

128. TRANSPORTATION -- VEHICLE REGULATIONS

Vehicles

We will support:

1. Redefinition of "commercial motor vehicle" from the 10,001 pound threshold to that used for the Commercial Driver's License (CDL) program - 26,001 pounds.
2. Legislation to reduce the requirement for semi-annual truck safety inspections to an annual inspection.
3. Legislation to require recreational motor vehicles and recreational trailers to pass a safety inspection on the same basis as trucks and trailers.
4. Legislation permitting second division vehicles with expired safety test decals to be driven to a repair facility and to a safety test lane.
5. Efforts to develop regulations which encourage the establishment of more truck safety test lanes in the state.
6. Legislation that would allow annual reporting of mileage on mileage plates.
7. Efforts to allow low-mileage operations to pay a flat annual fee in lieu of submitting quarterly reports as a means of complying with the International Fuel Tax Agreement (IFTA).
8. Legislation to remove the requirement to post a bond to purchase a mileage plate.
9. Proration of renewal fees for farm truck and trailer plates based on the month of application.
10. Legislation establishing uniform maximum weights for all truck and trailer license plate classifications that share the same letter designation.
11. Regulation establishing uniform release mechanisms on all seat belts on newly manufactured vehicles.
12. Programs and actions that encourage the inclusion of automatic Daytime Running Lights/Lamps (DRLs) and automatic headlights on newly manufactured vehicles.
13. Legislation to expand the applicability of the harvest season permit to include perishable produce.
14. Legislation to establish higher weight limits for farm wagons and non-licensed trailers.

We will seek legislation to:

1. Require that trailers submit to safety test inspections at the same weight classification as required for trucks.
2. Establish a low mileage license for trucks with a reduced number of allowable miles and a commensurate reduction in fee.
3. Decrease the cost of a "farm" truck plate until that cost falls at or below 50 percent of the cost of a flat weight plate.
4. Require all rural mail delivery vehicles to have flashing yellow lights on top of the vehicle and a sign on the rear of the vehicle reading "U.S. Postal Service Mail Carrier."
5. Establish uniform truck and trailer lengths on Class III routes, other state highways, local roads, and streets.
6. Change federal regulations to keep written warnings from appearing on Compliance, Safety, and Accountability (CSA) reports.
7. Allow all second division vehicles registered for 8,000 lbs to qualify for Covered Farm Vehicle (CFV) designation.

Drivers

We will support:

1. Enhanced driver education related to slow moving vehicles, large trucks, horses, and horse drawn vehicles.
2. Limiting the need for bi-annual Department of Transportation (DOT) driver physicals to only those drivers required to have a CDL.
3. A policy change within law enforcement agencies whereby officers will direct trucks to a nearby safe area to conduct their inspection, thus avoiding closure of a traffic lane for that purpose.

We will seek legislation to allow a CDL applicant to have a checklist with them during the pre-trip inspection portion of the CDL testing process.

We oppose the federal regulation requiring that state-licensed physicians submit to training and certification to be eligible to perform DOT physical examinations for truck drivers.

Government Oversight

We will support:

1. Efforts to bring about greater uniformity and reciprocity among states on regulations affecting trucks and truck operators.
2. Efforts to ensure uniform interpretation and application of motor vehicle regulations by all government administrative and enforcement personnel.
3. Efforts to clarify and simplify the Vehicle Code and regulations relating to farm trucks and trailers.
4. Encouragement of the Division of Motor Vehicles to accept truck license plate renewals at all driver services facilities.
5. Efforts to have the County Engineer's office act as a clearing house for overweight and over dimension permits on all county and road district roads.
6. Having more Commercial Drivers License testing facilities be made available in the state for written and driving examinations.

We will seek legislation to:

1. Allow alternative means of posting bond, such as credit cards, for traffic and weight violations by all drivers licensed in the State of Illinois.
2. Permit second division vehicles, designed for pulling or carrying freight or cargo, that are visibly empty to forego the procedure of weighing at the scales in order to reduce truck traffic congestion at weigh stations.
3. Recognize vehicle license registered weight rate, rather than the vehicle manufacturer's gross vehicle weight rating, to determine the eligibility of any vehicle for the purpose of the driver skills test to acquire a driver's license.

Other

We will support:

1. The establishment of a state agency/transportation industry group designed as a coordinating mechanism to resolve problems associated with the regulation of motor vehicles.
2. Allowing anhydrous ammonia to be transferred from a cargo tank motor vehicle with a maximum capacity of 12,000 gallons into containers of 3,000 gallons capacity or less mounted on farm vehicles or into containers of 6,000 gallons mounted on motor-driven applicators provided that the cargo tank motor vehicle has been converted to proper industry standards and engineered and regulated equipment.

We urge local law enforcement officials and local civic and public service organizations to promote all terrain vehicle safety programs.

We will encourage recreational users of roadways (runners/walkers/bikers) to wear reflective materials when on the road from dusk to dawn.

We will seek legislation to:

1. Establish a notification procedure that would provide property owners with the necessary information to identify vehicles that are towed from their property.
2. Exempt transportation of agricultural products from farm to market from USDOT number and UCR registration.