



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

COMMERCIAL DRIVER'S LICENSE SKILLS TEST DELAYS REPORT TO CONGRESS CALENDAR YEARS 2017, 2018, 2019, AND 2020

A report pursuant to Section 5506 of the
Fixing America's Surface Transportation Act, 2015 (Pub. L. 114-94)

April 2024

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INTRODUCTION

Section 5506 of the Fixing America's Surface Transportation Act, 2015 (FAST Act) requires that the Administrator of the Federal Motor Carrier Safety Administration (FMCSA) submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report that describes, for each state, the status of skills testing for applicants for a commercial driver's license (CDL) and that describes specific steps the Administrator is taking to address skills testing delays in states with average testing wait times above a certain threshold. (P.L. 114-94, Dec. 4, 2015, 49 U.S.C. 31305 note.)

BACKGROUND

On October 27, 1986, the Commercial Motor Vehicle Safety Act of 1986 (CMVSA) was signed into law.¹ This act required regulatory action to establish minimum testing standards for those applicants wishing to obtain a CDL. As a result, on July 21, 1988, the Federal Highway Administration (FHWA), the predecessor agency to FMCSA, issued a final rule establishing minimum standards for:

- State testing and licensing of commercial motor vehicle (CMV) drivers;
- Knowledge, skills, and abilities which drivers of different types of CMVs must possess (including qualifications for endorsements); and
- The information to be contained on state-issued CDLs.²

A 2015 Government Accountability Office (GAO) report to Congress³ revealed significant variance between states' CDL skills test delays (the time between when a CDL applicant initially requests to take the skills test and the first opportunity offered to them). The report found several possible causes of these delays. Not all states track these delays. Possible impacts of having to wait to complete the CDL skills test, according to the GAO report, include:

- The expiration of an applicant's commercial learner's permit (CLP), requiring the applicant to renew the permit.
- Financial hardship due to training costs and the wait time before acquiring a paying job of driving with a CDL.
- A loss of potential CMV drivers who find alternate employment before obtaining a CDL.

Pursuant to section 5506 of the FAST Act, FMCSA surveyed each state and the District of Columbia on the status of skills testing for CDL applicants. The FAST Act required status information on wait times for initial skills tests and re-tests (upon test failure), the number of qualified CDL examiners available to test applicants, and the number of testing sites available in each state (Table 1).

1 Pub. L. 99-570, 100 Stat. 3207-170, October 27, 1986.

2 49 CFR part 383, subparts E-J (53 FR 27628, July 21, 1988).

3 Commercial Driver's Licensing: Federal Oversight of State Programs Could Be Improved, GAO-15-607 (July 15, 2015), available at <http://www.gao.gov/assets/680/671429.pdf>.

Table 1. CDL Skills Testing Status Information Required by Section 5506 of the FAST Act.

Section	CDL Skills Testing Status Information
Sec. 5506(1)(A)	The average wait time from the date an applicant requests to take a skills test to the date the applicant has the opportunity to complete such test.
Sec. 5506(1)(B)	The average wait time from the date an applicant, upon failure of a skills test, requests a retest to the date the applicant has the opportunity to complete such retest.
Sec. 5506(1)(C)	The actual number of qualified CDL examiners available to test applicants.
Sec. 5506(1)(D)	The number of testing sites available through the State department of motor vehicles and whether this number increased or decreased from the previous year.

SURVEY RESPONSE RATES

On October 1, 2021, the survey was sent to all 50 states and the District of Columbia; of those, 43 provided at least partial responses, and eight states did not respond. The eight states that did not respond are omitted from the tables below. Of the 43 partial responses, three states provided general comments or information on their CDL skills testing program, but no information on wait times, delays, or skills testing resources. The remaining 40 responses were of varying levels of detail, and several states could not provide data on all 4 years being requested as some of the data was no longer available. Some states were able to provide data on only the available resources (i.e., number of qualified examiners or testing sites) and not on CDL skills testing delays.

States were asked to report their usage of state resources, defined as official government agencies or contractors who report directly to these agencies, and third-party resources, defined as non-governmental organizations. Common state resources include state licensing agencies and state law enforcement agencies, while common third-party resources include commercial vehicle training schools, community colleges, and motor carriers allowed to test their own employees. Of the 42 states that provided responses on their CDL skills testing programs, eight states do not use third-party resources, nine states use only third-party resources, and 25 states use both state and third-party resources. Figure 1 shows what types of CDL skills testing resources each state offers, as of this last survey.

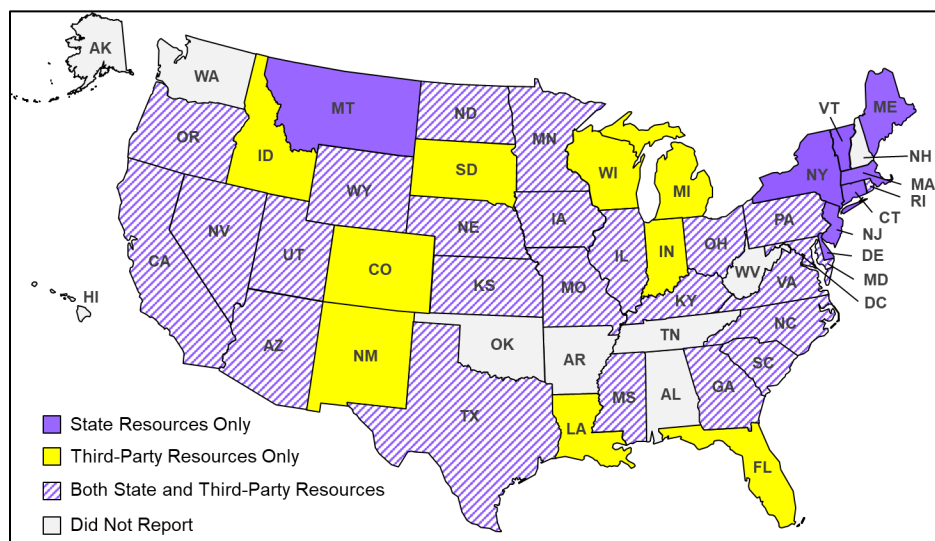


Figure 1. Map of Available CDL Skills Testing Resources by State, as of January 1, 2021.

SURVEY OVERVIEW

CDL skills testing wait times were broken out by initial exams as compared to re-tests after a failure. Mandatory wait times were considered separately from scheduled wait times, as these periods of time would frequently overlap (i.e., nothing precludes an applicant from scheduling a skills test once they have received their CLP despite the mandatory 14-day waiting period before they can actually attempt the skills test). Personal preference on the date for a skills test was not included as part of the reported wait times, as this is out of the control of the state and there would be no available data as to the reason or rationale.

Delays for Initial CDL Skills Tests and Re-Tests

Federal regulations require that an applicant hold a CLP for a minimum of 14 days before taking an initial CDL skills test. Each state decides whether to adhere to this Federal minimum or to impose a longer waiting period; most responding states adhered to the Federal minimum. One state requires up to a period of 30 days if the applicant did not receive formal training.

Mandatory waiting periods for CDL skills re-tests (after experiencing one or more failures) are largely the result of individual state regulations. There is a federal requirement that third-party tests be scheduled with two business days' notice to the state, but any other waiting periods are state-imposed and vary among states, which is why the net scheduling wait time (total wait time less any mandatory waiting period) is used.

The net wait time for scheduling a CDL skills test or re-test was determined by subtracting the mandatory Federal and, if applicable, additional state waiting period from the total scheduling wait period at testing locations. For example, if a testing location had a scheduling wait of 14 days and a mandatory waiting period of 14 days, the net wait time experienced by the applicant was zero days.

CALENDAR YEAR 2017 SURVEY RESULTS

Table 2 provides key findings from the survey on 2017 data. Data that was not reported by a state is denoted as "NR" in the table. The increase or decrease in number of testing sites is shown as "Unknown" if data from the current and prior year were not available. Several states reported no longer having access to this data, resulting in fewer states reporting information for 2017 than for other years included in the survey.

Table 2. Number of Skills Tests, CDL Skills Testing Net Wait Times (in Days), Number of Qualified Examiners, and Number of Testing Sites, by State, January 1 – December 31, 2017.

State	Number of Skills Tests Administered	Average Initial CDL Skills Test Net Wait Times* (days) §5506(1)(A)	Average CDL Skills Re-Test Net Wait Times* (days) §5506(1)(B)	Number of Qualified Examiners §5506(1)(C)	Number of Testing Sites Available §5506(1)(D)	Increase or Decrease in Number of Sites from Previous Year §5506(1)(D)
Arizona	NR	0	5	138	65	Unknown
California	80,721	NR	NR	213	145	Decrease (-3)
Colorado	NR	0	0	NR	NR	Unknown

State	Number of Skills Tests Administered	Average Initial CDL Skills Test Net Wait Times* (days) §5506(1)(A)	Average CDL Skills Re-Test Net Wait Times* (days) §5506(1)(B)	Number of Qualified Examiners §5506(1)(C)	Number of Testing Sites Available §5506(1)(D)	Increase or Decrease in Number of Sites from Previous Year §5506(1)(D)
Connecticut	NR	NR	NR	NR	NR	Unknown
Delaware	NR	1	30	NR	NR	Unknown
District of Columbia	NR	NR	NR	6	1	No Change
Florida	76,091	0	5	350	165	Decrease (-35)
Georgia	29,357	7	19	272	95	Increase (+1)
Idaho	NR	0	0	NR	NR	Unknown
Illinois	4,047	0	4	322	166	Unknown
Indiana	20,117	0	9	49	16	Increase (+5)
Kansas	16,188	0	1	75	18	Unknown
Kentucky	6,591	0	4	NR	34	No Change
Louisiana	6,118	0	2	95	51	Unknown
Maine	2,401	0	1	30	21	No Change
Maryland	7,433	0	10	79	26	Decrease (-2)
Massachusetts	NR	0	14	NR	NR	Unknown
Michigan	28,895	NR	NR	NR	NR	Unknown
Minnesota	10,679	7	14	169	74	Decrease (-6)
Mississippi	NR	0	2	100	24	Unknown
Missouri	39,752	NR	NR	80	13	Unknown
Montana	NR	0	0	NR	14	Decrease (-6)
Nebraska	5,170	0	6	179	53	Decrease (-8)
Nevada	7,030	0	10	61	25	Decrease (-8)
New Jersey	NR	0	0	126	7	Decrease (-5)
New Mexico	2,349	0	0	110	62	Decrease (-2)
New York	NR	NR	NR	169	NR	Unknown
North Carolina	20,436	6	10	NR	NR	Unknown
North Dakota	3,336	0	14	51	12	Increase (+1)
Ohio	48,547	NR	NR	69	16	Increase (+5)
Oregon	5,145	0	4	96	95	Decrease (-135)
Pennsylvania	14,614	0	2	323	150	Increase (+7)
Rhode Island	NR	0	0	6	1	No Change
South Carolina	7,439	0	0	62	9	Unknown
South Dakota	NR	0	2	NR	NR	Unknown
Texas	27,372	NR	NR	153	42	Unknown
Utah	NR	0	8	NR	NR	Unknown
Vermont	NR	0	21	10	6	Unknown
Virginia	11,040	7	7	32	61	Decrease (-104)
Wisconsin	12,109	0	14	NR	NR	Unknown

*The net wait time is reported as the total scheduling wait time minus any Federal or State mandated waiting period since applicants can schedule their test while they are still in the mandatory waiting period.

CDL Skills Testing Resources

States were asked to report the number of qualified examiners and testing locations as of January 1, 2018, to see whether the number of testing locations was increasing or decreasing from year to year. The number of qualified examiners and testing locations as of January 1, 2017, was gathered during the first survey distributed in 2017 on Calendar Year 2016 data. There were some states (Oregon and Virginia) with a significant decrease in available third-party testing locations, but the reason for this decrease is unknown. The number of state resources remained fairly stable across respondents utilizing state resources.

Table 3 summarizes the states' responses regarding CDL skills testing resources. Data that was not reported by a state is denoted as "NR" in the table. States that did not provide this information (Colorado, Connecticut, Delaware, Idaho, Massachusetts, Michigan, North Carolina, South Dakota, Utah, and Wisconsin) are omitted from the table.

Table 3. Number of Qualified Examiners and Available Testing Sites as of January 1, 2018, and Whether the Number of Available Testing Sites has Increased or Decreased in the Previous Year, by State.

State	State Resources			Third-Party Resources		
	Number of Qualified Examiners	Testing Sites Available	Increase or Decrease in Testing Sites	Number of Qualified Examiners	Testing Sites Available	Increase or Decrease in Testing Sites
Arizona	23	11	Unknown	115	54	Unknown
California	213	23	No Change	NR	122	Decrease (-3)
District of Columbia	6	1	No Change	—	—	—
Florida	—	—	—	350	165	Decrease (-35)
Georgia	103	10	Increase (+1)	169	85	No Change
Illinois	NR	18	Unknown	322	148	Unknown
Indiana	—	—	—	49	16	Increase (+5)
Kansas	38	12	Unknown	37	6	Unknown
Kentucky	NR	9	Decrease (-1)	NR	25	Increase (+1)
Louisiana	—	—	—	95	51	Unknown
Maine	30	21	No Change	—	—	—
Maryland	37	12	Decrease (-1)	42	14	Decrease (-1)
Minnesota	117	36	Increase (+2)	52	38	Decrease (-8)
Mississippi	35	10	Decrease (-2)	65	14	Decrease (-18)
Missouri	80	13	No Change	NR	NR	Unknown
Montana	NR	14	Decrease (-6)	NR	0	No Change
Nebraska	113	22	No Change	66	31	Decrease (-8)
Nevada	19	5	No Change	42	20	Decrease (-8)
New Jersey	126	7	Decrease (-5)	—	—	—
New Mexico	—	—	—	110	62	Decrease (-2)
New York	169	NR	Unknown	—	—	—
North Dakota	45	8	No Change	6	4	Increase (+1)
Ohio	11	4	Increase (+1)	58	12	Increase (+4)
Oregon	23	12	Increase (+2)	73	83	Decrease (-137)
Pennsylvania	NR	27	No Change	323	123	Increase (+7)
Rhode Island	6		No Change		1	No Change

State	State Resources			Third-Party Resources		
	Number of Qualified Examiners	Testing Sites Available	Increase or Decrease in Testing Sites	Number of Qualified Examiners	Testing Sites Available	Increase or Decrease in Testing Sites
South Carolina	62	9	No Change	NR	NR	Unknown
Texas	NR	NR	Unknown	153	42	Unknown
Vermont	10	6	Unknown	—	—	—
Virginia	32	9	No Change	NR	52	Decrease (-104)

*A “—” indicates that a State does not use that type of resource for CDL skills testing.

CALENDAR YEAR 2018 SURVEY RESULTS

Table 4 provides key findings from the survey on 2018 data. Data that was not reported by a state is denoted as “NR” in the table. The increase or decrease in number of testing sites is shown as “Unknown” if data from the current and prior year were not available.

Table 4. Number of Skills Tests, CDL Skills Testing Net Wait Times (in Days), Number of Qualified Examiners, and Number of Testing Sites, by State, January 1 – December 31, 2018.

State	Number of Skills Tests Administered	Average Initial CDL Skills Test Net Wait Times* (days) §5506(1)(A)	Average CDL Skills Re-Test Net Wait Times* (days) §5506(1)(B)	Number of Qualified Examiners §5506(1)(C)	Number of Testing Sites Available §5506(1)(D)	Increase or Decrease in Number of Sites from Previous Year §5506(1)(D)
Arizona	NR	0	5	138	65	No Change
California	85,707	0	19	215	120	Decrease (-25)
Colorado	NR	0	0	NR	NR	Unknown
Connecticut	NR	NR	NR	13	48	Unknown
Delaware	NR	9	45	NR	NR	Unknown
District of Columbia	NR	NR	NR	6	1	No Change
Florida	93,381	0	5	350	165	No Change
Georgia	25,063	7	19	258	97	Increase (+2)
Idaho	NR	0	0	NR	NR	Unknown
Illinois	4,090	0	5	344	167	Increase (+1)
Indiana	20,553	0	12	54	15	Decrease (-1)
Kansas	16,050	0	1	79	20	Increase (+2)
Kentucky	5,905	0	3	NR	35	Increase (+1)
Louisiana	7,344	0	2	91	50	Decrease (-1)
Maine	2,067	0	1	30	21	No Change
Maryland	7,370	0	8	98	27	Increase (+1)
Massachusetts	11,833	0	14	NR	9	Unknown
Michigan	30,570	NR	NR	NR	NR	Unknown
Minnesota	11,004	7	14	180	79	Increase (+5)
Mississippi	NR	0	2	105	27	Increase (+3)
Missouri	43,535	NR	NR	80	14	Increase (+1)
Montana	NR	0	1	NR	14	No Change

State	Number of Skills Tests Administered	Average Initial CDL Skills Test Net Wait Times* (days) §5506(1)(A)	Average CDL Skills Re-Test Net Wait Times* (days) §5506(1)(B)	Number of Qualified Examiners §5506(1)(C)	Number of Testing Sites Available §5506(1)(D)	Increase or Decrease in Number of Sites from Previous Year §5506(1)(D)
Nebraska	6,250	0	6	180	53	No Change
Nevada	8,624	0	10	68	21	Decrease (-4)
New Jersey	NR	0	0	137	9	Increase (+2)
New Mexico	2,621	0	0	97	62	No Change
New York	NR	NR	NR	194	NR	Unknown
North Carolina	40,394	6	10	NR	NR	Unknown
North Dakota	3,319	0	24	52	12	No Change
Ohio	52,266	NR	NR	74	15	Decrease (-1)
Oregon	6,264	0	4	137	97	Increase (+2)
Pennsylvania	16,150	0	2	313	151	Increase (+1)
Rhode Island	NR	0	0	6	1	No Change
South Carolina	7,651	0	0	62	9	No Change
South Dakota	NR	0	2	NR	NR	Unknown
Texas	56,852	NR	NR	218	93	Increase (+51)
Utah	NR	0	8	NR	NR	Unknown
Vermont	NR	0	21	10	6	No Change
Virginia	11,463	7	7	32	62	Increase (+1)
Wisconsin	13,308	0	14	NR	NR	Unknown

*The net wait time is reported as the total scheduling wait time minus any Federal or State mandated waiting period since applicants can schedule their test while they are still in the mandatory waiting period.

CDL Skills Testing Resources

States were asked to report the number of qualified examiners and testing locations as of January 1, 2019, to see whether the number of testing locations was increasing or decreasing from year to year. Overall, in most states, the number of available testing locations remained similar to the previous year and most increases and decreases were insignificant. Of note, California had a larger decrease in the number of available third-party testing sites, and Texas had a larger increase in the number of available third-party testing sites.

Table 5 summarizes the states' responses regarding CDL skills testing resources. Data that was not reported by a state is denoted as "NR" in the table. States that did not provide this information (Colorado, Delaware, Idaho, Michigan, North Carolina, South Dakota, Utah, and Wisconsin) are omitted from the table.

Table 5. Number of Qualified Examiners and Available Testing Sites as of January 1, 2019, and Whether the Number of Available Testing Sites has Increased or Decreased in the Previous Year, by State.

State	State Resources			Third-Party Resources		
	Number of Qualified Examiners	Testing Sites Available	Increase or Decrease in Testing Sites	Number of Qualified Examiners	Testing Sites Available	Increase or Decrease in Testing Sites
Arizona	23	11	No Change	115	54	No Change
California	215	23	No Change	NR	97	Decrease (-25)
Connecticut	13	48	Unknown	—	—	—
District of Columbia	6	1	No Change	—	—	—
Florida	—	—	—	350	165	No Change
Georgia	89	10	No Change	169	87	Increase (+2)
Illinois	NR	18	No Change	344	149	Increase (+1)
Indiana	—	—	—	54	15	Decrease (-1)
Kansas	40	11	Decrease (-1)	39	9	Increase (+3)
Kentucky	NR	10	Increase (+1)	NR	25	No Change
Louisiana	NR	NR	Unknown	91	50	Decrease (-1)
Maine	30	21	No Change	—	—	—
Maryland	53	12	No Change	45	15	Increase (+1)
Massachusetts	NR	9	Unknown	—	—	—
Minnesota	117	36	No Change	63	43	Increase (+5)
Mississippi	35	10	No Change	70	17	Increase (+3)
Missouri	80	14	Increase (+1)	NR	NR	Unknown
Montana	NR	14	No Change	NR	0	No Change
Nebraska	113	22	No Change	67	31	No Change
Nevada	21	5	No Change	47	16	Decrease (-4)
New Jersey	137	9	Increase (+2)	—	—	—
New Mexico	—	—	—	97	62	No Change
New York	194	NR	Unknown	—	—	—
North Dakota	45	8	No Change	7	4	No Change
Ohio	12	3	Decrease (-1)	62	12	No Change
Oregon	26	12	No Change	111	85	Increase (+2)
Pennsylvania	NR	27	No Change	313	124	Increase (+1)
Rhode Island	6		No Change		1	No Change
South Carolina	62	9	No Change	NR	NR	Unknown
Texas	NR	NR	Unknown	218	93	Increase (+51)
Vermont	10	6	No Change	—	—	—
Virginia	32	9	No Change	NR	53	Increase (+1)

*A “—” indicates that a State does not use that type of resource for CDL skills testing.

CALENDAR YEAR 2019 SURVEY RESULTS

Table 6 provides key findings from the survey on 2019 data. Data that was not reported by a state is denoted as “NR” in the table. The increase or decrease in number of testing sites is shown as “Unknown” if data from the current and prior year were not available.

Table 6. Number of Skills Tests, CDL Skills Testing Net Wait Times (in Days), Number of Qualified Examiners, and Number of Testing Sites, by State, January 1 – December 31, 2019.

State	Number of Skills Tests Administered	Average Initial CDL Skills Test Net Wait Times* (days) §5506(1)(A)	Average CDL Skills Re-Test Net Wait Times* (days) §5506(1)(B)	Number of Qualified Examiners §5506(1)(C)	Number of Testing Sites Available §5506(1)(D)	Increase or Decrease in Number of Sites from Previous Year §5506(1)(D)
Arizona	NR	0	6	146	66	Increase (+1)
California	90,637	0	22	185	141	Increase (+21)
Colorado	NR	0	0	NR	NR	Unknown
Connecticut	NR	1	30	12	48	No Change
Delaware	NR	1	30	NR	NR	Unknown
District of Columbia	NR	NR	NR	6	1	No Change
Florida	88,183	0	5	350	165	No Change
Georgia	25,158	7	19	246	97	No Change
Idaho	NR	0	0	NR	NR	Unknown
Illinois	4,007	0	5	477	168	Increase (+1)
Indiana	21,550	0	6	49	15	No Change
Kansas	17,539	0	1	80	23	Increase (+3)
Kentucky	6,372	0	3	NR	39	Increase (+4)
Louisiana	7,321	0	2	84	47	Decrease (-3)
Maine	2,703	0	1	30	21	No Change
Maryland	8,419	0	9	114	27	No Change
Massachusetts	15,999	0	14	13	9	No Change
Michigan	34,925	NR	NR	NR	NR	Unknown
Minnesota	10,739	7	14	176	75	Decrease (-4)
Mississippi	NR	0	2	117	37	Increase (+10)
Missouri	41,553	NR	NR	80	15	Increase (+1)
Montana	NR	0	0	2	15	Increase (+1)
Nebraska	5,182	0	5	179	54	Increase (+1)
Nevada	10,184	0	14	76	22	Increase (+1)
New Jersey	NR	0	0	137	9	No Change
New Mexico	2,922	0	0	81	62	No Change
New York	32,306	NR	NR	220	34	Unknown
North Carolina	37,865	6	10	NR	NR	Unknown
North Dakota	3,386	5	37	52	12	No Change
Ohio	55,659	0	0	83	15	No Change
Oregon	5,752	0	4	126	100	Increase (+3)
Pennsylvania	21,181	0	2	414	150	Decrease (-1)
Rhode Island	NR	0	0	6	1	No Change
South Carolina	8,897	0	0	62	9	No Change
South Dakota	NR	0	2	NR	NR	Unknown
Texas	71,108	NR	NR	247	95	Increase (+2)
Utah	NR	0	5	NR	NR	Unknown
Vermont	NR	0	21	9	6	No Change
Virginia	12,208	7	7	32	69	Increase (+7)

State	Number of Skills Tests Administered	Average Initial CDL Skills Test Net Wait Times* (days) §5506(1)(A)	Average CDL Skills Re-Test Net Wait Times* (days) §5506(1)(B)	Number of Qualified Examiners §5506(1)(C)	Number of Testing Sites Available §5506(1)(D)	Increase or Decrease in Number of Sites from Previous Year §5506(1)(D)
Wisconsin	13,971	0	14	NR	NR	Unknown

*The net wait time is reported as the total scheduling wait time minus any Federal or State mandated waiting period since applicants can schedule their test while they are still in the mandatory waiting period.

CDL Skills Testing Resources

States were asked to report the number of qualified examiners and testing locations as of January 1, 2020, to see whether the number of testing locations was increasing or decreasing from year to year. The majority of states reported no change in the number of available state reported testing sites, and there were no significant changes in the number of available third-party testing sites in the responses received aside from a larger increase in California's third-party testing sites.

Table 7 summarizes the states' responses regarding CDL skills testing resources. Data that was not reported by a State is denoted as "NR" in the table. States that did not provide this information (Colorado, Delaware, Idaho, Michigan, North Carolina, South Dakota, Utah, and Wisconsin) are omitted from the table.

Table 7. Number of Qualified Examiners and Available Testing Sites as of January 1, 2020, and Whether the Number of Available Testing Sites has Increased or Decreased in the Previous Year, by State.

State	State Resources			Third-Party Resources		
	Number of Qualified Examiners	Testing Sites Available	Increase or Decrease in Testing Sites	Number of Qualified Examiners	Testing Sites Available	Increase or Decrease in Testing Sites
Arizona	21	11	No Change	125	55	Increase (+1)
California	185	23	No Change	NR	118	Increase (+21)
Connecticut	12	48	No Change	—	—	—
District of Columbia	6	1	No Change	—	—	—
Florida	—	—	—	350	165	No Change
Georgia	88	10	No Change	158	87	No Change
Illinois	117	18	No Change	360	150	Increase (+1)
Indiana	—	—	—	49	15	No Change
Kansas	41	11	No Change	39	12	Increase (+3)
Kentucky	NR	10	No Change	NR	29	Increase (+4)
Louisiana	—	—	—	84	47	Decrease (-3)
Maine	30	21	No Change	—	—	—
Maryland	69	12	No Change	45	15	No Change
Massachusetts	13	9	No Change	—	—	—
Minnesota	118	36	No Change	58	39	Decrease (-4)

State	State Resources			Third-Party Resources		
	Number of Qualified Examiners	Testing Sites Available	Increase or Decrease in Testing Sites	Number of Qualified Examiners	Testing Sites Available	Increase or Decrease in Testing Sites
Mississippi	42	12	Increase (+2)	75	25	Increase (+8)
Missouri	80	15	Increase (+1)	NR	NR	Unknown
Montana	NR	14	No Change	2	1	Increase (+1)
Nebraska	113	22	No Change	66	32	Increase (+1)
Nevada	23	5	No Change	53	17	Increase (+1)
New Jersey	137	9	No Change	—	—	—
New Mexico	—	—	—	81	62	No Change
New York	220	34	Unknown	—	—	—
North Dakota	45	8	No Change	7	4	No Change
Ohio	11	2	Decrease (-1)	72	13	Increase (+1)
Oregon	21	11	Decrease (-1)	105	89	Increase (+4)
Pennsylvania	100	27	No Change	314	123	Decrease (-1)
Rhode Island	6		No Change		1	No Change
South Carolina	62	9	No Change	NR	NR	Unknown
Texas	NR	NR	Unknown	247	95	Increase (+2)
Vermont	9	6	No Change	—	—	—
Virginia	32	9	No Change	NR	60	Increase (+7)

*A “—” indicates that a State does not use that type of resource for CDL skills testing.

CALENDAR YEAR 2020 SURVEY RESULTS

Table 8 provides key findings from the survey on 2020 data. Data that was not reported by a state is denoted as “NR” in the table. The increase or decrease in number of testing sites is shown as “Unknown” if data from the current and prior year were not available.

Table 8. Number of Skills Tests, CDL Skills Testing Net Wait Times (in Days), Number of Qualified Examiners, and Number of Testing Sites, by State, January 1 – December 31, 2020.

State	Number of Skills Tests Administered	Average Initial CDL Skills Test Net Wait Times* (days) §5506(1)(A)	Average CDL Skills Re-Test Net Wait Times* (days) §5506(1)(B)	Number of Qualified Examiners §5506(1)(C)	Number of Testing Sites Available §5506(1)(D)	Increase or Decrease in Number of Sites from Previous Year §5506(1)(D)
Arizona	NR	0	6	158	71	Increase (+5)
California	60,344	0	27	231	147	Increase (+6)
Colorado	NR	0	0	NR	NR	Unknown
Connecticut	NR	1	30	10	48	No Change
Delaware	NR	0	15	NR	NR	Unknown
District of Columbia	NR	NR	NR	6	1	No Change
Florida	56,450	0	5	350	165	No Change
Georgia	18,350	7	19	237	99	Increase (+2)

State	Number of Skills Tests Administered	Average Initial CDL Skills Test Net Wait Times* (days) §5506(1)(A)	Average CDL Skills Re-Test Net Wait Times* (days) §5506(1)(B)	Number of Qualified Examiners §5506(1)(C)	Number of Testing Sites Available §5506(1)(D)	Increase or Decrease in Number of Sites from Previous Year §5506(1)(D)
Idaho	NR	0	0	NR	NR	Unknown
Illinois	1,783	0	4	532	177	Increase (+9)
Indiana	15,010	0	20	49	16	Increase (+1)
Kansas	13,595	0	4	84	24	Increase (+1)
Kentucky	4,391	0	6	39	39	No Change
Louisiana	5,837	0	6	89	47	No Change
Maine	1,810	0	1	30	21	No Change
Maryland	5,110	0	12	110	27	No Change
Massachusetts	17,027	0	14	13	9	No Change
Michigan	20,866	0	15	57	57	Unknown
Minnesota	6,887	7	14	180	64	Decrease (-11)
Mississippi	NR	0	2	128	43	Increase (+6)
Missouri	30,140	0	3	80	15	No Change
Montana	NR	0	0	83	17	Increase (+2)
Nebraska	4,446	0	5	180	52	Decrease (-2)
Nevada	6,716	0	22	75	25	Increase (+3)
New Jersey	NR	0	0	137	9	No Change
New Mexico	1,657	0	0	77	62	No Change
New York	21,360	4	35	223	38	Increase (+4)
North Carolina	41,314	6	10	NR	NR	Unknown
North Dakota	2,820	0	25	55	13	Increase (+1)
Ohio	42,933	0	3	92	20	Increase (+5)
Oregon	4,282	0	3	100	93	Decrease (-7)
Pennsylvania	16,655	0	2	397	154	Increase (+4)
Rhode Island	NR	0	7	6	1	No Change
South Carolina	5,784	0	5	270	117	Unknown
South Dakota	8,080	0	0	21	35	Unknown
Texas	51,101	10	NR	566	127	Increase (+32)
Utah	NR	0	5	NR	NR	Unknown
Vermont	NR	0	21	9	6	No Change
Virginia	7,717	7	NR	218	80	Increase (+11)
Wisconsin	11,255	0	2	204	104	Unknown

*The net wait time is reported as the total scheduling wait time minus any Federal or State mandated waiting period since applicants can schedule their test while they are still in the mandatory waiting period.

Responses for 2020 indicated that there were some states with longer delays than previous years; however, several states also noted the difficulties encountered during the COVID-19 pandemic made this an unusual year that could not usefully be compared to previous years. Despite the difficulties with the COVID-19 pandemic, several states managed to continue scheduling initial skills tests within the 14-day mandatory waiting period with the exception of periods where resources may have been shut down or skills testing temporarily paused.

CDL Skills Testing Resources

States were asked to report the number of qualified examiners as of January 1, 2021, as well as the number of available testing locations as of January 1, 2020, to see whether the number of testing locations was increasing or decreasing from year to year.

Table 9 summarizes the states' responses regarding CDL skills testing resources. Data that was not reported by a state is denoted as "NR" in the table. States that did not provide this information (Colorado, Delaware, Idaho, North Carolina, and Utah) are omitted from the table.

Table 9. Number of Qualified Examiners and Available Testing Sites as of January 1, 2021, and Whether the Number of Available Testing Sites has Increased or Decreased in the Previous Year, by State.

State	State Resources			Third-Party Resources		
	Number of Qualified Examiners	Testing Sites Available	Increase or Decrease in Testing Sites	Number of Qualified Examiners	Testing Sites Available	Increase or Decrease in Testing Sites
Arizona	21	12	Increase (+1)	137	59	Increase (+4)
California	231	23	No Change	NR	124	Increase (+6)
Connecticut	10	48	No Change	—	—	—
District of Columbia	6	1	No Change	—	—	—
Florida	—	—	—	350	165	No Change
Georgia	85	10	No Change	152	89	Increase (+2)
Illinois	139	18	No Change	393	159	Increase (+9)
Indiana	—	—	—	49	16	Increase (+1)
Kansas	41	11	No Change	43	13	Increase (+1)
Kentucky	10	10	No Change	29	29	No Change
Louisiana	—	—	—	89	47	No Change
Maine	30	21	No Change	—	—	—
Maryland	65	12	No Change	45	15	No Change
Massachusetts	13	9	No Change	—	—	—
Michigan	—	—	—	57	57	Unknown
Minnesota	118	23	Decrease (-13)	62	41	Increase (+2)
Mississippi	47	12	No Change	81	31	Increase (+6)
Missouri	80	15	No Change	NR	NR	Unknown
Montana	78	14	No Change	5	3	Increase (+2)
Nebraska	113	22	No Change	67	30	Decrease (-2)
Nevada	20	4	Decrease (-1)	55	21	Increase (+4)
New Jersey	137	9	No Change	—	—	—
New Mexico	—	—	—	77	62	No Change
New York	223	38	Increase (+4)	—	—	—
North Dakota	45	8	No Change	10	5	Increase (+1)
Ohio	11	2	No Change	81	18	Increase (+5)
Oregon	0	0	Decrease (-11)	100	93	Increase (+4)
Pennsylvania	100	27	No Change	297	127	Increase (+4)
Rhode Island	6		No Change		1	No Change
South Carolina	62	9	No Change	208	108	Unknown
South Dakota	—	—	—	21	35	Unknown

State	State Resources			Third-Party Resources		
	Number of Qualified Examiners	Testing Sites Available	Increase or Decrease in Testing Sites	Number of Qualified Examiners	Testing Sites Available	Increase or Decrease in Testing Sites
Texas	302	33	Unknown	264	94	Decrease (-1)
Vermont	9	6	No Change	—	—	—
Virginia	32	9	No Change	186	71	Increase (+11)
Wisconsin	—	—	—	204	104	Unknown

*A “—” indicates that a State does not use that type of resource for CDL skills testing.

SURVEY CONCLUSIONS

The survey found that applicants are more likely to experience wait times when scheduling a re-test after failing at least some portion of their initial CDL skills test. Most states schedule an initial CDL skills test within the 14-day mandatory waiting period between an applicant receiving their CLP and taking their skills test to receive the CDL. There are fluctuations in the number of available testing sites from year to year; however, these fluctuations seem to be greater with third-party resources than state resources and do not appear to influence any delays in scheduling a CDL skills test.

As shown in Table 10, there were a few notable changes over the 5-year data periods in which this survey was conducted. Some states (California, Maryland, Massachusetts, New Jersey, and Oregon) showed a notable decrease in the average initial testing delays, indicating that states are making improvements in their CDL skills testing programs with regard to scheduling delays. States that saw a large decrease in the number of skills tests were likely impacted by the COVID-19 pandemic and subsequent closures of many facilities for a period of time during 2020. It is notable, however, that the COVID pandemic did not appear to seriously impact delays experienced in scheduling CDL skills tests through 2020. The average wait times to schedule CDL skills re-tests continue to show greater delays than in scheduling an initial CDL skills test, indicating this may be an ongoing source of delays for some states.

Table 10. Overall Change in Skills Tests, Initial Skills Tests Delays, and Delays for CDL Skills Re-tests for the Duration of the Survey (2016 – 2020).

State	Change in Number of Skills Tests from 2016 – 2020* (%)	Change in Initial Test Average Wait Time from 2016 – 2020* (days)	Change in Re-Test Average Wait Time from 2016 – 2020 (days)
Alabama	-	-	-
Alaska	-	-	-
Arizona	-	0*	+1*
Arkansas	-	-	-
California	-25%*	-23	-10
Colorado	-	0	0
Connecticut	-	-1	+28
Delaware	-	-1*	-15*
District of Columbia	-	-	-

State	Change in Number of Skills Tests from 2016 – 2020* (%)	Change in Initial Test Average Wait Time from 2016 – 2020* (days)	Change in Re-Test Average Wait Time from 2016 – 2020 (days)
Florida	-25%	0	+5
Georgia	-20%	+7	+12
Hawaii	-	-	-
Idaho	-	0	0
Illinois	-56%*	-5	-1
Indiana	+7%	0	+12
Iowa	-	-	-
Kansas	-16%*	0*	+3*
Kentucky	-39%	0	+4
Louisiana	-5%*	-	+4*
Maine	-55%	0	-14
Maryland	-38%	-11	-13
Massachusetts	-	-16	-16
Michigan	-28%*	0	+12
Minnesota	+229%	+6	+13
Mississippi	-	-3	-16
Missouri	-24%*	0	-1
Montana	-	-6	-13
Nebraska	-39%	0	-1
Nevada	-54%	0	+15
New Hampshire	-	-	-
New Jersey	-	-47	-31
New Mexico	-38%	0	-2
New York	-	-	-
North Carolina	+43%	+6	+1
North Dakota	-5%	-2	+9
Ohio	-12%*	0	+3
Oklahoma	-	-	-
Oregon	-24%	-13	-14
Pennsylvania	-62%	0	+2
Rhode Island	-	0	+7
South Carolina	-15%	0	+5
South Dakota	+410%	0	-1
Tennessee	-	-	-
Texas	+87%*	-4	-
Utah	-	0	-5
Vermont	-	0*	0
Virginia	-30%*	7	-
Washington	-	-	-
West Virginia	-	-	-
Wisconsin	-69%	0	+2
Wyoming	-	-	-

*2016 data unavailable; change was calculated from 2017–2020.

For further insights, the change in average wait time was calculated from year to year for both initial CDL skills tests and CDL skills re-tests, as shown in Table 11. Interestingly, the COVID-19 pandemic did not have an obvious impact on states overall, and most states appeared to have fairly consistent wait times from year to year. The most notable changes occurred in wait times when scheduling a CDL skills re-test; however, most states saw fluctuations in both directions (e.g., an increase in a year followed by a decrease the following year), indicating that states are working to minimize wait times when possible. As of 2020, Indiana had the greatest increase in average wait time for scheduling a CDL skills re-test, and Delaware, North Dakota, and Wisconsin were among those states with the largest decrease in average wait time for scheduling a CDL skills re-test.

Table 11. Year-to-Year Changes in Average Wait Times for Initial CDL Skills Tests and CDL Skills Re-tests.

State	Net Change in Initial Test Average Wait Times (days)				Net Change in Re-Test Average Wait Times (days)			
	2016 – 2017	2017 – 2018	2018 – 2019	2019 – 2020	2016 – 2017	2017 – 2018	2018 – 2019	2019 – 2020
Alabama	-	-	-	-	-	-	-	-
Alaska	-	-	-	-	-	-	-	-
Arizona	-	0	0	0	-	0	+1	0
Arkansas	-	-	-	-	-	-	-	-
California	-	-	0	0	-	-	3	5
Colorado	0	0	0	0	0	0	0	0
Connecticut	-	-	-	0	-	-	-	0
Delaware	-	+8	-8	-1	-	+15	-15	-15
District of Columbia	-	-	-	-	-	-	-	-
Florida	0	0	0	0	+5	0	0	0
Georgia	+7	0	0	0	+12	0	0	0
Hawaii	-	-	-	-	-	-	-	-
Idaho	0	0	0	0	0	0	0	0
Illinois	-5	0	0	0	-1	+1	0	-1
Indiana	0	0	0	0	+1	+3	-6	+14
Iowa	-	-	-	-	-	-	-	-
Kansas	-	0	0	0	-	0	0	+3
Kentucky	0	0	0	0	+2	-1	0	+3
Louisiana	-	0	0	0	-	0	0	4
Maine	0	0	0	0	-14	0	0	0
Maryland	-11	0	0	0	-15	-2	+1	+3
Massachusetts	-16	0	0	0	-16	0	0	0
Michigan	-	-	-	-	-	-	-	-
Minnesota	+6	0	0	0	+13	0	0	0
Mississippi	-3	0	0	0	-16	0	0	0
Missouri	-	-	-	-	-	-	-	-

State	Net Change in Initial Test Average Wait Times (days)				Net Change in Re-Test Average Wait Times (days)			
	2016 – 2017	2017 – 2018	2018 – 2019	2019 – 2020	2016 – 2017	2017 – 2018	2018 – 2019	2019 – 2020
Montana	-6	0	0	0	-13	+1	-1	0
Nebraska	0	0	0	0	-	0	-1	0
Nevada	0	0	0	0	+3	0	+4	+8
New Hampshire	-	-	-	-	-	-	-	-
New Jersey	-47	0	0	0	-31	0	0	0
New Mexico	0	0	0	0	-2	0	0	0
New York	-	-	-	-	-	-	-	-
North Carolina	+6	0	0	0	+1	0	0	0
North Dakota	-2	0	+5	-5	-2	+10	+13	-12
Ohio	-	-	-	0	-	-	-	+3
Oklahoma	-	-	-	-	-	-	-	-
Oregon	-13	0	0	0	-13	0	0	-1
Pennsylvania	0	0	0	0	+2	0	0	0
Rhode Island	0	0	0	0	0	0	0	+7
South Carolina	0	0	0	0	0	0	0	+5
South Dakota	0	0	0	0	+1	0	0	-2
Tennessee	-	-	-	-	-	-	-	-
Texas	-	-	-	-	-	-	-	-
Utah	0	0	0	0	-2	0	-3	0
Vermont	-	0	0	0	-	0	0	0
Virginia	+7	0	0	0	0	0	0	-
Washington	-	-	-	-	-	-	-	-
West Virginia	-	-	-	-	-	-	-	-
Wisconsin	0	0	0	0	+14	0	0	-12
Wyoming	-	-	-	-	-	-	-	-

FMCSA EFFORTS ON COMMERCIAL DRIVER’S LICENSING

To help states improve their CDL skills testing delays, FMCSA offers Commercial Driver’s License Program Implementation (CDLPI) discretionary grant funding to support organizations that are responsible for 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. CDLPI grants may be provided to states that focus on delivering knowledge and skills testing. Hiring additional staff to assist states in delivering the knowledge and skills testing is an eligible expense under the CDLPI Grant Program. Even though FMCSA has no regulatory oversight regarding the speed at which states schedule and conduct CDL skills tests, the Agency continues to encourage states to apply for CDLPI grant funds to expand their CDL

program testing capacity. In addition, the American Association of Motor Vehicle Administrators recently modernized its skills test model⁴ to implement efficiencies without compromising safety.

In addition to the CDLPI grants and AAMVA's updated skills test model discussed above, subsequent to the 2017-2020 reporting period, FMCSA has taken additional actions to address CDL testing wait times and problems relating to CDL driver shortages more broadly:

- FMCSA issued waivers from certain licensing and testing requirements throughout the COVID-19 pandemic, e.g.,
 - [Waiver in Response to the COVID-19 National Emergency – For States, CDL Holders, CLP Holders, and Interstate Drivers Operating Commercial Motor Vehicles | FMCSA \(dot.gov\)](#)
 - [Three-Month Waiver in Response to the COVID-19 Emergency – For States and CLP Holders Operating Commercial Motor Vehicles | FMCSA \(dot.gov\)](#)
- FMCSA granted the American Trucking Associations' petition for rulemaking to make permanent certain provisions of these licensing-related COVID waivers.
- FMCSA published a rulemaking to consider regulatory amendments to provide increased flexibility related to testing and licensing.
- FMCSA provided states a toolkit titled "[Strengthening the Supply Chain through Licensing](#)" that includes strategies to reduce CDL testing and issuance delays.

4 <https://www.aamva.org/topics/commercial-driver-license-testing/#?wst=4a3b89462cc2cff2cbe0c7accde57421>