



TIA ON THE HILL

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



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NOT LIKELY.**

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Federal Gas Tax Holiday? Not Likely.

Last week, President Biden called for the suspension of the federal gas tax through September to curb the rising fuel prices at the pumps for the American people. President Biden may have finally found an issue that Republicans and Democrats are in lockstep with, the problem is both political parties have signaled strong opposition to this proposal.

As you may know the federal gas tax is one of the funding sources for the Highway Trust Fund (HTF). The HTF finances most federal government spending projects for highways and mass transit. In a recent Government Accountability Office (GAO) report, the GAO reports that the shortfall over the next 10 years is projected to be around \$195 billion if the taxes that are currently credited to the trust fund remain in place and if funding for highway and transit programs increases annually at the rate of inflation.

Furthermore, if the federal gas tax were suspended for a few months the cost that actually made it down to the consumer would be minimal and take funding directly away for the HTF and President Biden signature infrastructure package. Republican Members of Congress are calling this nothing more than an Election stunt to save vulnerable Members up for reelection.

House Appropriators Release FY23 THUD Bill

Last week, the House Appropriations Subcommittee on Transportation, Housing and Urban Development or THUD released their draft of the Fiscal Year (FY) 2023 appropriations bill. The bill provides funding levels at \$90.9 billion, an increase of \$9.9 billion more than 12% above the FY 2022 levels.

Specific to the Department of Transportation (DOT), the Agency is seeing an increase of \$837 million above 2022 levels. Subcommittee Chairman David Price (D-4 th /NC) said this of the Appropriations bill, “This year’s T-HUD bill builds upon the successes of President Biden’s Infrastructure Investment and Jobs Act, providing critical funding to augment this once-in-a-generation investment. It provides increased funding for rental assistance, expands housing vouchers, expands housing opportunities for the elderly and persons with disabilities, and includes new investments for manufactured housing. Additionally, this Fiscal Year 2023 T-HUD bill furthers our efforts to modernize and make more equitable our nation’s infrastructure by building upon the recent investments to remedy inequities in our transportation and housing systems, bolster our resiliency to a more extreme climate, and address our nation’s affordable housing and homelessness crises. I look forward to its advancement in the appropriations process.”

The Federal Motor Carrier Safety Administration (FMCSA) is being appropriated \$874 million to implement their mission of improving safety on our nation’s highways. TIA has been working with House and Senate Appropriations Members on including report language to direct the FMCSA to use these funds to address the increasing problem of unlawful or double brokerage activities in the supply chain. Report language should be released in the coming week and TIA staff will report back on its findings.

**LET YOUR VOICE BE HEARD AT
TIA’S 2022 3PL POLICY FORUM**

**SEPTEMBER 19-21
A TIA EVENT FOR
MEMBERS ONLY**



TIA Policy Forum - Only 83 Days Away!

We are only 83 days away from the premier TIA Government Affairs event of the year. For those folks that may not be familiar with the Policy Forum it is a 2-day event in Washington, D.C., where you as a Member of TIA can meet directly with your Member of Congress and their staff on the issues that are of importance to you. **We are pushing hard to have more attendees at the 2022 Policy Forum than ever before! We currently have 55 Members registered and need 100 more!**

The issue of interest at the 2022 Policy Forum will be the “rate transparency” issue that stems from the COVID-19 pandemic and the calls from owner-operators for broker transparency because of the “marketplace manipulation by brokers during the pandemic.” Obviously, all these accusations are not based in reality, but never-the-less, there are petitions sitting at the FMCSA filed by OOIDA and TIA, one in favor of transparency and one stating the marketplace is completely transparent already.

The OOIDA petition would basically require all brokers regardless of size to share their proprietary information in terms of margins with the trucking company after the load is delivered or in other words re-regulate freight prices. TIA will not stand beside and let this complete overreach happen, which is why TIA filed its own petition with FMCSA to eliminate 40 CFR 371.3(c), which is the code of federal regulations OOIDA points towards.

We have heard from FMCSA staff, that they plan to release a grand compromise in October 2022 on these petitions. Additionally, we are hearing from congressional staff that owner-operators are calling their offices and speaking about the current price gouging situation with rising fuel prices. **Our opposition on this issue OOIDA members and other owner-operators are working this on Capitol Hill and we need to have a strong showing in September to show Members of Congress this issue matters to us too and we will not stand this outlandish request.**

We know politics can be toxic, but just remember this is not a red decision or a blue decision, this is business decision, and if you care about this issue, you need to be in Washington, D.C. on September 19-21, 2022 to advocate against “rate transparency” and in favor of 3PLs!