

**MISSOURI TRUCKING ASSOCIATION\***  
**PO Box 1247, 102 East High Street**  
**Jefferson City, MO 65102**

**Mission Statement**

Missouri Trucking Association's (MoTA) mission is to serve the united interest of the motor carrier industry; enhance the industry's image, efficiency, productivity and competitiveness; promote highway safety; provide educational programs; and promote and protect the interests of the motor carrier industry through a governmental relations program.

**HIGHWAY FUNDING**

- MoTA will consider supporting increases in other taxes and/or fees for highway funding.
- MoTA supports the expenditure of all highway funds for highway purposes,
- MoTA opposes diversion of highway funds for non-highway purposes
- MoTA supports a dedicated funding stream from general taxes for the Missouri Highway Patrol.
- Third structure taxes are inefficient, inequitable, and are opposed
- MoTA opposes legislation establishing public/private methods of building highways and bridges.
- MoTA opposes any repeal of the sales tax exemption for common carriers.
- MoTA supports efforts to comply with federal mandates to maximize our federal highway funding. (Failure to comply diverts funds away from highways.)

**MO DEPARTMENT OF TRANSPORTATION**

- MoTA supports efforts for additional rest area parking for trucks in Missouri.

*\*Association Name Change from Missouri Trucking Association 11/2009*

## **TAXES / REGISTRATION FEES**

### ***Sales Tax / Motor Fuel Tax***

The MoTA will support a comprehensive transportation funding initiative which could include the following:

- Up to an 8 cents fuel tax increase with no differential, to be used for roads, bridges, and highway funding projects in Missouri.

MoTA is opposed to increases in truck registration fees.

## **TRUCK OPERATIONS, SIZE AND WEIGHT**

### ***Auxiliary Power Units***

MoTA supports application of a 400 pound weight allowance for Auxiliary Power Units (APU) and any economic financial assistance obtainable from the state to allow motor carrier's to install APU's on trucks to decrease the use of diesel fuel.

The MoTA also supports the Smart Way Transportation initiative for energy savings in the transportation industry.

### ***Black Boxes, Electronic On Board Recording Devices, EOBR***

MoTA opposes the mandatory compliance devices. However, if such devices are mandated, such mandate should be based on practical engineering with the longest phase-in time possible with no retrofit required, and apply uniformly to all carriers.

### ***Lane Restrictions for Trucks***

MoTA supports legislation restricting trucks from the far left lane on divided highways with three or more lanes in each direction.

### ***Truck Weight***

MoTA opposes the increase in gross vehicle weight to 97,000 pounds on a six axle configuration tractor trailer.

### *Highway Work Zones and Construction Zones*

MoTA supports MODOT increasing awareness of the dangers of Highway Work Zones and Construction Zones and of increasing fines for moving violations in these zones

## **SAFETY / ENFORCEMENT**

### *Speed Limits, Enforcement & Penalties*

MoTA supports a 65 miles per hour maximum speed limit for all vehicles. We oppose split speed limits between commercial vehicles and cars. We support full enforcement of speed limits and encourage the Missouri Highway Patrol to strictly enforce and increased penalties for excessive speeding violations. Additionally, we support the Council of Safety Supervisors in its efforts to attain compliance with the speed limit laws.

### *Open Container Law*

MoTA supports the adopting an open container law. We feel there should be legislation passed prohibiting open containers in all vehicles.

### *Conspicuity Rule*

Missouri Trucking Association supports FMCSA requirement of trailer markings (conspicuity rule) but we feel trailers manufactured prior to December 01, 1993 should also be included in this rule.

### *Primary Seat Belt Law & Enforcement*

MoTA supports the primary seat belt law for commercial vehicles and automobiles. MoTA supports full enforcement and increased fines for drivers & front seat passengers failing to comply.

## **DRIVERS**

### ***Card Check***

MoTA opposes Card Check (elimination of the secret ballot).

### ***Driver Shortage***

The efforts and resources of MoTA should be limited to a program of cooperation with the American Trucking Associations Driver Development Task Force since the shortage of drivers is national in scope and not limited to the state of Missouri.

The MoTA supports legislation allowing a tax credit for driver training and development to include provisions for a carrier to provide financial assistance to prospective employees for attendance at a driver training school, including subsistence allowances.

### ***Drug Test Results***

MoTA supports legislation to require that results of a positive test be reported to the MO Department of Revenue and recorded on a driver's commercial drivers license as recommended by the Council of Safety Supervisors. Missouri should create a state-based CDL driver clearinghouse to report drug & alcohol test results while supporting ATA efforts to get Congress and the Department of Transportation to set up a national transportation clearinghouse. MoTA believes this measure will provide an additional measure to ensure drug free commercial motor vehicle drivers operate on our nation's highways.

*\*\* note medical DQ events should be added*

### ***Background Checks***

MoTA will make efforts to improve the accessibility to criminal background checks (i.e. NCIC).

### ***Texting***

MoTA supports efforts to ban texting for all drivers

## **OTHER POLICIES & POSITIONS**

MoTA supports legislation to limit contract provisions between shippers and carriers in regard to indemnification.

Adopted 10/2007

Updated 12/2015