



Owner-Operator Independent Drivers Association

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July 30, 2020

The Honorable Mitch McConnell
Senate Majority Leader
S-230, The Capitol
Washington, DC 20510

The Honorable Chuck Schumer
Senate Minority Leader
S-221, The Capitol
Washington, DC 20510

The Honorable Nancy Pelosi
Speaker of the House
H-232, The Capitol
Washington, DC 20515

The Honorable Kevin McCarthy
House Minority Leader
H-204, The Capitol
Washington, DC 20515

Dear Majority Leader McConnell, Minority Leader Schumer, Speaker Pelosi, and Minority Leader McCarthy:

Throughout the COVID-19 emergency, America's small-business truckers have continued working to make sure that grocery shelves stay stocked and hospitals have the supplies they need. Truckers have put their own health on the line to get the job done, but many businesses face an uncertain future because of low freight rates and turbulent economic conditions. To help these small businesses weather the crisis, Congress must provide targeted and immediate financial relief through a one-year suspension of the Heavy Vehicle Use Tax (HVUT).

Offering a one-year suspension of the HVUT is the most direct way that Congress can help every single trucking business. While some trucking operations have been able to qualify for pandemic assistance through the Paycheck Protection Program or Economic Injury Disaster Loan program, many others have not been able to for one reason or another. Suspending the HVUT would bypass the complications of these programs and provide a simple way to make sure that all truckers get relief.

The HVUT is due for all vehicles operating at over 55,000 pounds, and for Class 8 trucks, the fee is most commonly \$550. The fee is required for every truck operated by a business, and so it is applied equally to all trucking businesses, whether they have 1 truck or 1,000 trucks.

We also believe that a suspension of the HVUT is a much more immediate and equitable way to provide assistance to truckers than a suspension of the federal excise tax (FET) on the purchase of heavy-duty trucks and trailers. By its nature, an FET suspension will only benefit trucking companies that have enough money to even consider purchasing new vehicles and equipment in the current economic environment. For small businesses wondering how they'll make next month's insurance payment or pay for fuel, they will never see any benefit from an FET suspension. An FET suspension would also create a significant shortfall in the Highway Trust Fund, and we have questions with how this would be

backfilled. If there are new industry-wide fees or taxes to pay for an FET suspension, then all trucking companies, regardless of whether they benefitted from the FET suspension, would be responsible for its offset.

In contrast, a suspension of the HVUT will benefit each and every trucking business equally, and it will help them to meet other critical expenses. Its benefits would also be immediate and not dependent on future purchases.

At a time when Congress and the American public have heaped praise on truckers for their work on the front lines of this crisis, we believe it is time to take action that will provide tangible assistance. Therefore, we urge you to enact a one-year suspension of the HVUT to keep America's truckers moving.

If you have any questions, need additional information, or would like to work with OOIDA to advance this recommendation, please contact Collin Long, Director of Government Affairs, via email at collin_long@ooida.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd Spencer". The signature is fluid and cursive, with a long horizontal stroke at the end.

Todd Spencer
President & CEO
Owner-Operator Independent Drivers Association