



February 2, 2022

The Honorable Darin LaHood
U.S. House of Representatives
1424 Longworth House Office Building
Washington, DC 20510

The Honorable Josh Harder
U.S. House of Representatives
209 Cannon House Office Building
Washington, DC 20510

The Honorable Troy Balderson
U.S. House of Representatives
2429 Rayburn House Office Building
Washington, DC 20510

The Honorable Henry Cuellar
U.S. House of Representatives
2372 Rayburn House Office Building
Washington, DC 20510

Dear Congressmen LaHood, Harder, Balderson, and Cuellar:

On behalf of the American Trucking Associations (ATA) and the 7.9 million men and women employed by the trucking industry in every state across the nation, I write to express strong support for the Licensing Individual Commercial Exam-takers Now Safely and Efficiently (LICENSE) Act, legislation that will ease regulatory burdens to help the trucking industry maintain an adequate and sustained supply of trained commercial motor vehicle (CMV) drivers. The LICENSE Act will make permanent two waivers that were re-issued seven times over the course of the COVID-19 pandemic by the Federal Motor Carrier Safety Administration (FMCSA).

ATA believes the COVID-19 public health emergency provides a moment of reflection for Congress and our industry. As FMCSA provided flexibility to several regulatory requirements, drivers and motor carriers gained new operational efficiencies without compromising safety. In fact, each time FMCSA re-issued both waivers, the Agency acknowledged that the waivers “achieve a level of safety that is equivalent to, or greater than, the level of safety that would be obtained in the absence of the waiver.” The permanent incorporation of these temporary relief waivers into statute will not only aid ongoing recovery efforts, but will also help to mitigate the pervasive driver shortage that has plagued the trucking industry for years.

The LICENSE Act is a prime example of how regulatory relief—however small—can improve our industry’s efficiency without compromising safety. In the context of the current supply chain disruptions, the LICENSE Act is a sensible remedy to the unnecessary regulatory barriers that make the CDL training and testing process so arduous. The COVID-19 public health emergency has demonstrated that the trucking industry can operate safely without these regulations, and ATA thanks you for taking the next step through the introduction of the LICENSE Act to ease these regulatory burdens permanently. We look forward to working with you, Congress, and the Biden Administration to enact this common-sense legislation.

Sincerely,

Edwin Gilroy
Senior Vice President of Legislative Affairs
The American Trucking Associations