Mr. HILLEY. Mister Speaker, I rise today to commend Mr. Allen Ramsey of Sullivan County, Tennessee for his meritorious service to the people of Tennessee and to wish him good luck representing the State of Tennessee at the National Auctioneer Association meeting.

Allen Ramsey exemplifies the best of our great state. He works hard and gives his all to everything he does. Like many native Tennesseans, Allen grew up on a farm, and has become a farmer himself. In addition to raising cattle and tobacco on his farm, Allen has become a very accomplished auctioneer.

Last December, Allen Ramsey was recognized as the “Tennessee Grand Champion Auctioneer.” He competed against seventeen other entries and was among five finalists before winning the coveted title of “Tennessee Grand Champion Auctioneer.”

Mr. Speaker, next week, Allen will represent Tennessee at the National Auctioneer Association meeting in Boise, Idaho. I congratulate Allen on being named “Tennessee Grand Champion” and wish him the best of luck when he travels to Boise to represent our great state.

COMMERCIAL DRIVER’S LICENSE DEVOLUTION ACT OF 2001

HON. HOWARD COBLE
OF NORTH CAROLINA
IN THE HOUSE OF REPRESENTATIVES
Wednesday, July 11, 2001

Mr. COBLE. Mr. Speaker, today I am introducing the “Commercial Driver’s License Devolution Act of 2001.” This legislation will give states the option to establish their own commercial driver’s license (CDL) requirements for intrastate drivers.

As many in this House already know, I have always been a strong advocate for taking power out of Washington and returning it to the states. I do not believe that our traditional, one-size-fits-all approach to governing is effective, efficient or economical for the American taxpayer.

The legislation which I propose today would return power to the states by giving states the option (and I emphasize option) to license intrastate drivers of commercial motor vehicles based upon testing standards determined by the individual states. As you know, the Commercial Motor Vehicle Safety Act of 1986 (CMVSA) required states to establish a new and uniform program of testing and licensure for all operators of commercial vehicles both intra- and interstate. The principal objectives of this Act have been met and would not be harmed by this legislation.

The CMVSA is good law, and its provisions were necessary and timely for improving standards of performance for long-haul truck drivers. The CMVSA, however, was also imposed upon intrastate commerce where the