



**Minutes  
March 19-20, 2015, Meeting**

The Federal Motor Carrier Safety Administration's (FMCSA) Entry-Level Driver Training Advisory Committee (ELDTAC) met March 19-20, 2015, in Washington, DC. In accordance with the Negotiated Rulemaking Act, 5 U.S.C. §561-570, the meeting was open to the public. Richard Parker, Facilitator, called the meeting to order at 9:00 a.m. on Thursday, March 19, 2015. The following individuals attended the meeting:

**ELDTAC COMMITTEE MEMBERS**

LaMont Byrd, Director of Health and Safety,  
International Brotherhood of Teamsters  
Marlene Dakita, Professional Truck Drivers  
Institute (surrogate)  
James Edwards, National Association of Small  
Trucking Companies  
Martin Garsee, Immediate Past President  
National Association of Publicly Funded  
Truck Driving School  
Scott Grenerth, Director, Regulatory Affairs,  
Owner-Operator Independent Drivers  
Association  
Peter Kurdock, Director, Regulatory Affairs,  
Advocates for Highway & Auto Safety  
John Lannen, Executive Director, Truck Safety  
Coalition  
Larry Minor, Associate Administrator for Policy  
and DFO, Federal Motor Carrier Safety  
Administration  
David Parker, Senior Legal Counsel, Great West  
Casualty Company  
Ken Presley, Vice President, Industry  
Operations, Chief Operating Officer,  
United Motorcoach Association  
Bob Ramsdell, Chief Operating Officer, West  
Durham School Services, National  
School Transportation Association

Margaret Rohanna, School Bus Program  
Manager, Massachusetts Registry Motor  
Vehicles, MADOT  
Lauren Samet, Assistant Director,  
Paraprofessionals School-Related  
Personnel, American Federation of  
Teachers, AFL-CIO  
Alan Smith, Director, Safety and Security,  
Greyhound Lines Inc.  
Carl Spatocco, Regional Vice-President,  
Educational Affiliates Commercial  
Vehicle Training Association  
Bryan Spoon, Owner-Operator, Spoon Trucking  
Louis D. Spoonhour, Senior Advisor for CDL  
Programs, Stevens Transport  
Boyd A. Stephenson, Director, Hazardous  
Materials and Commercial Licensing  
Policy, ATA  
Robert J. Tershak, Master Trooper, Virginia State  
Police, Commercial Vehicle Safety  
Alliance  
Ellen Voie, President and CEO, Women In  
Trucking Association (Friday Only)  
Ron Wood, Washington, DC, Volunteer  
Coordinator, Citizens for Reliable and  
Safe Highways

**FMCSA AND OTHER GOVERNMENTAL REPRESENTATIVES**

Richard Clemente, Transportation Specialist,  
Driver and Carrier Operations Division,  
FMCSA  
Brian Dahlin, Chief Economist, FMCSA  
Jill Laptosky, Attorney Advisor, FMCSA  
Suzanne O'Malley, Attorney, FMCSA

Bob Redmond, FMCSA  
Cynthia Shaffer, USDOT, Volpe Center  
Howard Stone, FMCSA  
Alan Strasser, Attorney, FMCSA  
Shannon Watson, Senior Policy Advisor and  
Deputy DFO, FMCSA



## ENTRY LEVEL DRIVER TRAINING ADVISORY COMMITTEE

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### OTHER ATTENDEES

Allison Austin, NMFTA  
Brad Bentley, TCA  
Ryan Bowley, OODIA  
Isabella DiCarlo, Ontario Ministry of  
Transportation  
John Frey, Werner Enterprises  
Mark Greenberg, CDTF  
Mirna Gustav, iBiz  
Liz Joyce, iBiz  
Michael LaRocca, NASDPTS

Jeff Muller, AAR  
Michele McDermott, NSTA  
MaryBeth McCollum, NAPFTDS  
Doug Morris, OOIDA  
Richard Parker, University of Connecticut  
Bob Petrancosta, FedEx  
Jonathan Reiskin, Transport Topics  
Chris Treml, IUOE  
Ronna Weber, NSTA  
Rich Wilson, TCRG Chuck Wirth, NAAND  
Andrea Wohleber, TTD AFL-CIO

### COMMITTEE ACTION

The ELDT Advisory Committee discussed and approved the minutes from the Committee meeting on February 26-27, 2015.

Times were proposed, assigned, and agreed upon for each EDLT Advisory Committee working group.

#### 1. Definition of an Entry-Level Driver (see related document "Definitions\_Final\_3-18-15\_v2.docx")

The ELDT Advisory Committee reviewed and expanded on the definition of an entry-level driver, based on discussions at and in the interim of the last meeting. The conversation focused on the need for clarification on the consequences for CDL lapses.

#### Key questions included:

- Should CDLs expire or need to be reinstated after a specific number of years without use?
- Would this expiration or reinstatement require drivers to retake EDLT or an abbreviated refresher course?

There was clear agreement that reinstatement is a viable problem and recognition of the notion that long CDL lapses call for a refresher course. However, the issues of how CDL administrators will know whether or not someone had a CDL previously and whether a full EDLT or refresher course is required still need further discussion. There was also a concern over whether or not a refresher course requirement could create a loophole to avoid basic training.

#### Additional related concerns included:

- States have jurisdiction of who is issued a CDL license. Does there need to be wording related to the ELDT and CDL training rules to be in harmony? How will ELDT plug into State tests?
- There are cost-benefit concerns for enacting rule for retraining if a finite number of years pass without using CDL license.
- Is there data is available to support the case for CDL refresher courses?
- There was a call for consultation with CDL program experts.



### **Veterans and ELDT**

The ELDT Advisory Committee reviewed and expanded on definition language concerning the relationships between veterans and ELDT. There was a suggestion for consideration of a program to ramp up knowledge portion for civilian driving on the Department of Defense's training portal to help military drivers transition more easily to motor carrier drivers.

### **Additional ELDT definition concerns**

There is a loop hole in the definition that allows for a person to gain hazardous materials endorsement without having to take ELDT. There was a recommendation to modify the ELDT definition to address this.

### **Conclusion**

At the end of the discussion, it was proposed that these topics would be further discussed within the corresponding working groups, which will report back at the next meeting. FMCSA is also reaching out to state licensing agencies for details on CDLs and reinstatements.

## **2. Behind the Wheel Training Requirements**

Based on information presented during core curriculum presentations, the ELDT Advisory Committee discussed behind the wheel training requirements, posing the following question:

- Should pre-CDL training include a minimum number of hours for behind the wheel (BTW) time, and should that time have sort of supervised training/passenger component?

### Key points included:

- It was clarified that the definition of BTW from 2007 is training during which a student has control of vehicle on public or private property.
- A student needs to drive long enough to encounter multiple scenarios: dusk/dawn; rush hour/not; day/night, etc.
- How can training programs be verified; what is the minimum number of hours needed to be able to say you have a BTW driving component to your curriculum?
- Need to consider implications for types of drivers (e.g. school bus drivers only work in two-hour shifts, their BTW hours may look like 30, as opposed to 120 for other types of carriers).
- How do you measure satisfactory completion of providers' curriculum without hours?
  - Auditing?
  - Trust factor?
  - Oversight is necessary the case of both hours and performance.
- What is the role of the examiner (State employee/third party tester/etc.) in accountability?

### **Conclusion**

The discussion did not reach a clear conclusion. The session closed with a non-binding straw poll that asked: Should there be a completely performance-based approach (no time element applied), assuming curriculum is ideal?

### Results of straw poll:

- In favor: 14



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- Not in favor: 6
- Abstain: 2

The discussion led to a presentation from Scott Grenerth, Director, Regulatory Affairs, Owner-Operator Independent Drivers Association, on an idea for a system to track and evaluate the effectiveness of training providers. This proposal will be further discussed in the working groups and at the next meeting.

### PRESENTATIONS

	Presenter	Presentation
1	Larry Minor, Associate Administrator for Policy and DFO, FMCSA	Overview of Preliminary ELDT Regulatory Structure
2	Martin Garsee, Immediate Past President National Association of Publicly Funded Truck Driving School Immediate Past President National Association of Publicly Funded Truck Driving School	Core curriculum for the Professional Trucker Driver Institute and the National Association of Publicly Funded Truck Driving Schools
3	Carl Spatocco, Regional Vice-President, Educational Affiliates Commercial Vehicle Training Association	CVTA Membership Requirements
4	Lou Spoonhour, Senior Advisor for CDL Programs, Stevens Transport	Core curriculum for Stevens Transport
5	Ken Presley, Vice President, Industry Operations, Chief Operating Officer, United Motorcoach Association	Overview of Passenger Carrier Topics and Sub-topics
6	Alan Strasser, Attorney, FMCSA	Protections for Confidential Business Information Presentation
7	Brian Dahlin, Chief Economist, FMCSA	Data Needs
8	Richard Clemente, Transportation Specialist, Driver and Carrier Operations Division, FMCSA, and Howard Stone, FMCSA, Martin Garsee, Immediate Past President National Association of Publicly Funded Truck Driving School, Carl Spatocco, Regional Vice-President, Educational Affiliates Commercial Vehicle Training Association, and Marlene Dakita, Professional Truck Drivers Institute	The Role of States in Certification Process
9	Scott Grenerth, Director, Regulatory	An idea for a system to track and evaluate the



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	Presenter	Presentation
	Affairs, Owner-Operator Independent Drivers Association	effectiveness of training providers

### PUBLIC COMMENTS

Comments were heard throughout the meeting from those in the public gallery, including:

#### **John Frey, Vice President Driver School Relations, Werner Enterprises**

We attempted to take data on student graduates that went into finishing programs to see if one school would have more accidents than another. When looking further into the data, we found that some drivers were on accounts that were two-lane roads in the Northeast (vs. driving in Iowa/Nebraska/etc), and that geographic difference changes the data. Those drivers were performing at the same rate that experienced drivers on another account were. So, there is a challenge to providing that type of data.

#### **Bob Petrancosta, Senior Consultant, FedEx**

If a person turns in or no longer has a CDL; if there is something on their record that could affect in future if they came back, that record remains and it moves with them in between states. If there is nothing on their record, they will start over again as if they are a new driver. Once a record is removed, there is no longer any record of them ever having a CDL.

#### **Mark Greenberg, Chairman, Commercial Driver Training Foundation**

There is a need for the ability to encapsulate industry and enforcement requirements for curriculum (which change on regular basis) and stay current with Department of Education requirements to participate in title four funds, which is a gateway to ensure an institution has met with and continues to meet with criteria from an admissions standpoint to completion and placement rates. This is highly judged against a specific standard of outcomes. Outcomes can be directly attributable to an hourly standard.

### ADJOURNMENT:

The meeting was adjourned at 2:15 pm on Friday, March 20, 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