2023.pdf>
- ³¹ Traffic Safety Facts Research Note, Overview of Motor Vehicle Traffic Crashes in 2023. DOT HS 813 705, April 2025.
- ³² Id.
- ³³ Id.
- ³⁴ Id. These crashes are known to be underreported and undercounted.
- ³⁵ National Center for Statistics and Analysis. (2024, April). NonTraffic Surveillance: Fatality and injury statistics in non-traffic crashes in 2021 (Report No. DOT HS 813 539).
- ³⁶ Real-world benefits of crash avoidance technologies, IIHS, July 2023.
- ³⁷ IIHS, High-visibility clothing may thwart pedestrian crash prevention sensors (Jan. 9, 2025).
- ³⁸ The Economic and Societal Impact of Motor Vehicle Crashes, 2019, NHTSA, Feb. 2023, DOT HS 813 403 available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>; [Economic Impact 2019].
- ³⁹ CPI Inflation Calculator, BLS, January 2019 to January 2025 dollars, available at <https://data.bls.gov/cgi-bin/cpicalc.pl>.
- ⁴⁰ Cost of Motor Vehicle Crashes to Employers 2019; Network of Employers for Traffic Safety, available at <https://trafficsafety.org/road-safety-resources/public-resources/cost-of-motor-vehicle-crashes-to-employers-2019/>.
- ⁴¹ CPI Inflation Calculator, BLS, January 2019 to January 2025 dollars, available at <https://data.bls.gov/cgi-bin/cpicalc.pl>.
- ⁴² 89 FR 830 (Jan. 5, 2024).
- ⁴³ Pub. L. 117-58, § 24220 (2021).
- ⁴⁴ Alcohol and Drugs, IIHS.
- ⁴⁵ 89 FR 830 (Jan. 5, 2024).
- ⁴⁶ The Economic and Societal Impact Of Motor Vehicle Crashes, 2019, NHTSA, Feb. 2023, DOT HS 813 403; available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>.
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- ⁵² European New Car Assessment Programs: Speed assistance systems, available at <https://www.euroncap.com/en/vehicle-safety/the-ratings-explained/safety-assist/speed-assistance/>

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- ⁵⁵ The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (Revised), NHTSA, Feb 2023, DOT HS 813 403, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>. [Economic Impact 2019].
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- ⁵⁸ 84 FR 51076 (Sep. 27, 2019).
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- ⁶² Bureau of Labor Statistics Inflation Calculator, available at <https://data.bls.gov/cgi-bin/cpicalc.pl>, Jan. 2019 value compared to Jan. 2025 value.
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