

## 126. TRANSPORTATION -- HIGHWAYS

### Finance

We will support:

1. Legislation which provides that user fees such as motor fuel taxes, licensing and registration fees are the basic means for funding highway transportation systems in Illinois at both state and local levels.
2. The increase of State of Illinois motor fuel tax by up to 10 cents per gallon. The current distribution formula should be left intact.
3. As an alternative to increasing the flat motor fuel tax, the creation of a new tax as a percentage of the wholesale price of fuel. This new tax would be distributed under the current motor fuel tax distribution formula.
4. Legislation collecting road user fees from hybrid, alternative fuel and electric highway vehicles.
5. Legislation to increase the share of state-collected highway user fees allocated to units of local government for road and bridge construction and maintenance needs.
6. Legislation increasing the state's township bridge program fund to at least \$30 million annually.
7. Legislation providing for a more equitable formula for allocating motor fuel tax funds to counties based on both vehicle registration and road mileage.
8. Use of all highway user fees including that part of motor fuel tax funds derived from highway use solely for construction and maintenance of roads, streets, and bridges.
9. Legislation permitting establishment of transportation impact districts by road districts and counties.
10. Repeal of current Illinois Department of Transportation (IDOT) requirements stipulating that contractors must have federally approved apprenticeship and training programs to be considered a responsible bidder for road projects.
11. Legislation to prevent the Illinois State Toll Highway Authority from constructing any new toll highways or extending any existing toll highways unless state law is changed to allow for strict accountability to the Illinois General Assembly.

We will seek legislation that holds the Illinois State Toll Highway Authority accountable and responsible for the repair and maintenance of all overpass decks that are the result of tollway construction.

We believe Illinois highways currently funded by tolls should remain as toll roads.

We will oppose:

1. Legislation which would abolish motor fuel tax refunds for non-highway use.
2. Mandatory bike paths on rural roads without adequate state funding.
3. The sale or lease of any Illinois highway system.
4. Formation of any new toll highway authority in Illinois unless existing state law is changed to allow for strict accountability to the Illinois General Assembly.
5. Selling or leasing of Illinois' toll highways.

### Infrastructure

We will support:

1. Proper administrative authorities in the development of standards for the construction of local roads and bridges that correspond with the physical needs of the highway system and the economic ability of local authorities to pay for them.
2. The use of weight limit postings and associated permits only for the purpose of protecting the physical integrity of the road.
3. Legislation requiring weight limit postings intended to protect roadway surfaces during the spring thaw timeframe be based on a per-axle limit rather than on a gross vehicle weight limit.
4. Legislation granting vehicles hauling agricultural commodities from the field to the first point of delivery, an additional axle weight tolerance. That tolerance should match what is allowed by the state statute pertaining to the harvest season permit, but without the need for a written permit.

5. Greater emphasis on roadway improvements and maintenance of existing state highways while incorporating new construction technologies, with reduced emphasis on new expressways and interstates.
6. An approach to funding the replacement and/or maintenance of roads and bridges by the IDOT through improved consultation with the local highway officials and the public as to the necessity of each project considered.
7. Requiring improvements to major highways be designed to a higher standard providing for significantly longer life before repairs are needed.
8. The revision of IDOT design standards on state highways to consider the size of modern farm equipment.

### **Access**

We will support:

1. Legislation that would ensure the continuity of local collector road systems by requiring those routes be continuous, regardless of jurisdiction, between logical beginning and ending points such as county or state highways or major traffic generating facilities, or that a reasonable, viable alternate route be made available.
2. Funding to assist in upgrading highways that retain business traffic through rural communities (where locally desired) while improving safety and traffic flow.
3. Requiring all road authorities that seek to make any change to an existing road, that will result in establishment of a lower weight limit, to develop a plan for ingress and egress to existing livestock and other agricultural facilities that have an established access to that roadway. The plan must be functional, economically feasible, and reasonable with agreement by both parties.

We will seek legislation:

1. Allowing local jurisdictions, at their discretion, to permit the movement of vehicles hauling for production agriculture which exceed size or weight limits on posted roads where necessity dictates the need for the shipment to or from a specified farm.
2. That requires a unanimous decision to permanently post a reduced weight limit or close a road district road be shared equally with the highway commissioner, the county engineer and a majority of the elected board members associated with that road district.

### **Other**

We will support:

1. Legislation permitting temporary signs within a reasonable distance of federal and state highways, other than interstates, directing traffic to seasonal farm produce outlets.
2. Legislation establishing an adopt-a-highway program for rural sections of all roads in the state.

We encourage:

1. Road maintenance officials to offer landowners/land managers/operators the chance to accept or refuse soil removed from adjacent road ditches.
2. State and local highway officials to provide farm and field entrances that accommodate the needs of modern agriculture. This includes encouraging state, county, and township highway departments to use a plastic, bendable marker post instead of metal posts where object markers are used.