

**Member Day Written Testimony – Transportation and Housing and Urban Development
Appropriations Subcommittee**

Rep. Harriet Hageman (WY at-Large)

Chairman Womack, Ranking Member Clyburn, and Members of the Subcommittee:

I am grateful for the opportunity to testify for the Subcommittee’s Member Day hearing on the importance of trucking in Wyoming and highlight a few issues that I believe require attention as we develop our Appropriations bills for FY27.

My home state of Wyoming sees a considerable amount of truck traffic. We play a vital role in America’s supply chains, particularly when it comes to the flow of essential goods and resources from the heartland to communities across the nation and beyond. To put this level of traffic into perspective, according to data from the Wyoming Department of Transportation, Wyoming’s stretch of I-80 alone sees an average daily traffic count of around 13,000 vehicles, with trucks making up nearly 50%.¹ The goods that originate in and flow across Wyoming’s freight corridors not only directly support America’s national and food security but also serve as vital connections for our rural communities and small businesses, enabling their growth and ability to attract economic development.

The significance of the trucking industry cannot be overstated. Increased traffic, however, poses its own share of challenges. According to a study released in September 2025 by the Truck Safety Coalition, based on 2023 per capita data, Wyoming ranks highest in fatal truck crashes,

¹ <https://wyoleg.gov/InterimCommittee/2023/08-2023052511-01WYDOTTalkingPointsI-80.pdf>

with seven per 100,000.² Data from the Wyoming Department of Transportation revealed that, between 2018 and 2022, there were 4,106 total crashes involving commercial motor vehicles, with approximately 90% of these originating from out-of-state drivers. Many of these accidents can be traced back to the highly treacherous nature of our roadways and the unpredictability of Wyoming's weather, which together create risks for even the most skilled Commercial Drivers License, or CDL, holders. It is for these reasons that the issuance of CDLs must be limited to individuals who are properly vetted, trained, and prepared to react and respond in high-risk situations.

One such prerequisite that should always remain uniform among CDL holders is the ability to be proficient in the English language, and to place out of service those who are not. Being able to read, write, and speak English proficiently is a fundamental safety matter that impacts everyone who travels on our roadways. Across Wyoming's highway system, we frequently utilize variable message signage that displays important warnings or instructions to drivers, including for high winds, winter road conditions, black ice, and accidents ahead. Failure to read and understand these messages can lead to disastrous consequences, as we have unfortunately seen on too many recent occasions.

Despite this proficiency standard being a longstanding requirement under preexisting federal regulations, prior Administrations have sought to loosen these practices and weaken enforcement, directly threatening the safety of American motorists. While this has been reversed under the direction of the Trump Administration, I commend the Subcommittee's leadership for

² <https://trucksafety.org/wp-content/uploads/2025/09/Deadliest-Truck-Crash-States-2023.jpg>

the inclusion of binding language in FY26, requiring the Department of Transportation to ensure that non-compliance with longstanding English proficiency standards triggers an out-of-service order.³ I strongly urge the Subcommittee to retain this language in FY27, preventing future attempts to erode this common-sense safety measure.

A second issue that warrants consideration is the presence of chameleon carriers on our roadways, which are high-risk trucking companies that operate by shutting down and reopening under different identities, rotating through names, ownership structures, or DOT registration numbers, to avoid penalties, enforcement actions, insurance consequences, and public scrutiny. These bad actors have operated on our roadways with ease for decades, with little to no recourse to properly identify and hold them accountable. Earlier this year, a devastating crash in Indiana caused by an illegal alien, which tragically took the lives of four individuals, was linked to a coordinated chameleon carrier network operating out of the Chicago area with ties to Kyrgyzstan. To address this issue, I have introduced H.R. 7539, the Safety and Accountability in Freight Enforcement Act, mandating the creation of a new advanced automation tool to improve the vetting process for obtaining DOT numbers so that we can detect these bad actors and properly hold them accountable, codifying work already being undertaken by the Federal Motor Carrier Safety Administration. To that end, for FY27, I strongly encourage the Subcommittee to adequately fund FMCSA's efforts to modernize its registration systems.

Finally, I want to briefly shift gears and urge that the Subcommittee continue prioritizing rural air service by sufficiently funding the Airport Improvement Program, FAA's Aviation Workforce

³ <https://www.whitehouse.gov/presidential-actions/2025/04/enforcing-commonsense-rules-of-the-road-for-americas-truck-drivers/>

Development Programs, and the Small Community Air Service Development Program, which support critical airport infrastructure projects and help fill rural aviation workforce needs.

Once again, thank you for allowing me the opportunity to testify, and I look forward to working with each of you as we prioritize regular order and draft our Appropriations bill for FY27.

Should you have any additional questions, please do not hesitate to contact me and my staff at any point.