



Fiscal Year 2023 Commercial Driver's License Program Implementation (CDLPI) Funding Conference Q&As

On Wednesday, February 15, 2023, the Federal Motor Carrier Safety Administration's (FMCSA) Commercial Driver's License (CDL) Division held the annual funding conference for potential applicants.

The purpose of the funding conference was to:

- Provide an overview of the CDLPI grant program;
- Remind participants about Title VI Compliance Program requirements;
- Outline important information from the fiscal year (FY) 2023 CDLPI Notice of Funding Opportunity (NOFO);
- Introduce the CDLPI Grant Project Plan Template Pilot
- Review an Example of Developing a CDLPI performance-based application structure;
- Supply participants with available resources and contact information; and
- Answer any outstanding questions.

During the funding conference, FMCSA answered several questions. Below are the answers that were provided during the funding conference.

Topic 1: Commercial Driver's License Program Implementation (CDLPI) Grant Program Overview

Topic 2: Title VI Compliance Program Information

Topic 3: Priorities of the FY 2023 NOFO

Question 1: Does the applicant specify whether a project falls under the Basic or High Priority/Emerging Issues grant or does FMCSA make that determination when it reviews applications?

Response 1: FMCSA will make the determination based upon the entity and the project's designated priority being addressed. See Section C. I. ii and iii. for additional information.

Question 2: Would a for profit vocational school with third party testing be eligible?

Response 2: A for-profit vocational school would be considered an "eligible entity", see Section C 1. iii of NOFO. Additional eligibility requirements are referenced in Section E. 1.a which includes that the project plan proposed must support the purpose of the CDLPI Program,



Question 3: For higher education “CDL technical school/for profit” is considered?

Response 3: A higher education “CDL technical school/for profit” would be considered an “eligible entity, see Section C. 1. iii. of the NOFO. Additional eligibility requirements are referenced in Section E. 1.a which includes that the project plan proposed must support the purpose of the CDLPI Grant Program.

Question 4: If the land is owned, can a request be made for improvements. Building, paving, utilities, etc.?

Response 4: Section D. 6. Provides information about funding restrictions, section 6.iv. provides an example of expenses related to improvements of real property.

Question 5: Does this grant allow for temporary building structures such as shelters at Road Skill test sites? (for inclement weather protection for testers and CDL applicants/customers?)

Response 5: In order to make an eligibility determination, additional information would be required to assess if the expenses is allocable, reasonable and necessary for the project purpose, and supports the CDLPI grant program purpose.

Question 6: Would the grant cover daily rental of classroom space and parking lot for training purposes?

Response 6: Training expenses that support the priorities and purpose of the CDLPI grant program are considered an eligible type of expense; however, to make a determination if both elements would be eligible, additional information would be required to assess if the expenses are allocable, reasonable and necessary. Note: Rental of the classroom space is not the same as renting a building or land, so it would not be a prohibited expense.

Question 7: Is a training program for a local city government’s employees eligible for CDL Training?

Response 7: A local city government would be considered an eligible entity, see Section C.1. iii of the NOFO. The training that is being provided must meet the CDLPI grant program purpose. Please review the priorities in the NOFO in Section A 4.

Question 8: Would this grant pay for states to send state employees through ELDT?

Response 8: Please review the priorities in the NOFO Section A.4 for the priorities that CDLPI grant program supports for State entities.

Question 9: The NOFO states that FMCSA must approve development and execution of training materials, but that requirement is listed under the non-State applicant’s section. Does FMCSA need to approve training materials developed by SDLAs and/or their vendors with respect to developing training resources (e.g.e.g., development of CDL/CLP issuance training materials)?



Response 9: If an award is issued as a cooperative agreement FMCSA may require approval of the training material. See Section B. i.

Question 10: Would a city government be eligible under 383 to meet compliance by establishing policy, conducting education & training, setting up processes & programs for the organization to meet and maintain compliance.

Response 10: A city government is an eligible entity, See Section C. 1.iii. Please review Section A. 4 CDLPI program priorities to determine if the project proposal would support the purpose of the CDLPI Grant program (Section E.1.a).

Topic 4: CDLPI Grant Project Plan Template Pilot

Question 11: If we have several projects, is there information on how the narrative documents should be submitted (e.g., in what order)?

Response 11: please see Section D. 2. Iv in NOFO.

Question 12: Where is the Project Plan template online? I may have missed that.

Response 12: The online project template is only available to the first 9 Pilot Project volunteers that were requested during the zoom session. FMCSA received more than 9 volunteers prior to the zoom meeting ending and is no longer requesting volunteers.

Question 13: How do we volunteer? I'd be interested in the pilot project.

Response 13: Unfortunately, FMCSA has already received 9 volunteers to participate in the pilot program and are unable to accept your request to participate. Thank you for your interest.

Topic 5: CDLPI Performance Based Project Planning & Budgeting