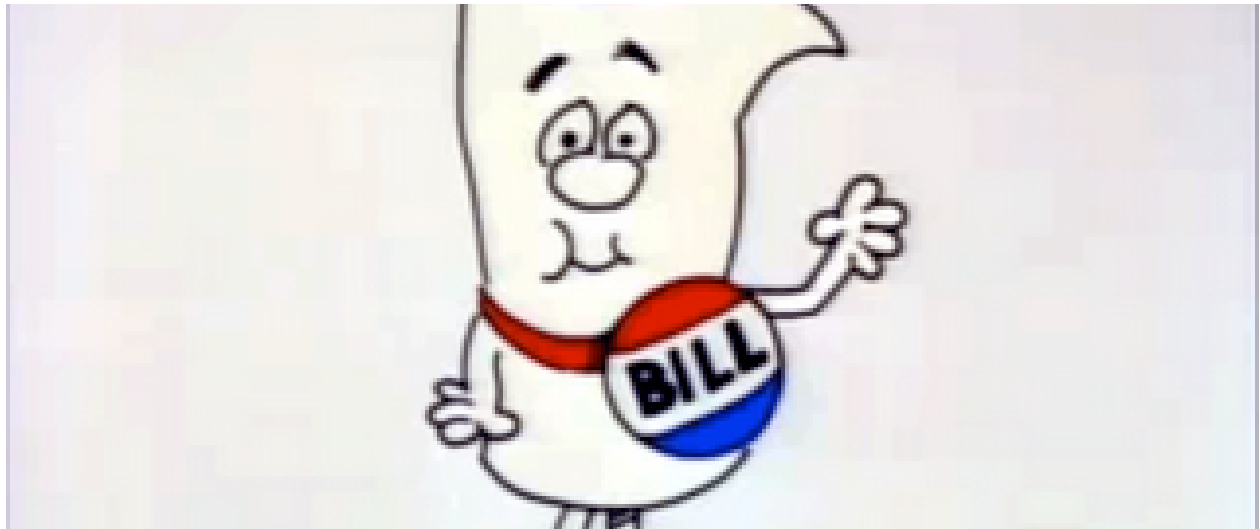




# TIA ON THE HILL

*The Latest News and Updates from TIA's Government Affairs Department*



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## **Filibuster?! In Simple Terms**

One of the hottest terms on Capitol Hill and throughout the country right now is the term filibuster. Within the Washington, DC, area this is a commonly known and used term. Outside the Beltway, however, the term is not as commonly known, and I cannot remember learning about a filibuster in my four years of as an undergraduate majoring in Political Science.

So, what is a filibuster and what is it used for? In its simplest terms, a filibuster is a Senate procedural motion to prevent a measure (legislation) from being brought forward for a vote or count. The most common use is when a Senator uses the procedure to extend debate on a particular measure. In order to end debate, it requires 60 Senators to vote in favor of ending the debate and move forward with consideration. With the U.S. Senate split 50-50 with Vice President Harris being the tie breaker, employing the filibuster has come into question recently. Additionally, with Democrats effectively in charge of the chamber, they are contemplating eliminating the filibuster in order to pass partisan legislation on a simple majority vote of 51 votes.

President Biden recently stated that he would support the removal of the filibuster in certain instances. TIA is paying very close attention to these talks as this could impact the movement of legislation including the PRO Act that we strongly oppose. I personally think it is likely this will be eliminated in order to move some partisan legislation.

## Movement to Remove Certain Portions of Highways?



There is a movement right now from organizations including the Congress for the New Urbanism (CNU), who are seeking to eliminate portions of urban national highways with the intention to never replace them without regard to potential consequences. The CNU notes that these sections need to be removed for economic and social reasons. There are currently active campaigns in California, Florida, New York, Oregon, and Texas.

In 2019, the Senate and Environment Public Works Committee (EPW) passed S. 2302, the "America's Transportation Infrastructure Act of 2019." Included in this bill was language that would have created a Community Connectivity Pilot Program that would seek to identify certain sections of highways that create a barrier to community connectivity, including barriers to mobility, access or economic development, due to high-speeds, grade separations, or other design factors. This would have been a possible first step towards moving forward with dismantling these sections of highways. Obviously, the bill was not signed into law and remains unchanged, but with the Surface Transportation Re-Authorization is set to expire in September 2021, this issue will likely be raised again.

The TIA Highway Logistics Conference Committee is examining this issue, and deciding whether or not the Association should take action on Capitol Hill. This could potentially impact interstate commerce and the movement of goods throughout the United States.

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### **Bi-Partisan Bill Introduced on COVID-19 Supply Chain Resiliency**

Earlier this year, Reps. Brad Schneider (D-IL-10) and Dusty Johnson (R-SD-At-Large) introduced H.R. 1024, the "COVID-19 Supply Chain Resiliency Act of 2021." This legislation would establish an office within the Executive Office of the President of the United States and be comprised of a variety of governmental officials, whose task it would be to examine the COVID-19 pandemic and the supply chain.

Specifically, the office would examine supply chain issues related to the COVID-19 pandemic and develop a strategy and a plan of action to address these issues in consultation with the heads of Federal Agencies and industry stakeholders. Furthermore, the office would serve as a central point of contact and a source for technical assistance for Federal and non-Federal entities seeking technical assistance with respect to supply chain issues related to the COVID-19 pandemic.

Finally, the office would develop and provide legislative suggestions to better improve the supply chain and potentially remove any obstacles and barriers that could negatively impact the distribution of the vaccine and other essential supplies.

### **Advocacy Campaigns Drive Change**

I have written quite a bit recently about the importance of donating to TIAPAC and getting involved with the Association's advocacy efforts, but this is so important that we need to continue to drive the message home. The reality is that the business value of getting involved in government relations does impact your bottom line. Think about it from a business perspective: if you do not spend the time, money and effort on getting customers, there will be no results for your business. Government relations is no different! We need engagement not from 5% (current % of TIA Members that donate to the TIAPAC), but 100% of TIA Members engaged throughout the political process.

If you want to see action on any of these items, our Government Affairs team is working on, then what are you waiting? Donate TODAY!

- **Killing the Rate Transparency issue from OOIDA that requires you to show your margins;**
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- Stop the PRO Act in its tracks and Protecting the Independent Contractor;
- A Federal Standard to reduce liability & improve safety; and
- Open the C-TPAT program finally to DOT licensed property brokers.

-Kenny Clark, President & CEO of the Kenneth Clark Company and Vice Chairman of the TIAPAC

