

## Iowa Entry Level Drivers Training Frequently Asked Questions

**1. Will this program be made available to current state employees? Or if state employees will be eligible for the grant funds to obtain their CDL's?**

**Answer:** The grant is open for employers, non-profits and employer consortiums who currently hire CDL drivers and meet the eligibility requirements.

**2. Will there be any reimbursement for recent CDL classes? My son just paid almost \$500 less than a month ago for the class and still has to pay the licensing fee.**

**Answer:** The grant is specific to employers and Entry Level Driver Training requirements and cannot reimburse for costs prior to 1/1/2023. Individuals are not eligible applicants.

**3. I'm interested in obtaining a CDL license and already have my permit already. Can I apply?**

**Answer:** The funding program is for Iowa employers that will hire and train CDL drivers. If you're currently interested in going to CDL classes, I would recommend a few resources: GAP tuition assistance programs should be available at local community colleges. You should be able to talk to a local community college to find out more about the program and if it can pay for your training. <https://educateiowa.gov/adult-career-comm-college/community-colleges/gap-tuition-assistance-program-gap> WIOA Title I programs are available statewide and depending on your eligibility also may be able to help pay for you to get a CDL. You can find your local IowaWORKS office here - [www.iowaworkforcedevelopment.gov/contact](http://www.iowaworkforcedevelopment.gov/contact) And here's information about Entry Level Driver Training including a list of providers available - <https://www.fmcsa.dot.gov/registration/commercial-drivers-license/entry-level-driver-training-eltd>

**4. ELDT regulations took effect in February and affects all CDL holders, not just semi drivers. Is the Governor doing anything to make it easier for bus drivers?**

**Answer:** Employers, non-profits and employer consortiums that hire drivers that would require ELDT (anyone getting a Class B or Class A for first time, promoting from Class B to Class A, or completing endorsements including school bus, passenger and hazmat) would be potentially eligible to apply for the funds.

**5. Are schools eligible for this grant?**

**Answer:** Yes, schools would be eligible to apply for the grant if they will be employing the CDL drivers they are training.

**6. I am Public Works Director for a small Iowa community. We are in the process of hiring a new employee. He will need a Class B with air brake endorsement. Is this grant something we can take advantage of to reimburse his costs?**

**Answer:** Funds expended prior to 1/1/23 can't be reimbursed with the grant. Under the grant, employers will apply for funds that will reimburse the employer for costs that they've absorbed to have an employee complete entry level driver training in-house or through a third party. The minimum size of a group of trainees is two and the minimum award request is \$5,000 (with a maximum per recipient of \$2,500). If you know you're going to have the one employee, there is the option for a consortium of employers that have these needs to come together and apply.

**7. I work with a public transit agency and we require our drivers to obtain a Class C CDL and a Passenger Endorsement. Would any of these requirements be eligible for this grant?**

**Answer:** If your prospective employees are required to complete Entry-Level Driver Training prior to being licensed and you help support/provide the training, then you would be eligible to apply.

**8. Would this apply if I took my ELDT course in November?**

**Answer:** No, the funds aren't able to be expended for costs incurred before 1/1/23 and individuals are not eligible applicants.

**9. If we have multiple divisions, can each division apply?**

**Answer:** The application is tied to the EIN and SAM.gov unique code. Each applicant would need to have their own EIN and SAM.gov unique code.

**10. Is there an age requirement to apply for this?**

**Answer:** Applicants will be Iowa employers, so there's no age requirement for the candidates. Individuals are not eligible applicants.

**11. I am hoping you could clarify an important point with regard to the new Iowa CDL training reimbursement program. The press release states that "funds are administered as reimbursement only following documented training certification and a CDL exam within 30 days of a participant's first day of training."**

**Answer:** This information was misstated in the press release. The Notice of Funding Opportunity states: "The first cohort training program must be scheduled to begin within four months of receipt of a fully executed contract agreement. Each cohort must be completed within a 60-day time period from the start date. Programs may contain multiple cohorts with certifying a minimum of 2 new or upgraded drivers per cohort."

**12. We are looking for ways to assist students to pay for our program, which is certified. What steps do we need to go through to be able to access this program for our students? Is this a program that the students must apply to or can we access this program for them? We have had multiple applicants who have not been able to attend due to funding issues. Our costs are some of the most conservative in the area. We have a high pass ratio of 95%. We are also having issues with being able to schedule more than 4 to 6 students per week for testing with the DMV offices in our area.**

**Answer:** This is a program for employers or employer consortiums that employ CDL drivers to apply for reimbursement for expenses supporting Entry-Level Driver Training. One of the ways the grant can work for employers is to use a third-party ELDT Certified training provider and pay tuition costs that can be reimbursed up to \$2,500. If there are employers you currently work with, this could be an opportunity to partner.

**13. We have several terminal operations in the Iowa market. We wanted to ensure that we would qualify before applying. Our HQ is out of Illinois. Please advise if we would qualify for this program grant.**

**Answer:** Yes, you are a qualified applicant; assuming the terminals are Iowa employers, employing Iowa drivers and the training is taking place in Iowa.

**14. Are only Iowa employers eligible for this program or are Nebraska Employers eligible if they employ Iowa CDL/ELDT residents and cross into Iowa for delivery Purposes?**

**Answer:** The notice of funding defines an applicant as an “an employer and/or employer consortium located in Iowa submitting applications in response to a NOFO.”

**15. Do employers include public transit agencies?**

**Answer:** Yes, as long as you meet the definition of an employer as outlined in the notice of funding opportunity - to be eligible for this grant opportunity, an employer is defined as a business or entity that provides goods or services, controls and directs workers and pays W-2 wages to full-time employees. When counting employees for purposes of determining the number of employees, only full-time employees will be counted (32 hours per week minimum). Independent contractors and subcontractors do not count as employees.”

**16. Would Iowa Community Colleges be considered Third Party Providers? If so, can third-party providers apply for grant funding directly to the State of Iowa? Or do employees have to provide for funding directly and include the Iowa Community College they are partnering with in their application?**

**Answer:** Eligible applicants are employers (not the third-party provider or the employees).

**17. Can third-party training providers bill employers for those other eligible costs (books, maintenance, etc.) in addition to \$2,500 tuition per driver?**

**Answer:** The only reimbursable expense for an employer that utilizes a third-party training provider for the training would be \$2,500 per driver.

**18. If a carrier is already registered in the FMCSA ELDT registry, can they still qualify for the \$10,000 - or is it only amounts that took place after 1/1/2023, even if they've already created and registered their program (prior to 1/1/2023)?**

**Answer:** Only costs incurred after 1/1/2023 are eligible.

**19. Is it possible to charge the employee should they leave the company? (We want to treat like an Education reimbursement.) Then come back and reference this on our report so we can refund this back to the state should the employee repay the amount?**

**Answer:** No.

**20. Will the grant cover trainer salaries?**

**Answer:** In-House Training Providers can be reimbursed for the net wages of the instructor.

**21. How long with this grant last?**

**Answer:** Costs can be incurred between 1/1/2023 and 10/31/2024.

**22. So, these are Federal funds? Not State funds?**

**Answer:** Yes, these are Federal funds.

**23. Can a business with multiple locations within Iowa apply for funds to certify as a trainer and to hire Iowa-based ELDT third party trainers as part of a multi-faceted approach?**

**Answer:** Yes. Each employer can apply once for each W-9 (EIN).

**24. Are other states getting this funding too?**

**Answer:** We are unaware of what other states are doing.

**25. If a third-party company is utilized to complete the classroom/theory portion, would reimbursement be available if they are not an Iowa-based company?**

**Answer:** No.

**26. In Appendix A, it's requested for letters of commitment from key partners. Could you provide an example of what a key partner is?**

**Answer:** If you are partnering with a third-party training provider, this would be an example of a key partner. This may not apply to all applicants. Another example may be applicants that comprise of business consortiums.

**27. So, this isn't funding available for people to get their CDL, this is for companies to provide CDL training. Will you be releasing a list of companies that are awarded funding to send employees to get CDL/ELDT trained?**

**Answer:** This opportunity is for employers to provide training to their employees. Individuals may not be applicants. Awardees will be announced on the Future Ready Iowa website.

**28. Is there a requirement for how many people must be trained with funding?**

**Answer:** The grant requires that a cohort of a minimum of two new or upgraded drivers must begin within four months of receipt of the fully executed contract agreement.

**29. Our agency is quasi-governmental, organized as a 28-E. As long as we meet all other entity criteria, would our agency be eligible for an award?**

**Answer:** Yes.

**30. Are funds available for employers to send their employees to a CDL program/school?**

**Answer:** Yes, if the employers are sending employees whose job description requires a CDL, as long as the CDL program/school meets the requirements and can complete the ELDT in the timeframe expected.

**31. If you were prior military and had numerous vehicles over 5 ton, can you use any of those in this process?**

**Answer:** We have reached out to this individual directly for clarification and have not received a response.

**32. Do we need to request a dollar amount or trainee number in our scope of the grant?**

**Answer:** Yes, you need to include the dollar amount of grant funds you are requesting.

**33. So as a community college, would we need the companies we train to apply for these funds or can we apply for them directly as well?**

**Answer:** The employer would need to be the applicant, not the community college.

**34. What was the minimum number of employees this grant could be applied for?**

**Answer:** The grant requires that a cohort of a minimum of two new or upgraded drivers must begin within four months of receipt of the fully executed contract agreement.

**35. I see there is a limit of 6 million. Is that Iowa's allotment or are we competing with everyone else since this is actually Federal?**

**Answer:** This opportunity (for the state of Iowa) has \$6 million allocated.

**36. What if you prepay in December and they do not start ELDT training until January, would you be able to eligible for the grant?**

**Answer:** No costs incurred prior to 1/01/2023 or after 10/31/2024 are eligible.

**37. Can we utilize funds, if awarded, to train current employees without CDLs and new employees?**

**Answer:** If the current employee's job description requires them to get a Class B CDL, a Class A CDL, or a hazmat, passenger, or school bus endorsement, then they could be eligible for reimbursement.

**38. We have potential CDL drivers in multiple companies. Are we able to apply for a grant for each company name?**

**Answer:** Each employer with its own W-9 (EIN) can apply.

**39. Is the application available in a document to review without going into IowaGrants.gov and starting an application?**

**Answer:** No, the application is in IowaGrants.

**40. Can the grant cover the cost of an applicant receiving their commercial learner's permit (CLP)?**

**Answer:** No, that is not a reimbursable expense.

**41. If using funds to certify as a trainer, can we claim the expense of trainers' time spent to prepare/practice/develop training, or only the cost of the time they actually spend facilitating the training?**

**Answer:** The trainer's net wages in time spent preparing, practicing, and developing the curriculum can be charged by a newly certified ELDT provider as part of the \$10,000 in reimbursements available.

**42. As a private CDL training school, would we be eligible to apply for student funding?**

**Answer:** Yes, if you are using grant funds to train your own employees.

**43. In Iowa Grants, can more than one person from the same organization collaborate on the same application?**

**Answer:** Multiple people from the same organization may have separate accounts with Iowa Grants; however, grant applications are tied to the individual's account. If multiple people are planning to work on this application, they would need to use the same sign on credentials.

**44. Do you submit an application for each employee you send for CDL training or do you wait until the end of the program and send all together?**

**Answer:** You will submit one grant application which includes the number of employees that you intend to train. You will submit quarterly progress and financial reports which will report on each employee that you send for CDL training.

**45. Based on the items that seem to be eligible for reimbursement, can we, as the trainers (community college), apply for this grant and help students with the tuition funding on our side or does this have to go through a company who would be hiring the students directly?**

**Answer:** The employer would be the applicant (not the community college).

**46. We conduct an annual single audit compliant with 2 CFR 200 Subpart F. Do we need to submit any prior year's audits with our application, with any future required reports, or just keep them on file?**

**Answer:** No previous years' audits need to be submitted with your application. Just keep them on file.

**47. Is this limited to companies with less than 50 employees?**

**Answer:** No.

**48. What happens if we apply for an amount like \$20,000 and only use \$10,000 worth of grant money?**

**Answer:** This is a reimbursement grant. Any amount of your award not requested would be forfeited.

**49. Can you apply for any expenses that have been incurred since the initiation of the FMCSA regulation (since Feb. 2022).**

**Answer:** No costs incurred prior to 1/01/2023 or after 10/31/2024 are eligible.

**50. So books and fees are not eligible for reimbursement?**

**Answer:** Books are eligible for reimbursement for in-house training. They are not reimbursable costs to a third-party training provider.

**51. Could a public school district apply for this funding - to train new bus drivers?**

**Answer:** Yes, as long as they meet the definition of an applicant and employer.

**52. We have checked into the training via 3rd party and tuition is \$1,300; however, we will have travel expenses. Will those travel expenses be reimbursable up to \$2,500.**

**Answer:** No, the travel expenses are not a reimbursable cost.

**53. If our employees are currently "laid off" and collecting unemployment, can we send them to a cdl program and not have them currently on our payroll?**

**Answer:** Yes.

**54. I am a certified third-party examiner and a CDL trainer who lives in Iowa but works out of a company in Nebraska. Am I still eligible?**

**Answer:** The grant is open to Iowa-based employers. Third-party training providers must be based in Iowa for an employer to be reimbursed for the tuition costs.



**55. Can a business headquartered in different states utilize the grant that has Iowa locations?**

**Answer:** Yes, but only for employees of the state of Iowa.

**56. If our company pays for our employees to attend a CDL class somewhere else, will this grant reimburse us?**

**Answer:** As long as the third-party training provider meets the requirements of the grant, then the company can be reimbursed for tuition costs up to \$2,500 per driver.

**57. Can an employer use a contracted employment agreement to guarantee an employee stays onboarded after completion of the training?**

**Answer:** Please seek your legal counsel's advice. Please see Q19 – you may not “charge” an employee if they choose to leave the company.

**58. Can out of state residents be considered as long their state borders Iowa?**

**Answer:** The residency requirements allow employers that are based in an Iowa county that borders another state to be reimbursed for up to 25% of their participants to be from the state that they border.

**59. Please clarify, Iowa Community Colleges are considered third party training providers giving the carrier partnered with this College the opportunity for this funding (as long as Iowa College has been ELDT certified with FMCSA)?**

**Answer:** Correct.

**60. Is a motorcoach employer eligible or is this only for trucking employers?**

**Answer:** Yes, they would be eligible.

**61. Would someone like a JJ Keller not be eligible to be a 3rd party then, since they're based in WI, is that correct?**

**Answer:** Tuition expenses are only able to be reimbursed to a third-party provider based in Iowa. An Iowa employer that is certified to provide in-house training can purchase curriculum, software, or supplies from vendors like JJ Keller and have those expenses reimbursed.

**62. And would the district be required to train drivers who do \*not\* want to drive for the district?**

**Answer:** No.

**63. Currently we have no CDL drivers, so we would be training only new drivers, no renewals, and they are all current employees not new applicants. Does that make a difference?**

**Answer:** If their job description requires a CDL that would necessitate Entry-Level Driver Training

**64. Can you use the funds for software for compliance with ELDT and the required files?**

**Answer:** FMCSA does not charge any fees to become an ELDT provider on the Training Provider Registry. If you're referring to curriculum software for training ELDT, that is an eligible expense for in-house training providers.

**65. Is there a minimum timeframe that is considered a "cohort"?**

**Answer:** No. Each cohort must be completed within a 60-day time period from the start date.

**66. Can a city with a CDL training program apply for funding? If so, how would they submit for payment?**

**Answer:** If the city is providing in-house training to their employees, they could apply for the grant for reimbursement of the costs identified. They will submit an application and if awarded, would submit quarterly progress reports and financial reports to indicate need for reimbursement.

**67. To clarify, the funds can be used towards vehicle maintenance but not to purchase new vehicles to train with?**

**Answer:** Correct.

**68. Can funds be used to upgrade current CDL holders to HazMat or tanker endorsements if they do not have those endorsements or does it have to be new Class A/B or upgrade from a B to an A?**

**Answer:** Yes, if the driver is required to complete ELDT.

**69. If a community college provided a consortium or cohort training with multiple businesses participating, can we apply for the grants?**

**Answer:** No, the employer would need to be the applicant.

**70. Please answer if this funding applies to a CDL Class C w/passenger endorsement.**

**Answer:** Yes.

**71. So, you can submit an application each quarter for all employees that passed during that quarter. You would potentially be submitting several applications if you have employees each quarter?**

**Answer:** The employer will submit one application. If awarded, they would submit quarterly progress reports and financial reports for employees participating.

**72. If you are doing in-house training and training on an as needed basis, there may only be one student. Does that mean the grant is not applicable and my company is not eligible?**

**Answer:** There needs to be a minimum of two employees served by the training.

**73. What if we don't have a Procurement Policy? Is the Procurement Policy needed only for those with Federal Contracts?**

**Answer:** Because these are Federal funds, 2 CFR Part 200 guidelines must be followed, including a procurement policy. You would need to create a procurement policy.

**74. Would the grant cover the building of a behind the wheel training location. For example, the cost to pour concrete and add any necessary structures?**

**Answer:** If a newly registered site, up to \$10,000 would be reimbursable for costs associated with site maintenance.

**75. Do you have a "preferred" list and/or "approved" list from state of third-party trainer(s) that we could send employee(s) to obtain their CDL?**

**Answer:** The list of certified training providers is kept by the Federal Motor Carrier Safety Association on their website here - <https://tpr.fmcsa.dot.gov/>. For purposes of this grant, third-party training providers must be Iowa-based.

**76. Public school district follow-up question: would the district be required to train drivers who do \*not\* want to drive for the district? Or can we limit to just those we are hiring?**

**Answer:** You can limit to just those that you are hiring.

**77. As a carrier in Iowa, we are continuously hiring new drivers for both CDL required vehicles and Non-CDL required vehicles. We are uncertain on the number of future employees we will continue to hire (between now and October of 2024), how should we "Estimate" the number of employees we will train in the coming years?**

**Answer:** It is up to the applicant to identify how many employees they would have in training.