

**Re: AN ACT ESTABLISHING A PROGRAM TO MAKE PREPARING FOR AND  
TAKING THE COMMERCIAL LEARNER PERMIT KNOWLEDGE TEST  
AVAILABLE FOR INCARCERATED PERSONS**

## Support

Co-Chair Lemar, Co-Chair Haskell, Ranking Member Carney, Ranking Member Somers, and members of the Transportation Committee, thank you for the opportunity to present this testimony. My name is Joe Sculley, I am President of the Motor Transport Association of Connecticut (MTAC), representing small business trucking companies in the State of Connecticut.

MTAC supports this legislation which would provide a path for incarcerated people to obtain their Commercial Learner's Permit, and ultimately their Commercial Driver's License (CDL), as they are released from prison.

There is a severe shortage of truck drivers, which is estimated to total about 80,000 nationwide. Unfortunately, state-specific numbers do not exist, however, MTAC members tell me all the time that it is a big problem for them. They cannot find qualified drivers to fill open driving jobs.

MTAC members have expressed sentiments that people ending their term of incarceration and re-entering society need to be given a second chance. Furthermore, some members have told me that they have hired formerly incarcerated people.

The trucking industry needs highly-motivated people who are ready and willing to work hard. It is my belief that people leaving incarceration will likely be so motivated.

We understand that, under this bill, there is a small cost associated with providing technology to incarcerated people so that they can use it to study in order to obtain their Commercial Learner's Permit (CLP), the first step towards earning a CDL. We support the spending of this small amount and consider it to be an investment in our industry's workforce, and in society in general.

Section 3 of this bill is very important. Without adding additional staff to handle this new initiative, DMV resources would likely get strained. For example, right now, there is about a 45 day wait time to get a CDL test, which is not insignificant. If more staff is not added, this would likely get worse.

For the good of the order, it should be noted that the federal TSA has a list of disqualifying criminal offenses that would prohibit individuals from passing a TSA background check, which is necessary to obtain a hazmat endorsement on a CDL. That list can be found on their website here: <https://www.tsa.gov/disqualifying-offenses-factors> (Additionally, an individual is [prohibited from](#)



operating a CMV for life if that individual uses a CMV in committing a felony involving a severe form of human trafficking.)

But with that said, there will be many opportunities for formerly incarcerated people to obtain jobs in the trucking industry.

We support this bill, and thank you for your consideration.

#### ABOUT CT Trucking Industry

**85.8%**: number of Connecticut communities that depend exclusively on trucks to move their goods

**98.4%**: Percent of freight in Connecticut that is transported by truck

**\$3.5 billion**: total trucking industry wages paid in Connecticut (2019)

**62,990**: trucking industry jobs in Connecticut (2019)

**\$56,133**: average annual salary in trucking industry in Connecticut (2019)

**\$8,722**: average annual CT-imposed highway user fees paid by tractor trailers

**\$8,906**: average annual fed-imposed highway user fees paid by tractor trailers