

119<sup>TH</sup> CONGRESS  
2<sup>D</sup> SESSION

# H. R. 7389

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

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IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 5, 2026

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

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## A BILL

To modernize the motor vehicle safety programs of the National 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”.

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 Act.

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

1           (1) ADMINISTRATION.—The term “Administra-  
2           tion” means the National Highway Traffic Safety  
3           Administration.

4           (2) ADMINISTRATOR.—The term “Adminis-  
5           trator” means the Administrator of the National  
6           Highway Traffic Safety Administration.

7           (3) ADS-EQUIPPED VEHICLE.—The term  
8           “ADS-equipped vehicle” means a motor vehicle  
9           equipped with an automated driving system.

10          (4) AUTOMATED DRIVING SYSTEM.—The term  
11          “automated driving system”—

12                 (A) means hardware and software that are  
13                 collectively capable of performing the entire dy-  
14                 namic driving task on a sustained basis, regard-  
15                 less of whether such system is limited to a spe-  
16                 cific operational design domain; and

17                 (B) includes only a system that meets the  
18                 definition of Level 3, Level 4, or Level 5 auto-  
19                 mation.

20          (5) DYNAMIC DRIVING TASK.—The term “dy-  
21          namic driving task”—

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

1 (B) excludes any strategic function, such  
2 as trip scheduling and selection of a destination  
3 or waypoint; and

4 (C) includes—

5 (i) lateral vehicle motion control  
6 through steering;

7 (ii) longitudinal motion control  
8 through acceleration and deceleration;

9 (iii) monitoring of the driving environ-  
10 ment through object and event detection,  
11 recognition, classification, and response  
12 preparation;

13 (iv) object and event response execu-  
14 tion;

15 (v) maneuver planning; and

16 (vi) enhancement of conspicuity  
17 through lighting, sounding the horn, sig-  
18 naling, gesturing, or another indicator.

19 (6) LEVEL 1; LEVEL 2; LEVEL 3; LEVEL 4;  
20 LEVEL 5.—The terms “Level 1”, “Level 2”, “Level  
21 3”, “Level 4”, and “Level 5” have the meaning  
22 given those terms in the April 2021 edition of the  
23 J3016 recommended practice of SAE International,  
24 “Taxonomy and Definitions for Terms Related to

1 Driving Automation Systems for On-Road Motor Ve-  
2 hicles”.

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

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

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

22 (10) SECRETARY.—The term “Secretary”  
23 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       ministrators.

5               (6) CONSUMER EDUCATION ACTIVITIES.—

6                       (A) REQUIREMENT.—The Associate Ad-  
7                       ministrators 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.

○