

**SENATE COMMITTEE ON COMMERCE, SCIENCE, AND
TRANSPORTATION**

Full Committee
Nominations Hearing
Wednesday, July 16, 2025, at 10:00 A.M.

REPUBLICAN QUESTIONS FOR THE RECORD

Mr. Derek Barrs

COVER PAGE

SENATOR JERRY MORAN (R-KS)

1. The previous Surface Transportation Reauthorization included the Safe Driver Apprenticeship Pilot Program (SDAP), established by FMCSA to assist 18-, 19-, and 20-year-old individuals to pursue interstate trucking careers.

The Biden administration added onerous and costly requirements that deterred motor carriers from participating in the program, which took Congressional action to remove. Providing additional uncertainty, the program is set to expire later this year.

If confirmed, will you commit to supporting the continuation of the SDAP program as Congress further considers this issue as part of the next surface transportation bill?

2. I have heard from drivers that they are not being allowed access to restrooms at various facilities, including shippers, receivers, and warehouses. I know certain states, including Washington, have taken steps to ensure access to these facilities.

If confirmed as FMCSA Administrator, will you support legislative or regulatory efforts to restore basic human dignity to the men and women who keep our supply chain moving and ensure our nation's truck drivers have access to these facilities?

3. Integral to the mission of the agency you are nominated to lead is coordination with other federal departments and agencies and with states, localities, and industry stakeholders to deliver safe and efficient transportation networks.

How will you leverage relationships with state departments of transportation, metropolitan planning organizations, local governments, and other partners to navigate diverse transportation safety needs while upholding a uniform standard of safety throughout the country?

SENATOR TED BUDD (R-NC)

1. The Entry Level Driver Training Rule created minimum standards for truck driver training, but many CDL mills and bad actors continue to disregard the rule. This is a safety issue, but FMCSA has made little progress on removing unfit training organizations from the Training Provider Registry. Will you commit to increasing enforcement of the Training Provider Registry and removing bad actors within 90 days of a complaint?
2. I understand some autonomous trucking companies have previously sent a petition to FMCSA seeking to be allowed to use new warning devices on their vehicles, but were denied by the last administration. If confirmed, would you be willing to take another look at that petition? How should FMCSA adapt regulations to new technologies, including autonomous trucking?

SENATOR TIM SHEEHY (R-MT)

1. Chief Barrs, a speed-limiter rule would disrupt the economy in rural states like Montana and jeopardize safety. Will you continue to engage small-business truckers in preventing

any speed-limiter mandate, and commit to engaging with them on other important safety issues?

2. Montana is home to cutting-edge photonics technology being deployed in autonomous systems. Do you see opportunities at FMCSA to embrace innovation, including autonomous systems, to make meaningful improvements to roadway safety?