

119TH CONGRESS
2D SESSION

S. RES. 753

Expressing the sense of the Senate to reduce traffic fatalities to zero by
2050.

IN THE SENATE OF THE UNITED STATES

MAY 21, 2026

Mr. BLUMENTHAL (for himself, Mr. MERKLEY, Mr. SANDERS, Ms. SMITH, Mr. VAN HOLLEN, Mr. MARKEY, and Mr. LUJÁN) submitted the following resolution; which was referred to the Committee on Commerce, Science, and Transportation

RESOLUTION

Expressing the sense of the Senate to reduce traffic fatalities
to zero by 2050.

Whereas roadway fatalities kill tens of thousands of people in the United States each year;

Whereas, according to the National Highway Traffic Safety Administration (referred to in this preamble as “NHTSA”), 39,254 lives were lost in motor vehicle crashes in 2024, and all of the deaths were preventable;

Whereas, according to the Centers for Disease Control and Prevention, traffic crashes are a leading cause of death for people ages 1 to 54 and kill more than 100 people every day;

Whereas, according to NHTSA, alcohol-impaired driving crashes are a leading killer on the roadways of the United States, with 11,904 lives lost to alcohol-impaired driving in 2024;

Whereas, according to NHTSA, 3,208 people died in motor vehicle crashes involving distracted drivers in 2024;

Whereas, according to NHTSA, 7,080 pedestrians were killed in traffic crashes in the United States in 2024, representing 14 percent of all motor vehicle crash fatalities;

Whereas, according to NHTSA, the number of pedestrian fatalities increased by 78 percent since their lowest point in 2009;

Whereas, according to NHTSA, a total of 1,166 bicyclists were killed in crashes with motor vehicles in 2023, representing a 57 percent increase in the last 10 years;

Whereas, according to NHTSA, 6,335 motorcyclists were killed in motor vehicle crashes in 2023, representing the deadliest year for motorcyclists since 1975;

Whereas, according to NHTSA, in 2023, 41 percent of motor vehicle traffic fatalities occurred on rural roads, despite only 31 percent of miles traveled occurring on rural roads;

Whereas, according to the Federal Highway Administration, adequately maintained retroreflective signs, pavement markings, and roadway lighting improve nighttime highway visibility and reduce the risk of crashes;

Whereas, according to the Federal Highway Administration, 850 people died in work zone crashes in 2024;

Whereas, according to NHTSA, seatbelts have saved an estimated 374,276 lives from 1975 through 2017;

Whereas, according to NHTSA, in 2024, 48 percent of passenger vehicle occupants who died in a motor vehicle crash were unrestrained;

Whereas, according to NHTSA, 43 percent of crash fatalities initially survived the impact but later died, highlighting the importance of improving post-crash care;

Whereas, according to the Insurance Institute for Highway Safety, increasing speed limits over the 25 year period of 1993 to 2017 led to approximately 36,760 deaths;

Whereas, according to NHTSA, speeding killed 11,775 people in 2023;

Whereas, according to Consumer Reports, existing safety technologies could cut road fatalities in half if such technologies were made standard on all vehicles, saving approximately 20,000 lives annually;

Whereas roadway fatalities and injuries rose during the COVID-19 pandemic and remain a persistent cause of death in the United States;

Whereas, according to the National Safety Council, medically consulted injuries in motor-vehicle crashes totaled 4,900,000 in 2024;

Whereas, according to the National Safety Council, total motor-vehicle injury costs were estimated at \$559,300,000,000;

Whereas, according to NHTSA, women sustain 46 percent higher injury risk than men in frontal crashes;

Whereas, according to NHTSA, women sustain 55 percent higher injury risk than men in rollover crashes;

Whereas advanced vehicle and infrastructure technologies show promise in eliminating motor vehicles crashes;

Whereas better roadway fatality data collection could help drive better behavioral safety and infrastructure improvements;

Whereas too many families in the United States have been personally affected by preventable crashes; and

Whereas a data-driven safe systems approach is proven to be effective at reducing traffic fatalities and injuries, including through taking into account all aspects of the transportation environment and not requiring a single actor to be responsible for traffic safety: Now, therefore, be it

1 *Resolved*, That the Senate—

2 (1) commits to advancing policies that will end
3 roadway fatalities by 2050;

4 (2) calls on Congress and the Department of
5 Transportation to commit to working together to
6 achieve zero roadway fatalities by the year 2050;

7 (3) supports efforts to address disparities re-
8 lated to transportation safety;

9 (4) calls on the Department of Transportation,
10 and the agencies within the Department of Trans-
11 portation, to improve data gathering and tracking of
12 traffic crashes and other issues related to transpor-
13 tation safety;

14 (5) calls on the Department of Transportation,
15 and the agencies within the Department of Trans-
16 portation, to commit to the implementation of prov-

1 en countermeasures and interventions to prioritize
2 transportation safety;

3 (6) recognizes the need for a safe system ap-
4 proach to transportation in the United States to im-
5 prove access, safety, and mobility; and

6 (7) supports the use of the term “crash”, in-
7 stead of “accident”, when describing traffic inci-
8 dents and encourages all agencies of the Federal
9 Government to use this term.

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