

Transportation Secretary Sean P. Duffy Slashes Red Tape Across FHWA, NHTSA, and FMCSA to Unburden Americans of Costly Regulations

Thursday, May 29, 2025

More than 50 burdensome regulations were axed from the Code of Federal Regulations

WASHINGTON, D.C. - Secretary of Transportation Sean P. Duffy announced today 52 deregulatory actions across Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration (FMCSA), and National Highway Traffic Safety Administration (NHTSA). In total, the deregulatory package will rescind, withdraw, or amend burdensome regulations that do not enhance safety. These actions also help streamline the Code of Federal Regulations by deleting over 73,000 words from the Federal Register.

“Big government has been a big failure. Under President Trump’s leadership, my department is slashing duplicative and outdated regulations that are unnecessarily burdensome, waste taxpayer dollars, and fail to ensure safety,” said **U.S. Transportation Secretary Sean P. Duffy**. *“These are common sense changes that will help us build a more efficient government that better reflects the needs of the American people.”*

These sensible deregulatory actions primarily target redundant and decade-old rules that have no real-life application. This includes cutting duplicative provisions at FHWA for construction contracts and axing an outdated rule under FMCSA which requires a paper copy of an Electronic Logging Device’s operator’s manual even when it can be found online. Another FMCSA change would ensure military technicians – who undergo rigorous military driver trainings – are not unfairly burdened by duplicative civilian commercial driver’s license requirements when operating commercial trucks for military purposes.

Other common sense changes to help ensure safety for our children include a proposed amendment to use a properly sized crash test dummy in NHTSA’s car seat side impact tests. The proposed amendments will also help car seat manufacturers streamline development and testing to ensure sufficient availability of car seats for children to travel safely.

Of the 52 deregulatory actions, 43 are at the Notice Proposed Rulemaking (NPRM) stage, seven are final rules, and two are withdrawals of rulemaking actions. All 52 deregulatory actions will increase efficiencies without compromising safety for the American people.

BACKGROUND:

The Department reestablished the Regulatory Reform Task Force (RRTF) and has already made progress on numerous key deregulatory rulemakings as part of the Administration's deregulatory agenda, as provided in Executive Order 14192, "Unleashing Prosperity Through Deregulation," and Executive Order 14219, "Ensuring Lawful Governance and Implementing the President's 'Department of Government Efficiency' Deregulatory Initiative."

These rules are grouped by subagencies and divided into "Proposed Recissions," "Other Deregulatory Actions," or amendments, and "Withdrawals."

- Sixteen deregulatory actions were taken at FHWA, including:
 - RESCINDING:
 - **Rescinding Regulations on Projects of National and Regional Significance Evaluation and Rating:** FHWA repeals this part of the Code of Federal Regulations (CFR), which concerns funding proposed Projects of National and Regional Significance, a competitive grant program authorized in 2005 by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59). This program was rescinded by section 1105(c) of the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94) in 2015, making the regulations obsolete.
 - **Rescinding Requirements Regarding Bridges on Federal Dams:** FHWA proposes to remove 23 CFR part 630, subpart H, which implements 23 U.S.C. 320 as it relates to procedures for Federal agencies to construct and finance public highway bridges over dams constructed and owned by or for the United States. FHWA does not believe that regulations beyond the scope of the requirements in 23 U.S.C. 320 are needed, and further notes that Congress has not appropriated funding for such bridges in decades.
 - **Rescinding Requirements Regarding Required Contract Provisions for Federal-Aid Construction Contracts (Other than Appalachian Contracts):** FHWA proposes to remove 23 CFR part 633, Subpart A, which requires that recipients of FHWA financial assistance, contractors, and subcontractors include certain provisions otherwise required by statute and regulation in their construction contracts by physically incorporating Form FHWA-1273. Form FHWA-1273 does not itself impose any additional requirements; it only lists requirements that are found in other statutes and regulations. While FHWA believes that recipients, contractors, and subcontractors can incorporate Form FHWA-1273 voluntarily, FHWA does not believe it necessary to mandate incorporation.

- **Rescinding Requirements Regarding Federal-aid Contracts for Appalachian Contracts:** FHWA proposes to remove 23 CFR part 633, Subpart B, which establishes policies and procedures for projects under the Appalachian Development Highway System. Current regulations are outdated and generally are duplicative of what otherwise exists in statute. Further, FHWA does not believe it necessary to mandate the use of specific language currently contained in Appendices B, C, and D.
- **Rescinding Requirements Regarding the Forest Highway Program:** FHWA proposes to remove 23 CFR part 660, Subpart A, which implements the Forest Highway Program. Prior to the enactment of the Surface Transportation Assistance Act of 1982 (1982 STAA) (Pub. L. 97-424), Congress would appropriate funds directly for the Forest Highway Program under what was then 23 U.S.C. 204. The 1982 STAA combined previously separated programs, including the Forest Highway Program, into the general Federal lands highway program. Subsequently, the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141) replaced the single Federal lands highway program with the Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program. While forest roads remain eligible under these programs, FHWA does not believe it necessary to keep regulations geared solely towards such projects.
- **Rescinding Regulations Regarding Management Systems Pertaining to the National Park Service and the Park Roads and Parkways Program:** This part implements a previous version of 23 U.S.C. 204(a)(6), now revised and relocated to 23 U.S.C. 201(c)(5), requiring FHWA and the National Park Service to develop management systems. These regulations are outdated, and FHWA now implements this provision through guidance. Accordingly, FHWA is proposing to remove this rule.
- **Rescinding Regulations Regarding Management Systems Pertaining to the Forest Service and the Forest Highway Program:** This part implements a previous version of 23 U.S.C. 204(a)(6), now revised and relocated to 23 U.S.C. 201(c)(5), requiring FHWA and the Forest Service to develop management systems. These regulations are outdated, and FHWA now implements this provision through guidance. Accordingly, FHWA is proposing to remove this rule.
- **Rescinding Regulations Regarding Management Systems Pertaining to the Fish and Wildlife Service and the Refuge Roads Program:** This part implements a previous version of 23 U.S.C. 204(a)(6), now revised and relocated to 23 U.S.C. 201(c)(5), requiring

FHWA and the Fish and Wildlife Service to develop management systems. These regulations are outdated, and FHWA now implements this provision through guidance. Accordingly, FHWA is proposing to remove this rule.

- **Rescinding Regulations Regarding Management Systems Pertaining to the Bureau of Indian Affairs and the Indian Reservation Roads Program:** This part implements a previous version of 23 U.S.C. 204(a)(6), now revised and relocated to 23 U.S.C. 201(c)(5), requiring FHWA and the Bureau of Indian Affairs (BIA) to develop management systems. These regulations are outdated and are no longer relied upon by FHWA and BIA. Accordingly, FHWA is proposing to remove this rule.
- **Rescinding Preliminary Engineering Project 10-Year Repayment Provision:** Prior to the enactment of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58), 23 U.S.C. 102(b) required that States pay back preliminary engineering costs if on-site construction or acquisition of right-of-way for a project did not commence within 10 years of the funds being made available for preliminary engineering, known as the 10-Year Repayment Provision. FHWA implemented this provision at 23 CFR 630.112(c)(2). The IIJA, however, rescinded this requirement, and with the authority behind the 10-Year Repayment Provision removed, the regulation is legally inoperative. FHWA will therefore remove it.
- **Rescinding Regulations on Procedures for Advance Construction of Federal-aid Projects:** Currently, 23 CFR 630.705(b) requires that projects using advance construction authority under 23 U.S.C. 115 have their project number be identified in a certain way. This requirement is no longer necessary to identify which projects are using advance construction, and FHWA is proposing to remove it.
- **National Performance Management Measures; Rescinding Requirements for the First Performance Period:** Certain provisions in 23 CFR 490.105 refer to the first performance period for the national performance management measures, which has already ended. For that reason, FHWA is removing these provisions that are currently irrelevant. FHWA implemented this provision at 23 CFR 630.112(c)(2). FHWA will therefore remove it.
- **State Highway Agency Equal Employment Opportunity Program:** FHWA is finalizing a final rule that will remove 23 CFR part 230, Subpart C, which requires State highway agencies to submit to FHWA Equal Employment Opportunity Program plans for FHWA approval, as those regulations are outdated and duplicative of existing law.

Guards: FMCSA proposes to amend the Federal Motor Carrier Safety Regulations (FMCSRs) to rescind the requirement that the rear impact guard be permanently marked or labeled with a certification from the impact guard manufacturer as required by the National Highway Traffic Safety Administration's (NHTSA) applicable Federal Motor Vehicle Safety Standard (FMVSS). The certification label or marking provides motor carriers purchasing new trailers or new impact guards to replace damaged devices with a means to determine whether the equipment is certified as meeting the FMVSS. However, the labeling or marking requirement has proven problematic for motor carriers when the label or marking becomes illegible or wears off during the service life of the trailer or guard. This proposal would eliminate an unintended regulatory burden on motor carriers without compromising safety, as this NPRM would not affect the applicable FMVSS. The proposal would also rescind a guidance document pertaining to illegible, incomplete, or missing rear impact guard certification labels.

- **Parts and Accessories Necessary for Safe Operation; Retroreflective Sheeting on Semitrailers and Trailers:** FMCSA proposes to rescind the requirements for retroreflective sheeting on semitrailers and trailers manufactured prior to December 1, 1993, which is the compliance date for the National Highway Traffic Safety Administration's (NHTSA) conspicuity rules applicable to trailer manufacturers. The retrofitting requirements were adopted by the Federal Highway Administration (FHWA) on March 31, 1999, and require that motor carriers engaged in interstate commerce install retroreflective tape or reflex reflectors on the sides and rear of semitrailers and trailers that were manufactured prior to December 1, 1993, have an overall width of 2,032 mm (80 inches) or more, and a gross vehicle weight rating of 4,536 kg (10,001 pounds) or more. With the passage of more than 30 years since the NHTSA requirements were implemented, FMCSA believes the vast majority of trailers currently in use on the Nation's highways were manufactured after 1993 so the retrofitting rule is no longer necessary. This proposal would eliminate obsolete regulatory text without compromising safety.
- **Parts and Accessories Necessary for Safe Operation; Spare Fuses:** FMCSA proposes to remove the requirement for commercial motor vehicles (CMVs) to be equipped with at least one spare fuse for each type and size of fuse needed for the parts and accessories of the CMV. This proposed change would remove an unnecessary requirement from the Federal Motor Carrier Safety Regulations (FMCSRs).

- **Parts and Accessories Necessary for Safe Operation; Liquid-Burning Flares:** FMCSA proposes to remove references to liquid-burning flares from the warning device requirements in the Federal Motor Carrier Safety Regulations (FMCSRs). This proposed revision would remove outdated language referring to warning devices that FMCSA believes are no longer used.
- **Removal of Self-Reporting Requirement:** FMCSA proposes to revise its regulations requiring commercial driver's license (CDL) holders to self-report motor vehicle violations to their State of domicile. With the implementation of the exclusive electronic exchange of violations between State drivers licensing agencies (SDLAs) in 2024, self-reporting is no longer necessary. This action supports the Administration's deregulatory efforts.
- **Removal of Obsolete References to "Water Carriers":** FMCSA proposes to remove all obsolete references to "water carriers" in the FMCSA regulations (FMCSRs). FMCSA does not specifically regulate water carriers except to the extent that such carriers also engage in motor carrier operations. In such cases, the existing FMCSRs provide appropriate coverage of the carrier's motor carrier operations.
- **Qualifications of Drivers; Vision Standards Grandfathering Provision:** FMCSA proposes to amend the Federal Motor Carrier Safety Regulations to remove the grandfathering provision under the physical qualifications standards for interstate drivers operating under the previously administered vision waiver study program, as this regulation is now obsolete. The waiver study program was terminated prior to the adoption of rules in 1998 implementing the Transportation Equity Act for the 21st Century provision concerning waivers, exemptions and pilot programs.
- **Rescinding the requirement for ELD operator's manual located in Commercial Motor Vehicles:** FMCSA proposes to amend the Federal Motor Carrier Safety Regulations (FMCSRs) to rescind the in-vehicle electronic logging device (ELD) operator's manual requirement for commercial motor vehicles (CMVs). FMCSA currently maintains a list of the ELD vendors who have self-certified their products including submission of the operator's manual. Additionally, drivers are required to understand the operation of the ELD on the vehicle. There is no readily apparent benefit to continuing to require that the users' manual be in the CMV. This proposal would eliminate an unintended regulatory burden on motor carriers without compromising safety.
- **AMENDING:**
 - **Railroad Grade Crossings; Stopping Required: Exception for Railroad Grade Crossing Equipped with Active Warning Device not in Activated State:** FMCSA proposes to amend the regulations

related to driving a commercial motor vehicle (CMV) at railroad grade crossings. Currently, drivers of certain CMVs (e.g., buses transporting passengers and CMVs transporting certain hazardous materials) are required to stop before crossing a railroad track unless an exception applies, such as when the railroad grade crossing is controlled by a functioning highway traffic signal transmitting a green indication. The Agency proposes to add a similar exception for a railroad grade crossing equipped with an active warning device that is not in an activated state (e.g., flashing lights or crossing gates down, indicating the arrival of a train), provided that the driver has exercised due caution to ascertain that the course is clear before crossing and local law permits the CMV to proceed across the railroad tracks without stopping.

- **Electronic Driver Vehicle Inspection Reports:** FMCSA proposes to clarify the requirement to complete a Daily Vehicle Inspection Report (DVIR), based upon a public comment filed by the National Tank Truck Carriers (NTTC). The DVIR may already be completed electronically, however this NPRM proposes explicit language to make this clear. This will encourage motor carriers and drivers to utilize electronic, cost-saving methods when completing DVIRs.
- **Driver Vehicle Examination Report Disposition Update:** FMCSA proposes to revise the requirement that motor carriers and intermodal equipment providers sign and return a completed roadside inspection form to the issuing State agency. FMCSA is aware that not all issuing State agencies require the return of these reports, and that requiring motor carriers and intermodal equipment providers to submit these reports to a State that does not require, or even request, the return of the form, creates an unnecessary burden. Through this proposed change, completed forms will only be returned to those States that request them. This action is in response to a petition for rulemaking from the Commercial Vehicle Safety Alliance (CVSA).
- **Parts and Accessories Necessary for Safe Operation; Fuel Tank Overfill Restriction:** FMCSA proposes to remove the requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) that a liquid fuel tank manufactured on or after January 1, 1973, be designed and constructed so that it cannot be filled, in a normal filling operation, with a quantity of fuel that exceeds 95 percent of the tank's liquid capacity. This proposal is in response to a petition for rulemaking from the Commercial Vehicle Safety Alliance (CVSA). The proposed change would remove an unnecessary and outdated requirement from the FMCSRs.

- **Commercial Driver’s License Standards; Requirements and Penalties: Applicability to the Exception for Certain Military Personnel:** FMCSA proposes to amend the Federal Motor Carrier Safety regulations (FMCSRs) to allow dual-status military technicians to qualify for the exception for certain military personnel from the commercial driver license (CDL) standards in part 383. This rule responds to a petition for rulemaking submitted by James D. Welch.
- **Parts and Accessories Necessary for Safe Operation; Brakes on Portable Conveyors:** FMCSA proposes to add an exception for portable conveyors used in aggregate industry operations, and manufactured before 2010, from the requirements that each commercial motor vehicle (CMV) be equipped with brakes acting on all wheels, provided certain conditions are satisfied. This proposal is in response to a petition for rulemaking from the Michigan Aggregates Association (MAA). The proposed change would provide relief from a regulatory requirement for certain portable conveyors without impacting safety.
- **Parts and Accessories Necessary for Safe Operation; Auxiliary Fuel Tanks:** FMCSA proposes to add an exception to the prohibition on gravity and syphon feeds for auxiliary pumps with a fuel tank capacity of less than 5 gallons mounted on the trailer chassis frame or trailer bed, for purposes other than operation of the motor vehicle, that are operational only when the motor vehicle is not in motion. This proposal is in response to a petition for rulemaking from the Truck Trailer Manufacturers Association (TTMA). The proposed change would provide relief from a regulatory requirement without impacting safety.
- **Accident Reporting: Modification to the Definition of the Term “Medical Treatment”:** FMCSA proposes to amend the Federal Motor Carrier Safety Regulations (FMCSRs) to revise the term “medical treatment” for the purpose of accident reporting to incorporate revised regulatory guidance issued by the Agency regarding medical treatment away from the accident scene.
- **Parts and Accessories Necessary for Safe Operation; License Plate Lamps:** FMCSA proposes to provide an exception from the lamp and reflective device requirements for license plate lamps on the rear of truck tractors while towing a trailer. This proposed change would remove an unnecessary regulatory requirement without impacting safety.
- **Parts and Accessories Necessary for Safe Operation; Tire Load Markings:** FMCSA proposes to revise the requirements for tires on commercial motor vehicles (CMVs) to clarify that the Federal Motor Carrier Safety Regulations (FMCSRs) do not require tire load

restriction markings on their sidewalls. This change would eliminate confusion and clarify the scope of FMCSA's authority regarding the requirements for tires in the FMCSRs.

- Sixteen deregulatory actions were taken at NHTSA, including:
 - RESCINDING:
 - **Removing Obsolete Directives from Phase-In Reporting Requirements:** NHTSA is proposing to remove obsolete directives from the phase-in reporting requirements in Part 585.
 - **Removing Obsolete Procedures from the Consumer Assistance to Recycle and Save Act of 2009:** NHTSA is proposing to remove obsolete regulations related to the Consumer Assistance to Recycle and Save Act of 2009.
 - **Federal Motor Vehicle Safety Standard No. 204; Steering Control Rearward Displacement:** NHTSA is proposing to amend Federal Motor Vehicle Safety Standard No. 204, Steering Control Rearward Displacement- Passenger Cars, so that it no longer applies to vehicles that are certified to the frontal barrier crash protection requirements of Federal Motor Vehicle Safety Standard No. 208, Occupant Crash Protection.
 - **Federal Motor Vehicle Safety Standards No. 205, Glazing Materials; No. 205(a), Glazing equipment manufactured before September 1, 2006 and glazing materials used in vehicles manufactured before November 1, 2006:** NHTSA is proposing to remove the obsolete Federal Motor Vehicle Safety Standard (FMVSS) No. 205(a), Glazing equipment manufactured before September 1, 2006 and glazing materials used in vehicles manufactured before November 1, 2006.
 - **Federal Motor Vehicle Safety Standards No. 206; Door Locks and Door Retention Components:** NHTSA is proposing to remove obsolete requirements from Federal Motor Vehicle Safety Standard (FMVSS) No. 206, Door locks and door retention components.
 - **Federal Motor Vehicle Safety Standards No. 207; Seating systems:** NHTSA is proposing to remove obsolete requirements from Federal Motor Vehicle Safety Standards (FMVSS) No. 207, Seating Systems.
 - **Federal Motor Vehicle Safety Standard No. 210; Seat Belt Assembly Anchorages:** NHTSA is proposing to remove unnecessary regulatory text from Federal Motor Vehicle Safety Standard (FMVSS) No. 210, Seat belt assembly anchorages.
 - **Federal Motor Vehicle Safety Standards No. 214, Side impact protection:** NHTSA is proposing to remove obsolete requirements

from Federal Motor Vehicle Safety Standard (FMVSS) No. 214, Side impact protection.

- **Federal Motor Vehicle Safety Standards; No. 216, Roof Crush Resistance; Applicable Unless a Vehicle is Certified to § 571.216a; and No. 216a, Roof Crush Resistance; Upgraded Standard:** NHTSA is proposing to remove the obsolete Federal Motor Vehicle Safety Standard (FMVSS) No. 216, related to roof crush resistance.
 - **Federal Motor Vehicle Safety Standard No. 217; Bus Emergency Exits and Window Retention and Release:** NHTSA is proposing to remove obsolete requirements from Federal Motor Vehicle Safety Standard (FMVSS) No. 217, Bus emergency exits and window retention and release.
 - **Federal Motor Vehicle Safety Standards No. 222; School Bus Passenger Seating and Crash Protection:** NHTSA is proposing to remove obsolete requirements from Federal Motor Vehicle Safety Standard (FMVSS) No. 222, School bus passenger seating and crash protection.
 - **Removing Obsolete Regulatory Text from Federal Motor Vehicle Safety Standards No. 301, Fuel system integrity:** NHTSA is proposing to remove obsolete requirements from Federal Motor Vehicle Safety Standard (FMVSS) No. 301, Fuel system integrity.
 - **Removing Obsolete Regulatory Text from Federal Motor Vehicle Safety Standards No. 303, Fuel system integrity of compressed natural gas vehicles:** NHTSA is proposing to remove obsolete directives from the phase-in reporting requirements for Federal Motor Vehicle Safety Standard (FMVSS) No. 303, Fuel system integrity of compressed natural gas vehicles.
 - **Removing Obsolete Regulatory Text from Federal Motor Vehicle Safety Standards No. 304, Compressed natural gas fuel container integrity:** NHTSA is proposing to remove obsolete directives from the phase-in reporting requirements in Federal Motor Vehicle Safety Standard (FMVSS) No. 304, Compressed natural gas fuel container integrity.
- AMENDING:
 - **Federal Motor Vehicle Safety Standard No. 213a; Child Restraint Systems – Side Impact Protection; Federal Motor Vehicle Safety Standard No. 213; Child Restraint Systems, Federal Motor Vehicle Safety Standard No. 213b; Child Restraint Systems:** This document proposes amendments to the safety standards for child restraint systems (CRSs). NHTSA is proposing to amend FMVSS No. 213a, “Child restraint systems—side impact protection,” to exempt school bus CRSs from the standard’s requirements as long as they meet specified labeling requirements; to delay the compliance date from June 30,

2025 to December 5, 2026; and to provide that the Child Restraint Air Bag Interaction twelve-month-old (CRABI)-12MO test dummy will not be used to test forward-facing CRSs. The first two of these amendments are in response to petitions from CRS manufacturers. NHTSA is also proposing to amend FMVSS No. 213, "Child restraint systems" and FMVSS No. 213b, Child restraint systems; Mandatory applicability beginning December 5, 2026, to exclude school bus CRSs from the requirements to provide attachments for connection to the vehicle's child restraint anchorage system.

○ WITHDRAWING:

- **Federal Motor Vehicle Safety Standards No. 218; Motorcycle Helmets:** This action withdraws the Notice of Proposed Rulemaking (NPRM) published in the Federal Register on May 21, 2015 proposing amendments to Federal Motor Vehicle Safety Standard (FMVSS) No. 218, Motorcycle Helmets. The NPRM proposed three main changes to FMVSS No. 218: (1) Adding a definition of motorcycle helmet, (2) Adding preliminary screening requirements, and (3) Adding an alternate compliance process. Based on NHTSA's analysis of the comments received and other considerations, the Agency has decided to withdraw the rulemaking proposal.

Source: USDOT