

OOIDA is the largest association representing independent contractors in the trucking industry. We are the only trucking association still fighting against California's disastrous AB5. We promote policies that empower independent owner-operators to make decisions about what is safest and most profitable for their small business.

We urge you to oppose H.R. 1319, the Modern Worker Empowerment Act, when the Education and Workforce Committee considers it during markup this Wednesday (7/23). This legislation jeopardizes independent truckers' control over their work, would allow corporate motor carriers to micromanage their operations, and rolls back significant progress that small-business truckers have made with the Department of Transportation under President Trump.

While this legislation attempts to make it easier for individuals to be an independent contractor, it goes too far by saying anything a hiring entity requires for "safety" can't be considered as controlling their workers. For our members, this means carriers will give them a long list of "safety" measures, such as **speed limiters, inward-facing cameras, blinker-use monitoring, mandatory monthly remedial training**, and others, that they must comply with. DOT has **never** issued requirements to implement these measures for safety, and truckers know that carriers mandate them to limit their liability, not necessarily because they make a professional driver's job safer or easier.

Since H.R. 1319 says safety requirements like these aren't controlling a worker, **truckers would have little recourse to negotiate on these provisions that dictate the terms of their work, forfeiting their independence.**

In fact, this legislation would roll back a big win that small-business truckers just scored with the Department of Transportation under President Trump. DOT just announced it is rescinding an Obama-era speed limiter rulemaking. In doing so, DOT said, "mandating speed limiters on heavy-duty trucks isn't just an inconvenience – [it is a safety hazard when drivers are forced to go slower than the flow of traffic.](#)" **Yet H.R. 1319 would create a backdoor loophole to force speed limiters on independent truckers anyway – as long as a megacarrier, and not the independent contractor, says it is good for safety.** In other words, truckers will be denied the ability to determine what is safest for their allegedly independent business.

To be clear, we think there are improvements that can be made to worker classification to ensure that the independent contractor model remains viable. But this legislation goes too far, and for independent truckers, would result in far too many drivers that are "independent" in name only.

We urge you to vote **NO** on this legislation when it is considered during markup on Wednesday the 23rd. Please let us know if you have any questions or would like to discuss this issue further.

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Owner-Operator Independent Drivers Association