



## Minutes April 9-10, 2015, Meeting

The Federal Motor Carrier Safety Administration's (FMCSA) Entry-Level Driver Training Advisory Committee (ELDTAC) met on April 9-10, 2015, in Washington, DC. In accordance with the Negotiated Rulemaking Act, 5 U.S.C. §561-570, and the Federal Advisory Committee Act (FACA), 5 U.S.C. App.2, the meeting was open to the public. Richard Parker, Facilitator, called the meeting to order at 9:00 a.m. on Thursday, April 9, 2015. The following individuals attended the meeting:

### ELDTAC COMMITTEE MEMBERS

Lamont Byrd, Director of Health and Safety,  
International Brotherhood of Teamsters  
James Edwards, National Association of Small  
Trucking Companies (NASTC)  
Martin Garsee, Immediate Past President National  
Association of Publicly Funded Truck  
Driving Schools (NAPFTDS)  
Scott Grenerth, Director, Regulatory Affairs, Owner-  
Operator Independent Drivers Association  
(OOIDA)  
Clyde Hart, Vice President of Government Affairs,  
American Bus Association (ABA)  
David Heller, Director of Safety and Policy,  
Truckload Carriers Association (TCA)  
Charles Hood, Executive Director, National  
Association of State Directors of Pupil  
Transportation Services  
Peter Kurdock<sup>1</sup>, Director, Regulatory Affairs,  
Advocates for Highway & Auto Safety  
(AHAS)  
John Lannen, Executive Director, Truck Safety  
Coalition  
Kevin Lewis, Director, Driver Programs, American  
Association of Motor Vehicle Administrators  
(AAMVA)  
Larry Minor, Associate Administrator for Policy and  
Designated Federal Officer (DFO), FMCSA  
David Money, Chairman, Board of Directors,  
Professional Truck Drivers Institute (PTDI)  
David Parker<sup>2</sup>, Senior Legal Counsel, Great West  
Casualty Company

Ken Presley, Vice President, Industry Operations,  
Chief Operating Officer, United Motorcoach  
Association (UMA)  
Bob Ramsdell, Chief Operating Officer,<sup>3</sup> West  
Durham School Services, National School  
Transportation Association (NSTA)  
Margaret Rohanna, School Bus Program Manager,  
Massachusetts Registry Motor Vehicles,  
Massachusetts Department of  
Transportation (MASSDOT)  
Lauren Samet, Assistant Director,  
Paraprofessionals School-Related  
Personnel, American Federation of  
Teachers, AFL-CIO  
Brian Sherlock, Amalgamated Transit Union, AFL-  
CIO  
Alan Smith, Director,<sup>4</sup> Safety and Security,  
Greyhound Lines, Inc.  
Carl Spatocco, Regional Vice-President,  
Educational Affiliates, Commercial Vehicle  
Training Association (CVTA)  
Bryan Spoon, Owner-Operator, Spoon Trucking  
Louis D. Spoonhour, Senior Advisor for Commercial  
Driver's License Programs, Stevens  
Transport  
Boyd A. Stephenson, Director<sup>5</sup> Hazardous Materials  
and Commercial Licensing Policy,  
American Trucking Associations (ATA)

<sup>1</sup> Mr. Kurdock was present only on Thursday, April 9.

<sup>2</sup> Mr. Parker was present only on Thursday, April 9.

<sup>3</sup> Mr. Ramsdell was replaced by his surrogate, Ms. McDermott, for several hours the morning of Friday, April 10.

<sup>4</sup> Mr. Smith was replaced by his surrogate, Ms. McMillian, for all of Thursday, April 9.

<sup>5</sup> Mr. Stephenson left at 10:45 on Friday April 10 and was replaced by his surrogate, Mr. Frey, at that time.



Robert J. Tershak, Master Trooper, Virginia State  
Police, Commercial Vehicle Safety Alliance  
(CVSA)

Ellen Voie, President and Chief Executive Officer  
(CEO), Women In Trucking

Ron Wood,<sup>6</sup> Washington, DC, Volunteer  
Coordinator, Citizens for Reliable and Safe  
Highways (CRASH)

**Surrogates:**

John Frey [Surrogate for Boyd Stephenson on  
Friday April 10], American Trucking  
Association

Henry Jasny [Surrogate for Peter Kurdock on  
Friday, April 10], AHAS

Michelle McDermott [Surrogate for Bob Ramsdell  
on Friday, April 10], NSTA

Lynette McMillian [Surrogate for Alan Smith on  
Thursday April 9], Greyhound Lines, Inc.

---

<sup>6</sup> Mr. Wood attended the meeting through 1:30 pm on  
Friday, April 10<sup>th</sup>.



---

## FMCSA AND OTHER GOVERNMENTAL REPRESENTATIVES

---

Bob Armstrong, Economist, FMCSA	Kim McCarthy, Regulatory Attorney, FMCSA
Betsy Campos, Economist, FMCSA	Suzanne O'Malley, Chief, Regulatory Law Division, FMCSA
Richard Clemente, Transportation Specialist, Driver and Carrier Operations Division, Office of Policy, FMCSA, U.S. Department of Transportation (DOT)	Bob Redmond, Chief, CDL Enforcement Division, FMCSA
Brian Dahlin, Chief Economist, FMCSA	Cynthia Shaffer, U.S. DOT, Volpe Center
Sean Gallagher, Office of Policy, FMCSA	Amy Sheridan, DigitaliBiz
Mirna Gustave, DigitaliBiz	Howard Stone, Economist, FMCSA
Jill Laptosky, Attorney, Office of the General Counsel, U.S. DOT	Alan Strasser, Regulatory Attorney, FMCSA
	Shannon Watson, Senior Policy Advisor and Deputy DFO, FMCSA

---

## OTHER ATTENDEES

---

Allison Austin, National Motor Freight Traffic Association (NMFTA)	Michelle McDermott, NSTA
Ryan Bowley, OOIDA	Lynette McMillian, Greyhound
Stu Bowman, CVTA	Jeff Moller, Association of American Railroads
Brendan Buchanan, ABA	Liz Nadeau, Attorney, International Union of Operating Engineers (IUOE)
John Diab, CVTA	Susanne Rohde, ABA
Jami Jones, Land Line Magazine	Chris Trembl, IUOE
Don Lefevre, CVTA	Ronna Weber, NSTA
Domenic Marcellino, City of Philadelphia Training	Andrea Wohleber, TTD, AFL-CIO
Mary Beth McCollum, NAPFTDS	

---

## COMMITTEE ACTION – DAY 1

---

### Call to Order/Approval of Minutes

The ELDT Advisory Committee deferred discussion and approval of the minutes from the Committee meeting on March 19-20, 2015.

The agenda for this meeting was adopted unanimously. Agenda changes introduced during the meeting are so noted below.

### 1. Report of Hazardous Materials (HM) Curriculum Workgroup—Boyd Stephenson, ATA, Member

#### Presentation

The workgroup identified key competencies and will have recommendations ready for the next meeting's packet. It addressed the following:

- Applicability
- Communications requirements for HM transport
- Emergency response
- Safety permits



Because HM training has requirements already (general awareness, safety, security) that are often specific to a workplace and/or job function, and because existing HM training is working, the workgroup concluded it is not necessary to add HM training to the commercial driver's license (CDL) curriculum.

The workgroup remains undecided about whether to link HM training and tank trucks for the CDL. Tankers are dangerous, but most HM is not in tanks and many tanks do not contain HM (e.g., milk, water).

### Discussion Points

- HM endorsement requires passing a knowledge test and a background check on top of the Class A CDL skills test. It does not require a separate skills test. The exception is an HM railroad crossing, which does not require additional skill but additional knowledge of what to do—i.e., stop, open doors and windows, check both direction, etc.—if carrying HM.
- Note there are also separate procedures for tunnels and bridges. Must training providers find tunnels and bridges and train skills in them?
- Would training require a skills portion? The workgroup was ambivalent about how much HM training to include in the core curriculum. Obtaining an HM endorsement a second time (e.g., after it has lapsed) is outside the scope of this project.
- FMCSA staff met with PHMSA rule writers; PHMSA's driving requirements are very rigorous and it would not be efficient to duplicate them. If "certified training providers" provide PHMSA training, that will check off the vast majority of this training. Carriers must give this training every 2 to 3 years.
- This is a state license. Jurisdictions performing tests will only require the HM version of the road test if they know a driver has applied for an HM endorsement. Thus, it is possible for someone to get an HM endorsement without being actually tested on an HM railroad crossing.
- FMCSA has no desire to modify the CDL program, only to change the process leading to obtaining a CDL. The status quo—just passing an existing test—is not acceptable. Because MAP-21 mentions HM, anyone wanting an HM endorsement will have to prove that they have completed the training, which would require amending regulations to specify that States must obtain proof of training in order to issue an endorsement.
- In terms of how or where training is provided, the workgroup is not prescribing that. It is focused on meeting competencies: training must train you to do all these things. It does not matter how, as long as FMCSA has trust in the training, i.e., that the training has been certified.
- This does not have to be costly: PHMSA provides online training for free.

### Conclusion

The plenary reached consensus on the following:

- There be a training module for HM endorsement
- Drivers be required to do training with certified trainer
- There will likely be a classroom component
- There may or may not be a skills component

There remain questions on the table and brackets on the language. The plenary asked the workgroup to provide recommendations at the next meeting regarding the following:

- A skills course
- Whether distance learning is acceptable / whether PHMSA course will suffice
- Tank trucks [rollovers]

→ Action: Consider HM as part of the certification exercise.



## 2. Finalization of Definition of Entry-Level Driver—Alan Strasser, FMCSA

### Presentation

Based on direction from ELDTAC, FMCSA has drafted definitions of an entry-level driver and entry-level driver training. FMCSA focused on dealing comprehensively with issues, including treatment of veterans, other exemptions, question of reinstatement, and feasibility and means of a reinstatement scheme. Note that this doc has not been reviewed or approved by PHMSA.

The phrase “knowledge and/or” was added in order to combine the HM endorsement requirements, which only require knowledge training, with the other types of endorsements.

### Discussion of Entry-Level Driver Definition

- Discussion centered on question of training for tank vehicles. MAP-21 does not mention a tank endorsement. There is no mandated training (and the Committee does not have a working group for tankers). The workgroup only looked at knowledge testing, not skills testing.
- PHMSA may already have a curriculum, but many tanks do not carry HM (e.g., milk, water) and would not be covered by PHMSA. The National Tank Truck Carriers (NTTC) may have training curricula and materials relevant to tanks.
- Jurisdictions would never test with a loaded tank, as it is too risky, and testing with an unloaded tank is ineffective. There is an existing knowledge test for tankers, so is a skills test necessary? It may already be covered in road driving component of the CDL test.
- FMCSA (Larry Minor) notes that endorsements are based on knowledge tests, but require that carriers road-test drivers before allowing them to actually drive the relevant vehicle type.
- HM training regulations at 49 CFR 177.816 cover both HM and cargo tanks.
- 

### Discussion of Entry-Level Driver Training Definition

- How does an individual or organization get on the list of training providers? [The Certification workgroup is working on this question]
- Are city and local governments exempt from giving this training? No, this definition does not change any existing CDL exemptions, but FMCSA sought to clarify the slightly less burdensome process for veterans who meet all the requirements of 49 CFR 383.77.

***Entry-Level Driver Training*** means training an entry level driver receives from a program listed on FMCSA’s National Registry of Driver Training Programs prior to:

- 1) Taking the CDL skills test required to receive the initial Class A or Class B CDL;
- 2) Taking the CDL skills test required to upgrade a Class B or Class C CDL; or
- 3) Taking the CDL knowledge and skills test required to obtain a passenger or school bus endorsement, or the CDL knowledge test required to obtain a hazardous materials **or tank vehicle** endorsement.

### Conclusion

There is lots of progress but no decision yet. These definitions try to preserve the status quo, with the exception of “staleness” of training and reinstatement.

- Entry-Level Driver: As long as PHMSA concurs, this committee does not need to address tank skills training.



- A new workgroup is looking at feasibility of requiring individuals with lapsed CDLs to go back through training.
- Action: Seek confirmation from PHMSA and report back.

### 3. Workgroup on Reinstatement—Peter Kurdock, AHAS, Member

#### Presentation

Our workgroup has had one meeting, we are setting constraints but have no consensus yet. We want to capture people who have not driven for five years, but we do not want to capture people with very long experience who have been 'out' because they are supervising, for example. We are looking at the medical database to find the date that training was completed; we are waiting to hear back from DMV about their concerns.

What the group has not considered:

- When must you redo driver training? A holder can lose a CDL if he/she fails to get the medical card reinstated.
- What a 'refresher' course might look like.

#### Discussion

- A key issue is there is almost no way to know who is not driving. We have agreed it is not feasible to track a driver's miles (versus. days or years) driving. As long as someone keeps the CDL renewed and keeps their medical up to date, there is no way to know if they are still driving. The training date is not on the license, it is not part of the registry record.
- The Commercial Driver License Information System (CDLIS) carries every driver's record, even from state to state, but it does not track who lets their CDL lapse. That would require States to modify their databases (some of them are now doing so). Some CDLIS "pointers" are maintained for many years, but a pointer can be removed after one year if there are no adverse events.
- Maybe we need to define "reinstatement."
- Yes, States have a record of when CDLs expire and that can be included in the proposed national registry. But there is no standard length for a CDL; it can range from four to eight years.
- There is a requirement for an employer to investigate a new hire's experience, which may adequately cover this.
- **Public Comment**, Domenic Marcellino, City of Philadelphia Training: In Pennsylvania back in 1975 you could check off whatever you wanted on the license application and get the license. We do promotional training to address this.

#### Conclusions

The committee does not have the data to know how many CDL holders would be subject to reinstatement and what the cost and impact would be to require some sort of refresher training.

- Action: The workgroup needs to address what "reinstatement" means and bring back recommendations.

### 4. Report of Core Curriculum Workgroup—Carl Spatocco, CVTA, Member

#### Presentation

The workgroup identified the components of a core curriculum [draft document was shown on screen; presenter noted that descriptors were first drafts]. The workgroup reached accord on most rubrics and is still working on descriptors. We started with a curriculum for a Class A license at an organized training



institution/program first, to create a baseline. We can add other classes and other training settings later. We classified training in terms of three settings: classroom or theory, range or yard, and road, with some crossover in our draft document. Our next step will be improving the descriptors.

*Theory/Classroom:* Our suggestions mostly follow the model curriculum that has been around for a long time and is used by most schools and the biggest publishers. We kept asking, “does this go beyond entry level?” It includes both manual and automatic transmissions. We need to update/expand railroad crossings to include work zone safety. We decided to keep trip planning, as everybody needs to understand where they are going. We added Compliance, Safety, Accountability (CSA)—there was some pushback on cargo, but again this includes some basic things everyone needs to know.

Unresolved questions are:

- Should night operations be required as a skill or only as theory?
- For extreme driving and hazard perceptions: we do not want to put students on the road in these conditions, but it should be included as commentary during road training—explaining what to look for.

*Range:* Defined as a place where maneuvers can be safely performed, with whatever configuration can be used. We listed the AAMVA skills, although they do not apply to everybody.

*Road:* Some of the skills listed [shown on screen] are not taught live (e.g., black ice, skids), they are taught by commentary—this includes railroad crossings, as some locations do not have any. Hours of service should be taught in the cab.

*Night Operations:* We disagreed about whether to include this. Some of us felt it is the requirement of one organization but it is not reasonable for everyone to do it. Others believe it should be required.

#### Discussion of Theory/Classroom

- Is this training aimed at the next job or the full career?
  - Committee felt that training for “managing life on road” is beyond entry level.
  - Including this is building in cost-benefit, might help professionalize drivers, reduce turnover.
  - [no decision made]
- The members agreed to add these issues:
  - Ramifications on noncompliance for all issues, notably fatigue.
  - Coercion (e.g., to violate hours of service); FMCSA notes that a rule on coercion is coming out later this year.
  - Personal safety (e.g., late at night, female drivers).
  - Manual transmission (so drivers will have had training already if they want to upgrade their cdl for manual).
- Vehicle-specific training issues:
  - Bus drivers need to learn trucking skills before they get bus endorsement.
  - To upgrade from automatic transmission to manual, DMVs will require drivers to bring in a manual transmission vehicle to take the test and do airbrake inspection. Same for Class B with passenger endorsement to upgrade to school bus: must bring in school bus to take the test and do vehicle inspection.
- **Public comment**, Jeff Moller, Association of American Railroads: Railroaders are subject to two different hours of service rules, one for drivers and one for signal maintainers. Please address this.

#### Discussion of Range Training

- As of July 8, vehicle inspection is a skills exercise (not knowledge).



- Jurisdictions require every candidate to do a vehicle inspection and minimum of three backup exercises, regardless of license class or vehicle.

### Discussion of Road Training

- Shifting: add “for better fuel efficiency.”
- Hazardous conditions: document has asterisks for those that would be taught by commentary only
  - The workgroup focused on what can be tested and evaluated—some conditions do not exist in some areas.
  - DMV tests allow for what is not available; they try to find real-world conditions that reflect the key elements of a given feature. If AAMVA has already done this, we should incorporate it.
  - “Safe driving behavior” must be demonstrated, remove the asterisk.
- Hazard perception: in addition to commentary, we need “partial demonstration” so people can show their ability to perceive the hazards.
- Zero tolerance:
  - Teach them that what they do off the job can affect their job status.
  - You can take prescription drugs (e.g., Ambien) as long as you are not compromised by them; alcohol is different: zero tolerance for any measurable amount.
  - Perhaps say “training in compliance with FMCSA drug and alcohol requirements” and in consequences of noncompliance.
- **Public comment**, Jeff Moller: Drug and alcohol requirements are different for railroad employees. You could say “demonstrated” or “simulated.”

### Discussion of Night Operations Training

- Broad agreement that night operations training would have a significant benefit, but disagreement about costs and feasibility.
  - It is a different world at night, requires different skills (no eye contact, poor lighting or blinding reflections for backing up, different depth perception).
  - Night condition was a significant factor in some crashes.
  - Night vision may be an issue for older drivers.
- Hard or impossible to train in some situations:
  - Agree that this is important but is it in scope and in ability to execute?
  - Alaska: no night for several months.
  - Need to define “night” in summer with a long dusk.
  - Cities train people only from 9 am to 3 pm.
- **Public comment**, Domenic Marcellino: Due to union issues, we are not allowed to test beyond dusk (and not allowed to do railroad crossings, either).
- Should this go in with skid control and other critically important skills that are hard to train—can we come up with a model for this?
- Cost factors
  - Cost to trainee, not to the institution (same instructors).
  - FMCSA’s focus is on creating safe drivers, but the logic dots must connect: does crash data support that people without night driving skills cause crashes? OMB will care.
- Is there a way to get data on what a night driving component would add to cost? Does the benefit justify the cost?
- **Public comment**, Don Lefevre, Commercial Vehicle Training Association (CVTA): Let’s not make the perfect the enemy of the good. This is 20 years in the making.





### Conclusion

A fundamental issue for the group is: are we creating training aimed at passing tests or aimed at certifying that training produces safe drivers? We need to gather available data on costs of adding night training.

→ Action: The committee will work on descriptors and send them out before the next meeting.

## **5. Report of the Passenger Bus Curriculum Workgroup—Ken Presley, UMA, Member**

### Presentation

The group used a model truck curriculum to chart out any commonalities among different class licenses. Classroom, range, and behind the wheel training for buses is very similar to trucks, so this should mesh well with the core curriculum. We identified topics needing supplements for buses:

- Handling road failures
- Americans with Disabilities Act (ADA) requirements
- Passenger emergency procedures
- Hazardous cargo specific to passenger carriers, which may be asked to carry, e.g., gunpowder, propane
- Security, crime (casino buses get pulled over and robbed), and terrorism
- Driver seat belts
- Emergency announcements and procedures
- Railroad crossings
- Pedestrians and bikes

Not yet resolved:

- Minimum hours versus proficiency
- When does testing take place, in the sequence of learning permit, skills test, and passenger endorsement?
- Grandfathering existing programs
- National Registry of Schools and the impact on operator-owned schools
- Further review of final core curriculum

### Discussion

- Does curriculum cover skills or just knowledge?
  - Ideally, theory, range, and road.
  - There are good online courses but it is better to connect knowledge with a range.
  - Greyhound combines online with range.
- How do we protect certain trainers from being contacted via the National Registry?
  - Ensure the registry is not used as advertising.
  - Carriers do not want to be asked for training by non-employees.
- Will existing programs go through an evaluation? Are there evaluation organizations?
- FMCSA: There should be some kind of test to graduate/pass.
- Many drivers are trained one-on-one [e.g., an uncle training a nephew]
  - Typically, the “nephew” gets a learner’s permit, sits in the seat, and learns on the job.
  - FMCSA: they would need to follow the same curriculum, but the classroom would be a garage and the range would be a parking lot. You would have to register that you are doing it, and there would need to be a limit on certificate so it did not turn into a CDL mill. And we would have to verify that the “nephew” learned what he had to.



- Who would grade the results and give a certificate? Would I have to pay for a certificate from OOIDA or whomever?
  - Testing need not be costly or onerous.
  - Consider third-party testing by someone who did not train the student.
  - The Curriculum workgroup has addressed this: FMCSA noted that we consider certain small providers like home schooling, which also must employ quality control mechanisms like other public and private schools do.
- FMCSA will publish a model curriculum that trainers must cover, but it will not be a full, interactive course. All the information will be in the final rule.

### Conclusion

Several generic issues require further discussion:

1. Are training providers expected to provide a test for mastery, and are students required to pass a test to graduate? A testing requirement would add time and cost.
1. What about those who are not organized providers or are very small providers? We must look at how to adapt a core curriculum to them.
2. Is a curriculum a proprietary product or a public good?

## **6. Report of the School Bus Curriculum Workgroup—Bob Ramsdell, NSTA, Member**

### Presentation

Background on school buses: There are about 500,000 school bus drivers in the country. School bus operators often take people without CDLs and turn them into part-time drivers with split shift. Training is provided free by school districts. The training is regulated by the States, and most States have a curriculum requirement. Content is fairly standard, 20 hours in class, 20 hours on road, plus in-service requirement (e.g., monthly safety meeting) plus more training if the driver is changing to a different size/style of bus. Training is conducted by school districts and contractors. Instructor certification varies by State; some States leave it up to contractors. Training is offered in the hours between the morning and afternoon shifts [so night training would be difficult to implement]. Curriculum is very similar to CDL topics.

The single biggest issue is reconciling local entry-level school bus driver training with State requirements: do they mesh or are they additive? How do we manage the States' rights to set curriculum with a Federal requirement? We assumed core curriculum and passenger endorsement would be done. We have listed what is unique to school buses; asterisked items may go away, depending on what is included in the core curriculum:

- The “danger zone” around the bus (theory and practice)
- Responsibility of driver for loading/unloading passengers (theory and practice)
- Emergency exit/evacuation (theory and practice)
- Railroad crossings\*
- Student management (driving a bus full of kids)
- Anti-lock brakes\*
- Special safety considerations\*
- Pre- and post-trip inspections (special equipment)
- Security
- Rapid stop reviews
- Night operations\*



Discussion

- This is a huge number of drivers.
  - There are 70,000-75,000 P drivers
  - How many are union members?
  - Most people who do this will never drive anything else.
- School bus training versus truck training:
  - School bus training is a niche industry with an excellent safety record and is probably doing 90% of training we want.
  - It is analogous to owner-operator model because some districts are tiny and not like a large fleet with organized safety and risk management organized.
- Five States have no State requirements, so new requirements would only strongly affect those States.
  - We need data on the programs that are already in place.
- Free school bus training is a loophole for truck driving.
  - Because the training is free, some people get the training then go drive trucks or go to work for the local transit agency.
  - The industry would love to have that loophole closed.
- Curriculum issues:
  - If a person got an S endorsement, they have a Class B and a license to drive a truck. They should not get a Class B without knowing how to drive a truck
- They are doing the knowledge part and then taking test in a school bus.
  - The goal is to align State with Federal requirements—can we check in with them about how hard it would be to align with our proposed curriculum? (Hood: State Directors of Pupil Transportation Services glad to poll all States.)
  - It would be duplicative to require the new curriculum and then school bus curriculum on top.
  - Is there a way to incorporate by reference those States which have a matching standard?
- School bus trainers could be certified like everyone else.

**Public comment:** Domenic Marcellino: What about registering pedophiles? If they have an S endorsement, can they move from State to State?

- That topic is out of our scope—it is an employee selection procedure, and there are probably Federal guidelines for hiring people who work with children.

Conclusion

The major issue is marrying State requirements with Federal requirements. How do we reconcile an S endorsement with the States' school bus-specific curriculums? Are the States effectively training pre-CDL drivers through these programs?

As long as States meet or exceed minimum standards, they will not need to change their curriculums. If they do not meet standards, Federal law will apply. We will aim for an integrated program with two different certifications and do a reality check with jurisdictions. If their reaction is less than favorable, we have more work to do. FMCSA will advise the States what to expect, once decisions are made.



- Action: Press forward with core curriculum for S endorsement, simultaneous with drafting core curriculum.
- Show draft curriculum to representative group of jurisdictions.

### 7. Overview of Approaches to Curriculum Specification—Richard Parker, Facilitator

We have not yet confronted the major challenge: hours specification. We grappled with it at the last meeting, but did not achieve consensus. We discussed hours with the certification group, and various options emerged. There are two aspects to the question:

1. Whether there should be minimum hours for any part of curriculum or in aggregate.
2. Whether, as part of certification, training providers should disclose how many hours they plan to spend.

Even if we do not specify required hours, it is good to have knowledge of what is planned (a) for enabling the certifier to assess whether a program is credible—can they teach you how to dock in five minutes or five hours—and (b) for data use: if training providers disclose number of hours on each curriculum element and we track their graduates' performance, we might start to get some data to assess what works and what does not.

Here is a conceptual framework for us to start thinking about [see slides *Three Approaches to the Hours Issue*]

#### Discussion Three Approaches to Hours Issue

This contrasts two hours-based standards, including a hybrid hours-based approach for behind the wheel combined with a performance-based approach standard. This is a universe of options—we are not choosing yet.

- How can these be abused?
- Schools with zero hours will not produce students who can pass the test.
- The schools must have certified licensed trainers anyway.
- Prefer option 3 (proficiency): ensure the curriculum is written so tight that there is no way to avoid it.
- We should provide numbers for somebody who has never done training. Also we should provide numbers so they know how many man-hours it will take [cost].
- FMCSA would try to estimate from existing providers what it costs to deliver a minimally compliant program. Take out the high end and find the cost of the average program. Then we can calculate impact on people currently spending \$0 for training. Say it is \$3000, then do the math; do the same for people paying for cheap, inadequate training.
- It is difficult and sometimes not possible to track hours of somebody taking a course online.
- Also hard to measure impact on productivity, if it is done on a person's own time.

#### Discussion [remaining slides]

- If we develop good curriculum and combine with proficiencies and up the standards for proficiencies and institute the driver training registry and attached trainer's number to drivers, you are going to vet out the crappy schools because the drivers will not be performing.
- Examples given:
  - Greyhound is on the high end: we require 120 hours, \$10,000 per driver, seven weeks of school, two weeks on the road with an instructor, and two weeks driving along with a senior driver.



- PTDI has two types of time requirement: 44 hours behind the wheel (at least 12 on highway), 104 hours of classroom—30 of which can be independent study. There is no overall requirement, no specific range time—behind the wheel includes range. We need more time on the range in jurisdictions where we must prepare students in all six backing maneuvers.
- There is no data linking 44 hours to performance. Providers must certify that people had enough time to perform to the standards.
  - School buses tend to say 25 hours; 44 hours would be a hard change for them to adapt to.
  - School bus drivers are taught not to back up, so they do not spend as much time on backing issues.
- FMCSA: We are open to Options 2 and 3 [on Three Approaches slide]—either one would likely make it through OMB, though such options would have to be supported by a regulatory analysis.
- Facilitator: OMB often likes and requires numbers, but it also recognizes that numbers are not always available and that sometimes bright line rules are needed without full justification. In the absence of hard data, you can ask a group of experts what is their judgment about a subject—it is not ideal, but it might be a way to go.
- **Public comment:** Domenic Marcellino: The Philadelphia Police Department has older simulators but the Fire Department has in-cab simulators. Is that something that can be incorporated for night driving, skidding, etc.?

### Conclusion

This was a stage-setting conversation. Be thinking about: what would the number be for a red-face test? At what point would you start disbelieving that a program was not credible?

The meeting recessed at 4:25.

## COMMITTEE ACTION – DAY 2

---

### **Call to Order**

Richard Parker, Facilitator, called the meeting to order at 9:00 a.m.

### **8. Report of Certification/Accreditation/Accountability (CAA) Workgroup—David Money, PTDI, Member**

#### Presentation

We focused attention on drafting content (not wordsmithing) for:

- Organized providers training more than three people a year for Class A CDLs
- Eligibility requirements for this type of provider

We need to think about “what the ask would be” and recommend who would do a certification.

[The session was based on the document *ELDTAC Draft 4-7-15 Eligibility Requirements for Commercial Driver Training Programs*, which was edited by the group during discussion. For “Conclusions,” see edited document.]

#### Opening Paragraphs/Overall Checklist

- We are talking about certifying training programs, not schools *per se*.



- FMCSA: We are not regulating them, but we will not accept their training certificates if they do not teach to our standard. Our National Registry will show candidates what training they are going to get so they can shop around.
  - Does this apply to carriers? To owner-operators?
  - Focus is on WHAT is taught, not HOW it is taught.
- Very small operations [the uncle-nephew scenario]:
  - We think one-on-one training leads to the safest drivers in the fleet.
  - Home schooling analogy is good here: must show they cover the whole curriculum and that the “uncle” has the credentials for teaching; i.e., you cannot have a Class B license and teach for a Class A.
  - Smallest programs could meet this checklist—there has to be a checklist, even for uncles, as there will be a compliance review during an inspection. There has to be some paper trail.
  - Disagree: homes do not have lesson plans or ranges, but they do 70% of the training.<sup>7</sup>
- Regarding the “ask,” we need to distinguish between asking questions for certification and asking for information that will simply help us in the future.
- Facilitator: we are reserving for later stages Who and How to accomplish certification.
- **Public comment:** Domenic Marcellino: Was graduated licensing considered? E.g., restricted to intrastate for x years. [FMCSA: That is not in scope for this rulemaking.]
- **Public comment:** Don Lefevre: MAP-21 says training providers must demonstrate that training meets requirements for certification. So we must determine what is the process is: is it self-certification or third party certification?

#### Course administration

Deferred to end of session [see below].

#### Instructional personnel

How much experience is required for trainers?

- There is a difference between on-road and classroom training. Some States have requirements for trainers.
  - Many States exempt small/family owner-operators from requirements if they have license in good standing and self-certify they have the equipment. FMCSA: we could do that at the Federal level.
  - Classroom trainers should have taken the course. That may set up barriers, but the status quo is not good enough, the point is to improve the quality of drivers on the road.
- There is no evidence that lack of English is a safety issue, although it is an enforcement issue. Some States require road test be given in English.

#### Training Vehicles

Are they in safe mechanical condition, do they comply with State/Federal requirements for training, are they compatible with those candidates will be driving?

- People must be trained on the same vehicles they will test with.
  - It is impossible to know what a person will be driving once they are employed.

---

<sup>7</sup> Asserted by Brian Spoon.



- Criteria for tests are the weight, not the size, of the vehicle. Many schools teach in a smaller combo vehicle to pass test, then the person is driving a 53' trailer on the road. Cannot fix this. The problem is Class A, not B: skills are different for backing a 27' trailer and 53' trailer. Existing regulations allow a person who has only driven a 23' vehicle to teach for a 53' vehicle.
- I do not want a truck driver training a bus driver. A tractor-trailer driver can absolutely teach a bus driver how to back up.
  - **Public comment**, Domenic Marcellino: We [City of Philadelphia] train drivers of prison buses.
  - It is ok for backing, but in a wide array of critical things they are quite different.
- Vehicles on a range can be junky, as long as they are safe; in fact, some deliberately have defects.

**TRAINING VEHICLES**

- Vehicles must be in safe mechanical condition and those that are used for on road training comply with applicable federal/state/provincial safety requirements. (49 CFR, Part 396)
- Training vehicles must be in the same class (A, B, or C) and type (bus/truck) as those that the individual will be operating for their CDL skills test. [Accepted]

*Training provider ask: [Provide attestation (if self-certified)/demonstrate (if third party certified)] that your vehicles comply with these requirements.*

*Facilitator calls for vote on revised language—passed unanimously:*

Member	Organization	Aye	Nay	Abstain
Byrd, LaMont	International Brotherhood of Teamsters	x		
Edwards, James	National Association of Small Trucking Companies	x		
Garsee, Martin	National Association of Publicly Funded Truck Driving Schools	x		
Grenerth, Scott	Owner-Operator Independent Drivers Association (OOIDA)	x		
Hart, Clyde	American Bus Association	x		
Heller, David	Truckload Carriers Association	x		
Hood, Charles	State Directors of Pupil Transportation Services	x		
Kurdock, Peter	Advocates for Highway & Auto Safety	x		
Lannen, John	Truck Safety Coalition	x		
Lewis, Kevin	American Association of Motor Vehicle Administrators	x		
Minor, Larry	Federal Motor Carrier Safety Admin (FMCSA)	x		
Money, David	Professional Truck Drivers Institute	x		
Parker, David	Great West Casualty Company	x		
Presley, Ken	United Motorcoach Association	x		
McDermott, Michelle (Surrogate for Bob Ramsdell)	National School Transportation Association	x		
Rohanna, Margaret	Massachusetts Registry of Motor Vehicles, MADOT	x		
Samet, Lauren	American Federation of Teachers, AFL-CIO	x		
Sherlock, Brian	Amalgamated Transit Union, AFL-CIO	x		
Smith, Alan	Greyhound Lines, Inc.	x		
Spatocco, Carl	Educational Affiliates Commercial Vehicle Trucking Association	x		
Spoon, Bryan	Spoon Trucking	x		



Spoonhour, Louis	Stevens Transport	x		
Stephenson, Boyd	American Trucking Association (ATA)	x		
Tershak, Robert	Commercial Vehicle Safety Alliance, Virginia State Police	x		
Voie, Ellen	Women in Trucking Association	x		
Wood, Ron	Citizens for Reliable and Safe Highways	x		
<b>TOTALS</b>		26	0	0

Instruction & Curriculum: Curriculum Content

Does the course clearly identify units of instruction; does it cover the FMCSA Curriculum Standards for CMV Drivers [in development]: can you tell us what your teaching aids are (video, simulators, etc.):

- Should remove items that are just information-gathering, rather than criteria for the course.
- What about distance learning? Leave it up to them to describe their training materials.

Facilitator calls for vote on revised language—passed unanimously:

**Curriculum Content**

- Instruction must cover the FMCSA Curriculum Standards for CMV Drivers.
- Training materials must be provided to each trainee.

---

- The course outline must clearly identify units of instruction including their general content and sequence of presentation. Instructors must use lesson plans adequate to implement *FMCSA Curriculum Standards for CMV Drivers* in each session. *[Accepted.]*

*Training provider ask:*

- *Demonstrate your plan to convey the material to the students (online, classroom, etc.). Describe the training materials that are provided to students and the method of distribution.*
- *Provide copies of sample lesson plans.*

Member	Organization	Aye	Nay	Abstain
Byrd, LaMont	International Brotherhood of Teamsters	x		
Edwards, James	National Association of Small Trucking Companies	x		
Garsee, Martin	National Association of Publicly Funded Truck Driving Schools	x		
Greneth, Scott	Owner-Operator Independent Drivers Association (OOIDA)	x		
Hart, Clyde	American Bus Association	x		
Heller, David	Truckload Carriers Association	x		
Hood, Charles	State Directors of Pupil Transportation Services	x		
Kurdock, Peter	Advocates for Highway & Auto Safety	x		
Lannen, John	Truck Safety Coalition	x		
Lewis, Kevin	American Association of Motor Vehicle Administrators	x		
Minor, Larry	Federal Motor Carrier Safety Admin (FMCSA)	x		
Money, David	Professional Truck Drivers Institute	x		
Parker, David	Great West Casualty Company	x		
Presley, Ken	United Motorcoach Association	x		
McDermott, Michelle (surrogate for Bob Ramsdell)	National School Transportation Association	x		
Rohanna, Margaret	Massachusetts Registry of Motor Vehicles, MADOT	x		
Samet, Lauren	American Federation of Teachers, AFL-CIO	x		





Sherlock, Brian	Amalgamated Transit Union, AFL-CIO	x		
Smith, Alan	Greyhound Lines, Inc.	x		
Spatocco, Carl	Educational Affiliates Commercial Vehicle Trucking Association	x		
Spoon, Bryan	Spoon Trucking	x		
Spoonhour, Louis	Stevens Transport	x		
Stephenson, Boyd	American Trucking Associations (ATA)	x		
Tershak, Robert	Commercial Vehicle Safety Alliance, VA State Police	x		
Voie, Ellen	Women in Trucking Association	x		
Wood, Ron	Citizens for Reliable and Safe Highways	x		
<b>TOTALS</b>		26	0	0

Instruction & Curriculum: Instructional Time

Do students receive required time? Are all skills being completed?

Facilitator: We will table this for now.

Instruction & Curriculum: Student/Instructor/Vehicle Supervision

The workgroup had some disagreement.

- Road: There must be an instructor in the vehicle when driving on public roads.
  - In Oklahoma they teach on the road in caravans with an instructor in every third or fourth vehicle.
  - **Public comment**, Bob Redmond, FMCSA: Regulations require that there must be an instructor with the right class and endorsements in the actual vehicle, if it is driven by someone with a learner’s permit.
  - **Public comment**, Domenic Marcellino: Our [City of Philadelphia] saturation level is one instructor per truck, four students per instructor.
- Range: There is no data on range safety for x vehicles with y students and z instructors.
  - There is an excellent school with the instructor in a tower talking to each truck.
  - It is easy to supervise five straight-line backing lanes simultaneously, but not parallel parking or some other skills.
  - Range instructor must be capable of directing group practice while correcting deficiencies of individual students.
- Since there are no data, collection of information on current practices should take place so there will be data for the next rulemaking.

Facilitator: I hear general agreement to not prescribe a number but to gather information.

Instruction & Curriculum: Lesson Plans

We need lesson plans adequate to implement Curriculum Standards, with the usual exception for the uncle-nephew scenario.

- [Group agrees to move content to other sections]
- [Group agrees to defer discussion of programs with fewer than 4 students that may then gain more students]

Instruction & Curriculum: Classroom Conditions

How do we verify this? Will there even be a ‘classroom?’

- Our job is a training curriculum, not about policing State requirements for schools or building codes.



- **Public comment**, Don Lefevé: All educational institutions will have to comply anyway. You may want something to cover institutions not licensed as schools [e.g., carriers].
- FMCSA: This is about including an institution in the National Registry as long as it is doing the right things.
- This opens a can of worms, gives inspectors a reason to nail somebody if they want.

Facilitator calls for vote on revised language—passed with one vote opposed.

**Learning Environment**

- The learning facilities must comply with all applicable federal, state, and local statutes and regulations. [One opposing vote (Jim Edwards).]**

Training provider ask: **[Provide attestation (if self-certified)/demonstrate (if third party certified)] that facilities comply.**

Member	Organization	Aye	Nay	Abstain
Byrd, LaMont	International Brotherhood of Teamsters	x		
Edwards, James	National Association of Small Trucking Companies		X	
Garsee, Martin	National Association of Publicly Funded Truck Driving Schools	x		
Grenerth, Scott	Owner-Operator Independent Drivers Association (OOIDA)	x		
Hart, Clyde	American Bus Association	x		
Heller, David	Truckload Carriers Association	x		
Hood, Charles	State Directors of Pupil Transportation Services	x		
Kurdock, Peter	Advocates for Highway & Auto Safety	x		
Lannen, John	Truck Safety Coalition	x		
Lewis, Kevin	American Association of Motor Vehicle Administrators	x		
Minor, Larry	Federal Motor Carrier Safety Admin (FMCSA)	x		
Money, David	Professional Truck Drivers Institute	x		
Parker, David	Great West Casualty Company	x		
Presley, Ken	United Motorcoach Association	x		
McDermott, Michelle (surrogate for Bob Ramsdell)	National School Transportation Association	x		
Rohanna, Margaret	Massachusetts Registry of Motor Vehicles, MADOT	x		
Samet, Lauren	American Federation of Teachers, AFL-CIO	x		
Sherlock, Brian	Amalgamated Transit Union, AFL-CIO	x		
Smith, Alan	Greyhound Lines, Inc.	x		
Spatocco, Carl	Educational Affiliates Commercial Vehicle Trucking Association	x		
Spoon, Bryan	Spoon Trucking	x		
Spoonhour, Louis	Stevens Transport	x		
Stephenson, Boyd	American Trucking Association (ATA)	x		
Tershak, Robert	Commercial Vehicle Safety Alliance, VA State Police	x		
Voie, Ellen	Women in Trucking Association	x		
Wood, Ron	Citizens for Reliable and Safe Highways	x		
	<b>TOTALS</b>	25	1	0



Before breaking for lunch, the facilitator asked the group for approval to spend the afternoon continuing to address CAA issues, and to postpone previously scheduled afternoon workgroup meetings. The group agreed unanimously.

Instruction & Curriculum: Range/Skill Practice Area Conditions

It should be safe for students and for others, free of obstructions, free of interference, good lines of sight.

– [Group agrees to minor wordsmithing]

Facilitator calls for vote on revised language—passed unanimously.

**Range/Skill Practice Area Conditions**

- The range/skill practice area must be free of obstructions and the surface must enable the driver to maneuver safely and free from interference from or involving other vehicles and hazards.
- There must be a adequate sight lines available to the instructor and trainees. *[Accepted.]*

*Training provider ask: [Provide attestation (if self-certified)/demonstrate (if third party certified)] that range/skill practice areas comply with the above requirements.*

Member	Organization	Aye	Nay	Abstain
Byrd, LaMont	International Brotherhood of Teamsters	x		
Edwards, James	National Association of Small Trucking Companies	x		
Garsee, Martin	National Association of Publicly Funded Truck Driving Schools	x		
Greneth, Scott	Owner-Operator Independent Drivers Association (OOIDA)	x		
Hart, Clyde	American Bus Association	x		
Heller, David	Truckload Carriers Association	x		
Hood, Charles	State Directors of Pupil Transportation Services	x		
Kurdock, Peter	Advocates for Highway & Auto Safety	x		
Lannen, John	Truck Safety Coalition	x		
Lewis, Kevin	American Association of Motor Vehicle Administrators	x		
Minor, Larry	Federal Motor Carrier Safety Admin (FMCSA)	x		
Money, David	Professional Truck Drivers Institute	x		
Parker, David	Great West Casualty Company	x		
Presley, Ken	United Motorcoach Association	x		
McDermott, Michelle (surrogate for Bob Ramsdell)	National School Transportation Association	x		
Rohanna, Margaret	Massachusetts Registry of Motor Vehicles, MADOT	x		
Samet, Lauren	American Federation of Teachers, AFL-CIO	x		
Sherlock, Brian	Amalgamated Transit Union, AFL-CIO	x		
Smith, Alan	Greyhound Lines, Inc.	x		
Spatocco, Carl	Educational Affiliates Commercial Vehicle Trucking Association	x		
Spoon, Bryan	Spoon Trucking	x		
Spoonhour, Louis	Stevens Transport	x		
Stephenson, Boyd	American Trucking Association (ATA)	x		
Tershak, Robert	Commercial Vehicle Safety Alliance, VA State Police	x		
Voie, Ellen	Women in Trucking Association	x		
Wood, Ron	Citizens for Reliable and Safe Highways	x		
	<b>TOTALS</b>	26	0	0

Instruction & Curriculum: Roadway Instruction Conditions



The Curriculum workgroup added a lot of detail, and we wanted to mirror what they generated  
*Facilitator calls for vote on revised language—passed unanimously.*

**Roadway Instruction Conditions** (Includes streets, roads, highways, etc.)

- Driving must be practiced under roadway and traffic conditions as outlined in the *FMCSA Curriculum Standards for CMV Drivers*. [Accepted.]

*Training provider ask: [Provide attestation (if self-certified)/demonstrate (if third party certified)] that roadway instruction conditions comply.*

Member	Organization	Aye	Nay	Abstain
Byrd, LaMont	International Brotherhood of Teamsters	x		
Edwards, James	National Association of Small Trucking Companies	x		
Garsee, Martin	National Association of Publicly Funded Truck Driving Schools	x		
Greneth, Scott	Owner-Operator Independent Drivers Association (OOIDA)	x		
Hart, Clyde	American Bus Association	x		
Heller, David	Truckload Carriers Association	x		
Hood, Charles	State Directors of Pupil Transportation Services	x		
Kurdock, Peter	Advocates for Highway & Auto Safety	x		
Lannen, John	Truck Safety Coalition	x		
Lewis, Kevin	American Association of Motor Vehicle Administrators	x		
Minor, Larry	Federal Motor Carrier Safety Admin (FMCSA)	x		
Money, David	Professional Truck Drivers Institute	x		
Parker, David	Great West Casualty Company	x		
Presley, Ken	United Motorcoach Association	x		
Ramsdell, Bob	National School Transportation Association	x		
Rohanna, Margaret	Massachusetts Registry of Motor Vehicles, MADOT	x		
Samet, Lauren	American Federation of Teachers, AFL-CIO	x		
Sherlock, Brian	Amalgamated Transit Union, AFL-CIO	x		
Smith, Alan	Greyhound Lines, Inc.	x		
Spatocco, Carl	Educational Affiliates Commercial Vehicle Trucking Association	x		
Spoon, Bryan	Spoon Trucking	x		
Spoonhour, Louis	Stevens Transport	x		
Stephenson, Boyd	American Trucking Associations (ATA)	x		
Tershak, Robert	Commercial Vehicle Safety Alliance, VA State Police	x		
Voie, Ellen	Women in Trucking Association	x		
Wood, Ron	Citizens for Reliable and Safe Highways			absent
	<b>TOTALS</b>	25	0	1

Instruction & Curriculum: Tests

Do the tests assess mastery?

- Tests are written, assessments are based on observing the trainee on the road.
- Most providers do not have preplanned routes.
- This is a Pandora’s Box: the instructor can have a Class B license and train somebody on a Class A.
  - **Public comment**, Don Lefevé: Class A supersedes Classes B and C.
  - Techniques are different for Class B; a Class A would need a bus endorsement.



- Tests**
- Written tests must assess proficiency of a sample of knowledge objectives for each unit of instruction per *FMCSA Curriculum Standards for CMV Drivers*.
  - Range/skill practice area tests must assess student proficiency in (a) fundamental vehicle control skills and (b) routine driving procedures for the appropriate vehicle per *FMCSA Curriculum Standards for CMV Drivers*.
  - Road tests must use routes that permit a broad range of observations and must be conducted in traffic per *FMCSA Curriculum Standards for CMV Drivers*.
  - Road tests must be administered in a vehicle of the same class (A, B, or C) and type (bus/truck) that the individual will be operating for their CDL skills test. *[Accepted.]*
- Training provider ask:*
- Provide plans that demonstrate compliance with each of the aforementioned requirements.

Facilitator calls for vote on revised language—passed unanimously.

Member	Organization	Aye	Nay	Abstain
Byrd, LaMont	International Brotherhood of Teamsters	x		
Edwards, James	National Association of Small Trucking Companies	x		
Garsee, Martin	National Association of Publicly Funded Truck Driving Schools	x		
Grenerth, Scott	Owner-Operator Independent Drivers Association (OOIDA)	x		
Hart, Clyde	American Bus Association	x		
Heller, David	Truckload Carriers Association	x		
Hood, Charles	State Directors of Pupil Transportation Services	x		
Kurdock, Peter	Advocates for Highway & Auto Safety	x		
Lannen, John	Truck Safety Coalition	x		
Lewis, Kevin	American Association of Motor Vehicle Administrators	x		
Minor, Larry	Federal Motor Carrier Safety Admin (FMCSA)	x		
Money, David	Professional Truck Drivers Institute	x		
Parker, David	Great West Casualty Company	x		
Presley, Ken	United Motorcoach Association	x		
Ramsdell, Bob	National School Transportation Association	x		
Rohanna, Margaret	Massachusetts Registry of Motor Vehicles, MADOT	x		
Samet, Lauren	American Federation of Teachers, AFL-CIO	x		
Sherlock, Brian	Amalgamated Transit Union, AFL-CIO	x		
Smith, Alan	Greyhound Lines, Inc.	x		
Spatocco, Carl	Educational Affiliates Commercial Vehicle Trucking Association	x		
Spoon, Bryan	Spoon Trucking	x		
Spoonhour, Louis	Stevens Transport	x		
Stephenson, Boyd	American Trucking Associations (ATA)	x		
Tershak, Robert	Commercial Vehicle Safety Alliance, VA State Police	x		
Voie, Ellen	Women in Trucking	x		
Wood, Ron	Citizens for Reliable and Safe Highways			absent
	<b>TOTALS</b>	25	0	1

Instruction & Curriculum: Course completion

Do they have to successfully complete everything, to get a certificate?

- Implementation and enforcement group will develop mechanics for how this will work.



Course Administration

The issue is, if you advertise as a training provider (TP), are you credible? Are materials, goals, eligibility requirements clearly defined/stated? This applies primarily to schools, not to carriers or small providers.

- How well a school is run is beyond our scope—it is good practice, not compliance.
- [Group agrees to delete first three bullets]
- Written policies do not address compliance.
- Publicly funded schools cannot turn people away, even if they are ineligible for a CDL. They can get a license but may not be able to get a job.
  - Some schools have a waiver that says we cannot guarantee you a job.
  - Schools must disclose to students that they may be ineligible for a license.
  - If you get a CDL, nothing stops you from buying your own truck and driving.

Facilitator calls for vote on revised language—passed unanimously.

**COURSE ADMINISTRATION**

All applicants must meet minimum DOT, state/provincial, federal and/or local law and regulations related to drug screens, age, physical condition, licensing, and driving record. ( [49 CFR, Part 391](#) ) [Accepted.]

*Training provider ask:* [Provide attestation (if self-certified)/demonstrate (if third party certified)] that training provider complies with above requirement.

Member	Organization	Aye	Nay	Abstain
Byrd, LaMont	International Brotherhood of Teamsters	x		
Edwards, James	National Association of Small Trucking Companies	x		
Garsee, Martin	National Association of Publicly Funded Truck Driving Schools	x		
Grenerth, Scott	Owner-Operator Independent Drivers Association (OOIDA)	x		
Hart, Clyde	American Bus Association	x		
Heller, David	Truckload Carriers Association	x		
Hood, Charles	State Directors of Pupil Transportation Services	x		
Kurdock, Peter	Advocates for Highway & Auto Safety	x		
Lannen, John	Truck Safety Coalition	x		
Lewis, Kevin	American Association of Motor Vehicle Administrators	x		
Minor, Larry	Federal Motor Carrier Safety Admin (FMCSA)	x		
Money, David	Professional Truck Drivers Institute	x		
Parker, David	Great West Casualty Company	x		
Presley, Ken	United Motorcoach Association	x		
Ramsdell, Bob	National School Transportation Association	x		
Rohanna, Margaret	Massachusetts Registry of Motor Vehicles, MADOT	x		
Samet, Lauren	American Federation of Teachers, AFL-CIO	x		
Sherlock, Brian	Amalgamated Transit Union, AFL-CIO	x		
Smith, Alan	Greyhound Lines, Inc.	x		
Spatocco, Carl	Educational Affiliates, Commercial Vehicle Trucking Association	x		
Spoon, Bryan	Spoon Trucking	x		
Spoonhour, Louis	Stevens Transport	x		
Stephenson, Boyd	American Trucking Associations (ATA)	x		
Tershak, Robert	Commercial Vehicle Safety Alliance, VA State Police	x		
Voie, Ellen	Women in Trucking	x		
Wood, Ron	Citizens for Reliable and Safe Highways			absent



	<b>TOTALS</b>	25	0	1
--	---------------	----	---	---

Instruction & Curriculum: Instructional Time

It is too late in the day to do **Instructional Time**, but it is still an outstanding item that needs to be addressed.

Facilitator: Workgroup deliverables are coming out of this meeting. I propose Core Curriculum workgroup refine this curriculum.

The following item, **Workgroup Deliverables**, was added to the agenda.

**9. Workgroup Deliverables** [see doc]

We have worked through these criteria; we have some agreement as to substance. This was all for only Class A today.

- We still must think about adapting, if at all, to small training providers.
- We need to consider the process for certification and who should do it: should it be self-certification only, or third-party, or a hybrid, whereby small training providers of some threshold can self-certify?
- We need to add Class B.

Facilitator: over lunch, we distilled deliverables. For all workgroups: refine curricula with descriptors. For everyone: look these over and ensure the relevant working group knows your concerns.

- Workgroup agrees to do this via email before next meeting.
- Workgroup agrees to certifying online courses.

Core Curriculum Workgroup

**Tasks:** Refine core curriculum with descriptors and present recommendation for topic headings in time for consideration at next ELDTAC. Make recommendation for handling online/classroom regulation for theory portion of training. Make recommendations for adapting to Class B. Time permitting, annotate areas that need to be adapted for training providers training fewer than 4 students per year and make recommendations for such adaptation.

Passenger Bus Curriculum Workgroup

**Task:** Flesh out topic headings with descriptors for passenger bus endorsement training in time for consideration at next ELDTAC. Make recommendation for handling online/classroom regulation for theory portion of training.

School Bus Curriculum Workgroup

**Tasks:** Flesh out topic headings with descriptors for school bus endorsement training in time for consideration at next ELDTAC. Make recommendation for handling online/classroom regulation for theory portion of training. Survey States to examine current curriculum requirements and practices and how those compare with proposed core and passenger endorsement ELDT curriculum.

- We are going to survey the States to see how their requirements compare. We will come back to that for data needs.
- When surveying, include “and practices” in addition to curriculum requirements.

Hazmat Curriculum Workgroup

**Tasks:** [Facilitator Note: We propose deferring discussion of tank truck driver inclusion for next ELDTAC meeting, at which we will attempt to schedule PHMSA presentation.]



- Flesh out topic headings with descriptors for HM endorsement training module in time for consideration at next ELDTAC. Include recommendation on whether HM endorsement training module should include a skills component. Make recommendation for handling online/classroom regulation for theory portion of training.
- Make recommendation on whether a component of HM training should remain a part of the CDL core curriculum theory portion.

#### Certification (CAA) Workgroup

##### Tasks:

- Flesh out revised set of eligibility requirements —reflecting work of plenary group discussion at third meeting in time for consideration at next meeting. Time permitting, make a recommendation on how the eligibility requirements and/or asks should be adapted to small (i.e., less than four per year) providers.
- Without prejudging question of whether there should be an hours requirement specified in the core curriculum standard, make recommendation on whether it is feasible and appropriate to collect *information* about average number of hours devoted to (a) theory, (b) range, and/or (c) road that each applicant expects to offer to its students as part of its curriculum.
- If time allows, begin discussion of process of certification: in principle, self-certification versus third-party certification.

#### Implementation and Enforcement

##### Tasks:

- Hold initial conference call to refine mandate and begin work.
- Make recommendation on appropriate phase-in period for effective date.
- Make recommendation on mechanics of implementation of requirements for certification of training programs, and working with SDLAs to determine and reflect eligibility of drivers to take CDL exam.

#### Data Needs

##### Tasks: [to be defined in workgroup meeting today]

- Group needs information: for TPs, how do these requirements compare to what is already being done? How much of an adjustment—what kinds of adjustments—would be needed, and how would this affect the cost of training? Is there anything in this rule that would increase cost, and what would it be? Are there substantive costs?

Due to lack of time, the last agenda item, **FMCSA Draft Form for Training Providers**, was not presented at the meeting.

## **PUBLIC COMMENTS**

Comments were heard throughout the meeting from those in the public gallery. They are entered above under relevant discussions.

## **ADJOURNMENT**

The meeting was adjourned at 3:15 pm on Friday, April 10, 2015.





We hereby certify that the foregoing minutes are accurate, to the best of our knowledge.

//Signed//\_\_\_\_\_

Richard Parker  
Facilitator

//Signed//\_\_\_\_\_

Larry W. Minor  
Designated Federal Officer, FMCSA