



Truckload Carriers Association

Government Affairs

At Truckload Carriers Association it is our unending mission to create real value for our members. Your Government Affairs contributions help us pursue high-impact value, which may come in the form of avoided costs, reduced regulations, better infrastructure, or additional association resources, to name a few.

Below are a few examples of some of the initiatives that we are pursuing on your behalf:

DOL Final Rule on Determining Independent Contractor Status/Misclassification – Independent Contractors, in the form of Owner-Operators, are an integral part of the American trucking industry. TCA will continue to voice that the relationship between independent contractors and motor carriers should be preserved as the fundamental basis in which this industry was founded. Any attempt to categorize independent contractors as employees or leased employees by regulatory or legislative efforts should be challenged as erosion of the independent status.

Truck Parking – TCA estimates that insufficient truck parking costs our members \$5,500 per tractor per year in lost time, productivity, and operating costs. We are working closely with federal agencies to dedicate infrastructure funds from the Highway Trust Fund to provide immediate relief to our member's drivers.

Environmental Regulations – TCA is ramping up its efforts to educate lawmakers on realistic emissions targets through our endeavors and by developing multi-industry coalitions. These regulations, which started in California, are being considered across the country; these could end up being the costliest regulations ever to impact our industry.

Hair Testing for Drugs – TCA strongly believes that to improve safety and protect our members from nuclear court verdicts, we need to have a drug-free workforce. Hair testing, as an alternative measure, has proven to be an effective tool in moving our industry towards that goal. TCA continues to press FMCSA and HHS to provide the protocols and clearinghouse recognition necessary for this accurate testing alternative.

Equipment FET Elimination – While this 12% tax began in 1917 to help fund World War I, it has hindered the deployment of safety technologies and lower emissions vehicles. The impact of this tax is even more amplified when calculated on the emerging Zero-Emissions vehicles, where it pushes the cost even further out of reach for many of our members. TCA has been working with lawmakers seeking to remove this outdated relic and provide our members with substantial tax relief that equates to millions of dollars that could be invested in safer, cleaner equipment.

Size and Weight – TCA continues to advocate against size and weight changes that would disproportionately shift the cost burden of these changes to our members. These additional costs come in the form of capital costs to upgrade tractors and trailers, higher operational costs due to increased equipment and road wear and tear, reduced return on invested capital, and likely increases in safety costs.

These are just a few examples of the seemingly endless list of issues that our staff and lobbyists are fighting for on your behalf. We appreciate your contributions and your support and invite you to reach out to our staff to become more educated and involved.