

**NAFA
Legislative & Regulatory Tracker – May 2020**

Issue	Legislation	Summary	Status	Importance & Implications	NAFA'S Position	Prospect of Enactment During 116 th Congress
Coronavirus Response	H.R.6201 Families First Coronavirus Response Act	<ul style="list-style-type: none"> - Covered employers must provide two weeks of paid sick leave and up to ten weeks of paid family and medical leave to employees for COVID-19-related reasons. - 100% of the expanded paid leave costs will be reimbursable to employers via tax credits. 	Signed into law on 3/18/20	Employers should be aware of all leave-related regulations to ensure that they are in compliance with the law. The DOL has posted information online for employers and employees to stay up to date.	NAFA does not have an official position on the legislation but is monitoring all COVID-19-related relief proposals for potential impacts on fleet management.	<u>N/A</u>
Coronavirus Response	H.R.748 Coronavirus Aid, Relief, and Economic Security (CARES) Act	<ul style="list-style-type: none"> - \$500 billion in loans and other assistance for major companies, as well as cities and states struggling with virus-related financial burdens. - \$350 billion in aid for small businesses through SBA loan programs - \$1,200 direct payments to middle- and low-income American adults, plus \$500 for each child. - \$600 per week increase in unemployment insurance, on top of existing state benefits. - \$25 billion through the FTA for transit providers, including states and local governments across the country, for operating and capital expenses. - Suspends payments and interest on federal student loans. 	Signed into law on 3/27/20	The \$2 trillion stimulus package is in response to the COVID-19 outbreak and its impact on the economy, public health, state and local governments, individuals, and businesses. Many lawmakers anticipate passing additional stimulus packages, which may include infrastructure funding and other measures to sustain the economy.	NAFA does not have an official position on the legislation but is monitoring all COVID-19-related relief proposals for potential impacts on fleet management.	<u>N/A</u>

<p>Coronavirus Response</p>	<p>H.R.266 Paycheck Protection Program & Health Care Advancement Act</p>	<ul style="list-style-type: none"> - \$310 billion for the Paycheck Protection Program (PPP) Loans, with \$60 billion set aside for smaller lenders - \$50 billion for the Economic Injury Disaster Loans (EIDL) - \$10 billion for the EIDL Advance Grants - \$75 billion for hospitals - \$25 billion for COVID-19 testing 	<p>Signed into law on 4/24/20</p>	<p>With several key COVID-19 relief programs running out of the funding, the bill provided an additional \$483 billion for crisis response.</p>	<p>NAFA does not have an official position on the legislation but is monitoring all COVID-19-related relief proposals for potential impacts on fleet management.</p>	<p><u>N/A</u></p>
<p>Coronavirus Response</p>	<p>H.R.6800 HEROES Act</p>	<ul style="list-style-type: none"> - Provides supplemental appropriations to federal agencies; - Provides assistance to state, and local governments; - Provides additional direct stimulus payments - Expands paid sick days, FMLA, unemployment comp - Modifies and expands the Paycheck Protection Program - Establishes grants for employers to provide pandemic premium pay for essential workers; - expands several tax credits and deductions; - provides funding and establishes requirements for COVID-19 testing and contact tracing; - requires employers to develop and implement infectious disease exposure control plans. 	<p>Passed by the House on 5/15/20. Pending in the Senate.</p>	<p>The bill is a topline list of Democratic priorities for future COVID-19 relief legislation. While negotiations on an additional relief package will likely go on for some time, some of the provisions in this legislation may be included in final package.</p>	<p>NAFA does not have an official position on the legislation but is monitoring all COVID-19-related relief proposals for potential impacts on fleet management.</p>	<p><u>Moderate</u> *With Significant Revisions Robust support for additional COVID-19 relief</p>

<p>Coronavirus Response</p>	<p>H.R.7010 Paycheck Protection Program Flexibility Act</p>	<p>The legislation is intended to provide PPP loan borrowers with more flexibility with how they use their loans by:</p> <ul style="list-style-type: none"> - Extending the expense forgiveness period from 8 weeks to 24 weeks - Reducing the 75% payroll ratio requirement to 60% - Eliminating 2-year loan repayment restrictions for future borrowers - Allowing payroll tax deferment for PPP recipients - Extending the June 30 rehiring deadline to December 31, 2020 (with certain exceptions) 	<p>Passed by the House on 5/28/20. Pending in the Senate.</p>	<p>Improving and revising the SBA PPP loan program is a crucial priority for both parties and chambers in Congress. PPP loans have several restrictions the limit their effectiveness for recipients, and this legislation is intended to make the loans much more flexible and effective.</p>	<p>NAFA does not have an official position on the legislation but is monitoring all COVID-19-related relief proposals for potential impacts on fleet management. PPP loan improvements are welcome action by Congress to provide relief to businesses during the crisis.</p>	<p>High Strong bipartisan support for PPP reforms</p>
<p>Coronavirus Response</p>	<p>H.R.7011 Pandemic Risk Insurance Act (PRIA)</p>	<p>Creates a Pandemic Risk Reinsurance Program that would establish a system of shared public and private compensation for business interruption losses resulting from future pandemics or public health emergencies. Insurers would voluntarily be able to participate in the program.</p>	<p>Pending in the House Financial Services Committee.</p>	<p>Many businesses have recently learned that their business interruption insurance policies do not cover viral pandemics. PRIA is modeled on the Terrorism Risk Insurance Act (TRIA), which has been integral in encouraging insurers to cover acts of terrorism, a similarly difficult to insure incident.</p>	<p>NAFA does not have an official position on the legislation but is monitoring all COVID-19-related relief proposals for potential impacts on fleet management.</p>	<p>Moderate Both parties have expressed support for reforming interruption insurance market</p>
<p>Coronavirus Response</p>	<p>Clean Start: Back to Work Tax Credit Act</p>	<p>Creates a temporary tax credit available for businesses to help offset increased costs of cleaning, disinfection, and other protective equipment needed to combat COVID-19. The tax credit would cover 50% of eligible expenses up to \$25,000 per location (\$250,000 per business entity) per year. Qualified expenses would need to be incurred before March 31, 2021.</p>	<p>Introduced 5/29/20</p>	<p>As stay-at-home restrictions are lifted, and businesses reopen, many are likely to incur additional expenses related to proper disinfection and sanitation to ensure workers and the public are protected from exposure to COVID-19.</p>	<p>NAFA does not have an official position on the legislation but is supportive of the concept of helping businesses offset the added costs of increased cleaning and sanitation measures.</p>	<p>Moderate Tax credits to help combat COVID-19 spread are being advanced on a bipartisan basis</p>

Coronavirus Response	H.R. 6776 Jumpstarting Our Businesses' Success (JOBS) Credit Act	Expands the employee retention tax credit created under the CARES Act. Currently, the law grants businesses a tax credit of up to \$5,000/employee for the rest of the year. The bill would increase the credit percentage from 50% to 80% and the limit from \$10,000 for all quarters to \$15,000 per quarter and allow state and local gov employers to claim the credit if they retain employees.	Pending in the House Ways & Means and Small Business Committees.	The current Employee Retention credit was helpful for many businesses, but its limitations stifled its effectiveness in helping all employers retain employees, especially state and local governments. With many fleets located within governmental entities, they must be made eligible for the credit.	NAFA supports the provisions included in the legislation and is monitoring all COVID-19-related relief proposals for potential impacts on fleet management.	Moderate Both parties have expressed support tax credits to provide entities with relief, and it could be included in future COVID-19 relief packages.
Government Funding	FY2021 Appropriations	The EPA's Diesel Emissions Reduction Act (DERA) program receives annual funding for grants to change out older diesel technology for newer cleaner engines, vehicles, and other equipment.	Pending	DERA grants present an opportunity for fleets to upgrade their older diesel engine vehicles for newer, lower-emitting models.	NAFA supports continued funding of the DERA program and works with partners to ensure funding levels are maintained. - DERA Coalition Appropriations Request Letter 3/23/2020	High Congress must pass annual appropriations to keep the government operating
Electric Vehicles	S. 343/ H.R. 1027 Fairness for Every Driver Act	Amends the tax code to terminate the credit for new qualified plug-in electric drive motor vehicles and provides for a Federal Highway user fee on alternative fuel vehicles.	Pending in the Sen. Finance Committee and Pending in the House Ways & Means Committee	Eliminating the up to \$7,500 tax credit for new EV purchases may significantly reduce the rate of EV consumer adoption, consequently slowing R&D in the EV industry.	NAFA opposes the legislation as the tax credit helps access EV technology, which increases sustainability and present cost-saving opportunities.	Low
Electric Vehicles	S. 1094/ H.R. 2256 Driving America Forward Act	Amends the 30D tax credit for new qualified plug-in electric vehicles by adding 400,000 units on top of the original 200,000 units limited by manufacturer. The extra 400,000 credits would be worth up to \$7,000. Also extends the hydrogen fuel cell tax credit for ten years.	Pending in the Sen. Finance Committee and Pending in the House Ways & Means Committee	With several large EV manufacturers already hitting or set to hit the current limit on the tax credit soon, this bill would help U.S. automakers be competitive in the global EV market and keep the cost of EVs down for consumers.	NAFA supports the legislation and is actively advocating for it in Congress and through the EV Drive Coalition. EVs can significantly improve a fleet's sustainability, and the tax credit helps makes the business case for their acquisition. - NAFA Support Letter - Coalition Comment Letter to Senate Finance Taskforce	Moderate Strong Stakeholders, Pressing Issue

Electric Vehicles	S. 993/ H.R. 2042 Electric CARS Act of 2019	Extends the tax credit for new qualified plug-in electric drive motor vehicles through 2029 and modifies the credit to remove the limitation on the number of vehicles per manufacturer that are eligible for the credit. Extends through 2029 the tax credits for alternative fuel vehicle refueling property, and alternative motor vehicles.	Pending in the Sen. Finance Committee and Pending in the House Ways & Means Committee	This bill would be a significant boost to the EV industry, as the removal of the manufacturer limit on the EV tax credit and extension until 2030 would give EV automakers confidence to invest in EV production heavily.	NAFA supports the legislation as it would be a positive for broader sustainability goals and decrease EV acquisition costs. However, the forward-looking nature of the legislation increases the difficulty of it being considered as a near term fix to the issue of manufacturer credit limits.	<u>Low</u>
Renewable Fuel	H.R.104 LEVEL Act	Revises the renewable fuel standard (RFS) to decreases the volume of renewable fuel that must be contained in gasoline to 7.5 billion gallons each year and eliminates separate volume requirements for the advanced biofuels, cellulosic biofuel, and biomass-based diesel. Would stop the sale of new higher than E-10 gasoline and directs the EPA to study the effects of higher than E-10 gasoline on consumer products, including non-road vehicles.	Pending in the House Energy & Commerce Committee	The RFS volume requirements are hotly debated among energy stakeholders as they can move the market demand for various fuels. The bill also seeks to address the many concerns regarding the impact that higher than E-10 ethanol-blended fuel may have on the engines of various vehicles.	NAFA does not have an official position on the legislation. NAFA supports the study of the impact high ethanol blend fuels have on vehicles and efforts to prevent consumer misfuelling, given potential risks involving damage to engines and underground fueling systems.	<u>Low</u>
Renewable Fuel	S.2873/ H.R.5113 GREENER Fuels Act	Phases out corn ethanol blending mandates by 2031. Maintains blending production goals for cellulosic and other advanced biofuels until they reach 2 billion gallons of annual production or the year 2037. It also reverses the decision to allow the summertime sale of E-15 fuel and mandates that the EPA study the environmental impact of higher ethanol-blended fuel.	Pending in the Senate Environment & Public Works Committee and Pending in the House Energy & Commerce, Natural Resources, and Science Committees	There are concerns over the actual effectiveness of the RFS' corn ethanol blending mandates in producing environmental benefits.	NAFA does not have an official position on the legislation. NAFA supports the study of the impact high ethanol blend fuels have on vehicles and efforts to prevent consumer misfuelling, given potential risks involving damage to engines and underground fueling systems.	<u>Low</u>

Renewable Fuel	H.R.3006 Renewable Fuel Standard Integrity Act of 2019	Requires refiners to ask for RFS small refiner exemptions by June 1st and for information included in the petitions to be publicly disclosed. Gives the EPA additional time to reallocate waived gallons back into the marketplace.	Pending in the House Energy & Commerce Committee	The EPA has granted an increased number of small refiner exemption waivers in recent years. Some believe the increase in waivers is a deliberate attempt to undermine the goals of the RFS.	NAFA does not have an official position on the legislation.	<u>Low</u>
Infrastructure	S. 2302 America's Transportation Infrastructure Act	Authorizes \$287 billion from the Highway Trust Fund over five years to maintain and repair the U.S. surface transportation network. Funding authorization highlights include hydrogen, natural gas, and electric vehicle fueling infrastructure, DERA grant program reauthorization, the study of vehicle-to-infrastructure connectivity safety benefits, authorizes funds for state and federal alternative road user fees research programs, emerging vehicle technologies research, and transportation workforce development.	Passed by the Senate Environment & Public Works Committee on 8/1/19. Pending on Sen. Legislative Calendar.	Current surface transportation funding authorization (The Fast Act) is set to expire at the end of FY 2020. States rely heavily on the assurance of federal funding to plan out infrastructure development projects to maintain and improve U.S. surface transportation. Funding authorization is also needed to facilitate the appropriations process to fund programs that advance innovative transportation-related technologies and concepts.	NAFA supports the legislation's efforts to reauthorize funding for surface transportation. NAFA also supports many of the individual program funding provisions within the legislation. - NAFA Support Letter	<u>High</u> The current surface transportation funding authorization has a set expiration date within this session of Congress
Infrastructure	Moving Forward Framework	Authorizes a 5-year \$760 billion infrastructure package, which includes \$329 billion in funding for highways and highway safety. Funding authorization highlights \$1.5 billion in EV infrastructure, \$1.25 billion DERA program reauthorization, \$625 million Clean Cities program reauthorization, authorization of a multi-year national pilot program to test alt. user fees, including a vehicle-miles traveled (VMT) fee.	Framework and Fact Sheet released by House T&I, E&C, and W&M Democratic Leadership on 1/29/20	Current surface transportation funding authorization (The Fast Act) is set to expire at the end of FY 2020. States rely heavily on the assurance of federal funding to plan out infrastructure development projects to maintain and improve U.S. surface transportation. Funding authorization is also needed to facilitate the appropriations process to fund programs that advance innovative transportation-related technologies and concepts.	NAFA supports the legislation's efforts to reauthorize funding for surface transportation. NAFA also supports many of the individual program funding provisions within the bill.	<u>High</u> The current surface transportation funding authorization has a set expiration date within this session of Congress

Infrastructure/ User Fees	H.R. 2864 The Rebuild America Act of 2019	Would increase the federal motor fuels tax for the first time since 1993 by 5 cents a year starting in 2020. In 2023 the federal gas tax would rise to 43.3 cents/gallon, and the federal diesel tax would increase to 49.3 cents/gallon. After 2024, the tax would increase based on inflation.	Pending in the House Ways & Means Committee.	The federal motor fuel excise tax is the primary funding source for the Highway Trust Fund (HTF). Increased fuel economy, inflation, and aging infrastructure have set the HTF on course for insolvency, as the current rate for the federal fuel excises tax cannot generate the required amount of revenue to sustain the HTF.	NAFA's Government Affairs Committee is reviewing the viability of increasing the federal motor fuels excise tax as a means of providing for the long-term solvency of the HTF.	<u>Moderate</u> Possible Inclusion in Must-pass Legislation
Infrastructure	S. 146/ H.R. 1508 Move America Act of 2019	Would create Move America Bonds to expand tax-exempt financing for public-private partnerships (P3) and Move America Credits to leverage additional private equity investment at a lower cost for states. Qualifying projects eligible for a tax exemption include airports, ports, transit, freight and passenger rail, roads, bridges, and facilities for the transfer of freight from truck to rail or rail to truck (including any temporary storage facilities directly related to such transfers) which is eligible for Federal assistance under either title 23 or title 49, of the U.S. Code.	Pending in the Sen. Finance Committee and Pending in the House Ways & Means Committee	The state of U.S. infrastructure is a major area of concern as it impacts all Americans. P3s are viewed as one option of funding infrastructure projects that benefit the public.	NAFA supports the legislation as it encourages investments in infrastructure, and P3s should be considered as one component in any broad infrastructure package.	<u>Moderate</u> Possible Inclusion in Must-pass Legislation
Infrastructure/ User Fees	H.R. 180 Build America Act of 2019	Provides for investment in various infrastructure projects, creates a National Infrastructure Investment Trust Fund, and would raise the federal gas and diesel taxes to 53.3 cents and 59.3 cents respectively, and after that, based on inflation.	Pending in the House Transportation & Infrastructure and Ways & Means Committees	Establishing a system for distributing infrastructure grants is important for funding projects across the country. Increasing the federal motor fuels excise taxes and pegging it to inflation would help provide for the solvency of the Highway Trust Fund.	NAFA supports continued infrastructure investment and but does not support the immediate increase of the federal gas and diesel taxes to 53.3 cents and 59.3 cents respectively. NAFA's Government Affairs Committee is reviewing the viability of increasing the federal motor fuels excise tax as a means of providing for the long-term solvency of the HTF.	<u>Low</u>

Infrastructure/ User Fees	S. 1839/ H.R. 2381 Modern, Clean, and Safe Trucks Act of 2019	Repeals the 12% federal excise tax (FET) on the retail sale of heavy-duty trucks and trailers.	Pending in the Sen. Finance Committee and Pending in the House Ways & Means Committee	The FET on heavy-duty trucks and trailers was imposed in 1917 to help fund WWI. It now increases the cost of new heavy-duty trucks and trailers by \$22,000 on average. It is regarded as an unreliable source of funding for the Highway Trust Fund.	NAFA supports the legislation as the added cost is a disincentive for the adoption of newer, cleaner, and safer vehicles. The FET can be a significant impediment for fleets looking to upgrade their work and duty vehicles. - Coalition Support Letter - COVID-19 Suspension Coalition Support Letter	Moderate Possible Inclusion in Must-pass Infrastructure Legislation
Infrastructure/ Sustainability	S. 674/ H.R. 2616 Clean Corridors Act of 2019	Establishes a grant program for the installation of electric vehicle (EV) charging infrastructure and hydrogen fueling infrastructure along the National Highway System.	Pending in the Sen. Environment & Public Works Committee and Pending in the House Transportation & Infrastructure Committee	Encouraging the EV charging infrastructure investment is important for increasing the viability of EVs being adopted, as it will increase consumer travel range.	NAFA supports the legislation as it encourages the wider adoption of EVs, positively impacting sustainability, and increased charging infrastructure would allow for increased incorporation of EVs into fleets. - NAFA Support Letter	Moderate Possible Inclusion in Must-pass Legislation
Infrastructure/ Sustainability	S.3735 Securing America's Clean Fuels Infrastructure Act	Improves and expands the existing "30C" Alternative Fuel Vehicle Refueling Property Investment Tax Credit. 30C provides a 30% credit for alt-fuel vehicle refueling property and is set to expire on Dec 31, 2020. The bill would increase the current \$30K cap to \$200k, allow the 30C credit to be applied to each piece of refueling property (rather than per location), and extends the credit for eight years.	Pending in the Sen. Finance Committee	The goal of the legislation is to encourage more private investment in clean refueling infrastructure for vehicles that run on fuels other than gasoline and allow for the financing of multiple charging or refueling stations at one location. The 30C credit can be a substantial help to fleets as they build out the necessary infrastructure for alternative fuel vehicles.	NAFA does not have an official position on the legislation but supports the concept as it would ease the financial burden on fleets associated with building fueling/charging infrastructure associated with alt fueled vehicles.	Moderate Possible Inclusion in Must-pass Legislation

Workforce	S. 3303/ H.R. 5118 Promoting Service in Transportation Act	The bill authorizes funding for the DOT to create and carry out a 5-year public awareness campaign to highlight career opportunities in the transportation sector.	Approved by the Sen. Commerce, Science, and Transportation Committee and Pending in the House Transportation & Infrastructure Committee	There is currently a workforce shortage across the transportation section, and this legislation seeks to promote the viability of careers within the trucking, aviation, and rail industries.	NAFA does not have an official position on the legislation but supports the concept of raising awareness of the opportunities for mechanics, technicians, and truck drivers.	<u>Low</u>
Workforce	H.R. 654 Investing in Tomorrow's Workforce Act of 2019	Creates an employer tax credit for qualified training expenses for non-highly compensated employees. The credit would be for 40% of high-demand occupation training expenses and 20% for low-demand occupation training expenses.	Pending in the House Ways & Means Committee	Employer tax credits for training expenses could aid fleets in developing their workforces.	NAFA supports the legislation as it could present organizations with valuable savings needed to recruit and maintain well-trained workforces.	<u>Low</u>
Workforce	S. 839/ H.R. 3497 JOBS Act	Expands Pell Grant eligibility to cover short-term job training programs. Current law only allows Pell Grants to be applied toward programs that are over 600 clock hours or at least 15 weeks in length.	Pending in the Sen. Health, Education, Labor, and Pensions Committee and Pending in the House Ed & Labor Committee	The current Pell Grant restrictions on short-term job training programs discourage recipients from entering fields that may favor those avenues of training.	NAFA supports the legislation, as many useful short-term job training programs exist for occupations related to fleet operations.	<u>Moderate</u> Possible Inclusion in Must-pass Legislation
Workforce	H.R. 625 PROPEL Act	Expands Pell Grant eligibility to short term programs of education at trade schools that consist of on-job apprenticeship training and does not require the program to lead to an educational credential.	Pending in the House Education & Labor Committee	The current Pell Grant restrictions on short-term job training programs discourage recipients from entering fields that may favor those avenues of training.	NAFA supports the legislation, as many occupations related to fleet operations may be eligible for training through an on-job type of program.	<u>Low</u>
Vehicle-Miles-Traveled (VMT) Fee	VMT Pilot Program	Creation of a federal-level Vehicle-Miles-Traveled (VMT) pilot program to study the feasibility of implementing a mileage-based user fee on the national scale as a replacement of the federal excise tax on motor fuels.	National Research Program for VMT included the Senate (S.2302) and House surface transportation reauthorization packages.	With vehicles becoming more fuel-efficient and the growing number of electric-powered vehicles, the long-term solvency of the Highway Trust Fund, which is principally meant to be funded by the motor fuels excise tax, is in question. A VMT pilot is the first step in determining if a VMT fee could be a possible long-term solution for the HTFs funding dilemma.	NAFA supports the concept of a VMT pilot program, as it would help inform policymakers, the public, and other stakeholders on the feasibility and implications of a VMT user fee. NAFA does not support a Truck-Only VMT at this time. - NAFA Support Letter	<u>Moderate</u> Possible Inclusion in Must-pass Legislation

Vehicle-Miles-Traveled (VMT) Fee	H.R.5449 Road User Charge Advancement Act of 2019	Reauthorize the Surface Transportation Systems Funding Alternatives (STSFA) program through 2025 and increase funding authorization. The STSFA program allows states to undertake VMT pilot programs.	Pending in the House Transportation & Infrastructure Committee	With vehicles becoming more fuel-efficient and the growing number of electric-powered vehicles, the revenues generated by the motor fuel excise tax is in question. VMT pilots are necessary steps in determining if a VMT fee could be a possible long-term solution for the HTFs funding dilemma.	NAFA does not have an official position on the legislation but supports the concept of a VMT pilot programs, as they help inform policymakers, the public, and other stakeholders on the feasibility and implications of a VMT user fee.	Moderate Possible Inclusion in Must-pass Legislation
Vehicle Technology	S. 1085/ H.R. 2170 Vehicle Innovation Act of 2019	Authorizes investments in DOE R&D for clean vehicle and advanced safety technologies to increase fuel efficiency and reduce dependence on foreign oil.	Passed by the Sen. Energy & Natural Resources Committee and Pending in the House Science, Space, & Technology, and Energy Committees.	Funding research into clean vehicle and advanced safety technology is necessary for supporting continued innovation in the auto industry to make it accessible to all consumers.	NAFA supports the legislation as it promotes advancements in vehicle sustainability and safety.	Low
Vehicle Technology	H.R. 2542 PLACE Act	Creates a federally funded highly automated vehicle (HAV) research clearinghouse to examine the secondary influences of autonomous vehicles.	Pending in the House Science, Space, & Technology and Transportation & Infrastructure Committees	The current body of research on the impact of autonomous vehicles is still in a formative stage. A research clearinghouse on AV technology will help with the formation of regulations and legislation governing AVs.	NAFA supports the legislation as it aids in the development of informed policy decisions on rapidly evolving AV technology.	Low
Vehicle Technology	Autonomous Vehicles (AVs)	Previous legislative efforts have sought to establish a framework for a federal role in ensuring the safety of highly automated vehicles (HAVs). Committee staff has circulated sections of a draft bill for comment. In February 2020, the final sections for comment (cybersecurity, consumer education, inoperative controls, resources, staffing, crash data, and trucks) were released.	The House Energy & Commerce Committee and the Senate Commerce Committee sent a letter to stakeholders soliciting comments on the AV legislation issue. The House Energy & Commerce Consumer Protection Subcommittee held a hearing on AVs on 02/11/20.	Automakers continue to develop AV technology absent clear federal regulations. While some voluntary guidance has been provided from federal agencies, it is not adequate for the rapid development, testing, and deployment of AVs. AV technology stands to provide immense safety benefits, but the unregulated nature of the technology at present may jeopardize public safety.	NAFA supports the development of standards that ensure public safety regarding AVs, as technology development is currently far outpacing regulatory oversight. - Coalition AV Bill Comment Letter - Data Access Coalition Comments AV Bill Hearing	Low

Vehicle Data Privacy	S. 2182 SPY Car Act of 2019	Directs the National Highway Traffic Safety Administration (NHTSA) and the Federal Trade Commission (FTC) to establish federal standards to ensure cybersecurity in increasingly computerized vehicles and to protect drivers' privacy.	Pending in the Sen. Commerce, Science, and Transportation Committee	There are growing security and privacy-related concerns surrounding vehicle systems and data. Congress is working on a broader federal data privacy framework, and vehicle data may be included in the context.	NAFA does not have an official position on this legislation.	<u>Low</u>
Data Privacy	S.2968 Consumer Online Privacy Rights Act (COPRA)	Gives consumers control over their personal data, establishes standards for the collection, use, sharing, and protection of consumer data, penalizes companies that fail to meet data protection standards. The legislation also codifies the rights of individuals to pursue claims against entities that violate their data privacy rights.	Pending in the Sen. Commerce, Science, and Transportation Committee	The discussion over comprehensive data privacy legislation touches several different policy areas and stands to impact all Americans. How legislation affects the employer-employee relationship stands to be extremely significant to the many entities that rely on data in their organizational operations. This legislation would set a base standard for data privacy but would allow states to set their own privacy laws.	NAFA does not have an official position on this legislation. NAFA believes that any privacy legislation should not infringe upon an entity's ability to collect and monitor data generated by one of its assets. A patchwork of state privacy laws would potentially make compliance more difficult for covered entities. - NAFA Letter to Sen. Cantwell	<u>Low</u>
Data Privacy	United States Consumer Data Privacy Act	Gives consumers control over their personal data, establishes standards for the collection, use, sharing, and protection of consumer data. Additionally, it would prevent states from enforcing data privacy or security laws that would affect companies covered by the proposal.	Introduction Pending	The discussion over comprehensive data privacy legislation touches several different policy areas and stands to impact all Americans. How legislation affects the employer-employee relationship stands to be extremely significant to the many entities that rely on data in their organizational operations. This legislation would preempt state privacy laws.	NAFA does not have an official position on this legislation. NAFA believes that any privacy legislation should not infringe upon an entity's ability to collect and monitor data generated by one of its assets. A patchwork of state privacy laws would potentially make compliance more difficult for covered entities. - NAFA Letter to Sen. Wicker	<u>Low</u>

Data Privacy	House Privacy Bill Discussion Draft	Gives consumers control over their personal data, establishes standards for the collection, use, sharing, and protection of consumer data, penalizes companies that fail to meet data protection standards. The legislation also codifies the rights of individuals to pursue claims against entities that violate their data privacy rights.	The Chair of the House E&C Committee's Consumer Protection Subcommittee, Rep. Jan Schakowsky (D-IL) released the discussion draft in 12/19. Several sections need to be finalized before the final text is introduced.	The discussion over comprehensive data privacy legislation touches several different policy areas and stands to impact all Americans. The legislation's impact on employer-employee relationships will be extremely significant to the many entities that rely on data in their organizational operations. This legislation would set a base standard for data privacy but would allow states to set their own privacy laws.	NAFA does not have an official position on this legislation. NAFA believes that any privacy legislation should not infringe upon an entity's ability to collect and monitor data generated by one of its assets. A patchwork of state privacy laws would potentially make compliance more difficult for covered entities.	<u>Low</u>
Vehicle Safety	S. 2604 Reduce Impaired Driving for Everyone (RIDE) Act of 2019	Authorizes funding for R&D into advanced alcohol detection technology that detects whether a driver is impaired over the legal limit and, if so, prevents that driver from starting the car. It also creates a pilot program for fleet deployment of vehicles equipped with this technology. Finally, the act requires a rulemaking to mandate installment of this technology in every new vehicle.	Pending in the Sen. Commerce, Science, and Transportation Committee	With over 10,000 drunk driving-related deaths in 2017, mandatory alcohol detection systems in new vehicles could significantly combat this trend. Fleets are identified in the legislation as a key component of testing these systems through the proposed pilot.	NAFA supports the legislation, as it has the potential to increase the deployment of life-saving technologies and will involve fleets managers in the implementation process via pilots and stakeholder committees. - NAFA RIDE Act Support Letter	<u>Low</u>
Vehicle Safety	H.R.3884/S.2227 Marijuana Opportunity Reinvestment and Expungement Act	Decriminalizes marijuana and eliminates it from a list of federally controlled substances. It would also impose a 5% tax on the sales and use of cannabis.	Passed by the House Judiciary Committee and Pending in the Senate Finance Committee	Any changes to the legality of marijuana stand to impact policies on drug testing and drug-impaired motor vehicle and equipment operations.	NAFA does not have an official position on the legislation.	<u>Low</u>
Vehicle Safety	S. 665/H.R. 1511 Stop Overrides Act	Requires underride guards on the sides and front of large trucks and updates the current standards for underride guards on the rear of trucks.	Pending in the Sen. Commerce, Science, and Transportation Committee and Pending in the House Transportation & Infrastructure Committee.	The severe nature of underride-related crashes often renders a passenger vehicle's safety features useless. The current standards only require rear underride guards, but some stakeholders believe the addition of side and frontal guards would be a significant compliance burden.	NAFA does not have an official position on this legislation.	<u>Low</u>

Vehicle Safety	S. 3005 Cullum Owings Large Truck Safe Operating Speed Act of 2019	Requires all new commercial trucks with a GVWR of 26,001 pounds or more to be equipped with speed-limiting devices, set to a max speed of 65 mph hour. The max speed requirement would also be extended to existing trucks that already have the technology installed.	Pending in the Sen. Commerce, Science, and Transportation Committee	The DOT previously issued a notice of proposed rulemaking to mandate speed-limiting devices on CMVs with a max speed to be determined in the final rule. Publication the rule has been since been delayed, but the proposed rule said limiting truck speeds to 65 mph would save 63 - 214 lives per year. However, a limit could also have an impact on driver productivity and freight hauling capacity.	NAFA's Government Affairs Committee is reviewing the legislation.	<u>Low</u>
Vehicle Safety	S. 1971 Used Car Safety Recall Repair Act	Require used car dealers to repair any outstanding safety recalls in used automobiles prior to selling, leasing, or loaning them to consumers.	Pending in the Sen. Commerce, Science, and Transportation Committee	Current federal law does not prohibit car dealers from selling cars with outstanding recalls. The bill defines a dealer as a person that has sold at least ten motor vehicles to one or more consumers in the past 12 months but allows for the exemption of auctioning a used passenger motor vehicle to dealers so long as it does not harm public safety.	NAFA's Government Affairs Committee is reviewing the legislation.	<u>Low</u>
Transportation	S. 569/ H.R. 1374 DRIVE Safe Act	Creates a path for drivers under 21 to obtain an interstate commercial driver's license. The bill requires driver apprentices to complete two probationary periods.	Pending in the Sen. Commerce, Science, and Transportation Committee and Pending in the House Transportation & Infrastructure Committee.	Allowing drivers under 21 to operate CMVs interstate may help in reducing the nation's driver shortage. Stakeholders have voiced concerns over potential safety implications of lowering the age limit.	NAFA does not have an official position on the legislation.	<u>Moderate</u> Broad Stakeholder Support, Possible Inclusion in Must- pass Legislation
Trade	H.R. 5430 United States- Mexico-Canada Agreement Implementation Act	Legislation implementing the United States-Mexico-Canada Agreement (USMCA) , a renegotiation of the North American Free Trade Agreement (NAFTA).	Signed into law 1/31/20 The U.S. Trade Representative notified Congress on 4/24/20 that USMCA will go into force on 7/1/20.	The USMCA is critical to maintaining free trade and avoiding tariffs on goods moving between the U.S., Canada, and Mexico. The three nations have highly integrated markets, and disruption of the integrated supply chain is felt via price increases on goods for consumers.	NAFA does not have an official position on the legislation but supports policies that aid price stability within the automotive market.	<u>N/A</u>

Tariffs	H.R. 764/ S. 2409 U.S. Reciprocal Trade Act	Would extend the executive branch's authority to unilaterally increase tariffs as a response to other countries' tariff and non-tariff policies. The executive branch would be able to alter tariff levels on specific products it sees as being unbalanced, instead of broad classifications (e.g., car or truck tariffs vs. automobile tariffs).	Pending in the House Ways & Means and Rules Committees and Pending in the Senate Finance Committee	The executive branch would be granted a wide latitude to impose tariffs on any specific good for essentially any reason it sees fit. Currently, actions by the executive branch to impose tariffs must be taken on some specific legal justification.	NAFA opposes the legislation as any tariff-related action should be grounded in some legal basis and subject to congressional oversight. Manufacturers often pass down increased costs resulting from tariffs on consumers, such as fleets.	<u>Low</u>
Tariffs	S. 287/ H.R. 940 Bicameral Congressional Trade Authority Act of 2019	Would require Congressional approval of tariffs imposed on national security grounds under Section 232 of the Trade Expansion Act of 1962. The approval requirement would apply to all future 232 actions, as well as those taken within the last four years.	Pending in the Sen. Finance Committee and Pending in the House Ways & Means and Rules Committees	The executive branch currently can impose national security tariffs without any congressional oversight. Recently this power has been used in a manner that many lawmakers feel may not have merit.	NAFA supports the legislation, as Congress should be granted some oversight on tariff actions that may have wide-reaching ramifications. - NAFA Support Letter	<u>Low</u>
Tariffs	S. 365/ H.R. 1008 Trade Security Act	Reforms the use of Section 232 national security tariffs. The DOD would lead the investigation phase and justify the national security basis for new Section 232 tariffs, with the Commerce Department leading the remedy phase. Would allow Congress to pass a joint resolution of disapproval for all future Section 232 actions.	Pending in the Sen. Finance Committee and Pending in the House Ways & Means and Rules Committees	The Dept. of Defense is currently left out of the national security investigations process for 232 tariffs, although they may be more well-equipped for conducting such an evaluation. Congress also now had no means of redress for 232 actions it views as unwarranted.	NAFA supports the legislation as it engages DOD expertise in the 232 investigations process and allows for greater congressional oversight. - NAFA Support Letter	<u>Low</u>
Tariffs	S. 121/ H.R. 1710 Automotive Jobs Act of 2019	Requires a study of the well-being of the U.S. auto industry and suspends the investigation into the national security effects of auto imports until the study is completed.	Pending in the Sen. Finance Committee and Pending in the House Ways & Means and Energy & Commerce Committees	The investigation into the national security effects of auto imports has concluded and found that they pose a threat. However, the Administration has yet to take tariffs action as negotiations are pending.	NAFA supports the legislation, as it would still be valuable for a study of the well-being of the U.S. auto industry to be undertaken as 232 tariffs negotiations proceed.	<u>Low</u>

Tariffs	S. 577/ H.R. 1452 Import Tax Relief Act of 2019	Mandates the establishment of an exclusion process for items imported from China from certain section 301 tariffs.	Pending in the Sen. Finance Committee and Pending in the House Ways & Means Committee	Limited exclusion request periods for Chinese goods subject to section 301 tariffs have followed each announcement of tariffed goods. However, there is no permanent exclusion request process in place.	NAFA supports the legislation as several auto parts needed for manufacturing and maintenance are sourced from China.	<u>Low</u>
Alt-Fuel Infrastructure & Vehicle Grants	H.R. 5518 To require the Secretary of Energy to carry out a Clean Cities Coalition Program, and for other purposes.	Reauthorizes the Department of Energy (DOE) Clean Cities Coalition Program at \$50 million beginning in fiscal 2020. That level would increase to \$100 million in fiscal 2024.	Passed by the House Energy and Commerce's Energy Subcommittee on 1/9/20. Pending before the full E&C Committee.	The DOE's Clean Cities program awards grants that range from \$500,000 to \$1,000,000 to foster broader adoption of clean vehicles, installation of supporting infrastructure, and continued outreach and deployment activities of renewable natural gas and natural gas-powered vehicles. The current Clean Cities authorization has expired, making it necessary for Congress to issue a further reauthorization.	NAFA supports the legislation and continued funding for the DOE's Clean Cities program. - NAFA Coalition Support Letter	<u>Moderate</u> Broad Support
Emissions Reduction Grants	S. 747/ H.R. 1768 Diesel Emissions Reduction Act of 2019	Reauthorizes the EPA's Diesel Emissions Reduction Act (DERA) program through fiscal year 2024 at its current authorization levels of \$100 million. Also clarifies that EPA must recognize that there are differing diesel vehicle, engine equipment or fleet use concerns in different areas of the country and equalizes funding opportunities between large metropolitan areas and less populated areas.	Pending on the Sen. Legislative Calendar and Passed by the House on 9/9/19.	DERA grants present an opportunity for fleets to upgrade their older diesel engine vehicles for newer, lower-emitting models. The current DERA authorization ended at the end of 2016, making it necessary for Congress to issue a further reauthorization.	NAFA supports the legislation, as continued reauthorization of the DERA program Congress is needed to secure annual funding for the grants. - DERA Coalition Support Letter	<u>Moderate</u> Broad Support, Strong Sponsors

Emissions Reduction Grants	H.R.2741 Leading Infrastructure for Tomorrow's America Act	Reauthorizes the EPA's Diesel Emissions Reduction Act (DERA) program through the fiscal year 2024 at its current authorization levels of \$100 million. Reauthorizes the EPA's Clean School Buses program at \$50 million a year through 2024 and prioritizes grants for buses with low or zero emissions.	Pending before the House Energy & Commerce, Natural Resources, Science, Space, & Technology, Ways & Means, Transportation & Infrastructure, and Education & Labor Committees	Reauthorization of DERA is needed to secure regular funding for the grants fleets use to upgrade older diesel engine vehicles. The changes to the EPA's Clean School Buses program under DERA reflects a growing trend towards sustainability and electrification of fleet vehicles.	NAFAs supports funding for vehicle emissions reduction grants that are directed to the EPA's existing DERA program and not limited to specific initiatives under DERA.	<u>Low</u>
Emissions Reduction Grants	H.R.2906 Clean Commute for Kids Act of 2019	Reauthorizes the EPA's Clean School Buses program at \$50 million a year through 2024 and prioritizes grants for buses with low or zero emissions.	Passed by the House Energy and Commerce's Energy Subcommittee on 1/9/20. Pending before the full E&C Committee.	The changes to the EPA's Clean School Buses program under DERA reflects a growing trend towards sustainability and electrification of fleet vehicles.	NAFAs supports funding for vehicle emissions reduction grants that are directed to the EPA's existing DERA program and not limited to specific initiatives under DERA.	<u>Low</u>
Emissions Reduction Grants	S.1750/ H.R. 3973 Clean School Bus Act of 2019	Establishes a Clean School Bus Grant program at the DOE and authorizes \$200 million a year through 2024 for school districts to switch out diesel bus fleets with electric buses, adopt necessary infrastructure, and workforce development.	Pending before the Senate Energy & Natural Resources Committee and Pending in the House Energy & Commerce Committee	A new Clean School Bus Grant program under the DOE dedicated to electrifying school bus fleets underscores the desire to reduce the harmful impacts of diesel emissions on health and the environment.	NAFAs supports funding for vehicle emissions reduction grants that are directed to the EPA's existing DERA program.	<u>Low</u>
Emission Standards	S. 1022 GAS MONEY Saved Act	Reinstates the 2012 fuel economy and vehicle greenhouse gas emission standards rule and prevents the EPA and NHTSA from lowering the standards.	Pending in the Sen. Environment & Public Works Committee	The executive branch has announced its intention to revise standards that regulate fuel economy and greenhouse gas (GHG) emissions from new passenger cars and light trucks. California is expected to keep up standards established in 2012, setting the stage for a potential patchwork of federal and state standards if the EPA lowers the standards currently in place.	NAFA does not have an official position on this legislation.	<u>Low</u>

Sustainability	Climate Leadership and Environmental Action for our Nation's (CLEAN) Future Act	<p>A broad package of policy proposals to achieve net-zero greenhouse gas pollution no later than 2050. It contains a title on transportation policies, such as more stringent emissions standards, increased multi-year reauthorizations for DERA and the Clean Cities Program, and a rebate program for EV charging infrastructure.</p>	Discussion draft text released on 1/28/20	<p>Many members of Congress share the goal of achieving a 100 percent clean economy by 2050. While a highly partisan proposal, some of these policies could be enacted depending on how the balance of power changes in the future. Transportation-related policies will be a major focus given the impact the transportation sector has on GHG emissions and energy consumption.</p>	<p>NAFA does not have an official position on this legislation but supports specific programs included in the package.</p>	<p><u>Low</u></p>
Sustainability	H.R.5545 New Opportunities to Expand Healthy Air Using Sustainable Transportation (NO EXHAUST) Act	<p>Promotes U.S. manufacture and use of advanced, fuel-efficient vehicles, and zero-emission vehicles; creates a rebate program to offset the cost of purchasing and installing new EV charging stations; increases the percentage of alt fueled vehicles that federal agencies must acquire; sets minimum requirements for the percentage of alt fueled vehicles that must be zero-emission vehicles; increases the requirement for federal use of alt fuels; includes a requirement to reduce federal fleet GHG emissions.</p>	<p>Passed by the House Energy and Commerce's Energy Subcommittee on 1/9/20. Pending before the full E&C Committee.</p>	<p>The legislation would substantially invest in alt fueled technologies, which is important to developing a market for ZEVs in the U.S. However, standards and requirements related to these technologies may not be feasible for all stakeholders.</p>	<p>NAFA does not have an official position on this legislation.</p>	<p><u>Low</u></p>

Issue	Regulation	Agency	Summary	Status	Importance & Implications	NAFA's Position
Emission Standards	Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Docket ID: NHTSA-2018-0067 EPA-HQ-OAR-2018-0283	NHTSA/EPA	<p>The first part of the final rule rescinds California's waiver to set its own GHG emissions standards and makes clear that NHTSA has preemption authority over fuel economy standard.</p> <p>The second part of the final rule will increase the stringency of Corporate Average Fuel Economy (CAFE) and CO2 emissions standards by 1.5% each year through the model year 2026, as compared with the CO2 standards issued in 2012, which would have required increases of about 5% per year. The rule applies to passenger cars and light trucks.</p>	<p>Part One of the Final Rule: One National Program issued 9/27/19</p> <p>Part Two of the Final Rule Issued 3/31/20.</p> <p>A segment of the Alliance for Automotive Innovation (Auto Innovators) membership intervened in a lawsuit challenging the SAFE Vehicles Rule on 5/22/20, in support of the recently finalized standards.</p>	California and states adhering to its vehicle standards want to go above and beyond the federal standards if they view them as inadequate. This may require auto manufacturers to comply with different regulatory requirements. This may result in higher vehicle acquisition costs. The new regulations are creating some uncertainty among automakers, as some are opting to adhere to higher standards, and others are supporting the Administration's rule.	NAFA supports the move towards increased sustainability and believes that a unified national standard helps automakers maintain prices on autos and auto parts, which is extremely important for fleets as they consider a vehicle's total cost of ownership.
Emission Standards	Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine Standards Docket ID: EPA-HQ-OAR-2019-0055	EPA/OAR	This action will potentially evaluate data on current NOx emissions from heavy-duty vehicles and engines, and options available to improve control of all criteria pollutant emissions through revised emissions standards. Additionally, this action may evaluate ways to streamline existing requirements.	Advanced Notice of Proposed Rulemaking published 1/21/2020, Notice of Proposed Rulemaking expected 6/2020	Heavy-duty engines have been subject to emission standards for all criteria pollutants, but current data suggest that the existing standards do not ensure full in-use emission control. In-use engine NOx emission levels from heavy-duty vehicles can be significantly higher than their certified values under certain conditions. Reducing NOx emissions from on-highway heavy-duty trucks and buses is important to improving air quality. The current NOx standard was set in 2001.	NAFA is closely following this potential regulatory action. NAFA supports the concept of revising the federal standard for NOx emissions, so those engine manufacturers would not need to comply with differing state-by-state NOx requirements. This rulemaking could potentially lead to both cost-savings and improved air quality.

Vehicle Titling	Odometer Disclosure Requirements Docket ID: NHTSA-2019-0089	NHTSA	Establishes standards under which state DMVs may allow for odometer disclosures in an electronic format in conjunction with electronic titling systems associated with the transfer of interests in motor vehicles.	The final rule was issued on October 2, 2019, with a December 31, 2019, effective date. NHTSA failed to conduct a comment period prior to the final rule but did issue a request for comments on September 27, 2019.	Historically, NHTSA has required sellers to disclose vehicle odometer readings in paper format at the time of sale. This action removes the last remaining Federal impediment to paperless motor vehicle transfers.	NAFA submitted comments in support of the final rule, as deploying electronic odometer disclosure will assist in the full realization of electronic titling, saving fleets time and money when it comes to vehicle title-related administrative work. NAFA Comments
Licensing	REAL ID Enforcement	DHS	The REAL ID Act establishes minimum security standards for license issuance and production and prohibits Federal agencies from accepting for certain purposes driver's licenses and identification cards from states not meeting the Act's minimum standards.	On March 26, 2020, DHS extended the enforcement deadline from October 1, 2020, to October 1, 2021.	Given the expected challenges related to having restricted or no access to DMVs during the COVID-19 crisis, the Administration decided to extend the deadline for enforcement.	NAFA supports the enforcement deadline extension, as ensuring all drivers have REAL IDs prior to October could be a challenge given the outbreak of COVID-19.
Vehicle Technology	AV Pilot Program Docket ID: NHTSA-2018-0092	NHTSA	Request for input on the factors and structure of a national pilot program to test and deploy emerging advanced vehicle safety technologies, in particular, high and full-level Automated Driving Systems (ADS). Issues for consideration included non-traditional controls and current testing regulations and requirements.	Advanced Notice of Proposed Rulemaking was issued on October 10, 2018.	AVs are certain to be a major component in the future of mobility and present many opportunities for fleets. Pilot programs for AV technology are expected to advance the breadth of research and inform the policy debate on regulating the technology to ensure it is developed safely.	NAFA submitted comments in support of an ADS pilot program and encouraged NHTSA to include fleets as stakeholders of the proposed pilot. NAFA Comments
Vehicle Technology	Occupant Protection for Automated Driving Systems Docket ID: NHTSA-2020-0014	NHTSA	Update the FMVSS to facilitate the development of vehicles with Automated Driving Systems (ADS) that do not have traditional manual driving controls. It also revises the standards regarding occupant protection for vehicles with no occupant compartment, such as occupant-less delivery vehicles.	Proposed Rule issued on March 30, 2020.	AVs are certain to be a major component in the future of mobility and present many opportunities for fleets. Removing certain regulatory barriers to foster their development will aid in bringing potentially life-saving technologies to the market faster.	NAFA is monitoring the rulemaking and supports the position that standards should be advanced to spur increased AV development while ensuring necessary safeguards to maintain safety for drivers and public be in place.

Vehicle Technology	ADB Headlighting Systems Docket ID: NHTSA-2018-0090	NHTSA	Amends the FMVSS to allow for Adaptive Driving Beam (ADB) headlighting systems, which are currently not allowed on U.S. roads. Establishes performance and testing standards for the systems.	Proposed Rule issued on October 12, 2018. Final Rule expected 12/2019	ADB headlighting systems are allowed in many overseas markets and represent a significant advancement in the technology to potentially reduce on-road collisions.	NAFA submitted comments in support of the proposed rule and urged NHTSA to harmonize system standards with existing standards in international markets. NAFA Comments
Vehicle Technology	FMVSS V2V Communications Docket ID: NHTSA-2016-0126	NHTSA	Mandate light vehicles to be capable of V2V communication by use of onboard DSRC devices to broadcast messages about a vehicle's speed, heading, brake status, and other information to other vehicles.	Notice of Proposed Rulemaking issued January 12, 2017. NHTSA has not issued a final rule, and the rulemaking is listed as a long-term action.	Vehicle-to-Vehicle (V2V) communication technology has the potential to greatly reduce collisions, as it would allow vehicles to communicate and reduce operator errors.	NAFA submitted comments in support of the rule and asked NHTSA to extend the requirements to all vehicle classes and aftermarket V2V systems. NAFA Comments
Vehicle Technology	V2X Communications Docket ID: DOT-OST-2018-0210	DOT	DOT solicited public comments on V2X technology standards considering technological developments, such as dedicated short-range communications (DSRC) and Cellular V2X (C-V2X), on the advanced driver-assistance systems (ADAS) landscape.	Request for Comments (RFC) issued 12/26/2018.	Vehicle-to-Everything (V2X) technology allows for vehicles to actively communicate many elements involved in the driving environment, potentially reducing roadway crashes and fatalities.	NAFA submitted comments through Safety Spectrum Coalition in support of preserving the 5.9 GHz band for V2X technologies. Safety Spectrum Coalition Comments
Vehicle Technology	V2X Technology Waivers DA/FCC #: DA-18-1231	FCC	FCC is solicited input in its response to a petition to allow deployment of cellular vehicle-to-everything (C-V2X) technology in the 5.9 GHz band.	FCC issued a public notice on 12/6/2018. They have been conducting stakeholder meetings on the topic.	Vehicle-to-Everything (V2X) technology allows for vehicles to actively communicate many elements involved in the driving environment, potentially reducing roadway crashes and fatalities.	As a member of the Safety Spectrum Coalition (SSC), NAFA participated in meetings with FCC staff in support of preserving the 5.9 GHz band for V2X safety use. Safety Spectrum Coalition-FCC Meeting Summary

Vehicle Technology	Use of the 5.850-5.925 GHz Band ET Docket No. 19-138	FCC	The FCC is considering a rulemaking to open the lower 45 megahertz of the 5.9 GHz band reserved for auto safety communications technologies (V2X) for unlicensed use (e.g., Wi-Fi). The FCC will also consider portioning the remaining upper 30 Megahertz between DSRC and C-V2X technology.	The FCC voted On 12/12/19 to issue a notice of proposed rulemaking (NPRM) to open a portion of the 5.9 GHz Safety Band Spectrum, for use by Wi-Fi providers. On 4/23/20, automakers committed to deploying 5 million V2X devices if the Spectrum was preserved for vehicle safety technology. On 4/28/20, the automakers informed DOT that they had a consensus plan for sharing the Spectrum between V2X technologies.	Opening up the 5.9 GHz airwaves, which are currently reserved for transportation and vehicle safety-related communications, presents serious concerns regarding the safety of competing technologies as well as for interoperability. Testing is still underway on these technologies, and OEMs have currently yet to decide on a single technology standard.	NAFA has been vocal in supporting the preservation of the full 5.9 GHz band for transportation safety communications, such as DSRC and C-V2X, alongside members of the Safety Spectrum Coalition . NAFA submitted comments on the FCC's proposed rulemaking. NAFA supports the automakers' commitment to deploying V2X devices, as well as their technology sharing plan. - NAFA Comments on FCC Rulemaking - NAFA Statement on FCC Proposal
Vehicle Technology	Ensuring American Leadership in Automated Vehicle Technologies: AV 4.0	DOT	AV 4.0 expands DOT's policy guidance outlining how the federal government will be promoting unified federal rules across the various departments and agencies for the development of self-driving car technology.	DOT published the AV 4.0 document on January 8, 2020	The document helps provide guidance on where the DOT sees the advancement of policies and regulations for AV technology in the future.	NAFA supports the development of regulations that pertain to autonomous vehicle technology.
Transportation Safety	Safe Management of Recalled Airbags Docket ID: EPA-HQ-OLEM-2018-0646	EPA	Exempts dealerships, salvage yards and other locations for safe and environmentally sound disposal from hazardous waste requirements to expedite the removal of defective Takata airbag inflators.	Interim Final Rule issued and effective on November 30, 2018. Final Rule expected 04/2020	Many vehicles were impacted by the recall of defective Takata airbag inflators, and EPA regulations for hazardous waste disposal were slowing the removal process as only some entities could perform the removal.	NAFA supports the EPA's interim final rule, as it helps speed up removing potentially lethal airbag inflators from vehicles.

<p>Transportation Safety</p>	<p>Hours of Service of Drivers Docket ID: FMCSA-2018-0248</p>	<p>FMCSA</p>	<p>Revises existing Hours of Service (HOS) rules for drivers of CMVs to:</p> <ul style="list-style-type: none"> - expand the short-haul exception to 150 air-miles and allows a 14-hour work shift to take place as part of the exception; - expand the driving window during adverse driving conditions by up to an additional 2 hours; - requires a 30-minute break after 8 hours of driving time (instead of on-duty time) and allows an on-duty/not driving period to qualify as the required break; and - modify the sleeper berth exception to allow a driver to meet the 10-hour min off-duty requirement by spending at least 7, rather than at least 8 hours of that period in the berth and a minimum off-duty period of at least 2 hours spent inside or outside of the berth, provided the two periods total at least 10 hours, and that neither qualifying period counts against the 14-hour driving window. 	<p>Final rule issued on 5/14/20, effective 9/29/20.</p>	<p>Many reported that the recently implemented electronic logging device mandate that strengthens monitoring of HOS for CMV operators led many to drive more recklessly in a “race against the clock.” The revisions to the rule are intended to give more flexibility to drivers under enforcement.</p>	<p>NAFA is evaluating the final rule.</p>
<p>Transportation Safety</p>	<p>Hours of Service of Drivers Expanded Emergency Declaration</p>	<p>FMCSA</p>	<p>The expanded national emergency declaration provides hours-of-service regulatory relief to commercial vehicle drivers transporting emergency relief in response to the COVID-19 outbreak.</p>	<p>The expanded national emergency declaration extended on May 13, 2020, and lasts through June 14, 2020.</p>	<p>Ensuring supply chain integrity is vital for public health efforts, supplying necessities, and keeping essential workers operational.</p>	<p>NAFA supports the efforts by the Administration to ensure essential transportation needs are being fulfilled.</p>

Transportation Safety	Minimum Training Requirements for Entry-Level Commercial Motor Vehicle Operators Docket ID: FMCSA-2007-27748	FMCSA	The FMCSA issued a final rule in 2016 to establish new minimum training standards for certain individuals applying for the time for or upgrading their commercial driver's license (CDL), known as the ELDT Rule.	Interim Rule issued on 02/04/2020 to extend compliance deadline to 02/07/2022	The FMCSA has said that State Driver Licensing Agencies (SDLAs) needed additional time to modify their IT systems and procedures to accommodate ELDT data.	NAFA supports efforts to enhance the safety of commercial motor vehicle (CMV) operations on the road and hopes that the full implementation of the ELDT rule is completed in a way that benefits both the public and commercial.
Workforce	Guidance on the Essential Critical Infrastructure Workforce	DHS	The DHS Cybersecurity and Infrastructure Security Agency (CISA) list identifies industries, such as transportation and logistics, that are essential to the viability of critical infrastructure. The list is intended to guide jurisdictions considering COVID-19-related restrictions. The list is advisory, not a federal directive or standard.	Updated Guidance Published on April 17, 2020	States and localities may use DHS guidance to craft their jurisdictional statutes and regulations during the COVID-19 crisis. "Workers critical to the manufacturing, distribution, sales, rental, leasing, repair, & maintenance of vehicles and other transportation equipment and the supply chains that enable these operations to facilitate continuity of travel-related operations for essential workers."	NAFA encourages members to monitor local COVID-19-related regulations that may impact their fleets and their workforce.
Workforce	CDL Waiver in Response to the COVID-19 Emergency	FMCSA	Waives certain regulations applicable to interstate and intrastate commercial driver's license (CDL) and commercial learner's permit (CLP) holders and to other interstate drivers operating commercial motor vehicles (CMVs). The action was taken in response to COVID-19.	FMCSA issued the waiver on March 24, 2020.	The waiver facilitates drivers in keeping their commercial licenses valid and obtaining licenses in order to help maintain the flow of goods in response to the COVID-19 emergency.	NAFA supports the Administration's action to keep the transportation workforce viable during this emergency situation.
Workforce	Pilot Program to Allow Drivers under 21 to Operate CMVs in Interstate Commerce Docket ID: FMCSA-2018-0346-0001	FMCSA	Requests comments on the training, qualifications, driving limitations, and vehicle safety systems that FMCSA should consider in developing options or approaches for a pilot program for under 21 CMV interstate drivers.	Request for Comments (RFC) issued 5/15/2019.	Allowing drivers under 21 to operate CMVs interstate may help in reducing the nation's driver shortage. Stakeholders have voiced concerns over potential safety implications of reducing the age limit, but a pilot program to study the impacts may alleviate some of those concerns.	NAFA supports the development of a pilot program to study the impact of allowing under 21 CMV drivers to operate interstate.

Renewable Fuel	Year-round Sale of E15 Blended Gasoline Docket ID: EPA-HQ-OAR-2018-0775	EPA	Proposed changes would allow for gasoline blended with 15 percent ethanol to be sold during the summer months.	Final Rule published June 10, 2019.	E15 fuel has been determined not to be suitable to the engines of many nonroad and older model-year vehicles.	NAFA does not have an official position on the sale of E15 during the summer months. NAFA is concerned about the impact high ethanol blend fuels have on vehicles and efforts to prevent consumer misfuelling, given potential risks involving damage to engines and underground fueling systems.
Renewable Fuel	Renewable Fuel Standard (RFS) Proposed Volume Standards for 2020, and the Biomass-Based Diesel Volume for 2021 Docket ID: EPA-HQ-OAR-2019-0136	EPA	The final rule sets blending quotas for refineries for biofuel, advanced biofuel, and total renewable fuel for the calendar year 2020, as well as biomass-based diesel volume standards for 2021.	Final rule announced on 12/19/19.	The annual RFS volume standards can have an impact on the pricing and availability of renewable fuel blends.	NAFA does not have an official position on the proposed RFS volume standards. NAFA supports fuel pricing stability and monitors the potential impact high ethanol blend fuels have on vehicles and underground fueling systems.
Tariffs	Section 232 National Security Investigation of Imports of Autos and Auto Parts Docket ID: DOC-2018-0002-0001	DOC	The Department of Commerce initiated a Section 232 national security investigation on imports of automobiles, including cars, SUVs, vans and light trucks, and automotive parts. A potential 25% tariff on autos and auto parts could be imposed as a result of the DOC's findings in the investigation	The investigation was initiated on May 23, 2018, and the DOC published a notice that it would receive public comments and hold hearings on the investigation on May 30, 2018. On Feb 17, 2019, the DOC sent a report to the White House finding that imported autos and auto parts threaten to impair U.S. national security. On May 17, 2019, the White House announced that the imposition of tariffs on foreign autos and auto parts would be delayed for up to 6 months, pending negotiations.	The highly globalized supply chain the industry relies on would be upended if 25% tariffs were imposed. Both foreign and domestic automakers would be negatively impacted, and costs would be likely be passed down to consumers. On March 6, 2020 a group of Senators filed an Amici Curiae brief in a lawsuit to compel the release of the DOC's 232 report on imported autos.	NAFA submitted comments in opposition to the imposition of a 25% tariff on autos and auto parts, citing the adverse impact it would have on the auto industry and subsequently fleets. NAFA Comments