AN ACT

To repeal sections 21.795, 71.012, 71.015, 226.770, 226.780, 227.240, 301.010, 301.067, 301.074, 301.075, 301.140, 301.145, 302.170, 304.180, 304.190, 307.175, and 307.350, RSMo, and to enact in lieu thereof nineteen new sections relating to transportation, with penalty provisions.

Be it enacted by the General Assembly of the state of Missouri, as follows:

Section A. Sections 21.795, 71.012, 71.015, 226.770, 226.780, 227.240, 301.010, 301.067, 301.074, 301.075, 301.140, 301.145, 302.170, 304.180, 304.190, 307.175, and 307.350, RSMo, are repealed and nineteen new sections enacted in lieu thereof, to be known as sections 21.795, 71.012, 71.015, 226.770, 226.780, 227.240, 301.010, 301.067, 301.074, 301.075, 301.140, 301.145, 302.170, 304.180, 304.190, 307.175, and 307.350, to read as follows:

21.795. 1. There is established a permanent joint committee of the general assembly to be known as the "Joint Committee on Transportation Oversight" to be composed of seven members of the standing transportation committees of both the senate and the house of representatives and three nonvoting ex officio members. Of the fourteen members to be appointed to the joint committee, the seven senate members of the joint committee shall be appointed by the president pro tem of the senate and minority leader of the senate and the seven house members shall be appointed by the speaker of the house of representatives and the minority floor leader of the house of representatives. The seven senate members shall be composed, as nearly as may be, of majority and minority party members in the same proportion as the number of majority and minority party members in the senate bears to the total membership of the senate. No major party shall be represented by more than four members from

EXPLANATION — Matter enclosed in bold-faced brackets [thus] in the above bill is not enacted and is intended to be omitted from the law. Matter in bold-face type in the above bill is proposed language.
the house of representatives. The ex officio members shall be the state auditor, the director of the oversight division of the committee on legislative research, and the commissioner of the office of administration or the designee of such auditor, director or commissioner. The joint committee shall be chaired jointly by both chairs of the senate and house transportation committees. A majority of the committee shall constitute a quorum, but the concurrence of a majority of the members, other than the ex officio members, shall be required for the determination of any matter within the committee's duties.

2. The department of transportation shall submit a written report prior to December thirty-first of each year to the governor and the lieutenant governor. The report shall be posted to the department's internet website so that general assembly members may elect to access a copy of the report electronically. The written report shall contain the following:

   (1) A comprehensive financial report of all funds for the preceding state fiscal year which shall include a report by independent certified public accountants, selected by the commissioner of the office of administration, attesting that the financial statements present fairly the financial position of the department in conformity with generally accepted government accounting principles. This report shall include amounts of:

   (a) State revenues by sources, including all new state revenue derived from highway users which results from action of the general assembly or voter-approved measures taken after August 28, 2003, and projects funded in whole or in part from such new state revenue, and amounts of federal revenues by source;
   (b) Any other revenues available to the department by source;
   (c) Funds appropriated, the amount the department has budgeted and expended for the following: contracts, right-of-way purchases, preliminary and construction engineering, maintenance operations and administration;
   (d) Total state and federal revenue compared to the revenue estimate in the fifteen-year highway plan as adopted in 1992. All expenditures made by, or on behalf of, the department for personal services including fringe benefits, all categories of expense and equipment, real estate and capital improvements shall be assigned to the categories listed in this subdivision in conformity with generally accepted government accounting principles;

   (2) A detailed explanation of the methods or criteria employed to select construction projects, including a listing of any new or reprioritized projects not mentioned in a previous report, and an explanation as to how the new or reprioritized projects meet the selection methods or criteria;

   (3) The proposed allocation and expenditure of moneys and the proposed work plan for the current fiscal year, at least the next four years, and for any period of time expressed in any public transportation plan approved by either the general assembly or by the voters of Missouri.
This proposed allocation and expenditure of moneys shall include the amounts of proposed
allocation and expenditure of moneys in each of the categories listed in subdivision (1) of this
subsection;

—— (4) The amounts which were planned, estimated and expended for projects in the state
highway and bridge construction program or any other projects relating to other modes of
transportation in the preceding state fiscal year and amounts which have been planned, estimated
or expended by project for construction work in progress;

—— (5) The current status as to completion, by project, of the fifteen-year road and bridge
program adopted in 1992. The first written report submitted pursuant to this section shall include
the original cost estimate, updated estimate and final completed cost by project. Each written
report submitted thereafter shall include the cost estimate at the time the project was placed on
the most recent five-year highway and bridge construction plan and the final completed cost by
project;

—— (6) The reasons for cost increases or decreases exceeding five million dollars or ten
percent relative to cost estimates and final completed costs for projects in the state highway and
bridge construction program or any other projects relating to other modes of transportation
completed in the preceding state fiscal year. Cost increases or decreases shall be determined by
comparing the cost estimate at the time the project was placed on the most recent five-year
highway and bridge construction plan and the final completed cost by project. The reasons shall
include the amounts resulting from inflation, department-wide design changes, changes in project
scope, federal mandates, or other factors;

—— (7) Specific recommendations for any statutory or regulatory changes necessary for the
efficient and effective operation of the department;

—— (8) An accounting of the total amount of state, federal and earmarked federal highway
funds expended in each district of the department of transportation; and

—— (9) Any further information specifically requested by the joint committee on
transportation oversight.]

(2) A copy of the department's most current and annual publication titled
"Citizen's Guide to Transportation Funding in Missouri";

(3) A copy of the department's most current and annual publication titled
"Financial Snapshot - An appendix to the Citizen's Guide to Transportation Funding in
Missouri";

(4) A copy of the department's most current and annual publication titled
"MoDOT Results: Accountability. Innovation. Efficiency.".

3. Prior to February fifteenth of each year, the committee shall hold an annual meeting
and call before its members, officials or employees of the state highways and transportation
commission or department of transportation, as determined by the committee, for the sole purpose of receiving and examining the report required pursuant to subsection 2 of this section. The committee shall not have the power to modify projects or priorities of the state highways and transportation commission or department of transportation. The committee may make recommendations to the state highways and transportation commission or the department of transportation. Disposition of those recommendations shall be reported by the commission or the department to the joint committee on transportation oversight.

4. In addition to the annual meeting required by subsection 3 of this section, the committee shall meet two times each year. The co-chairs of the committee shall establish an agenda for each meeting that may include, but not be limited to, the following items to be discussed with the committee members throughout the year during the scheduled meeting:

   (1) Presentation of a prioritized plan for all modes of transportation;

   (2) Discussion of department efficiencies and expenditure of cost-savings within the department;

   (3) Presentation of a status report on department of transportation revenues and expenditures, including a detailed summary of projects funded by new state revenue as provided in paragraph (a) of subdivision (1) of subsection 2 of this section; and

   (4) Implementation of any actions as may be deemed necessary by the committee as authorized by law. The co-chairs of the committee may call special meetings of the committee with ten days' notice to the members of the committee, the director of the department of transportation, and the department of transportation.

5. The committee shall also review all applications for the development of specialty plates submitted to it by the department of revenue. The committee shall approve such application by a majority vote. The committee shall approve any application unless the committee receives:

   (1) A signed petition from five house members or two senators that they are opposed to the approval of the proposed license plate and the reason for such opposition;

   (2) Notification that the organization seeking authorization to establish a new specialty license plate has not met all the requirements of section 301.3150;

   (3) A proposed new specialty license plate containing objectionable language or design;

   (4) A proposed license plate not meeting the requirements of any reason promulgated by rule.

The committee shall notify the director of the department of revenue upon approval or denial of an application for the development of a specialty plate.
6. The committee shall submit records of its meetings to the secretary of the senate and the chief clerk of the house of representatives in accordance with sections 610.020 and 610.023.

71.012. 1. Notwithstanding the provisions of sections 71.015 and 71.860 to 71.920, the governing body of any city, town or village may annex unincorporated areas which are contiguous and compact to the existing corporate limits of the city, town or village pursuant to this section. The term "contiguous and compact" does not include a situation whereby the unincorporated area proposed to be annexed is contiguous to the annexing city, town or village only by a railroad line, trail, pipeline or other strip of real property less than one-quarter mile in width within the city, town or village so that the boundaries of the city, town or village after annexation would leave unincorporated areas between the annexed area and the prior boundaries of the city, town or village connected only by such railroad line, trail, pipeline or other such strip of real property. The term “contiguous and compact” shall include a situation whereby the unincorporated area proposed to be annexed would be contiguous and compact to the existing corporate limits of the city, town, or village but for an intervening roadway or railroad right-of-way, regardless of whether any other city, town, or village has annexed such roadway or railroad right-of-way or otherwise has an easement in such roadway or railroad right-of-way. The term contiguous and compact does not prohibit voluntary annexations pursuant to this section merely because such voluntary annexation would create an island of unincorporated area within the city, town or village, so long as the owners of the unincorporated island were also given the opportunity to voluntarily annex into the city, town or village. Notwithstanding the provisions of this section, the governing body of any city, town or village in any county of the third classification which borders a county of the fourth classification, a county of the second classification and the Mississippi River may annex areas along a road or highway up to two miles from existing boundaries of the city, town or village or the governing body in any city, town or village in any county of the third classification without a township form of government with a population of at least twenty-four thousand inhabitants but not more than thirty thousand inhabitants and such county contains a state correctional center may voluntarily annex such correctional center pursuant to the provisions of this section if the correctional center is along a road or highway within two miles from the existing boundaries of the city, town or village.

2. (1) When a notarized petition, requesting annexation and signed by the owners of all fee interests of record in all tracts of real property located within the area proposed to be annexed, or a request for annexation signed under the authority of the governing body of any common interest community and approved by a majority vote of unit owners located within the area proposed to be annexed is presented to the governing body of the city, town or village, the governing body shall hold a public hearing concerning the matter not less than fourteen nor more
than sixty days after the petition is received, and the hearing shall be held not less than seven
days after notice of the hearing is published in a newspaper of general circulation qualified to
publish legal matters and located within the boundary of the petitioned city, town or village. If
no such newspaper exists within the boundary of such city, town or village, then the notice shall
be published in the qualified newspaper nearest the petitioned city, town or village. For the
purposes of this subdivision, the term "common-interest community" shall mean a condominium
as said term is used in chapter 448, or a common-interest community, a cooperative, or a planned
community.

(a) A "common-interest community" shall be defined as real property with respect to
which a person, by virtue of such person's ownership of a unit, is obliged to pay for real property
taxes, insurance premiums, maintenance or improvement of other real property described in a
declaration. "Ownership of a unit" does not include a leasehold interest of less than twenty years
in a unit, including renewal options;

(b) A "cooperative" shall be defined as a common-interest community in which the real
property is owned by an association, each of whose members is entitled by virtue of such
member's ownership interest in the association to exclusive possession of a unit;

(c) A "planned community" shall be defined as a common-interest community that is not
a condominium or a cooperative. A condominium or cooperative may be part of a planned
community.

(2) At the public hearing any interested person, corporation or political subdivision may
present evidence regarding the proposed annexation. If, after holding the hearing, the governing
body of the city, town or village determines that the annexation is reasonable and necessary to
the proper development of the city, town or village, and the city, town or village has the ability
to furnish normal municipal services to the area to be annexed within a reasonable time, it may,
subject to the provisions of subdivision (3) of this subsection, annex the territory by ordinance
without further action.

(3) If a written objection to the proposed annexation is filed with the governing body of
the city, town or village not later than fourteen days after the public hearing by at least five
percent of the qualified voters of the city, town or village, or two qualified voters of the area
sought to be annexed if the same contains two qualified voters, the provisions of sections 71.015
and 71.860 to 71.920, shall be followed.

3. If no objection is filed, the city, town or village shall extend its limits by ordinance
to include such territory, specifying with accuracy the new boundary lines to which the city's,
town's or village's limits are extended. Upon duly enacting such annexation ordinance, the city,
town or village shall cause three certified copies of the same to be filed with the county assessor
and the clerk of the county wherein the city, town or village is located, and one certified copy to
be filed with the election authority, if different from the clerk of the county which has jurisdiction over the area being annexed, whereupon the annexation shall be complete and final and thereafter all courts of this state shall take judicial notice of the limits of that city, town or village as so extended.

4. That a petition requesting annexation is not or was not verified or notarized shall not affect the validity of an annexation heretofore or hereafter undertaken in accordance with this section.

5. Any action of any kind seeking to deannex from any city, town, or village any area annexed under this section, or seeking in any way to reverse, invalidate, set aside, or otherwise challenge such annexation or oust such city, town, or village from jurisdiction over such annexed area shall be brought within five years of the date of adoption of the annexation ordinance.

71.015. 1. Should any city, town, or village, not located in any county of the first classification which has adopted a constitutional charter for its own local government, seek to annex an area to which objection is made, the following shall be satisfied:

(1) Before the governing body of any city, town, or village has adopted a resolution to annex any unincorporated area of land, such city, town, or village shall first as a condition precedent determine that:

(a) The land to be annexed is contiguous to the existing city, town, or village limits and that the length of the contiguous boundary common to the existing city, town, or village limit and the proposed area to be annexed is at least fifteen percent of the length of the perimeter of the area proposed for annexation; or

(b) The land to be annexed would be contiguous and compact to the existing city, town, or village limits but for an intervening roadway or railroad right-of-way, and the shared border of the land to be annexed and existing city, town, or village composes at least fifteen percent of the total perimeter of the land to be annexed. For purposes of calculating the length of such border under this paragraph, the border between the land to be annexed and the existing city, town, or village shall be deemed to be:

a. If an intervening roadway, the centerline; or

b. If a railroad right-of-way, the midpoint between the outermost rails if there are rails or the best estimate of the middle of the right-of-way if there are no rails.

(2) The governing body of any city, town, or village shall propose an ordinance setting forth the following:

(a) The area to be annexed and affirmatively stating that the boundaries comply with the condition precedent referred to in subdivision (1) above;

(b) That such annexation is reasonable and necessary to the proper development of the city, town, or village;
(c) That the city has developed a plan of intent to provide services to the area proposed for annexation;

(d) That a public hearing shall be held prior to the adoption of the ordinance;

(e) When the annexation is proposed to be effective, the effective date being up to thirty-six months from the date of any election held in conjunction thereto.

(3) The city, town, or village shall fix a date for a public hearing on the ordinance and make a good faith effort to notify all fee owners of record within the area proposed to be annexed by certified mail, not less than thirty nor more than sixty days before the hearing, and notify all residents of the area by publication of notice in a newspaper of general circulation qualified to publish legal matters in the county or counties where the proposed area is located, at least once a week for three consecutive weeks prior to the hearing, with at least one such notice being not more than twenty days and not less than ten days before the hearing.

(4) At the hearing referred to in subdivision (3), the city, town, or village shall present the plan of intent and evidence in support thereof to include:

(a) A list of major services presently provided by the city, town, or village including, but not limited to, police and fire protection, water and sewer systems, street maintenance, parks and recreation, and refuse collection;

(b) A proposed time schedule whereby the city, town, or village plans to provide such services to the residents of the proposed area to be annexed within three years from the date the annexation is to become effective;

(c) The level at which the city, town, or village assesses property and the rate at which it taxes that property;

(d) How the city, town, or village proposes to zone the area to be annexed;

(e) When the proposed annexation shall become effective.

(5) Following the hearing, and either before or after the election held in subdivision (6) of this subsection, should the governing body of the city, town, or village vote favorably by ordinance to annex the area, the governing body of the city, town or village shall file an action in the circuit court of the county in which such unincorporated area is situated, under the provisions of chapter 527, praying for a declaratory judgment authorizing such annexation. The petition in such action shall state facts showing:

(a) The area to be annexed and its conformity with the condition precedent referred to in subdivision (1) of this subsection;

(b) That such annexation is reasonable and necessary to the proper development of the city, town, or village; and

(c) The ability of the city, town, or village to furnish normal municipal services of the city, town, or village to the unincorporated area within a reasonable time not to exceed three
years after the annexation is to become effective. Such action shall be a class action against the
inhabitants of such unincorporated area under the provisions of section 507.070.

(6) Except as provided in subsection 3 of this section, if the court authorizes the city,
town, or village to make an annexation, the legislative body of such city, town, or village shall
not have the power to extend the limits of the city, town, or village by such annexation until an
election is held at which the proposition for annexation is approved by a majority of the total
votes cast in the city, town, or village and by a separate majority of the total votes cast in the
unincorporated territory sought to be annexed. However, should less than a majority of the total
votes cast in the area proposed to be annexed cast in favor of the proposal, but at least a majority
of the total votes cast in the city, town, or village vote in favor of the proposal, then the proposal
shall again be voted upon in not more than one hundred twenty days by both the registered voters
of the city, town, or village and the registered voters of the area proposed to be annexed. If at
least two-thirds of the qualified electors voting thereon are in favor of the annexation, then the
city, town, or village may proceed to annex the territory. If the proposal fails to receive the
necessary majority, no part of the area sought to be annexed may be the subject of another
proposal to annex for a period of two years from the date of the election, except that, during the
two-year period, the owners of all fee interests of record in the area or any portion of the area
may petition the city, town, or village for the annexation of the land owned by them pursuant to
the procedures in section 71.012. The elections shall be held, except as herein
otherwise provided, in accordance with the general state law governing special elections, and the
entire cost of the election or elections shall be paid by the city, town, or village proposing to
annex the territory.

(7) Failure to comply in providing services to the said area or to zone in compliance with
the plan of intent within three years after the effective date of the annexation, unless compliance
is made unreasonable by an act of God, shall give rise to a cause of action for deannexation
which may be filed in the circuit court by any resident of the area who was residing in the area
at the time the annexation became effective.

(8) No city, town, or village which has filed an action under this section as this section
read prior to May 13, 1980, which action is part of an annexation proceeding pending on May
13, 1980, shall be required to comply with subdivision (5) of this subsection in regard to such
annexation proceeding.

(9) If the area proposed for annexation includes a public road or highway but does not
include all of the land adjoining such road or highway, then such fee owners of record, of the
lands adjoining said highway shall be permitted to intervene in the declaratory judgment action
described in subdivision (5) of this subsection.
2. Notwithstanding any provision of subsection 1 of this section, for any annexation by any city with a population of three hundred fifty thousand or more inhabitants which is located in more than one county that becomes effective after August 28, 1994, if such city has not provided water and sewer service to such annexed area within three years of the effective date of the annexation, a cause of action shall lie for deannexation, unless the failure to provide such water and sewer service to the annexed area is made unreasonable by an act of God. The cause of action for deannexation may be filed in the circuit court by any resident of the annexed area who is presently residing in the area at the time of the filing of the suit and was a resident of the annexed area at the time the annexation became effective. If the suit for deannexation is successful, the city shall be liable for all court costs and attorney fees.

3. Notwithstanding the provisions of subdivision (6) of subsection 1 of this section, all cities, towns, and villages located in any county of the first classification with a charter form of government with a population of two hundred thousand or more inhabitants which adjoins a county with a population of nine hundred thousand or more inhabitants shall comply with the provisions of this subsection. If the court authorizes any city, town, or village subject to this subsection to make an annexation, the legislative body of such city, town or village shall not have the power to extend the limits of such city, town, or village by such annexation until an election is held at which the proposition for annexation is approved by a majority of the total votes cast in such city, town, or village and by a separate majority of the total votes cast in the unincorporated territory sought to be annexed; except that:

   (1) In the case of a proposed annexation in any area which is contiguous to the existing city, town or village and which is within an area designated as flood plain by the Federal Emergency Management Agency and which is inhabited by no more than thirty registered voters and for which a final declaratory judgment has been granted prior to January 1, 1993, approving such annexation and where notarized affidavits expressing approval of the proposed annexation are obtained from a majority of the registered voters residing in the area to be annexed, the area may be annexed by an ordinance duly enacted by the governing body and no elections shall be required; and

   (2) In the case of a proposed annexation of unincorporated territory in which no qualified electors reside, if at least a majority of the qualified electors voting on the proposition are in favor of the annexation, the city, town or village may proceed to annex the territory and no subsequent election shall be required.

If the proposal fails to receive the necessary separate majorities, no part of the area sought to be annexed may be the subject of any other proposal to annex for a period of two years from the date of such election, except that, during the two-year period, the owners of all fee interests of
record in the area or any portion of the area may petition the city, town, or village for the
annexation of the land owned by them pursuant to the procedures in section 71.012 or 71.014.
The election shall, if authorized, be held, except as otherwise provided in this section, in
correspondence with the general state laws governing special elections, and the entire cost of the
election or elections shall be paid by the city, town, or village proposing to annex the territory.
Failure of the city, town or village to comply in providing services to the area or to zone in
compliance with the plan of intent within three years after the effective date of the annexation,
unless compliance is made unreasonable by an act of God, shall give rise to a cause of action for
deannexation which may be filed in the circuit court not later than four years after the effective
date of the annexation by any resident of the area who was residing in such area at the time the
annexation became effective or by any nonresident owner of real property in such area.

4. Except for a cause of action for deannexation under subdivision (2) of subsection 3
of this section, any action of any kind seeking to deannex from any city, town, or village any area
annexed under this section, or seeking in any way to reverse, invalidate, set aside, or otherwise
challenge such annexation or oust such city, town, or village from jurisdiction over such annexed
area shall be brought within five years of the date of the adoption of the annexation ordinance.

226.228. 1. There is hereby created in the state treasury the "Emergency Bridge
Repair and Replacement Fund", which shall consist of moneys appropriated from general
revenue to the department of transportation or received from other eligible funds. The
moneys in the fund shall only be used for accelerated replacements of, or to make
immediate repairs to, bridges constructed or maintained at the cost of the state that are
located on state or interstate highways and are in critical disrepair. Upon appropriation,
the director of the department of transportation shall administer the fund. The state
treasurer shall be custodian of the fund. In accordance with sections 30.170 and 30.180,
the state treasurer may approve disbursements. The fund shall be a dedicated fund, and,
upon appropriation, moneys in the fund shall be used solely for the administration of this
section.

2. Notwithstanding the provisions of section 33.080 to the contrary, any moneys
remaining in the fund at the end of the biennium shall not revert to the credit of the
general revenue fund.

3. The state treasurer shall invest moneys in the fund in the same manner as other
funds are invested. Any interest and moneys earned on such investments shall be credited
to the fund.

226.770. The state highways and transportation commission is authorized to enter into
any necessary agreements[...not involving any state funds... with the Secretary of Commerce or
other public agency necessary to obtaining of available funds for the purposes described in Title 23, Sections 136 and 319, of the United States Code, as revised in 1965.

226.780. For the purposes set out in sections 226.750 to section 226.790, no state funds shall be expended and all expenditures under such sections shall be limited to funds granted to the state by the federal government for such purposes.

227.218. 1. The highways and transportation commission may issue a request for proposals to sell or lease naming rights for a particular segment of highway or for a bridge to the best qualified bidder. All contracts for the sale or lease of naming rights shall be first approved by the highways and transportation commission and then approved by the joint committee on transportation. The highways and transportation commission and the joint committee on transportation may disapprove a contract for any reason. The proceeds of a sale or lease of naming rights shall be deposited into the state road fund.

2. The purchaser or lessee of a naming right shall pay the cost of erecting, maintaining, and removing signage as well as an annual fee as determined by the proposal.

3. The term of contract for naming rights shall not exceed ten years and may be shorter at the discretion of the highways and transportation commission. The purchaser or lessee of a naming right shall have an option of early termination.

4. No naming rights shall be sold or leased for any segment of roadway or bridge that has been designated prior to August 28, 2018, as a named memorial highway or bridge under this chapter or through the joint committee on transportation approval process established under section 227.297.

5. The department of transportation may promulgate all necessary rules and regulations for the administration of this section. Any rule or portion of a rule, as that term is defined in section 536.010, that is created under the authority delegated in this section shall become effective only if it complies with and is subject to all of the provisions of chapter 536 and, if applicable, section 536.028. This section and chapter 536 are nonseverable, and if any of the powers vested with the general assembly pursuant to chapter 536 to review, to delay the effective date, or to disapprove and annul a rule are subsequently held unconstitutional, then the grant of rulemaking authority and any rule proposed or adopted after August 28, 2018, shall be invalid and void.

6. The provisions of this section shall expire on December 31, 2038.

227.240. 1. The location and removal of all telephone, cable television, and electric light and power transmission lines, poles, wires, and conduits and all pipelines and tramways, erected or constructed, or hereafter to be erected or constructed by any corporation, municipality, public water supply district, sewer district, association or persons, within the right-of-way of any state highway, insofar as the public travel and traffic is concerned, and insofar as the same may
interfere with the construction or maintenance of any such highway, shall be under the control
and supervision of the state highways and transportation commission.

2. A cable television corporation or company shall be permitted to place its lines within
the right-of-way of any state highway, consistent with the rules and regulations of the state
highways and transportation commission. The state highways and transportation commission
shall establish a system for receiving and resolving complaints with respect to cable television
lines placed in, or removed from, the right-of-way of a state highway.

3. The department of transportation may establish a utility corridor for the
placement of utility facilities on the right-of-way of highways in the state highway system.
Such utility corridor shall be up to twelve feet in width and placed within the existing
right-of-way when space is reasonably available, with the location of the utility corridor
to be determined by the state highways and transportation commission. The commission
shall promulgate rules setting forth a standardized statewide system for requesting and
issuing variances to requirements set forth in this section.

4. The commission or some officer selected by the commission shall serve a written
notice upon the entity, person or corporation owning or maintaining any such lines, poles, wires,
conduits, pipelines, or tramways, which notice shall contain a plan or chart indicating the places
on the right-of-way at which such lines, poles, wires, conduits, pipelines or tramways may be
maintained. The notice shall also state the time when the work of hard surfacing said roads is
proposed to commence, and shall further state that a hearing shall be had upon the proposed plan
of location and matters incidental thereto, giving the place and date of such hearing.
Immediately after such hearing the said owner shall be given a notice of the findings and orders
of the commission and shall be given a reasonable time thereafter to comply therewith; provided,
however, that the effect of any change ordered by the commission shall not be to remove all or
any part of such lines, poles, wires, conduits, pipelines or tramways from the right-of-way of the
highway. The removal of the same shall be made at the cost and expense of the owners thereof
unless otherwise provided by said commission, and in the event of the failure of such owners to
remove the same at the time so determined they may be removed by the state highways and
transportation commission, or under its direction, and the cost thereof collected from such
owners, and such owners shall not be liable in any way to any person for the placing and
maintaining of such lines, poles, wires, conduits, pipelines and tramways at the places prescribed
by the commission.

5. The commission is authorized in the name of the state of Missouri to institute and
maintain, through the attorney general, such suits and actions as may be necessary to enforce the
provisions of this section. Any corporation, association or the officers or agents of such
corporations or associations, or any other person who shall erect or maintain any such lines,
poles, wires, conduits, pipelines or tramways, within the right-of-way of such roads which are
hard-surfaced, which are not in accordance with such orders of the commission, shall be deemed
guilty of a misdemeanor.

301.010. As used in this chapter and sections 304.010 to 304.040, 304.120 to 304.260, and sections 307.010 to 307.175, the following terms mean:

1. “All-terrain vehicle”, any motorized vehicle manufactured and used exclusively for
off-highway use which is fifty inches or less in width, with an unladen dry weight of one
gthousand five hundred pounds or less, traveling on three, four or more nonhighway tires;
2. “Automobile transporter”, any vehicle combination capable of carrying cargo on the
power unit and designed and used for the transport of assembled motor vehicles, including truck
camper units;
3. “Axle load”, the total load transmitted to the road by all wheels whose centers are
included between two parallel transverse vertical planes forty inches apart, extending across the
full width of the vehicle;
4. “Backhaul”, the return trip of a vehicle transporting cargo or general freight, especially when carrying goods back over all or part of the same route;
5. “Boat transporter”, any vehicle combination capable of carrying cargo on the power
unit and designed and used specifically to transport assembled boats and boat hulls. Boats may
be partially disassembled to facilitate transporting;
6. “Body shop”, a business that repairs physical damage on motor vehicles that are not
owned by the shop or its officers or employees by mending, straightening, replacing body parts,
or painting;
7. “Bus”, a motor vehicle primarily for the transportation of a driver and eight or more
passengers but not including shuttle buses;
8. “Commercial motor vehicle”, a motor vehicle designed or regularly used for carrying
freight and merchandise, or more than eight passengers but not including vanpools or shuttle
buses;
9. “Cotton trailer”, a trailer designed and used exclusively for transporting cotton at
speeds less than forty miles per hour from field to field or from field to market and return;
10. “Dealer”, any person, firm, corporation, association, agent or subagent engaged in
the sale or exchange of new, used or reconstructed motor vehicles or trailers;
11. “Director” or “director of revenue”, the director of the department of revenue;
12. “Driveaway operation”:
   a. The movement of a motor vehicle or trailer by any person or motor carrier other than
a dealer over any public highway, under its own power singly, or in a fixed combination of two
or more vehicles, for the purpose of delivery for sale or for delivery either before or after sale;
(b) The movement of any vehicle or vehicles, not owned by the transporter, constituting
the commodity being transported, by a person engaged in the business of furnishing drivers and
operators for the purpose of transporting vehicles in transit from one place to another by the
driveaway or towaway methods; or
(c) The movement of a motor vehicle by any person who is lawfully engaged in the
business of transporting or delivering vehicles that are not the person’s own and vehicles of a
type otherwise required to be registered, by the driveaway or towaway methods, from a point of
manufacture, assembly or distribution or from the owner of the vehicles to a dealer or sales agent
of a manufacturer or to any consignee designated by the shipper or consignor;
(13) “Dromedary”, a box, deck, or plate mounted behind the cab and forward of the fifth
wheel on the frame of the power unit of a truck tractor-semitrailer combination. A truck tractor
equipped with a dromedary may carry part of a load when operating independently or in a
combination with a semitrailer;
(14) “Farm tractor”, a tractor used exclusively for agricultural purposes;
(15) “Fleet”, any group of ten or more motor vehicles owned by the same owner;
(16) “Fleet vehicle”, a motor vehicle which is included as part of a fleet;
(17) “Fullmount”, a vehicle mounted completely on the frame of either the first or last
vehicle in a saddlemount combination;
(18) “Gross weight”, the weight of vehicle and/or vehicle combination without load, plus
the weight of any load thereon;
(19) “Hail-damaged vehicle”, any vehicle, the body of which has become dented as the
result of the impact of hail;
(20) “Highway”, any public thoroughfare for vehicles, including state roads, county
roads and public streets, avenues, boulevards, parkways or alleys in any municipality;
(21) “Improved highway”, a highway which has been paved with gravel, macadam,
concrete, brick or asphalt, or surfaced in such a manner that it shall have a hard, smooth surface;
(22) “Intersecting highway”, any highway which joins another, whether or not it crosses
the same;
(23) “Junk vehicle”, a vehicle which:
(a) Is incapable of operation or use upon the highways and has no resale value except as
a source of parts or scrap; or
(b) Has been designated as junk or a substantially equivalent designation by this state
or any other state;
(24) “Kit vehicle”, a motor vehicle assembled by a person other than a generally
recognized manufacturer of motor vehicles by the use of a glider kit or replica purchased from
an authorized manufacturer and accompanied by a manufacturer’s statement of origin;
(25) “Land improvement contractors’ commercial motor vehicle”, any not-for-hire commercial motor vehicle the operation of which is confined to:
   (a) An area that extends not more than a radius of one hundred miles from its home base of operations when transporting its owner’s machinery, equipment, or auxiliary supplies to or from projects involving soil and water conservation, or to and from equipment dealers’ maintenance facilities for maintenance purposes; or
   (b) An area that extends not more than a radius of fifty miles from its home base of operations when transporting its owner’s machinery, equipment, or auxiliary supplies to or from projects not involving soil and water conservation.

Nothing in this subdivision shall be construed to prevent any motor vehicle from being registered as a commercial motor vehicle or local commercial motor vehicle;

(26) “Local commercial motor vehicle”, a commercial motor vehicle whose operations are confined to a municipality and that area extending not more than fifty miles therefrom, or a commercial motor vehicle whose property-carrying operations are confined solely to the transportation of property owned by any person who is the owner or operator of such vehicle to or from a farm owned by such person or under the person’s control by virtue of a landlord and tenant lease; provided that any such property transported to any such farm is for use in the operation of such farm;

(27) “Local log truck”, a commercial motor vehicle which is registered pursuant to this chapter to operate as a motor vehicle on the public highways of this state, used exclusively in this state, used to transport harvested forest products, operated solely at a forested site and in an area extending not more than a one hundred mile radius from such site, carries a load with dimensions not in excess of twenty-five cubic yards per two axles with dual wheels, and when operated on the national system of interstate and defense highways described in 23 U.S.C. Section 103, as amended, or outside the one hundred mile radius from such site with an extended distance local log truck permit, such vehicle shall not exceed the weight limits of section 304.180, does not have more than four axles, and does not pull a trailer which has more than three axles. Harvesting equipment which is used specifically for cutting, felling, trimming, delimbing, debarking, chipping, skidding, loading, unloading, and stacking may be transported on a local log truck. A local log truck may not exceed the limits required by law, however, if the truck does exceed such limits as determined by the inspecting officer, then notwithstanding any other provisions of law to the contrary, such truck shall be subject to the weight limits required by such sections as licensed for eighty thousand pounds;

(28) “Local log truck tractor”, a commercial motor vehicle which is registered under this chapter to operate as a motor vehicle on the public highways of this state, used exclusively in this state, used to transport harvested forest products, operated at a forested site and in an area
106 extending not more than a one hundred mile radius from such site, operates with a weight not exceeding twenty-two thousand four hundred pounds on one axle or with a weight not exceeding forty-four thousand eight hundred pounds on any tandem axle, and when operated on the national system of interstate and defense highways described in 23 U.S.C. Section 103, as amended, or outside the one hundred mile radius from such site with an extended distance local log truck permit, such vehicle does not exceed the weight limits contained in section 304.180, and does not have more than three axles and does not pull a trailer which has more than [two] three axles. Violations of axle weight limitations shall be subject to the load limit penalty as described for in sections 304.180 to 304.220;

(29) “Local transit bus”, a bus whose operations are confined wholly within a municipal corporation, or wholly within a municipal corporation and a commercial zone, as defined in section 390.020, adjacent thereto, forming a part of a public transportation system within such municipal corporation and such municipal corporation and adjacent commercial zone;

(30) “Log truck”, a vehicle which is not a local log truck or local log truck tractor and is used exclusively to transport harvested forest products to and from forested sites which is registered pursuant to this chapter to operate as a motor vehicle on the public highways of this state for the transportation of harvested forest products;

(31) “Major component parts”, the rear clip, cowl, frame, body, cab, front-end assembly, and front clip, as those terms are defined by the director of revenue pursuant to rules and regulations or by illustrations;

(32) “Manufacturer”, any person, firm, corporation or association engaged in the business of manufacturing or assembling motor vehicles, trailers or vessels for sale;

(33) “Motor change vehicle”, a vehicle manufactured prior to August, 1957, which receives a new, rebuilt or used engine, and which used the number stamped on the original engine as the vehicle identification number;

(34) “Motor vehicle”, any self-propelled vehicle not operated exclusively upon tracks, except farm tractors;

(35) “Motor vehicle primarily for business use”, any vehicle other than a recreational motor vehicle, motorcycle, motortricycle, or any commercial motor vehicle licensed for over twelve thousand pounds:

(a) Offered for hire or lease; or

(b) The owner of which also owns ten or more such motor vehicles;

(36) “Motorcycle”, a motor vehicle operated on two wheels;

(37) “Motorized bicycle”, any two-wheeled or three-wheeled device having an automatic transmission and a motor with a cylinder capacity of not more than fifty cubic centimeters, which
produces less than three gross brake horsepower, and is capable of propelling the device at a
maximum speed of not more than thirty miles per hour on level ground;
(38) “Motortricycle”, a motor vehicle operated on three wheels, including a motorcycle
while operated with any conveyance, temporary or otherwise, requiring the use of a third wheel.
A motortricycle shall not be included in the definition of all-terrain vehicle;
(39) “Municipality”, any city, town or village, whether incorporated or not;
(40) “Nonresident”, a resident of a state or country other than the state of Missouri;
(41) “Non-USA-std motor vehicle”, a motor vehicle not originally manufactured in
compliance with United States emissions or safety standards;
(42) “Operator”, any person who operates or drives a motor vehicle;
(43) “Owner”, any person, firm, corporation or association, who holds the legal title to
a vehicle or in the event a vehicle is the subject of an agreement for the conditional sale or lease
thereof with the right of purchase upon performance of the conditions stated in the agreement
and with an immediate right of possession vested in the conditional vendee or lessee, or in the
event a mortgagor of a vehicle is entitled to possession, then such conditional vendee or lessee
or mortgagor shall be deemed the owner;
(44) “Public garage”, a place of business where motor vehicles are housed, stored,
repaired, reconstructed or repainted for persons other than the owners or operators of such place
of business;
(45) “Rebuilder”, a business that repairs or rebuilds motor vehicles owned by the
rebuilder, but does not include certificated common or contract carriers of persons or property;
(46) “Reconstructed motor vehicle”, a vehicle that is altered from its original
construction by the addition or substitution of two or more new or used major component parts,
excluding motor vehicles made from all new parts, and new multistage manufactured vehicles;
(47) “Recreational motor vehicle”, any motor vehicle designed, constructed or
substantially modified so that it may be used and is used for the purposes of temporary housing
quarters, including therein sleeping and eating facilities which are either permanently attached
to the motor vehicle or attached to a unit which is securely attached to the motor vehicle.
Nothing herein shall prevent any motor vehicle from being registered as a commercial motor
vehicle if the motor vehicle could otherwise be so registered;
(48) “Recreational off-highway vehicle”, any motorized vehicle manufactured and used
exclusively for off-highway use which is more than fifty inches but no more than sixty-seven
inches in width, with an unladen dry weight of two thousand pounds or less, traveling on four
or more nonhighway tires and which may have access to ATV trails;
(49) "Recreational trailer", any trailer designed, constructed, or substantially
modified so that it may be used and is used for the purposes of temporary housing
quarters, including therein sleeping or eating facilities, which can be temporarily attached
to a motor vehicle or attached to a unit which is securely attached to a motor vehicle;

(50) “Rollback or car carrier”, any vehicle specifically designed to transport wrecked,
disabled or otherwise inoperable vehicles, when the transportation is directly connected to a
wrecker or towing service;

(51) “Saddlemount combination”, a combination of vehicles in which a truck or
truck tractor tows one or more trucks or truck tractors, each connected by a saddle to the frame
or fifth wheel of the vehicle in front of it. The “saddle” is a mechanism that connects the front
axle of the towed vehicle to the frame or fifth wheel of the vehicle in front and functions like a
fifth wheel kingpin connection. When two vehicles are towed in this manner the combination
is called a “double saddlemount combination”. When three vehicles are towed in this manner,
the combination is called a “triple saddlemount combination”;

(52) “Salvage dealer and dismantler”, a business that dismantles used motor
vehicles for the sale of the parts thereof, and buys and sells used motor vehicle parts and
accessories;

(53) “Salvage vehicle”, a motor vehicle, semitrailer, or house trailer which:

(a) Was damaged during a year that is no more than six years after the manufacturer’s
model year designation for such vehicle to the extent that the total cost of repairs to rebuild or
reconstruct the vehicle to its condition immediately before it was damaged for legal operation
on the roads or highways exceeds eighty percent of the fair market value of the vehicle
immediately preceding the time it was damaged;

(b) By reason of condition or circumstance, has been declared salvage, either by its
owner, or by a person, firm, corporation, or other legal entity exercising the right of security
interest in it;

(c) Has been declared salvage by an insurance company as a result of settlement of a
claim;

(d) Ownership of which is evidenced by a salvage title; or

(e) Is abandoned property which is titled pursuant to section 304.155 or section 304.157
and designated with the words “salvage/abandoned property”. The total cost of repairs to rebuild
or reconstruct the vehicle shall not include the cost of repairing, replacing, or reinstalling
inflatable safety restraints, tires, sound systems, or damage as a result of hail, or any sales tax on
parts or materials to rebuild or reconstruct the vehicle. For purposes of this definition, “fair
market value” means the retail value of a motor vehicle as:

a. Set forth in a current edition of any nationally recognized compilation of retail values,
including automated databases, or from publications commonly used by the automotive and
insurance industries to establish the values of motor vehicles;
b. Determined pursuant to a market survey of comparable vehicles with regard to condition and equipment; and
c. Determined by an insurance company using any other procedure recognized by the insurance industry, including market surveys, that is applied by the company in a uniform manner;

[53] (54) “School bus”, any motor vehicle used solely to transport students to or from school or to transport students to or from any place for educational purposes;

[54] (55) “Scrap processor”, a business that, through the use of fixed or mobile equipment, flattens, crushes, or otherwise accepts motor vehicles and vehicle parts for processing or transportation to a shredder or scrap metal operator for recycling;

[55] (56) “Shuttle bus”, a motor vehicle used or maintained by any person, firm, or corporation as an incidental service to transport patrons or customers of the regular business of such person, firm, or corporation to and from the place of business of the person, firm, or corporation providing the service at no fee or charge. Shuttle buses shall not be registered as buses or as commercial motor vehicles;

[56] (57) “Special mobile equipment”, every self-propelled vehicle not designed or used primarily for the transportation of persons or property and incidentally operated or moved over the highways, including farm equipment, implements of husbandry, road construction or maintenance machinery, ditch-digging apparatus, stone crushers, air compressors, power shovels, cranes, graders, rollers, well-drillers and wood-sawing equipment used for hire, asphalt spreaders, bituminous mixers, bucket loaders, ditchers, leveling graders, finished machines, motor graders, road rollers, scarifiers, earth-moving carryalls, scrapers, drag lines, concrete pump trucks, rock-drilling and earth-moving equipment. This enumeration shall be deemed partial and shall not operate to exclude other such vehicles which are within the general terms of this section;

[57] (58) “Specially constructed motor vehicle”, a motor vehicle which shall not have been originally constructed under a distinctive name, make, model or type by a manufacturer of motor vehicles. The term specially constructed motor vehicle includes kit vehicles;

[58] (59) “Stinger-steered combination”, a truck tractor-semitrailer wherein the fifth wheel is located on a drop frame located behind and below the rearmost axle of the power unit;

[59] (60) “Tandem axle”, a group of two or more axles, arranged one behind another, the distance between the extremes of which is more than forty inches and not more than ninety-six inches apart;

[60] (61) “Towaway trailer transporter combination”, a combination of vehicles consisting of a trailer transporter towing unit and two trailers or semitrailers, with a total weight that does not exceed twenty-six thousand pounds; and in which the trailers or semitrailers carry
no property and constitute inventory property of a manufacturer, distributor, or dealer of such trailers or semitrailers;

[61] (62) “Tractor”, “truck tractor” or “truck-tractor”, a self-propelled motor vehicle designed for drawing other vehicles, but not for the carriage of any load when operating independently. When attached to a semitrailer, it supports a part of the weight thereof;

[62] (63) “Trailer”, any vehicle without motive power designed for carrying property or passengers on its own structure and for being drawn by a self-propelled vehicle, except those running exclusively on tracks, including a semitrailer or vehicle of the trailer type so designed and used in conjunction with a self-propelled vehicle that a considerable part of its own weight rests upon and is carried by the towing vehicle. The term trailer shall not include cotton trailers as defined in this section and shall not include manufactured homes as defined in section 700.010;

[63] (64) “Trailer transporter towing unit”, a power unit that is not used to carry property when operating in a towaway trailer transporter combination;

[64] (65) “Truck”, a motor vehicle designed, used, or maintained for the transportation of property;

[65] (66) “Truck-tractor semitrailer-semitrailer”, a combination vehicle in which the two trailing units are connected with a B-train assembly which is a rigid frame extension attached to the rear frame of a first semitrailer which allows for a fifth-wheel connection point for the second semitrailer and has one less articulation point than the conventional A-dolly connected truck-tractor semitrailer-trailer combination;

[66] (67) “Truck-trailer boat transporter combination”, a boat transporter combination consisting of a straight truck towing a trailer using typically a ball and socket connection with the trailer axle located substantially at the trailer center of gravity rather than the rear of the trailer but so as to maintain a downward force on the trailer tongue;

[67] (68) “Used parts dealer”, a business that buys and sells used motor vehicle parts or accessories, but not including a business that sells only new, remanufactured or rebuilt parts. Business does not include isolated sales at a swap meet of less than three days;

[68] (69) “Utility vehicle”, any motorized vehicle manufactured and used exclusively for off-highway use which is more than fifty inches but no more than sixty-seven inches in width, with an unladen dry weight of two thousand pounds or less, traveling on four or six wheels, to be used primarily for landscaping, lawn care, or maintenance purposes;

[69] (70) “Vanpool”, any van or other motor vehicle used or maintained by any person, group, firm, corporation, association, city, county or state agency, or any member thereof, for the transportation of not less than eight nor more than forty-eight employees, per motor vehicle, to and from their place of employment; however, a vanpool shall not be included in the definition
of the term bus or commercial motor vehicle as defined in this section, nor shall a vanpool driver be deemed a chauffeur as that term is defined by section 303.020; nor shall use of a vanpool vehicle for ride-sharing arrangements, recreational, personal, or maintenance uses constitute an unlicensed use of the motor vehicle, unless used for monetary profit other than for use in a ride-sharing arrangement;

[(70)] (71) “Vehicle”, any mechanical device on wheels, designed primarily for use, or used, on highways, except motorized bicycles, vehicles propelled or drawn by horses or human power, or vehicles used exclusively on fixed rails or tracks, or cotton trailers or motorized wheelchairs operated by handicapped persons;

[(71)] (72) “Wrecker” or “tow truck”, any emergency commercial vehicle equipped, designed and used to assist or render aid and transport or tow disabled or wrecked vehicles from a highway, road, street or highway rights-of-way to a point of storage or repair, including towing a replacement vehicle to replace a disabled or wrecked vehicle;

[(72)] (73) “Wrecker or towing service”, the act of transporting, towing or recovering with a wrecker, tow truck, rollback or car carrier any vehicle not owned by the operator of the wrecker, tow truck, rollback or car carrier for which the operator directly or indirectly receives compensation or other personal gain.

301.067. 1. For each trailer or semitrailer there shall be paid an annual fee of seven dollars fifty cents, and in addition thereto such permit fee authorized by law against trailers used in combination with tractors operated under the supervision of the highways and transportation commission of the department of transportation. The fees for tractors used in any combination with trailers or semitrailers or both trailers and semitrailers (other than on passenger-carrying trailers or semitrailers) shall be computed on the total gross weight of the vehicles in the combination with load.

2. Any trailer or semitrailer may at the option of the registrant be registered for a period of three years upon payment of a registration fee of twenty-two dollars and fifty cents.

3. Any trailer as defined in section 301.010 or semitrailer may, at the option of the registrant, be registered permanently upon the payment of a registration fee of fifty-two dollars and fifty cents. The permanent plate and registration fee is vehicle specific. The plate and the registration fee paid is nontransferable and nonrefundable, except those covered under the provisions of section 301.442.

4. Beginning August 28, 2018, the annual registration fees imposed under this section or section 301.030 for recreational trailers, as defined under section 301.010, shall be payable in the month of May each year. Any fee that would have been due in December, 2018, shall be deferred until May, 2019.
301.074. License plates issued under sections 301.071 to 301.075 shall be valid for the duration of the veteran's disability. Each such applicant issued license plates under these provisions shall annually furnish proof of vehicle inspection and proof of disability to the director, except that an applicant whose service connected disability qualifying him for special license plates consists in whole or in part of loss of an eye or a limb or an applicant with a one hundred percent permanent disability, as established by a physician's signed statement to that effect, need only furnish proof of disability to the director when initially applying for the special license plates and not thereafter, but in such case proof that the veteran is alive shall be required annually. [Each person qualifying under sections 301.071 to 301.075 may license only one motor vehicle under these provisions.] No commercial motor vehicle in excess of twenty-four thousand pounds gross weight may be licensed under the provisions of sections 301.071 to 301.075.

301.075. There shall be no fee charged for one set of license plates issued to an eligible person under the provisions of [this] sections 301.071 to 301.075. A second or subsequent set of license plates issued to the eligible person under these sections shall be subject to regular registration fees and the fee required for personalized license plates under section 301.144.

301.140. 1. Upon the transfer of ownership of any motor vehicle or trailer, the certificate of registration and the right to use the number plates shall expire and the number plates shall be removed by the owner at the time of the transfer of possession, and it shall be unlawful for any person other than the person to whom such number plates were originally issued to have the same in his or her possession whether in use or not, unless such possession is solely for charitable purposes; except that the buyer of a motor vehicle or trailer who trades in a motor vehicle or trailer may attach the license plates from the traded-in motor vehicle or trailer to the newly purchased motor vehicle or trailer. The operation of a motor vehicle with such transferred plates shall be lawful for no more than thirty days, or no more than ninety days if the dealer is selling the motor vehicle under the provisions of section 301.213. As used in this subsection, the term "trade-in motor vehicle or trailer" shall include any single motor vehicle or trailer sold by the buyer of the newly purchased vehicle or trailer, as long as the license plates for the trade-in motor vehicle or trailer are still valid.

2. In the case of a transfer of ownership the original owner may register another motor vehicle under the same number, upon the payment of a fee of two dollars, if the motor vehicle is of horsepower, gross weight or (in the case of a passenger-carrying commercial motor vehicle) seating capacity, not in excess of that originally registered. When such motor vehicle is of greater horsepower, gross weight or (in the case of a passenger-carrying commercial motor vehicle) seating capacity, for which a greater fee is prescribed, applicant shall pay a transfer fee of two dollars and a pro rata portion for the difference in fees. When such vehicle is of less
horspower, gross weight or (in case of a passenger-carrying commercial motor vehicle) seating capacity, for which a lesser fee is prescribed, applicant shall not be entitled to a refund.

3. License plates may be transferred from a motor vehicle which will no longer be operated to a newly purchased motor vehicle by the owner of such vehicles. The owner shall pay a transfer fee of two dollars if the newly purchased vehicle is of horsepower, gross weight or (in the case of a passenger-carrying commercial motor vehicle) seating capacity, not in excess of that of the vehicle which will no longer be operated. When the newly purchased motor vehicle is of greater horsepower, gross weight or (in the case of a passenger-carrying commercial motor vehicle) seating capacity, for which a greater fee is prescribed, the applicant shall pay a transfer fee of two dollars and a pro rata portion of the difference in fees. When the newly purchased vehicle is of less horsepower, gross weight or (in the case of a passenger-carrying commercial motor vehicle) seating capacity, for which a lesser fee is prescribed, the applicant shall not be entitled to a refund.

4. The director of the department of revenue shall have authority to produce or allow others to produce a weather resistant, nontearing temporary permit authorizing the operation of a motor vehicle or trailer by a buyer for not more than thirty days, or no more than ninety days if issued by a dealer selling the motor vehicle under the provisions of section 301.213, from the date of purchase. The temporary permit authorized under this section may be purchased by the purchaser of a motor vehicle or trailer from the central office of the department of revenue or from an authorized agent of the department of revenue upon proof of purchase of a motor vehicle or trailer for which the buyer has no registration plate available for transfer and upon proof of financial responsibility, or from a motor vehicle dealer upon purchase of a motor vehicle or trailer for which the buyer has no registration plate available for transfer, or from a motor vehicle dealer upon purchase of a motor vehicle or trailer for which the buyer has registered and is awaiting receipt of registration plates. The director of the department of revenue or a producer authorized by the director of the department of revenue may make temporary permits available to registered dealers in this state, authorized agents of the department of revenue or the department of revenue. The price paid by a motor vehicle dealer, an authorized agent of the department of revenue or the department of revenue for a temporary permit shall not exceed five dollars for each permit. The director of the department of revenue shall direct motor vehicle dealers and authorized agents to obtain temporary permits from an authorized producer. Amounts received by the director of the department of revenue for temporary permits shall constitute state revenue; however, amounts received by an authorized producer other than the director of the department of revenue shall not constitute state revenue and any amounts received by motor vehicle dealers or authorized agents for temporary permits purchased from a producer other than the director of the department of revenue shall not constitute state revenue.
event shall revenues from the general revenue fund or any other state fund be utilized to compensate motor vehicle dealers or other producers for their role in producing temporary permits as authorized under this section. Amounts that do not constitute state revenue under this section shall also not constitute fees for registration or certificates of title to be collected by the director of the department of revenue under section 301.190. No motor vehicle dealer, authorized agent or the department of revenue shall charge more than five dollars for each permit issued. The permit shall be valid for a period of thirty days, or no more than ninety days if issued by a dealer selling the motor vehicle under the provisions of section 301.213, from the date of purchase of a motor vehicle or trailer, or from the date of sale of the motor vehicle or trailer by a motor vehicle dealer for which the purchaser obtains a permit as set out above. No permit shall be issued for a vehicle under this section unless the buyer shows proof of financial responsibility. Each temporary permit issued shall be securely fastened to the back or rear of the motor vehicle in a manner and place on the motor vehicle consistent with registration plates so that all parts and qualities of the temporary permit thereof shall be plainly and clearly visible, reasonably clean and are not impaired in any way.

5. The permit shall be issued on a form prescribed by the director of the department of revenue and issued only for the applicant's temporary operation of the motor vehicle or trailer purchased to enable the applicant to temporarily operate the motor vehicle while proper title and registration plates are being obtained, or while awaiting receipt of registration plates, and shall be displayed on no other motor vehicle. Temporary permits issued pursuant to this section shall not be transferable or renewable, and shall not be valid upon issuance of proper registration plates for the motor vehicle or trailer, and shall be returned to the department or to the department's agent upon the issuance of such proper registration plates. Any temporary permit returned to the department or to the department's agent shall be immediately destroyed. The provisions of this subsection shall not apply to temporary permits issued for commercial motor vehicles licensed in excess of twenty-four thousand pounds gross weight. The director of the department of revenue shall determine the size, material, design, numbering configuration, construction, and color of the permit. The director of the department of revenue, at his or her discretion, shall have the authority to reissue, and thereby extend the use of, a temporary permit previously and legally issued for a motor vehicle or trailer while proper title and registration are being obtained.

6. Every motor vehicle dealer that issues temporary permits shall keep, for inspection by proper officers, an accurate record of each permit issued by recording the permit number, the motor vehicle dealer's number, buyer's name and address, the motor vehicle's year, make, and manufacturer's vehicle identification number, and the permit's date of issuance and expiration date. Upon the issuance of a temporary permit by either the central office of the department of
revenue, a motor vehicle dealer or an authorized agent of the department of revenue, the director
of the department of revenue shall make the information associated with the issued temporary
permit immediately available to the law enforcement community of the state of Missouri.

7. Upon the transfer of ownership of any currently registered motor vehicle wherein the
owner cannot transfer the license plates due to a change of motor vehicle category, the owner
may surrender the license plates issued to the motor vehicle and receive credit for any unused
portion of the original registration fee against the registration fee of another motor vehicle. Such
credit shall be granted based upon the date the license plates are surrendered. No refunds shall
be made on the unused portion of any license plates surrendered for such credit.

8. The provisions of subsections 4, 5, and 6 of this section shall expire July 1, 2019.

9. An additional temporary license plate produced in a manner and of materials
determined by the director to be the most cost-effective means of production with a configuration
that matches an existing or newly issued plate may be purchased by a motor vehicle owner to be
placed in the interior of the vehicle's rear window such that the driver's view out of the rear
window is not obstructed and the plate configuration is clearly visible from the outside of the
vehicle to serve as the visible plate when a bicycle rack or other item obstructs the view of the
actual plate. Such temporary plate is only authorized for use when the matching actual plate is
affixed to the vehicle in the manner prescribed in subsection 5 of section 301.130. The fee
charged for the temporary plate shall be equal to the fee charged for a temporary permit issued
under subsection 4 of this section. Replacement temporary plates authorized in this subsection
may be issued as needed upon the payment of a fee equal to the fee charged for a temporary
permit under subsection 4 of this section. The newly produced third plate may only be used on
the vehicle with the matching plate, and the additional plate shall be clearly recognizable as a
third plate and only used for the purpose specified in this subsection.

10. Notwithstanding the provisions of section 301.217, the director may issue a
temporary permit to an individual who possesses a salvage motor vehicle which requires an
inspection under subsection 9 of section 301.190. The operation of a salvage motor vehicle for
which the permit has been issued shall be limited to the most direct route from the residence,
maintenance, or storage facility of the individual in possession of such motor vehicle to the
nearest authorized inspection facility and return to the originating location. Notwithstanding any
other requirements for the issuance of a temporary permit under this section, an individual
obtaining a temporary permit for the purpose of operating a motor vehicle to and from an
examination facility as prescribed in this subsection shall also purchase the required motor
vehicle examination form which is required to be completed for an examination under subsection
9 of section 301.190 and provide satisfactory evidence that such vehicle has passed a motor
vehicle safety inspection for such vehicle as required in section 307.350.
11. The director of the department of revenue may promulgate all necessary rules and regulations for the administration of this section. Any rule or portion of a rule, as that term is defined in section 536.010, that is created under the authority delegated in this section shall become effective only if it complies with and is subject to all of the provisions of chapter 536 and, if applicable, section 536.028. This section and chapter 536 are nonseverable and if any of the powers vested with the general assembly pursuant to chapter 536 to review, to delay the effective date, or to disapprove and annul a rule are subsequently held unconstitutional, then the grant of rulemaking authority and any rule proposed or adopted after August 28, 2012, shall be invalid and void.

12. The repeal and reenactment of this section shall become effective on the date the department of revenue or a producer authorized by the director of the department of revenue begins producing temporary permits described in subsection 4 of such section, or on July 1, 2013, whichever occurs first. If the director of revenue or a producer authorized by the director of the department of revenue begins producing temporary permits prior to July 1, 2013, the director of the department of revenue shall notify the revisor of statutes of such fact.

301.145. Any person who has been awarded the Congressional Medal of Honor may apply for special motor vehicle license plates for any vehicle he or she owns, either solely or jointly, other than commercial vehicles weighing over twenty-four thousand pounds, as provided in this section. Any such person shall make application for the special license plates on a form provided by the director of revenue and furnish such proof of receipt of the Congressional Medal of Honor as the director may require. The director shall then issue license plates bearing the words "CONGRESSIONAL MEDAL OF HONOR" in a [form manner] prescribed by the director of revenue. Such license plates shall be made with fully reflective material with a common color scheme and design, shall be clearly visible at night, and shall be aesthetically attractive, as prescribed by section 301.130. There shall be no limit on the number of license plates any person qualified under this section may obtain so long as each set of license plates issued under this section is issued for vehicles owned solely or jointly by such person. License plates issued under this section shall not be transferable to any other person except that any registered co-owner of the motor vehicle may operate the motor vehicle for the duration of the year licensed in the event of the death of the qualified person. There shall be no fee charged in addition to regular registration fees for license plates issued under this section.

302.170. 1. As used in this section, the following terms shall mean:

(1) “Biometric data”, shall include, but not be limited to, the following:

(a) Facial feature pattern characteristics;
(b) Voice data used for comparing live speech with a previously created speech model of a person’s voice;
(c) Iris recognition data containing color or texture patterns or codes;
(d) Retinal scans, reading through the pupil to measure blood vessels lining the retina;
(e) Fingerprint, palm prints, hand geometry, measure of any and all characteristics of biometric information, including shape and length of fingertips, or recording ridge pattern or fingertip characteristics;
(f) Eye spacing;
(g) Characteristic gait or walk;
(h) DNA;
(i) Keystroke dynamic, measuring pressure applied to key pads or other digital receiving devices;

(2) “Commercial purposes”, shall not include data used or compiled solely to be used for, or obtained or compiled solely for purposes expressly allowed under Missouri law or the federal Drivers Privacy Protection Act;

(3) “Source documents”, original or certified copies, where applicable, of documents presented by an applicant as required under 6 CFR Part 37 to the department of revenue to apply for a driver’s license or nondriver’s license. Source documents shall also include any documents required for the issuance of driver’s licenses or nondriver’s licenses by the department of revenue under the provisions of this chapter or accompanying regulations.

2. Except as provided in subsection 3 of this section and as required to carry out the provisions of subsection 4 of this section, the department of revenue shall not retain copies, in any format, of source documents presented by individuals applying for or holding driver’s licenses or nondriver’s licenses or use technology to capture digital images of source documents so that the images are capable of being retained in electronic storage in a transferable format. Documents retained as provided or required by [subsections 3 and] subsection 4 of this section shall be stored solely on a system not connected to the internet nor to a wide area network that connects to the internet. Once stored on such system, the documents and data shall be purged from any systems on which they were previously stored so as to make them irretrievable.

3. The provisions of this section shall not apply to:

(1) Original application forms, which may be retained but not scanned except as provided in this section;
(2) Test score documents issued by state highway patrol driver examiners;
(3) Documents demonstrating lawful presence of any applicant who is not a citizen of the United States, including documents demonstrating duration of the person’s lawful presence in the United States;
 Any document required to be retained under federal motor carrier regulations in Title 49, Code of Federal Regulations, including but not limited to documents required by federal law for the issuance of a commercial driver’s license and a commercial driver instruction permit; and
(5) Any other document at the request of and for the convenience of the applicant where the applicant requests the department of revenue review alternative documents as proof required for issuance of a driver’s license, nondriver’s license, or instruction permit.

4. (1) To the extent not prohibited under subsection 13 of this section, the department of revenue shall amend procedures for applying for a driver’s license or identification card in order to comply with the goals or standards of the federal REAL ID Act of 2005, any rules or regulations promulgated under the authority granted in such Act, or any requirements adopted by the American Association of Motor Vehicle Administrators for furtherance of the Act, unless such action conflicts with Missouri law.

(2) The department of revenue shall issue driver’s licenses or identification cards that are compliant with the federal REAL ID Act of 2005, as amended, to all applicants for driver’s licenses or identification cards unless an applicant requests a driver’s license or identification card that is not REAL ID compliant. Except as provided in subsection 3 of this section and as required to carry out the provisions of this subsection, the department of revenue shall not retain the source documents of individuals applying for driver’s licenses or identification cards not compliant with REAL ID. Upon initial application for a driver’s license or identification card, the department shall inform applicants of the option of being issued a REAL ID compliant driver’s license or identification card or a driver’s license or identification card that is not compliant with REAL ID. The department shall inform all applicants:

(a) With regard to the REAL ID compliant driver’s license or identification card:
   a. Such card is valid for official state purposes and for official federal purposes as outlined in the federal REAL ID Act of 2005, as amended, such as domestic air travel and seeking access to military bases and most federal facilities;
   b. Electronic copies of source documents will be retained by the department and destroyed after the minimum time required for digital retention by the federal REAL ID Act of 2005, as amended;
   c. The facial image capture will only be retained by the department if the application is finished and submitted to the department; and
   d. Any other information the department deems necessary to inform the applicant about the REAL ID compliant driver’s license or identification card under the federal REAL ID Act;

(b) With regard to a driver’s license or identification card that is not compliant with the federal REAL ID Act:
a. Such card is valid for official state purposes, but it is not valid for official federal purposes as outlined in the federal REAL ID Act of 2005, as amended, such as domestic air travel and seeking access to military bases and most federal facilities;
b. Source documents will be verified but no copies of such documents will be retained by the department unless permitted under subsection 3 of this section, except as necessary to process a request by a license or card holder or applicant;
c. Any other information the department deems necessary to inform the applicant about the driver’s license or identification card.

5. The department of revenue shall not use, collect, obtain, share, or retain biometric data nor shall the department use biometric technology to produce a driver’s license or nondriver’s license or to uniquely identify licensees or license applicants. This subsection shall not apply to digital images nor licensee signatures required for the issuance of driver’s licenses and nondriver’s licenses or to biometric data collected from employees of the department of revenue, employees of the office of administration who provide information technology support to the department of revenue, contracted license offices, and contracted manufacturers engaged in the production, processing, or manufacture of driver’s licenses or identification cards in positions which require a background check in order to be compliant with the federal REAL ID Act or any rules or regulations promulgated under the authority of such Act. Except as otherwise provided by law, applicants’ source documents and Social Security numbers shall not be stored in any database accessible by any other state or the federal government. Such database shall contain only the data fields included on driver’s licenses and nondriver identification cards compliant with the federal REAL ID Act, and the driving records of the individuals holding such driver’s licenses and nondriver identification cards.

6. Notwithstanding any provision of this chapter that requires an applicant to provide reasonable proof of lawful presence for issuance or renewal of a noncommercial driver’s license, noncommercial instruction permit, or a nondriver’s license, an applicant shall not have his or her privacy rights violated in order to obtain or renew a Missouri noncommercial driver’s license, noncommercial instruction permit, or a nondriver’s license.

7. No citizen of this state shall have his or her privacy compromised by the state or agents of the state. The state shall within reason protect the sovereignty of the citizens the state is entrusted to protect. Any data derived from a person’s application shall not be sold for commercial purposes to any other organization or any other state without the express permission of the applicant without a court order; except such information may be shared with a law enforcement agency, judge, prosecuting attorney, or officer of the court, or with another state for the limited purposes set out in section 302.600, or for the purposes set forth in section 32.091, or for conducting driver history checks in compliance with the Motor Carrier Safety
8. Other than to process a request by a license or card holder or applicant, no person shall access, distribute, or allow access to or distribution of any written, digital, or electronic data collected or retained under this section without the express permission of the applicant or a court order, except that such information may be shared with a law enforcement agency, judge, prosecuting attorney, or officer of the court, or with another state for the limited purposes set out in section 302.600 or for conducting driver history checks in compliance with the Motor Carrier Safety Improvement Act, 49 U.S.C. Section 31309. A first violation of this subsection shall be a class A misdemeanor. A second violation of this subsection shall be a class E felony. A third or subsequent violation of this subsection shall be a class D felony.

9. Any person harmed or damaged by any violation of this section may bring a civil action for damages, including noneconomic and punitive damages, as well as injunctive relief, in the circuit court where that person resided at the time of the violation or in the circuit court of Cole County to recover such damages from the department of revenue and any persons participating in such violation. Sovereign immunity shall not be available as a defense for the department of revenue in such an action. In the event the plaintiff prevails on any count of his or her claim, the plaintiff shall be entitled to recover reasonable attorney fees from the defendants.

10. The department of revenue may promulgate rules necessary to implement the provisions of this section. Any rule or portion of a rule, as that term is defined in section 536.010, that is created under the authority delegated in this section shall become effective only if it complies with and is subject to all of the provisions of chapter 536 and, if applicable, section 536.028. This section and chapter 536 are nonseverable and if any of the powers vested with the general assembly pursuant to chapter 536 to review, to delay the effective date, or to disapprove and annul a rule are subsequently held unconstitutional, then the grant of rulemaking authority and any rule proposed or adopted after August 28, 2017, shall be invalid and void.

11. Biometric data, digital images, source documents, and licensee signatures, or any copies of the same, required to be collected or retained to comply with the requirements of the federal REAL ID Act of 2005 shall be **digitally** retained for no longer than the minimum duration required to maintain compliance, and immediately thereafter shall be securely destroyed so as to make them irretrievable.

12. No agency, department, or official of this state or of any political subdivision thereof shall use, collect, obtain, share, or retain radio frequency identification data from a REAL ID
compliant driver’s license or identification card issued by a state, nor use the same to uniquely identify any individual.

13. Notwithstanding any provision of law to the contrary, the department of revenue shall not amend procedures for applying for a driver’s license or identification card, nor promulgate any rule or regulation, for purposes of complying with modifications made to the federal REAL ID Act of 2005 after August 28, 2017, imposing additional requirements on applications, document retention, or issuance of compliant licenses or cards, including any rules or regulations promulgated under the authority granted under the federal REAL ID Act of 2005, as amended, or any requirements adopted by the American Association of Motor Vehicle Administrators for furtherance thereof.

14. If the federal REAL ID Act of 2005 is modified or repealed such that driver’s licenses and identification cards issued by this state that are not compliant with the federal REAL ID Act of 2005 are once again sufficient for federal identification purposes, the department shall not issue a driver’s license or identification card that complies with the federal REAL ID Act of 2005 and shall securely destroy, within thirty days, any source documents retained by the department for the purpose of compliance with such Act.

15. The provisions of this section shall expire five years after August 28, 2017.

304.180. 1. No vehicle or combination of vehicles shall be moved or operated on any highway in this state having a greater weight than twenty thousand pounds on one axle, no combination of vehicles operated by transporters of general freight over regular routes as defined in section 390.020 shall be moved or operated on any highway of this state having a greater weight than the vehicle manufacturer’s rating on a steering axle with the maximum weight not to exceed twelve thousand pounds on a steering axle, and no vehicle shall be moved or operated on any state highway of this state having a greater weight than thirty-four thousand pounds on any tandem axle; the term “tandem axle” shall mean a group of two or more axles, arranged one behind another, the distance between the extremes of which is more than forty inches and not more than ninety-six inches apart.

2. An “axle load” is defined as the total load transmitted to the road by all wheels whose centers are included between two parallel transverse vertical planes forty inches apart, extending across the full width of the vehicle.

3. Subject to the limit upon the weight imposed upon a highway of this state through any one axle or on any tandem axle, the total gross weight with load imposed by any group of two or more consecutive axles of any vehicle or combination of vehicles shall not exceed the maximum load in pounds as set forth in the following table:

Distance in feet between the extremes of any group of two or more consecutive axles, measured to the nearest foot, except where indicated otherwise.
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<th>20</th>
<th>Maximum load in pounds</th>
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77. Notwithstanding the above table, two consecutive sets of tandem axles may carry a gross load of thirty-four thousand pounds each if the overall distance between the first and last axles of such consecutive sets of tandem axles is thirty-six feet or more.

4. Whenever the state highways and transportation commission finds that any state highway bridge in the state is in such a condition that use of such bridge by vehicles of the weights specified in subsection 3 of this section will endanger the bridge, or the users of the bridge, the commission may establish maximum weight limits and speed limits for vehicles using such bridge. The governing body of any city or county may grant authority by act or ordinance to the commission to enact the limitations established in this section on those roadways within the purview of such city or county. Notice of the weight limits and speed limits established by the commission shall be given by posting signs at a conspicuous place at each end of any such bridge.

6. Notwithstanding the weight limitations contained in this section, any vehicle or combination of vehicles operating on highways other than the interstate highway system may exceed single axle, tandem axle and gross weight limitations in an amount not to exceed two thousand pounds. However, total gross weight shall not exceed eighty thousand pounds, except as provided in subsections 9, 10, 12, and 13 of this section.

7. Notwithstanding any provision of this section to the contrary, the commission shall issue a single-use special permit, or upon request of the owner of the truck or equipment, shall issue an annual permit, for the transporting of any crane or concrete pump truck or well-drillers’ equipment. The commission shall set fees for the issuance of permits and parameters for the transport of cranes pursuant to this subsection. Notwithstanding the provisions of section 301.133, cranes, concrete pump trucks or well-drillers’ equipment may be operated on state-maintained roads and highways at any time on any day.

8. Notwithstanding the provision of this section to the contrary, the maximum gross vehicle limit and axle weight limit for any vehicle or combination of vehicles equipped with an idle reduction technology may be increased by a quantity necessary to compensate for the additional weight of the idle reduction system as provided for in 23 U.S.C. Section 127, as amended. In no case shall the additional weight increase allowed by this subsection be greater than five hundred fifty pounds. Upon request by an appropriate law enforcement officer, the vehicle operator shall provide proof that the idle reduction technology is fully functional at all times and that the gross weight increase is not used for any purpose other than for the use of idle reduction technology.

9. Notwithstanding any provision of this section or any other law to the contrary, the total gross weight of any vehicle or combination of vehicles hauling milk, from a farm to a processing facility or livestock may be as much as, but shall not exceed, eighty-five thousand five hundred pounds while operating on highways other than the interstate highway system. The provisions of this subsection shall not apply to vehicles operated and operating on the Dwight D. Eisenhower System of Interstate and Defense Highways.

10. Notwithstanding any provision of this section or any other law to the contrary, any vehicle or combination of vehicles hauling grain or grain coproducts during times of harvest may be as much as, but not exceeding, ten percent over the maximum weight limitation allowable under subsection 3 of this section while operating on highways other than the interstate highway system. The provisions of this subsection shall not apply to vehicles operated and operating on the Dwight D. Eisenhower System of Interstate and Defense Highways.
11. Notwithstanding any provision of this section or any other law to the contrary, the commission shall issue emergency utility response permits for the transporting of utility wires or cables, poles, and equipment needed for repair work immediately following a disaster where utility service has been disrupted. Under exigent circumstances, verbal approval of such operation may be made either by the department of transportation motor carrier compliance supervisor or other designated motor carrier services representative. Utility vehicles and equipment used to assist utility companies granted special permits under this subsection may be operated and transported on state-maintained roads and highways at any time on any day. The commission shall promulgate all necessary rules and regulations for the administration of this section. Any rule or portion of a rule, as that term is defined in section 536.010, that is created under the authority delegated in this section shall become effective only if it complies with and is subject to all of the provisions of chapter 536 and, if applicable, section 536.028. This section and chapter 536 are nonseverable and if any of the powers vested with the general assembly pursuant to chapter 536 to review, to delay the effective date, or to disapprove and annul a rule are subsequently held unconstitutional, then the grant of rulemaking authority and any rule proposed or adopted after August 28, 2014, shall be invalid and void.

12. Notwithstanding any provision of this section to the contrary, emergency vehicles designed to be used under emergency conditions to transport personnel and equipment and to mitigate hazardous situations may have a maximum gross vehicle weight of eighty-six thousand pounds inclusive of twenty-four thousand pounds on a single steering axle; thirty-three thousand five hundred pounds on a single drive axle; sixty-two thousand pounds on a tandem axle; or fifty-two thousand pounds on a tandem rear-drive steer axle.

13. Notwithstanding any provision of this section to the contrary, a vehicle operated by an engine fueled primarily by natural gas may operate upon the public highways of this state in excess of the vehicle weight limits set forth in this section by an amount that is equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. In no event shall the maximum gross vehicle weight of the vehicle operating with a natural gas engine exceed eighty-two thousand pounds.

304.190. 1. No motor vehicle, unladen or with load, operating exclusively within the corporate limits of cities containing seventy-five thousand inhabitants or more or within two miles of the corporate limits of the city or within the commercial zone of the city shall exceed fifteen feet in height.

2. No motor vehicle operating exclusively within any said area shall have a greater weight than twenty-two thousand four hundred pounds on one axle.
3. The “commercial zone” of the city is defined to mean that area within the city together with the territory extending one mile beyond the corporate limits of the city and one mile additional for each fifty thousand population or portion thereof provided, however:

(1) The commercial zone surrounding a city not within a county shall extend twenty-five miles beyond the corporate limits of any such city not located within a county and shall also extend throughout any county with a charter form of government which adjoins that city and throughout any county with a charter form of government and with more than two hundred fifty thousand but fewer than three hundred fifty thousand inhabitants that is adjacent to such county adjoining such city;

(2) The commercial zone of a city with a population of at least four hundred thousand inhabitants but not more than four hundred fifty thousand inhabitants shall extend twelve miles beyond the corporate limits of any such city; except that this zone shall extend from the southern border of such city’s limits, beginning with the western-most freeway, following said freeway south to the first intersection with a multilane undivided highway, where the zone shall extend south along said freeway to include a city of the fourth classification with more than eight thousand nine hundred but less than nine thousand inhabitants, and shall extend north from the intersection of said freeway and multilane undivided highway along the multilane undivided highway to the city limits of a city with a population of at least four hundred thousand inhabitants but not more than four hundred fifty thousand inhabitants, and shall extend east from the city limits of a special charter city with more than two hundred seventy-five but fewer than three hundred seventy-five inhabitants along State Route 210 and northwest from the intersection of State Route 210 and State Route 10 to include the boundaries of any city of the third classification with more than ten thousand eight hundred but fewer than ten thousand nine hundred inhabitants and located in more than one county. The commercial zone shall continue east along State Route 10 from the intersection of State Route 10 and State Route 210 to the eastern city limit of a city of the fourth classification with more than five hundred fifty but fewer than six hundred twenty-five inhabitants and located in any county of the third classification without a township form of government and with more than twenty-three thousand but fewer than twenty-six thousand inhabitants and with a city of the third classification with more than five thousand but fewer than six thousand inhabitants as the county seat. The commercial zone described in this subdivision shall be extended to also include the stretch of State Route 45 from its intersection with Interstate 29 extending northwest to the city limits of any village with more than forty but fewer than fifty inhabitants and located in any county of the first classification with more than eighty-three thousand but fewer than ninety-two thousand inhabitants and with a city of the fourth classification with more than four thousand five hundred but fewer than five thousand inhabitants as the county seat. The commercial zone described in this subdivision shall
be extended east from the intersection of State Route 7 and U.S. Highway 50 to include the city limits of a city of the fourth classification with more than one thousand fifty but fewer than one thousand two hundred inhabitants and located in any county with a charter form of government and with more than six hundred thousand but fewer than seven hundred thousand inhabitants, and from the eastern limits of said city east along U.S. Highway 50 up to and including the intersection of U.S. Highway 50 and State Route AA, then south along State Route AA up to and including the intersection of State Route AA and State Route 58, then west along State Route 58 to include the city limits of a city of the fourth classification with more than one hundred forty but fewer than one hundred sixty inhabitants and located in any county of the first classification with more than ninety-two thousand but fewer than one hundred one thousand inhabitants, and from the western limits of said city along State Route 58 to where State Route 58 intersects with State Route 7. The commercial zone described in this subdivision shall also extend east from Interstate 49 solely on and along State Route 2 to the intersection of State Route 2 and State Route 131;

(3) The commercial zone of a city of the third classification with more than nine thousand six hundred fifty but fewer than nine thousand eight hundred inhabitants shall extend south from the city limits along U.S. Highway 61 to the intersection of State Route OO in a county of the third classification without a township form of government and with more than seventeen thousand eight hundred but fewer than seventeen thousand nine hundred inhabitants;

(4) The commercial zone of a home rule city with more than one hundred eight thousand but fewer than one hundred sixteen thousand inhabitants and located in a county of the first classification with more than one hundred fifty thousand but fewer than two hundred thousand inhabitants shall extend north from the city limits along U.S. Highway 63, a state highway, to the intersection of State Route NN, and shall continue west and south along State Route NN to the intersection of State Route 124, and shall extend east from the intersection along State Route 124 to U.S. Highway 63. The commercial zone described in this subdivision shall also extend east from the city limits along State Route WW to the intersection of State Route J and continue south on State Route J for four miles.

4. In no case shall the commercial zone of a city be reduced due to a loss of population. The provisions of this section shall not apply to motor vehicles operating on the interstate highways in the area beyond two miles of a corporate limit of the city unless the United States Department of Transportation increases the allowable weight limits on the interstate highway system within commercial zones. In such case, the mileage limits established in this section shall be automatically increased only in the commercial zones to conform with those authorized by the United States Department of Transportation.
5. Nothing in this section shall prevent a city, county, or municipality, by ordinance, from designating the routes over which such vehicles may be operated.

6. No motor vehicle engaged in interstate commerce, whether unladen or with load, whose operations in the state of Missouri are limited exclusively to the commercial zone of a first class home rule municipality located in a county with a population between eighty thousand and ninety-five thousand inhabitants which has a portion of its corporate limits contiguous with a portion of the boundary between the states of Missouri and Kansas, shall have a greater weight than twenty-two thousand four hundred pounds on one axle, nor shall exceed fifteen feet in height.

307.175. 1. Motor vehicles and equipment which are operated by any member of an organized fire department, ambulance association, or rescue squad, whether paid or volunteer, may be operated on streets and highways in this state as an emergency vehicle under the provisions of section 304.022 while responding to a fire call or ambulance call or at the scene of a fire call or ambulance call and while using or sounding a warning siren and using or displaying thereon fixed, flashing or rotating blue lights, but sirens and blue lights shall be used only in bona fide emergencies.

2. (1) Notwithstanding subsection 1 of this section, the following vehicles may use or display fixed, flashing, or rotating red or red and blue lights:
   (a) Emergency vehicles, as defined in section 304.022, when responding to an emergency;
   (b) Vehicles operated as described in subsection 1 of this section;
   (c) Vehicles and equipment owned or leased by a contractor or subcontractor performing work for the department of transportation, except that the red or red and blue lights shall be displayed on vehicles or equipment described in this paragraph only between dusk and dawn, when such vehicles or equipment are stationary, such vehicles or equipment are located in a work zone as defined in section 304.580, highway workers as defined in section 304.580 are present, and such work zone is designated by a sign or signs. No more than two vehicles or pieces of equipment in a work zone may display fixed, flashing, or rotating lights under this subdivision.
   (2) The following vehicles and equipment may use or display fixed, flashing, or rotating amber or amber and white lights:
      (a) Vehicles and equipment owned or leased by the state highways and transportation commission and operated by an authorized employee of the department of transportation;
      (b) Vehicles and equipment owned or leased by a contractor or subcontractor performing work for the department of transportation, except that the amber or amber and white lights shall be displayed on vehicles described in this paragraph only when such vehicles or
equipment are stationary located in a work zone as defined in section 304.580, highway workers as defined in section 304.580 are present, and such work zone is designated by a sign or signs;

(c) Vehicles and equipment operated by a utility worker performing work for the utility, except that the amber or amber and white lights shall be displayed on vehicles described in this paragraph only when such vehicles are stationary, such vehicles or equipment are located in a work zone as defined in section 304.580, a utility worker is present, and such work zone is designated by a sign or signs. As used in this paragraph, the term “utility worker” means any employee while in performance of his or her job duties, including any person employed under contract of a utility that provides gas, heat, electricity, water, steam, telecommunications or cable services, or sewer services, whether privately, municipally, or cooperatively owned.

3. Permits for the operation of such vehicles equipped with sirens or blue lights shall be in writing and shall be issued and may be revoked by the chief of an organized fire department, organized ambulance association, rescue squad, or the state highways and transportation commission and no person shall use or display a siren or blue lights on a motor vehicle, fire, ambulance, or rescue equipment without a valid permit authorizing the use. A permit to use a siren or lights as heretofore set out does not relieve the operator of the vehicle so equipped with complying with all other traffic laws and regulations. Violation of this section constitutes a class A misdemeanor.

307.350. 1. The owner of every motor vehicle as defined in section 301.010 which is required to be registered in this state, except:

(1) Motor vehicles, for the five-year period following their model year of manufacture, excluding prior salvage vehicles immediately following a rebuilding process and vehicles subject to the provisions of section 307.380;

(2) Those motor vehicles which are engaged in interstate commerce and are proportionately registered in this state with the Missouri highway reciprocity commission, although the owner may request that such vehicle be inspected by an official inspection station, and a peace officer may stop and inspect such vehicles to determine whether the mechanical condition is in compliance with the safety regulations established by the United States Department of Transportation; and

(3) Historic motor vehicles registered pursuant to section 301.131;

(4) Vehicles registered in excess of twenty-four thousand pounds for a period of less than twelve months;

shall submit such vehicles to a biennial inspection of their mechanism and equipment in accordance with the provisions of sections 307.350 to 307.390 and obtain a certificate of
inspection and approval and a sticker, seal, or other device from a duly authorized official
inspection station. The inspection, except the inspection of school buses which shall be made
at the time provided in section 307.375, shall be made at the time prescribed in the rules and
regulations issued by the superintendent of the Missouri state highway patrol; but the inspection
of a vehicle shall not be made more than sixty days prior to the date of application for
registration or within sixty days of when a vehicle's registration is transferred; however, if a
vehicle was purchased from a motor vehicle dealer and a valid inspection had been made
within sixty days of the purchase date, the new owner shall be able to utilize an inspection
performed within ninety days prior to the application for registration or transfer. Any
vehicle manufactured as an even-numbered model year vehicle shall be inspected and approved
pursuant to the safety inspection program established pursuant to sections 307.350 to 307.390
in each even-numbered calendar year and any such vehicle manufactured as an odd-numbered
model year vehicle shall be inspected and approved pursuant to sections 307.350 to 307.390 in
each odd-numbered year. The certificate of inspection and approval shall be a sticker, seal, or
other device or combination thereof, as the superintendent of the Missouri state highway patrol
prescribes by regulation and shall be displayed upon the motor vehicle or trailer as prescribed
by the regulations established by him. The replacement of certificates of inspection and approval
which are lost or destroyed shall be made by the superintendent of the Missouri state highway
patrol under regulations prescribed by him.

2. For the purpose of obtaining an inspection only, it shall be lawful to operate a vehicle
over the most direct route between the owner's usual place of residence and an inspection station
of such owner's choice, notwithstanding the fact that the vehicle does not have a current state
registration license. It shall also be lawful to operate such a vehicle from an inspection station
to another place where repairs may be made and to return the vehicle to the inspection station
notwithstanding the absence of a current state registration license.

3. No person whose motor vehicle was duly inspected and approved as provided in this
section shall be required to have the same motor vehicle again inspected and approved for the
sole reason that such person wishes to obtain a set of any special personalized license plates
available pursuant to section 301.144 or a set of any license plates available pursuant to section
301.142, prior to the expiration date of such motor vehicle's current registration.

4. Notwithstanding the provisions of section 307.390, violation of this section shall be
deemed an infraction.