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JOINT COMMITTEE ON TRANSPORTATION OVERSIGHT CONTINUES TO LOOK AT FUNDING OPTIONS: On Sept. 13, the Joint Committee on Transportation Oversight held a special meeting to continue its discussions on the future of transportation funding.

Rep. Robin Wright-Jones (D-St. Louis) and Rep. Ed Schieffer (D-Troy) expressed their interest in the federal funding aspect and encouraged the committee to be aware of the direction the federal government will take and encouraged the state to push for its share of federal dollars.

During the meeting, Sen. Bill Stouffer (R-Napton), chair of the joint committee, recommended the committee request a study of the socioeconomic impact various funding options would have on Missourians.

The committee approved forming a subgroup consisting of four committee members: Committee chair, Sen. Bill Stouffer (R-Napton); committee co-chair, Rep. Neal St. Onge (R-Ballwin); one democratic senator and one republican senator will be charged with developing the criteria to be studied. This subcommittee will also solicit consultants to complete an independent study on what revenue sources are available to earmark for transportation purposes. The committee approved an expenditure of up to \$50,000 for the cost of this study.

VETO SESSION: On Sept. 12, the House and Senate held its annual veto session. While there were no Governor-vetoed bills presented to the floor for debate, the House voted on a couple of key leadership positions that were vacated by other House members.

Rep. Steve Tilly (R-Perryville) was elected as majority floor leader in the House. He took the place of Rep. Tom Dempsey (R-St. Charles) who was recently elected to the Missouri Senate.

Rep. Bryan Pratt (R-Kansas City) was elected by his majority party as President Pro Tem in the House. He replaces Carl Bearden who left the House after the 2007 session.

Rep. Ron Richard (R-Joplin) was elected as "Speaker-elect" for the 2009 session of the Missouri General Assembly.

MHTC APPROVES MoDOT'S 2008 LEGISLATIVE AGENDA: During its Sept. 12 monthly meeting, the Missouri Highways and Transportation Commission approved the department's 2008 legislative agenda.

While MoDOT will continue to educate our elected officials on the need for additional transportation revenues, there are three legislative proposals and one appropriations request the department will seek legislative approval for during the next legislative session. The proposals are grouped into three categories as follows:

Safety

Automated Speed Enforcement in Work Zones – revises Missouri law to specifically allow photographic images generated by an automated speed control device to be introduced as evidence to issue traffic citations for speeding in a state highway system work zone, which will encourage motorists to slow down in work zones.

Increased Criminal Penalties to Protect Highway Workers – amends Missouri law to add highway workers working in a construction zone or work zone on the state highway system as public service workers that are protected by the same criminal assault laws that apply specifically to law enforcement officials, emergency personnel and probation and parole officers.

Multimodal

Improvements in Multimodal Transportation Services. - with no dedicated funding source for multimodal programs, an investment in state general revenue is needed to make improvements in port, rail, and transit modes. Targeted rail capacity projects would improve the reliability of state-supported passenger rail service. Port capital projects are needed to improve modal connectivity and advance economic development. There is a need for expanded rural and specialized (elderly/handicapped) services and to maintain general public transportation for job access purposes. This priority would support appropriations request.

Federal Mandate

Unified Carrier Registration –would put into place statutory authorization to implement a new interstate motor carrier registration program referred to as the Unified Carrier Registration Program. This program replaces the current Single State Registration system and would modify the registration requirements for these interstate motor carriers and mirrors recent federal law changes. Because Missouri did not enact Unified Carrier Registration legislation in the 2007 legislative session, Missouri is not authorized to collect \$2.3 million in interstate motor carrier registration fees that it was previously authorized to collect under the Single State Registration System.