

Iowa Motor Truck Association

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To: All Interested Parties

From: Iowa Motor Truck Association Board of Directors

Re: Attached Iowa Motor Truck Association Policy Statement

The Iowa Motor Truck Association is the statewide voice of Iowa's motor carrier industry and our suppliers. We represent fleets of all types and sizes located in almost every county in Iowa.

IMTA has a long history of promoting highway transportation in our state and we have been "at the table" when highway infrastructure issues were debated at the statehouse since Iowa passed the constitutional changes that established the protected sources of funding for the Road Use Tax Fund.

Anticipating that infrastructure funding would be an key issue, our Board Chairman Murry Fitzer established a Task Force of industry experts to recommend a policy for our Board of Directors. After hearing the experts and examining the need for investment, IMTA crafted the attached statement meant to provide guidance by decision makers.

R. Scott Weiser, IMTA President would be happy to meet with you to answer any questions or concerns you may have with our policy and he can be reached at 515-244-5193.

Thank you for considering our concerns and we look forward to working with all Iowans to insure that our highway infrastructure is maintained and developed to boost Iowa's economy.

Iowa Motor Truck Association Policy Statement

2006

The Iowa Motor Truck Association opposes any diesel fuel tax increases or heavy truck registration fee increases that are not part of a comprehensive highway construction and maintenance plan based upon the following:

- The plan must promote the efficient movement of freight and automobile traffic by concentrating spending on the Commercial and Industrial System and Interstate System to the greatest extent possible
- New tax burdens are minimized through a mix of user fees across a broad highway user base that includes an increase in the minimum auto registration fees and provides that pickup truck registrations are calculated in the same manner as automobiles
- The plan recognizes the government mandated loss of diesel engine efficiency and the change in the relationship between the price of gasoline and the price of diesel fuel through the equalization of motor fuel tax rates and a phase in of any new diesel taxes not to begin until July 2008
- No tolling
- No bonding for highway construction