

Truck Leasing Task Force (TLTF)

Task 24-2: The Impact of Truck Leasing Agreements on the Net Compensation of CMV Drivers, Including Port Drayage Drivers, and Specific Agreements Available to Drayage Drivers at Ports Relating to the Clean Truck Program or Similar Programs to Decrease Emissions from Port Operations

I. Task Title

Review truck leasing agreements and their impact on the net compensation of commercial motor vehicle (CMV) drivers, including port drayage drivers, and specific agreements available to drayage drivers at ports relating to the Clean Truck Program and other programs to decrease emissions from port operations. On behalf of TLTF, FMCSA published a notice in the Federal Register requesting the submission of truck leasing agreements so that the Consumer Financial Protection Bureau (CFPB) can compile statistics on these agreements and examine their impact on drivers subject to them. The deadline for submission of these leases is April 2, 2024, which allows drivers at the Mid-America Trucking Show, the location of this meeting, to submit information on site at the public meeting.

II. Background

Created under the Federal Advisory Committee Act (FACA) in accordance with section 23009 of the Bipartisan Infrastructure Law (BIL) (Pub. L. 117-58), TLTF will examine the terms, conditions, and equitability of common truck leasing arrangements, particularly as they impact owner-operators and trucking businesses subject to such agreements. TLTF will submit a report of identified issues and conclusions regarding truck leasing arrangements, including recommended best practices, to the U.S. Secretary of Transportation, the U.S. Secretary of Labor, and the appropriate committees of Congress.

III. Task

For Task 24-2, FMCSA asks TLTF to review and share inequitable truck leasing agreements and their terms and discuss whether and how they impact the net compensation of CMV drivers, including port drayage drivers, and specific agreements available to these drivers at ports. TLTF will incorporate the discussion notes into its final report, to be submitted by November 16, 2024, providing recommendations to deter the inclusion of these inequitable terms and conditions. As with every task, TLTF should identify any organizations or experts they believe could provide presentations or briefings to help the task force complete its work.

IV. Estimated Completion of Task

FMCSA asks TLTF to deliberate on this task at its March 21, 2024, meeting, allowing for continued discussion at subsequent meetings. The results of this and other tasks will be compiled and submitted to FMCSA's Administrator as recommendations in a comprehensive letter report addressing BIL requirements. FMCSA will review this final, comprehensive report and submit it to the Secretaries of Transportation and Labor and the appropriate congressional committees, respectively.

V. FMCSA and CFPB Technical Representatives

- Michael Christopher, Division Administrator, Kansas, michael.christopher@dot.gov
- Ryan Kelly, Risk Monitoring Program Manager, CFPB, ryan.kelly@cfpb.gov
- Larry Minor, Associate Administrator for Policy, larry.minor@dot.gov