



February 12, 2026

The Honorable Mike Johnson
Speaker
U.S. House of Representatives
Washington, D.C. 20515

The Honorable John Thune
Majority Leader
U.S. Senate
Washington, D.C. 20510

The Honorable Hakeem Jeffries
Democratic Leader
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Charles Schumer
Minority Leader
U.S. Senate
Washington, D.C. 20510

RE: USTMA Legislative Priorities for the Second Session of the 119th Congress

Dear Speaker Johnson, Leader Thune, Leader Jeffries and Leader Schumer:

As the work of the 119th Congress continues, the U.S. Tire Manufacturers Association (USTMA) and our member companies remain committed to working with you to advance road safety, invest in tire innovation, and grow manufacturing jobs in the U.S. We know our combined efforts help to support the American people and contribute to the safety of our roads and the health of our nation's economy.

USTMA prioritizes seven key policy areas that incentivize the expansion of advanced technologies and help American manufacturing compete globally:

- **Preservation of critical global supply chains of imported raw materials and equipment;**
- **Elimination of outdated tire testing regulations stifling innovation, and implementation of a consumer information program with performance standards for tires;***
- **Incentives for domestic manufacturing of retread tires for commercial vehicles;**
- **Investment in infrastructure and civil engineering projects using rubber modified asphalt (RMA) and tire derived aggregate (TDA);**
- **Funding for stormwater mitigation strategies for roadway runoff;**
- **Ensuring fair, equal and standardized access to digital vehicle data and infrastructure assets;**
- **Support for development of domestic sources of natural rubber.**

Congress must preserve vital global supply chains that are essential for U.S. tire manufacturing.

Any action that limits access to the raw materials and equipment needed for tire production in the U.S. could seriously harm both American commerce and national security. It is essential to have a steady supply of American-made tires to keep goods and people moving throughout the country and to ensure our military remains prepared to defend the nation. Congress should protect existing supply chains and maintain access to resources that cannot be reliably sourced at home like tire cord quality steel wire rod, critical minerals like cobalt and zinc, and essential robotics and machinery so that American tire manufacturing can continue meeting national demand.

Congress should eliminate outdated Federal Motor Vehicle Safety Standards (FMVSS) tests and support National Highway Traffic Safety Administration (NHTSA) to advance overdue rules on consumer tire information and standards.*

Modernize NHTSA Tire Safety Standards

NHTSA should eliminate the bead unseating and plunger energy tests from the FMVSS. These tests were designed over 60 years ago for bias ply tires and do not demonstrate any relevant, real-world scenarios that affect today's modern radial tires. We also support refining the definition of tread block chunking as a failure mode in the FMVSS 139 endurance test to include exposure of the tire cord. Modernizing the FMVSS will remove barriers that currently keep innovative products with superior performance from being produced in the U.S. and offered to the American consumer.

Complete NHTSA Rulemaking on Consumer Information and Performance Standards*

NHTSA must comply with the directives under Energy Independence and Security Act (EISA) and the Fixing America's Surface Transportation (FAST) Act to establish national regulations for tire consumer information and standards. USTMA has long supported a singular, nationwide approach to tire information and standards to preserve industry competitiveness and fulfill the objectives of the laws enacted by Congress. In the absence of a federal framework set by NHTSA, states have begun to draft their own tire performance proposals, which would lead to a complex patchwork of state-by-state regulations that would burden U.S. production and restrict consumer access in the marketplace.

Congress should enact tax incentives to increase demand for domestic manufacturing of retread tires for commercial vehicles.

Commercial tire retreading provides a highly effective way to recycle tires with many additional notable economic and environmental benefits. In addition to job creation, retreading reduces energy consumption, CO₂ emissions, raw material usage and tire disposal challenges. Despite these advantages, the influx of cheaper, lower quality imports has resulted in a steady decrease in retreading commercial tires over the last 25 years.

USTMA encourages Congress to provide financial incentives for domestic tire retreading through a tax credit to purchasers of domestically retreaded tires, specifically through H.R. 3401 and S. 2790. Additionally, Congress has an opportunity to lead by example by requiring the purchase of domestically retreaded tires for the federal fleet and any fleet under federal contract, where possible, giving precedent for such policies.

Congress should support the expansion of market solutions for end-of-life tires.

Each year over 250 million end-of-life tires (ELTs) are generated in the United States. While tires remain one of the most recycled products in the country, ensuring the continued growth of end-use markets which consume annually generated ELTs is essential to prevent tire stockpiles and illegal dumping. Expanding this market will also create jobs right here at home and help local economies across the

country prosper. USTMA recognizes both rubber modified asphalt (RMA) and tire derived aggregate (TDA) have great potential for market growth given their proven benefits in civil engineering.

Expanding Access to RMA

RMA is a mixture of recycled ground tire rubber and asphalt that provides proven economic, environmental and performance benefits. RMA increases pavement service life and reduces road maintenance activities, leading to significant cost savings compared to traditional asphalt. RMA also provides performance and safety benefits by increasing skid resistance, reducing tire wear, reducing road noise, and reducing road spray in wet conditions. Congress should prioritize and promote RMA, giving states the ability to consider and utilize this innovative pavement material.

TDA for Civil Engineering

TDA is made up of large shreds of end-use tires that can be used as cost-effective infill material for roadside embankments, railbeds, retaining walls, and stormwater infiltration galleries. The use of TDA realizes significant benefits, including reducing costs compared to traditional mined construction materials and improved drainage in stormwater infiltration galleries. Studies show that TDA use in infiltration galleries can reduce metals loading in stormwater. TDA used under railroad tracks also has proven effective and cost-efficient in mitigating ground vibrations from rail lines, a significant benefit to neighboring communities.

Congress should support funding to identify, develop, and expand the use of stormwater mitigation solutions for roadway runoff.

Rain and snow melt causes materials from vehicles, road and highway construction and maintenance to be washed into water bodies. Congress should support research and the deployment of existing technologies that provide stormwater filtration before roadway runoff enters waterways, including stormwater bioretention technologies, use of permeable pavements and increased street sweeping in urban areas. Rebuilding America's roadways should be done with the future in mind to ensure reductions in environmental impacts, including mitigation for roadway runoff.

Congress must ensure equal and standardized access to digital vehicle and infrastructure assets.

We urge Congress to support fair, equal and standardized access to digital vehicle and infrastructure assets, including real-time access to data and hardware resources to advance innovation of connected and autonomous technologies in the U.S. The future of mobility is changing rapidly with major innovations in advanced driver-assistance systems (ADAS), autonomous driving, vehicle electrification and vehicle-to-vehicle and vehicle-to-infrastructure connectivity. Information generated by the tire and paired with vehicle data can be leveraged to link information about the road and the vehicle to provide key information to the driver around fuel efficiency, tire maintenance and monitoring road and weather conditions.

Congress should support funding to develop domestic sources of natural rubber.

Natural rubber is critical to the tire industry, national security and the U.S. economy. Natural rubber is used in all tires and provides needed performance and durability qualities that can only be achieved through its use. Commercial and military aircraft tire treads and heavy-duty truck and bus tread are made almost completely from natural rubber because of unique properties that synthetic rubber does not offer. With 90% of natural rubber supply coming from southeast Asia, any supply chain interruptions may have serious repercussions for the U.S. tire market. Natural rubber trees do not grow in the United States, but Congress can support efforts to promote the development of a domestic supply of alternative natural rubber from plants, including guayule and TKS (dandelion), which have led to successful experimental tires.

U.S. tire manufacturers are a critical part of the American economy. As global leaders in manufacturing, our companies embrace a shared responsibility of helping to achieve a more mobile society. We look forward to continuing our work with Congress and your offices. For more information, please contact Nicholas Scoufaras, USTMA's Director of Government Relations, at (202) 682-4853 or nscoufaras@ustires.org.

Sincerely,



Anne Forristall Luke
President and CEO
U.S. Tire Manufacturers Association

cc: The Honorable Donald J. Trump, President of the United States
The Honorable Sean Duffy, Secretary, U.S. Department of Transportation
The Honorable Lee Zeldin, Administrator, U.S. Environmental Protection Agency
Members, U.S. Senate
Members, U.S. House of Representatives

* Bridgestone Americas, Inc., Continental Tire the Americas, LLC, GITI Tire (USA), The Goodyear Tire & Rubber Company, Hankook Tire America Corp., Kumho Tire U.S.A., Inc., Nokian Tyres Inc., Pirelli Tire North America, Inc., Toyo Tire Holdings of Americas Inc., and Yokohama Tire Corporation support federal implementation of a consumer information program with performance standards for tires. Michelin North America dissents from the USTMA position on that issue, and supports all other industry priorities stated in the USTMA letter.