

FMCSA Update 2025-2026



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

Missouri Trucking Association Safety Conference March 2026



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FMCSA Missouri
Division Administrator



Agenda – Roadmap for Today

- Registration Overhaul: MOTUS
- Medical Certification – National Registry II (NR II)
- National Consumer Complaint Database (NCCDB)
- Entry Level Driver Training (ELDT)
- Flexible Sleeper Berth Pilot Program
- Regulatory Cleanup, Deregulation, & Priorities 2025-2026
- English Language Proficiency (ELP)
- Non-Domiciled Commercial Driver's License (CDL) Final Rule
- Questions and Answers

Registration MOTUS





Authentication and
Authorization



Registration



Lifecycle
Management



Event
Handling

Your One-Stop-Shop



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

Identity Verification during FMCSA Registration



Our Safety Mission

FMCSA is ensuring a higher standard of individual verification to help prevent fraud and protect sensitive data.



Identity Verification in URS – Now Live!

The new identity verification process is live in the Unified Registration System (URS) for all **new applicants** for a USDOT Number.



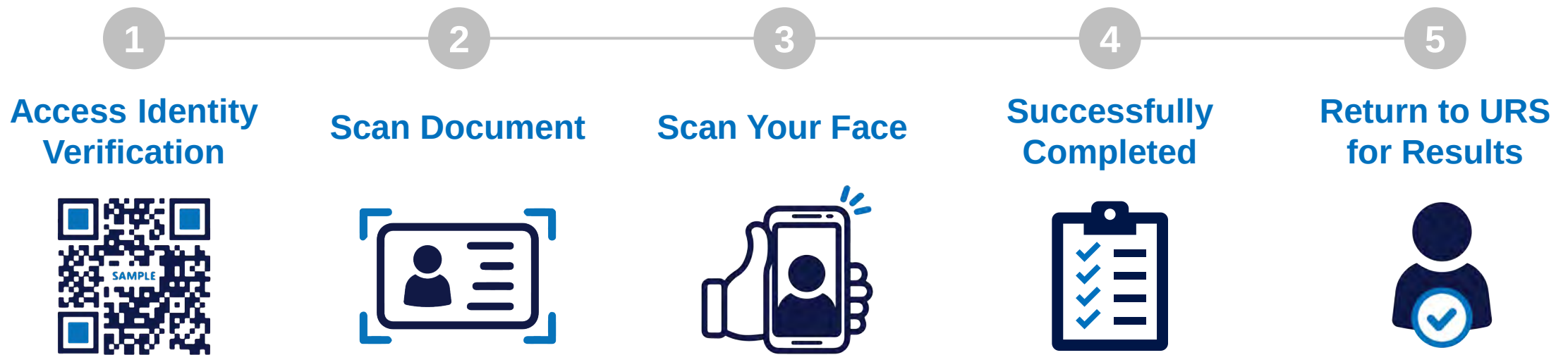
What's Coming Down the Road

All users (including new and existing registrants) will be required to go through identity verification in the new registration system in 2026.



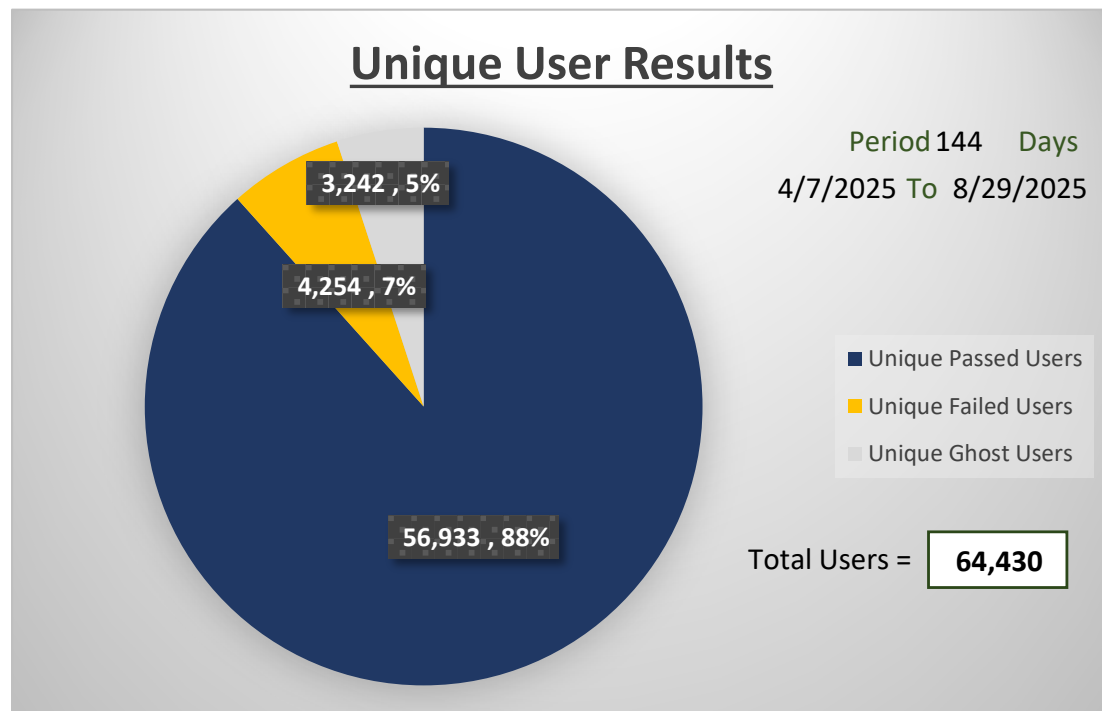
How it works?

- Customers are instructed to follow prompts in URS and are required to:
 - Use a personal/mobile device to submit a government-issued identity card, driver's license, passport, or resident card
 - Use a personal/mobile device for facial recognition verification



At no time does the FMCSA or IDEMIA store any personally identifiable information and only uses the information provided for verifying identities as a part of the agency's registration process.

Identity Verification: Unique User Results



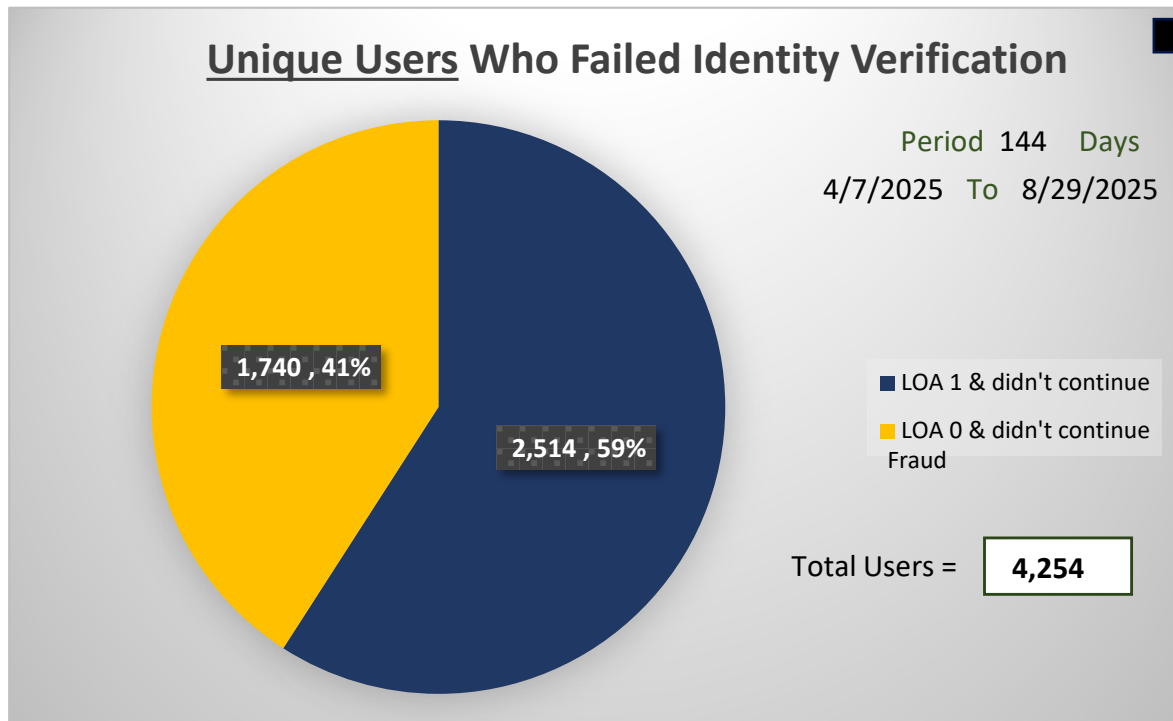
Unique User: Unique email address = unique users that are counted once in order of “Passed”, “Failed”, and “Ghost”.

88% of unique users passed the identity verification without issue.

7% of unique users failed.

5% are ghost users; QR code was generated, but not scanned, OR session was not completed (includes bot attempts that were blocked by IDEMIA).

Identity Verification: Unique Users Who Failed IV Process

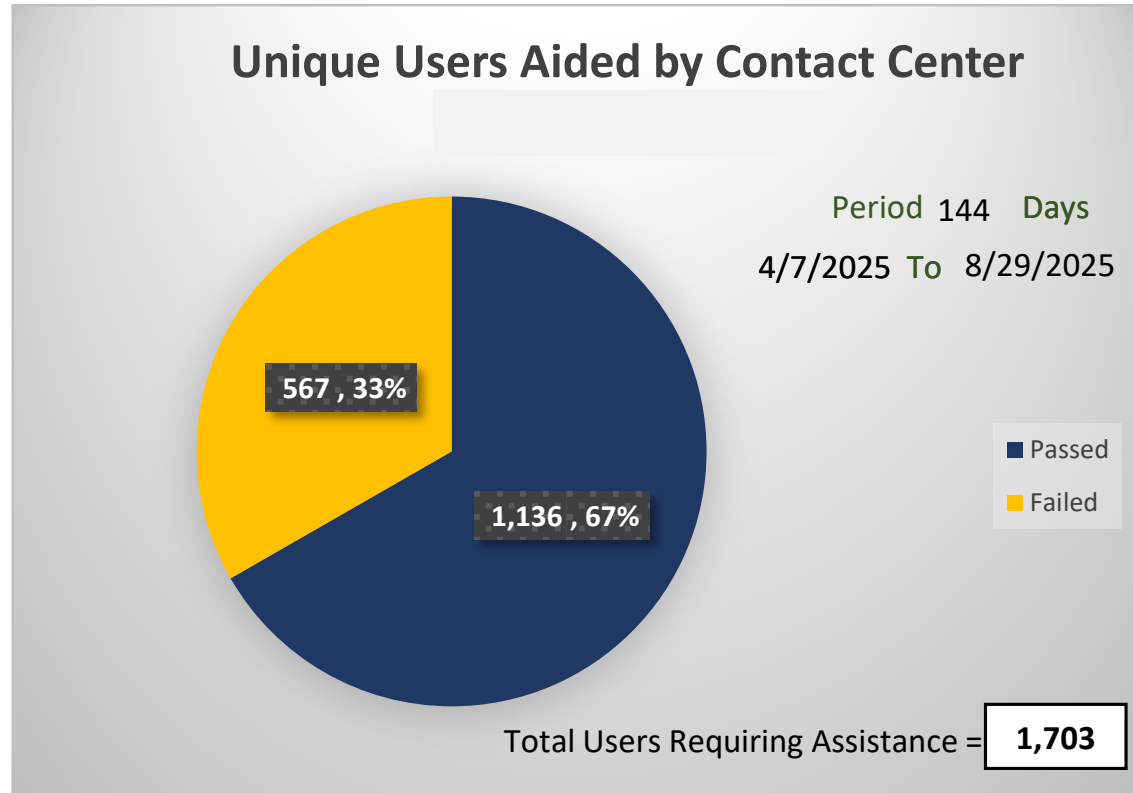


Unique Failed: Of the 4,254 unique users that failed (previous chart), 1,740 (41%) of them were Level of Assurance (LOA) 0. IAW, invalid ID or picture did not match ID. The lowest level of assurance possible. Likely fraud.

LOA 1: Low confidence in the identity. Driver's license appears AI generated. Possibly fraud.

Identity verification is working to block fraudulent credentials and fraudulent individuals, to include numerous attempts by bots.

Identity Verification: Unique Users Aided by Contact Center



The FMCSA Contact Center is helping many of the customers that need assistance with the identity verification process.

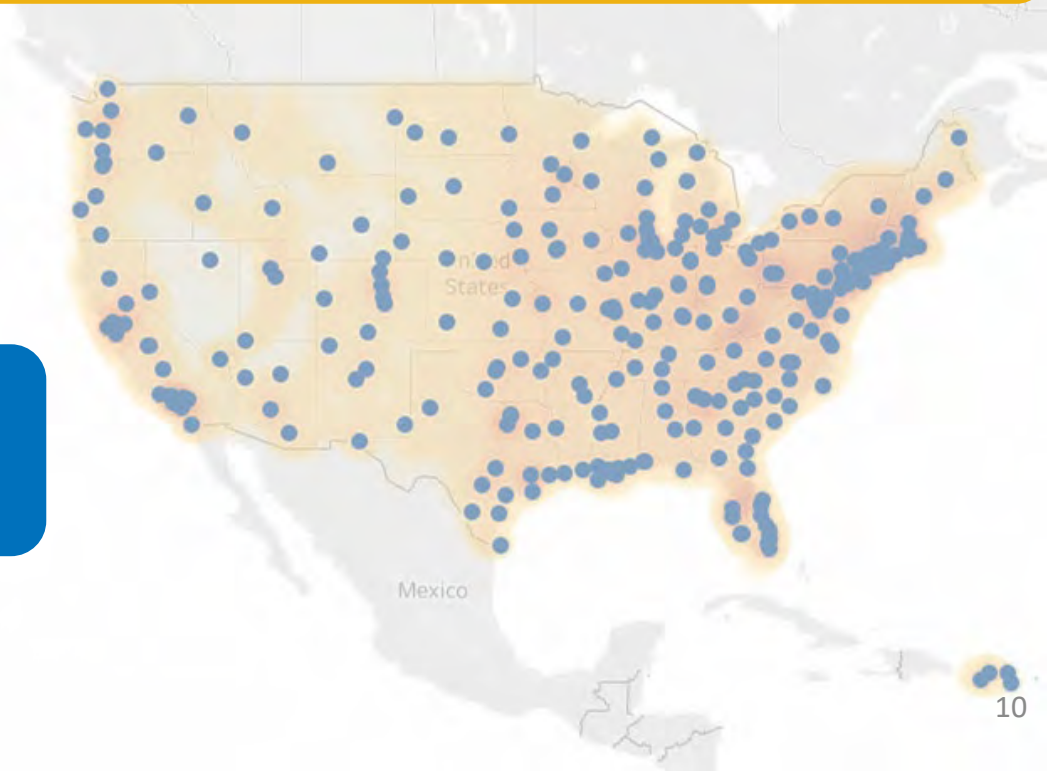


IDEMIA Enrollment Centers

- **300 planned IDEMIA enrollment centers** nationwide that customers will be able to physically access
 - IDEMIA-owned sites
 - AAA offices
 - Truck stops
- **185 enrollment centers** are currently ready to support customers

The FMCSA Contact Center is the first line of defense for troubleshooting and support with the identity verification process!
Visit www.fmcsa.dot.gov/registration/ask-fmcsa.

Call the FMCSA Contact Center for help planning your visit to an enrollment center.





Launch Update: What *Will Not* Happen When Motus Launches

Following concerns raised by customers:

- MC/FF Docket Numbers will not be eliminated in the first release
- Safety Registration will not be implemented in the first release
- There will be no changes to the BOC-3 filing process in the first release

FMCSA will implement these changes in later releases of Motus, the new registration system.



Modernization in Action

FMCSA's new registration system features...

Account page for all registration customers



[Home](#) [Do I need a USDOT Number?](#) [Search](#) [Contact FMCSA](#)

Welcome to MOTUS, the FMCSA Registration and Management system.

Motus streamlines the registration process, enabling entities to submit required information, update records, and comply with federal regulations. It aims to improve safety oversight and data accuracy for the trucking industry.



Regulated Entities & Supporting Companies

Select this option to authenticate through [Login.gov](#). You will be redirected to the Login.gov site to enter your credentials.

[Sign In Login.gov](#)



FMCSA Users

Use this if you have a government email and PIV card. To access the FMCSA system area restricted to authorized personnel.

[Sign In MyAccess](#)



[Dashboard](#) [Account](#) [Correspondence](#) [Contact FMCSA](#)

My Account

USDOT# 8165849 - **Inactive**

Business Information

Legal Business Name	Test Filings for Private Entity	Business Email Address	asdf@abc.com
Business Telephone	+1 (251) 233-3333	Principal Place of Business	212 Washington Washington, DC 22222
Mailing Address	212 Washington Washington, DC 22222		
Doing Business As (DBA)	Private		
Company Officer Name	Test User	Company Officer Title	Chief Safety Officer (CSO)
Company Officer Email	christopher1@dot.gov		

Registrations

[Add Registration](#)

Registration Type	MC/FF/MX Number	Status	Insurance on File	BOC-3	Blanket Company	Action
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Modernization in Action

FMCSA's new registration system features...

Account page for all supporting companies

Supporting companies include transportation service providers, BOC-3 filers, and insurance filers



Account

Manage Users

Manage Filings

Manage Process Agents

Supporting Company Account

Business Information

Filer Number

Business Email Address

Business Address

9907604

asdf@abc.com

212 Washington Washington, GA 22222

Legal Business Name

Business Telephone

Mailing Address

Test Filings for Ins Company

[+1 \(251\) 233-3333](tel:+12512333333)

212 Washington Washington, GA 22222

Capabilities

Capability	Status	View History
Blanket Company	Active	
Insurance Company/Financial Institution	Click here for additional details	

Applications

Create New Application

Type	Date of Application	Requested Capabilities			Edit	Close
Add Supporting Company	7/22/2025	Insurance Company	Surety Bond Provider	Blanket Company		
		Approved	Approved	Approved		

Modernization in Action

Transportation Service Providers can still file on behalf of their customers.....once the customer completes the profile & business information.....and passes identity& business verification

The screenshot shows the MOTUS registration interface. At the top, there's a blue header with the "United States Department of Transportation" logo and a gear icon for settings. Below the header, a dark blue navigation bar contains the "MOTUS" logo and two buttons: "Continue Registration" and "Contact FMCSA". On the left, a sidebar lists the registration steps: "New Customer Registration", "Business Information" (checked), "Who will be completing this application?" (selected), "Selection Questionnaire", "Affiliations", "Affirmations and Oaths", "Payment", and "USDOT Number". The main content area is titled "Who will be completing this application?" and contains two radio button options. The first option, "I will complete the application myself", is selected. The second option, "I will designate a Transportation Service Provider on my behalf", is accompanied by an information icon. A tooltip box explains that a transportation service provider representative is authorized on behalf of the person responsible for the company (owner, president, etc.) to make changes to the company's record via the process of completing and submitting the forms for processing (initial application, biennial update, changes in census record, authority, etc.). There is no regulatory requirement to have a transportation service provider. FMCSA may request additional supporting documentation to verify the transportation service provider's authorization to act on behalf of the company at any time. At the bottom, a blue footer contains the "Federal Motor Carrier Safety Administration" logo and a "Subscribe to Email Updates" button.

United States Department of Transportation

MOTUS

Continue Registration Contact FMCSA

New Customer Registration

- ☒ Business Information
- ☒ Who will be completing this application?
- ☐ Selection Questionnaire
- ☐ Affiliations
- ☐ Affirmations and Oaths
- ☐ Payment
- ☐ USDOT Number

Who will be completing this application?

Who will be completing this application? *

☒ I will complete the application myself

☐ I will designate a Transportation Service Provider on my behalf ⓘ

A transportation service provider representative is authorized on behalf of the person responsible for the company (owner, president, etc.) to make changes to the company's record via the process of completing and submitting the forms for processing (initial application, biennial update, changes in census record, authority, etc.). There is no regulatory requirement to have a transportation service provider. FMCSA may request additional supporting documentation to verify the transportation service provider's authorization to act on behalf of the company at any time.

Federal Motor Carrier Safety Administration

Subscribe to Email Updates

For existing registrants, they will have to grant permissions to the transportation service provider to access their account



Modernization in Action

FMCSA's new registration system features...

Simplified document submission process

Supporting Evidence

Please upload the required supporting documentation to verify your institution's eligibility as a BOC-3 Filer for FMCSA. Acceptable documents may include proof of licensure, regulatory compliance certificates, or other relevant credentials. Ensure that all documents are clear, legible, and in an approved file format, PDF. Failure to provide sufficient supporting evidence may result in processing delays. Submission of such documents do not guarantee FMCSA has review, concurred, nor accepted such document(s).

At least one file must be uploaded to proceed *

Drag and drop or click to choose files

PDF

< Previous

Next >



Modernization in Action

FMCSA's new registration system features...

Access to
one-on-one
live help
with
FMCSA's
Contact
Center

 **FMCSA Registration**

[Continue Registration](#) [Contact FMCSA](#)

Contact FMCSA

We're here to help! If you have questions or need assistance regarding registration, please reach out to our Office of Registration. Our dedicated team is ready to assist you with inquiries about enrollment, course schedules, and any other registration-related concerns. You can contact us via chat, phone, or email using the options below. We look forward to hearing from you



Chat with FMCSA

Chat with Us (8AM-8PM. EST) M-F

Use our chat feature to get real-time help with any questions or concerns. Whether you need guidance on a specific issue or general information, our friendly representatives are just a message away. Simply click the chat icon to start a conversation, and we'll be happy to assist you!

[Launch Chat](#)



Talk with FMCSA

Talk to Us: 1-800-8325660 (8AM-8PM. EST) M-F

Our team is just a phone call away! Contact our support team for personalized assistance with any issues or inquiries you may have. We're here to help you find solutions and ensure you have the best experience possible. Simply dial our support number, and one of our knowledgeable representatives will be ready to assist you. We look forward to speaking with you!

[Talk With Us](#)



Email FMCSA

Email Us

Simply reach out to us via email, and one of our experienced support specialists will get back to you as soon as possible.

[Send Email](#)

Contact FMCSA Options

Safety is everyone's business.

FMCSA will ensure all stakeholders are informed about the change and have what they need to use the new system.

Visit the new **FMCSA Registration Modernization Resource Hub** for updates, tools, and resources to prepare you for the launch later this year.

- **Read** about modernization efforts
- **Subscribe** to email updates specific to your role
- **Download** factsheets and other resources

<https://www.fmcsa.dot.gov/registration/resources-hub>

New Registration System Factsheet

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

FMCSA Launching New Registration System in 2025

The start of a new, safer journey with FMCSA.

What is the new registration system?
The Federal Motor Carrier Safety Administration (FMCSA) is developing a new registration system to streamline the registration process for new applicants and the management of the registration life cycle for existing registered entities. The platform will be a one-stop shop that includes user roles for individuals and businesses that support registered entities.

Here's what's coming down the road.
FMCSA will begin rolling out the new system in phases beginning in 2025. Throughout the development of the system, FMCSA has sought input from stakeholders and partners. Stakeholder feedback will continue to be collected and will help inform features coming in future releases.

Modernizing FMCSA Registration
FMCSA's goal with the launch of the new registration system is to simplify the registration process, streamline identification, improve the user experience, and incorporate enhanced verification tools.

- Simplified Registration Process**
 - Consolidation of FMCSA forms into a single online system.
 - Easily accessible account pages to view and manage user and business information, preferences, and activity.
 - Enhanced user roles.
- Streamlined Registration**
 - All regulated entities.
 - Operating authority of the USDOT Number instead of receiving USDOT Number sub.
- Improved and Intuitive**
 - Enhancements will include validation, smart log.
 - Mobile devices and information on the go.
- Enhanced Verification**
 - New identity verification and control system.
 - New business verification key information, such as...
 - The system will support officials and their sub-providers, and blank...

Visit www.fmcsa.dot.gov/registration/resources-hub
FMCSA Registration System Modernization

United States Department of Transportation
FMCSA
Federal Motor Carrier Safety Administration

Search

About FMCSA Regulations Registration CDL Safety Research News

Registration Modernization: Connect With Us

[Registration Homepage](#) [Return to Resources Hub](#)

Safety is Everyone's Business

FMCSA conducted listening sessions and hosted stakeholder days to gather input from registration stakeholders and partners. FMCSA's new registration system will be launched in phases, allowing FMCSA to collect feedback even after launch to identify refinements and enhancements. Subscribe to email updates, watch recordings, and learn more about how to participate in the conversation below.

Subscribe to Email Updates

Stay informed with email updates delivered straight to your inbox, highlighting the latest news on registration modernization and new resources to help you navigate registration changes. Subscribe to one or more lists below based on your role in registration.

- [Subscribe to General Updates](#)
- [Subscribe to Updates for Blanket Companies](#)
- [Subscribe to Updates for Service Providers](#)
- [Subscribe to Updates for Financial Filers](#)

*Registration Modernization Resource Hub:
Subscribe to Email Updates*

National Registry (NRII)



National Registry II (NRII): The Move to a Single Source of Truth

- The Past



Paper Certification Ending

- The era of the “Paper Medical Card” (Form MCSA-5876) as primary proof is ending. The CDLIS Motor Vehicle Record (MVR) becomes the sole official record.

- The Transition



Hybrid Reality: January 11, 2026 – April 10, 2026

- Critical Waiver Period. Due to State delays, Carriers and Drivers may continue to use paper MECs for up to 60 days after issuance. Prepare for digital, but carry the paper.

- The Future

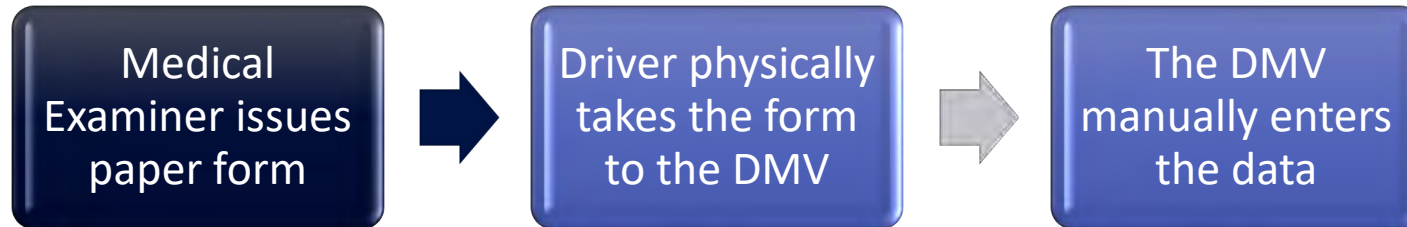


Full Digital Compliance

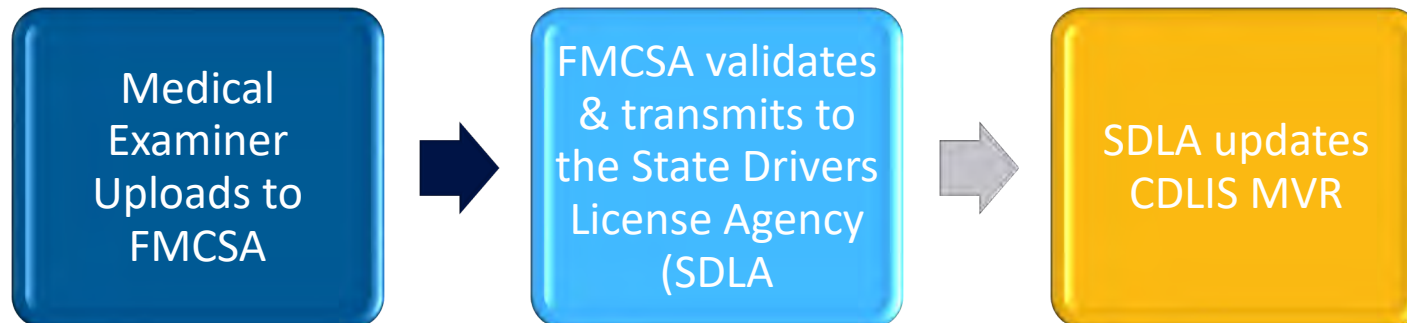
- Electronic transmission is the standard. Rule effective date: June 23, 2025. Full enforcement post-waiver: April 11, 2026.

Understanding National Registry II (NR II)

- The Old Way



- The New Way



Key Insight:
Reporting requirements for Medical Examiners (MEs) have tightened from every 30 days to midnight (local time) of the next calendar day following the exam.



Why Digital?

- **Objective:** To improve the quality of driver medical certification information and ensure only medically qualified drivers operate in interstate commerce.



Fraud Prevention

- Eliminates uncertified MEs issuing paper certificates.
- Only certified MEs can upload results directly to the National Registry



Real-Time Data

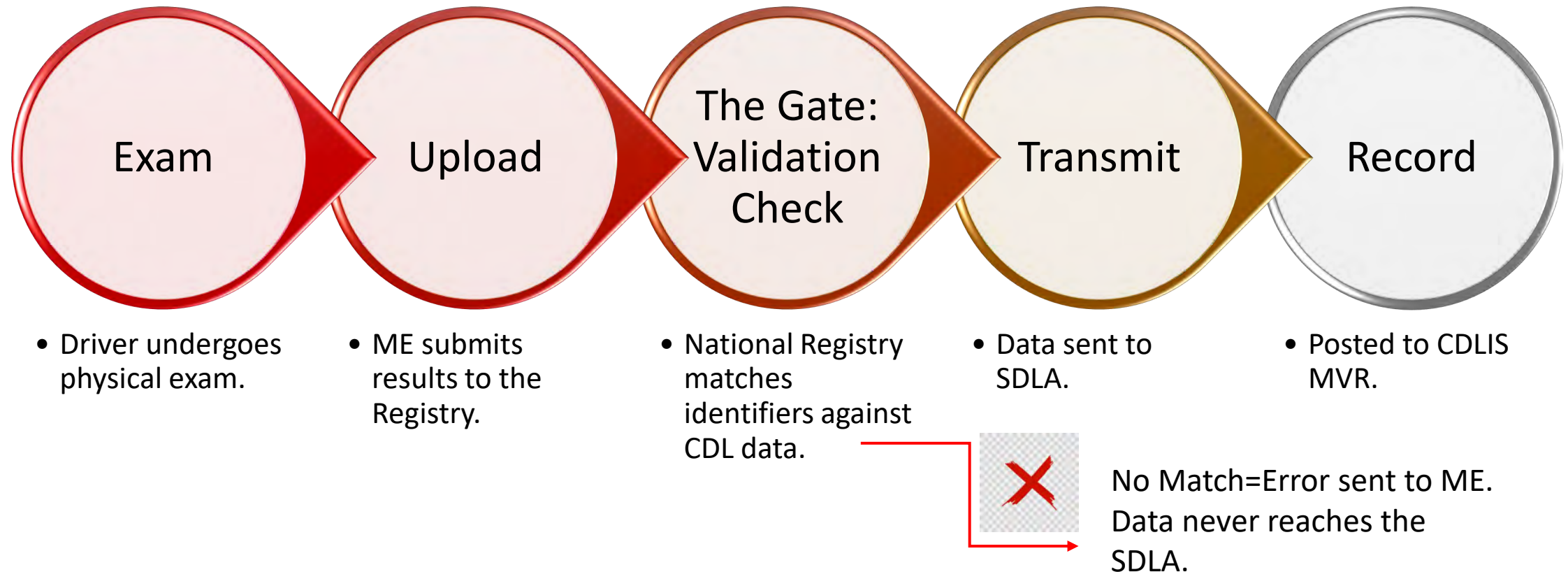
- Provides roadside inspectors and law enforcement with the most current medical status immediately via CDLIS.



Accuracy

- Reduces manual data entry errors at the State (SDLA) level by automating the feed directly from the Medical Examiner.

The Electronic Ecosystem: From Exam to Record





The Critical Bottleneck: Data Validation

Last Name

Date of Birth
(DOB)

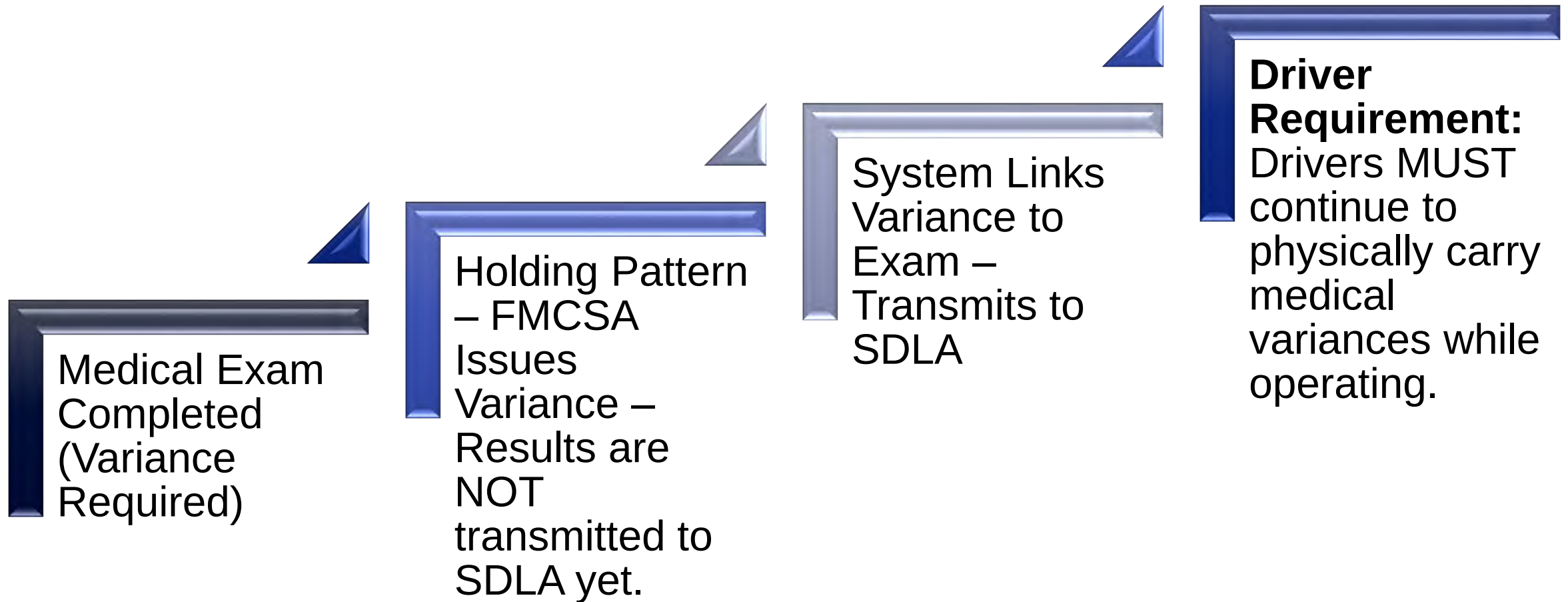
Licensing
State

Driver License
Number

- **The Problem:** The system requires an EXACT match
 - If these four data points do not align perfectly with the State licensing record, the transmission fails
- **The Consequences:** The ME receives a “one-time error message task.”

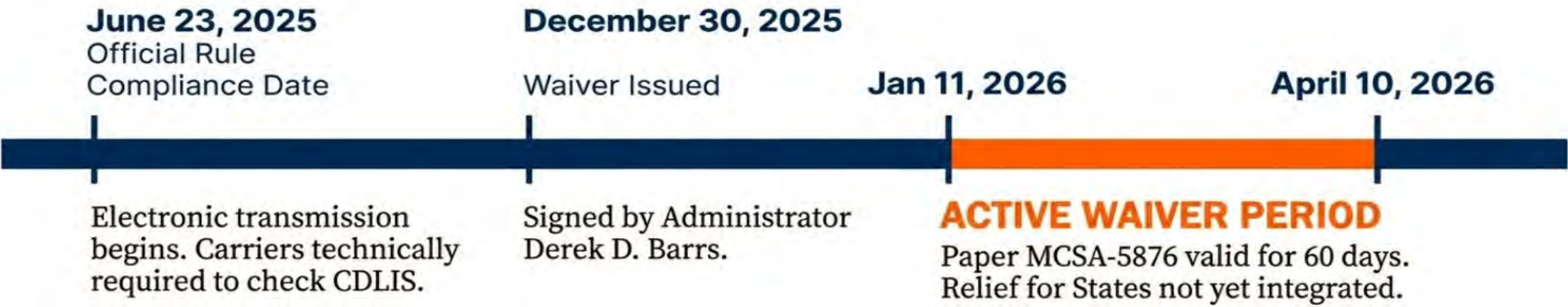


Workflow for Medical Variances (SPE Certificates and Exemptions)





The Implementation Timeline (2025-2026)





Understanding the Waiver (Through April 2026)

- The Context

- As of December 30, 2025, 42 States and the District of Columbia have implemented NRII.
- 5 states have **not** implemented NRII.
 - Alaska
 - California
 - Kentucky
 - Louisiana
 - New Hampshire
- To prevent operational stoppage, FMCSA issued a temporary waiver.
- [Nationalregistry.fmcsa.dot.gov/nriilearning-center](https://nationalregistry.fmcsa.dot.gov/nriilearning-center)

- The Relief Measures

- Extends ability for Carriers to use the paper MEC as proof for up to 60 days after issuance.
- Waives the 15-day requirement in 49 CFR 391.23(m).
- Condition: Driver **MUST** have the valid paper MEC on their Person.

“FMCSA strongly recommends that... medical examiners continue to issue paper Medical Examiner’s Certificates, Form MCSA-5876, to drivers at the time of their examination until further notice.”

Driver Protocol: The Exam & Data Entry

- **Timing:** Schedule exams well in advance of expiration to allow buffer for error correction.
- **Documentation:** Bring the Driver's License and any supporting medical documentation.
- **Data Verification:** When completing Form MCSA-5875, write information EXACTLY as it appears on the Driver's License.
- **The “Copy” Rule:** Remind the ME to make a photocopy of the Driver's License (essential for fixing errors later).
- **Digital Check:** If possible, review the data entry on the ME's screen before submission.



The image shows a magnifying glass focusing on a Driver's License and Form MCSA-5875. The Driver's License is a blue card with a white silhouette of a person. It contains the following information:

- ID: 33356789
- DOB: 02/15/2033
- NAME: DUMMY DUMMY NAME
- EXPIRATION: 07/01/2023
- DOB DATE: 12/01/2024
- DOB CITY: 08/11/2022
- DRIVER'S LICENSE: 00619692

The Form MCSA-5875 is a white form with a blue header. It contains the following information:

- FORM MCSA-5875
- DUMMY PERSONAL INFORMATION
- LAST NAME: DUMMY
- DOB: 02/15/2033
- DOB DATE: 12/01/2024
- DOB CITY: 08/11/2022
- DOB STATE: 00619692
- DOB ZIP: 00619692
- DOB CITY: 08/11/2022
- DOB STATE: 00619692
- DOB ZIP: 00619692

Troubleshooting: If the Record Fails to Update

The Source

- Contact the Medical Examiner. Ask them to log into the National Registry and check for “Error Message Tasks.” They must correct using the license copy and resubmit.

The State

- Contact the SDLA. Verify if they received the transmission. Offer the paper MCSA-5875 as a troubleshooting aid.

FMCSA National Registry

- If unresolved, contact FMCSA National Registry Technical Support.
- Email: fmctechsup@dot.gov
- Phone: (617) 494-3003



Motor Carrier Protocol: Verification & Dispatch

- **The New Standard**

- Carriers must use the MVR obtained from the licensing State to verify certification.
- Until April 10, 2026: Carriers may accept the paper card for up to 60 days if the digital record is pending.
- NOTE: If a driver's digital information hasn't transmitted and the paper card is expired (and outside waiver protections), the carrier must NOT allow the driver to operate.



Exception: Non-CDL Holders

- Scope: NRII DOES NOT apply to non-CDL holders.
- Why: Non-CDL holders do not have a CDLIS MVR, so there is no digital destination for the data transmission.
- Protocol:
 - ME must still issue the original/paper Form MCSA-5876.
 - Drivers must still carry the paper certificate while operating.
 - Carriers must verify the ME is on the National Registry and retain the paper copy in the driver qualification file.



National Consumer Complaint Database (NCCDB)





Safety is a Shared Responsibility

Reporting unsafe practices protects compliant carriers, empowers drivers, and saves lives. The National Consumer Complaint Database (NCCDB) is the central clearinghouse for safety-related grievances.



The Tool: National Consumer Complaint Database (NCCDB)

Help make America's roadways safer by reporting unsafe or unfair practices related to large trucks and buses.

Want To File a Complaint?

Complaints can be filed against:

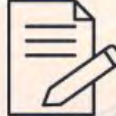
- Moving Company and Brokers
- Bus Company
- Truck Company
- Hazardous Material Shipper
- Cargo Tank Facility
- Electronic Logging Device Provider
- Medical Review Officer
- Substance Abuse Professional
- Property Brokers

[File A Complaint >](#)



Learn About Eligible Complaints

[Learn More](#)



Learn How To File a Complaint

[Learn More](#)



Frequently Asked Questions

[Learn More](#)

<http://nccdb.fmcsa.dot.gov>

Also accessible via 1-888-DOT-SAFT (1-888-368-7238)

Who Can File a Complaint?



Consumer

Submit a complaint as someone who uses transportation services

This includes:

- Used interstate movers, brokers, or auto haulers
- Ridden a bus, limousine, or motor coach as a passenger
- Witnessed a safety problem on the road
- Received shipment of hazardous materials



Driver

Submit a complaint as a commercial driver or someone who works for a transportation company

This includes:

- Operate trucks and buses



Industry Professional

Submit a complaint as a transportation industry business or professional

This includes:

- Bus and truck companies
- Shippers
- Insurers
- Brokers
- Owner-operators
- Consortia/third-party administrators
- Purchasers and users of cargo tanks
- Work for a truck or bus company in another role (e.g., safety manager)



Reporting Substantial Violations

Definition:

A violation that could reasonably lead to, or has resulted in, serious personal injury or death.

The 90-Day Filing Rule



Complaint must be filed within 90 days of the event.

Driver Protections: Harassment vs. Coercion

Harassment



Involves use of ELD or technology to contribute to harassment.
Reference: §390.36(b)(1).

Coercion



Forcing a driver to violate regulations under threat of withholding business, employment, or work opportunities or taking or permitting an adverse employment action against a driver.
Reference: §390.6(a).

NOTE: Both must be filed within 90 days of the event.



The "Must-Haves" for a Valid Complaint

- Each complaint must be signed by the complainant and must contain:
 1. The name, address, and telephone number of the person who files it;
 2. The name and address of the alleged violator and, with respect to each alleged violator, the specific provisions of the regulations that the complainant believes were violated; and
 3. A concise but complete statement of the facts relied upon to substantiate each allegation, including the date of each alleged violation.



Step 1: Initiating the Complaint

✓

Complaint Type

Incident Inform...

Allegations

Contact Inform...

File Upload

Review & Submit

Who is your complaint against?



Moving Company



Truck Company



Bus Company

Step 2: Incident Logistics

Incident Information

☐ If your complaint does not involve a specific move or route, check here to bypass the below section. E.g. This would apply if you are reporting a company who does not have authority to operate from FMCSA

Job Number Bill of Lading.....	Delivery Date
*Pickup Date	Destination Address
Origin Address	*Destination City
*Origin City	*Destination Country Select an Option

Select an Allegation Category

Auto Hauler

Moving Broker (Arranges
Transportation but
another company
delivered)

Moving Company
(Household Goods)
Complaint Types

Deceptive
Practices

Operating Authority and
Financial Responsibility

Filer Information

*First Name	*Last Name
Email	*Phone
Address 1	Address 2 ⓘ
City	Country Select an Option ▼
Zip	State / Province Select an Option ▼
Company Name ⓘ If you represent a company, please enter your company information.	U.S. DOT# ⓘ Your Company U.S. DOT# if available
Company Type ⓘ If you represent a company, please enter your company type. ▼	



Step 3: Company Information

✓

✓

✓

✓

✓

Company In...

File Upload

Review & Su...

Company Information

You can add and search for multiple companies if your complaint involves more than one.

*Search Term

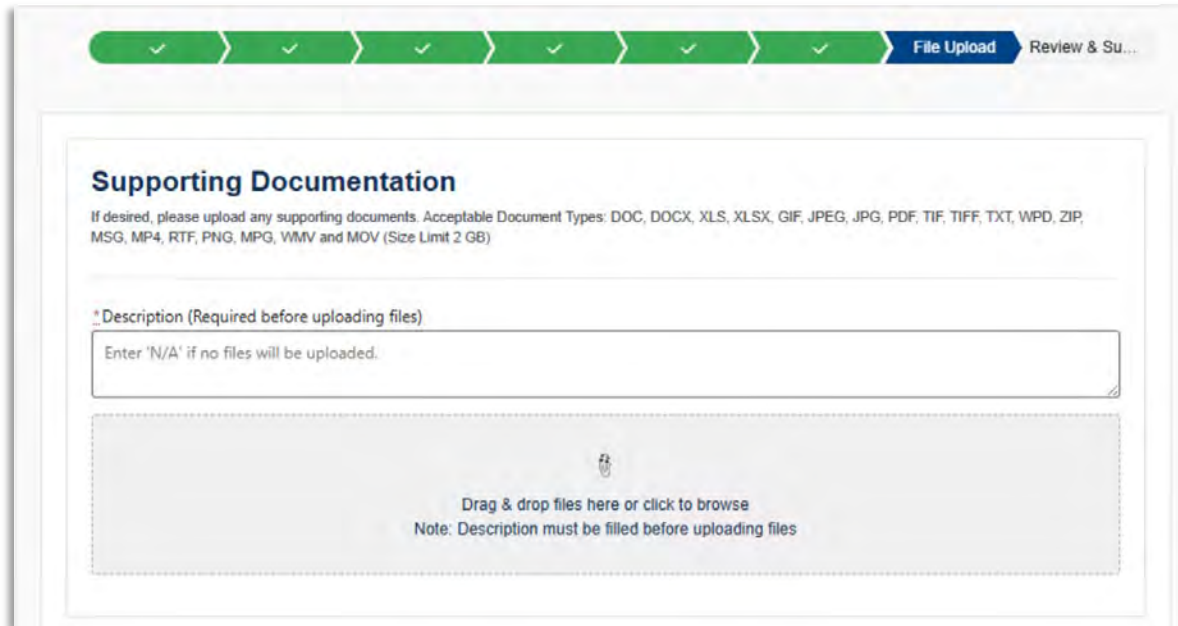
Q Enter Company Name Or Company DOT Number

Use the search buttons below to search by company name or DOT number. Press Enter to search.

Search Name

Search DOT #

Step 4: Supporting Documentation



The screenshot shows a web interface for uploading supporting documentation. At the top, a progress bar consists of seven green chevron icons, with the last one labeled 'File Upload' and the next one labeled 'Review & Su...'. Below the progress bar, the section is titled 'Supporting Documentation'. A note states: 'If desired, please upload any supporting documents. Acceptable Document Types: DOC, DOCX, XLS, XLSX, GIF, JPEG, JPG, PDF, TIF, TIFF, TXT, WPD, ZIP, MSG, MP4, RTF, PNG, MPG, WMV and MOV (Size Limit 2 GB)'. There is a text input field with the label '* Description (Required before uploading files)' and a placeholder text 'Enter 'N/A' if no files will be uploaded.'. Below the text field is a large dashed rectangular area for file uploads. Inside this area, there is a small icon of a person and the text 'Drag & drop files here or click to browse' and 'Note: Description must be filled before uploading files'.

- Evidence (up to 2 GB)
 - Records of duty status
 - Photos
 - Video
 - Bills of Lading
 - Text messages



Step 5: Review and Submit

- Review & Submit
 - Check that the information you entered is correct.
 - Scroll to the bottom of the page to certify the statement and submit the complaint.
 - If you would like a copy of your complaint, ensure you print or save your complaint page before selecting the "Submit Complaint" button.

Certification Statement

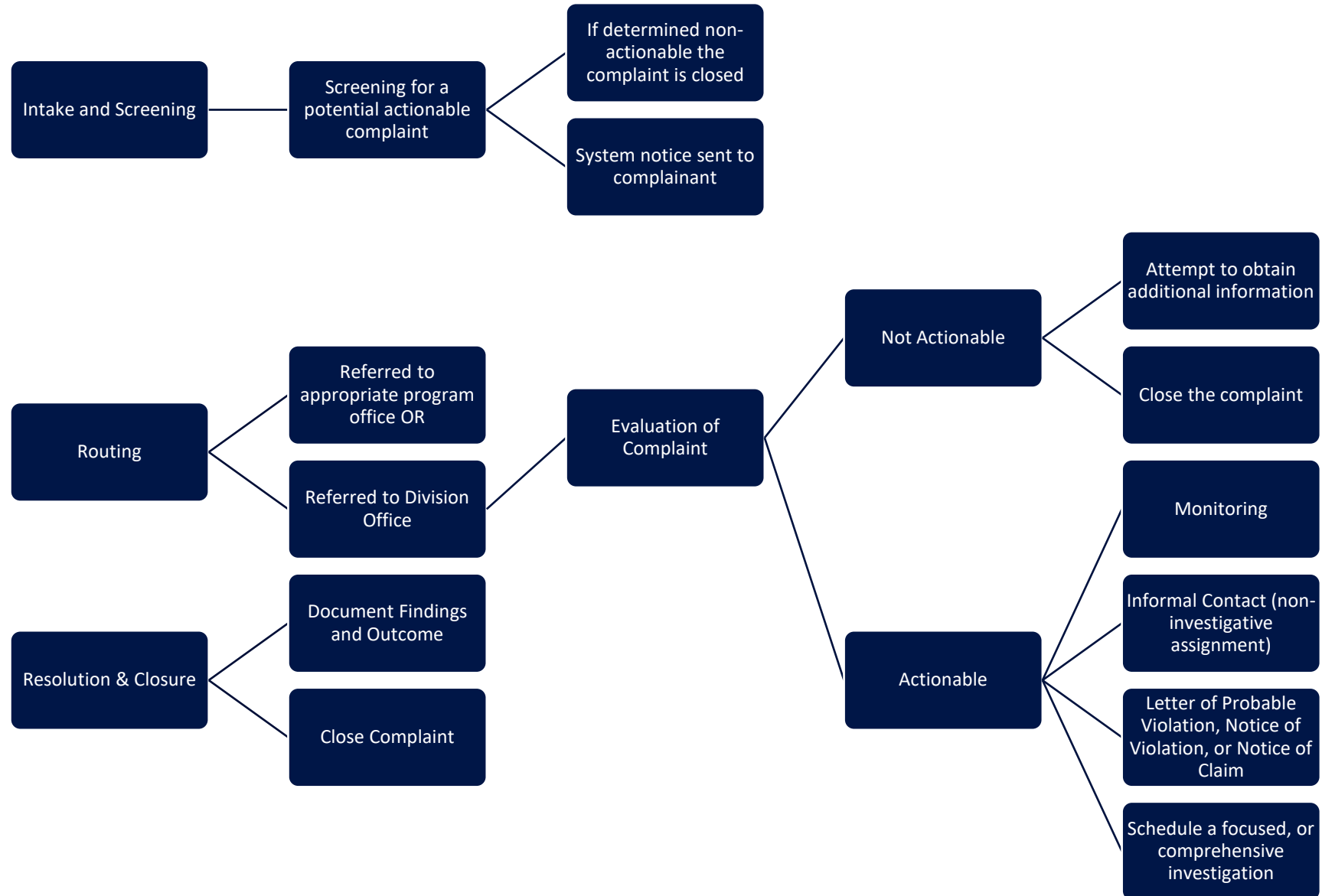
✖
..

☒ By checking this box, I certify/understand that the statements and information I am submitting in support of this complaint (allegation) are, to the best of my knowledge, true, accurate and complete.

Submit Complaint



What Happens After Submission?





NCCDB Contact Information

- To File a Complaint
- <https://nccdb.fmcsa.dot.gov>
- 1-888-368-7238

National Consumer Complaint Database

Help make America's roadways safer by reporting unsafe or unfair practices related to large trucks and buses.





Entry Level Driver Training (ELDT)



Establishing a National Safety Baseline

- Entry-Level Driver Training (ELDT) sets a uniform federal standard for safety. It ensures every new driver possesses the same essential skills before attempting the CDL skills test.



"Ensuring that only qualified drivers are behind the wheel."

Who Needs Training? (Applicability Scope)



First-Time Applicants

Obtaining a Class A or Class B CDL for the first time.

Upgrades

Upgrading an existing Class B CDL to a Class A CDL.

Endorsements

Obtaining a School Bus (S), Passenger (P), or Hazardous Materials (H) endorsement.

Note: ELDT regulations do not apply to individuals holding a valid CDL or endorsement prior to February 7, 2022.



The Critical Path: Data Flow in the Registry



The loop is only closed when accurate data reaches the Registry.

The Four Pillars of Provider Compliance



Curricula

Training must follow specific FMCSA curriculum requirements. (49 CFR Part 380, Appendices A, B, C, D, and E)



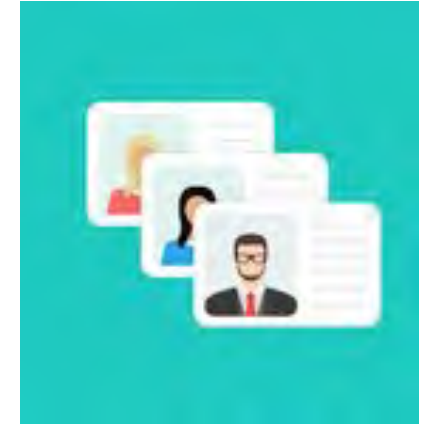
Instructors

Must utilize qualified theory and behind-the-wheel instructors.
(49 CFR Part 380.605)



Facilities and Vehicles

Classrooms, ranges, and safe CMVs complying with federal/state safety laws.
(49 CFR Part 380.709 – 711)



State Licensing

Must comply with applicable laws and regulations of any State where you conduct in-person training.

Providers self-certify compliance under penalty of perjury.



Theory Training: Proficiency Over Time

Minimum Hours.



Proficiency Standard.

80% Assessment Score Required.

Includes Basic Operation, Safe Operating Procedures, Advanced Operating Practices, Vehicle Systems, and Non-Driving Activities.



Behind-the-Wheel (BTW) Training: Demonstrating Mastery

Range Training

- No minimum hours
- Must document student proficiency in all required skills

Public Road Training

- No minimum hours
- Must document student proficiency in all required skills



The Hazmat (H) Endorsement Exception

- Unlike other endorsements, Hazmat requires NO Behind-the-Wheel training.
- Completion is verified by the State before the Knowledge Test.

**Theory Only
Training**



Tactic #1: The Registration Loop

- 49 CFR Part 380.719 states,

(a) To be eligible for continued listing on the TPR, a provider must:

(1) Meet the requirements of this subpart and the applicable requirements of [§ 380.703](#).

(2) Biennially update the Entry-Level Driver Training Provider Registration Form.

(3) Report to FMCSA changes to key information, as identified in [paragraph \(a\)\(3\)\(i\)](#) of this section, within 30 days of the change.

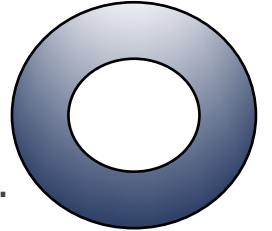
(i) Key information is defined as training provider name, address, phone number, type(s) of training offered, training provider status, and, if applicable, any change in State licensure, certification, or accreditation status.

(ii) Changes must be reported by electronically transmitting an updated Entry-Level Driver Training Provider Registration Form.

(4) Maintain documentation of State licensure, registration, or certification verifying that the provider is authorized to provide training in that State, if applicable.

(5) Allow an audit or investigation of the training provider to be completed by FMCSA or its authorized representative, if requested.

(6) Ensure that all required documentation, as set forth in [§ 380.725](#), is available to FMCSA or its authorized representative, upon request. The provider must submit this documentation within 48 hours of the request.



Tactic #2: The Midnight Rule

- **49 CFR § 380.717** states, training providers must electronically transmit certification information by midnight of the second business day following the driver-trainee's completion of the training.



- The information must be transmitted through the TRP website and include:
 - the driver-trainee's name,
 - license number,
 - the type of training completed,
 - total clock hours spent on behind-the-wheel training,
 - the training providers name and unique TPR identification number, and
 - the date of successful completion.



Tactic #3: Account Management & Security



Do Not Share Credentials.

Login info is individual-specific.

Use the 'Assistants' Feature.

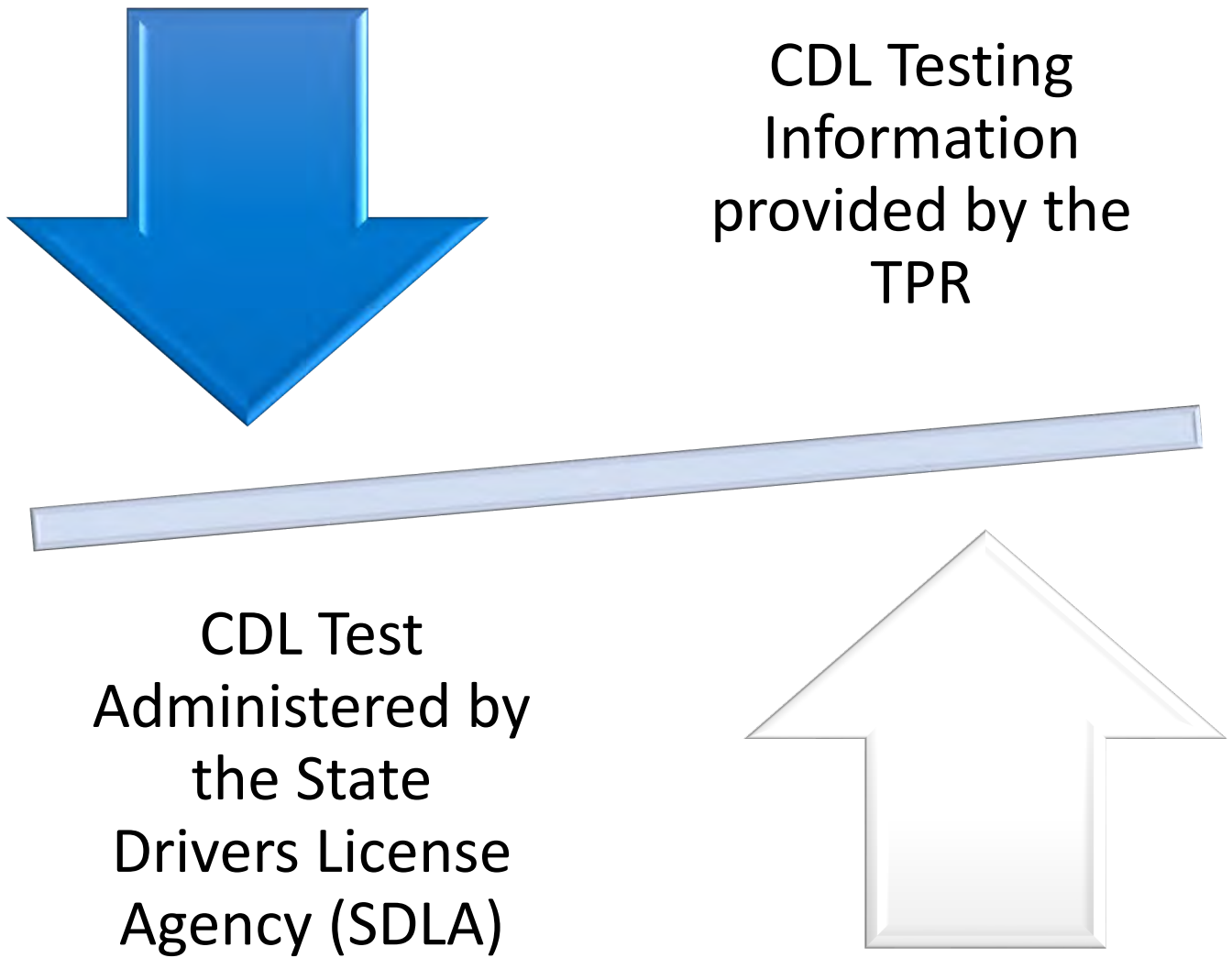
Delegate data entry without giving full admin rights.

Maintain all assessment records for audits.



The State Verification Gate

- SDLAs cannot administer the CDL test if the TPR status is not 'Complete'.



Resources & Technical Support



TPR Website

www.tpr.fmcsa.dot.gov

FAQs,
Tutorials
Registration
Guides

Email Updates

Sign up for
FMCSA alerts
on regulatory
changes.

Developer Toolkit

Download
documentation for
integrating IT
systems with the
TPR Web Services.



The Future of Fatigue Management: The Flexible Sleeper Berth Pilot Program





FMCSA Seeks 18 Drivers to Help Test HOS Pilot Programs

• Monday, March 2, 2026 BULLETIN Contact: fmcsa.publicaffairs@dot.gov

FMCSA currently seeks 18 drivers to help the agency test and fine-tune two upcoming hours-of-service pilot programs. Over the course of six weeks, these drivers will help us make sure the study plans, training materials, and data collection tools are clear, practical, and ready for broader rollout.

The goal of these programs is to test alternatives to the current hours-of-service requirements which have the potential to improve the lives and working conditions of American truck drivers through greater flexibility, while simultaneously maintaining equal or greater levels of safety.

The Agency is seeking **nine drivers who currently use “split sleeper berth” options** (either “8/2” or “7/3”) and, most importantly, who want to test regularly using one or both of these new split options (“6/4” and “5/5”) for six weeks.

FMCSA also needs **nine drivers whose schedules currently and regularly require them to drive up to the end of their 14-hour “driving window”** and would also like to test the option to “pause” the window for 30 minutes minimum and up to 3 hours maximum by taking an extra break either:

- (a) off-duty or in the sleeper berth in any location, or,
- (b) on-duty (not driving) at the location of a pickup or delivery of cargo

• Visit FMCSA’s [Hours-of-Service webpage](#)



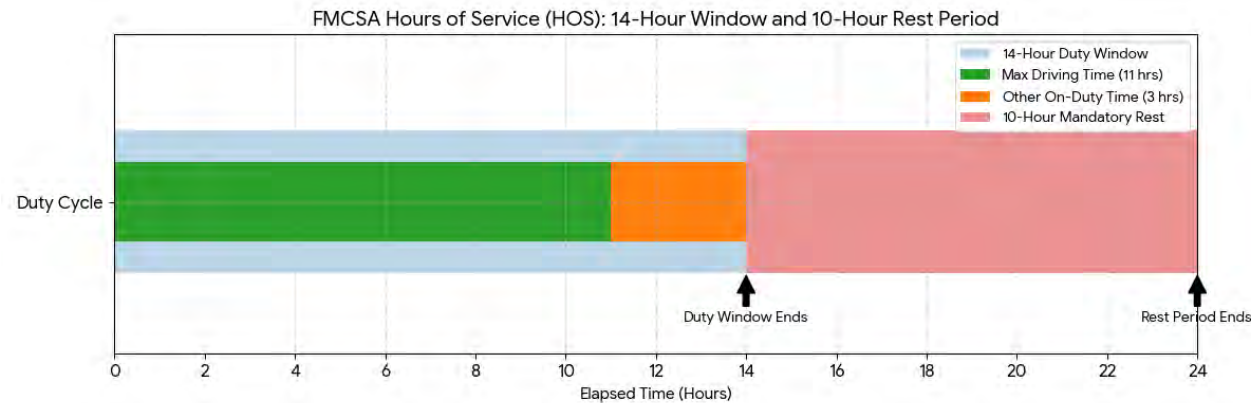
Flexible Sleeper Berth Pilot Program

Bridging Laboratory Science and Real-World Highway Safety

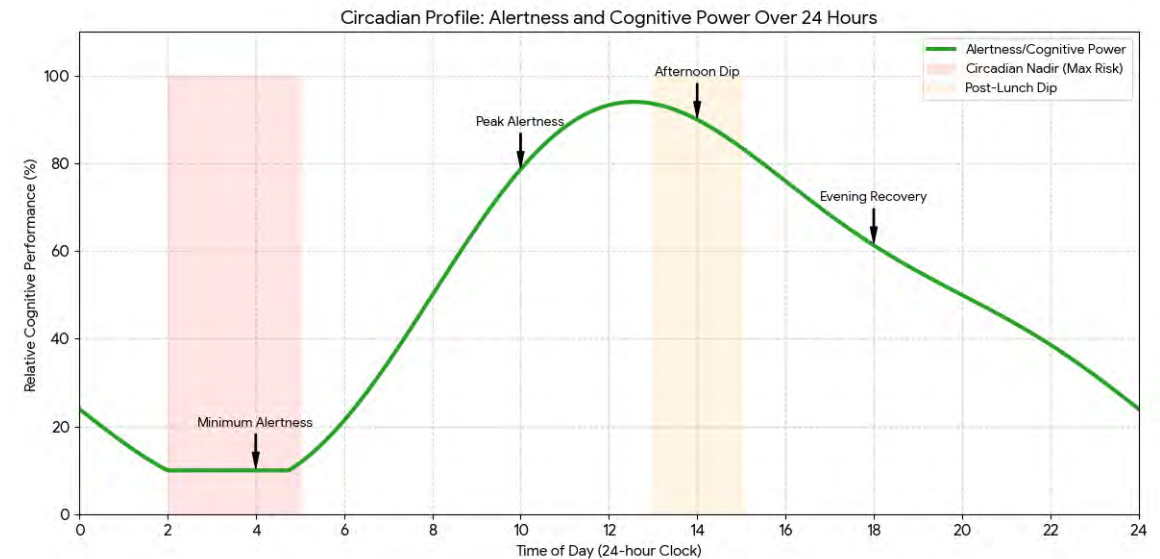
- A joint proposal by the American Trucking Associations (ATA) and the Minnesota Trucking Association (MTA).
- Aim to: Expand our collective knowledge of fatigue management to improve driver alertness and highway safety.

The Conflict: Biological Needs vs. Regulatory Rigidity

Regulatory Reality (49 CFR Part 395.3)



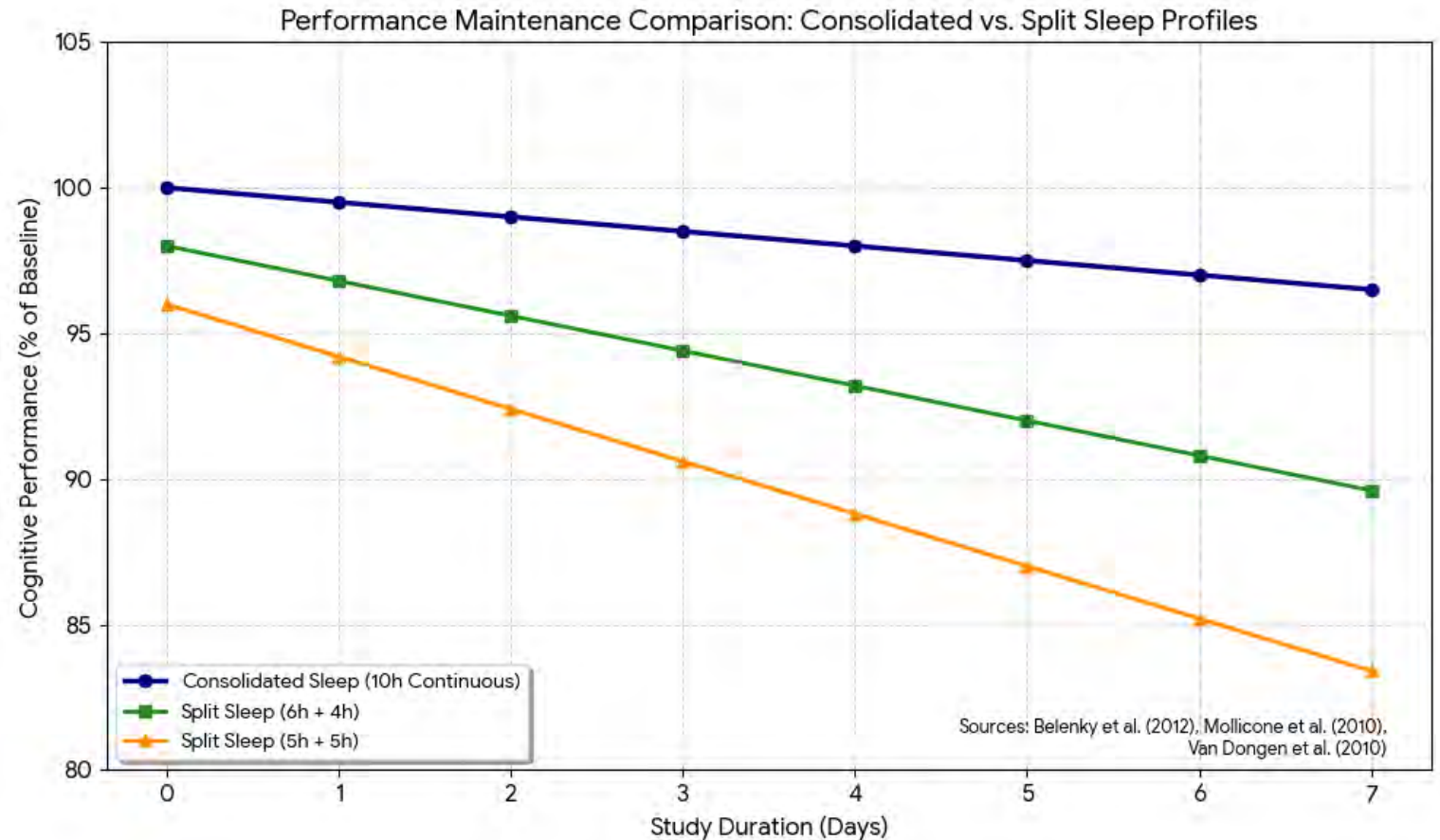
Biological Reality (Human Circadian Rhythm)



The Problem: Human alertness is dynamic. Regulations are static. Forcing drivers to sleep when they are alert, or drive when they are tired, may inadvertently compromise safety.

The Scientific Catalyst: Split Sleep is Viable

- Key Findings
 - Consolidated sleep is not the only way to restore performance.
 - Split sleep schedules (e.g., 6/4 or 5/5 maintain neurobehavioral performance equivalent to consolidated sleep.



“The quality and quantity of sleep obtained in the sleeper berth is less than that obtained at home.”

From the Lab to the Road: The Pilot Program

Laboratory Science



Evidence suggests flexibility works.

Flexible Sleeper Berth Pilot Program



Real-World Operations



Current rules prohibit flexibility.

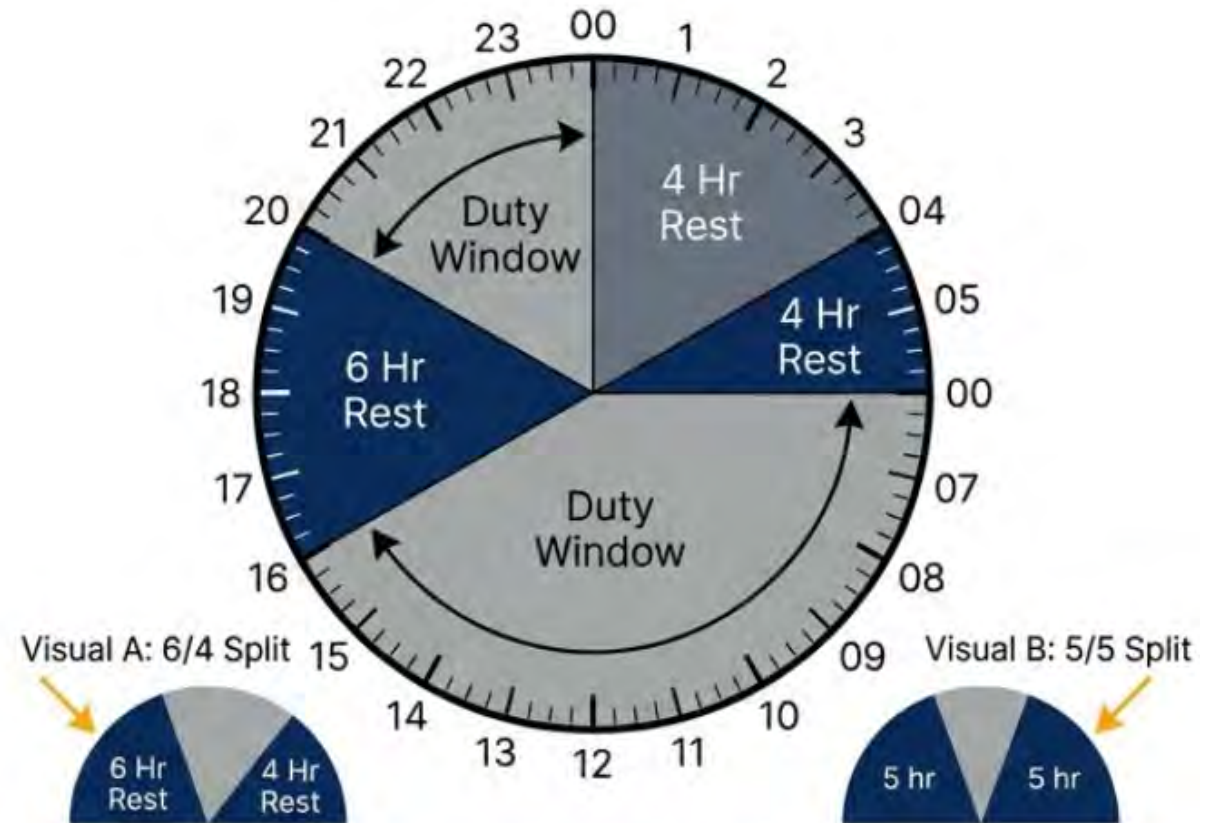
To collect real-world data on the safety impacts of increasing off-duty time flexibility for professional CDL drivers.

The Intervention: Testing Flexibility

Current Status Quo (Rigid)



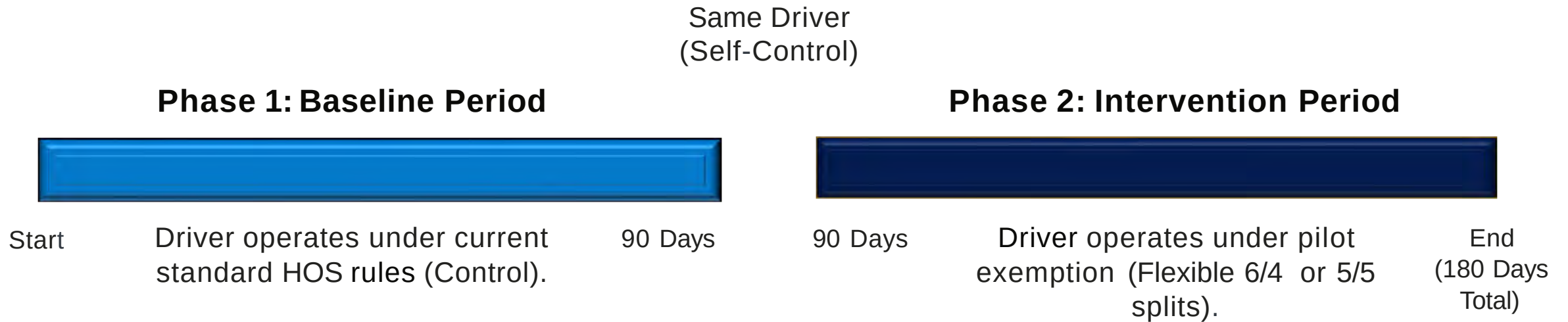
Pilot Program (Flexible Splits)



*Both must sum to at least 10 hours.

Drivers participating in the pilot are granted an exemption from 49 CFR 395.3(a)(2), allowing them to split their 10-hour off-duty requirement into two segments (e.g., 6/4, 5/5) provided the total is at least 10 hours.

Study Design: Within-Subject Comparison



- Sample Size: 200 Professional CDL Drivers
- Total Duration: Up to 3 Years of Data Collection

Monitoring the Driver: Psychomotor & Physiological Data

Actigraphy



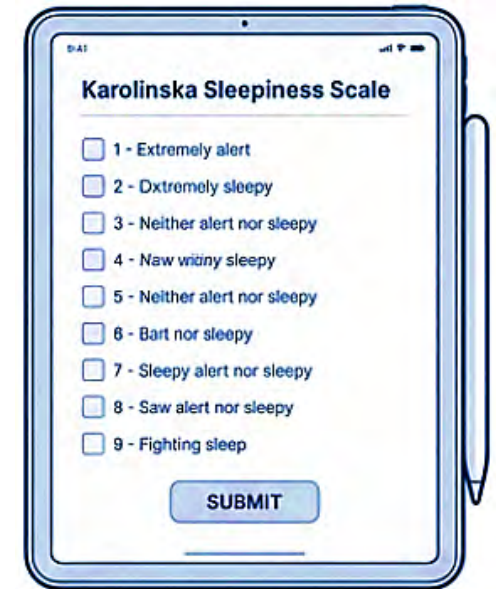
Objective measurement of sleep quantity and quality during all off-duty periods.

Psychomotor Vigilance (PVT)



3-minute reaction time tests performed at start-of-shift, mid-shift, and end-of-shift to measure alertness degradation.

Subjective Logging (KSS)

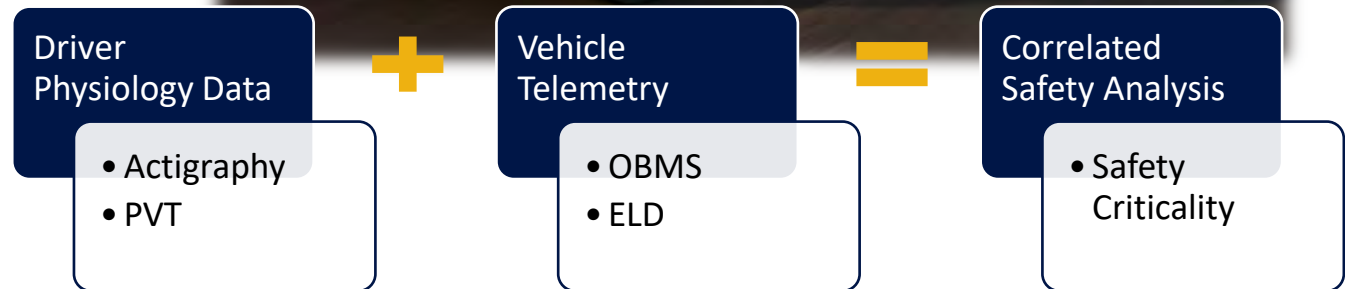


Karolinska Sleepiness Scale. Drivers rate their own perceived fatigue levels throughout the duty cycle.

Strict screening ensures all participants hold valid CDL & Medical Cards.

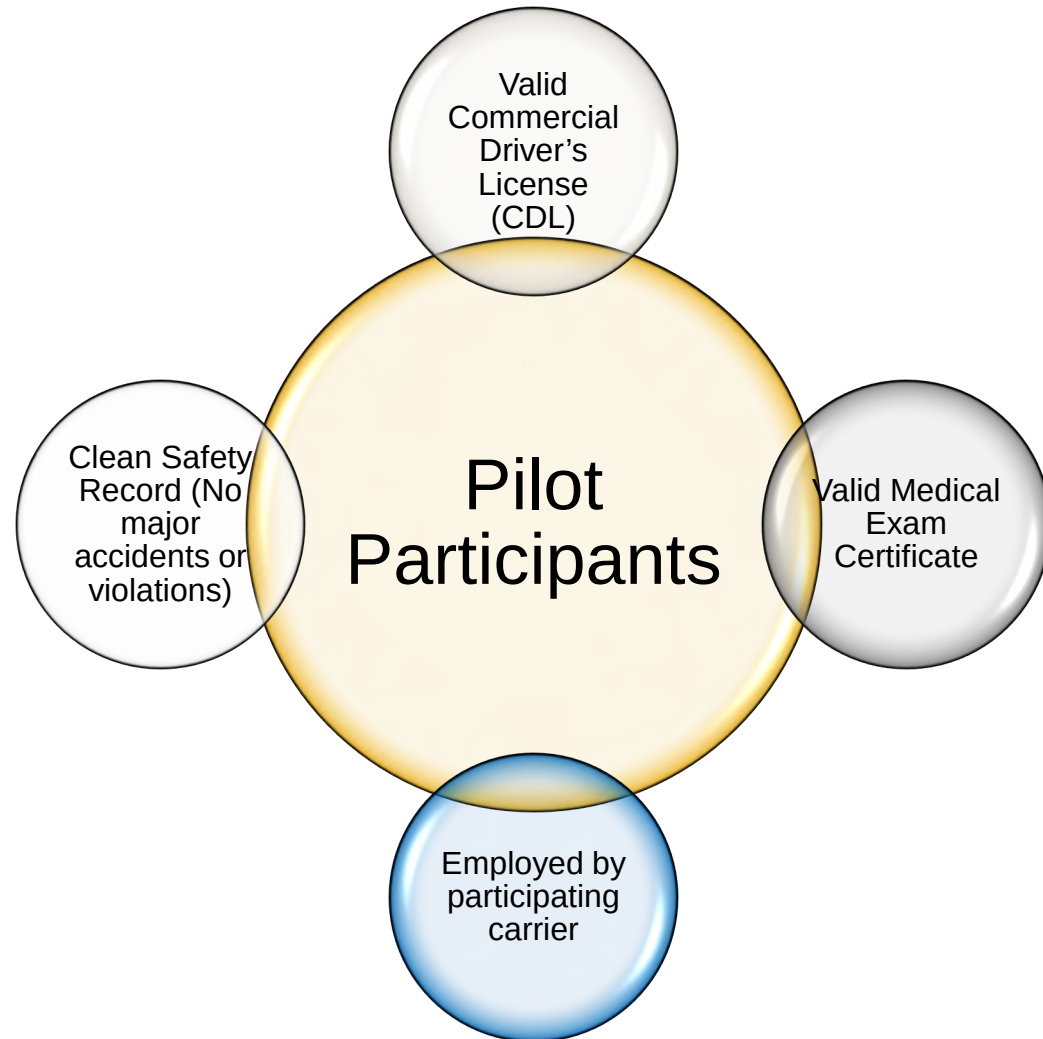
Monitoring the Vehicle: Telematics & On-Board Monitoring Systems (OBMS)

- Vehicle Monitoring
 - Electronic Logging Device (ELD)
 - On-Board Monitoring System (OBMS)
 - Video and sensor systems to detect safety-critical events.
- Safety Telemetry
 - Hard braking, lane deviation, stability control events.



Safety Controls & Participant Criteria

Pool of Drivers



Safety Shield



Immediate Removal: Drivers or carriers can be removed immediately if safety concerns arise.



The Investment: Estimated Reporting Burden

A significant administrative investment in exchange for data that could modernize the entire industry.

Respondent	Burden Activity	Annual Responses	Time per Response	Total Annual Burden (Hours)
Participating Drivers	Intake/Training	200	20 min	67 hours
Participating Drivers	Daily PVT Tests (3x/day)	200 drivers x 3 tests x 260 days	5 min	5,200 hours
Participating Drivers	Actigraphy/Logs	200 drivers x 260 days	5 min	433 hours
Total Estimated Burden: 5,744 Hours				

Defining Success: Non-Inferiority

Primary Hypothesis:
Flexible sleep schedules will result in safety outcomes that are ***not statistically inferior*** to consolidated sleep.

Crash Rates

- Baseline vs. Intervention
- Rates must show NO statistical increase.

Psychomotor Vigilance

- Stable Reaction Times
- Reaction times must remain stable across the split-sleep schedules.

Critical Events

- Incidence of hard braking and lane deviation must not exceed baseline results.



The Value Proposition





The Regulatory Process



- Docket # FMCSA-2015-0193
- Notice of Proposed Rulemaking Submission



- Industry and
- Public Feedback



- Up to 3 years of active pilot program operation



- Using data to inform future hours of service regulations



Looking Forward



Regulatory Cleanup, Deregulation, & Regulatory Priorities for 2025- 2026



Reducing Regulation and Controlling Regulatory Costs

Federal Register / Vol. 90, No. 63 / Thursday, April 3, 2025 / Proposed Rules

14593

northeast of the airport; excluding that airspace in Restricted Area R-4001A when it is in effect. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The specific date and time will thereafter be continuously published in the Chart Supplement.

Pamgraph 6002 Class E Surface Airspace.

AEA MD E2 Aberdeen, MD [New]

Phillips AAF, MD
(Lat. 39°27'36" N, long. 76°10'06" W)

That airspace extending upward from the surface within a 4.4-mile radius of Phillips AAF; excluding that airspace in Restricted Area R-4001A when it is in effect. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The specific date and time will thereafter be continuously published in the Chart Supplement.

Pamgraph 6005 Class E Airspace.

AEA MD E3 Aberdeen, MD [Amended]

Phillips AAF, MD
(Lat. 39°27'36" N, long. 76°10'06" W)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of Phillips AAF excluding the airspace in Restricted Areas R-4001A and R-4001B when they are in effect.

Issued in College Park, Georgia, on March 28, 2025.

Patrick Young,
Manager, Airspace & Procedures Team North,
Eastern Service Center, Air Traffic
Organization.

[FR Doc. 2025-05636 Filed 4-2-25; 8:45 am]

BILLING CODE 4910-12-P

DEPARTMENT OF TRANSPORTATION

14 CFR Chapters I Through III

23 CFR Chapters I Through III

33 CFR Chapter IV

46 CFR Chapter II

48 CFR Chapter 12

49 CFR Subtitle A and Subtitle B,
Chapters I Through III and V and VI

[Docket No. DOT-OST-2025-0026]

**Ensuring Lawful Regulation; Reducing
Regulation and Controlling Regulatory
Costs**

AGENCY: Office of the Secretary,
Department of Transportation.

ACTION: Request for information (RFI).

SUMMARY: As part of its implementation of Executive orders issued by the President, including Executive Order 14219, "Ensuring Lawful Governance and Implementation of the President's 'Department of Government Efficiency' Deregulatory Agenda," issued on February 19, 2025, and Executive Order 14192, "Unleashing Prosperity through Deregulation," issued on January 31, 2025, the Department of Transportation (DOT) seeks comments and information to assist DOT in identifying existing regulations, guidance, paperwork requirements, and other regulatory obligations that can be modified or repealed, consistent with law, to ensure that DOT administrative actions do not undermine the national interest and that DOT achieves meaningful burden reduction while continuing to meet statutory obligations and ensure the safety of the U.S. transportation system.

DATES: Written comments and information are requested on or before May 5, 2025.

ADDRESSES: Interested persons are encouraged to submit comments, identified by "Regulatory Reform RFI," by any of the following methods:

Federal eRulemaking Portal: <https://www.regulations.gov>. Follow the instructions for submitting comments.

Email: Transportation.RegulatoryInfo@dot.gov. Include "Regulatory Reform RFI" in the subject line of the message.

Mail: U.S. Department of Transportation, Office of the General Counsel, 1200 New Jersey Ave. SE, Washington, DC 20590.

All comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided.

Electronic Access and Filing

This document and all comments received may be viewed online through the Federal eRulemaking portal at <https://www.regulations.gov> using the docket number listed above. Electronic retrieval help and guidelines are also available at <https://www.regulations.gov>. An electronic copy of this document may also be downloaded from the Office of the Federal Register's website at www.FederalRegister.gov and the U.S. Government Publishing Office's website at www.GovInfo.gov. All comments received before the close of business on the comment closing date indicated above will be considered and will be available for examination in the docket at the above address. Comments received after the comment closing date

will be filed in the docket and will be considered to the extent practicable.

FOR FURTHER INFORMATION CONTACT: Daniel Cohen, U.S. Department of Transportation, Office of the General Counsel, 1200 New Jersey Ave. SE, Washington, DC 20590. Telephone: (202) 366-4702. Email: Transportation.RegulatoryInfo@dot.gov.

SUPPLEMENTARY INFORMATION: On February 19, 2025, the President issued Executive Order 14219, "Ensuring Lawful Regulation and Implementing the President's 'Department of Government Efficiency' Deregulatory Agenda" (90 FR 10583; February 25, 2025). That order stated the policy of the Administration is to focus the executive branch's limited enforcement resources on regulations squarely authorized by constitutional Federal statutes and commence the deconstruction of the overbearing and burdensome administrative state. Pursuant to the order, agencies are required to identify and report to the Office of Information and Regulatory Affairs (OIRA) within the Office of Management and Budget on regulations in one or more of the following categories:

(i) Unconstitutional regulations and regulations that raise serious constitutional difficulties, such as exceeding the scope of the power vested in the Federal Government by the Constitution;

(ii) Regulations that are based on unlawful delegations of legislative power;

(iii) Regulations that are based on anything other than the best reading of the underlying statutory authority or prohibition;

(iv) Regulations that impose significant costs upon private parties that are not outweighed by public benefits;

(v) Regulations that harm the national interest by significantly and unjustifiably impeding technological innovation, infrastructure development, disaster response, inflation reduction, research and development, economic development, energy production, land use, and foreign policy objectives; and

(vi) Regulations that impose undue burdens on small business and impede private enterprise and entrepreneurship.

After receiving this report, OIRA is instructed to consult with agency heads to develop a Unified Regulatory Agenda to rescind or modify identified regulations as appropriate and consider these factors when evaluating potential

- **April 3, 2025** - DOT published a Federal Register notice seeking comments about existing regulations, guidance, paperwork requirements, and other regulatory obligations that can be modified or repealed . . . to bring about meaningful reductions in the regulatory burden while continuing to meet statutory obligations and ensure the safety of the U.S. transportation system.
- **May 5, 2025** – Deadline for submitting comments and information, at www.regulations.gov.
- More than 800 comments for FMCSA to review.



May 30, 2025 - Deregulatory Sprint and status updates

FMCSA published 18 Notices of Proposed Rulemaking (NPRMs), including:

- **Accident Reporting:** Modification to the Definition of the Term “Medical Treatment”
- **Roadside Inspection Reports:** Driver Vehicle Inspection Report Disposition
- **Electronic Logging Device** - Operator's Manual Located in Commercial Motor Vehicles
- **Commercial Driver's License Standards; Requirements and Penalties:** Applicability to the Exception for Certain Military Personnel (effective March 23, 2026)
- **Removal of Obsolete References to “Water Carriers”** (effective March 23, 2026)
- **Qualifications of Driver; Vision Standards Grandfathering Provision:** (effective March 23, 2026)
- **Electronic Driver Vehicle Inspection Report (DVIR):** (effective March 23, 2026)
- **Railroad Grade Crossings; Stopping Required:** Exception for Railroad Grade Crossing Equipped with Active Warning Device Not in Activated State



May 30, 2025 - Deregulatory Sprint and status updates continued

- **Parts and Accessories Necessary for Safe Operation (9 separate NPRMs):**
 - Auxiliary Fuel Tanks (effective March 23, 2026);
 - Brakes on Portable Conveyors (effective March 23, 2026);
 - Certification and Labeling Requirements for Rear Impact Protection Guards (effective March 23, 2026);
 - Fuel Tank Overfill Restriction (effective March 23, 2026);
 - License Plate Lamps (effective March 23, 2026);
 - Liquid-Burning Flares (effective March 23, 2026);
 - Retroreflective Sheeting on Semitrailers and Trailers;
 - Tire Load Markings (effective March 23, 2026);
 - Spare Fuses (effective April 20, 2026)



English Language Proficiency (ELP)





English Language Proficiency Rule

January 22, 1937 – Interstate Commerce Commission (ICC) established requirement for CMV drivers to have the “ability to read and speak the English language...” (*2 FR 113*)

Current rule under 49 CFR § 391.11(b)(2), every interstate driver must be able to communicate in English well enough to:

- Read and understand road signs, traffic signals, and official postings written in English;
- Communicate effectively with enforcement officials;
- Respond appropriately to official inquiries;
- Complete necessary documentation, including inspection reports, driver logs, and all other required forms.

As of June 25, 2025: If a driver fails to demonstrate proficiency in any of these areas during a roadside inspection, they can be placed Out of Service immediately.



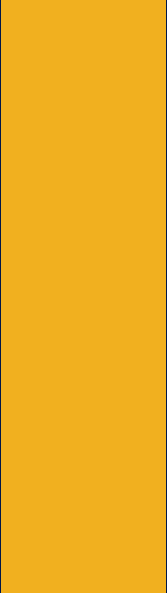
English Language Proficiency (*Continued*)

May 2025: FMCSA posted regulatory guidance on what motor carriers could do if there were questions about a driver's language proficiency – a manager could conduct a driver interview in English and include inquiries that would show whether the driver could answer questions related to:

1. The origin and destination of a recent or planned trip.
2. The amount of time spent on duty, including driving time and the record of duty status (or logbook).
3. The information contained in the driver's license.
4. Information contained in shipping papers (actual or sample shipping papers, including hazardous materials shipping papers, if applicable) for the load transported/to be transported.
5. Vehicle equipment subject to inspection.



Restoring Integrity to the Issuance of Non-Domiciled Commercial Drivers Licenses (CDL) Final Rule





Background of the Final Rule

- On April 28, 2025, the President issued [Executive Order 14286](#) – Enforcing Commonsense Rules of the Road for America’s Truck Drivers. (90 FR 18759, May 2, 2025)
- [Section 4](#) – Strengthening Commercial Driver’s License Security for Safer Commercial Motor Vehicle Operations required the Secretary of Transportation to:
 - Review non-domiciled credentials issued by State agencies to identify irregularities in the issuance of credentials, and
 - Evaluate and take appropriate actions to improve the effectiveness of current protocols for verifying the authenticity and validity of domestic and international credentials.



Background of the Final Rule *(cont'd)*

- On September 29, 2025, FMCSA published the Restoring Integrity to the Issuance of Non-Domiciled Commercial Drivers Licenses Interim Final Rule (IFR) amending the Federal Motor Carrier Safety Regulations (90 FR 46509).
- FMCSA requested feedback on the IFR's provisions by November 28, 2025.
 - 8,017 comments were received.
- On November 10, 2025, the U.S. Court of Appeals for the District of Columbia Circuit issued a stay pending review, which the court finalized on November 13, 2025, that prevented the IFR from continuing in effect.
 - Though the court order stayed the effect of the IFR, it did not remove the IFR rule text from the CFR (as the text had already been added and was in effect for approximately 6 weeks before the stay).
 - The Final Rule therefore effectively “adds” (adopts) any IFR amendments to the CFR that were not removed or revised by the Final Rule.



Background of the Final Rule *(cont'd)*

- On February 13, 2026, FMCSA published the Restoring Integrity to the Issuance of Non-Domiciled Commercial Drivers Licenses Final Rule (91 FR 7044).
- FMCSA identified 17 fatal crashes in 2025 caused by non-domiciled CDL holders who would be ineligible under these new standards.
 - These crashes resulted in 30 fatalities and numerous severe injuries.
- During the 2025 Annual Program Reviews (APRs), FMCSA found that tens of thousands of non-domiciled CDLs (across more than 30 states) had been issued contrary to Federal regulations.
- The final rule:
 - Reaffirms, with minor changes, the provisions of the IFR; and
 - Eliminates the burden on SDLAs to interpret complex immigration codes.



Provisions of the Rule – Limited Eligibility of Non-Domiciled CLPs and CDLs

- **Limits individuals eligible for non-domiciled CLPs and CDLs to:**
 - Those maintaining lawful immigration status in certain employment-based nonimmigrant statuses:
 - H-2A – Temporary Agricultural Workers
 - H-2B – Temporary Non-agricultural Workers
 - E-2 – Treaty Investors
 - Certain individuals domiciled in a U.S. territory (Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, or the Commonwealth of the Northern Mariana Islands)
 - Individuals domiciled in a State that is prohibited from issuing CLPs or CDLs because the State's CDL program is decertified

Excluded Categories: Individuals with **DACA** status, **TPS**, or other **EAD-based** work authorizations (e.g., asylum seekers) are **no longer eligible**



Provisions of the Rule – Limited Eligibility of Non-Domiciled CLPs and CDLs(*cont'd*)

- Because the rule excludes DACA recipients from eligibility, FMCSA **rescinds, effective March 16, 2026, the 2023 guidance**, which permitted States to issue a non-domiciled CLP or CDL to citizens of Mexico or Canada only if they are present in the United States under the DACA program.
- <https://www.fmcsa.dot.gov/registration/commercial-drivers-license/may-state-drivers-licensing-agency-sdla-issue-non-domiciled>



Provisions of the Rule – Unexpired Foreign Passport and Form I-94/I-94A With an Unexpired “Admit Until Date”

- **Requires non-citizen applicants** (except for lawful permanent residents) **to provide an unexpired foreign passport and a Form I-94/I-94A** (Arrival/Departure Record) with an unexpired “Admit Until Date” indicating a specified type of employment-based nonimmigrant status (i.e., only H2-A, H2-B, and E-2) at **every issuance, transfer, renewal, and upgrade action** defined in the regulations.
- Issuance includes amending, correcting, reprinting, reinstating or otherwise duplicating a previously issued CLP or CDL.
- **SDLAs are no longer allowed to accept an EAD** when issuing non-domiciled CLPs or CDLs, as that option has been removed from the regulations.



Provisions of the Rule – Unexpired Foreign Passport and Form I-94/I-94A With an Unexpired “Admit Until Date” *(cont’d)*

- Because an EAD is not sufficient to provide evidence of lawful immigration status under the new standards, **FMCSA rescinds, effective March 16, 2026, the following EAD guidance** – FMCSA-CDL-383.23-Q1 (March 8, 2019)
- <https://www.fmcsa.dot.gov/registration/commercial-drivers-license/may-foreign-driver-employment-authorization-document-obtain>



Provisions of the Rule – Query SAVE

- **Requires SDLAs to query the Systematic Alien Verification for Entitlements (SAVE) system**, administered by U.S. Citizenship and Immigration Services (USCIS), to confirm the applicant's claim to be in lawful immigration status in one of the three specified statuses.
- If the information received from SAVE does not confirm the applicant's claim to be in lawful immigration status because either:
 - The applicant's Form I-94/I-94A "admit until date" has expired, or
 - The applicant's nonimmigrant status reflected in SAVE is no longer one of those specified in the rule (i.e., no longer denotes H2-A, H2-B, or E-2), then
- **The SDLA is prohibited from issuing the non-domiciled CLP or CDL.**



Provisions of the Rule – Query SAVE *(cont'd)*

- The SDLA may not rely solely on the SAVE response but must confirm the applicant's claim to be in lawful immigration status in a specified category of admission (H-2A, H-2B, or E2) through review of the specified documentation.
- Drivers must provide the specified immigration documents and SDLAs must review and retain copies of them.
 - For applicants domiciled in a foreign jurisdiction (except Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, or the Commonwealth of the Northern Mariana Islands), SDLAs must review an unexpired foreign passport and a Form I-94/I-94A with an unexpired "Admit Until Date" indicating one of the specified statuses: H-2A, H-2B, or E-2.
 - For applicants domiciled in Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, or the Commonwealth of the Northern Mariana Islands, SDLAs must review one of the documents specified in Table 1 to § 383.71 (List of Acceptable Proofs of Citizenship or Lawful Permanent Residency).



Provisions of the Rule – Record Retention

- Requires SDLAs to **retain copies of all documents** involved in the licensing process, including documents provided by the applicant to prove lawful immigration status, **for a period of no less than 2 years from the date of issuing** (which includes amending, correcting, reprinting, reinstating or otherwise duplicating a previously issued CLP or CDL), transferring, renewing, or upgrading a non-domiciled CLP or CDL
- Documents necessary to retain to prove lawful immigration status include, but are not limited to, copies of the I-94/I-94A with an unexpired "admit until date," copies of an applicant's unexpired passport, and SAVE returns
- Ensures FMCSA has access to relevant information
- Copies must be provided to FMCSA within 48 hours of request



Provisions of the Rule – Validity of Non-domiciled CLPs or CDLs

- For applicants domiciled in a foreign jurisdiction, SDLAs must ensure that the period of validity of the non-domiciled CLP or CDL does not exceed the Admit Until Date or expiration date on the applicant's I-94/A or 1 year, whichever is sooner.
- **SDLAs can no longer issue non-domiciled CLPs or CDLs with an expiration date of more than 1 year.**
- This will apply to U.S. citizens and non-citizen nationals domiciled in a U.S. territory who are being issued non-domiciled CLPs or CDLs, which will reduce confusion for SDLAs issuing these non-domiciled credentials.
- If the I-94 is marked "D/S" (Duration of Status) or has no end date, the State **must not** issue a non-domiciled CLP or CDL with a period of validity longer than 1 year.



Provisions of the Rule – In-person Only

- Requires applicant to be present in-person at every transaction—issuance (which includes amending, correcting, reprinting, reinstating, or otherwise duplicating a previously issued CLP or CDL), transfer, renewal, or upgrade.
- SDLAs may continue to mail credentials to non-domiciled applicants after the applicant has presented documents in person.



Provisions of the Rule – Downgrade of Non-domiciled CLP or CDL

- If after issuing, transferring, renewing, or upgrading a non-domiciled CLP or CDL, the State receives information from FMCSA, DHS, the State Department, or any Federal agency with jurisdiction that the applicant no longer has lawful immigration status in the United States, or
- If, during a licensing transaction, the State's review of evidence of lawful immigration status shows that a driver who already holds an NDCDL is no longer eligible, the State must:
 - Initiate established State procedures for downgrading the non-domiciled CLP or CDL.
 - **The downgrade must be completed and recorded on the CDLIS record within 30 days receipt of such information.**
 - Downgrade means the State's removal of the CLP or CDL privilege from the driver's license.



Changes from the Interim Final Rule

- Revises definition for “evidence of lawful immigration status” to require an unexpired Admit Until Date on a Form I-94/94A instead of requiring an unexpired Form I-94/94A, to match DHS terminology.
- Clarifies a State must never issue a non-domiciled credential for longer than 1 year.
- Clarifies that every non-domiciled CLP or CDL issuance, transfer, renewal, or upgrade must be conducted in-person only.
 - Mail or electronic means is not allowed.
- Clarifies that reinstatement of a non-domiciled CLP or CDL is considered an issuance of a non-domiciled CLP or CDL.



Next Steps

- Ensure SDLA IT systems are capped at 1-year validity and accurately display "Non-domiciled" nomenclature.
- Establish protocols to store SAVE query results and immigration documents for the 2-year audit window.
- Train counter staff to recognize correct H-2A, H-2B, and E-2 codes on I-94 forms and to reject all EADs.



Summary

- Assure the applicant has presented an unexpired foreign passport (not from Canada or Mexico) or that the applicant has presented a document in 49 CFR 383.71(b)(9) Table 1.
- Assure the applicant is in the right category of admission (H2A, H2B, or E2).
- Verify the I-94/I-94A “admit until date” has not expired.
- Use SAVE to verify the Class of Admission and I-94/I-94A date has not expired.
- The period of validity must not exceed 1 year, or the I-94 "Admit Until Date," whichever is sooner.
- Perform all transactions in person.
- Finally, retain copies of all documents and SAVE queries every time and provide to FMCSA within 48 hours of request.



Questions?



Contact Information



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