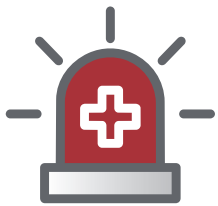


Workzone Safety Legislation

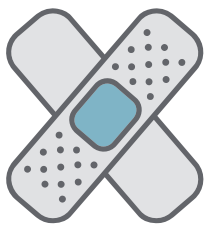
REDUCE THE RISK IN WORK ZONES



There were **899** work zone fatalities in 2023 — including **82** highway construction worker fatalities.

Source: [Workzonesafety.org](https://www.workzonesafety.org)

WORK ZONES ARE SERIOUS JOB SITES



39,000 people were injured in a highway work zone in 2023.

Source: [Workzonesafety.org](https://www.workzonesafety.org)

DANGEROUS WORK ZONES ARE EXPENSIVE

101,000 crashes in work zones caused **\$34 billion** of damage during 2023.



Source: [Crash Report Sampling System, NHTSA, April 2025](https://www.nhtsa.gov)

Issue background:

Work zones on America's roadways pose serious risks to workers and motorists, contributing to preventable fatalities and injuries. In 2023, 898 people were killed and over 40,000 injured in work zone crashes—a 53% increase in deaths since 2010, according to the National Safety Council.

Common causes include speeding, distracted driving, rear-end collisions, and inadequate traffic control. These incidents disproportionately affect construction workers, utility crews, pedestrians, and bicyclists. In 2022, commercial motor vehicles were involved in 246 fatal work zone crashes, per USDOT data.

Although work zone policy is primarily a state responsibility, the Federal Highway Administration (FHWA) provides vital resources and guidance. On November 5, 2025, the Biden Administration issued long-overdue updates to the Work Zone Safety and Mobility Rule and the Temporary Traffic Control Devices Rule. The revisions introduce mandatory performance measures, require positive protection devices like temporary barriers in high-speed areas, and promote data-driven safety reviews to reduce crashes and congestion.

These updates support the National Roadway Safety Strategy and Vision Zero goals. The 119th Congress's "Work Zone Safety Enhancement Act" (S. 2910) complements them by allowing states to redirect existing federal funds toward targeted safety improvements without new spending.

Stronger work zone safety measures are essential to protect lives, advance critical infrastructure projects, and ensure efficient mobility nationwide.

What is NUCA's position?

The National Utility Contractors Association (NUCA) strongly supports the "Work Zone Safety Enhancement Act" (S. 2910) and the Biden Administration's November 5, 2025, updates to federal work zone safety rules. These measures represent critical steps forward in protecting utility workers, construction crews, and the traveling public.

As the leading voice for underground utility contractors, NUCA knows firsthand that work zones are among the most hazardous environments in construction. Our members perform essential infrastructure repairs and installations in these high-risk areas every day.

Introduced in the 119th Congress, S. 2910 gives states greater flexibility to use existing federal highway safety funds for targeted safety improvements. These include advanced signage, traffic control devices, speed feedback systems, temporary barriers, enhanced worker training, and public education campaigns. By leveraging current resources rather than imposing new spending, the bill delivers meaningful safety gains without additional fiscal burdens.

Complementing the legislation, the November 2025 federal rule updates (issued by FHWA) introduce mandatory performance metrics, require protective devices such as concrete barriers in high-speed zones, and emphasize data-driven, holistic programmatic reviews. These changes advance the U.S. Department of Transportation's (USDOT) goal of zero roadway deaths and strengthen implementation of the 2021 Infrastructure Investment and Jobs Act (IIJA).

NUCA has been an active advocate for these reforms as a member of the National Work Zone Safety Coalition. In September 2025, the association's coalition submitted detailed legislative and regulatory recommendations to USDOT.

By prioritizing effective worker protections and minimizing traffic disruptions, these initiatives will save lives, improve project efficiency, and support economic growth through safer infrastructure delivery. NUCA urges prompt implementation and ongoing collaboration among federal, state, and industry stakeholders.

America's frontline utility and construction workers deserve these protections. Together, these efforts will help build a safer, more resilient national transportation system for all.

What can Congress do to help?

The 119th Congress can play a pivotal role in advancing work zone safety.

Pass the Work Zone Safety Enhancement Act (S. 2910). This bipartisan legislation, supported by NUCA, would grant states greater flexibility to use existing federal highway safety funds for critical improvements such as enhanced signage, temporary barriers, and training programs. Congress should also provide resources for strong enforcement and oversight of the November 2025 federal rule updates.

Fully fund FHWA support for S. 2910 implementation. FY2027 funding for the Federal Highway Administration should include incentives for data collection to track progress toward Vision Zero goals. Lawmakers should also promote public-private partnerships to develop best practices and innovative technologies.

Expand Work Zone Safety Contingency Funds. Congress should increase the flexibility of Work Zone Safety Contingency Funds (WZSCF) to cover proven technologies and best practices as a plus-up on state DOT contracts without change orders. This includes raising the federal share for safety enhancements such as police presence, barriers, lane closures, technology deployment, and traffic maintenance.

Enhance police presence in work zones. Law enforcement presence is one of the most effective deterrents to unsafe driving in work zones. Congress should make police participation eligible under major federal formula funding programs. Contractors should also receive liability protection when required to use police for traffic control, limiting their role to coordination only.

Establish the FHWA Work Zone Safety Working Group. FHWA should be required to convene a working group of contractors, engineers, construction labor unions, traffic safety professionals, state officials, and other stakeholders. The group would identify best practices, analyze crash data, develop a strategic plan to reduce crashes, improve data sharing with NHTSA, and provide annual updates.

Require work zone safety training for drivers. States should mandate at least 30 minutes of work zone safety training during new driver licensing and include it in license renewals.

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