

FMCSA Safety Update-Texas



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

September 24, 2026



FMCSA's Mission

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses.

The FMCSA was established as a separate administration within the U.S. Department of Transportation (DOT) on January 1, 2000, pursuant to the Motor Carrier Safety Improvement Act of 1999. FMCSA is headquartered in Washington, DC and employs personnel across all 50 States and the District of Columbia dedicated to improving the safety of commercial motor vehicles (CMV) and saving lives.



FMCSA's Strategy

Our Strategy

In carrying out its safety mandate to reduce crashes, injuries, and fatalities involving large trucks and buses, FMCSA:

- Develops and enforces data-driven regulations that balance motor carrier (truck and bus companies) safety with efficiency;
- Harnesses safety information systems to focus on higher risk carriers in enforcing the safety regulations;
- Targets educational messages to carriers, commercial drivers, and the public; and
- Partners with stakeholders including Federal, State, and local enforcement agencies, the motor carrier industry, safety groups, and organized labor on efforts to reduce bus and truck-related crashes.



NHTSA Roadway Safety Data



DOT HS 813 791

April 2026

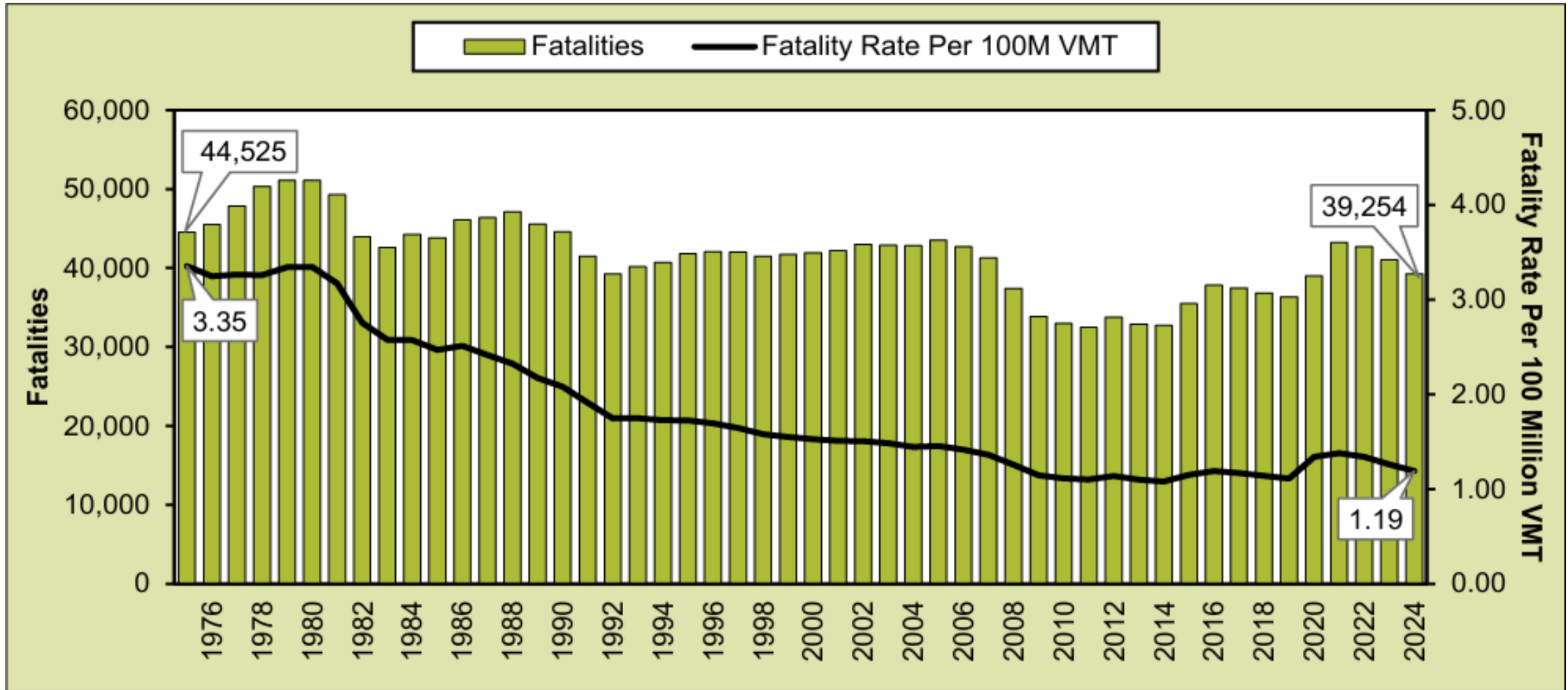
Overview of Motor Vehicle Traffic Crashes In 2024

There were 1,771 fewer people killed in motor vehicle traffic crashes on U.S. roadways during 2024, a 4.3-percent decrease from 41,025 in 2023 to 39,254 in 2024. The fatality rate per 100 million vehicle miles traveled (VMT) decreased 5.6 percent from 1.26 in 2023 to 1.19 in 2024. It represents the third year-to-year decrease in both fatalities and fatality rate since 2021.

The estimated number of people injured on our roadways decreased in 2024 to 2.42 million, falling 0.8 percent from 2.44 million in 2023. This decrease was not statistically significant. The injury rate per 100 million VMT decreased 1.3 percent from 75 in 2023 to 74 in 2024.

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813791>

Traffic Fatalities and Fatality Rate per 100 Million VMT 1975-2024



Sources: FARS 1975-2023 Final File, 2024 ARF; 1975-2024 VMT – FHWA's Annual Highway Statistics

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813791>

FMCSA Safety Oversight of CDL Holders



FMCSA Actions

- **CDL Holders' Traffic Violations** - Implemented the July 2021 final rule requiring State Driver Licensing Agencies to develop systems for the electronic exchange of driver history record information. Work with State Driver Licensing Agencies to improve accuracy of CDL driver records and to evaluate additional opportunities to use these more accurate records to take unsafe drivers off the road more expeditiously. (August 22, 2024, compliance date)
- **CDL Holders' Drug and Alcohol Violations** - Implemented the October 2021 final rule requiring State Driver Licensing Agencies to access and use information obtained through the Drug and Alcohol Clearinghouse and take licensing actions against commercial drivers who have drugs or alcohol violations in the system and are not cleared to return to duty. (November 18, 2024, compliance date)

January 6, 2020 – January 2, 2026, Clearinghouse Results

- **All Drivers (*with at least 1 violation*)** **328,431**
 - Marijuana 206,394 violations
 - Cocaine 57,075 violations
 - Methamphetamine 29,017 violations
 - Amphetamine 26,670 violations
- **CDL/CLP holders in “Prohibited Status”** **202,304**
- **RTD Process Not Started** **159,226**

https://clearinghouse.fmcsa.dot.gov/content/resources/Clearinghouse_MonthlyReport_September2025.pdf

Drug Violations Reported to the Clearinghouse

Number of Positive Tests with Substances Identified							
Substance	2020	2021	2022	2023	2024	2025	Total
Marijuana Metabolite (Δ 9-THCA)	29,194	32,265	39,388	37,792	34,933	25,706	199,278
Cocaine Metabolite (BZE)	7,923	9,105	10,545	10,388	10,078	7,081	55,120
Methamphetamine (MET/MAMP)	5,199	5,213	5,380	4,522	4,588	3,201	28,103
Amphetamine (AMP)	4,906	4,951	5,164	4,251	3,875	2,753	25,900
Oxymorphone (OXYM)	1,333	1,292	1,358	1,097	973	765	6,818
Oxycodone (OXYC)	1,067	1,068	1,092	923	801	632	5,583
Hydrocodone (HYC)	957	931	909	807	714	590	4,908
Hydromorphone (HYM)	1,030	1,041	994	829	700	534	5,128
Morphine (MOP)	429	376	415	369	388	313	2,290
Codeine (COD)	371	348	411	356	318	255	2,059
6-Acetylmorphine (6-AM)	300	192	176	117	100	65	950
Phencyclidine (PCP)	62	63	65	77	85	68	420
Ecstasy (MDMA)	135	122	132	92	77	54	612
Methylenedioxyamphetamine (MDA)	28	35	43	50	54	33	243
All substances	52,934	57,002	66,072	61,670	57,684	42,050	337,412

National Registry of Certified Medical Examiners II



Medical Certification – National Registry II

June 23, 2025:

- (1) FMCSA started electronically transmitting medical certificates and medical variances to SDLAs;
- (2) SDLAs must post medical certificates and variances received from FMCSA on drivers' records; and
- (3) Motor carriers no longer need to verify that CLP/CDL drivers are certified by a certified medical examiner (ME) listed on the National Registry.



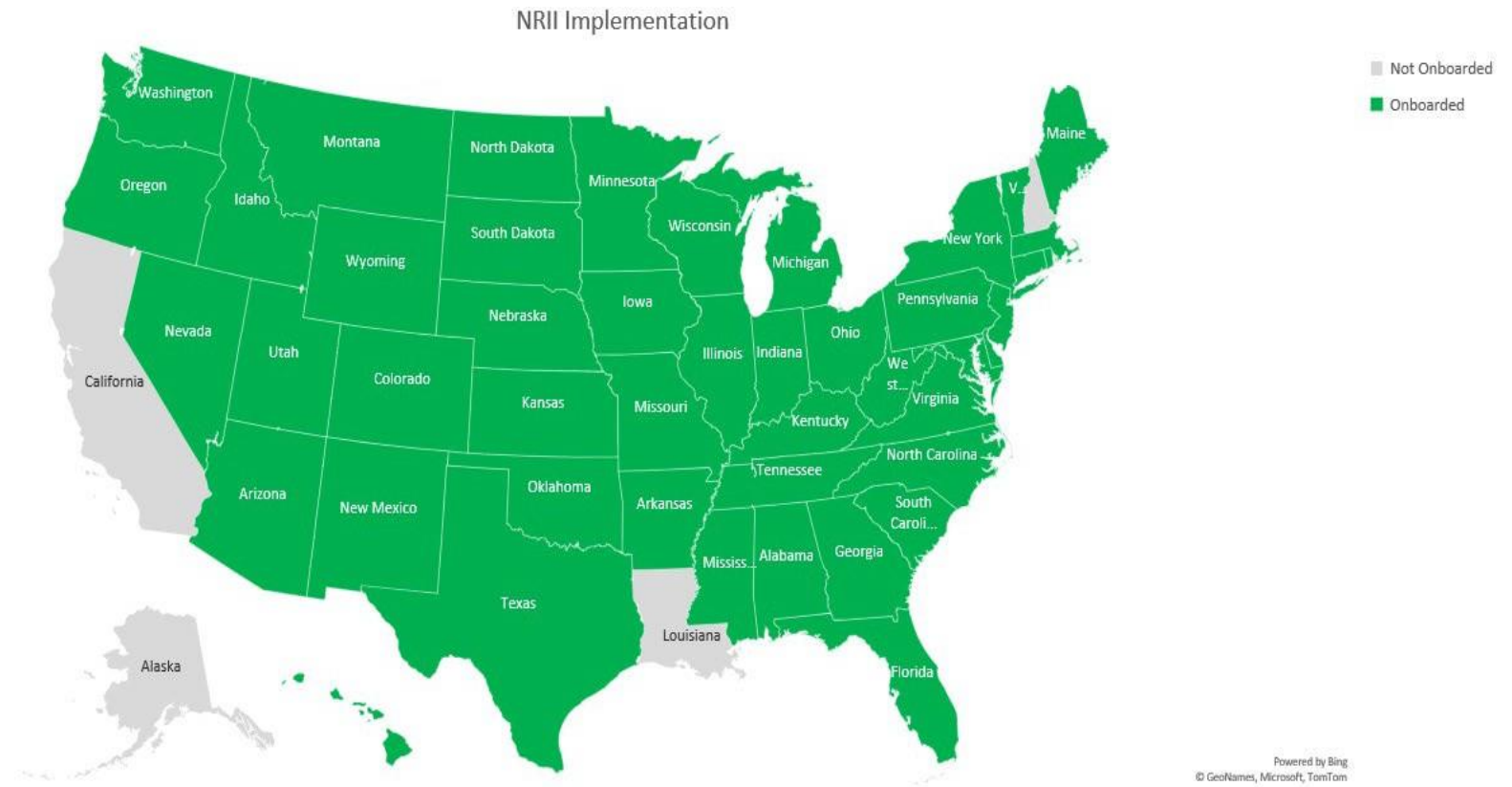
<https://nationalregistry.fmcsa.dot.gov/nriilearning-center>

NR II Implementation

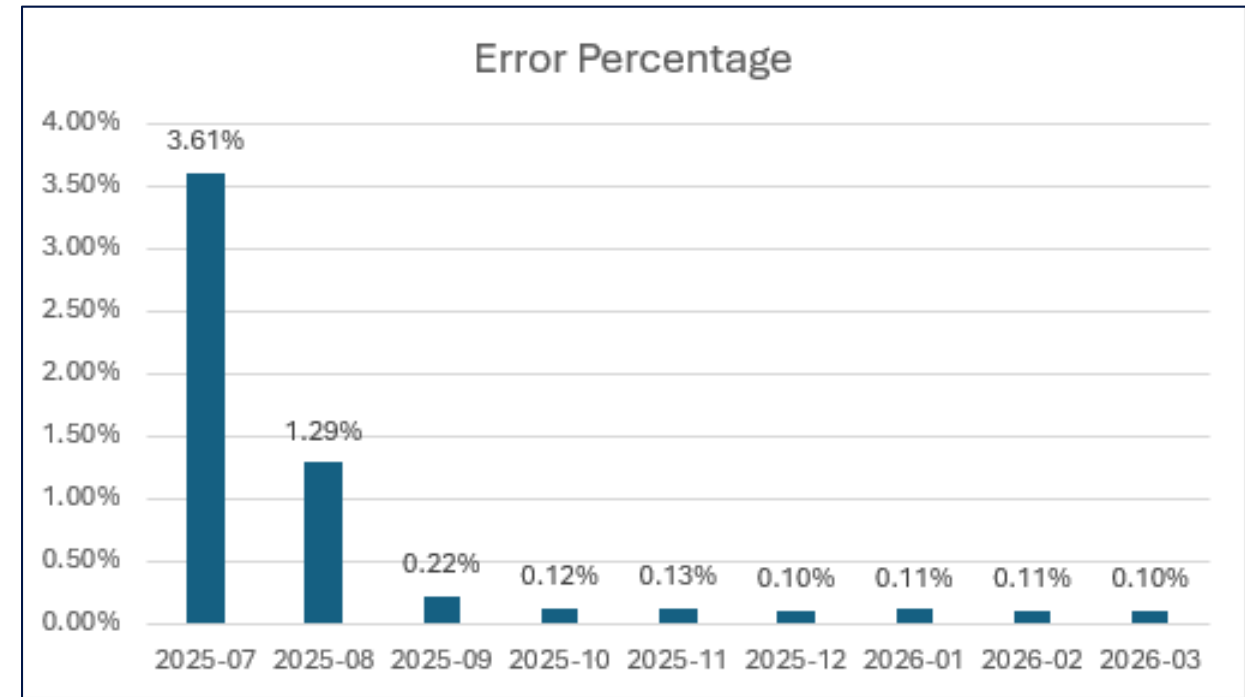
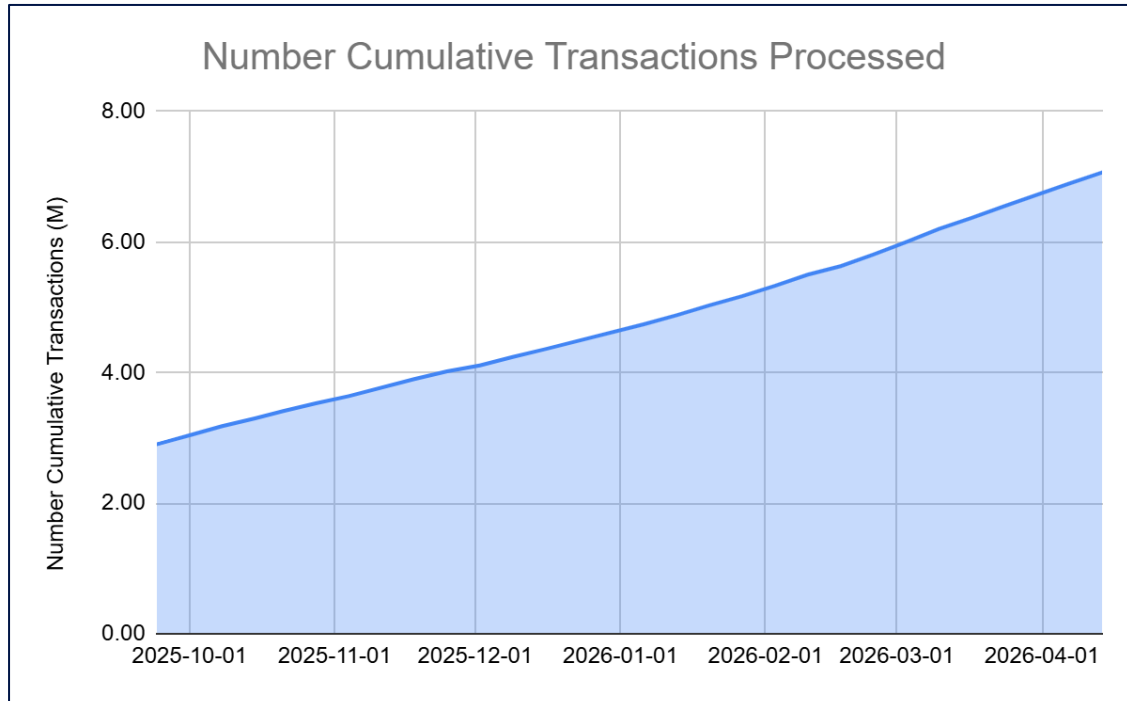
49 States & the District of Columbia have implemented NRII since March 2025.

Remaining States:

- *Alaska*



NRII Implementation Progress: Key Metrics



As the number of cumulative transactions processed approaches 7M,
the error rate has fallen from 3.61% to 0.1%

2024 Medical Examiner's Handbook:

<https://www.fmcsa.dot.gov/regulations/medical/driver-medical-requirements/medical-examiners-handbook-2024-edition>



Federal Motor Carrier Safety Administration

NATIONAL REGISTRY OF CERTIFIED MEDICAL EXAMINERS

Medical Examiner's Handbook
2024 Edition



The Medical Examiner's Handbook 2024 Edition provides information about regulatory requirements and guidance to medical examiners listed on FMCSA's National Registry of Certified Medical Examiners who perform physical qualification examinations of interstate commercial motor vehicle drivers.

The goal of the handbook is to provide recommendations and guidance to assist medical examiners in applying the physical qualification standards, basic information related to testing, and matters to consider when making a physical qualification determination in conjunction with established best medical practices.

Recent Enforcement Activities



Strict Enforcement of the 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, 2026: 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.

Entry-Level Driver Training (ELDT)

 **FMCSA**
Federal Motor Carrier Safety Administration

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 **TRAINING**
PROVIDER REGISTRY

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 Training Type

 Location

 My Location

 Provider Name



TRAINING PROVIDER REGISTRY

FMCSA's Training Provider Registry improves highway safety by ensuring that entry-level drivers of commercial motor vehicles (CMVs) complete training as required by the new Entry-Level Driver Training (ELDT) regulations before testing for certain commercial driver's licenses (CDLs) and CDL endorsements.

Search for a Training Provider

Notice of Inactivity

FMCSA is sending notices to training providers with one or more training locations that have submitted no certifications of driver training completion within the past 12 months. If you received this notice, follow the instructions and respond directly to the notice from FMCSA.

I want to...

- [Submit a complaint →](#)
- [Register as a training provider →](#)
- [Find a training provider →](#)
- [Check my driver record →](#)
- [View list of training providers issued a notice of proposed removal →](#)
- [View list of removed providers →](#)
- [Review the procedure for States to report providers that do not meet State requirements →](#)

Regulatory Actions for 2026



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

February 13, 2026 - FMCSA published a final rule amending the Federal regulations for State Driver's Licensing Agencies (SDLAs) issuing commercial driving credentials to foreign-domiciled individuals (*91 FR 7044*).

Specifically, the final rule limits eligibility for non-domiciled Commercial Learner's Permits (CLPs) and CDLs for foreign-domiciled individuals to those who hold specific, verifiable employment-based nonimmigrant status.

<https://www.govinfo.gov/content/pkg/FR-2026-02-13/pdf/2026-02965.pdf>

7044 Federal Register / Vol. 91, No. 30 / Friday, February 13, 2026 / Rules and Regulations	
DEPARTMENT OF TRANSPORTATION Federal Motor Carrier Safety Administration 49 CFR Parts 383 and 384 [Docket No. FMCSA–2025–0622] RIN 2126–AC98 Restoring Integrity to the Issuance of Non-Domiciled Commercial Drivers Licenses (CDL) AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT). ACTION: Final rule. SUMMARY: FMCSA amends the Federal regulations for State Driver's Licensing Agencies (SDLAs) issuing commercial driving credentials to non-domiciled individuals. This final rule reaffirms, with minor changes, the provisions of the interim final rule (IFR) published on September 29, 2025. Specifically, this final rule limits eligibility for non-domiciled Commercial Learner's Permits (CLPs) and Commercial Driver's Licenses (CDLs) for foreign-domiciled individuals to those who hold specific, verifiable employment-based nonimmigrant status. This rule reaffirms the IFR requirements, aligning the issuance of non-domiciled CDLs with FMCSA's statutory mandate to ensure the fitness of all drivers who operate a CMV. By limiting eligibility to statuses subject to enhanced consular vetting of driver history and interagency screening, FMCSA restores the integrity of the CDL system, closes a significant safety gap, and enhances the safety of the traveling public. DATES: This final rule is effective March 16, 2026. Comments on the information collection in this final rule must be submitted to the Office of Information and Regulatory Affairs (OIRA) at the Office of Management and Budget (OMB) by March 16, 2026. FOR FURTHER INFORMATION CONTACT: Philip Thomas, Deputy Associate Administrator, Office of Safety, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001; (202) 366–2551; CDLRulemaking@dot.gov . If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366–9826. SUPPLEMENTARY INFORMATION: FMCSA organizes this final rule as follows: I. Availability of Rulemaking Documents II. Comments on the Information Collection III. Executive Summary IV. Abbreviations V. Legal Basis	VI. Discussion of the IFR and Comments A. Overview of the IFR B. Comments and Responses VII. International Impacts VIII. Section-by-Section Analysis A. Regulatory Provisions B. Guidance Statements and Interpretations IX. Regulatory Analyses A. E.O. 12866 (Regulatory Planning and Review) and DOT Regulatory Policies and Procedures B. E.O. 14132 (Unleashing Prosperity Through Deregulation) C. Congressional Review Act D. Regulatory Flexibility Act (Small Entities) E. Assistance for Small Entities F. Unfunded Mandates Reform Act of 1995 G. Paperwork Reduction Act H. E.O. 13132 (Federalism) I. Privacy J. E.O. 13175 (Indian Tribal Governments) K. National Environmental Policy Act of 1969 I. Availability of Rulemaking Documents To view any documents mentioned as being available in the docket, go to https://www.regulations.gov/docket/FMCSA-2025-0622/document and choose the document to review. To view comments, click the IFR, then click "Document Comments." If you do not have access to the internet, you may view the docket online by visiting Dockets Operations in room W58–213 of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations. II. Comments on the Information Collection Written comments and recommendations for the information collection discussed in this final rule should be sent within 30 days of publication to www.reginfo.gov/public/do/PRAMain. Find this information collection by clicking the link that reads "Currently under Review—Open for Public Comments" or by entering OMB control number 2126–0087 in the search bar and clicking on the last entry to reach the "comment" button. III. Executive Summary This final rule revises the regulations that allow SDLAs to issue and renew non-domiciled CLPs and CDLs to individuals not domiciled in a U.S. State. This final rule builds on and makes minor revisions to the regulatory changes in the IFR published on September 29, 2025 titled, "Restoring Integrity to the Issuance of Non-Domiciled Commercial Drivers Licenses (CDL)" (90 FR 46509). In reaffirming the changes made in the IFR and making some revisions for clarity, this final rule closes a critical safety gap in the Nation's commercial drivers licensing system that has manifested in two ways: (1) the issuance of licenses to individuals whose safety fitness cannot be adequately verified by SDLAs; and (2) the reliance on Employment Authorization Documents (EAD) to demonstrate eligibility for a non-domiciled CDL, which has proven administratively unworkable and resulted in widespread regulatory non-compliance. First, the agency identified an unacceptable bifurcated standard in driver vetting. While domestic CDL applicants face rigorous driver history checks through the Commercial Driver's License Information System (CDLIS) and the Problem Driver Pointer System (PDPS), non-domiciled applicants were previously processed without equivalent checks on their foreign driving history. This effectively shielded unsafe driving behaviors—including serious violations or fatal crashes—simply because they occurred outside the reach of U.S. databases. It is important to recognize that a non-domiciled driver's foreign driving record is not only historical, but also concurrent, as the driver is not required to surrender their foreign license to obtain a non-domiciled CDL and may be driving in another country during the same time period in which they hold a non-domiciled CDL. In this case, the SDLA does not have access to either the historical or the concurrent information. To close this loophole and fulfill FMCSA's statutory mandate to ensure the safety fitness of CMV drivers, this rule establishes eligibility criteria for foreign-domiciled drivers seeking non-domiciled CDLs. Following consultation with the U.S. Department of State and the U.S. Department of Homeland Security, eligibility is limited to nonimmigrant status holders who undergo enhanced consular vetting and interagency screening which serves as a functional proxy for driver history vetting by the SDLAs. By limiting eligibility to the nonimmigrant status holders identified through consultation with the U.S. Department of State, H–2A (Temporary Agricultural Workers), H–2B (Temporary Non-Agricultural

¹ An Employment Authorization Document (Form I-766/EAD), issued by USCIS, indicates that the holder is authorized to work in the United States for a specific time period. See <https://www.uscis.gov/green-card/green-card-processes-and-procedures/employment-authorization-document>.

Top Roadside Violations Cited in Texas



TOP 10 Roadside Vehicle Violations in Texas

↑	VIOLATION CODE	VIOLATION DESCRIPTION	# OF INSPECTIONS	# OF VIOLATIONS	% OF TOTAL VIOLATIONS	# OF OOS VIOLATIONS	OOS PERCENT
1	393.9	Inoperable Required Lamp	53,647	77,685	12.23%	5,230	5.08%
2	396.17C	Operating a CMV without proof of a periodic inspection	26,660	36,060	5.68%	10	0.01%
3	393.47E	Brake Out of Adjustment - Roto, Clamp (Short & Long), DD-3, or Bolt	17,695	27,087	4.27%	2	0%
4	393.78	Wipers - Inoperative / missing / damaged wipers.	25,703	26,565	4.18%	11	0.01%
5	393.9TS	Inoperative turn signal	17,801	20,050	3.16%	6,197	6.02%
6	393.45B2UV	Brake Hose or Tubing Chafing and/or Kinking Under Vehicle	14,255	18,824	2.96%	2,193	2.13%
7	393.95A	No/discharged/unsecured fire extinguisher	17,996	18,017	2.84%	0	0%
8	393.11	No or defective lighting devices or reflective material as required	13,555	16,214	2.55%	409	0.4%
9	393.53B	CMV manufactured after 10/19/94 has an automatic airbrake adjustment system that fails to compensate for wear	14,888	15,743	2.48%	0	0%
10	393.75A3	Tire-flat and/or audible air leak	13,059	15,266	2.4%	13,777	13.38%

Top 10 Roadside Driver Violations in Texas

	Violation Code	Type	Violation Description	# of Inspections	# of Violations	% of Total Violations	# of OOS Violations	OOS Percent
1	391.11B2Z		Border Zone - Driver cannot satisfy the English language proficiency requirements of 391.11(b)(2) as per FMCSA Enforcement Guidance Memo MC-SEE-2025-0001.	44762	44777	39.32%	56	0.15%
2	383.23A2		Operating a CMV without a CDL	11851	11986	10.52%	11822	31.35%
3	391.41APC		Medical (Certificate) - Operating a property-carrying vehicle without a valid medical certificate in possession or on file with the state drivers licensing agency	8659	8662	7.61%	8084	21.44%
4	391.11B2Q		Driver cannot read and speak the English language sufficiently to converse with the general public, to understand highway traffic signs and signals in the English language, to respond to official inquiries, and to make entries on reports and record.	4602	4616	4.05%	4288	11.37%
5	395.8AELD		ELD - No record of duty status (ELD Required)	3157	3159	2.77%	3071	8.15%
6	395.8E		False report of drivers record of duty status	2316	3128	2.75%	1123	2.98%
7	395.8F01		Drivers record of duty status not current	2651	2890	2.54%	25	0.07%
8	395.24D		ELD cannot transfer ELD records electronically	2441	2442	2.14%	6	0.02%
9	395.8ANONELD		No record of duty status when one is required (ELD Not Required)	2077	2085	1.83%	2003	5.31%
10	395.8		Record of Duty Status violation (general/form and manner)	1677	2028	1.78%	82	0.22%

Top Investigation Violations Cited in Texas



Top 10 Investigation Violations in Texas

↑	VIOLATION CODE	ACUTE/CRITICAL	VIOLATION DESCRIPTION	# OF INVESTIGATIONS	# OF VIOLATIONS	% OF TOTAL VIOLATIONS
1	392.2	Critical	Violation of Local Laws - Explain:	399	612	6.39%
2	382.701A		Failing to conduct a pre-employment query	586	588	6.14%
3	382.701B1		Failing to conduct an annual query	515	515	5.38%
4	395.8E1	Critical	False reports of records of duty status	324	496	5.18%
5	396.3B2		Failing to have a means of indicating maintenance due dates	485	486	5.08%
6	396.3B1		Failing to keep a maintenance record identifying the vehicle	407	408	4.26%
7	383.37A	Acute	Allowing driver to drive with suspended/revoked/etc. CDL	400	400	4.18%
8	382.301A	Critical	Using a driver before receiving a pre-employment result	339	339	3.54%
9	395.8A1	Critical	Not using the appropriate method to record hours of service	291	306	3.2%
10	396.3B3		Failing to keep a record of inspections and repairs	270	274	2.86%

Motor Carrier Best Practices



Using the FMCSA Motor Carrier Safety Planner

The screenshot shows a web browser window with the URL `csa.fmcsa.dot.gov/safetyplanner/`. The browser's address bar and tabs are visible at the top. Below the browser window, the website's header features the FMCSA logo and the text "Federal Motor Carrier Safety Administration". A navigation menu includes links for "HOME", "CHAPTERS", "RESOURCES & FORMS", "MY SAFETY PLANNER", "HELP", and "SPANISH VERSION". A search bar is located on the right side of the header. The main content area has a dark blue background with a graphic of five overlapping circles containing icons: a yellow circle with a truck, a blue circle with a pencil, a purple circle with a folder, a light blue circle with a document, and a green circle with a clipboard. To the right of this graphic, the text "The Motor Carrier Safety Planner" is displayed in large white font, followed by a description: "This online guide provides simple explanations and templates to help companies that operate CMVs understand and comply with Federal safety regulations." A "Submit Feedback >" button is located at the bottom right of the main content area.

CSA The Motor Carrier Safety Planner x +

Ask Gemini

csa.fmcsa.dot.gov/safetyplanner/

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The Motor Carrier Safety Planner

CSA NEW ENTRANT FMCSA

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The Motor Carrier Safety Planner

This online guide provides simple explanations and templates to help companies that operate CMVs understand and comply with Federal safety regulations.

Submit Feedback >

Motor Carrier Best Practices

- General: Compare the company files to the data on the SMS website to ensure drivers listed for violations are company drivers and not someone using their authority for stolen identity.
- General: Learn how to use the FMCSA portal to upload documents when an investigation is conducted on the carrier.
- Hours of Service: Keep all records pertaining to each load together: Rate Cons, BOLs with signatures and dates, and invoices sent to/from the factoring company for carrier payment. (49 CFR Part 395.11 Supporting Documents). All supporting documents must allow the carrier to link the document to a driver, date, location, and time.
- Hours of Service: Learn how to access the ELD backoffice platform for the ELD provider.
- Hours of Service: If using leased operators with different ELD providers, get set up as the ADMINISTRATOR for the ELD utilized by the leased carrier (or used by the owner/operator leased onto the carrier).

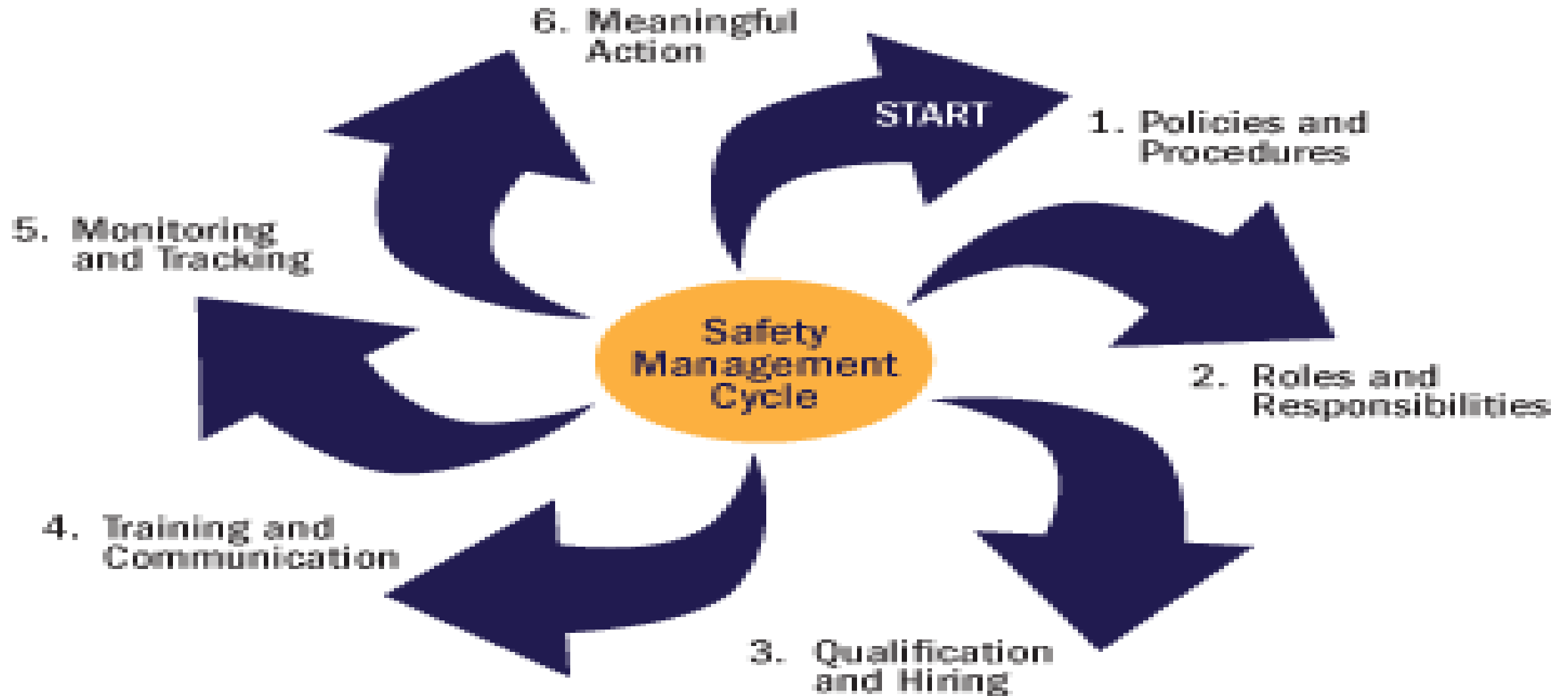
Motor Carrier Best Practices

- Maintenance: Ensure the VIN, Unit, Part, and the actual repair are included on the invoices.
- Maintenance: Date the repairs and keep all roadside repairs receipts, especially if the violation is out-of- service.
- Maintenance: Separate preventive maintenance and general maintenance from vehicle work history. When reviewing maintenance files, preventive maintenance is intertwined with work history. Separating the two makes it so much cleaner and organized.
- Maintenance: Ensuring DVIRs have the driver who noted the defect, the mechanic who signed off on it and the next driver who signs off on the repair made.
- Crash. Companies are installing video cameras in the truck to assist in crash investigations.

Motor Carrier Best Practices

- General: Carriers are conducting internal audits using the MC Safety Planner to identify and address non-compliance. (Compliance Questionnaire)
- General: Carriers are verifying SMS data, addressing non-compliance with drivers and staff, and adjusting business practices to improve compliance. Development of policies.
- Hours of Service: Carriers are transitioning to established ELD providers. While these services may be more expensive, they are less likely to be non-compliant or revoked.
- HM: Cargo tank motor carriers are using the Safer website to verify cargo tank registrations. (https://safer.fmcsa.dot.gov/mcs150t/pkg_ct_public.prc_ct_public_search).
- Drug and Alcohol: Current reports from the D&A company used for all aspects of their D&A(pre-employment, randoms, post crash, reasonable suspicion) and the annual MIS report.

Safety Management Cycle



<https://www.fmcsa.dot.gov/>

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FMCSA Highlights

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