



What's Next for Roadway Safety?

Key Measures within Surface Transportation Reauthorization

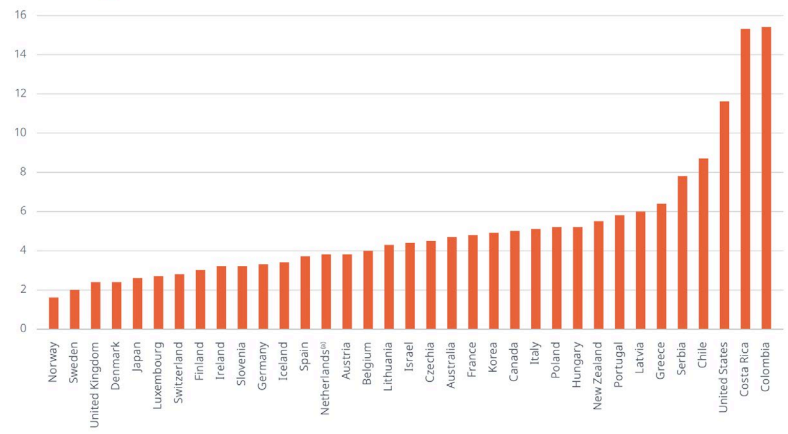
Anthony Abron
Director, Government Affairs
National Safety Council

36,640 + \$559.3 billion

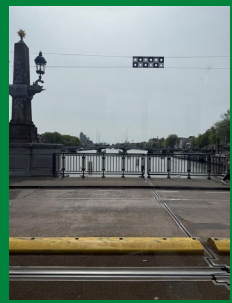
Sources: NHTSA and Injury Facts

The World vs. The US

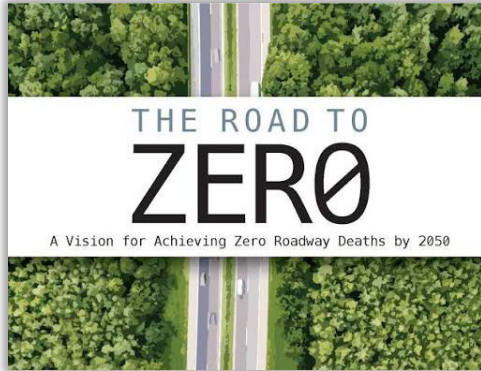
Figure 4:
Road fatalities per 100 000 inhabitants, 2024



Source: International Transport Forum Road Safety Annual Report 2025



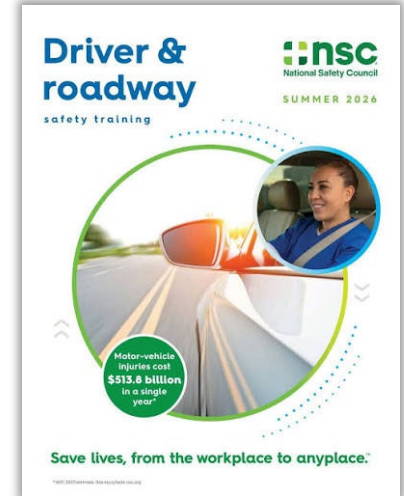
NSC Levers to Improve Safety



Thought Leadership & Convening



Occupant Protection



Driver & Court Mandated Training



Employer-Based Training

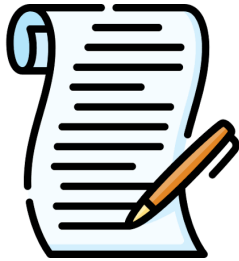


Teen Driver



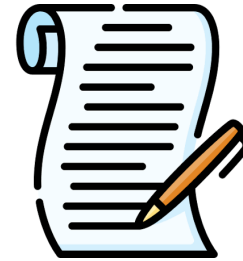
Vehicle Technology

First Cut at Surface Reauthorization



BUILD America 250 Act

- Passed T&I Committee 62-2



Motor Vehicle Modernization Act

- Passed E&C Committee 48-1

Work Zone Safety

Sec. 4009. Establishment of Roadway Worker Protection Interagency Working Group

- Requires participation from FHWA, NHTSA, and OSHA
- Will provide recommendations to update educational materials and public awareness campaigns to improve work zone safety
- Agencies will consult with state transportation officials, traffic safety professionals, labor organizations, and work zone professionals



Expanded Eligibilities

Section 4002. Highway Safety Programs

- Adds driver awareness of work zone safety, micromobility safety, and digital alerting technology as eligible expenses under the Section 4002 program requirements.

Polysubstance Impairment

Section 4003. Highway Safety Research

- Requires the Secretary of Transportation to carry out a collaborative research effort focused on the effect cannabis and polysubstance impairment has on driving, ways to reduce drug-impaired driving and proposing evidence-based impairment standards for cannabis or polysubstance use



Vehicle-Based Safety

Section 108. Motor Vehicle Automation

- Establishes working group to make recommendations to NHTSA leadership on education strategies to inform the public about differences between Levels 1/2 and ADS-equipped systems

Section 115. Driver Technology and Pedestrian Safety Act

- Requires the Secretary of Transportation to partner with NASEM on a study related to driver-controlled technology with respect to severe traffic injuries and traffic fatalities

Section 115. Magnus White and Safe Streets for Everyone Act

- Requires the Secretary of Transportation to issue a final rule requiring AEB systems function in daylight and nighttime conditions and that said AEB systems detect and respond to bicyclists and motorcyclists





Get In Touch

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