



# COMMITTEE ON HOMELAND SECURITY

Ranking Member Bennie G. Thompson

**FOR IMMEDIATE RELEASE**

## Hearing Statement of Oversight, Investigations & Accountability Subcommittee Ranking Member Shri Thanedar (D-MI)

### *Highway Safety Under Threat: Examining Non-Domiciled CDL Issuance to Illegal Aliens*

**March 4, 2026**

This past weekend, a convicted felon with bone spurs illegally attacked Iran, launching a protracted war of regime change. President Trump callously said, “we may have casualties, that often happens in war,” dismissing the almost 600 lives lost thus far, including 6 American service members and 175 at a girls’ school.

The Republican-run Congress sat idly by rather than returning to Washington to claim the war powers granted to it in the Constitution. And this Subcommittee, rather than focusing on how Trump’s war threatens the homeland, is holding yet another hearing on demonizing hardworking immigrants.

I am an immigrant who came to this country with very little and worked hard to achieve the American Dream. Our country is built on the promise that anyone, regardless of their background, can come here, work hard, and succeed. That is why I am disturbed and offended that the Trump administration is responding to American Truckers United’s calls to eliminate “trucking operators from foreign lands.”

The Department of Transportation (DOT) is actively trying to strip refugees, asylees, and DACA recipients of their commercial driver’s licenses (CDLs) under the false pretense of highway safety. If DOT is successful, 200,000—or 5 percent—of commercial drivers will be removed from the road.

We are all highly dependent upon these drivers to move goods across the country, take our children to school, transport commuters, maintain and repair roads, and clear streets after a storm. Over 70 percent of the nation’s freight moves by truck. Reducing the number of commercial drivers will disrupt the economy and deepen the affordability crisis that already plagues America.

The U.S. economy is running out of road. Americans are already struggling to afford groceries, medicine, and other goods because of Trump’s tariffs. Fewer drivers also means fewer school buses, mass transit services, and snowplows. Daily life will get harder except for the men in the Epstein files who fly in luxury jets to private islands. Replacing 200,000 experienced CDL drivers with less experienced drivers—who statistically are more prone to accidents—will reduce safety.

Rather than pursuing sensible solutions to prevent collisions, such as requiring speed-limiting technologies in trucks, the Trump administration would rather punish immigrants who have a safer driving record than U.S. citizens.

Immigrants with non-domiciled CDLs have invested significant resources to satisfy the training, skills, knowledge tests, and requirements applicable to all individuals seeking to hold CDLs. It is already illegal to issue CDLs to undocumented migrants, and federal law requires commercial motor operators to be proficient in English, including highway traffic signs and signals.

Enforce the existing laws, but do not strip immigrants who are here legally of their livelihood, which will harm the U.S. economy and reduce public services. I thank Ms. Liu for joining us today and look forward to her explaining how she is fighting the Trump administration's illogical attempts to change the eligibility rules for CDL holders.

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