



**AMERICAN TRUCKING ASSOCIATIONS (ATA) RECOMMENDATIONS
TO THE
PRESIDENT-ELECT OBAMA TRANSITION TEAM – U.S. DOT**
November 2008

- ATA supports a stronger, more focused federal surface transportation program that results in safer highways, a reduction in fossil fuel use and lower emissions. To that end, ATA recommends that any short-term stimulus package contains significant funding for infrastructure programs. ATA also recommends that the Obama Administration and Congress make reauthorization of the highway program a major priority in order to meet the October 1, 2009 expiration deadline.
- ATA supports a broad safety agenda that includes the following: action on the ATA petition to DOT for speed governors on new trucks; conclusion of the pending DOT rulemakings on a new carrier safety audit program, intermodal equipment inspection and maintenance, and electronic on-board recorders (EOBRs); new initiatives for a national clearinghouse for drug and alcohol test results, a national employer notification system, and a national maximum speed limit for all vehicles; and promotion of State laws on primary safety belt enforcement and ignition interlocks, as well as other safety promotion programs.
- In order to meet the goal of enhanced highway safety, ATA supports the Hours of Service rules that have been in place since 2004. While operating under these rules, the industry has lowered its truck crash, injury and death rates and, more importantly the number of fatalities and injuries has declined .
- For highway reauthorization, ATA recommends the creation of a new, dedicated highway freight program that addresses congestion through the elimination of bottlenecks and increased capacity.
- In order to finance that system, ATA recommends the continued reliance on the federal diesel and gasoline fuel tax - with appropriate increases – as the primary funding source for highway construction and maintenance. ATA also strongly recommends against the unconditional expansion of tolling authority or other financing mechanisms that add administrative/compliance costs that erode the purchasing power of highway revenues..
- ATA recommends the establishment of a national, public interest standard and conditions governing public private partnership agreements.
- In order to meet the goal of reducing fuel consumption and improving air quality and carbon emissions, ATA recommends increased flexibility to the States to permit the use of more productive vehicles.
- As part of the highway reauthorization process, ATA recommends reauthorization of the federal hazardous materials program including strengthening federal preemption authority, reauthorization of the MCSAP program, and incentives for the installation of truck safety and emissions/fuel reduction equipment.

ATA Contact: Tim Lynch.

Good stuff.

