

NPTC LEGISLATIVE & REGULATORY POLICY POSITIONS

Updated September 3, 2025



Issue	Agency/Govt. Entity	Status	NPTC Policy/Action	Major Questions/Comments
1. DOT Regulatory Reform	DOT/FMCSA	DOT is seeking input on regulations that may be rescinded or amended to be consistent with White House deregulation efforts		Courts have been aggressive in enjoining Administration actions that are not authorized by Congressional acts
2. Integration of Medical Certificate into CDL	FMCSA	As of June 23, 2025 driver medical certificates will be sent electronically from the Medical Examiner to FMCSA, and then to State driver licensing agency; SDLA will automatically record the data in the driver's CDL record	NPTC supports uniform and efficient incorporation of medical exam data into CDLs	Drivers will no longer have to take their Medical Card to SDLA; 12 States are still not in compliance, and FMCSA has issued a waiver to allow drivers to use paper Medical Certificates for up to 90 days after Medical Exam
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 y.o. drivers to operate CMVs intrastate)	Very few carriers participating due to requirements to sign up with DOL apprenticeship program and have inward-facing cameras in truck; Congress removed these requirements in 2024 DOT appropriations act
4. Speed Limiting Devices	FMCSA; NHTSA	FMCSA and NHTSA have withdrawn rulemaking to require all vehicles 26,000 lbs. GVW and over; DOT found no compelling reason for going forward	NPTC comments questioned need for nationwide limit due to variances in geography, traffic congestion	
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 opposing the waivers and supporting preemption to facilitate motor carrier operations without jeopardizing safety	Ninth Circuit Court of Appeals had previously upheld FMCSA preemption of California MRB rules; Trump Administration unlikely to grant waiver request

6. English Language Proficiency Requirement	FMCSA	FMCSA made English language proficiency violation an out-of-service order effective June 25; CVSA has amended its OOS criteria to reflect this change		Three states have refused to enforce OOS rule; DOT has threatened loss of safety grant funding
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. Marijuana Reclassification	DEA/DOT	DEA proposed to reclassify marijuana as a Schedule III substance on the list of Controlled Substances	NPTC supports continued testing of CDL drivers for marijuana use (60% of positive tests are for marijuana)	Question of whether reclassification will affect DOT/DHHS authority to impose testing for marijuana under federal drug testing programs
9. 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
10. 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
11. Motor Carrier Safety Fitness Determinations	FMCSA	Advance Notice of Proposed Rulemaking 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	NPTC supported keeping the conditional rating and using carrier's adoption of safety technology as a mitigating factor in fitness determinations	FMCSA might not be able to forward with this rulemaking due to White House regulatory freeze

12.CARB Waivers for Engine Emissions Requirements	EPA, Congress	President signed resolutions under the Congressional Review Act rescinding EPA waivers for CARB Advanced Clean Trucks and NOx rules; exemptions no longer valid and ACT and NOx rules are not enforceable in California or ten other adopting states	NPTC has joined the Clean Freight Coalition to provide input to decision makers on reasonable transitioning from fossil fuels	Unresolved question as to whether EPA waivers may be rescinded under Congressional Review Act; if not, EPA must go through rulemaking to withdraw the waivers; California and ten states have sued to challenge CRA recission
13. 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
14. 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 tolls on I-95; ATA challenged tolls in federal court, and court of appeals held truck-only tolls were constitutional in December 2024; also ruled cap on tolls was unconstitutional; tolling will be revisited by Congress in 2026 infrastructure legislation
15. Infrastructure Funding	Congress	Infrastructure Law enacted in 2021 kept the same federal fuel and excise taxes for next five years	NPTC supported increased taxes dedicated to Highway Trust Fund; NPTC on advisory committee for 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 in 2026 will consider transition to Vehicle Miles Traveled Tax structure for personal and commercial vehicles in lieu of fuel taxes and perhaps other fees

16. 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 expires September 30, 2025		Credit for electric vehicles eliminated in One Big Beautiful Bill (budget reconciliation)
17. 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
18. Electric Vehicle Infrastructure	Congress/FHWA	2021 Infrastructure Law provided \$7.5 billion for network of EV charging stations along federally funded highways		Trump Administration withdrew funding for EV infrastructure by Executive Order; challenged in court and now funding restored subject to preliminary injunction
19. GHG Endangerment Finding	EPA	On August 1, EPA proposed to withdraw 2009 finding that greenhouse gases pose a threat to human health and welfare;		EPA says agency has not authority to impose requirements to address global climate change, and that scientific conclusions have changed since initial finding
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 and engines beginning in model year 2027 through 2032; EPA has now proposed rescinding this rule	NPTC has joined the Clean Freight Coalition to exchange information and provide real-world input to Congressional and Administration decisionmakers; also contracted with North American Council for Freight Efficiency to provide advice for fleets transitioning to alternative fuels	EPA has proposed rescinding GHG Phase 3 final rule (and all GHG emissions rules for heavy duty vehicles and engines) and also reconsidering its underlying finding that GHG is a public health hazard