Advancing CMV Safety: FMCSA Updates and Grant Opportunities

Western CMV Safety Summit, December 5, 2024

U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Agenda

- **Overview of FMCSA's Office of Research and Program Activities**

  - ***Current Research in Roadside/Onboard Technology Solutions***
    Thomas Kelly, Transportation Specialist, Advanced Technology Division

  - ***Latest Updates from Applied Research & Crash Data Analytics***

  - Kelly Stowe, General Engineer/Program Manager, Applied Research Division

  - Dan Meyer, Transportation Specialist, Crash Data Analytics, CCFP Project Lead

  - ***Hot Topics & Updates from the CDL Division***
    Nikki McDavid, Chief, FMCSA CDL Division

- **Q&A**

Snapshot of the CMV Industry

813,844 REGULATED CARRIERS OPERATING IN THE UNITED STATES IN 2022

954,119 BUSES REGISTERED IN 2022

14.3 MILLION LARGE TRUCKS REGISTERED IN 2022
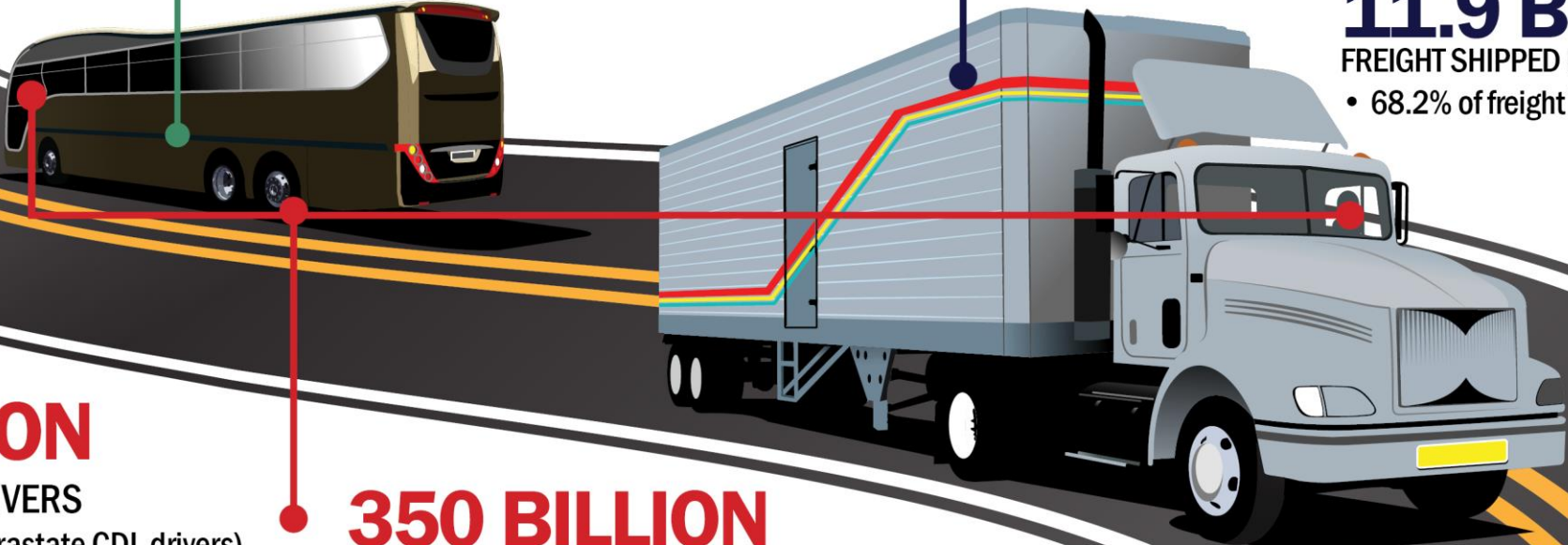- 3.2 million combination trucks
- 11.1 million straight trucks

11.9 BILLION TONS FREIGHT SHIPPED BY TRUCKS IN THE U.S. IN 2022
- 68.2% of freight in the U.S. is moved by truck

7.2 MILLION REGULATED CMV DRIVERS
(Interstate drivers and Intrastate CDL drivers) AS OF 2022

350 BILLION VEHICLE MILES TRAVELED IN 2022

CMV Fatal Crashes & the CMV Fatal Crash Rate (2006 – 2022)

Fatal Crashes Involving Large Trucks and Buses and the Fatality Rate (2006 – 2022) - FARS Data

Legend:
- Fatal Crashes Involving Large Trucks or Buses
- Fatal Crashes Involving Large Trucks or Buses Per 100 Million Total VMT
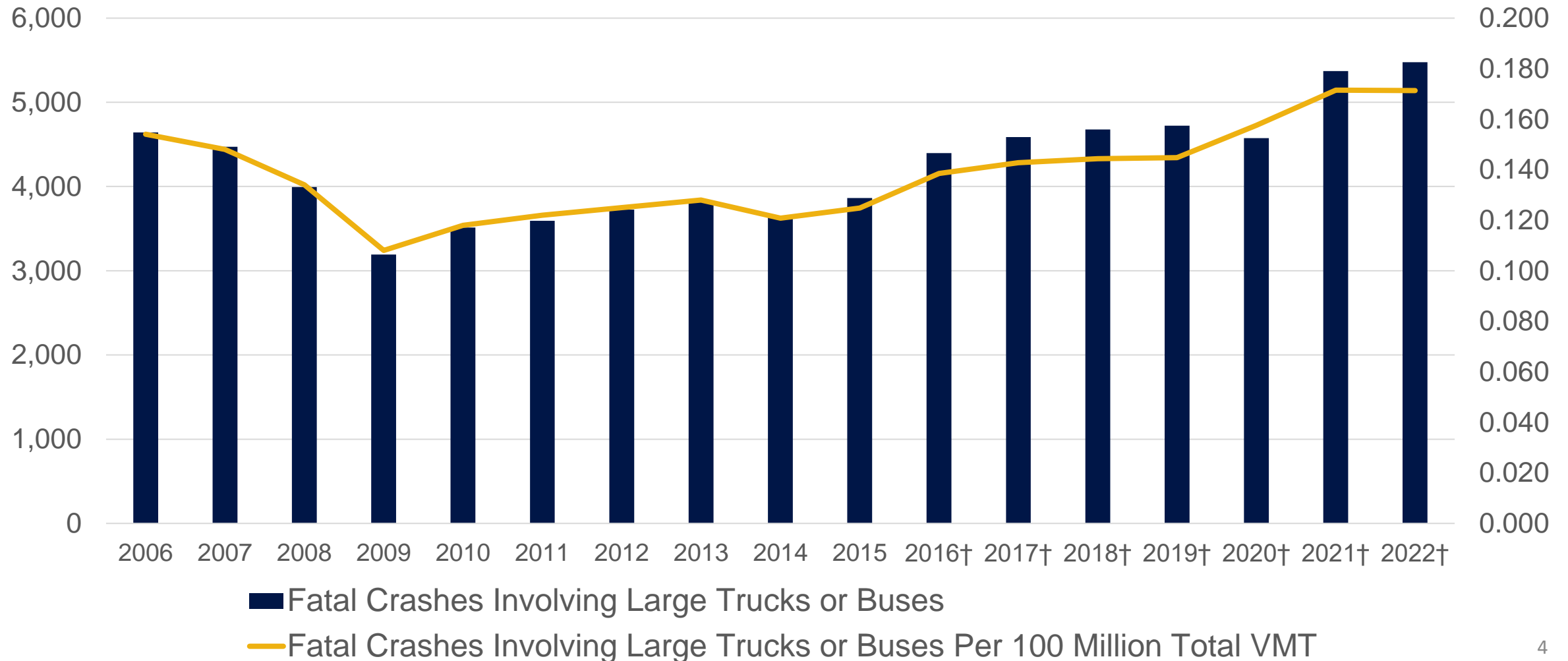
Office of Research

Mission: Reduce the number and severity of CMV crashes and enhance the efficiency of CMV operation by providing data, producing statistics, and conducting studies, as well as identify, testing, and supporting technology transfer activities and deployment of CMV safety technologies.

FOCUS AREAS

Driver Safety

Carrier Safety

Vehicle Safety

Understanding What's Happening Now

Analyze data to support safety-based decision making

Exploring New Possibilities

Research and test to identify new solutions and adapt to changes

High-Profile Projects and Programs: Advanced Technology Division
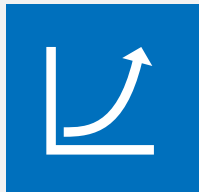
Advanced Technology Division

The Advanced Technology Division identifies, develops, tests, and deploys **innovative technologies** to **improve the safety and security** of commercial motor vehicles.

Activities at a Glance

Field testing to understand impact and inform decision making

Education, **grants**, **rulemaking recommendations** to encourage adoption and maximize impact

Priority Program Areas

★ **Automated Driver Systems Research**
Automated CMV Evaluation (ACE) Program

★ **Roadside Enforcement Technology**
Sensors and Level VIII Inspections Operational Test

★ **Advanced Driver Assistance Systems (ADAS)**
Hands-on Testing and "Tech-Celerate Now"

★ **Innovative Technology Deployment (ITD) Grants**

Automated CMV Evaluation (ACE) Program

How can automated CMVs be **used safely,** and how can they help **improve safety**?

▶ **Test various use cases**

▶ **Support standards development**

▶ **Refine best practices**

▶ **Inform regulatory activities**

Use Cases

☑ Roadside Inspection / Enforcement

☑ Work Zones

☑ Emergency Response

☑ Smart Trailers

☑ Port Drayage

☑ Vulnerable Road Users

ADAS Research & Outreach

Advanced Driver Assistance Systems (ADAS) research helps us understand and quantify the safety impact, informing safety-based decisions on technology adoption and regulations.

▶ **Evaluate the performance and real-world effectiveness to understand safety impact**

- Controlled vehicle testing
- Naturalistic vehicle testing

▶ **Encourage the adoption of technology to improve safety**

- Tech-celerate Now (national outreach campaign)
- Rulemaking proposals

ADAS technologies include:

- ✓ **Forward Collision Warning** (FCW)
- ✓ **Lane Departure Warning** (LDW)
- ✓ **Automatic Emergency Braking** (AEB)
- ✓ Pedestrian Collision Warning (PCW)
- ✓ On-Board Monitoring System (OBMS)
- ✓ Others

Roadside Safety Enforcement Technology Research

How can **roadside sensors and cameras** help us identify **significant safety issues?**
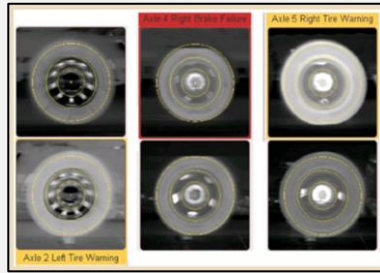
Tire, wheel, and brake anomaly detection systems

Safety belt compliance systems

Can we carry out driver-level inspections electronically, without requiring vehicles to stop?

Are there safety, efficiency, and climate benefits?

Researching the Feasibility & Benefit of Level VIII Inspections

CONCEPT

- **Conducted electronically**, while the vehicle is **in motion** at roadway speeds, without direct interaction with a safety official

- Focuses on **driver and carrier compliance**

Potential Benefits

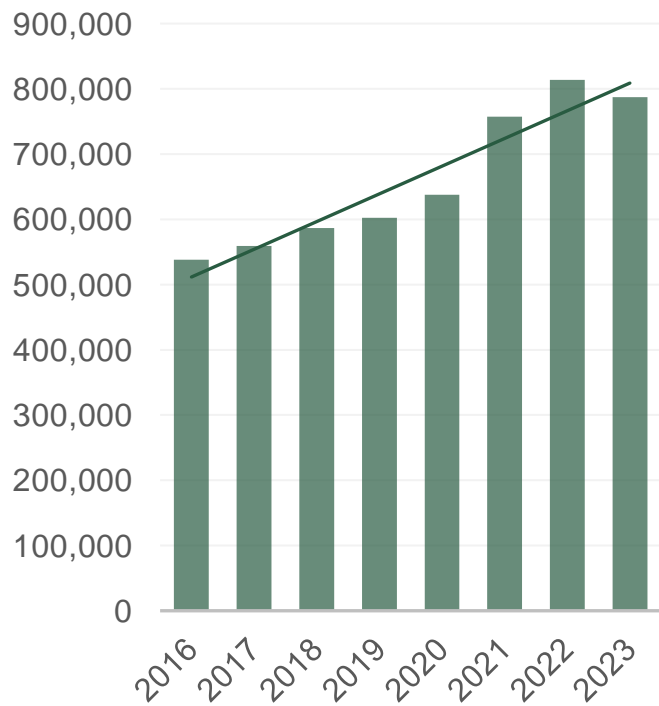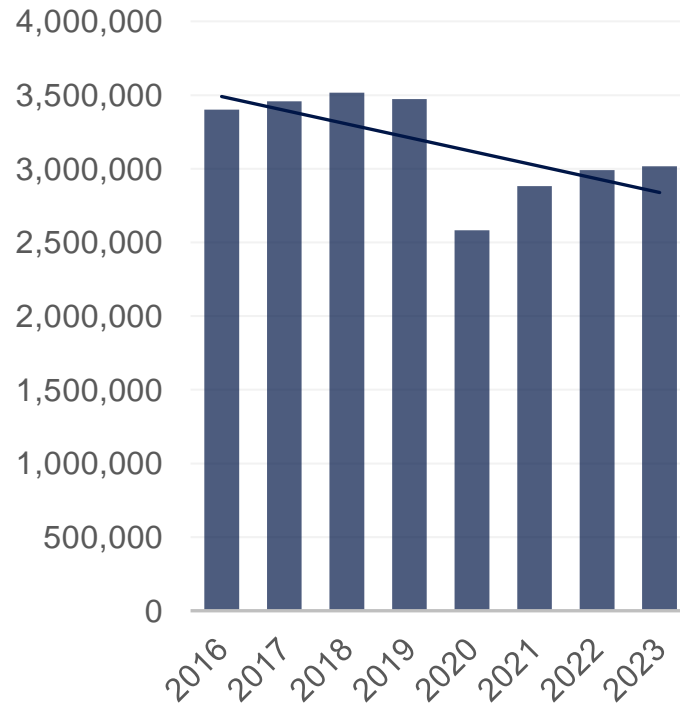| COLLECT MORE DATA ON MORE CARRIERS | KEEP PACE WITH GROWTH OF CMV POPULATION | SAVE TIME & PRIORITIZE RESOURCES | LIMIT EMISSIONS & FUEL USE FOR INSPECTIONS |

Why Explore Electronic Inspections?

FMCSA-Regulated
Motor Carriers

Inspections

The motor carrier population is growing, and we have **limited time and resources** to conduct inspections.

ARCHIVE_DATA at March 29, 2024 and SMS End of Year History Snapshot; MCMIS as of March 2024 and end of year 2016 to 2023

DACH Prohibited Drivers

- 2 years of crash data
- 1756 crashes with a prohibited driver
- 59 Fatalities
- 886 injuries

Next Steps

UPCOMING MILESTONES

Incorporate ELD data and manually check for data validity and compliance

Expand participation, diversifying in terms of technology providers and motor carrier size

Prepare for Phase 2 with automatic data processing to detect violations

DATA ELEMENTS INCLUDED IN INITIAL TESTING

- ✓ Descriptive location, including GPS coordinates
- ✓ USDOT Number
- ✓ Power Unit (PU) registration
- ✓ Operating authority
- ✓ Unified Carrier Registration (UCR) compliance
- ✓ FMCSA Out-of-Service Orders

DATA ELEMENTS ADDED WITH ELD INTEGRATION

- ❏ Appropriate driver's license class and endorsement(s) for vehicle
- ❏ License status
- ❏ Current driver's Record of Duty Status (RODS)
- ❏ Valid Medical Examiner's Certificate and Skill Performance Evaluation (SPE) Certificate
- ❏ Hours-of-service (HOS) compliance

REMAINING DATA ELEMENTS IN DEFINTION

- ❏ Electronic validation of who is operating vehicle

Innovative Technology Deployment

ITD INNOVATIVE TECHNOLOGY DEPLOYMENT

ITD Grant Statistics for FY 2024:

$34.2 Million Awarded

27 Awards Funded

23 States

Grant Priorities

- Core Compliance
  - Safety Information Exchange
  - e-Credentialling
  - e-Screening

- Work Zone Notification
- Federal Out-of-Service Order Detection
- Vehicle Out-of-Service Order Detection

- Truck Parking
- Data Quality Improvements
- Electronic Inspection
- Enhanced Data Sharing

Nebraska Use Case

The Nebraska State Patrol Carrier Enforcement Division

- Sworn strength of 86 sworn officers
- All sworn staff are state troopers, with full arrest authority and responsibility
- 10 individual scale facilities
- 6 sites with varying degrees of mainline prescreening
- Approximately 1/3 of staff are portable/roving units455 miles of Interstate 80, where trucks make up
  2 out of 3 vehicles

Weigh Station Facilities
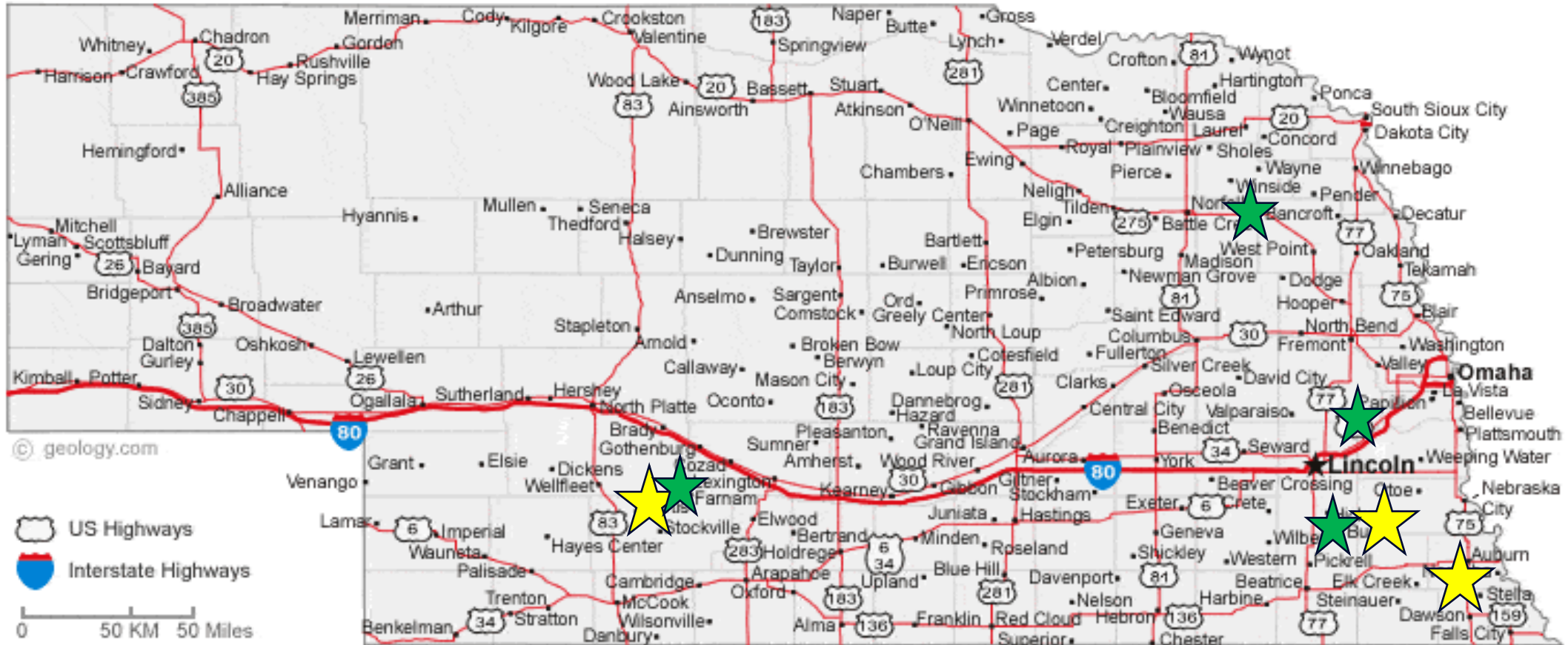
Mainline prescreen site   No mainline prescreening

17

Nebraska E-Screening Enhancements

Tire Anomaly and Classification System (TACS)

- The Tire Anomaly and Classification System (TACS) alerts the scale officer with a voice prompt and a graphic at the moment the violation is observed by the sensors.
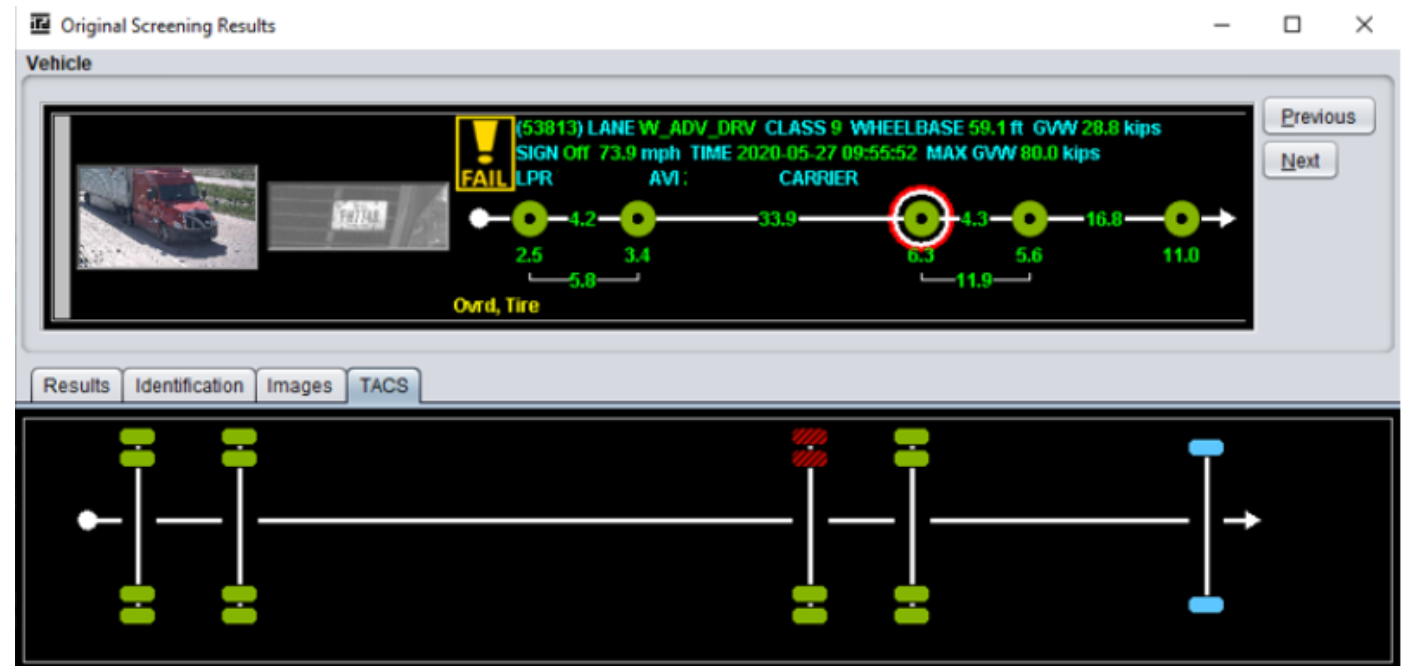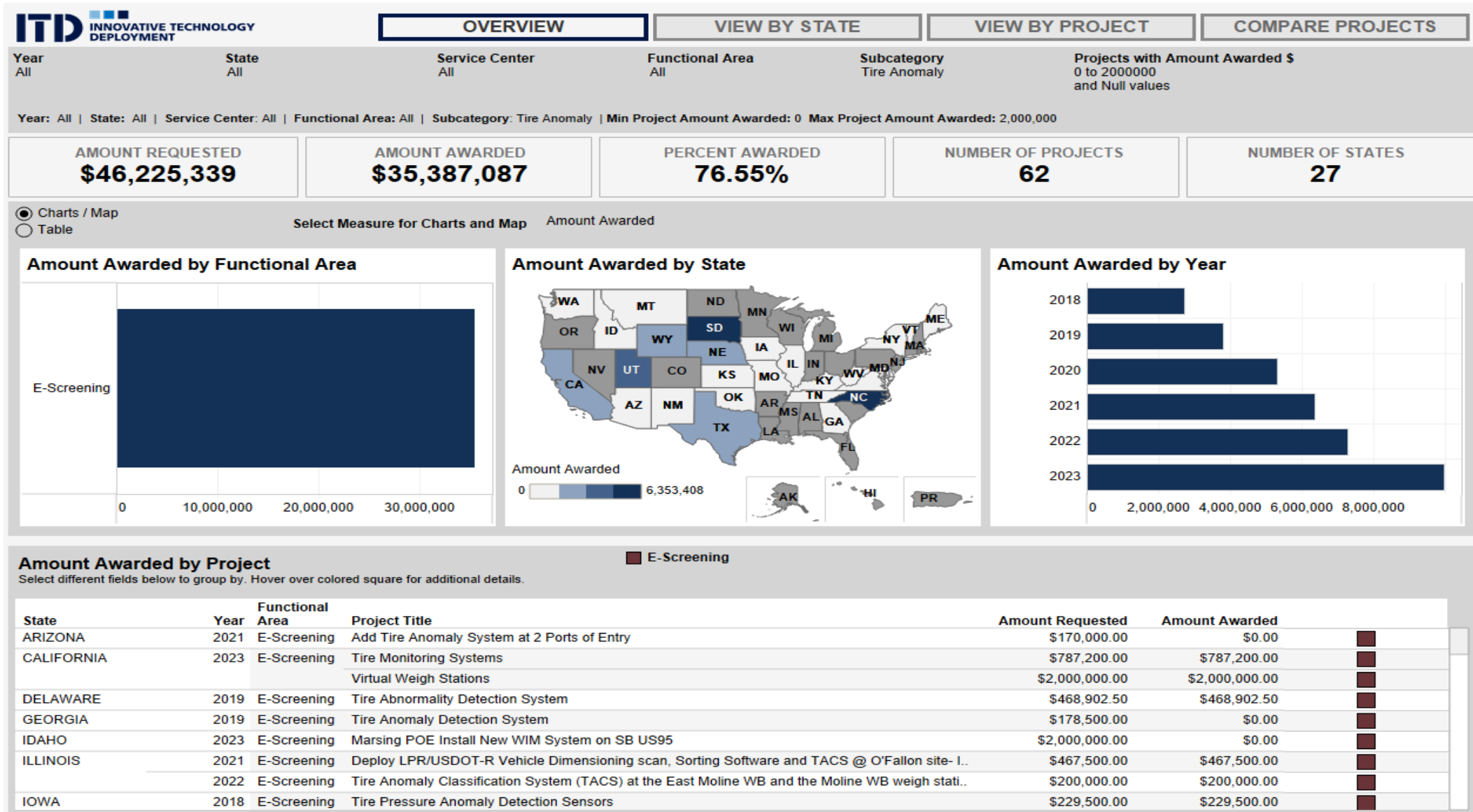

Image – © IRD

Numbers Don't Lie

- Out of Service Level Tire Violations (393.75)
  - 2018-2020 Average of **6.5** violations PER YEAR per site, at these 6 sites.
  - 2021 (first 2 locations, partial year) average of **127** per site
  - 2022 (2 locations, full year) **228** per site
  - 2023 (2 sites full year, 3 sites partial year) **221** per site
    - Staffing limitations, original site had technical problems for most of the year
  - 2024 (All sites online) **171** violations per site for ¾ of the year, ~**230** for the year

ITD Grants Overview: Tire Anomaly Screening Systems

ITD INNOVATIVE TECHNOLOGY DEPLOYMENT

OVERVIEW	VIEW BY STATE	VIEW BY PROJECT	COMPARE PROJECTS

Year	State	Service Center	Functional Area	Subcategory	Projects with Amount Awarded $
All	All	All	All	Tire Anomaly	0 to 2000000 and Null values

Year: All | State: All | Service Center: All | Functional Area: All | Subcategory: Tire Anomaly | Min Project Amount Awarded: 0 Max Project Amount Awarded: 2,000,000

AMOUNT REQUESTED	AMOUNT AWARDED	PERCENT AWARDED	NUMBER OF PROJECTS	NUMBER OF STATES
$46,225,339	$35,387,087	76.55%	62	27

○ Charts / Map
○ Table

Select Measure for Charts and Map   Amount Awarded

Amount Awarded by Functional Area

Amount Awarded by State

Amount Awarded 0 ___ 6,353,408

Amount Awarded by Year

■ E-Screening

Amount Awarded by Project
Select different fields below to group by. Hover over colored square for additional details.

State	Year	Functional Area	Project Title	Amount Requested	Amount Awarded	
ARIZONA	2021	E-Screening	Add Tire Anomaly System at 2 Ports of Entry	$170,000.00	$0.00	■
CALIFORNIA	2023	E-Screening	Tire Monitoring Systems	$787,200.00	$787,200.00	■
			Virtual Weigh Stations	$2,000,000.00	$2,000,000.00	■
DELAWARE	2019	E-Screening	Tire Abnormality Detection System	$468,902.50	$468,902.50	■
GEORGIA	2019	E-Screening	Tire Anomaly Detection System	$178,500.00	$0.00	■
IDAHO	2023	E-Screening	Marsing POE Install New WIM System on SB US95	$2,000,000.00	$0.00	■
ILLINOIS	2021	E-Screening	Deploy LPR/USDOT-R Vehicle Dimensioning scan, Sorting Software and TACS @ O'Fallon site- I..	$467,500.00	$467,500.00	■
	2022	E-Screening	Tire Anomaly Classification System (TACS) at the East Moline WB and the Moline WB weigh stati..	$200,000.00	$200,000.00	■
IOWA	2018	E-Screening	Tire Pressure Anomaly Detection Sensors	$229,500.00	$229,500.00	■

Data as of 4/6/2023

New Entrant Motor Carrier Training and Testing Research

U.S. Department of Transportation
Federal Motor Carrier Safety Administration

New Entrants (NE) Are Accounting for More Fatal Crashes Involving Large Trucks and Buses Each Year

Percent of Fatal Large Truck and Bus Crashes Involving New Entrant Carriers, 2017-2022
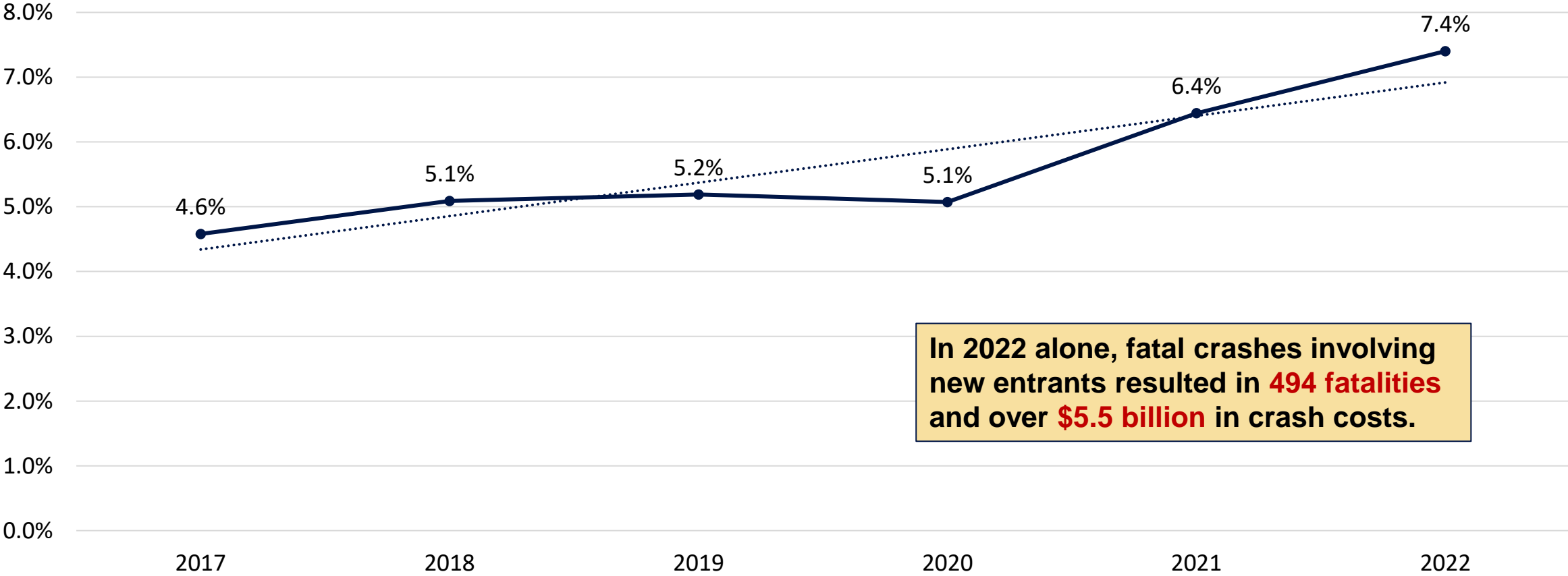
In 2022 alone, fatal crashes involving new entrants resulted in **494 fatalities** and over **$5.5 billion** in crash costs.

Sources: FARS/Pocket Guide, 2022 and 2023. FMCSA, MCMIS, Data Snapshot as of 12/29/2023.

This Trend Continues with Recent New Entrant Program Graduates

- An internal analysis that compared crash rates for recent New Entrant Program graduates to crash rates for a control group of established carriers with similar size attributes found that recent graduates had approximately:

  - **2 times more total crashes per 100 power units** than the control group, for a total of 50,059 total crashes from 2015-20.

  - **1.9 times more fatal crashes per 100 power units** than the control group, for a total of 1,510 fatal crashes from 2015-20.

Note: The crash rate is based on crashes that occurred within 24 months of graduating from the NE Program.
Source: Updated December 2023 Recent New Entrant Graduate Crash Data Analysis completed by Olu Ajayi, FMCSA Analysis Division.

Fatal and Total Crashes per 100 Power Units, 2015-2020

	Fatal Crashes	Total Crashes
Control Group	0.14	4.26
Recent NE Graduates	0.26	8.64

■ Control Group
696,988 carriers

■ Recent NE Graduates
174,247 carriers
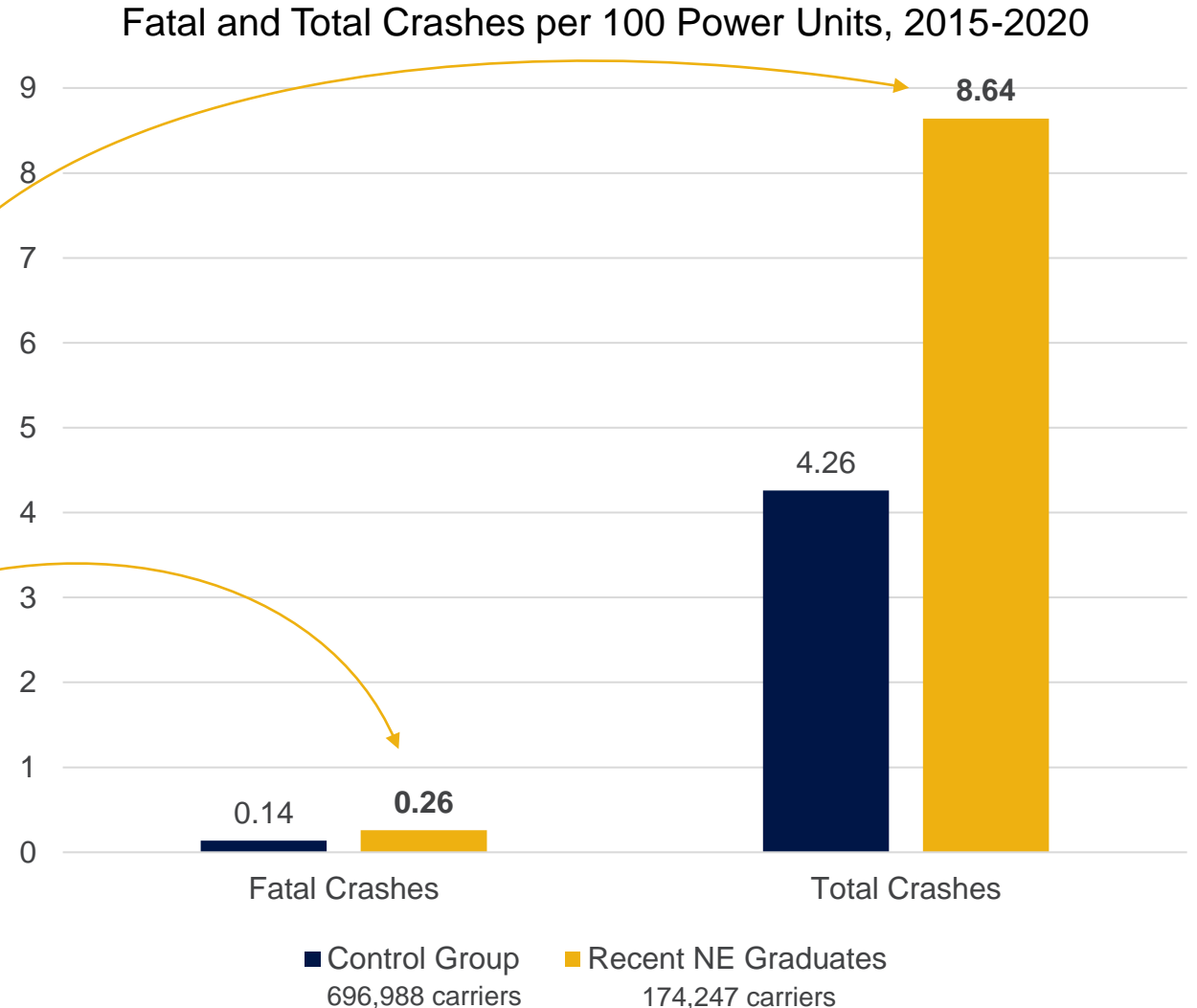
Research Shows New Entrant Training Has Safety Benefits

2005-06 Training Research Project

- 221 carriers in Montana participated
- Half-day of one-on-one training
- Content focused on the regulations

- No knowledge checks or test
- Optional mock safety audit (SA)
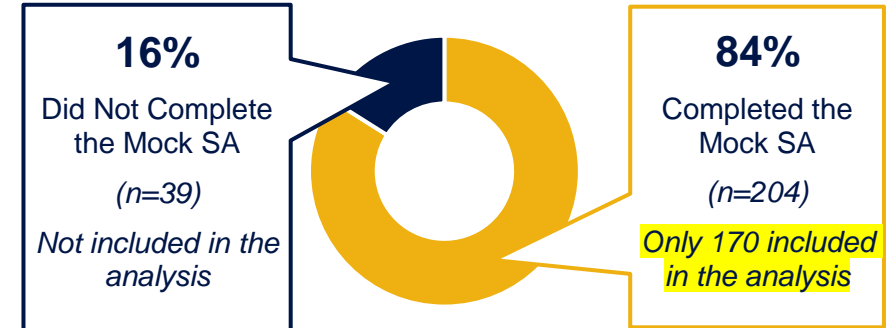- Analyzed 3.5 years of safety data

Legend:
- ■ (gold) Trained new entrants who **completed** the mock SA (n=117)
- ■ (dark blue) Trained new entrants who **did not** complete the mock SA (n=104)
- ■ (gray) Control group new entrants (n=6,434)

Trainees who completed the mock SA had **significantly better inspection performance** than the control group on all measures.

Percent of Inspections with Violations or Out-of-Service (OOS) Orders

Category	Completed	Control
Violations	60%	66%
OOS Orders	18%	25%
Driver Violations	36%	44%
Driver OOS Orders	8%	12%
Vehicle Violations	35%	39%
Vehicle OOS Orders	11%	15%
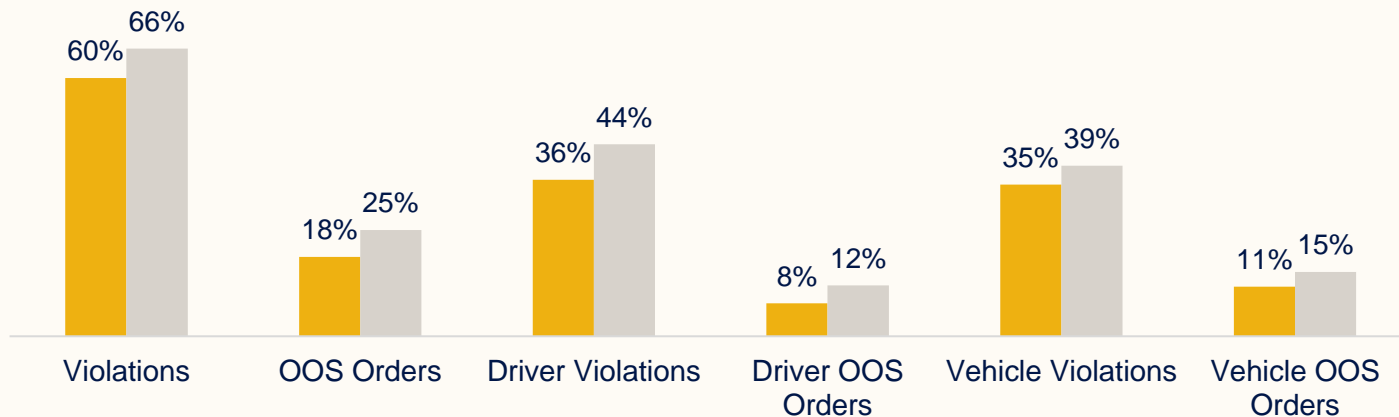
All trainees had **significantly fewer crashes** per driver than the control group.

Average Number of Crashes Per Driver:
- Control group: 0.112
- Completed mock SA: 0.06
- Did not complete mock SA: 0.065
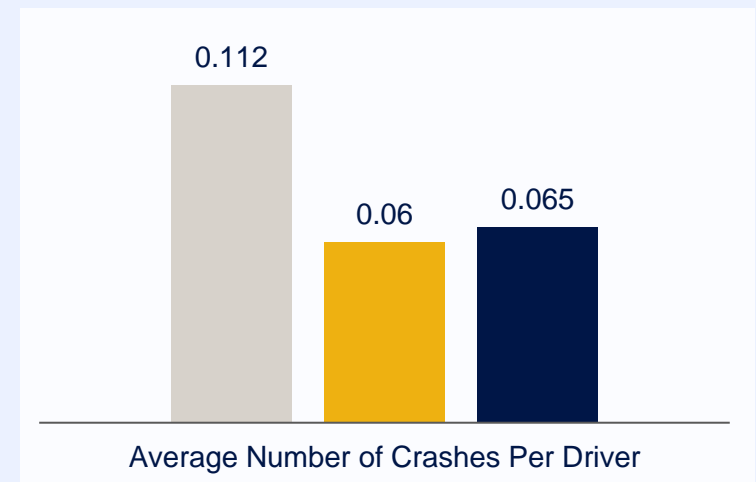
Research Shows New Entrant Training Has Safety and Economic Benefits

2010-12 Training Research Project

- 243 carriers in Montana participated

- Training conducted in peer groups, included mock safety audit (SA)

- Content focused on the regulations, safety culture and business survival

- Analyzed 3 years of safety data

16%
Did Not Complete the Mock SA
(n=39)
Not included in the analysis

84%
Completed the Mock SA
(n=204)
Only 170 included in the analysis

Trainees had **significantly lower driver OOS rates**, **higher business survival rates**, and **lower SA fail rates** than the control group.

Safety Performance Measure		Trained Carriers (n=170)	Control Group (n=11,561)
Driver OOS Rate Over Expected Rate		1.81%	3.28%
% of New Entrants That Became Inactive w/in 600 Days		6.5%	22.5%
Failed Safety Audit	2011	5.6%	39.2%
	2012	3.6%	25.2%
	2013	3.3%	17.1%

Trainees had **about 27% fewer crashes** per driver than the control group.**

■ Control Group   ■ Trainees Who Completed a Mock SA

0.085

0.067

Average Number of Crashes Per Driver
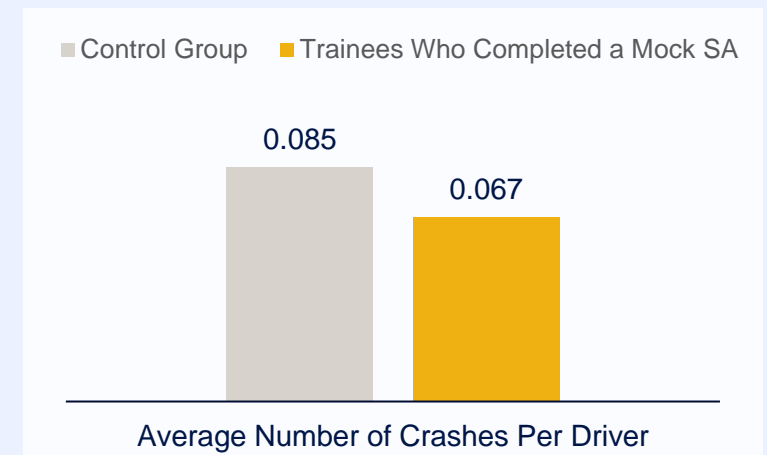
** 26.87%, significant at the 90% confidence level.

Current Research Initiative: Develop New Entrant Curricula and Proficiency Exams

Purpose: Improve carrier understanding and adherence to regulations; foster a safety-first approach and reduce crashes

How it works: FMCSA will develop and test curricula and proficiency exams that new entrant motor carriers and applicant household goods motor carriers will need to pass before operating

Develop → **Test** → **Evaluate**

Looking for more information?

Contact Information:
Kelly Stowe, General Engineer
Applied Research Division
Federal Motor Carrier Safety Administration
Email: kelly.stowe@dot.gov

Learn more about all of FMCSA's analysis, research, and technology initiatives at:
https://www.fmcsa.dot.gov/safety/analysis-research-technology

Overview of Federal Motor Carrier Safety Administration Safety Training Research for New Entrant Motor Carriers (Final Report)

FMCSA Research & Technology IDIQ - Recompete

Planning Element	Acquisition Strategy
Scope	5-year period of performance
Government Estimate	$50-75 million
Competitive Approach	Full and open competition
Contract Vehicle Approach	Multiple-Award IDIQ
Capabilities	'Total' versus 'Partial'

-> SAM.gov - Notice ID: RFI-MC-RRR-24-RT-IDIQ-2023

-> USDOT Procurement Forecast

FMCSA Research & Technology IDIQ - Recompete

8 Task Areas

CMV Test Track and On-Road Testing

CMV Driving Simulator Facilities and Associated Driving-Related Human Research

Broad-Based Laboratory Testing and Facilitation Capabilities

Cybersecurity

CMV Safety Data Research and Analysis

Survey Methodology

CMV Industry Research

CMV Demonstration Testing, Maintenance, and Logistics Support
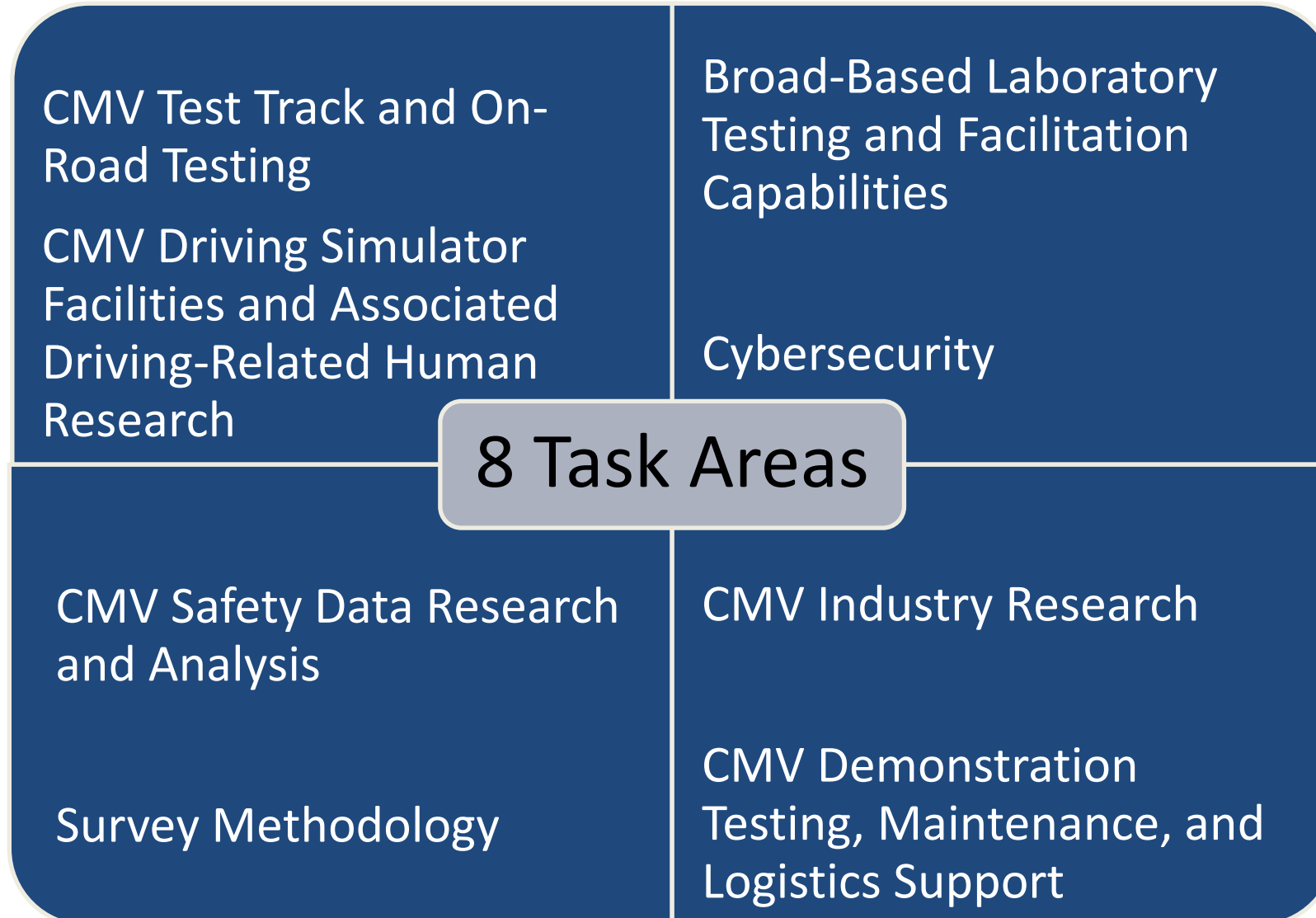
High-Profile Projects and Programs: Crash Data Analytics Division

U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Crash Data Analytics Division

The new Crash Data Analytics Division increases our capacity to **analyze and understand crashes** so we can advance our vision of **zero roadway deaths**.

Activities at a Glance

Produce statistical reports to help understand crash rates

Conduct in-depth research studies on factors that contribute to crashes involving CMVs

Expand and improve national datasets on crashes involving CMVs to support ongoing analysis

Priority Program Area

⭐ **Crash Causal Factors Program**
Phase 1: Heavy-Duty Truck Study

The 2001-03 Large Truck Crash Causation Study: Impact

The study illuminated the important role of:

- ✓ Driver fatigue
- ✓ Medical conditions
- ✓ Impairment from drugs and alcohol
- ✓ Driver knowledge and licensing
- ✓ Roadway design (e.g., signage)

…which are not readily available for analysis.

The LTCCS informed many of FMCSA's core programs and fueled outreach and research at FMCSA and beyond.

Rulemaking

- Hours of Service
- Entry Level Driver Training
- Electronic Logging Devices
- National Registry of Certified Medical Examiners

Grant Priorities

- MCSAP & High Priority
- CDLPI

Outreach

- CMV Driving Tips
- Ticketing Aggressive Cars and Trucks (TACT) Initiative
- Defensive Driving Tips Training Tool
- Operation Safe Driver Program

Further Research

- Naturalistic Driving Studies
- Speed Limiter Study
- 35 Citations in ROSAP

Much Has Changed Since 2003

▶ **The motor carrier industry has grown.**

↑ **12%** Regulated Carriers 2004-2022

↑ **81%** Registered Large Trucks 2003-2022

▶ **Fatal crashes have increased after a period of improvement.**

Fatal Crashes Involving Large Trucks and Buses and the Fatality Rate (2006 – 2022) - FARS Data
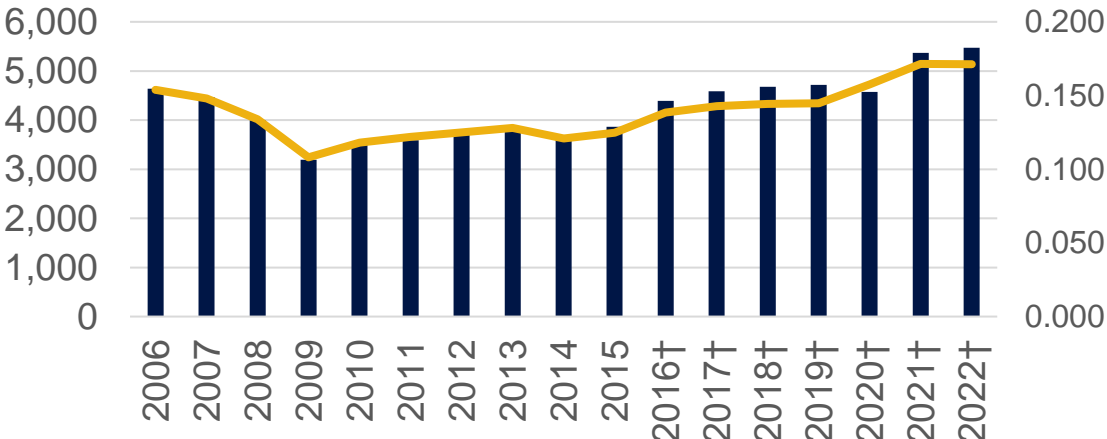
Legend:
- Fatal Crashes Involving Large Trucks or Buses
- Fatal Crashes Involving Large Trucks or Buses Per 100 Million Total VMT

▶ **Significant changes have affected transportation, including:**

🚚 Vehicle & Transportation Technology

⚖ Regulations

📱 Information Technology

👥 Demographics

🚦 Infrastructure, Signals, and Signage

🖥 Commuting Patterns

📦 Shipping Demand

Crash Causal Factors Program (CCFP)

The Crash Causal Factors Program (CCFP) is an ambitious crash data collection and analysis effort intended to:

» **Identify key factors** that contribute to crashes involving commercial motor vehicles (CMVs)

» **Inform countermeasures** to prevent these crashes from happening

» **Establish a foundation** for continued data collection, sharing, and analysis

Ultimately, the CCFP's goal is to help **reduce crashes** and **improve safety** on our Nation's roadways by pursuing a nuanced, updated understanding of crashes involving CMVs.

The CCFP's Planned Phases

PHASE 1:
Heavy-Duty Truck Study

PHASE 2:
Medium-Duty Truck Study

PHASE 3:
Bus Study

FUTURE PHASES

Fatal crashes involving Class 7/8 large trucks

$30M Appropriations + MCSAP Grant Eligible Expenses

Fatal crashes involving Class 3-6 large trucks with a U.S. DOT Number and operating under FMCSA's jurisdiction

Dependent on funding

Scope to be determined

Dependent on funding

Targeting specific crash severities or other focal areas, based on Agency priorities

Dependent on funding

MCSAP = Motor Carrier Safety Assistance Program

Partnering with States

For previous studies, we sent separate investigators to collect information at the crash scene, duplicating efforts.

This time, we're **leveraging your expertise** by incorporating data from post-crash inspections, investigations, and reconstructions.

Your State already collects most of the data we need, but to use this approach, we may need to ask you to collect a **minimal amount of additional data**.

Data Collection

EXISTING RESOURCES

STATE
- Initial Crash Responders
- Post-Crash Investigators or Reconstructionists

MCSAP
Post-Crash Inspectors

NEW State CMV Data Analysts

NEW CCFP Interviewers

Quality Control

Protect Confidential Information

CCFP Database
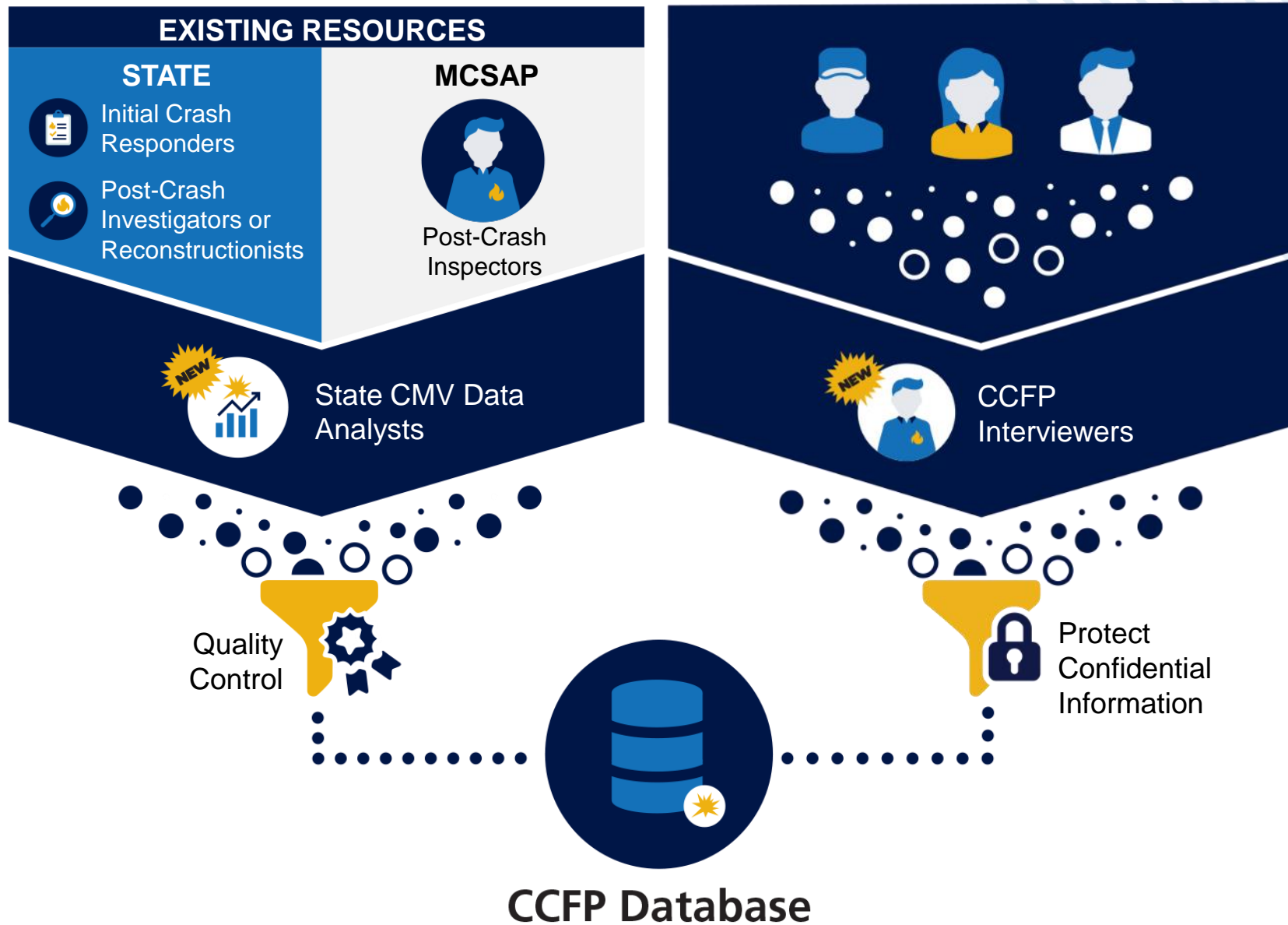
GOAL

Minimize the burden on States and local jurisdictions while **avoiding duplicate efforts at the crash scene**

Streamlining Data Collection

Your State already collects valuable data needed for the Heavy-Duty Truck Study

police crash reports | post-crash inspections | post-crash investigations | crash reconstructions

To bring it together nationally, we are:

- Mapping data elements so you can use your current forms

- Developing a **data collection solution** that pulls in electronic data as much as possible, which a CMV Data Analyst can use to submit crash data

- Offering **training** to help strengthen data quality and consistency as well as empower you to use the analytical tools

CCFP Heavy-Duty Truck Study Scope

2,000
Fatal Crashes involving
Heavy-Duty Trucks
*& Convenience Sample
of Injury Crashes*

2 YEARS
of Data Collection

CLASS **7 & 8**
Gross vehicle
weight rating
(GVWR) of
26,001lb +

~30
Participating States
*Nationally
Representative Sample*

Phase 1 will be built with sustainability and scalability in mind, with
the goal of establishing a strong, repeatable foundation for future
phases of the CCFP.

States Selected for a Nationally Representative Sample

40
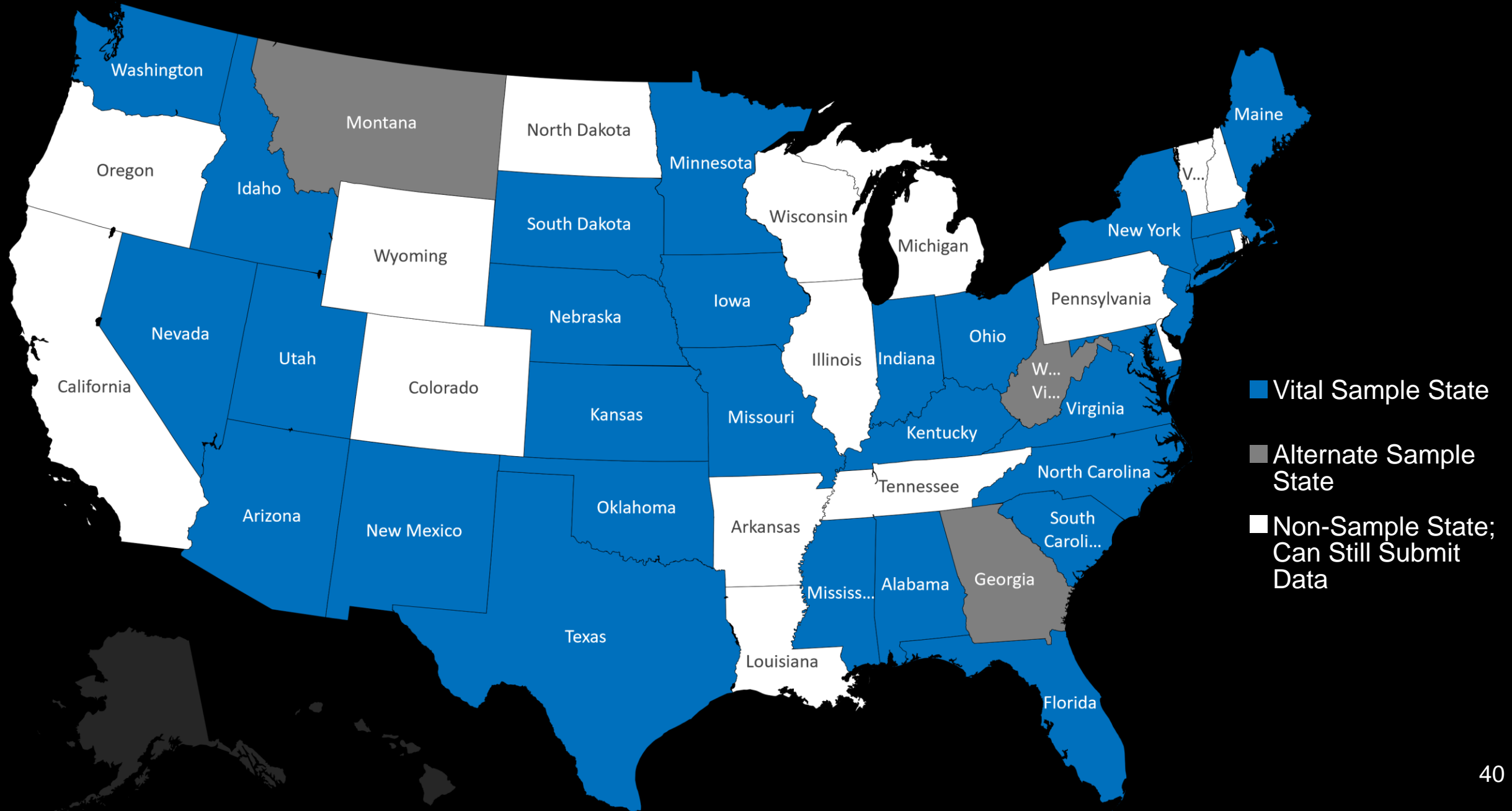
Heavy-Duty Truck Study Detailed Timeline

CY 2024

3rd Quarter

Identify in-scope States and work on data-sharing agreements/MOUs

Finalize specific sampling locations

4th Quarter

Finish identifying fields for data collection and mapping to research questions

CY 2025

2nd Quarter

Begin detailed industry outreach

3rd Quarter

State CMV Data Analyst FARS Awareness Training

Training for post-crash inspection and crash reconstruction

4th Quarter

State CMV Data Analyst CCFP Data Coding & Entry Training

Training for post-crash inspection and crash reconstruction, continued

CY 2026

1st Quarter

Pilot study (collect data from up to nine States)

2nd Quarter

Full data collection from sample States (pending OMB ICR approval)

CY 2028

2nd Quarter

Target for conclusion of Heavy-Duty Truck Study data collection

CY 2029

4th Quarter

Full report released

Note: Partial data findings and analysis will be released prior to the final report

Timeline Approximate and Subject to Change

Hot Topics and Updates from the CDL Division

CCFP Crash Causal Factors Program

U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Agenda

Drug and Alcohol Clearinghouse II

Safe Driver Apprenticeship Pilot Program

FMCSA Grants

- CDLPI

- CMVOST

- HP-CMV

Drug and Alcohol Clearinghouse

U.S. Department of Transportation
Federal Motor Carrier Safety Administration

FMCSA CDL Drug and Alcohol Clearinghouse

The Drug and Alcohol Clearinghouse prevents impaired operation of CMVs by giving employers access to **real-time information** about which CDL drivers have **drug and alcohol program violations,** enabling employers to determine which drivers to **remove from safety-sensitive functions.**

❌ Verified positive drug test	❌ Alcohol test 0.04 or greater BAC
❌ Refusal to test	❌ Actual knowledge of a drug and alcohol program violation

Individual Driver Status

CDL/CLP Holders in the Return-to-Duty (RTD) Process
as of October 1, 2024

RTD STATUS	# DRIVERS
All Drivers (with at least 1 violation)	267,360
CDL/CLP holders in Prohibited Status	178,839
RTD Process Not Started	136,224
Substance Abuse Professional (SAP) Request Sent	1,783
SAP Designation Confirmed	5,353
SAP Request Declined	1,101
Initial SAP Assessment Complete	9,131
Determined Eligible for RTD Testing	25,247
CDL/CLP Holders in Not-Prohibited Status*	88,521
RTD Test with Negative Results	64,407
Follow-Up Testing Plan Complete	24,114

Clearinghouse Rules

	First Final Rule	**Second Final Rule**
What is covered:	Established requirements for the Clearinghouse	SDLA requirements for CDL issuance/downgrades
Published date:	December 5, 2016	October 7, 2021
Effective date:	January 4, 2017	November 8, 2021
Implementation/ Compliance date:	January 6, 2020	**November 18, 2024**
Read the rule:	Docket No. FMCSA-2011-0031	Docket No. FMCSA-2017-0330

Clearinghouse II SDLA Requirements

Mandatory CDL Downgrade

- **Remove CLP or CDL privilege within 60 days of being notified by FMCSA of a driver's prohibited status in the Clearinghouse**

- If notified by FMCSA that a driver's status changed to "not prohibited"
    - Terminate CLP/CDL privilege removal process; or
    - Reinstate the previously-removed CLP/CLP privilege

- If notified by FMCSA that a driver's prohibited status was due to erroneous entry, reinstate as soon as possible and expunge driving record

Non-Issuance

- **Query Clearinghouse prior to commercial licensing transaction**

- If Clearinghouse query shows driver in a prohibited status, deny commercial licensing transaction

- Commercial licensing transaction = issuing, duplicates, renewing, transferring, or upgrading a CDL or issuing, renewing, or upgrading a CLP

Beginning NOVEMBER **18** 2024

Number of Currently-Prohibited Drivers In Each State

State	# of Prohibited Drivers
AK	351
AL	3,224
AR	2,133
AZ	2,547
CA	11,766
CO	2,431
CT	1,762
DC	161
DE	556
FL	7,458
GA	7,342
HI	278
IA	1,508

State	# of Prohibited Drivers
ID	972
IL	8,089
IN	2,694
KS	1,391
KY	1,669
LA	3,156
MA	1,373
MD	1,874
ME	525
MI	4,192
MN	1,749
MO	4,030
MS	3,064

State	# of Prohibited Drivers
MT	549
NC	6,625
ND	406
NE	1,184
NH	376
NJ	2,269
NM	916
NV	1,838
NY	6,592
OH	4,780
OK	2,785
OR	1,389
PA	4,180

State	# of Prohibited Drivers
RI	206
SC	2,784
SD	346
TN	3,810
TX	14,586
UT	1,360
VA	2,797
VT	200
WA	2,014
WI	2,350
WV	745
WY	421

as of October 1, 2024

States Must Prepare for Clearinghouse II Compliance

Obtain Legislative Authority
Obtain authority to enforce Clearinghouse regulations.

Establish IT Connectivity
Select, develop, and test connectivity method.
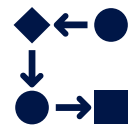
Begin CDL Downgrades Early (optional)
Pull Prohibited Drivers Report and start to downgrade CDLs (if they have authority to do so).

Update Procedures & Train Staff
Make sure staff know how to query the Clearinghouse when needed and how to respond to Clearinghouse notifications.

Apply for CDLPI Grant Funding
Request financial assistance to support implementation of the DACH Clearinghouse II requirements.

50

Safe Driver Apprenticeship Pilot Program

Background

09/10/2020

- FMCSA proposed a younger driver pilot program via a Federal Register Notice
  - 85 FR 55928

11/15/2021

- Infrastructure Investment and Jobs Act signed into Law by President Biden
  - § 23022 – Apprenticeship Pilot Program
- FMCSA Authority
  - 49 CFR 381 Subpart D – Initiation of Pilot Programs

1/14/2022

- FMCSA published a Federal Register Notice establishing the Safe Driver Apprenticeship Pilot (SDAP) Program (87 FR 2477)
- This announcement met the **60-day deadline** for establishing the program

3/08/2024

- Motor carriers are no longer required to use inward-facing cameras or registered apprenticeships, therefore the selection of carriers looking for apprentices could potentially increase.

Pilot Program Structure

Pilot program will run for a maximum of 3 years:

- November 7, 2022 – November 6, 2025; and
- Safety-driven implementation.

FMCSA is seeking a statistically representative sample of motor carriers and apprentices to participate, including:

- Diverse carrier size; and
- Diverse geographic location of operations

During enrollment:

- FMCSA will grant participating apprentice drivers (aged 18, 19, and 20) authority to operate in interstate commerce during their tenure in the program;
- New apprentices will be added as drivers age out or choose to leave the program; and
- Apprentices must be employed by an approved carrier.

Pilot Program Details

FMCSA will grant participating apprentice drivers (aged 18, 19, and 20) authority to operate in interstate commerce while in the program

- An apprentice driver is defined as an individual who is under 21 and holds a CDL

Apprentices must complete two probationary periods with an experienced driver in the passenger seat

- Probationary Period 1:
  - 120 hours on-duty, at least 80 hours driving.
- Probationary Period 2:
  - 280 hours on-duty, at least 160 hours driving

Apprentice Prohibitions

- Passengers, HM, Special Configurations, > 80,000 pounds

Participation Requirements

Motor Carrier Requirements

Must have

1. Proper operating authority, if required, and registration;

2. The minimum levels of financial responsibility required by the FMCSA Regulations (FMCSRs)

Must not have

1. A high or moderate-risk carrier

2. A conditional or unsatisfactory safety rating

3. Any open enforcement actions in the previous 6 years

4. A crash rate above the national average (0.96%)

5. A driver OOS rate above the 2021 national average (5.3%)

6. A vehicle OOS rate above the 2021 national average (19.4%)

U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Short on Drivers?
Discover SDAP.

✓ Learn more at fmcsa.dot.gov/safedriver

Experienced Drivers Requirements

Must be at least 26 years of age;

Must have held a CDL for 2 years prior to serving as an experienced driver

In the prior two years has not had:

- Any preventable accidents reportable to DOT or
- Any pointed moving violations;

Must have at least 5 years experience driving a CMV in interstate commerce

Logged as on duty, not driving.

Apprentice Driver Requirements

For the 2-year period preceding the date of hire, an apprentice driver may not have:
- More than one license (except for a military license)
- License suspended, revoked, cancelled, or disqualified for a violation related to 49 CFR 383.51 in any State;
- Any conviction for a violation of military, State, or local law relating to motor vehicle traffic control (other than a parking violation) arising in connection with any traffic crash and have no record of a crash in which they were at fault or

A conviction of any violations described below in any type of motor vehicle:
- Operating under the influence of alcohol or controlled substance as prescribed by State law;
- Refusing to take an alcohol test as required by a State under its implied consent laws or regulations as defined in 49 CFR 383.72
- Leaving the scene of a crash
- Using a vehicle to commit a felony

Apprentice Driver Participation

During participation in the pilot program:

- The apprentice driver must keep his/her individual approval letter, as well as the carrier approval letter, in the CMV cab at all times.

- The apprentice driver must be accompanied by an experienced driver during the two probationary periods, while operating in interstate commerce.

- Certifications must be submitted for completion of 120-hour and 280-hour Probationary Periods *(400 hours total).*

- After completion of 2nd probationary period, the apprentice driver will be issued a new approval letter, permitting him/her to operate in interstate commerce without being accompanied by an experienced driver, under the umbrella of the pilot program.

- The driver is still considered an apprentice driver, until the driver turns 21 or leaves the pilot program, and we will continue to collect data on that driver.

- The apprentice driver must still keep the new individual approval letter and carrier approval letter in the CMV at all times.

Vehicle Requirements

Onboard monitoring systems (OBMS)

- Forward facing camera

Automatic or automatic manual transmission

Active braking collision mitigation system

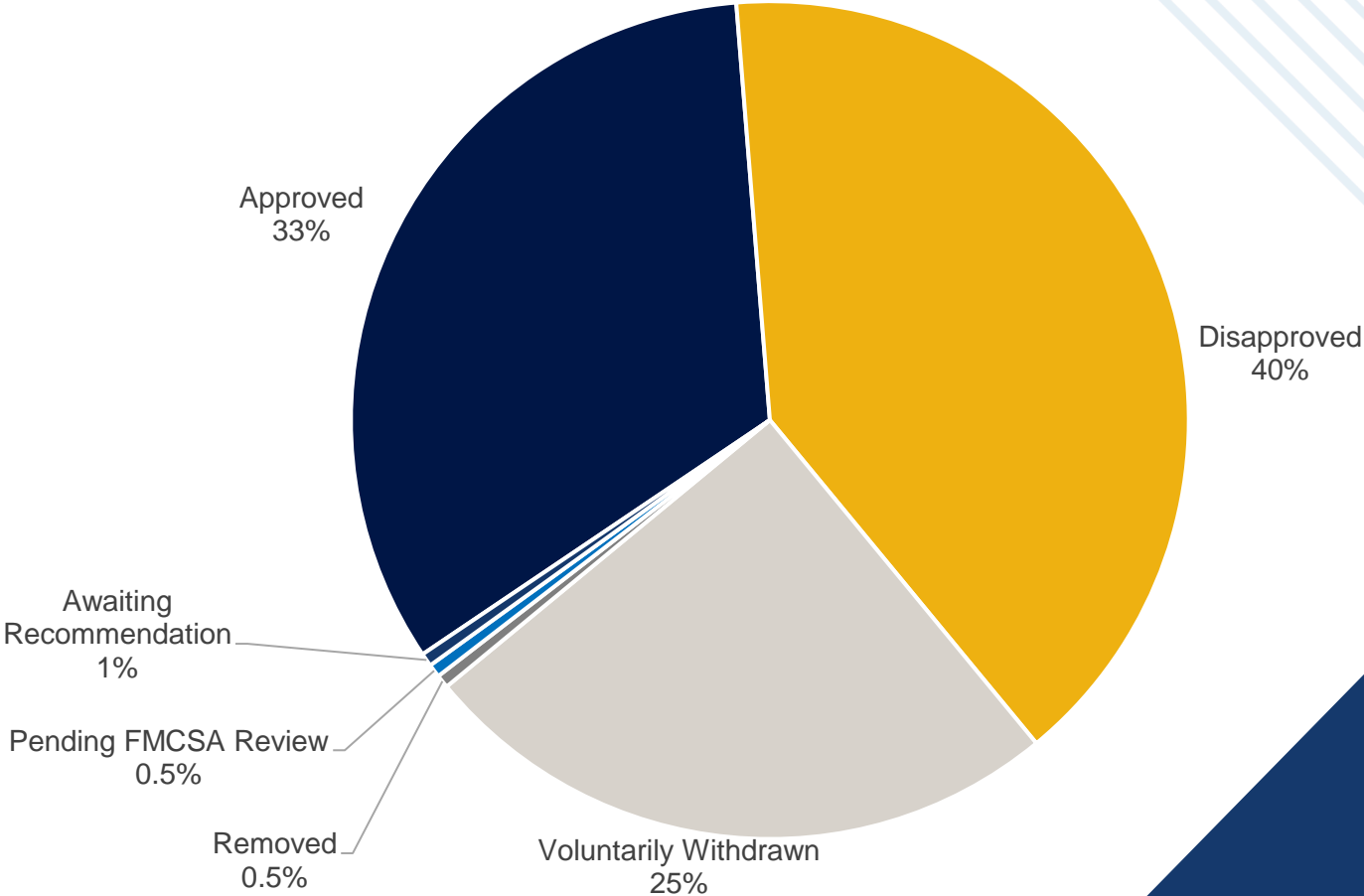A governed speed of 65 miles per hours at the pedal and under adaptive cruise

Carrier Applications

196

motor carriers have applied to the SDAP program

76

motor carriers have been approved
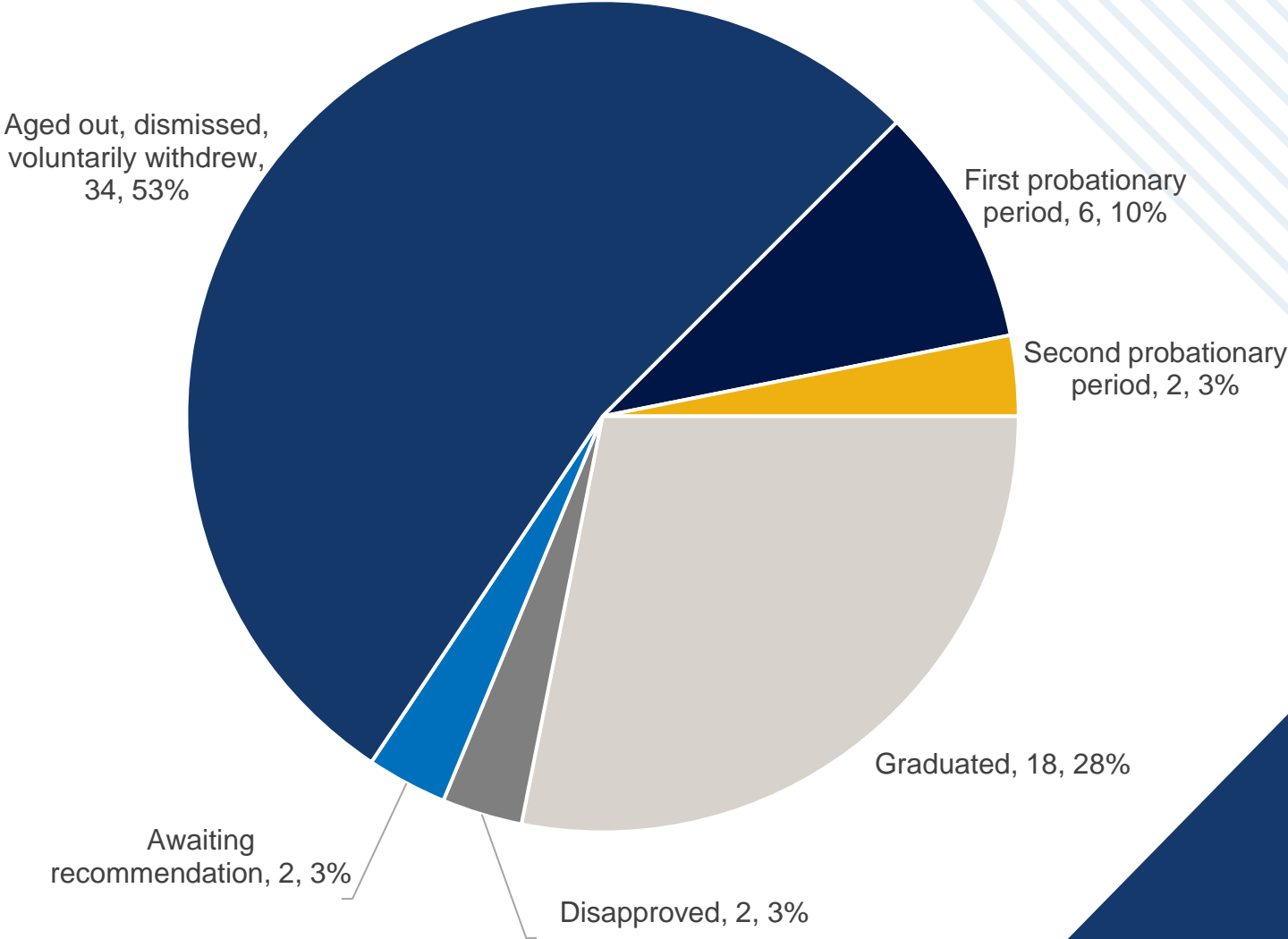
Motor Carrier Status Overview as of 11/26/2024

Approved
33%

Disapproved
40%

Awaiting
Recommendation
1%

Pending FMCSA Review
0.5%

Removed
0.5%

Voluntarily Withdrawn
25%

Driver Applications

64

Apprentice drivers have applied to the SDAP program

62

Apprentice drivers have been approved

Aged out, dismissed, voluntarily withdrew, 34, 53%

First probationary period, 6, 10%

Second probationary period, 2, 3%

Graduated, 18, 28%

Disapproved, 2, 3%

Awaiting recommendation, 2, 3%

Apprentice Driver Numbers

48,000+

Total Hours Driving

3,044,078

Miles Apprentice driver have traveled

3

DOT Reportable Crashes

SDAP State Representation

Legend:
- Approved Carriers (blue)
- No Carriers (gray)
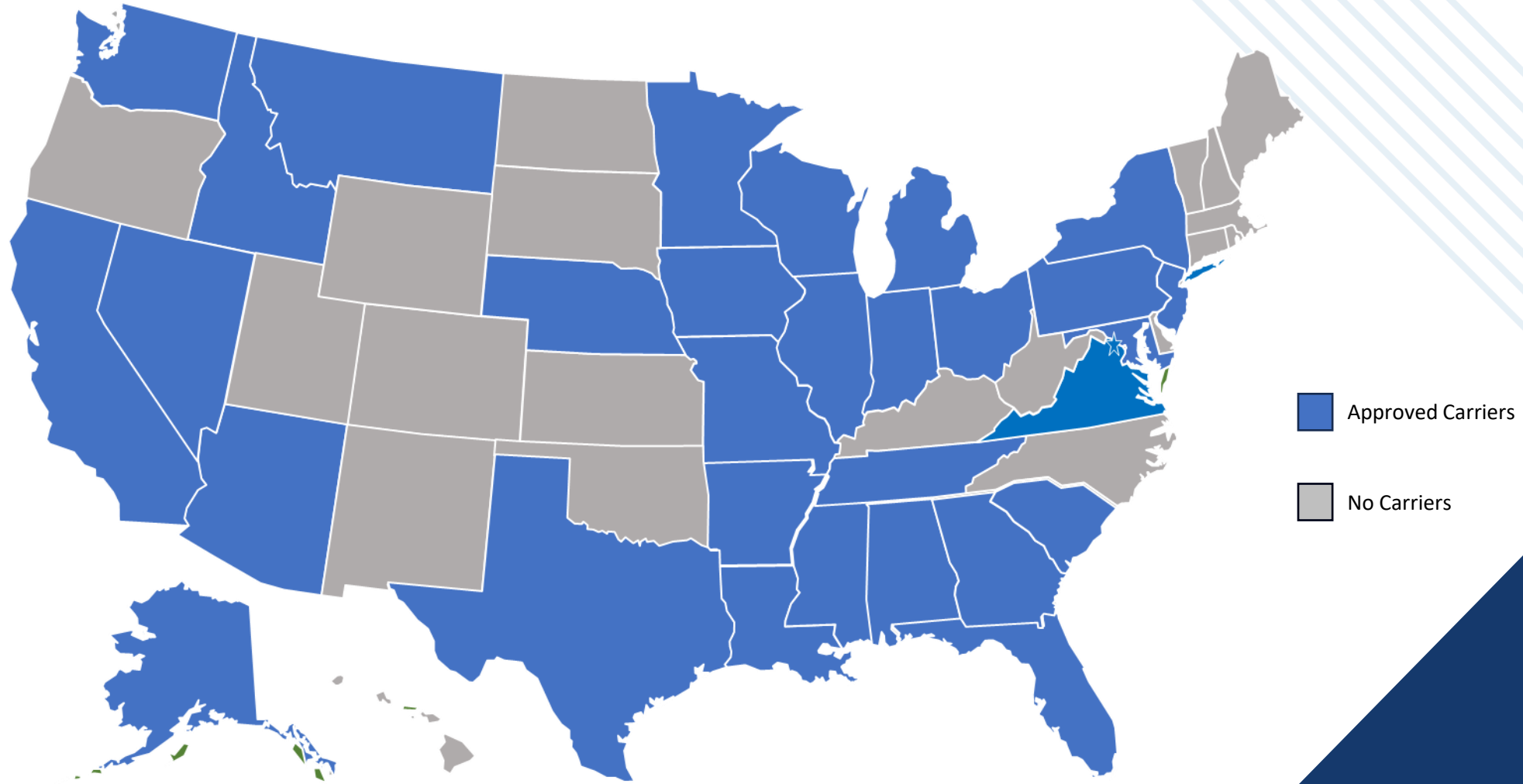
Grants

COMMERCIAL DRIVER'S LICENSE PROGRAM IMPLEMENTATION (CDLPI) GRANT

Find the FMCSA Grants Management Online Training below.

CDLPI Tools ⌄

$55.1 Million
AWARDED IN FY 2024

41 Awards
FUNDED THROUGH THE CDLPI GRANT PROGRAM
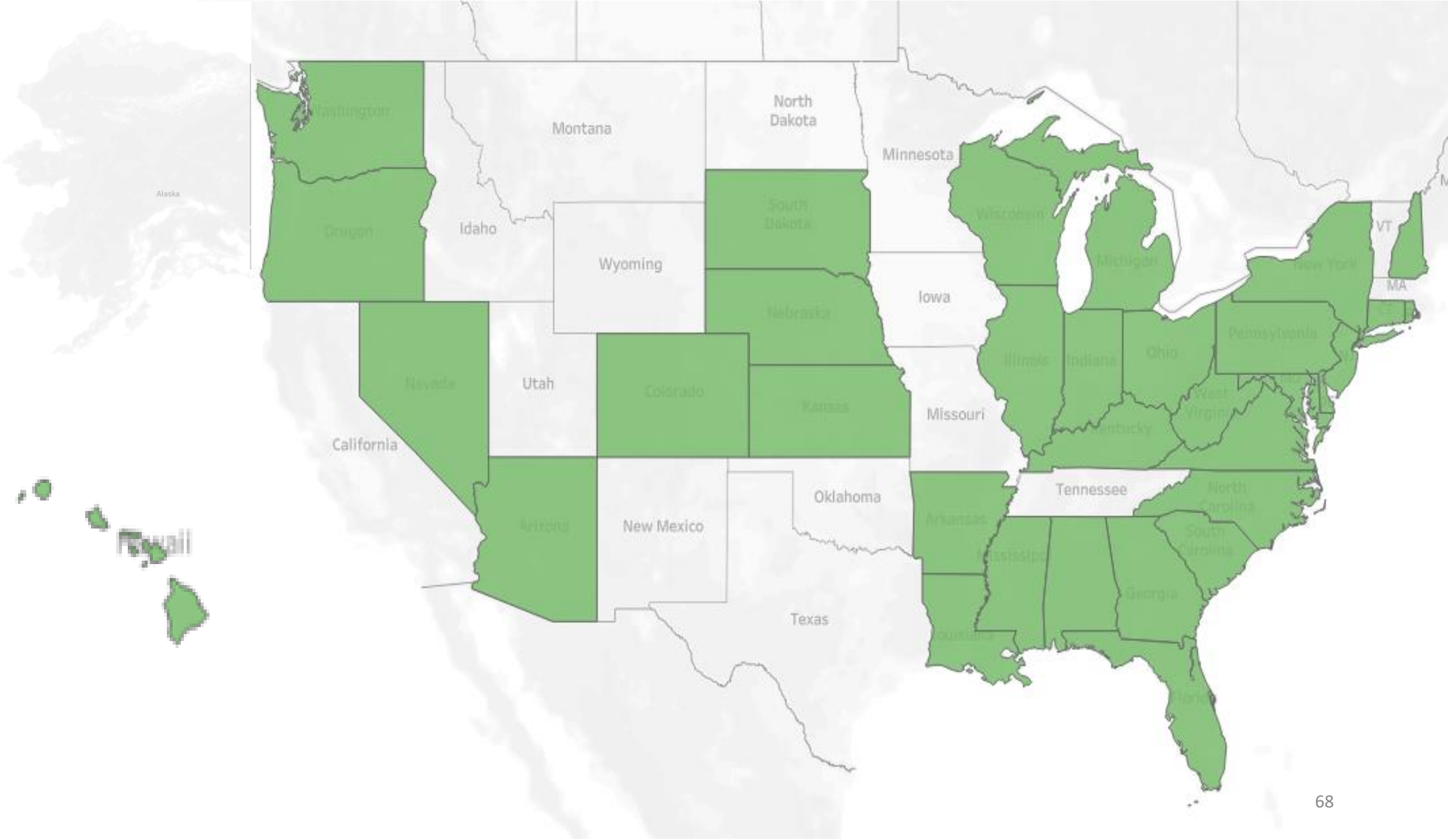
30 State Organizations
6 ADDITIONAL ORGANIZATIONS

CDLPI Grant Program Overview

Goal: Provide financial assistance to activities that support the development, implementation, and maintenance of all or part of the CDL program or that have a direct impact on a State's compliance with the provisions of 49 CFR parts 383 and 384.

National Priorities			
Compliance with FMCSA's rulemakings (EEE, DACH, NR II)	Correction and mitigation of CDL regulatory compliance findings	New or proven training and/or technical assistance to SDLAs	Systematic review of State's CDL program
Data improvement, timeliness, and accuracy	Enhancing court expertise	SDLA O&M/Sustain Compliance	Employer Notification Services (ENS)
Anti-Human Trafficking	Hosting meetings/conferences to address CDL compliance	Improving compliance through the use of new or proven tools	Multi-jurisdictional Partnerships.
Reduction of skills testing delays and wait times	Detection of fraud in the CDL process	Implement a CDL Adjudication Group	Review/evaluation of access to CDL services in underserved Communities

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CMVOST Grant Program

Educational institutions accredited by an accreditation agency recognized by the U.S. Department of Education (DOE) will be considered for funding.

FMCSA will also consider applicants from non-accredited institutions that meet the following criteria:

- Approved by the U.S. Department of Labor (DOL) as an eligible training provider;

- Accepts Workforce Innovation and Opportunity Act (WIOA) grants; and

- Approved by the State Approving Agencies (SAAs) and the U.S. Veterans Administration (VA) to accept VA benefits.

FMCSA prioritizes:

- Current and former members of the armed forces and their families

- FMCSA also considers those from underserved and refugee communities
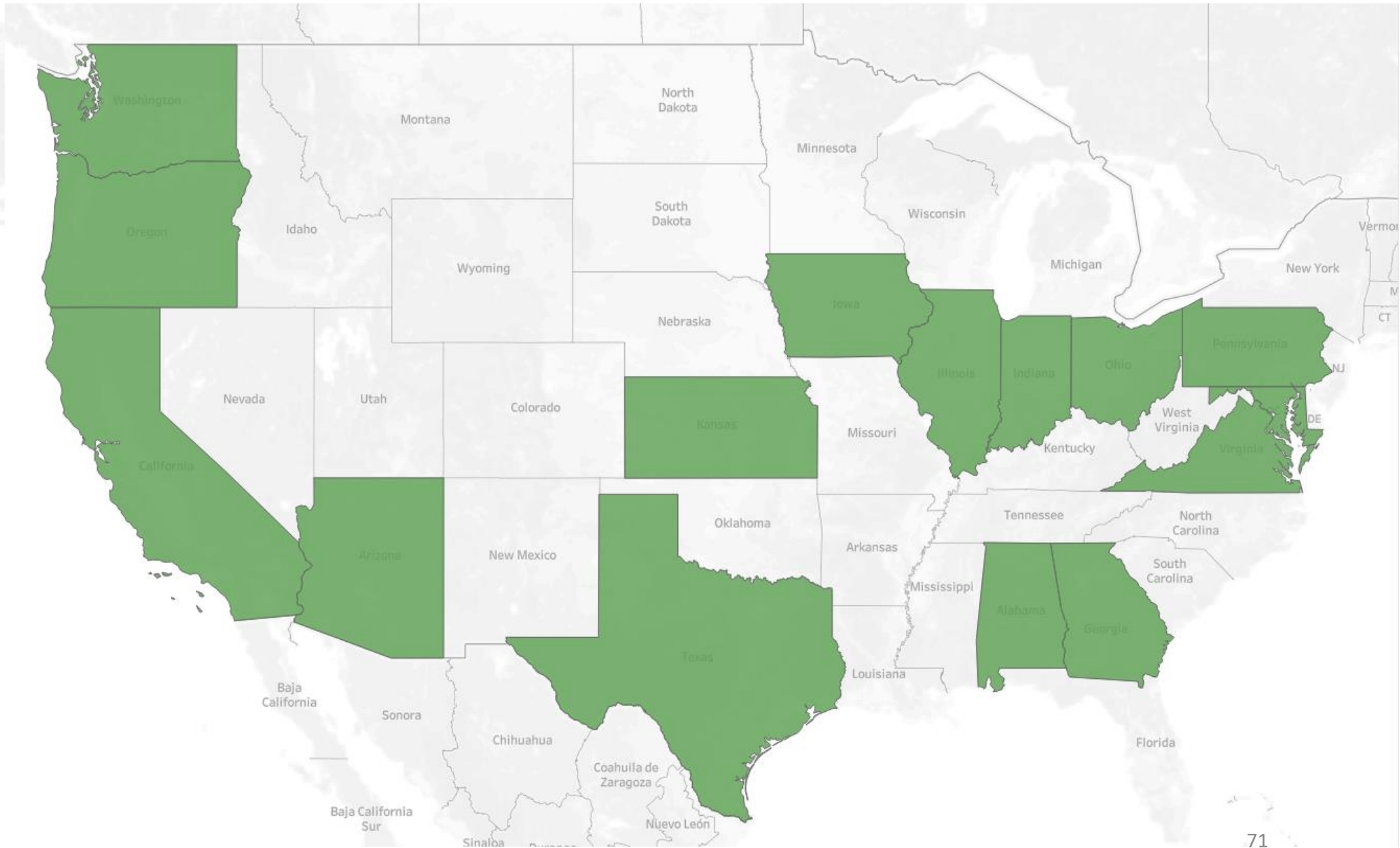
HIGH PRIORITY (HP) GRANT

Find the FMCSA Grants Management Online Training and other HP-related tools below.

HP Tools ⌄

$88.4 Million
AWARDED IN FY 2024

85 Awards
FUNDED THROUGH HP GRANTS

36 State Organizations
14 LOCAL JURISDICTIONS AND 11 ADDITIONAL ENTITIES

HP-CMV Grant Program Overview

Goal: The objective of the HP-CMV program is to support, enrich, or evaluate CMV safety programs. 49 CFR § 350.403.

National Priorities			
Enforcement of CMV Operation and Compliance with Safety Regulations	Technologies to Improve CMV Safety Through Enforcement	Lead MCSAP State Agencies Compatibility	Public Awareness and Education
Skill Performance Evaluation	Performance and Registration Information Systems Management (PRISM)	State Safety Data Quality (SSDQ)	Traffic Enforcement (TE) in high-crash areas.
CMV Safety in Work Zones.	CMV safety on Rural Roads.	Passenger safety initiatives	Human Trafficking
Drug and Alcohol Clearinghouse (DACH) violations	Drug Interdiction Assistance Program (DIAP) Training.	Increased State Investigations	

FMCSA
Federal Motor Carrier Safety Administration
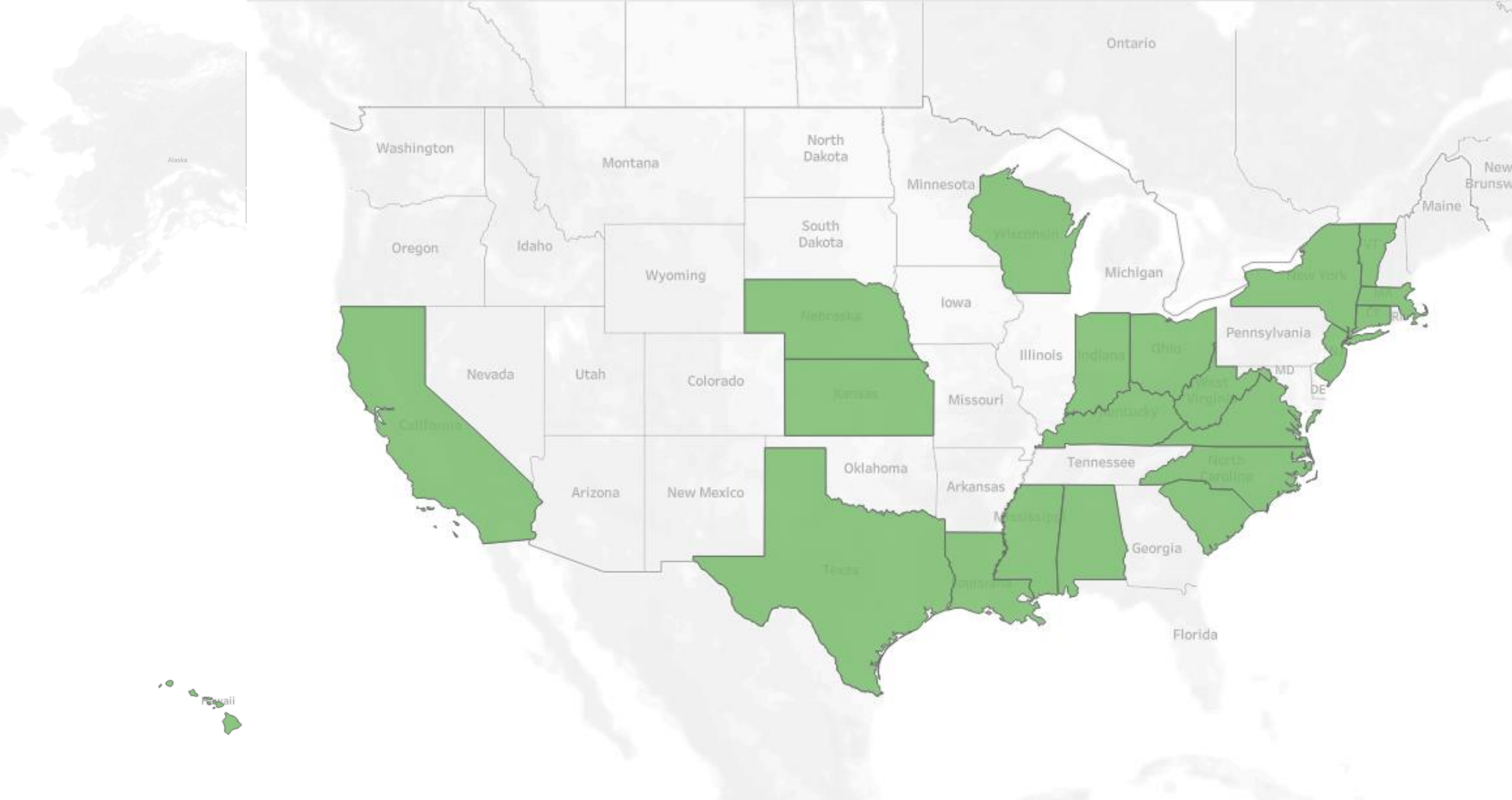
Q&A

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