

House Concurrent Resolution No. 27

94TH GENERAL ASSEMBLY

0516L.011

1 **Whereas**, the Commercial Motor Vehicle Safety Act of 1986 was signed into law
2 with the goal to improve highway safety by ensuring that drivers of large trucks and buses are
3 qualified to operate those vehicles and to remove unsafe and unqualified drivers from the
4 highways; and

5

6 **Whereas**, the federal Act retained a State's right to issue a driver's license, but
7 established minimum national standards which States must meet when licensing commercial
8 motor vehicle drivers; and

9

10 **Whereas**, the federal Act corrected the situation that existed prior to 1986 by
11 making it illegal to hold more than one license and by requiring States to adopt testing and
12 licensing standards for truck and bus drivers to check a person's ability to operate the type of
13 vehicle the driver plans to operate; and

14

15 **Whereas**, since April 1, 1992, drivers have been required to have a commercial
16 driver's license (CDL) in order to drive a commercial motor vehicle. The Federal Highway
17 Administration (FHWA) issued standards for testing and licensing of commercial motor vehicle
18 drivers which require States to issue CDLs to their commercial motor vehicle drivers only after
19 the driver passes knowledge and skills tests administered by the State related to the type of
20 vehicle to be operated; and

21

22 **Whereas**, drivers need CDLs if they are in interstate, intrastate, or foreign
23 commerce and drive a vehicle that meets the federal definition of a commercial motor vehicle;
24 and

25

26 **Whereas**, States develop their own tests which must be at least as stringent as the
27 federal standards; and

28 **Whereas**, this restriction does not prohibit States from allowing a person 19 years
29 of age to qualify for a CDL, because it is limited to intrastate operation only. Such a restriction
30 prohibits a person between the ages of 19 and 21 with a CDL from the interstate operation of a
31 commercial motor vehicle; and

32

33 **Whereas**, the establishment of a controlled pilot program by the Federal Motor
34 Carrier Safety Administration (FMCSA) lowering the federal minimum age for commercial
35 motor vehicle drivers in interstate commerce from 21 to 19, which would include behind the
36 wheel training, mentoring, and an evaluation component, would be the first step in advancing
37 the program while still promoting highway safety; and

38

39 **Whereas**, a FMCSA controlled pilot program for 19 to 21 year-olds has the
40 potential of relieving a severe commercial motor vehicle driver shortage in the States and Nation,
41 and creating excellent career opportunities:

42

43 **Now, therefore, be it resolved** that the members of the House of
44 Representatives of the Ninety-fourth General Assembly, First Regular Session, the Senate
45 concurring therein, hereby urge the Federal Motor Carrier Safety Administration to establish a
46 controlled pilot program to evaluate the potential of lowering the age requirements for interstate
47 commercial motor carrier drivers from 21 to 19 years of age; and

48

49 **Be it further resolved** that the Chief Clerk of the Missouri House of
50 Representatives be instructed to prepare a properly inscribed copy of this resolution for the
51 Administrator of the Federal Motor Carrier Safety Administration, John H. Hill, and each
52 member of the Missouri Congressional Delegation.

✓