



Owner-Operator Independent Drivers Association

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OOIDA Highway Funding Principles

Small business trucking professionals know first-hand that America's economic future and ability to compete in the global marketplace relies on the existence of a safe, secure, seamless, reliable, and efficient national highway system.

OOIDA members make a significant financial contribution to federal, state and local governments through a combination of taxes, including diesel fuel tax, HVUT, truck and trailer excise tax, tire tax, existing tolls, and numerous other related fees. Thirty-six percent (36%) of the Federal Highway Trust Fund is provided by truckers.

OOIDA recognizes the success of the Eisenhower Interstate Highway System. OOIDA believes there is an inherent government role in the continued maintenance and expansion of the Interstate Highway System. OOIDA encourages the federal government and elected officials to begin actively planning for an improved highway network, a network that will meet the needs of our country for the next 50 years. The Interstate Highway System is essential to our national security and should be treated as such, remaining under the control of the American taxpayers.

OOIDA demands the responsible use of taxpayer dollars and will continue to support efforts geared toward dedicating a higher percentage of Highway Trust Fund spending toward highway needs.

OOIDA encourages Congress and DOT to reign in excessive spending on non-highway related projects, demand more thorough program oversight and public disclosure of federal spending, streamline environmental regulations, and fund transit programs and DOT agencies from alternate sources, or from the General Fund.

OOIDA remains committed to the fuel tax as the primary way to fund highways. OOIDA recommends the next highway bill contain a provision requiring that highway users be reimbursed for any state and federal fuel taxes they pay on miles driven on any existing toll roads or future toll roads. Tolls are taxes, and paying both tolls and fuel taxes amounts to double taxation.

OOIDA believes that there may be limited roles for the private sector to assist the public sector in better managing and maintaining current assets without relinquishing control of those infrastructure assets. OOIDA believes there are contributions the private sector can make that will assist federal, state and local governments in better assessing the true nature and needs of our nation's infrastructure.

OOIDA adamantly opposes the sale or lease of existing roads and efforts to convert non-tolled roads into toll facilities.

OOIDA will not categorically oppose a "Greenfield Project," provided the project is developed in a transparent manner, involves significant input from highway users, adds to existing capacity in an effort to relieve congestion, provides choice for users, removes fees once the project is paid for, and considers state and local land rights, while limiting Government taxpayer resources used to support private sector endeavors.

OOIDA opposes "mandatory" truck-only lanes. Any effort to entice truckers to support truck-only lanes as a trade-off for heavier and/or longer trucks will be met with strong opposition.