**Entry-Level Driver Training Advisory Committee**

**Data Needs / Cost Benefit Analysis (CBA) Workgroup Meeting Notes**

**May 14, 2015**

**Meeting Attendees**

Bob Armstrong USDOT, Federal Motor Carrier Safety Administration (FMCSA)

Lamont Byrd Teamsters

Brian Dahlin USDOT, Federal Motor Carrier Safety Administration (FMCSA)

Sean Gallagher USDOT, Federal Motor Carrier Safety Administration (FMCSA)

Kari Hicks USDOT, Federal Motor Carrier Safety Administration (FMCSA)

Charlie Hood National Association of State Directors of Pupil Transportation

Jill Laptosky USDOT, Office of the Secretary of Transportation (OST)

Kim McCarthy USDOT, Federal Motor Carrier Safety Administration (FMCSA)

Suzanne O’Malley USDOT, Federal Motor Carrier Safety Administration (FMCSA)

David Parker Great West Casualty Company

Richard Parker ELDTAC Facilitator

Lou Spoonhour Stevens Transport

Boyd Stephenson American Trucking Associations (ATA)

Howard Stone USDOT, Federal Motor Carrier Safety Administration (FMCSA)

Ellen Voie Women in Trucking, Inc.

Ronna Weber National School Transportation Association (NSTA)

Andrea Wohleber Transportation Trades Department (TTD), AFL-CIO

**Discussion**

* Brian Dahlin (FMCSA) provided a reminder regarding **Confidential Business Information (CBI) issues**:
  + As noted in an email previously distributed to the ELDTAC Data Needs CBA Workgroup on 4/28/2015, FMCSA has prepared a brief notice that documents the procedures to follow if submitting confidential business information (CBI) to the Workgroup. This notice can be found on the ELDTAC website at <https://cms.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/docs/ELDTAC%20CBI%20Notice%2004-28-2015.docx>.
  + As mentioned in this ELDTAC CBI Notice posted on the ELDTAC website, if you have any questions regarding the submission of CBI, please contact Kim McCarthy in FMCSA’s Office of Chief Counsel, via phone (202-366-0834) or email (carolyn.mccarthy@dot.gov).
* Brian Dahlin (FMCSA) provided a reminder regarding **Paperwork Reduction Act (PRA) issues** and collection of information by carrier industry groups:
  + ELDTAC members and Data Needs Workgroup members that work for organizations that represent various industry segments (carriers, drivers, etc.) should not directly request information from their members specifically on behalf of FMCSA. More general information collection efforts that would normally be carried out by these industry organizations in order to better understand their membership are acceptable, as well as re-purposing of any previously collected information that may be of interest the EDLTAC.
  + If you have any questions regarding the submission of CBI, please contact Alan Strasser in FMCSA’s Office of Chief Counsel, via phone (202-366-0286) or email (alan.strasser@dot.gov).
* Howard Stone (FMCSA) provided an overview and discussion of **information on training providers**.
  + FMCSA has thus far developed a list of approximately 800+ existing CDL training schools, with information drawn from a variety of sources.
  + Information on additional training providers obtained from industry groups, carriers, and other sources continues to be added to and reconciled against the existing list compiled by FMCSA.
  + Some in-house carrier CDL training programs are represented in the existing list compiled by FMCSA, but additional information regarding the existing number of in-house carrier CDL training programs is needed.
    - Boyd Stevenson (ATA) and Ellen Voie (WIT) agreed to work with FMCSA to develop a brief focused set of just a few yes/no questions that attempts to gain a better understanding of the extent to which carrier currently have in-house training programs (either pre-CDL entry-level programs, and/or post-CDL ‘finishing school’ programs, etc.).
  + Separate information regarding the number of existing in-house training programs provided by school districts and school bus transportation providers, and transit agencies, is being developed separately.
  + Richard Parker (EDLTAC Facilitator) discussed a survey that he proposed be implemented early the week of 5/18 regarding the current actual, and future anticipated, level of effort of training entities for teaching a Class A curriculum and a Class B curriculum.
* Bob Armstrong (FMCSA) provided an overview and discussion of information on **other industry data regarding carriers, drivers, and vehicles**.
  + The types of entities and the types of information being developed for each include the following:

**ENTITIES** **INFORMATION**

Freight & property carriers - number of carriers/agencies

- number of existing CDL drivers

Passenger carriers - number of new entry-level drivers annually

- Motorcoach Bus - number of vehicles

- School Bus

- Transit Bus

- Other passenger bus

(shuttle bus, perimeter-seating bus, etc.)

* For each entity and type of information, as many sources of Federal, State, local, and industry data are being identified as possible to help develop reasonable consensus estimates.
* ATA provided comments to OMB on 5/6/2015 regarding the proposed FMCSA information collection request (ICR) to State Drivers Licensing Agencies (SDLAs). This information collection will be used to refine estimates of the annual number of new entry-level drivers by class (A, B, or C) and by type of endorsement (H, P, or S), as well as the annual number of CDL renewals and CDL transfers.
* Bob Armstrong (FMCSA) provided an overview and discussion of **safety data & analysis issues.**
  + Further follow-up with Con-way regarding their Con-way Freight Driving School Data analysis that was provided on 4/22/2015 to FMCSA confirms that Con-way does not have information available regarding driver lifetime CDL driving experience, and that there is no other information available from Con-way that might be used as a suitable proxy for driver experience level. The lack of this driver experience information greatly diminishes the ability of this data to provide reasonably defensible empirical evidence of the potential impact of entry-level driver training on safety outcomes.
  + FMCSA reviewed the May 2008 American Transportation Research Institute (ATRI) report “Driving Training Impacts on Safety.” ATA is assisting FMCSA in following up with ATRI to obtain some additional details regarding the analysis that was performed, such as obtaining additional information regarding the dependent and independent variables used, and the outputs resulting from the multivariate analysis that was performed by ATRI.
  + Ellen Voie noted again a [study](http://www.ttnews.com/articles/basetemplate.aspx?storyid=38269&t=ATRI-Minnesota-Trucking-Assn-Plan-Study-on-Safety-Records-of-Younger-Truck-Drivers-) planned to be carried out by the American Transportation Research Institute (ATRI) and the Minnesota Trucking Association that will attempt to evaluate the relationship between driver age and safety outcomes.
* **Information being providing from industry groups** (OOIDA, NASTC, ATA, WIT, NASDPTS, etc.) was discussed.
  + Charlie Hood (NASDPTS) provided information on 5/14 from a recent survey submitted to state directors of student transportation in approximately 37 states.
  + Jim Edwards (NASTC) provided information on 5/18 that was obtained from 229 NASTC member carriers representing almost 4,000 drivers (an average carrier size of approximately 17 drivers per carrier).
  + Boyd Stephenson (ATA) suggested that baseline and forecast industry data developed by ATA could be of use to FMCSA in their analyses, and FMCSA is in the process of obtaining these ATA reports.
  + Boyd Stephenson (ATA) provided a list of CDL training schools that are used by one ATA member carrier to recruit and hire drivers from, and agreed to provide similar information to FMCSA from any other carriers willing to provide such information. This information is being reconciled against the existing list of CDL training schools being compiled by FMCSA.
  + Ellen Voie (WIT) provided some additional information on 5/14 regarding a list of carriers that provide in-house CDL training.
* Possible **ancillary benefits** of entry-level driver training were briefly discussed.
  + FMCSA has been identifying research that attempts to evaluate the potential fuel economy benefits that might be an ancillary benefit resulting from improved driver training. FMCSA plans to consolidate studies (both US and international) and background information from discussions with industry experts and provide the results to the Data Needs workgroup for review.
  + Similarly, FMCSA is working to identify research that attempts to evaluate the potential vehicle maintenance benefits that might be an ancillary benefit resulting from improved driver training.