



March 17, 2026

The Honorable David Rouzer
Chairman, Subcommittee on Highways and Transit
House Committee on Transportation and Infrastructure
2333 Rayburn House Office Building
Washington, DC 20515

Chairman Rouzer,

On behalf of the Commercial Vehicle Training Association (CVTA), we write to express our strong support for Dalilah's Law, H.R. 5688 (119th Cong.), and to thank the House Committee on Transportation and Infrastructure for its leadership in advancing this important legislation.

CVTA represents the nation's leading providers of commercial driver training. Our member schools are responsible for preparing the next generation of professional truck drivers—men and women who will operate 80,000-pound vehicles alongside American families every day. The integrity of the Commercial Driver's License system is not an abstract policy concern for our members. It is the foundation on which their businesses, their students' careers, and the safety of the traveling public all depend.

Dalilah's Law addresses gaps in the CDL system that CVTA members have long recognized as threats to both highway safety and the credibility of professional driver training. In particular, three provisions reflect priorities CVTA has consistently championed.

First, the bill takes a critical step toward strengthening the integrity of the Entry-Level Driver Training (ELDT) framework by reforming the Training Provider Registry. The legislation directs the Secretary of Transportation to revise the current self-certification process to ensure that training providers meet Federal requirements at the time of initial certification and continue to demonstrate compliance throughout the duration of their registration. It further requires all providers to recertify under the new standards and authorizes the removal of those who fail to do so. These changes strengthen FMCSA's mandate to institute a long-overdue shift away from the flawed self-certification model and toward a system grounded in verification, accountability, and continuous compliance—principles that are essential to restoring confidence in the national training framework.

Second, the bill's English language proficiency requirements are grounded in operational reality. Commercial drivers must be able to read road signs, communicate with law enforcement during inspections, and respond to emergency instructions. These are not administrative formalities—they are the baseline competencies that separate a safe professional driver from a liability on public roads. CVTA

¹ Founded in 1997, CVTA is the largest association of professional truck driver training programs in the United States, with 100 member schools at 400 training locations in 46 states. CVTA members train over 100,000 entry-level truck drivers each year. CVTA's member engagement and participation were pivotal to the creation and implementation of the Entry-Level Driver Training Rule.

supports requiring that CDL knowledge and skills tests both be administered in English, and we commend the bill's effort to codify this standard into statute.

Third, the bill's focus on CDL issuance integrity directly supports the work CVTA members do every day. By limiting CDL issuance to individuals who are United States citizens, nationals, lawful permanent residents, or otherwise lawfully authorized under clearly defined employment-based classifications—and by requiring States to verify immigration status, align license duration with authorized stay, and maintain auditable records—the legislation establishes a more disciplined and transparent licensing framework. These reforms help ensure that the CDL remains a credential that reflects lawful status and verified qualification, while strengthening accountability across State licensing systems.

These provisions complement ongoing federal efforts to enforce the Entry-Level Driver Training rule and improve oversight of the FMCSA Training Provider Registry. CVTA's ELDT Task Force has been at the forefront of both efforts, and we view Dalilah's Law as a meaningful extension of the same principle: that the CDL must reflect genuine qualification, not merely paperwork.

CVTA stands ready to work with the Committee and other stakeholders to advance this legislation and ensure its effective implementation. We appreciate the chance to support Dalilah's Law and welcome the opportunity to contribute to these nationwide policy improvements.

Sincerely,



Andrew Poliakoff
Executive Director
CVTA



Jeff Burkhardt
Chairman
CVTA