

CONGRESS! JOIN CONSTITUENTS!

When: April 2026—Stay Tuned for Specific Date | Contact: marianne@annaleahmary.com

MEET CONSTITUENTS IN ZOOM BREAKOUT ROOMS

HEAR THEIR STORIES OF UNDERRIDE TRAGEDIES

SUPPORT LEGISLATION WHICH WILL MAKE TRUCK CRASHES MORE SURVIVABLE

Stop Underrides Act 2.0

Senators Kirsten Gillibrand, Ben Ray Lujan; Representatives Steve Cohen, Mark DeSaulnier, and Deborah Ross

Underrides are crashes where a motor vehicle or vulnerable road user slides under the body of a truck. These types of crashes lead to serious bodily harm and even death. A 2024 report by the Department of Transportation's Advisory Committee on Underride Protection found an average of **over 600 deaths annually caused by underride crashes**, a statistic which may be underestimating the prevalence of underrides due to inconsistent and underreported data.

The original Stop Underrides Act aimed to increase roadway safety and a modified version was included in the Infrastructure Investment and Jobs Act. IIJA instructed NHTSA to conduct rulemaking requiring rear underride guards for new trucks, create an advisory committee to advise the Department of Transportation, and conduct additional research on side underride guards.

While these provisions were a substantive first step and led to the first federal rule on rear underride guards, more must be done to ensure safety for all road users. The Stop Underrides Act 2.0 would expand on IIJA by instructing rulemaking to require side underride guards on new trucks, improving data collection, and directing additional research on underride crashes. Specifically, this bill would do the following:

- **Require NHTSA to finalize rulemaking requiring side underride guards on commercial trucks.**
- **Restart the Department of Transportation's Advisory Committee on Underride Protection, to provide advice and recommendations to the Secretary to reduce underride crashes and severe injuries and fatalities caused by underrides.**
- **Require the Department of Transportation to publish a website making accessible to researchers, industry, and advocates underride research.**
- **Instruct the National Academy of Sciences, Engineering, and Medicine to conduct a study on the prevalence of underride incidents.**
- **Instruct the Government Accountability Office to conduct a study of the implementation of NHTSA's 2022 rear underride rule and provide suggestions to better improve the rule.**
- **Instruct NHTSA to review its Fatality Analysis Reporting System (FARS) and correct crashes in the database that should have been classified as underrides but were not.**
- **Instruct NHTSA to create free, on-demand web-based training for state and local law enforcement to better identify and document underride crashes.**

This bill is supported by the Advocates for Highway and Auto Safety, America Walks, AnnaLeah & Mary for Truck Safety, Bicycle Advocates for Annapolis & Anne Arundel County (Bike AAA), Bike Maryland, BikeWalkCT, Casey Feldman Foundation, Center for Auto Safety, EndDistractedDriving.org, Families for Safe Streets, League of American Bicyclists, Institute for Safer Trucking, International Brotherhood of Teamsters, Kids and Car Safety, Montgomery County Families for Safe Streets, PeopleFor Bikes, Ride Illinois, Ride of Silence, Road Safe America, Safe Routes Partnership, Sylvia Bingham Fund, Stop Underrides, Sustainable Streets Norwalk (Connecticut), Truck Safety Coalition, and Wisconsin Bike Fed.