

Trucking Resurgence: *The Fight for Fairness and Safety* **Progress Report**

The information and statistics highlighted in the following progress report tell a compelling story. The actions taken by USDOT, FMCSA, law enforcement, and many states to crack down on bad actors in trucking align with the Trucking Resurgence action plan and are producing tangible results to promote highway safety while also establishing fairness and integrity within the trucking industry. Additionally, the leadership and resolve of USDOT Secretary Sean Duffy and FMCSA Administrator Derek Barrs has been essential to this progress, and their efforts are backed by a broad coalition of trucking industry advocates.

Much work remains to be done, and the momentum generated around these issues demonstrates growing recognition of the challenges facing America's trucking industry and the need for continued reforms.



Progress Report Overview

Background: The action plan Trucking Resurgence: the Fight for Fairness and Safety was released in the fall of 2025 by the Trucking Associations Executives Council (TAEC), a federation of state trucking association and industry association executives from around the United States formalized in 1962. This action plan displayed broad grassroots industry support for enhanced enforcement and reforms of highway safety regulations at both the federal and state levels to combat bad actors that have illegally entered and operated within the trucking industry. These bad actors exploit gaps in programs, systems and laws to operate in a manner, oftentimes criminally, that undermine the professionals and companies that uphold the highest standards in trucking.

The action plan was just that: a broad evaluation of significant regulatory and enforcement gaps and quick action recommendations to address these gaps immediately (and in most cases) not requiring federal rulemakings or new laws. The plan was also a call to action for all supply chain partners (carriers, shippers, insurers, brokers, etc.) to take a proactive and collaborative approach to highway safety and supply chain integrity.

Task Force members:

Tony Bradley, Arizona Trucking Association; Mark Colson, Alabama Trucking Association; Paul Enos, Nevada Trucking Association; John Esparza, Texas Trucking Association; Shannon Newton, Arkansas Trucking Association; Brenda Neville, Iowa Motor Truck Association; Rebecca Oyler, Pennsylvania Motor Truck Association; Eric Sauer, California Trucking Association.

Scope of Issues:

- 1.** CDL Integrity
- 2.** Reforming the Safety Data System
- 3.** Cross-border Workforce Integrity
- 4.** Non-domiciled CDL Reform and Enforcement
- 5.** English Language Proficiency Enforcement
- 6.** Combating Trucking Fraud
- 7.** Electronic Log Integrity

12 Months of Progress By the Numbers

**Nearly
10,000**

CDL schools removed from
federal training provider registry

550

fraudulent CDL schools shut down

\$217 million

in new federal safety and CDL
integrity investments

704

high-risk carrier investigations

430

carriers voluntarily ceasing operations

60-70

carriers shut down

3,200

visa revocations tied to
cabotage enforcement

50

state audit of state's
CDL programs and non-
domiciled CDL issuance

194,000+

non-domiciled CDLs will no
longer qualify under the new rules

\$273 million

highway funding withheld
from some non-compliant states

27,000+

drivers placed out of service
for English Language
Proficiency (ELP) violations

76

non-compliant electronic logging
device (ELDs) platforms
removed from the approved registry

426

ELD platforms blocked from
entering the marketplace.

20+

states engaged in legislative
action plus many states reformed
policy rules and enforcement actions

Key Highlights of Priority Areas

CDL Integrity

2026 Highlights

Federal regulators initiated one of the most significant enforcement efforts in history removing thousands of non-compliant training providers and conducting extensive audits. Additional rulemaking is underway to eliminate self-certification and strengthen oversight of CDL training programs. Nearly 10,000 non-compliant CDL training providers have been removed from federal training registries, with additional audits and enforcement actions underway.

Reforming the Safety Data System

2026 Highlights

USDOT launched the new MOTUS registration platform to improve carrier identity verification, reduce fraudulent registrations, and strengthen efforts against chameleon carriers. Though the rollout has had significant technological setbacks, long-term benefits of this system are expected, once fixed and fully implemented. Additionally, hundreds of high-risk carrier investigations have been completed, and more being conducted along with identification of chameleon carrier networks.

Additionally, FMCSA, along with the help of the State MCSAP partners, have conducted 3 additional operations focused on highway safety, driver training, and principal place of business enforcement. These operations are part of ongoing Strikeforce aligned with the Agency's safety crackdown with additional phases scheduled in the future.

Cross-Border Workforce Integrity

2026 Highlights

Federal agencies increased enforcement of English language proficiency requirements and cabotage restrictions in border regions, while coordination with Customs and Border Protection has expanded enforcement efforts resulting in 3,200 visa revocations tied to cabotage enforcement

Non-domiciled CDL Reform and Enforcement

2026 Highlights

Congress, federal regulators, and numerous states have advanced reforms to strengthen verification requirements, improve oversight, and ensure the removal of improperly issued non-domiciled CDLs. New regulations have strengthened oversight of non-domiciled CDL issuance and eligibility requirements resulting in 97% of the existing non-domiciled CDL holders (194,000+) becoming ineligible over multi-year period and with thousands of immediate CDL revocations in certain states.

English Language Proficiency

2026 Highlights

Federal out-of-service enforcement was reinstated and enhanced, resulting in substantial nationwide enforcement activity with 27,000+ OOS violations issued. Several states have adopted additional testing requirements and penalties to reinforce compliance.

Combating Trucking Fraud

2026 Highlights

States have expanded criminal penalties for cargo theft, created new enforcement tools, and proposed specialized task forces focused on organized cargo crime and supply chain security. A major development in the fight against cargo theft has been congressional action on the Combating Organized Retail Crime Act (CORCA) in Congress. This bipartisan legislation designed to establish a coordinated federal response to organized cargo theft, supply chain crime, and freight fraud has passed the House and is pending in the Senate.

Electronic Log Integrity

2026 Highlights

Federal regulators increased scrutiny of ELD providers, removing non-compliant platforms from approved registries and beginning work on stronger certification and oversight requirements including ending self-certification.

State Legislative Activity

States Enacting New Laws

Alabama	Indiana	South Dakota	Virginia
Arkansas	Iowa	Tennessee	Wyoming
Idaho	Oklahoma	Texas	

States Considering Additional Reforms

Alabama	Indiana	South Dakota	Virginia
Arkansas	Iowa	Tennessee	Wyoming
Idaho	Oklahoma	Texas	

Overall, at least **20 states** have enacted or introduced legislation that align with the Trucking Resurgence action plan that directly address CDL integrity, English proficiency, non-domiciled CDL oversight, cargo theft, and commercial driver qualifications. In addition to legislative action, many states have reformed policy rules and enforcement guidance to align with updated federal rules to close regulatory gaps that have allowed bad actor companies and unqualified drivers to enter the industry.

State Legislative Activity

Legislative/Regulatory Impact by Priority Area

Priority Area	Federal Action	State Action
CDL Integrity	Extensive audits and school removals	Indiana enacted training compliance requirements / TN & TX English only CDL exam
Safety Data/MCMIS	MOTUS launched; carrier fraud enforcement expanded	Federal Jurisdiction
Cross-Border Workforce Integrity	Increased cabotage and border enforcement	Federal Jurisdiction
Non-Domiciled CDL Reform	New federal eligibility standards	10+ states enacted or proposed reforms
English Language Proficiency	OOS enforcement restored; 20,000+ violations	Multiple states enacted ELP laws and enhanced penalties
Cargo Theft	Congressional proposals introduced	Arkansas and Tennessee enacted laws; additional states considering task forces
ELD Integrity	Federal registry enforcement and rulemaking	Federal Jurisdiction

NEXT STEPS AND PERSISTENCE IN KEY REFORM AREAS

The progress achieved over the past year demonstrates what is possible when industry leaders, policymakers, regulators, and stakeholders work together toward common goals. Significant advancements have been made across nearly every priority area identified in the Trucking Resurgence action plan resulting in stronger enforcement, improved accountability, and meaningful reforms that are helping restore integrity to the trucking industry.

While these accomplishments are substantial, the work is far from complete. Critical challenges remain, and continued vigilance will be necessary to ensure that reforms are fully implemented, enforcement remains consistent, and additional policy improvements are pursued.

VISIONARY FMCSA REFORM IS IMPERATIVE

One of the main takeaways from the past year is that even with very strong executive leadership and bi-partisan support for enhanced enforcement and reforms, FMCSA lacks the resources to fulfill its mission to protect U.S. highways. The Truckload Carriers Association (TCA) in collaboration with many industry, regulatory and legislative stakeholders developed a FMCSA Modernization Plan that is supported by TAEC and complementary to the reform efforts being voiced by USDOT/FMCSA leadership. The main challenge is that proportionally and adequately resourcing FMCSA requires Congressional action during a volatile political environment. Fortunately, the safety of U.S. highways is a bi-partisan issue.

The challenge outlined by TCA is clear. FMCSA oversees millions of regulated entities with limited federal staffing, fragmented systems, and outdated regulatory frameworks. Key structural challenges include:

- Limited investigator and analyst capacity relative to workload
- Fragmented registration and vetting processes
- Inconsistent data integrity and challenge resolution
- Reactive (not preventive) safety oversight model
- Limited real-time visibility into carrier safety performance

FMCSA Comparison to FAA

	FAA	FMCSA
Employees	46,000	1,118
Regulated Population	1.725 Million	Nearly 8 Million
Employee to Entity Ratio	1 employee per 37.5 entities	1 employee per 7,155 entities
2022 Fatalities	0	5,936
2026 Budget Request	Over \$27 Billion	Over \$1 Billion

These gaps directly impact national highway safety and system effectiveness. Unsafe carriers may enter and remain in operation too easily. High-risk operators are not consistently identified early. Enforcement varies across states and systems. Safety data credibility is weakened. Regulatory tools lag behind industry complexity. Without modernization, oversight will continue to trail risk.

FMCSA Modernization

Recommendations

Congress has a clear opportunity to modernize FMCSA into a proactive, data-driven safety regulator focused on prevention, accountability, and real-time risk identification. TCA's FMCSA Modernization Plan includes the following recommendations:

1. **Staff & Fund FMCSA** - Set minimum staffing levels and lock in dedicated safety funding.
2. **Create One Registration System** - Replace fragmented sign-ups with a single portal, upfront vetting, and mandatory renewal.
3. **Prove Safety Before Operating** - No full authority until a new carrier demonstrates verified safety readiness.
4. **Continuous Fitness Ratings** - Switch to a real-time "fit / unfit" model driven by live data.
5. **Fix the DataQs & RDR Process** - Give one federal body final say on data challenges; standardize every review.
6. **Tie Grants to Results** - Simplify MCSAP funding and link dollars directly to measurable safety gains.
7. **Real-Time CDL Alerts** - Notify employers instantly when a driver's CDL status changes; hold States accountable.
8. **Verify Safety Registries** - Move ELDT, ELD, and medical registries to proof-based listing with periodic renewal.
9. **Modernize Drug & Alcohol Testing** - Allow oral-fluid and hair testing; expand Clearinghouse coverage.
10. **Better Crash Data, Faster** - Standardize collection nationwide and publish continuous, public safety intelligence.

The FMCSA Modernization Plan has been endorsed by TAEC as it aligns with the Trucking Resurgence plan as well as the vision shared by USDOT/FMCSA leadership.

CONCLUSION

The Trucking Association Executives Council (TAEC) and state trucking associations remain committed to advancing these priorities and working with federal and state partners to promote a safer, more accountable, and more competitive trucking industry for the future. Policymakers, regulators, and industry leaders must continue working together to build upon this progress and ensure that reforms translate into lasting improvements for highway safety, workforce integrity, regulatory accountability, and industry competitiveness.

The work continues and the cause endures.

Alabama Trucking Association
Alaska Trucking Association
American Trucking Associations
Arizona Trucking Association
Arkansas Trucking Association
Colorado Motor Carriers
Association
Motor Transport Association
of Connecticut
Florida Trucking Association
Georgia Motor Trucking
Association
Hawaii Transportation
Association
Idaho Trucking Association
Illinois Trucking Association
Indiana Motor Truck Association
Iowa Motor Truck Association
Kansas Motor Carriers
Association
Kentucky Trucking Association

Louisiana Motor Transport
Association
Maryland Motor Truck
Association
Trucking Association
of Massachusetts
Michigan Trucking Association
Minnesota Trucking Association
Mississippi Trucking Association
Missouri Trucking Association
Montana Trucking Association
National Tank Truck Carriers
Nebraska Trucking Association
Nevada Trucking Association
New Jersey Motor
Truck Association
New Mexico Trucking Association
Trucking Association of New York
North Carolina Trucking
Association
North Dakota Motor
Carriers Association

Ohio Trucking Association
Oklahoma Trucking Association
Oregon Trucking Associations
Pennsylvania Motor
Truck Association
Rhode Island Trucking
Association
South Carolina Trucking
Association
Tennessee Trucking Association
Texas Trucking Association
Truckload Carriers Association
Utah Trucking Association
Virginia Trucking Association
West Virginia Trucking
Association
Wisconsin Motor
Carriers Association
Wyoming Trucking Association



A Report by the **TAEC**
(Trucking Association Executives Council)