

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

# H. R. 7354

To reduce the incidence of death by underride by enhancing underride protection on trailers, semitrailers, and single unit trucks, which will result in more survivable truck crashes, to improve motor carrier, passenger motor vehicle, and Vulnerable Road User safety, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 4, 2026

Mr. COHEN (for himself, Mr. DESAULNIER, and Ms. ROSS) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

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## A BILL

To reduce the incidence of death by underride by enhancing underride protection on trailers, semitrailers, and single unit trucks, which will result in more survivable truck crashes, to improve motor carrier, passenger motor vehicle, and Vulnerable Road User safety, 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 “Stop Underrides Act  
5 2.0”.

1 **SEC. 2. FINDINGS; PURPOSES.**

2 (a) FINDINGS.—Congress finds that—

3 (1) underride crashes involving passenger motor  
4 vehicles or Vulnerable Road Users, including motor-  
5 cyclists, striking and traveling underneath a truck or  
6 trailer are a significant public health and safety  
7 threat;

8 (2) the Advisory Committee on Underride Pro-  
9 tection established under section 23011(d)(1) of the  
10 Infrastructure Investment and Jobs Act (49 U.S.C.  
11 30111 note; Public Law 117–58) has reported that,  
12 since the formation of the National Highway Traffic  
13 Safety Administration over 50 years ago, “25,100  
14 underrides and 31,500 corresponding fatalities from  
15 side underride, rear underride, and front underride  
16 crashes” have occurred and concluded that “no sub-  
17 stantial progress has been made by DOT to prevent  
18 these horrific crash fatalities and injuries”;

19 (3) the National Transportation Safety Board  
20 has recommended the installation of rear underride  
21 guards, side underride guards, and front underride  
22 guards on tractor-trailers and rear underride guards  
23 and side underride guards on single unit trucks to  
24 improve Vulnerable Road User and passenger motor  
25 vehicle safety; and

1           (4) this Act is introduced in memory of the  
2 thousands of victims of underride crashes, includ-  
3 ing—

4           (A) Roya Christine Sadigh, AnnaLeah  
5 Karth, Mary Lydia Karth, Sylvia Bingham,  
6 Roderick Cota, Moonjohn Kim, Corey Moore,  
7 Gregg Williams, Guy Champ Crawford, Carl  
8 Hall, Michael Higginbotham, Sandra  
9 Maddamma, David Mathis, Mary Katherine  
10 Mathis, James Mooney, Christopher Weigl, Bill  
11 Zink, David Magnan, Jasen Swift, Samuel Si-  
12 erra, Brittany McHargue, Christopher Samuel  
13 Padilla, Riley Hein, Erin Alexander, Jordan  
14 Hensley, Edward Hall, Leslie Rosenberg,  
15 Sophie Rosenberg, Ally Davis, Robin Hightman,  
16 Alex Wolf, Devyn Killion, Dustin Bosch, Ronald  
17 Alleman, Ashley Marie (Walker) Ramirez,  
18 Minh-Thi Nguyen, and Melissa “Missy” De  
19 Leon;

20           (B) those whose catastrophic injuries dra-  
21 matically changed their lives, including Julie  
22 Magnan, Nancy Meuleners, Joshua Rojas, Maiv  
23 Yang, Anita Plantage Bomgaars, and Michael  
24 B. Hawkins; and

1 (C) those whose precious lives were cut far  
2 too short as a result of preventable underride  
3 crashes.

4 (b) PURPOSES.—The purposes of this Act are—

5 (1) to reduce the number of preventable deaths  
6 and injuries caused by underride crashes;

7 (2) to ensure the efficacy of comprehensive  
8 underride protection systems on roads in the United  
9 States; and

10 (3) to improve Vulnerable Road User, motor  
11 carrier, and passenger motor vehicle safety.

12 **SEC. 3. DEFINITIONS.**

13 In this Act:

14 (1) COMMERCIAL MOTOR VEHICLE.—The term  
15 “commercial motor vehicle” has the meaning given  
16 the term in section 31132 of title 49, United States  
17 Code.

18 (2) COMPREHENSIVE UNDERRIDE PROTECTION  
19 SYSTEM.—The term “comprehensive underride pro-  
20 tection system” means all of the front underride  
21 guards, rear underride guards, or side underride  
22 guards, as applicable, installed on a commercial  
23 motor vehicle.

24 (3) FRONT UNDERRIDE GUARD.—The term  
25 “front underride guard” means a device installed on

1 or near the front of a commercial motor vehicle that  
2 prevents or limits the distance that a vehicle struck  
3 by the commercial motor vehicle with the device will  
4 slide under the front of the striking commercial  
5 motor vehicle.

6 (4) REAR UNDERRIDE GUARD.—The term “rear  
7 underride guard” has the meaning given the term  
8 “rear impact guard” in section 571.223 of title 49,  
9 Code of Federal Regulations (or a successor regula-  
10 tion).

11 (5) TITLE 49 TERMS.—The terms “passenger  
12 motor vehicle”, “semitrailer”, “side underride  
13 guard”, “single unit truck”, “trailer”, and “Vulner-  
14 able Road User” have the meanings given those  
15 terms in section 30102(a) of title 49, United States  
16 Code.

17 **SEC. 4. AMENDMENTS TO TITLE 49 DEFINITIONS.**

18 (a) IN GENERAL.—Section 30102(a) of title 49,  
19 United States Code, is amended—

20 (1) by redesignating paragraphs (11), (12), and  
21 (13) as paragraphs (12), (17), and (19), respec-  
22 tively;

23 (2) by inserting after paragraph (10) the fol-  
24 lowing:

1           “(11) ‘passenger motor vehicle’ has the mean-  
2           ing given the term in section 32101.”;

3           (3) by inserting after paragraph (12) (as so re-  
4           designated) the following:

5           “(13) ‘Secretary’ means the Secretary of Trans-  
6           portation.

7           “(14) ‘semitrailer’ has the meaning given the  
8           term in section 571.3(b) of title 49, Code of Federal  
9           Regulations (or a successor regulation).

10          “(15) ‘side underride guard’ means a device in-  
11          stalled on or near the side of a trailer, semitrailer,  
12          or single unit truck that prevents or limits—

13                 “(A) the distance that the front end of a  
14                 vehicle striking the side of the trailer,  
15                 semitrailer, or single unit truck with the device  
16                 will slide under the side of the impacted trailer,  
17                 semitrailer, or single unit truck; and

18                 “(B) prevents Vulnerable Road Users from  
19                 sliding under the trailer, semitrailer, or single  
20                 unit truck with the device.

21          “(16) ‘single unit truck’ means a large commer-  
22          cial truck (excluding any attached trailer).”;

23          (4) by inserting after paragraph (17) (as so re-  
24          designated) the following:



1       retary shall finalize regulations that prescribe new or  
2       updated motor vehicle safety standards that meet  
3       the performance standard described in paragraph  
4       (2), including by requiring the installation of side  
5       underride guards that meet that performance stand-  
6       ard on new trailers, semitrailers, and single unit  
7       trucks.

8               “(2) PERFORMANCE STANDARD DESCRIBED.—

9       The performance standard referred to in paragraphs  
10      (1) and (3)(B)(i) is that side underride guards  
11      shall—

12             “(A) prevent intrusion into the occupant  
13             survival space of a passenger motor vehicle  
14             when the passenger motor vehicle is struck, or  
15             strikes, perpendicular to a trailer, semitrailer,  
16             or single unit truck at any closing speed up to  
17             and including 40 miles per hour;

18             “(B) impede a Vulnerable Road User from  
19             passing underneath a trailer, semitrailer, or sin-  
20             gle unit truck in an interaction along the side  
21             of the trailer, semitrailer, or single unit truck;  
22             and

23             “(C) contribute to fuel efficiency through  
24             the integration of aerodynamic design or com-  
25             ponents furthering fuel efficiency.

1           “(3) COST-BENEFIT ANALYSES.—In finalizing  
2 regulations under paragraph (1), the Secretary shall  
3 consider and calculate in any cost-benefit analysis—

4           “(A) the number of deaths and injuries  
5 among passenger motor vehicle occupants and  
6 Vulnerable Road Users prevented as a result of  
7 those regulations; and

8           “(B) net fuel savings, which shall be equal  
9 to the difference between—

10           “(i) the cost of fuel expected to be  
11 consumed by applicable motor vehicles as a  
12 result of the adoption of the performance  
13 standard described in paragraph (2); and

14           “(ii) the cost of fuel estimated to be  
15 consumed by applicable motor vehicles at  
16 the existing rate of voluntary adoption of  
17 aerodynamic side skirts without side  
18 underride guards as of the date on which  
19 those regulations are finalized.

20           “(b) COMPLIANCE.—The regulations finalized under  
21 subsection (a) shall require full compliance with the new  
22 or updated motor vehicle safety standards prescribed  
23 under that subsection not later than 2 years after the date  
24 on which those regulations are finalized.

1       “(c) REVIEW OF REGULATIONS.—Beginning not  
2 later than 5 years after the date on which regulations are  
3 finalized under subsection (a), and not less frequently  
4 than once every 5 years thereafter, the Secretary shall de-  
5 termine whether any update to the motor vehicle safety  
6 standards prescribed under that subsection is necessary  
7 to better prevent fatalities caused by underride crashes  
8 and improve roadway safety.”.

9       (b) CLARIFICATION.—If the Secretary of Transpor-  
10 tation withdraws the advanced notice of proposed rule-  
11 making of the National Highway Traffic Safety Adminis-  
12 tration entitled “Side Underride Guards” (88 Fed. Reg.  
13 24535 (April 21, 2023)) before the Secretary of Transpor-  
14 tation finalizes regulations in accordance with section  
15 30130(a)(1) of title 49, United States Code (as added by  
16 subsection (a)), that withdrawal shall not affect the re-  
17 quirement to finalize regulations in accordance with that  
18 section.

19       (c) CLERICAL AMENDMENTS.—The analysis for  
20 chapter 301 of title 49, United States Code, is amended—

21               (1) by striking the item relating to section  
22               30128 and inserting the following:

“30128. Vehicle rollover prevention and crash mitigation.”;

23 and

24               (2) by inserting after the item relating to sec-  
25               tion 30129 the following:

“30130. Side underride guards for trailers, semitrailers, and single unit trucks.”.

1 **SEC. 6. ADVISORY COMMITTEE ON UNDERRIDE PROTEC-**  
2 **TION.**

3 (a) RECONVENING OF ADVISORY COMMITTEE.—Not  
4 later than 180 days after the date of enactment of this  
5 Act, the Secretary of Transportation shall reconvene the  
6 Advisory Committee on Underride Protection established  
7 under subsection (d)(1) of section 23011 of the Infrastruc-  
8 ture Investment and Jobs Act (49 U.S.C. 30111 note;  
9 Public Law 117–58) in accordance with the requirements  
10 of that section.

11 (b) AMENDMENTS.—Section 23011(d) of the Infra-  
12 structure Investment and Jobs Act (49 U.S.C. 30111  
13 note; Public Law 117–58) is amended—

14 (1) in paragraph (2)—

15 (A) in subparagraph (A), in the matter  
16 preceding clause (i), by striking “20” and in-  
17 serting “22”; and

18 (B) in subparagraph (B)—

19 (i) by striking clause (ix);

20 (ii) by redesignating clause (x) as  
21 clause (ix); and

22 (iii) by adding at the end the fol-  
23 lowing:

1           “(x) Families of underride crash vic-  
2           tims who were occupants of a passenger  
3           motor vehicle.

4           “(xi) Families of underride crash vic-  
5           tims who were Vulnerable Road Users (as  
6           defined in section 30102(a) of title 49,  
7           United States Code).”;

8           (2) in paragraph (4), by striking “meet not less  
9           frequently than annually” and inserting the fol-  
10          lowing: “meet—

11           “(A) until final regulations have been pro-  
12          mulgated under section 30130(a) of title 49,  
13          United States Code—

14           “(i) monthly, via conference call or a  
15          virtual meeting platform; and

16           “(ii) annually, in person, at the De-  
17          partment of Transportation headquarters;  
18          and

19           “(B) subsequent to the issuance of the  
20          final regulations described in subparagraph (A),  
21          not less frequently than annually, in person, at  
22          the Department of Transportation head-  
23          quarters, to assess the status of underride crash  
24          protection.”;

1           (3) in paragraph (5), by inserting “including  
2 deliberative materials,” after “information,”;

3           (4) in paragraph (6), in the matter preceding  
4 subparagraph (A), by striking “a biennial” and in-  
5 serting “an annual”; and

6           (5) by adding at the end the following:

7           “(7) **TERMINATION DATE.**—Notwithstanding  
8 chapter 10 of title 5, United States Code, the Com-  
9 mittee shall terminate on September 30, 2031.”.

10 **SEC. 7. PUBLICATION OF UNDERRIDE RESEARCH, RE-**  
11 **PORTS, AND RECOMMENDATIONS.**

12           (a) **IN GENERAL.**—The Secretary of Transportation  
13 (referred to in this section as the “Secretary”) shall pub-  
14 lish a publicly accessible website to provide the industry,  
15 researchers, advocates, and the public with a repository  
16 of underride resources, including—

17           (1) research conducted or contracted by the De-  
18 partment of Transportation (referred to in this sec-  
19 tion as the “Department”) on rear underride guards  
20 or other rear impact guards;

21           (2) research conducted or contracted by the De-  
22 partment on side underride guards or other side im-  
23 pact guards;

1           (3) research conducted or contracted by the De-  
2           partment on front underride guards or other front  
3           impact guards;

4           (4) a link to the database for the Advisory  
5           Committee on Underride Protection established  
6           under section 23011(d)(1) of the Infrastructure In-  
7           vestment and Jobs Act (49 U.S.C. 30111 note; Pub-  
8           lic Law 117–58), which shall be updated in a timely  
9           manner;

10          (5) information and links relating to all  
11          underride rulemakings of the Department;

12          (6) stories of victims of underride crashes; and

13          (7) documentation of past and ongoing data  
14          collection relating to underride crashes.

15          (b) UPDATES.—The Secretary shall update the re-  
16          sources described in subsection (a) not less frequently  
17          than quarterly.

18       **SEC. 8. NASEM AND GAO STUDIES.**

19          (a) NASEM STUDY.—

20               (1) IN GENERAL.—Not later than 1 year after  
21               the date of enactment of this Act, the Secretary of  
22               Transportation shall seek to enter into an agreement  
23               with the National Academies of Sciences, Engineer-  
24               ing, and Medicine (referred to in this subsection as  
25               the “National Academies”) under which the Na-

1 tional Academies shall conduct a study on the preva-  
2 lence of crashes involving the front of large trucks,  
3 including the threat of those crashes on Vulnerable  
4 Road Users.

5 (2) REPORT.—Not later than 180 days after  
6 the date on which the National Academies completes  
7 the study required under paragraph (1), the Na-  
8 tional Academies shall submit to Congress a report  
9 on the results of the study, which shall include—

10 (A) recommendations on—

11 (i) how to better prevent crashes  
12 where the front of large trucks contacts a  
13 passenger motor vehicle in a manner that  
14 causes the passenger motor vehicle to slide  
15 under the large truck; and

16 (ii) how to prevent deaths resulting  
17 from those crashes;

18 (B) a description of the efficacy of prevent-  
19 ative or protective devices on commercial motor  
20 vehicles, such as front override guards, in pre-  
21 venting deaths resulting from those crashes;  
22 and

23 (C) statistics, since 2010, describing the  
24 prevalence of fatal and non-fatal crashes de-  
25 scribed in subparagraph (A)(i), including rear

1           underride and side underride crashes, which  
2           shall include—

3                   (i) the type, make, and model of vehi-  
4                   cles involved in those crashes;

5                   (ii) the types of roads on which those  
6                   crashes have occurred; and

7                   (iii) the number of fatalities that oc-  
8                   curred as a result of those crashes.

9           (b) GAO STUDY.—

10                   (1) IN GENERAL.—Not later than 1 year after  
11                   the date of enactment of this Act, the Comptroller  
12                   General of the United States (referred to in this  
13                   subsection as the “Comptroller General”) shall con-  
14                   duct a study on the implementation of the final rule  
15                   of the National Highway Traffic Safety Administra-  
16                   tion entitled “Federal Motor Vehicle Safety Stand-  
17                   ards; Rear Impact Guards, Rear Impact Protection”  
18                   (87 Fed. Reg. 42339 (July 15, 2022)).

19                   (2) REPORT.—Not later than 180 days after  
20                   the date on which the Comptroller General completes  
21                   the study required under paragraph (1), the Comp-  
22                   troller General shall submit to the Secretary of  
23                   Transportation and Congress a report on the results  
24                   of the study, which shall include—

1 (A) an analysis of the implementation of  
2 the final rule described in that paragraph;

3 (B) if applicable, recommendations to the  
4 Department of Transportation describing im-  
5 provements to that final rule or its implementa-  
6 tion; and

7 (C) recommendations to Congress and the  
8 Department of Transportation on how to better  
9 prevent underrides in crashes occurring at the  
10 rear of trailers, semitrailers, and single unit  
11 trucks.

12 **SEC. 9. FARS REVIEW; WEB-BASED TRAINING FOR STATE**  
13 **AND LOCAL LAW ENFORCEMENT.**

14 (a) FARS REVIEW.—Not later than 1 year after the  
15 date of enactment of this Act, the Administrator of the  
16 National Highway Traffic Safety Administration (referred  
17 to in this section as the “Administrator”) shall conduct  
18 a review of the Fatality Analysis Reporting System of the  
19 National Highway Traffic Safety Administration to deter-  
20 mine—

21 (1) the number of fatalities in crashes reported  
22 as an underride crash by State or local law enforce-  
23 ment;

24 (2) the number of fatalities in crashes that were  
25 not reported as an underride crash by State or local

1 law enforcement but should have been reported as  
2 an underride crash, as determined by the Adminis-  
3 trator after reviewing, with respect to each such  
4 crash—

5 (A) the initial point of impact of the crash,  
6 if the crash is a fatal crash involving a large  
7 truck;

8 (B) the Crash Investigation Sampling Sys-  
9 tem of the National Highway Traffic Safety  
10 Administration;

11 (C) open-source media reports with docu-  
12 mented photo evidence of an underride occur-  
13 rence; and

14 (D) any other data and documentation, as  
15 determined appropriate by the Administrator;  
16 and

17 (3) recommendations that would improve inci-  
18 dent reporting by State and local law enforcement.

19 (b) WEB-BASED TRAINING.—Not later than 18  
20 months after the date of enactment of this Act, the Ad-  
21 ministrator shall develop free on-demand, web-based train-  
22 ing for State and local law enforcement on how to properly  
23 identify and document underride crashes.

○