

NPTC LEGISLATIVE & REGULATORY POLICY POSITIONS

Updated April 12, 2024

Issue	Agency / Govt. Entity	Status	NPTC Policy/Action	Major Questions/Comments
1. Driver Hours of Service	FMCSA	FMCSA issued Final Rule on June 1, 2020; expanded short-haul exception to 14 hours and 150 air-miles; split sleeper berth of 7/3; extra 2 hours of drive time for adverse driving conditions; on duty not driving for 30-minute rest break after 8 hours driving	NPTC petitioned for reconsideration of short-haul exception to include driver salesmen; FMCSA will consider it as a petition for rulemaking	FMCSA no longer reconsidering changes to expanded short-haul exception
2. CDL Flexibility	FMCSA	FMCSA issued proposed rule to allow applicants to take CDL skills test in other states, not have to wait 14 days to take test after getting CLP, not be required to have CDL holder in passenger seat when CLP holder is driving	NPTC supports adoption of the CDL revisions	These changes were adopted as emergency measures during COVID and have proven worthy of permanent inclusion in the regulations
3. Qualification of 18-20 Year-Old CMV Drivers in Interstate Commerce	FMCSA; Congress	FMCSA is implementing a pilot program to allow drivers to qualify to operate CMVs at 18 years of age after completing two apprenticeships with 400 hours of training	NPTC supported this effort as a prudent method to address the driver shortage and encourage younger drivers to enter the industry (49 States allow 18 year-old drivers to operate CMVs intrastate)	Only 15 carriers participating due to requirements to sign up with DOL apprenticeship program and have inward-facing cameras in truck; Congress has removed these requirements in 2024 DOT appropriations act
4. Speed Limiting Devices	FMCSA	Advance Supplemental NPRM issued May 4, 2022 to require all vehicles 26,000 lbs. GVW and over equipped with an electronic engine control unit capable of governing the maximum speed to have speed limiters set at some level to be determined	NPTC comments questioned need for nationwide limit due to variances in geography, traffic congestion; NPRM expected by May 2024 according to agency regulatory agenda	Issue of whether FMCSA will propose a single nationwide speed limit, and at what level

5. Meal and Rest Break Preemption	FMCSA; Courts	FMCSA requested comments on several petitions to waive preemption of California and Washington meal and rest break rules as applied to interstate CMV drivers	NPTC submitted comments supporting preemption to facilitate motor carrier operations without jeopardizing safety	Ninth Circuit Court of Appeals had previously upheld FMCSA preemption of California MRB rules; ruling on waiver requests likely to go back to courts
6. Medical Examiner Forms, Driver Certification	FMCSA	Final rule issued June 2015; requires all MEs to electronically submit results of driver exams to FMCSA, which will forward to state driver licensing agency for inclusion in CDL	NPTC supports uniform and efficient incorporation of medical exam data into CDLs	June 22, 2018 deadline was further delayed to June 22, 2025; delay due to lack of state readiness and security breach of National Registry of Certified Medical Examiners
7. Crash Preventability Determination Program	FMCSA	April 13, 2023 notice to revise standards for crash preventability; broadened eligibility and added four new crash types for review	NPTC supports this as a permanent FMCSA program to establish crash preventability review standards	FMCSA will respond to comments it receives on the proposal and announce the start of the updated CPDP through a subsequent Federal Register notice
8. Oral Fluids Sample for Drug Testing	DOT/FMCSA /DHHS	New final rule May 2, 2023 allows carriers to use testing of oral fluids instead of urine in DOT drug tests		New alternative will discourage adulteration of samples as all oral fluid sample collections will be observed; but rule will not be implemented until DHHS certifies at least two labs to test oral fluids
9. Hair Sample Testing	DOT/FMCSA /DHHS	On December 23, 2022 FMCSA denied a request for an exemption to use hair samples as an alternative to urine testing in DOT drug tests—exemption would have allowed carriers to post positive test results to Clearinghouse; DHHS has not finalized guidelines for hair testing in federal drug testing programs	FMCSA does not currently have authority to allow testing of hair samples as an alternative to urine testing without DHHS guidelines; proposed DHHS hair testing guidelines published Sept. 2020; final guidelines expected this year	Hair testing is considered more accurate than urine testing and produces more positive test results

10. Motor Carrier Safety Fitness Determinations	FMCSA	Advance NPRM issued Aug. 29, 2023; FMCSA seeking new methodology to rate carriers; asked whether to retain satisfactory/conditional/unsatisfactory ratings; also asks whether to revise critical or acute violations	NPRM scheduled for June 2025 according to agency regulatory agenda	FMCSA considering whether to use carrier’s adoption of safety technology in fitness determinations
11. Engine Emissions Requirements	EPA	In January 2023, EPA published final rule requiring two-phased approach to achieve 90% reduction in NOx emissions by 2031 (cutting NOx emissions from 0.2 to 0.035 by model year 2027 and from 0.035 to .02 by 2031), with an 84% increase in the useful life period (from 435,000 to 800,000 miles) and a 500% increase in the emission warranty period (from 100,000 to 600,000 miles) by 2031	Truck and Engine Manufacturers Association estimate this approach will add approximately \$42,000 to the cost of a new vehicle when fully implemented	House and Senate passed a resolution of disapproval under the Congressional Review Act, but President Biden vetoed the resolution and an override vote failed in Senate
12. Automatic Emergency Brakes	NHTSA/ FMCSA	On June 22, 2023, the agencies published a proposed rule to require automatic emergency braking systems on all newly-manufactured vehicles over 10,000 lbs. GVW; would also require those vehicles to have an electronic stability control system		Proposal would not impose a retrofit requirement, but AEB and ESC systems must be on during vehicle operations
13. Highway Tolls	Congress/ States	2021 Infrastructure Law has \$250 million grant program for congestion management systems, high occupancy vehicle toll lanes or pricing strategies, and incentive programs that encourage carpooling, nonhighway travel during peak periods, or travel during nonpeak periods; provides for tolling on the Interstate System	NPTC opposes new tolls on existing highways; OK for new highways to cover costs of construction, keep Highway Trust Fund mechanism	Rhode Island imposed truck-only toll on I-95; ATA challenged tolls in federal court, and court held truck-only tolls were unconstitutional in September 2022; appeals court decision expected Spring 2024

14. Infrastructure Funding	Congress	Infrastructure Law enacted in 2021 kept the same federal fuel and excise taxes for next five years	NPTC supported increased fuel taxes dedicated to Highway Trust Fund; NPTC on advisory committee for Eastern Transportation Coalition to review vehicle miles traveled tax structure for CMVs; NPTC also supports repeal of 12% Federal Excise Tax on trucks, tractors and trailers	Next highway reauthorization bill will likely transition to Vehicle Miles Traveled Tax structure for personal and commercial vehicles in lieu of fuel taxes
15. Tax Credits for Clean Vehicles	Congress/ IRS	Inflation Reduction Act provided credit of up to \$40,000 for purchase or lease of clean vehicles (i.e., electric or hydrogen fueled) over 14,000 lbs. GVW; credit effective Jan. 1, 2023 through 2033		Credit does not match the additional initial cost of battery electric vehicles versus diesel engines
16. Vehicle Size and Weight	Congress/ FHWA/States	2021 Infrastructure Law does not include allowances for additional truck weights or lengths; issue is dormant at the moment due to opposition	NPTC supports use of 91,000 lbs. or more GVW with 6 axles (with adjusted bridge formula, if necessary); 33-foot double trailers	UMTRI study completed in April 2009 showing economic benefits of heavier vehicles
17. Electric Vehicle Infrastructure	Congress/ FHWA	2021 Infrastructure Law provides \$7.5 billion for network of EV charging stations along federally funded highways		FHWA funding program provides for consistent plug types and charging speeds, common payment systems, and accessible pricing information, locations and availability
18. Side Underride Guards	NHTSA	On April 21, 2023 NHTSA issued Advance Notice of Proposed Rulemaking on effectiveness, feasibility, benefits, costs, and other impacts of installing side underride guards on trailers and semitrailers		

19. Worker Classification	Congress, States	In last Congress the House ABC test for independent contractor classification; effectively precludes use of owner-operators except as employees; California and New Jersey have adopted ABC test as State law	U.S. Supreme Court denied review of appeals court decision holding federal law does not preempt use of ABC test for truck drivers (NPTC had joined ATA amicus brief asking Court to hear the case)	Federal court in California has dismissed final lawsuit challenging ABC test as preempted under federal law
20. Phase 3 Greenhouse Gas Emission Standards	EPA	On March 29, 2024 EPA issued final rule for more stringent standards to reduce greenhouse gas emissions from heavy-duty vehicles beginning in model year 2027 through 2032		EPA notes California and other states have adopted the Advance Clean Trucks program with manufacturer requirement for ZEV truck sales as an increasing percentage of their annual California sales from 2024 to 2035; also, 17 states and D.C. have signed a MOU establishing goals to support widespread electrification of the HD vehicle market