

Infrastructure Investment and Jobs Act

The legislation provides just over \$1 trillion total in infrastructure investment along with enacting a new five-year highway reauthorization bill. After being approved by the Senate in August, the package cleared the House of Representatives on November 5th.

OOIDA **opposes** the *Infrastructure Investment and Jobs Act* and any surface transportation legislation that does not prioritize the needs of professional drivers. However, the bill mirrors Senate language which was a vast improvement over a proposed House highway bill. That bill was an anti-trucker disgrace. The legislation **does not increase minimum insurance levels**. The bill is also free of many poison pill mandates that were previously approved by the House, but will now not be enacted such as personal conveyance limits, sleep apnea screening requirements, returning CSA scores to public view, and expanded use of personal ELD data.

What's Included?

Beneficial Provisions

- \$110 billion in infrastructure spending for roads, highways, bridges
- Driver Compensation study
- More small-business representation on FMCSA's Motor Carrier Safety Advisory Committee
- Combating human trafficking
- Promoting women in trucking
- Truck Leasing Task Force
- National Consumer Complaint Database reform
- ELD oversight for cybersecurity/data protection

Harmful Provisions

- Automatic Emergency Braking mandate
- Front + side underride guard research
- Under-21 Drivers Apprenticeship Pilot Program
- National Motor Vehicle Per-Mile User Fee Pilot Program
- Asset Concessions/Tolling
- Diversion of Highway Trust Fund dollars

Unfortunately, the \$1 trillion plus package **does not include** any dedicated funding to expand truck parking capacity. OOIDA supported an amendment introduced by Senators Mark Kelly (D-AZ) and Cynthia Lummis (R-WY) that would have ensured that states use federal funding for the expansion of truck parking capacity, but the measure was not adopted in the final bill.