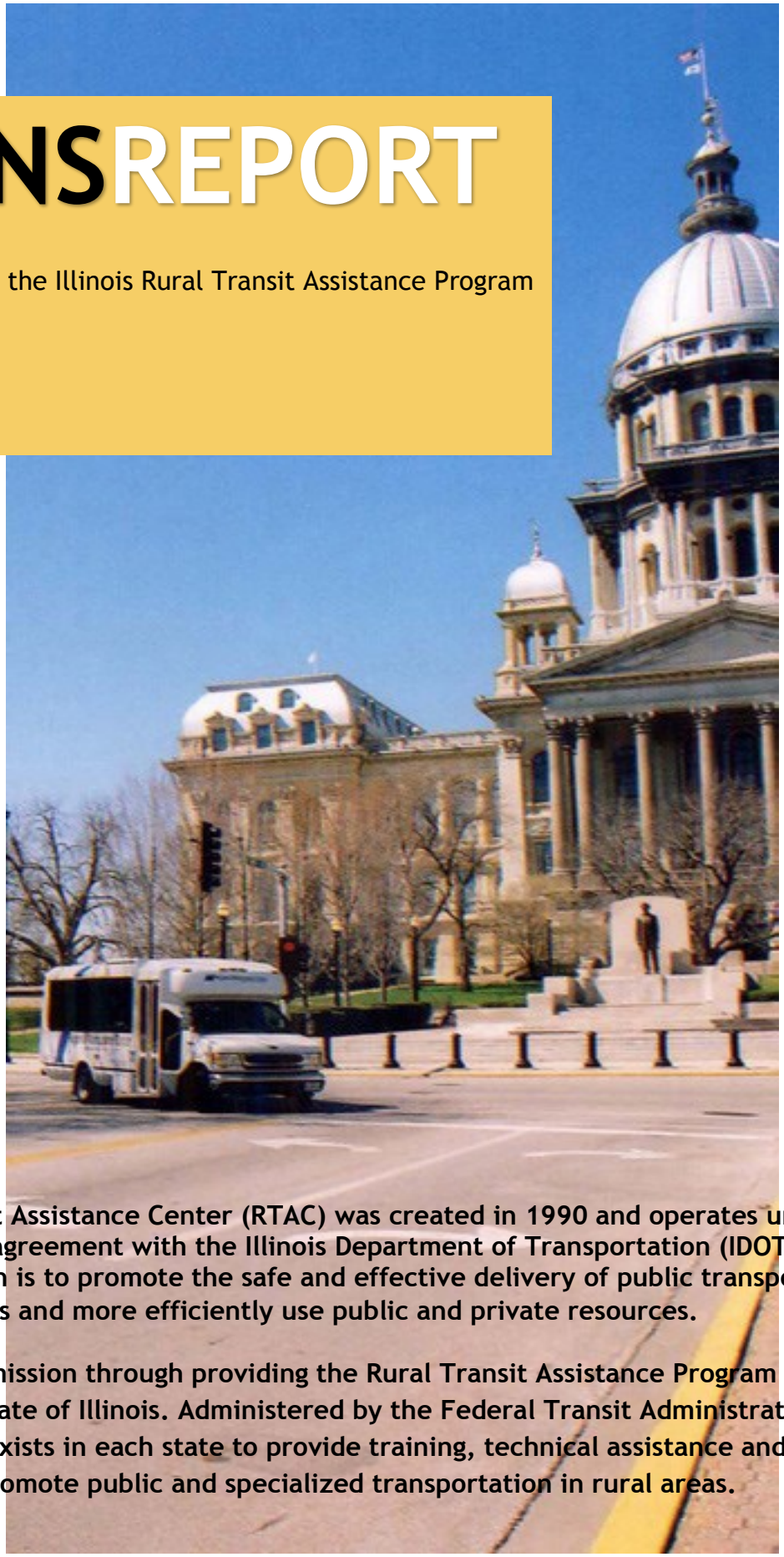
TRANSREPORT

The Newsletter of the Illinois Rural Transit Assistance Program

Spring, 2021



RTAC Staff:

Dave Patton

Mable Kreps

Ed Heflin

The Rural Transit Assistance Center (RTAC) was created in 1990 and operates under an inter-agency agreement with the Illinois Department of Transportation (IDOT). The RTAC mission is to promote the safe and effective delivery of public transportation in rural areas and more efficiently use public and private resources.

RTAC fulfills its mission through providing the Rural Transit Assistance Program (RTAP) for the State of Illinois. Administered by the Federal Transit Administration (FTA), an RTAP exists in each state to provide training, technical assistance and research, and to promote public and specialized transportation in rural areas.

RTAC Notes

Dave Patton, Director

Public transportation seems to be one of those fields that is studied in every way, shape and form. There are many organizations who focus solely on public transportation, and others who get to public transportation as part of a larger concept under study, such as climate change, or as we see occurring now in federal government plans – infrastructure. There is "hard" infrastructure, and "soft" infrastructure. Hard infrastructure has typically and traditionally been considered to include roadways, pipelines,

public facilities supporting hard infrastructure, power grids, ports, railways, tunnels, or basically constructed, tangible parts of human existence. "Soft infrastructure," a term gaining in popularity, consists of parts of society which the public funds as part of human capital, like universities, research operations, social and societal services, public schools, and even more broadly, privately-funded functions such as child and adult day care. It all makes sense. So, where does public transportation fall as infrastructure? It's hard to argue against public transportation being hard infrastructure – ask anyone who has been hit by a bus! Rolling stock, bus and train stations, commuter trains, paratransit, and to some extent airports, are all part of this bigger picture, and of course they should be considered infrastructure – both the hard kind and the human capital kind. If a type of public transportation requires public subsidy in order to exist, then it is likely a part of society's infrastructure.

Public Transportation is one of those fields that should have amongst the highest levels of job security.

Once public transportation gains a foothold in an area, it is likely there to stay – sure, it might reorganize itself, or take on different forms or otherwise adapt, but it's not going anywhere. Private operations also tend to crop-up in the form of taxis and/or ride hailing operations such as Uber, which can complement the public transportation infrastructure, or in fact, be subsidized by the public. Enterprising customers/riders have taken to a hybrid form of public transit, whereby they ride the inexpensive public bus to a shopping center, load-up on more purchases than can be carried home on the bus, and call Uber or Lyft for the ride home, thereby making it easier to deal with a normal shopping trip that is not a big deal if you have your own vehicle. There are many webpages devoted to helping people who don't drive, figure out how to bring groceries home – one example. Most paratransit operations have policies describing what riders are allowed to do with respect to bags and carts of groceries, etc., and how much help may be rendered by the driver. But, generally, much is left to be desired in this entire scenario. The first such consideration, especially when considering the scenario above which is a hybrid between public transit and ride hailing (Uber/Lyft), is the cost of the private ride. The pandemic has provided an opportunity for rural public transit to show that it can support some of these common needs that are hard to deal-with for those who can't drive (for whatever reason). Public transit, with the support of grantees and oversight agencies, can partner with both public and private to fill gaps in soft infrastructure by using its publicly supported hard infrastructure. All it takes, it seems to me, is just some common-sense rule-making that allows for creativity to happen. ϴ

Winnebago County Exploring 5311 Service

A decade ago, Winnebago County contacted RTAC with questions about the IDOT Section 5311 Expansion Program. At the time RTAC was the Interagency Coordinating Committee on Transportation (ICCT) Clearinghouse and had developed transit capacity building process whose successful completion was a prerequisite for applying with IDOT for Section 5311 funding.

In a 2011 meeting held by the Rockford Metropolitan Agency for planning (RMAP), RTAC met with county and agency officials to explain how rural transit grants were funded, stressing the need to develop local match. They decided not to proceed due to the local match requirement. The county renewed its interest in 2014 but again decided not to proceed, apparently for the same reason.

This highlights an important fact about local match development. The frame of reference for most of the stakeholders at the table in 2011 and 2014 was the urban system Rockford Mass Transit. Urban system funding formulas are more lucrative than those of rural systems due to a higher density population and the farebox recovery ratio is significantly higher due to the same reason. Therefore, local match development in the form of service contracts was likely a foreign concept to Winnebago stakeholders and could have seemed a daunting task.

But things change and now there is impetus for rural transit service in that county. In fact, the Winnebago County Board Chair, the RMAP Director, and the Rockford Mass Transit Executive Director all support exploring the idea. Importantly, early discussions indicate they fully understand the need for developing local match. Geographically, about one third of the county is non-urbanized. Bringing transit service to the unserved areas of the county help both those localities and the businesses and services of Rockford.

RMAP is taking the lead on survey distribution. We look forward to facilitating the transit capacity building process and working with RMAP and other stakeholders in trying to bring rural public transportation to Winnebago County. — ***Ed Heflin***

IPTA Notes

Laura Calderon

The Illinois General Assembly adjourned their spring Legislative Session in the early hours of June 1, but not before tackling a few major issues that impact IPTA members. The state operating and capital budget, SB 2800, has been signed into law after an amendatory veto that made some technical changes to effective dates that were ultimately accepted by the legislature. Due in large part to the efforts of our lobbyist, Molly Rockford, and the efforts of the RTA's Governmental Affairs team, for the first time in six years, our statutory funding formulas of both the Downstate Public Transportation Fund and RTA's Public Transportation Fund are fully funded. The Downstate Operating Assistance appropriations, were held to FY21 levels, as they had been proposed by the Governor.

Thanks to the support of Representative Hoffman and Senator Bennett, SB 1697 was passed, which included a Grant Accountability and Transparency Act (GATA) exemption for the Downstate Public Transportation Program. This is a big win for downstate transit and will help to expedite and make much less cumbersome the application and agreement process and will reduce duplicative reporting. SB1697 awaits action by Governor Pritzker, but he is expected to sign it. IDOT was instrumental in working with IPTA to negotiate language that allowed them to have an appropriate amount of oversight and flexibility, but still work toward a process that is simpler for participants in the fund.

IPTA staff and lobbyists have been following movement at the federal level regarding transportation reauthorization proposals. We've been advocating for increased investment in transit, and while there is not yet an agreement between the House, Senate, and the Biden Administration, there has been positive movement. IPTA will continue to work with our partners in DC – APTA, CTAA, and The Bus Coalition to advocate for a robust reauthorization bill.

IPTA and RTAC will be partnering with the Greater Peoria Mass Transit District to host our annual Fall Conference, Vendor Showcase, and IPTA Annual Meeting, September 14-16, at the Peoria Marriott Pere Marquette and the Peoria Civic Center. We'll kick off our conference with our annual Golf Outing at Coyote Creek in Mapleton, IL, on Tuesday, September 14, followed by a welcome reception that evening at Black Band Distillery in Peoria. We have a jam-packed day planned for Wednesday, September 15, and are excited to have our attendees join us for riverboat dinner cruise on the Spirit of Peoria. We'll end our conference on the morning of Thursday, September 16, with IPTA's Annual Meeting and updates from our state and federal partners. Look for more details and online registration coming soon at iltransit.org. ϴ

IDOT Welcomes Shoun Reese

On June 1, 2021 IDOT welcomed **Ashounta "Shoun" Reese** to the role of **Deputy Director of Transit** in the Office of Intermodal Project Implementation (IPI) with the Illinois Department of Transportation.

Prior to assuming the role of Deputy Director, Shoun served as Operations Manager in the Office of Planning and Programming's (OPP) Bureau of Planning. While serving as Operations Manager, Shoun and her team managed the State Planning and Research funds, the Metropolitan Planning funds as well as the annual operating budget for OPP. In addition, she spearheaded the development of an operation's manual and initiated monthly meetings with the Federal Highway Administration to focus specifically on State Planning and Research funds and the Metropolitan Planning funds.

Before joining IDOT, Shoun served as Grants and Procurement Manager and Contracting Officer's Technical Representative with Sangamon Mass Transit District (SMTD). While at SMTD, Shoun served on the team that got the transit agency its first perfect Triennial Review under the leadership of Linda Tisdale. Shoun rewrote the agency's grants and procurement manual, lead the team that oversaw the replacement of the Compressed Natural Gas fueling station and lead the team that oversaw the development of the transfer center. She managed the land acquisition, rolling stock, and equipment necessary for the transfer center relocation. She also assumed the lead role for the completion of the agency's maintenance garage.

In addition, Reese served on the Illinois Public Transit Association's Board of Directors, helped coordinate transit procurement round tables and provided training to Grants and Procurement Managers and Specialists for other transit agencies. She is a graduate of Greater Springfield Chamber of Commerce Leadership Springfield program, served on the Board of Directors for the Springfield Ball Charter School, Springfield Ballet and Powered Up Youth. "Now that I've been bit by the transit bug, I wholly believe in what a robust transportation system means for the people of our State and will continue to strive to support a vibrant transit system within Illinois", Shoun says.

Shoun has a bachelor's degree in Criminal Justice, a master's degree in Human Services with a concentration in Social Service Administration and a certification in Housing Development Finance. Shoun and her husband Charles, have been married for 19 years and she is the proud aunt of 25 nieces and nephews and 8 great nieces and nephews. She enjoys writing Christian fiction short stories, plays and is working on her first book. ϴ

Illinois Department of Transportation

IDOT Welcomes Karen Rogulja

Karen Rogulja joined IDOT as the **Bureau Chief of Transit Capital** in April of this year. As Bureau Chief, she supports the work of a team of transit experts located in IDOT's Chicago and Springfield offices overseeing the State's Rebuild Illinois and PayGo grant programs, to name a few.

Prior to joining IDOT, Karen was a staff planner at both rural and urban agencies, including the Southwest Wisconsin Regional Planning Commission (Platteville, WI) and the Chicago Department of Transportation. She provided technical assistance and planning support to DOTs and transit agencies across the country as a management consultant at WSP. Karen earned her master's degree in Urban Planning and Policy at the University of Illinois at Chicago.

She is originally from Suburban Cook County and now lives with her husband in Chicago's Old Town neighborhood. Karen is an avid cyclist (commuter and recreational) and is passionate about the importance of safe active transportation options for all users throughout the State of Illinois. ϴ

Illinois Department of Transportation

RTAC NOTE Congrats to Marilyn Kimery and Sherry Miller, Coles County Dial-A-Ride for 25+ Years of Service

The Coles County Council on Aging and its Dial-A-Ride Public Transportation Program have been extremely fortunate to have not one, but two drivers who each have more than 25 years of service: Marilyn Kimery and Sherry Miller. Marilyn came to the program in March, 1993. She always sets the best example and is always mindful about doing "the right thing." She is highly respected by her co-workers as well as management and is a mentor to new drivers. She is kind, considerate, passionate, and knowledgeable about every aspect of the program. These are the same reasons for which she was previously nominated for the IPTA Employee of the Year Award.

It may come as no surprise that Sherry Miller, Marilyn's niece, joined our team just over a year later in May, 1994. Dedication and work ethic obviously run in the family and we are grateful for their continued service to our agency and the community. Sherry has received the top score in the defensive driving course because of her conscientious and pragmatic attitude. She is extremely empathetic, and she has been heading up our service contract with CCAR (which serves developmentally disabled persons) since the service began in 2013. She is humble and quiet, but is also an advocate and will speak-out when it is important for herself and others. For these very reasons she was selected for this route. Early in the Covid-19 pandemic, Sherry stepped-up to offer to cover shifts for drivers who were potentially at higher risk. This selfless concern is a prime example of her character. We are tremendously proud and blessed to have two such amazing individuals in our Dial_A-Ride family. They have devoted their careers to the service of others and our community has benefited as a whole. —

Cheryl Shutt Director, Dial-A-Ride ϴ

RTAC NOTE Congrats to Vicki Clift
30 Years with South Central MTD

In 1991, SCT had seven employees and three small buses. SCT only provided service in Centralia and three other small surrounding towns.

Vicki was hired as the office manager which included scheduling trips with pencil, paper and a white erase-board. She was also the bookkeeper and the budget was $175,000 in 1991.

SCT has grown steadily over the past 30 years, now boasting 132 employees, 160 vehicles and service provided in six counties. In 1992, Vicki was promoted to Operations and Finance manager. In 2002 she became SCT's Director of Finance. [Thanks to Sarah Nollman-Hodge] Θ

RTAC NOTE Farewell to Forrest Senn

Forrest announced his retirement from duties as City of Freeport's Sectioin 5311 Program Compliance Oversight Monitor (PCOM) . Thanks for your service, Forrest! He will be replaced by AmyJo Beightol. Θ

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FY2022 5/5/2021

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RTAC FYI CDL Changes Coming in 2022

New Entry-Level Driving Training Rules Kick In 2/7/2022 — thanks to *Lancer Insurance* and the *FMCSA* for information presented below.

The Federal Motor Carrier Safety Administration's (FMCSA) Entry-Level Driver Training (ELDT) regulations are set to take effect on February 7, 2022. These regulations are intended to enhance the safety of commercial motor vehicle (CMV) operations on our nation's highways by establishing new minimum training requirements for individuals who want to obtain a commercial driver's license (CDL); upgrade a CDL; or obtain a passenger (P), school bus (S) or hazardous materials (H) endorsement. The requirements for those who instruct these individuals are also changing.

The information below will help you understand the ELDT rule, who it affects, and the compliance deadline.

GENERAL INFORMATION

Key Requirements

Under the new requirements, no entry-level driver may take a CDL skills test to receive a Class A CDL, Class B CDL, passenger (P) endorsement, or school bus (S) endorsement unless the driver has successfully completed a mandatory theory (knowledge) and behind-the-wheel (BTW) (range and public road) training program as outlined in 49 CFR Part 380 Appendices A through F. In the case of a hazardous materials (H) endorsement, the driver must complete mandatory theory training prior to taking the knowledge test for the H endorsement. The training must be provided by an entity listed on FMCSA's Training Provider Registry (TPR). The State Driver Licensing Agency (SDLA) must verify that the entry-level driver has completed the required training by checking information stored in the TPR before allowing the driver to proceed with testing.

Furthermore, any school, employer, union, or individual providing training must register their program with the FMCSA and self-certify that their program meets or exceeds all ELDT requirements in addition to all federal, state, and local laws.

Who Is Subject to the ELDT Requirements?

The ELDT regulations apply to entry-level CMV operators in interstate and intrastate commerce who are applying for:

- A Class A or Class B commercial driver's license (CDL) for the first time
- An upgrade of their CDL (e.g., a Class B CDL holder seeking a Class A CDL)
- A passenger (P), or school bus (S) or hazardous materials (H) endorsement for the first time

The ELDT requirements are NOT retroactive and do not apply to individuals holding a valid CDL or a P, S or H endorsement issued prior to February 7, 2022.

If an applicant who obtains a CLP prior to February 7, 2022, obtains a CDL before the commercial learner's permit (CLP) or renewed CLP expires, the applicant is not subject to the ELDT requirements. Any individual who meets one of the exceptions for taking a skills test in 49 CFR Part 383 is also exempt from the ELDT requirements.

What Is The Compliance Date?

FMCSA amended its December 8, 2016, final rule, "Minimum Training Requirements for Entry-Level Commercial Motor Vehicle Operators," by extending the compliance date for the rule from February 7, 2020, to **February 7, 2022** to allow more time for the development of the TPR. As such. compliance with all aspects of the ELDT rule is required as of **February 7, 2022**.

Training Provider Registry Timeline

Summer 2021

- Training providers will be able to register beginning in summer 2021

Fall 2021

- The list of training providers will be made publicly available

February 7, 2022

- ELDT compliance date
- Training providers can begin submitting training certification information
- States will begin verifying driver training certification information

Who Can Provide Entry-Level Driver Training?

Training providers listed on FMCSA's Training Provider Registry (TPR) are the only entities that can provide training required by the ELDT regulations. To comply with the ELDT regulations, drivers must select a training provider from those listed in the TPR; students who are not certified by a school on the TPR will not be able to test for a CDL.

Can Theory And BTW Training Be Provided By Separate Training Providers?

Theory and BTW training may be delivered by separate training providers, as long as each provider is listed on FMCSA's TPR. Both providers must submit driver-specific training certification information (i.e., proof of training) to FMCSA.

However, driver trainees must receive both the range and public road portions of the BTW training from the same provider.

Driver-trainees must complete both the theory and BTW portions of training within one year of each other, except for individuals seeking the H endorsement.

Is There A Mandatory Order in Which the Training Must Be Administered?

There is no mandatory order in which the theory, BTW-range, and BTW-public road training must be administered. Also, the rule does not require that theory training must be completed before obtaining a commercial learner's permit (CLP).

What Impact Do The ELDT Regulations Have On State Requirements?

The ELDT regulations generally do not replace or otherwise supersede state-based ELDT requirements that exceed these minimum federal standards when an entry-level driver obtains training in that state. The question of which, if any, additional state-based ELDT-related requirements apply to the applicant will be determined by where he or she obtains their theory and/or BTW training. It should be noted, however, that the final rule does not prohibit driver-trainees from obtaining training outside their state of domicile. Therefore, any ELDT requirements that may exist in the licensing state (i.e., the applicant's state of domicile) would not be applicable to the driver-trainee who obtained skills training outside that state, even if the he or she returns to the licensing state to take the skills test.

THEORY (KNOWLEDGE TRAINING)

What Is The Minimum Number Of Theory Instruction Hours Required?

There is no minimum number of hours that driver-trainees must spend on the theory instruction. However, the instructor must cover all of the curriculum topics as outlined in 49 CFR Part 380 Appendices A through F.

What Areas/Topics Must Be Covered In The Class A Or Class B CDL Theory Training?

The five areas of theory instruction and the training topics for Class A or Class B CDL applicants are:

1. Basic Operation

- Orientation
- Control Systems/Dashboard
- Pre- and Post-Trip Inspections
- Basic Control
- Shifting/Operating Transmissions
- Backing and Docking
- Coupling and Uncoupling (Class A only)

2. Safe Operating Procedures

- Visual Search
- Communication
- Distracted Driving
- Speed Management
- Space Management
- Night Operation
- Extreme Driving Conditions

3. Advanced Operating Procedures

- Hazard Perception
- Skid Control/Recovery, Jackknifing, and Other Emergencies
- Railroad-Highway Grade Crossings

4. Vehicle Systems and Reporting Malfunctions

- Identification and Diagnosis of Malfunctions
- Roadside Inspections
- Maintenance

5. Non-Driving Activities

- Handling and Documenting Cargo*
- Environmental Compliance Issues*
- Hours-of-Service Requirements

- Fatigue and Wellness Awareness
- Post-Crash Procedures*
- External Communications*
- Whistleblower/Coercion*
- Trip Planning*
- Drugs/Alcohol*
- Medical Requirements*

*On March 5, 2019, the FMCSA amended the level of theory training for individuals who are upgrading from a Class B to Class A CDL by removing eight topics within the area of "Non-Driving Activities." However, Class B CDL holders upgrading to a Class A CDL are free to choose to complete the Class A theory instruction standard curriculum. **This amended rule applies only to Class B CDL holders. Individuals obtaining a Class A CDL who do not already hold a Class B CDL must complete the full Class A theory standard curriculum.**

What Topics Must Be Covered In The Theory Training To Obtain A Passenger (P) Endorsement?

The Passenger (P) endorsement theory training must, at a minimum, contain the following:

- Post-Crash Procedures
- Other Emergency Procedures
- Vehicle Orientation
- Pre-Trip, Enroute, and Post-Trip Inspection
- Fueling
- Idling
- Baggage and/or Cargo Management
- Passenger Safety Awareness Briefing
- Passenger Management
- Americans with Disabilities Act (ADA) Compliance
- Hours of Service (HOS) Requirements
- Safety Belt Safety
- Distracted Driving
- Railroad (RR)-Highway Grade Crossings and Drawbridges
- Weigh Stations
- Security and Crime
- Roadside Inspections
- Penalties and Fines

What Is The Minimum Score Driver-Trainees Must Achieve On the Theory Assessment?

The regulations require that driver-trainees demonstrate their understanding of the material by achieving an overall minimum score of 80% on the theory assessment (written or electronic).

BEHIND-THE-WHEEL TRAINING (RANGE AND PUBLIC ROAD)

What Is The Minimum Number Of BTW Instruction Hours Required?

There is no minimum number of hours that driver-trainees must spend on the BTW (range and public road) elements of the Class A, Class B, or P or S endorsement instruction. The proficient completion of the BTW portions of the various curricula is based solely on the training instructor's assessment of each driver trainee's individual performance of the required elements of BTW training on the range and public road.

In What Class of CMV Must The BTW Training Be Conducted?

All BTW training must be conducted in the group and type of vehicle for the CDL class or endorsement being sought. The rule does not permit BTW training to be conducted by using a driving simulation device, and a driver-trainee may not use a simulation device to demonstrate proficiency. However, simulators may be used in theory training.

What Topics Must Be Covered In The Class A Or Class B CDL BTW Training?

The instructor must cover all training topics listed in the Class A or Class B CDL BTW curriculum, which includes:

1. Range

- Vehicle Inspection Pre-Trip/Enroute/Post-Trip
- Straight Line Backing
- Alley Dock Backing (45/90 Degree)
- Off-Set Backing
- Parallel Parking Blind Side
- Parallel Parking Sight Side
- Coupling and Uncoupling (Class A only)

2. Public Road

- Vehicle Controls including: Left Turns, Right Turns, Lane Changes, Curves at Highway Speeds, and Entry and Exit on the Interstate or Controlled Access Highway
- Shifting/Transmission
- Communications/Signaling
- Visual Search
- Speed and Space Management
- Safe Driver Behavior
- Hours-of-Service (HOS) Requirements
- Hazard Perception**
- Railroad-Highway Grade Crossing**
- Night Operation**
- Extreme Driving Conditions**
- Skid Control/Recovery, Jackknifing, and Other Emergencies**

**These topics must be discussed during public road training, but not necessarily performed. Driver-trainees are not required to demonstrate proficiency in these skills.

The instructor must engage in active two-way communication with driver-trainees during all active BTW public road training sessions.

A driver-trainee's proficiency is determined by the instructor providing the training. The instructor must also document the total number of clock hours each driver-trainee spends to complete the BTW curriculum.

What Topics Must Be Covered In The BTW Training For A Passenger (P) Endorsement?

The passenger endorsement BTW training must, at a minimum, contain the following:

- Vehicle Orientation
- Pre-Trip, Enroute, and Post-Trip Inspection
- Baggage and/or Cargo Management
- Passenger Safety Awareness Briefing
- Passenger Management
- Railroad-Highway Grade Crossings

Passenger endorsement BTW training may take place on a driving range or a public road. The instructor must engage in active communication with the driver-trainees during all BTW training sessions.

A driver-trainee's proficiency is determined by the instructor providing the training. The instructor must also document the total number of clock hours each driver-trainee spends to complete the BTW curriculum.

COMPLETION OF TRAINING

What Happens When A CDL Applicant Completes The Training?

After an individual completes the training, the provider must, by midnight of the second business day after the driver-trainee completes the training, electronically transmit the training certification to the TPR website. As soon as FMCSA confirms the ELDT certification information is complete, the Agency will electronically transmit it through the Commercial Driver's License Information System (CDLIS) to the SDLA for entry onto the driver's record. Then, SDLAs will simply need to confirm, by checking the applicant's driver record, that they have completed the required ELDT before allowing the individual to take the applicable skill test(s) or, in the case of the H endorsement, the knowledge test.

TRAINING PROVIDER REGISTRY

How Does The Training Provider Registry Support ELDT?

- **SEARCH** – The driver trainee searches the list of registered training providers on the TPR, selects a provider, and completes the required training
- **SUBMIT** – The training provider submits the driver training certification information by midnight of the second business day after the driver-trainee completes the training to FMCSA electronically via the TPR
- **RETAIN** – The FMCSA retains a record of drivers that have successfully completed entry-level driver training in the TPR
- **RETRIEVE** – The SDLA, prior to administering the relevant skills or knowledge test, retrieves the data from TPR to verify that the driver has competed the required training

What Types of Entities Can Apply To Be Listed In The Training Provider Registry?

Public and private CDL training schools, educational institutions, rural electric cooperatives, motor carriers, state/local governments, school districts, joint labor management programs, owner-operators, and individuals may be listed in the TPR. Eligible providers may provide training either on a "for-hire" or "not-for-hire" basis. Any training provider meeting the eligibility requirements could be qualified to provide entry-level driver training, regardless of whether they fall within a category specifically identified in the regulations.

FMCSA emphasizes, however, that merely because a training provider is listed on the TPR does not mean that the Agency certifies or otherwise "approves" that provider's operations. Therefore, prospective entry-level drivers are encouraged to perform their own due diligence before selecting a suitable training provider.

How Can An Entity Become Eligible To Be Listed On The TPR?

The rule establishes the minimum qualifications for an entity to be eligible for listing on the TPR. At a minimum, an entity must meet the following requirements set forth in 49 CFR § 380.703:

- Follow a curriculum that meets the applicable criteria in Appendices A-F of Part 380;
- Use classroom and range facilities that comply with all federal, state, and/or local statutes and regulations;
- Use vehicles in the behind-the-wheel training that comply with applicable federal and state safety requirements, and are in the same group and type that driver trainees intend to operate for their CDL skills test;
- Utilize theory instructors and behind-the-wheel instructors who meet the definition in § 380.605
- Meet recordkeeping requirements in § 380.725;
- Be licensed, certified, registered, or authorized to provide training in accordance with the applicable laws and regulations of any State where in-person training is conducted.

Training providers must also attest that they meet the specified requirements, and in the event of an FMCSA audit or investigation of the provider, must supply documentary evidence to verify their compliance. Training providers must continue to meet the eligibility requirements in order to stay listed on the Training Provider Registry.

FMCSA emphasizes that merely because a training provider is listed on the TPR does not mean that the Agency certifies or otherwise "approves" that provider's operations. As such, prospective entry-level drivers are encouraged to perform their own due diligence before selecting a suitable training provider.

IPTA and RTAC Conference

2021's conference will be held in Peoria September 14-16.

IL RTAP Advisory Council

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Adam Lach, Rides MTD, Vice-Chair

Rollin Barton, Dept. on Aging

Sarah Nollman-Hodge, South Central IL MTD

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