

program as directed and enumerated in House Report 117-402. If the FMCSA encounters data limitations, then the FMCSA may provide alternative data or no data on certain enumerated items in such interim updates and the FMCSA is directed to explain such data limitations as part of such interim updates.

Border crossing capital improvement program [CIP].—The agreement directs the FMCSA to include the current status of the border crossing CIP in its annual budget request.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

The bill includes a liquidation of contract authorization and a limitation on obligations of \$506,150,000 for motor carrier safety grants.

The bill provides the following funding levels for specific activities within this account:

Motor carrier safety assistance program	\$398,500,000
Commercial driver's license program implementation program	42,650,000
High priority activities program	58,800,000
Commercial motor vehicle operators grant program	1,200,000
Commercial motor vehicle enforcement training and support grant program	5,000,000

ADMINISTRATIVE PROVISIONS—FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Section 130 requires the FMCSA to send notice of 49 CFR section 385.308 violations by certified mail, registered mail, or some other manner of delivery which records receipt of the notice by the persons responsible for the violations.

Section 131 requires the FMCSA to update inspection regulations for rear underride guards as specified in GAO-19-264.

Section 132 prohibits funds from being used to enforce the electronic logging device rule with respect to carriers transporting livestock or insects.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS AND RESEARCH

The agreement provides \$210,000,000 from the general fund for operations and research. The agreement directs the National Highway Traffic Safety Administration [NHTSA] to include the same level of detail as was included in the fiscal year 2020 budget estimate in future budget estimates.

New car assessment program [NCAP].—The agreement directs the NHTSA to continue research to address gender inequity as evidenced through available crash data so that NCAP can transition to use the latest crash test dummy technology in tests and can be periodically updated to enhance crash protection to male and female occupants of different sizes. The agreement directs the NHTSA to provide quarterly updates to the House and Senate Committees on Appropriations upon enactment of this act on its

progress. The agreement further directs the Secretary to submit to the House and Senate Committees on Appropriations the report required under section 24221(b) of the IIJA.

Automated vehicles [AVs].—The agreement encourages the NHTSA to use up to \$9,000,000 of amounts from this account for AV testing. The agreement directs the NHTSA to submit a report within 90 days of enactment of this act on the status of current research and rulemakings related to the safe deployment of new AV technology that may improve safety outcomes, and incorporate novel vehicle designs that improve mobility and access for all.

Virtual modeling and simulation.—The agreement directs up to \$3,500,000 to support the virtual review, assessment and validation of AVs and increased coordination with the highly automated systems safety COE.

Causal factors of auto crashes.—The agreement modifies direction under this heading in House Report 117–402 and instead encourages the NHTSA to focus amounts made available within this account on research on causal factors of auto crashes, such as distracted driving, road conditions, and congestion.

Highway fatalities.—The agreement supports the use of increased funding provided by the IIJA for the purposes of reducing the growing number of traffic fatalities through implementation of the national roadway safety strategy, addressing all rulemaking mandates in the IIJA, and addressing open NTSB recommendations.

Digital alert technology.—The agreement supports the use of digital alert technologies that can provide up-to-date information about dynamic conditions on roads to drivers. The NHTSA should deploy this technology with local law enforcement in the field.

Conspicuity tape.—The agreement urges the NHTSA to move forward with rulemaking initiated in 2014 to improve visibility of commercial trucks over 10,000 pounds by requiring them to have reflective markings, consistent with past NTSB recommendations.

Partnership for analytics research in traffic safety.—The agreement directs the NHTSA to continue its cooperative work for analytics research in traffic safety and its focus on real-world insights that can improve the performance of advanced vehicle safety technologies.

Spinal cord research.—The agreement directs the Department to provide an update within 180 days of enactment of this act to the House and Senate Committees on Appropriations on its efforts to expand spinal cord research with outside organizations.

Transportation safety and human health.—The agreement directs the NHTSA to partner with an accredited university of higher education with a university hospital to conduct research on the intersection of transportation safety and human health, and to create evidence-based training programs in order to reduce traffic crashes and improve transportation safety. The agreement directs the NHTSA to use up to \$3,000,000 from the amounts made available under the heading “Vehicle Safety and Behavioral Research Programs” in title VIII of division J of the IIJA for these activities.

Advanced impaired driving prevention technology rulemaking.—The agreement expects the NHTSA to deliver the Volpe report on advanced drunk driving prevention systems as required by House