



Commercial Vehicle Safety Alliance

Improving commercial motor vehicle safety and enforcement

August 21, 2025

Docket Services

U.S. Department of Transportation
1200 New Jersey Avenue, SE
West Building, Ground Floor
Room W12-140
Washington, DC 20590-0001

RE: Docket Number: DOT–OST–2025–0468

Advancing a Surface Transportation Proposal That Focuses on America's Most Fundamental Infrastructure Needs

The Commercial Vehicle Safety Alliance (CVSA) respectfully submits the following comments regarding the U.S. Department of Transportation's (DOT) request for information on ideas, comments, and information for consideration in the development of the next surface transportation authorizing legislation, docket number DOT–OST–2025–0468.

CVSA is a nonprofit organization comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives. The Alliance aims to prevent commercial motor vehicle crashes, injuries and fatalities and believes that collaboration between government and industry improves road safety and saves lives. Our mission is to improve commercial motor vehicle safety and enforcement by providing guidance, education and advocacy for enforcement and industry across North America.

In response to the request for information, CVSA presents the following priorities for the department to consider as part of its preparation for future surface transportation reauthorization legislation. CVSA's priorities align with the department's themes of enhancing transportation safety, accelerating project delivery, increasing opportunities and strengthening partnerships with states and other key stakeholders.

Motor Carrier Safety Program Improvements

As part of future surface transportation reauthorization legislation, CVSA recommends the department consider several changes to the Federal Motor Carrier Safety Administration's (FMCSA) Motor Carrier Safety Assistance Program (MCSAP) and High Priority Grant. States and local agencies use MCSAP and High Priority funds to conduct

enforcement activities, train enforcement personnel, purchase necessary equipment, update software and other technology, and conduct outreach and education campaigns to raise awareness related to commercial motor vehicle (CMV) safety issues. The shared goal of these programs is to reduce CMV-involved crashes, fatalities and injuries through consistent, uniform and effective CMV safety programs. The programs seek to identify safety defects, driver deficiencies and unsafe motor carrier practices and remove them from the nation's roadways. The improvements that CVSA recommends align with the department's goals of enhancing transportation safety, while also strengthening partnerships with states and other key stakeholders to improve transportation outcomes.

To improve MCSAP, CVSA supports changes that would provide greater spending flexibility for jurisdictions. Activities that are primarily eligible for MCSAP funding are the national program elements, which include driver and vehicle inspections; traffic enforcement; compliance reviews, carrier interventions, investigations and new entrant safety audits; public education and awareness; and data collection and quality. There are some activities and expenses not currently eligible under MCSAP, which limits how jurisdictions are able to spend MCSAP funds, placing unnecessary constraints on state programs and limiting efficacy. Creating additional spending flexibility by expanding MCSAP eligibility would allow jurisdictions to spend MCSAP funds in ways that meet their individual needs, maximizing the benefits of MCSAP funds.

Based on feedback from the states, CVSA recommends expanding MCSAP to include physical infrastructure, including MCSAP-related facilities construction, purchases and maintenance; MCSAP-related activities performed by non-MCSAP personnel, such as oversize/overweight enforcement; intrastate carrier compliance reviews; tools, promotional items and educational items for distribution to industry; and overtime for non-CMV traffic enforcement.

CVSA also supports giving FMCSA the authority to allow states to request adjustments to their maintenance of effort (MOE) and enforcement activity minimums, when appropriate. As a condition of MCSAP, states are required to meet minimum financial requirements, known as MOE, by investing state funds in their CMV safety enforcement programs. States must also meet certain CMV inspection and enforcement minimums in order to have traffic safety activities reimbursed under MCSAP. However, the MOE and minimum activities benchmarks are outdated and often no longer relevant to the jurisdiction's program due to changes in program structure, responsibilities and priorities.

The motor carrier industry has evolved significantly since the MOE and inspection benchmarks were last updated. State CMV safety programs have evolved alongside industry to address the most prevalent safety issues, making the 20-year-old MOE and inspection benchmarks outdated for some jurisdictions. Giving states the option to request an adjustment to their MOE and inspection benchmarks ensures that their minimum state contributions meet the needs of their program and the current motor carrier safety trends. FMCSA should be given the authority to consider permanent changes to a jurisdiction's MOE upon request, providing the states with additional flexibility to manage their programs.

A final way to improve motor carrier safety funding and enforcement is to create a dedicated funding program for local jurisdictions. While MCSAP funding is crucial for state enforcement efforts, local enforcement agencies also play an important role in ensuring motor carrier safety, such as conducting roadside inspections. Currently, there is not a dedicated funding mechanism to provide funding for local enforcement agencies conducting CMV enforcement. As a result, local jurisdictions must compete with state agencies for limited grant funds under the High Priority Grant. In fiscal 2024, local jurisdictions received 14 of the 58 High Priority Grants awarded,¹ which is an increase from the previous fiscal year when four local jurisdictions received funds.² The increased participation in the High Priority Grant program from fiscal 2023 to fiscal 2024 demonstrates a need for dedicated funding for local jurisdictions.

Dedicated funding for local jurisdictions should be competitive in nature and restricted to local jurisdictions with an active memorandum of understanding with the lead MCSAP agency in their state. This dedicated funding will help ensure that local jurisdictions who wish to participate in the MCSAP program have the resources to fully participate.

Each of these recommendations aligns with the department's goal of enhancing transportation safety by ensuring commercial vehicle enforcement has the resources necessary to improve roadway safety. Additionally, by expanding the flexibility within these programs and creating a local funding source for local jurisdictions, DOT can strengthen its partnership with these enforcement agencies to improve the safety on the nation's roadways.

Hazardous Materials Safety Grant Improvements

The Pipeline and Hazardous Materials Safety Administration (PHMSA) administers multiple grant programs that provide funding for recipients to train and conduct outreach to first responders, communities and hazardous materials industry safety professionals. Specifically, the Hazardous Materials Instructor Training (HMIT), Assistance for Local Emergency Response Training (ALERT) and Community Safety grants are separate grant programs that target different stakeholder groups, despite sharing a common mission of training stakeholders on hazardous materials safety. These existing hazardous materials safety training grants should be consolidated into a single training grant. Combining these related grant programs into one training grant improves efficiency of the grant process, allows PHMSA to better fund quality grant applications and provides grantees with flexibility to meet the most pressing training needs, while reducing the administrative burden for both PHMSA and the grantees.

In addition, due to the shared goals of the grants, many grant recipients receive funding from multiple grants to fund various training programs. For example, five non-profit organizations received funding from multiple programs as part of the fiscal 2024 awards for the HMIT, ALERT and Community Safety grants. Currently, if a recipient receives funding from two different grant programs, they must submit separate funding proposals, track expenses for each grant separately and submit separate reports to the agency. This also doubles the amount of administrative work for the agency, as they have to oversee these steps of the grant process. By consolidating the

¹ High Priority Commercial Motor Vehicle (HP-CMV) FY2024 Award Summary, FMCSA.

https://ai.fmcsa.dot.gov/downloadFile.axd?file=508_HP-CMVListDocument.pdf

² Fiscal Year 2023 Grant Programs Awardees, FMCSA.

https://ai.fmcsa.dot.gov/downloadFile.axd?file=508_FiscalYear2023HighPriorityGrantProgramsAwardees.pdf

grant programs, grant recipients can redirect the resources dedicated to the administrative tasks of multiple grants to the mission of hazardous materials safety, and PHMSA can more efficiently manage and administer their grant programs. Consolidation also allows more flexibility for grant recipients. By combining the funding into one grant, funding can be dedicated to projects that comprehensively address current needs. Under the current structure, grant applicants must create projects that fit the narrow requirements of each grant and funding levels are tied to the specific grant criteria. This proposed consolidation aligns with DOT's goal of strengthening partnerships with stakeholders by improving the administration of the hazardous materials safety training grants, while also increasing efficiencies of the grant award process for the agency.

Electronic Logging Device Certification

CVSA supports requiring FMCSA to create a process for certifying electronic logging devices (ELD). Currently, manufacturers self-certify that their devices meet the ELD specifications set by FMCSA. FMCSA has the ability to remove a device from the list of self-certified ELDs if, after self-certification, the device is found to be non-compliant by the agency. This lack of federal oversight before a device is deemed compliant results in carriers purchasing ELDs that are later deemed non-compliant and then having to replace those devices. The volatility of removing ELDs from the list of registered devices places additional burdens on motor carriers who may not have realized their selected ELD was non-compliant.

Additionally, relying on compliant ELDs is key to effective enforcement of the hours-of-service regulations, which exist to help prevent and manage driver fatigue. ELDs make it easier for inspectors to identify violations and take unsafe, non-compliant motor carriers and drivers off the roadways, all while saving time for both enforcement and industry.

Establishing a certification process administered by FMCSA would address the issues with self-certification while providing motor carriers with a more reliable list of eligible devices. By taking ownership over certifying ELDs, U.S. DOT can improve transportation safety by ensuring that motor carriers have the tools to mitigate driver fatigue and that roadside inspectors have the tools to effectively identify unsafe drivers.

Expanding CDLPI Eligibility to Puerto Rico and the U.S. Virgin Islands

A well-trained, credentialed CMV driver population is vital for guaranteeing safety on the roadways, and CVSA understands the importance of having well-trained and qualified drivers on the roadways. One way to address driver credentialing and guarantee a qualified CMV driving population is to expand the Commercial Driver's License Program Implementation (CDLPI) grant eligibility to include Puerto Rico and the U.S. Virgin Islands. Currently, the commercial driver's license (CDL) programs in both Puerto Rico and the U.S. Virgin Islands are not recognized by FMCSA as equivalent to the standards in 49 Code of Federal Regulations (CFR) Part 383. Making the territories eligible under the CDLPI grant program would enable them to improve their existing CDL programs and bring them in line with Part 383, ensuring those drivers are properly trained and credentialed, increasing safety on the roadways.

Additionally, this will bring uniformity to the enforcement of the safety regulations surrounding CDLs, particularly when it comes to CMV drivers from either territory operating a CMV in one of the 50 states in the U.S. Currently, because their licenses are not recognized as equivalent, CDL drivers from Puerto Rico and the U.S. Virgin Islands may end up with two driver's licenses – one from their home territory and one from a state. FMCSA and the states strive for a “one driver, one license” approach for all CDL drivers. Including Puerto Rico and the U.S. Virgin Islands in the CDLPI program would enable the territories to improve their CDL programs to bring them in line with Part 383, which would allow FMCSA to recognize those licenses and equivalent to other U.S. issued licenses, allowing for a single and proper credential for all CDL holders from those territories.

Expanding eligibility of the CDLPI grant would be an effective strategy for both enhancing transportation safety and strengthening partnerships with the territories. By allowing Puerto Rico and the U.S. Virgin Islands to apply for CDLPI funds, the territories can ensure that the CMV drivers in their jurisdictions are properly credentialed, which will positively impact roadway safety.

Minimum Qualifications for Entry as a Motor Carrier

Safety on the roadways is paramount, particularly within the motor carrier industry. The CMV industry is not immune to crashes and fatalities, and in 2022, there were 5,476 fatal crashes involving large trucks or buses.³ It is critical that those operating in commerce understand what is required of motor carriers, how to comply with the federal regulations and how to establish a strong safety culture within their operations. Currently, however, very little is required of an entity to obtain registration and begin operations as a commercial motor carrier. In comparison, CMV inspectors and enforcement personnel must be trained and certified to conduct inspections, and CMV drivers must go through a rigorous Entry Level Driver Training and/or qualification process and be properly credentialed in order to drive a CMV. No such standards or qualifications exist, however, to become a motor carrier.

It is currently far too easy to obtain a USDOT number and enter the industry as a motor carrier. Motor carriers applying for a USDOT number do not have to demonstrate qualifications in the same way as CMV inspectors and drivers. As a solution, CVSA supports requiring that FMCSA establish a set of minimum motor carrier qualification standards. Creating a standard for entry for motor carriers reinforces an industry-wide safety priority and would ensure those entering the industry are equipped to do so safely. CVSA is preparing specific recommendations on what qualifications should be demonstrated to register as a motor carrier and will present those recommendations to U.S. DOT as part of its work on surface transportation reauthorization legislation.

Improvements to the New Entrant Safety Audit Program

The purpose of the New Entrant Safety Audit in 49 CFR § 385.309 is to provide educational and technical assistance to the new motor carriers and gather safety data needed to assess the new entrant's safety performance and the adequacy of its basic safety management controls. In 2024, U.S. DOT's state partners conducted over 50,000 New Entrant Safety Audits.

³ Commercial Motor Vehicle Crash Data Overview. FMCSA. December 2024.
<https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/2024-12/Commercial%20Motor%20Vehicle%20Crash%20Data%20Overview%20508.pdf>, p. 7

The existing New Entrant Safety Audit Program is not adequately fulfilling its purpose and instead provides minimal education to motor carriers. The New Entrant Safety Audit Program should return to the intended focus on motor carrier education before operation. This would increase efficiency, allowing state partners to reach more carriers, proactively improve new entrant safety and create more uniformity for all new entrants regardless of assignment type. CVSA is preparing specific recommendations on what improvements should be made to the New Entrant Safety Audit Program and will share those recommendations to U.S. DOT as part of its work on surface transportation reauthorization legislation.

NHTSA Public Petition Inventory

CVSA supports requiring the National Highway Traffic Safety Administration (NHTSA) to create an inventory of all petitions received, that also includes disposition information. The inventory of all petitions can take the form of a publicly accessible website of the department that summarizes all petitions for regulatory action submitted to NHTSA. There is currently no mechanism requiring that stakeholders and the public be made aware of petitions made to NHTSA. Meanwhile, both FMCSA and PHMSA publish a website listing petitions submitted to the respective agencies.

Requiring NHTSA to create a public petition inventory would notify stakeholders of areas of interest to others in the regulated community, which can foster conversation that could lead to solutions and consensus building. NHTSA would benefit from stakeholder input it receives on petitions prior to the start of the rulemaking process, and the input could help inform the agency's thinking about the requested changes. Including an inventory of the petitions for rulemaking received by NHTSA fits with U.S. DOT's goal of strengthening partnerships with states and other key stakeholders by allowing opportunities for input on decisions that will affect roadway safety.

Applicability of Drug and Alcohol Testing Requirements

Impaired driving is an issue that negatively impacts safety on our roadways, and CVSA maintains that continued enforcement of impaired driving standards for both drugs and alcohol use is a key component of CMV safety programs. Impaired driving remains a threat to roadway safety, and resources devoted to rigorous enforcement of impaired driving standards are needed.

Currently, compliance with the drug and alcohol testing and reporting requirements in 49 CFR Part 382 apply only to CDL drivers, excluding drivers operating the 11 million non-CDL CMVs on the nation's roadways. Non-CDL CMVs weigh between 10,001 and 26,000 pounds, and examples include large box trucks, large truck-trailer combinations and passenger carrying vehicles that seat 9-15 passengers.

When a CDL-driver has a positive drug or alcohol test result, the result is placed in the Drug and Alcohol Clearinghouse where motor carriers can view if a driver is in a prohibited status and therefore unable to operate a CMV in interstate commerce. In order to have their prohibition rescinded, the disqualified driver must complete

a return-to-duty process. Data from FMCSA shows that of 296,021 drivers with at least one drug and alcohol program violation, there are 186,337 prohibited drivers in the Drug and Alcohol Clearinghouse, and only 109,684 drivers have completed the return-to-duty process and are no longer in a prohibited status.⁴

In addition, CMV inspectors are seeing instances where motor carriers hiring for a non-CDL CMV driver position unknowingly hire a driver in a prohibited status, placing these unsafe drivers back on the roadway. Those motor carriers are then penalized for unknowingly hiring a driver in a prohibited status when those drivers are stopped for inspection. However, because the requirements in Part 382 do not apply to non-CDL drivers, those motor carriers are not required to check their status in the Drug and Alcohol Clearinghouse.

Additional data from FMCSA shows an increase in crashes and fatalities in the non-CDL CMV sector. For example, from 2021 to 2022, the number of CMVs involved in a fatal crash with a weight rating between 10,001 and 14,000 pounds increased 4%.⁵ The same data also shows annual increases in the number of fatal crashes involving large trucks with a weight rating between 10,001 and 14,000 pounds beginning in 2016.⁶

Drivers that fail to comply with the drug and alcohol requirements pose a significant risk to all motorists. If being in a prohibited status within the Drug and Alcohol Clearinghouse disqualifies a driver from operating any CMV, then all CMV drivers should be subject to the drug and alcohol testing and reporting requirements found in the safety regulations. CVSA supports expanding the applicability of the drug and alcohol testing and reporting requirements in Part 382 to include non-CDL CMV drivers.

Improvements to the Enforcement Training Support Grant Program

An issue that can be addressed in the upcoming surface transportation reauthorization legislation is ensuring that there is a well-trained inspector population available to enforce the Federal Motor Carrier Safety Regulations (FMCSR). In the most recent surface transportation reauthorization legislation, Congress created the Enforcement Training and Support Grant, which created a new approach to how certification training to state and local CMV inspectors is developed and delivered. The change in the delivery of training for state and local CMV inspectors was an improvement and benefits overall roadway safety by guaranteeing a well-trained roadside inspector population. In order to improve the training of inspectors, CVSA recommends a series of improvements to the structure and administration of the Enforcement Training and Support Grant to be included as part of future surface transportation reauthorization legislation.

Currently, qualified state inspectors are used to deliver the CMV inspector certification training included under the Enforcement Training and Support Grant. Inspectors who want to become instructors are required to become qualified as an instructor in each type of curriculum they wish to teach. However, due to the previous

⁴ April 2025 Monthly Summary Report. Drug and Alcohol Clearinghouse. FMCSA. April 2025.
https://clearinghouse.fmcsa.dot.gov/content/resources/Clearinghouse_MonthlyReport_April2025.pdf, p. 9

⁵ Commercial Motor Vehicle Crash Data Overview. FMCSA. December 2024.
<https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/2024-12/Commercial%20Motor%20Vehicle%20Crash%20Data%20Overview%20508.pdf>, p. 15

⁶ Commercial Motor Vehicle Crash Data Overview. FMCSA. December 2024.
<https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/2024-12/Commercial%20Motor%20Vehicle%20Crash%20Data%20Overview%20508.pdf>, p. 17

administration's interpretation of the legislative language, activities under the current Enforcement Training and Support Grant are limited to the development and delivery of certification training to state and local enforcement personnel seeking to become certified as a CMV inspector, excluding the training of the instructors for the courses.

Omitting the certification training for instructors has led to issues with training quality and delivery. For example, delays in updating the training materials have resulted in decreased quality, and in 2023, instructors were using a 2017 version of the course material. Additionally, instructor course materials have been frequently printed incorrectly, which affects how a student is able to receive instruction. And when there are transitions and/or funding lapses on the federal level, state instructors face the consequences through cancelled and postponed training, which creates issues for the states who rely on the courses to certify their instructors.

The instructors, who are also state personnel and inspectors, are a critical part of the training process and their training should be part of the same program. In addition to the overall improvement to the quality of training instructors are receiving and the administrative benefits of consolidating all state and local roadside inspector and instructor training into one program, this clarification would match the intentions of the creation of the program in the previous reauthorization legislation. To resolve this, CVSA seeks language clarifying that the state instructors delivering the certification training to state personnel under Enforcement Training and Support Grant should be trained and managed under the grant as well.

Another recommendation to improve the Enforcement Training and Support Grant is to implement a multi-year grant cycle. The Enforcement Training and Support Grant currently operates on an annual award cycle, which contains multiple downsides for the delivery of this important training. First, a single year of funding impacts the grant recipient's ability to implement a comprehensive training program reliably and consistently. Additionally, the administrative burden of annually applying for a single year of funding is cumbersome on grantees, as well as the agency. Further, a multi-year grant cycle would provide the state and local inspectors receiving the critical certification training with much needed stability and continuity. In addition, a multi-year grant cycle would ensure consistency with the delivery of the enforcement training program, as well as give the grant recipient the opportunity to deliver on longer terms goals and objectives. Finally, transitioning to a multi-year grant cycle would reduce the administrative burden of soliciting and awarding the grant program for FMCSA. CVSA supports implementing a multi-year grant cycle for the Enforcement Training and Support Grant.

A final improvement for the Enforcement Training and Support Grant is to ensure that the activities under the Enforcement Training and Support Grant are delivered by a single recipient, which is the organization comprised of state government agencies responsible for the oversight and implementation of CMV enforcement activities. In order to ensure the quality of the training, the state agencies responsible for motor carrier enforcement programs strongly support limiting the CMV Enforcement Training and Support Grant program to one recipient and support that the program be delivered only by the organization comprised of state government agencies responsible for the oversight and implementation of CMV enforcement activities. CVSA is the organization responsible for developing and maintaining the North American Standard Inspection Program (NASI). CVSA's

certification standards are identified by the FMCSRs in 49 CFR § 350.105 as the certification standard to which CMV inspectors must adhere. As the entity responsible for the certification standard, CVSA is best qualified to deliver the certification training for NASI inspectors, as well as instructors. The state agencies responsible for CMV safety inspections comprise CVSA's membership and will ensure the quality of the training program. Identifying CVSA as the entity responsible for this training would provide the jurisdictions with long term stability within this critical training program.

Personal Conveyance

One of the challenges facing the CMV industry is fatigued driving. A National Transportation Safety Board study found that 31% of heavy truck crashes with fatalities to the driver involved fatigue.⁷ Additionally, fatigued drivers perform more inappropriate lane deviations and have slower steering responses, experience reductions in responses to speed changes of a lead vehicle, have increased speed variations, exhibit slower reaction times, experience impaired visual scanning or "tunnel vision," and are at risk of falling asleep at the wheel. All of these factors increase the likelihood of crashes and near-crashes resulting from driver error.⁸ In the motor carrier industry, the federal hours-of-service requirements exist to help prevent and manage driver fatigue. While sleep cannot be regulated, the hours-of-service rules set forth a framework that, if followed, allow drivers to get the rest necessary to operate their vehicles safely. It is important that the hours-of-service requirements continue to focus on fatigue management and safety, factoring in the best available fatigue data.

Opportunities for driver fatigue can be reduced by clarifying the definition of personal conveyance within the FMCSRs by adding a maximum time for its use. Under personal conveyance, a driver is able to use a loaded or unloaded CMV for personal use and count that driving time as off-duty time. With the current definition of personal conveyance, a driver can drive hundreds of miles over the course of several hours under the designation of personal conveyance before, during, or after their workday, putting them at risk for increased levels of fatigue.

Roadside inspectors see countless examples of this occurring, with drivers claiming they are operating their vehicle for personal use, when in reality they are extending their driving time. Some common examples of personal conveyance abuse include using personal conveyance for up to 10 hours between dropping off loads and going to the next pick up; driving over two hours claiming they are looking for a place to park when there are open spaces along the two-hour drive; using personal conveyance to make up for time lost at loading docks; and switching to personal conveyance time just before violating the 11- or 14-hour rules. Allowing significant extension of driving time with the use of personal conveyance undermines the goals of the hours-of-service regulations, which exist to mitigate the impacts of fatigue on highway safety.

In recent years, CVSA inspectors have observed a rise in personal conveyance abuse and misuse. For example, as part of a data collection conducted by CVSA in 2023, CVSA found that when personal conveyance was being used by a driver, it was being used improperly nearly 40% of the time. Additionally, CVSA has seen an increase in false log violations, which is where personal conveyance violations are documented. False log violations have jumped

⁷ Factors that Affect Fatigue in Heavy Truck Accidents Volume 2: Case Summaries. National Transportation Safety Board. NTSB Report Number SS-95-02. <https://www.nts.gov/safety/safety-studies/Documents/SS9502.pdf>.

⁸ Guidelines and Materials to Enable Motor Carriers to Implement a Fatigue Management Program. North American Fatigue Management Program. https://nafmp.org/wp-content/uploads/2021/04/implementation_manual_en.pdf

from the seventh most frequently cited driver violation in 2019 to the third most cited in 2021, 2022 and 2023. In 2024, false log violations were the twelfth most frequently cited driver violation. When looking at “false logs - personal conveyance” violations, the number of violations rose from the 60th most frequently cited driver violation in 2021 (when the specific violation code was created) to the 27th most frequently cited in 2024.

Analysis of the 2023 data collection revealed that motor carriers whose drivers use personal conveyance improperly have a crash rate that is four times higher than motor carriers whose drivers use personal conveyance properly. Additionally, the driver out-of-service rate is over two times higher for motor carriers with drivers improperly using personal conveyance.

Using personal conveyance to extend driving time increases the possibility of fatigued driving and can endanger other road users. Placing a limit on the time that a driver can use personal conveyance is a strategy for mitigating fatigued driving and positively affecting roadway safety that should be included in the next surface transportation reauthorization legislation.

Universal ID

The universal electronic vehicle identifier is an inspection selection tool and solution for inspectors to better identify and prioritize vehicles with safety concerns for intervention, more effectively and efficiently removing unsafe vehicles and drivers from the nation’s roadways. Currently, when an inspector is observing CMVs available for inspection, that inspector can only view information for a single truck at a time when using various screening technologies and tools. Additionally, inspectors have to manually review the information when they query the screening technology programs. Inspectors have a limited window in which to view the information and make the inspection selection decision.

Under current inspection selection procedures, inspectors are not receiving a complete picture of the CMVs in their vicinity that are available for inspection. Using technology to identify multiple vehicles electronically would allow enforcement to increase the number of vehicles that are screened for inspection while using data to better select vehicles for intervention, creating efficiencies for the enforcement community and the motor carrier industry. A universal electronic vehicle identifier would provide inspectors with a complete picture of the vehicles around them, so they can better identify and prioritize vehicles that are operating unsafely. After reviewing a complete picture of the vehicles in the vicinity, the inspector maintains discretion to select the vehicle that poses the greatest imminent hazard to road users.

Additionally, the universal electronic vehicle identifier will positively impact safety. The universal electronic vehicle identifier will aid inspectors in selecting the vehicles on the roadway that are most in need of an inspection or intervention. For example, a system that uses the universal electronic vehicle identifier could flag vehicles that are operating under a federal or state out-of-service order. These are vehicles that should not be operating yet are on the road despite significant safety issues, placing other road users at risk. Deployment of a universal electronic vehicle identifier could help inspectors better identify these vehicles for removal from the roadways.

There are additional applications for how a universal electronic vehicle identifier can aid enforcement beyond the inspection selection process. For example, a universal electronic vehicle identifier can support enforcement in identifying instances of motor carrier fraud and USDOT number theft. In instances where USDOT number theft is suspected, enforcement can rely on the electronic vehicle identifier, in addition to a motor carrier's registration information, to determine if the vehicle being driven is associated with the USDOT number.

There are no credible privacy concerns with implementation of a universal electronic vehicle identifier because sensitive information, such as driver information and data, would not be transmitted. The only data transmitted would be the universal vehicle identifier. The universal vehicle identifier, potentially tied to the vehicle identification number, would provide enforcement with access to the information they currently access by running the vehicle's USDOT number or license plate number, creating a more efficient means to retrieve data already available to them. CVSA's state and territory members support a requirement that CMVs be equipped with a universal electronic vehicle identifier to improve roadway safety – not to track a motor carrier's trucks or drivers, a point CVSA has made clear in its outreach on this topic and the Alliance is committed to ensuring any legislative language or regulatory requirement for a universal electronic vehicle identifier reflects the technology's intended purpose.

With the size of the CMV industry, it is not possible for the roughly 13,000 inspectors across North America to inspect every vehicle, driver and motor carrier operating on our roadways on a regular basis. Implementing a universal electronic vehicle identifier would strengthen partnerships with the CMV enforcement community and provide them with a tool that would significantly improve the way CMVs are selected for inspection, leveraging limited resources and improving roadway safety.

Conclusion

As U.S. DOT begins its work on surface transportation reauthorization, it is important to use this opportunity to enhance transportation safety and strengthen partnerships with states and other key stakeholders. To achieve increased roadway safety, U.S. DOT can support changes to create flexibility in the Motor Carrier Safety Assistance Program, create a dedicated funding mechanism for local jurisdictions, expand CDLPI eligibility to Puerto Rico and the U.S. Virgin Islands, require minimum qualifications for entry as a motor carrier, improve the New Entrant Safety Audit Program, update the applicability of drug and alcohol testing requirements, improve the Enforcement Training and Support Grant, and clarify the definition of personal conveyance. Strengthening partnerships with states and other key stakeholders should focus on making sure CMV enforcement and other industry stakeholders have the tools necessary to improve transportation outcomes and realize greater efficiency. To accomplish this, U.S. DOT must consider consolidating hazardous materials safety grant programs, creating a process for ELD certification, creating a public petition inventory for NHTSA and implementing a universal electronic vehicle identifier. Each of the Alliance's recommendations aligns with the U.S. DOT's goals of enhancing transportation safety and strengthening partnerships with states and other key stakeholders.

The Alliance works to closely monitor, evaluate and identify potentially unsafe transportation processes and procedures as well as to help facilitate and implement best practices for enhancing safety on our highways. Commercial motor vehicle safety continues to be a challenge and we need the involvement of all affected parties to help us better understand these issues and put into place practical solutions. We appreciate the opportunity to provide feedback to the department.

If you have further questions or comments, please do not hesitate to contact me at 202-998-1008 or collin.mooney@cvsa.org.

Respectfully,

A handwritten signature in black ink, appearing to read 'Collin B. Mooney'.

Collin B. Mooney, MPA, CAE
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