



Owner-Operator Independent Drivers Association

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March 16, 2026

The Honorable Sam Graves
Chairman
Committee on Transportation and Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
Committee on Transportation and Infrastructure
2164 Rayburn House Office Building
Washington, DC 20515

RE: Support for Amendment in the Nature of a Substitute to H.R. 5688, Dalilah’s Law

Dear Chairman Graves and Ranking Member Larsen,

We write in strong support of the Amendment in the Nature of a Substitute for H.R. 5688, Dalilah’s Law. This legislation closes loopholes that have allowed unqualified individuals to obtain a commercial driver’s license (CDL) through the “non-domiciled” CDL program and ensures full enforcement of English Language Proficiency standards for professional truck drivers, among other improvements. As the largest national organization representing small-business truckers and professional drivers, this legislation would help improve highway safety for our members making their living behind the wheel of a truck.

This legislation reinforces the U.S. Department of Transportation’s (DOT) and the Federal Motor Carrier Administration’s (FMCSA) Restoring Integrity to the Issuance of Non-Domiciled Commercial Drivers Licenses Final Rule cracking down on states issuing CDLs to unqualified and poorly vetted applicants. In recent years, there has been an explosion in the number of non-domiciled CDLs as unscrupulous carriers sought out the cheapest labor possible. In a letter to Secretary Duffy last August, we highlighted the glaring safety problems throughout the non-domiciled CDL process. Under federal regulations, states are required to obtain 10 years of driving history for all CDL applicants, but for foreign drivers, states were unable to obtain these records to examine a driver’s history. In effect, foreign-domiciled applicants faced a less-stringent safety review than U.S. citizens and permanent residents. DOT and FMCSA have now addressed this inconsistent standard with the recently implemented Final Rule.

This legislation reinforces DOT/FMCSA’s authority to issue its recent regulations on non-domiciled CDLs and ensures that these important improvements are not reversed in the future. Importantly, the legislation would also require states to review and revoke any improperly issued non-domiciled CDLs while ensuring that traditional CDL holders are not subject to an unnecessary recertification process.

This legislation also makes critical improvements to English Language Proficiency standards. As we saw in 2016, DOT weakened enforcement by no longer placing drivers out-of-service if they were unable to communicate to law enforcement in English or read road signs. In 2025, DOT and FMCSA reversed this dangerous decision, and Dalilah’s law would ensure that these requirements stay on the books. This legislation also requires that CDL testing is administered only in English and drivers must demonstrate

proficiency before they can obtain their license. And just as importantly, this legislation also gives the Secretary the authority to crack down on carriers when they hire drivers lacking English proficiency. While drivers who lack English proficiency are certainly at fault and must be disqualified from driving, it is just as imperative to remove bad actors who knowingly put unqualified truckers out on the road.

Finally, the bill rightfully strengthens the certification process for entry-level driver training providers. OOIDA raised concerns with FMCSA's Training Provider Registry (TPR) as it became clear that proper oversight was not being conducted during the initial years of implementation. The Entry-Level Driver Training Advisory Committee met more than a decade ago, and the industry has now seen how weak certification standards allowed fraud to take hold. Thankfully, FMCSA's recent enforcement actions have removed thousands of inadequate and fraudulent entities from the TPR. Dalilah's Law will build on these efforts by bolstering the training provider certification process.

We appreciate Highways and Transit Subcommittee Chairman Rouzer's leadership on these issues and are thankful that President Trump and Secretary Duffy have highlighted the serious safety shortcomings in existing law that have made our roads less safe. We look forward to continue working with the Committee and ultimately enact Dalilah's Law.

Thank you,

A handwritten signature in black ink, appearing to read "Todd Spencer". The signature is fluid and cursive, with a long horizontal stroke at the end.

Todd Spencer
President & CEO
Owner-Operator Independent Drivers Association, Inc.

Cc: Members of House Transportation and Infrastructure Committee