INSTITUTIONAL ISSUES IN APPLICATION OF IVHS TECHNOLOGIES TO CVO IN ILLINOIS

By

Charles J. Wienrank
Rahim F. Benekehahal

Final Report
on
Institutional Barriers in Application of IVHS Technologies to CVO in Illinois

Project IHR-029
ILLINOIS COOPERATIVE HIGHWAY RESEARCH PROGRAM

Conducted by the
DEPARTMENT OF CIVIL ENGINEERING
UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

For the
ILLINOIS DEPARTMENT OF TRANSPORTATION
In Cooperation with the
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

JUNE 1994
## Title and Subtitle
INSTITUTIONAL ISSUES IN APPLICATION OF IVHS TECHNOLOGIES TO CVO IN ILLINOIS

## Author(s)
C. J. Wienrank, R. F. Benekohal

## Performing Organization Name and Address
Department of Civil Engineering
Engineering Experiment Station
University of Illinois at Urbana-Champaign
Urbana, IL 61801

## Sponsoring Agency Name and Address
Illinois Department of Transportation
Bureau of Materials and Physical Research
126 East Ash Street
Springfield, IL 62706

## Abstract
Commercial Vehicle Operations (CVO) is an important part of the Intelligent Vehicle-Highway Systems (IVHS) program. Using some of the technologies of IVHS in CVO, there is potential for improving productivity of the trucking industry, increasing traffic safety, and increasing the efficiency of state regulatory programs. There are institutional barriers which may be impediments to the implementation of IVHS technologies. These barriers involve changes which must be made to the laws, regulations, policies and procedures of regulatory agencies regarding CVO. The study included six major tasks. (1) Identified laws, regulations, and policies which affect CVO by causing delays, increased costs, or other inefficiencies which could be improved by IVHS technologies. (2) Described the processes and procedures by which the laws, regulations, and policies are implemented. (3) Cataloged the potential institutional issues that would impede or prevent the application of IVHS technologies to CVO, and identified the institutional changes that may resolve these issues. (4) Prepared a draft report outlining the results of Tasks 1 through 3. (5) Organized a workshop to report on the study’s progress and obtain input on future directions. (6) Prepared a final report on the findings of the study and the workshop. Around 90 people participated in the workshop. Approximately two-thirds were from the private sector and one-third from the government agencies. A list of recommendations was compiled based on the findings of this study and feedback from the trucking industry and government representatives. Purdue University performed a similar study for the Indiana Department of Transportation. The two studies were coordinated and conducted in a parallel manner.

## Distribution Statement
Unclassified

## Security Classif, (of this report)
Unclassified

## Security Classif, (of this page)
Unclassified
ACKNOWLEDGMENT AND DISCLAIMER

This research report is based on the results of Project IHR-029 - Institutional Barriers in Application of IVHS Technologies to CVO in Illinois. The study is sponsored by the Illinois Department of Transportation and the U. S. Department of Transportation, Federal Highway Administration.

The contents of this report reflect the views of the authors who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Illinois Department of Transportation or the Federal Highway Administration. This report does not constitute a standard, specification, or regulation.
ACRONYMS

ARC - Automated Response Capability
AVI - Automatic Vehicle Identification
AVL - Automatic Vehicle Location
CDL - Commercial Drivers License
CDLIS - Commercial Drivers License Information Service
CFR - Code of Federal Regulations
CMVSA - Commercial Motor Vehicle Safety Act
CVO - Commercial Vehicle Operations
CVSA - Commercial Vehicle Safety Alliance
DOT - Department of Transportation
EPA - Environmental Protection Agency
FHWA - Federal Highway Administration
FMCSR - Federal Motor Carrier Safety Regulations
GCWR - Gross Combination Weight Rating
GVWR - Gross Vehicle Weight Rating
HELP - Heavy Vehicle Electronic License Plate
HVUT - Heavy Vehicle Use Tax
ICC - Interstate Commerce Commission
ICTL - Illinois Commercial Transportation Law
IDOT - Illinois Department of Transportation
IEPA - Illinois Environmental Protection Agency
IFTA - International Fuel Tax Agreement
ILCC - Illinois Commerce Commission
IRP - International Registration Plan
IRS - Internal Revenue Service
IVHS - Intelligent Vehicle-Highway Systems
IVMR - Individual Vehicle Mileage Record
MCSR - Motor Carrier Safety Regulations
MML - Multi-Agencies Many Locations
MOL - Multi-Agencies One Location
MOOO - Multi-Jurisdictional Oversize/Overweight Organization
NOL - New-Agency One Location
OMC - Office of Motor Carriers
OOL - One-Agency One Location
PAC - Project Advisory Committee
SSRS - Single State Registration System
UIUC - University of Illinois at Urbana-Champaign
USDOT - United States Department of Transportation
VIR - Vehicle Inspection Report
WIM - Weigh-In-Motion
# TABLE OF CONTENTS

ACKNOWLEDGMENT AND DISCLAIMER ................................... iii

ACRONYMS ........................................................................ iv

EXECUTIVE SUMMARY ....................................................... 1

1. INTRODUCTION .......................................................... 6

2. STUDY APPROACH ........................................................ 7
   2.1 Tasks ......................................................................... 7

3. SUMMARIES OF LAWS, REGULATIONS AND POLICIES ........ 9
   3.1 Oversize and Overweight Permits ................................. 10
   3.2 Multi-Jurisdictional Oversize Overweight Organization .... 16
   3.3 Illinois State Toll Highway Authority ............................ 18
   3.4 Commercial Drivers License ....................................... 20
   3.5 Federal Highway Use Tax on Heavy Vehicles ................ 23
   3.6 International Registration Plan ..................................... 24
   3.7 Vehicle License Fee Proration ....................................... 29
   3.8 Fuel Tax .................................................................. 31
   3.9 International Fuel Tax Agreement ................................. 33
   3.10 Interstate Commerce Commission ............................... 37
   3.11 Illinois Commerce Commission ................................. 39
   3.12 Federal Motor Carrier Safety Regulations .................... 44
   3.13 Hazardous Materials Transportation ........................... 50
   3.14 Special Waste Hauling Permits .................................... 52
   3.15 Commercial Vehicle Safety Alliance ............................ 55

4. PROCESSES AND PROCEDURES .................................... 56
   4.1 IDOT - Safety Division ............................................... 56
   4.2 IDOT - Permit Section ............................................... 59
   4.3 Illinois State Toll Highway Authority ............................ 61
   4.4 Illinois State Police ................................................. 63
   4.5 Secretary of State ..................................................... 65
   4.6 Illinois Department of Revenue .................................... 68
   4.7 Interstate Commerce Commission ............................... 70
   4.8 Illinois Commerce Commission ................................. 72
   4.9 FHWA Office of Motor Carriers ................................... 75
   4.10 Illinois Environmental Protection Agency ...................... 77
EXECUTIVE SUMMARY

Commercial Vehicle Operations (CVO) is an important part of the Intelligent Vehicle-Highway Systems (IVHS) program. IVHS utilizes advanced technologies (e.g. computers, communications, control, electronics, and systems engineering) to reduce traffic congestion, improve safety, and increase the overall efficiency of transportation system. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) allocated over $660 million for IVHS programs over six years. Using some of the technologies of IVHS in CVO, there is potential for improving productivity of the trucking industry, increasing traffic safety, and increasing the efficiency of state regulatory programs.

There are many barriers present which may be impediments to the implementation of IVHS technologies. These may be technological, legislative, organizational, or other types. The most significant barriers, in many cases, are found to be institutional ones. The institutional barriers involve changes which must be made to the laws, regulations, policies and procedures of regulatory agencies regarding CVO. The University of Illinois at Urbana-Champaign (UIUC) has been conducting a study for the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA) on institutional barriers which could be impediments to effective utilization of IVHS technologies and concepts in CVO. Purdue University is performing a similar study for the Indiana Department of Transportation. The two studies are being coordinated and conducted in a parallel manner.

To accomplish these objectives, the following six major tasks were performed:

1. Identified laws, regulations, and policies which affect CVO by causing delays, increased costs, or other inefficiencies which could be improved by IVHS technologies.

2. Described the processes and procedures by which the laws, regulations, and policies are implemented.

3. Cataloged the potential institutional issues that would impede or prevent the application of IVHS technologies to CVO, and identified the institutional changes that may resolve these issues.

4. Prepared a draft report outlining the results of Tasks 1 through 3.

5. Organized a workshop to report on the study's progress and obtain input on future directions.

6. Prepared a final report on the findings of the study and the workshop.

The state and federal agencies that deal with CVO were contacted and copies of their CVO-related documents were obtained. The documents were reviewed and summarized. Site
visits/interviews were made with knowledgeable individuals within each agency. The processes and procedures used by the agencies were described after reviewing the related documents and conducting the site visits/interviews. Feedback was obtained from trucking industry and government agency representatives. Also, a workshop was held jointly between the University of Illinois at Urbana-Champaign and Purdue University. Around 90 people participated in the workshop. Approximately two-thirds were from the private sector and one-third from the government agencies. Concerns and comments of the attendees were incorporated in developing the recommendations of this study.

When studying CVO, one soon begins to realize the complexity of the industry. Carriers must deal with several different agencies in each of the states in which they travel in order to be in full compliance with the many regulations. It is often difficult to obtain answers to questions regarding what exactly must be done in order to be in full compliance. Laws differ from jurisdiction to jurisdiction, so that what is legal in one jurisdiction may not be legal in another. The laws are also constantly changing, which often makes it difficult to keep up with them, particularly for an owner-operator who spends most of his/her time on the road.

In the long term, it would be advantageous to appoint one lead agency within each state to be in charge of CVO. This would greatly improve service to the industry. With many agencies handling CVO in each state, and each agency having a somewhat different structure, compliance can be very complex. In the short term, significant improvements in service to the industry may be accomplished through the concept of one-stop shopping. This would place all of the agencies in one convenient location, or tie them together through a computer network. Much of the information needed by one agency is also needed by other agencies, and it would only make sense that these agencies should work together in order to simplify processes.

The IVHS technologies and concepts presented in this report have the potential to make improvements to the trucking industry and to the regulatory agencies. IVHS is capable of creating a savings of both time and money for the trucking industry. With an increased interest in intermodal transportation and just-in-time delivery, these savings may be very substantial. Multi-state and national agreements such as the International Fuel Tax Agreement (IFTA) and the International Registration Plan (IRP) are examples of programs which reduce the time and effort needed to obtain proper credentials for both carriers and for regulatory agencies within a state. It is important that such agreements be utilized to put an end to much of the confusion which exists in the industry.

IVHS may also benefit regulatory agencies by simplifying the processes used to help carriers in complying with regulations and by increasing the efficiency of their operations. Multi-jurisdictional agreements translate into improved productivity for state agencies without a significant loss in revenues. Carriers are required only to deal with their base jurisdiction and not each one separately. IVHS for CVO represents a "win-win" situation which will benefit both carriers and regulators. To make it a "win-win-win" situation, the IVHS/CVO programs must ensure safe highways for the traveling public.
The successful implementation of IVHS technologies will require cooperation between government and the trucking industry. A cultural change - the formation of a more cooperative relationship between government and the trucking industry - is perhaps the largest barrier to IVHS implementation.

When IVHS technologies are implemented for CVO, the trucking industry has indicated that there needs to be a balance between driver efficiency and driver privacy. The industry wants to have a level playing field between interstate and intrastate carriers. It does not want truckers to be unfairly singled out from the rest of highway users. The trucking industry does not want to be placed at a competitive disadvantage with the other transportation modes. It is also concerned that application of IVHS technologies for CVO may become a mechanism for possible enforcement of a weight-distance tax. These concerns need to be addressed as the implementation of IVHS technologies for CVO takes place.

The following list of recommendations was compiled based on the findings of this study and feedback from the trucking industry and government representatives:

- The one-stop shopping concept should be implemented in Illinois. The long-term feasibility of having one agency to be in charge of all CVO tasks should be pursued.

- The trucking industry in cooperation with government should provide updates and summary reports to keep carriers (especially smaller carriers) informed about IVHS opportunities in CVO.

- Multi-state and national agreements should be considered for all CVO tasks. This is especially true in the acquisition of credentials.

- Weigh-In-Motion (WIM) should be considered for all weigh stations. Both intrastate and interstate applications should be examined along with the potential of using the transponders presently being tested on the Illinois State Toll Highway Authority system.

- Benefits of mainline WIM need to be studied to determine its cost effectiveness for implementation.

- The incremental benefits of mainline versus low speed WIM should be examined.

- The ability to resolve the enforcement issues related to electronic measurements (e.g. mainline WIM) should be determined and procedures should be developed to allow police to use the data for enforcement purposes.

- The issues related to operation and maintenance of mainline WIM should be fully studied. These issues should include operating costs, effects on traffic flow, and maintainability of the scales.
- The safety benefits of WIM and electronic toll collection need to be determined.

- Toll collection should be automated as much as possible so that delays to commercial vehicles are minimized.

- Data bases of the various agencies should be accessible to law enforcement agencies 24 hours/day for verification of credentials and for improved enforcement purposes.

- Efforts should be made to gradually phase in the use of IVHS technologies in all CVO related tasks.

- Funding necessary to upgrade equipment or to purchase a more automated system for CVO tasks should be secured.

- Each agency should increase the use of available technologies to improve data processing in each organization (e.g. fax machines, scanners, computers).

- Agencies should participate in federal and multi-state efforts to standardize the systems and to make them compatible across the states.

- There is a need to address the privacy issues between government and the trucking industry in regard to information, such as routing patterns, that may become available when IVHS technologies are used.

- Education and training programs should be conducted to overcome the mind set that is resistant to technology.

- The feasibility of electronic issuance of credentials and electronic data interchange between corporate and government computers should be explored.

- Pre-clearance of commercial vehicles past weigh stations using WIM and AVI technologies should be field tested at one or more weigh stations in Illinois. The Williamsville weigh station which will be reconstructed and rehabilitated is a good location for field testing of high speed WIM and AVI for interstate and intrastate applications.

- The communication and cooperation that IDOT has established with the other state agencies through the expanded PAC and with the neighboring states through the multi-state committees should continue to foresee and resolve the issues that may arise from implementation of IVHS technologies.

Currently, an Illinois One Stop Shop Working Committee (led by the Secretary of State’s Office) representing the government and the trucking industry is working to secure funding for a facility for one-stop shopping in Springfield. This seems to be a priority for all participating state
agencies. Furthermore, Illinois is considering a plan to explore the effectiveness of using mainline WIM at some weigh stations. Moreover, the Illinois State Toll Highway Authority is testing the use of AVI transponders for toll collection on I-355. Illinois is also cooperating with the Iowa Transportation Center on a multi-state one-stop shopping concept.

Further studies are needed to determine the magnitude of the benefits associated with IVHS-CVO. The above listed recommendations include several studies about one-stop shopping and WIM that are needed in order to make an informed decision about their implementation and cost-effectiveness. The recommended studies would provide the industry and government with the knowledge needed for informed decision making.
1. INTRODUCTION

Commercial vehicle operations (CVO) is one of the six components of the Intelligent Vehicle-Highway Systems (IVHS) program. Using some of the technologies of IVHS in CVO, HELP/CRESCEMT and ADVANTAGE I-75 projects have indicated that there are potentials for improving productivity of the trucking industry, increasing traffic safety, and increasing the efficiency of state regulatory programs. Delay to commercial vehicles will be reduced when state borders become "transparent," and traffic safety will be increased when advanced technologies are used for electronic commercial driver/vehicle safety inspection. To maximize the benefits from the application of IVHS technologies to CVO, it is necessary to examine the creation of transparent state borders. To have transparent borders, many institutional issues need to be addressed. The issues need to be identified, and their impacts on CVO need to be determined.

The University of Illinois at Urbana-Champaign (UIUC) has been conducting a study for the Illinois Department of Transportation (IDOT) and Federal Highway Administration (FHWA) on institutional issues which could be impediments to effective utilization of IVHS technologies and concepts in CVO. Commercial vehicles include trucks, delivery vans, buses, taxis, and emergency vehicles. This study concentrates on the issues related to trucks weighing 26001 pounds or greater because the concept of transparent state borders is more relevant to this type of commercial vehicle. The emphasis of this study is to examine the impediments at the state level (not local) which would affect the interstate/intrastate operation of trucks on toll/non-toll interstates and other limited access freeway/expressways within Illinois. The study also will identify the areas in CVO that have potential to be improved by the IVHS technologies.

A similar study is being conducted at Purdue University for the Indiana Department of Transportation. The transportation departments have contracts with their respective state universities to complete the work required. Each state is responsible for coordinating the cooperation of a wide range of agencies, departments, and authorities within their state. These two studies have been coordinated and conducted in a parallel manner, and a joint workshop will be conducted.
2. STUDY APPROACH

The study approach is to divide the work into six major tasks, and to perform the necessary activities to accomplish each task. These tasks include review of a large number of documents, contact with various agencies, site visits and interviewing of individuals, and conduct of a workshop.

2.1 Tasks

1. Identify laws, regulations, and policies which affect CVO by causing delays, increased costs, or other inefficiencies which could be improved by IVHS technologies. Prepare a list of agencies which have regulations governing CVO, the specific regulations which cause inefficiencies, and the basis for these regulations. Place emphasis on items which would be a hindrance to the concept of transparent borders or a hindrance to electronic commercial driver/vehicle safety inspections.

2. Describe the processes and procedures by which the laws, regulations, and policies are implemented. Licensing, permitting, inspections, fee collection, and other processes should be included. Catalogue a description of the physical facilities and equipment used in these processes, and identify any plans that agencies may have for change or upgrade.

3. Catalog the potential institutional issues that would impede or prevent the application of IVHS technologies to CVO, and identify the institutional changes that may resolve these issues.

4. Prepare a draft report outlining the results of Tasks 1 through 3. Solicit comments about the report from a broad group of public and private sector interests. Comments would be sought from those groups on which areas are most promising for improvement. It is anticipated that much of this work would be accomplished through existing working groups and industry organizations.

5. Organize a workshop to report the findings and to seek input on future directions. The workshop would be structured to address intrastate and interstate issues. The workshop will be jointly conducted with Purdue University.

6. Prepare a final report on the findings of the study and the workshop. The final report will describe a framework for future efforts, short-term and long-term, in application of IVHS technologies to CVO.

The state and federal agencies contacted, CVO related topics each agency deals with, and
documents received from the agencies are listed in Appendix A. Summaries of the documents are given in Chapter 3. The processes and procedures used by the agencies are described in Chapter 4 of this report. The descriptions in Chapter 4 were developed after review of the related documents received from an agency and a site visit/interview with knowledgeable individuals in the agency. The names of individuals interviewed are given in Appendix B. The interview form used is given in Appendix C. Potential institutional issues that were identified based on the review of key documents from these agencies are given in Appendix D. A catalogue of the physical facilities and equipment used in these agencies, and any plans that agencies may have for change or upgrade are given in Appendix E.
3. SUMMARIES OF LAWS, REGULATIONS AND POLICIES

This chapter contains summaries of the documents that were reviewed to become familiar with the laws, regulations, and policies related to CVO. The following chart describes which agencies are associated with each summary.

<table>
<thead>
<tr>
<th>SUMMARY</th>
<th>AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oversize and Overweight Permits</td>
<td>Illinois Department of Trans.</td>
</tr>
<tr>
<td>MOOO</td>
<td>Illinois Department of Trans.</td>
</tr>
<tr>
<td>Ill. State Toll Highway Authority</td>
<td>Ill. State Toll Highway Auth.</td>
</tr>
<tr>
<td>Commercial Drivers License</td>
<td>Secretary of State</td>
</tr>
<tr>
<td>Federal Highway Use Tax...</td>
<td>Internal Revenue Service</td>
</tr>
<tr>
<td>International Registration Plan</td>
<td>Secretary of State</td>
</tr>
<tr>
<td>Vehicle Proration</td>
<td>Secretary of State</td>
</tr>
<tr>
<td>Fuel Tax</td>
<td>Illinois Department of Revenue</td>
</tr>
<tr>
<td>International Fuel Tax Agreement</td>
<td>Illinois Department of Revenue</td>
</tr>
<tr>
<td>Interstate Commerce Commission</td>
<td>Interstate Commerce Commission</td>
</tr>
<tr>
<td>Illinois Commerce Commission</td>
<td>Illinois Commerce Commission</td>
</tr>
<tr>
<td>Federal Motor Carrier Safety Reg.</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>Hazardous Materials Trans.</td>
<td>FHWA, EPA, IDOT</td>
</tr>
<tr>
<td>Special Waste Hauling Permits</td>
<td>Illinois EPA</td>
</tr>
<tr>
<td>Truck safety</td>
<td>Commercial Vehicle Safety Alliance</td>
</tr>
</tbody>
</table>
3.1 Oversize and Overweight Permits

The Department of Transportation is authorized by the Illinois Size and Weight Law to issue special permits for the operation of vehicles or loads that exceed the maximum dimensions and weights. The permits are valid only for those highways under Department jurisdiction.

When a Permit is Required

A permit is required when a vehicle or load that exceeds legal sizes and weights is to be moved upon or across a highway for which the State is responsible. Form BT 753 illustrates legal size and weight maximums.

To Whom Permits are Issued

Special permits are issued only in the names of those persons, firms, or corporations that own and operate the transporting vehicle or that operate the vehicle under a bona fide lease agreement.

Insurance

Proof of financial responsibility does not need to be on file with the Permit Office as a prerequisite to obtain a routine permit.

Owners and/or operators of escort vehicles or vehicles with oversize loads exceeding 10 feet in width, 13 feet 6 inches in height, 110 feet in length, or overweight must have in effect or be self-insured in the minimum amount of $500,000 per occurrence combined bodily injury and property damage. Additional coverage may be needed to comply with the requirements of the United States Department of Transportation Bureau of Motor Carrier Safety and the Illinois Commerce Commission (ILCC). For example, moves made "for hire" must meet ILCC insurance requirements.

Extremely large or heavy loads which require the closing of a highway or traveling at a slow speed on structures may be required to have higher insurance limits.

IDOT Registration

Vehicles making overweight moves may be registered with the Illinois Department of Transportation under one of 7 classes. Registration is voluntary and is used to identify vehicles making overweight moves, to provide flexibility by the use of similar vehicles when making
these moves, and to speed up the issuance of permits in some situations. IDOT decals are valid for two years and cost $5.00 each. They are to be affixed to the left side of the vehicle in a conspicuous place. When vehicles are classified and decals issued, vehicles may be identified both in applications for permits and in permits by classification only.

**Types of Permits**

1. Permits for Single Trip Movements
   - one-way movements
   - valid for 5 working days

2. Permits for Round Trips
   - same or like object moved in both directions, typically with same vehicle
   - same route traveled in reverse direction

3. Permits for Repeated Moves of Like Objects
   - objects moved from same origin to same destination
   - number of trips not less than five
   - all trips completed within 30 days
   - permits issued at a reduced fee

4. Permits for Limited Continuous Operation
   - for movement of construction equipment or motor homes, but not to exceed 12 feet in width or 85 feet in length
   - valid for a period of three months
   - vehicles operated by local government authority may receive a 6 month permit

5. Permits for Repeated Moves Directly Across a Highway
   - for repetitive moves made directly across a state-maintained highway in the course of industrial, construction, research, or testing activity
   - issued for period not to exceed 6 months

6. Permits for Movement of Overweight 2-axle Grain Trucks
   - period not to exceed 40 days
   - movement from field to processing plant, not over 25 miles, not more than 35% above legal limit

7. Permits for the Movement of Construction Equipment within a Construction Zone
   - issued by District Engineer to contractors engaged on highway construction projects awarded by the Department

Single trip permits, round trip permits, and permits for repeated moves of like objects may be extended (once only) for a period of 5 working days if good cause is shown. Permits
may also be revised in certain situations.

For permit movements that are of legal weight and height and less than 12 feet in width, routes do not have to be specified. Permits for overweight and overheight moves must specify the exact route the driver must follow. Five miles access is given, based on legislation changes in 1993, to or from a State designated highway onto any street or highway, unless there is a sign prohibiting the access, for the purposes of loading/unloading, with no additional fees being charged. One mile access on municipally controlled highways and 5 miles access on county and township controlled highways is given for food, fuel, repairs and rest.

**Issuance of Permits**

All types of special permits are issued by the Permit Office of the Department of Transportation, Bureau of Operations, 2300 South Dirksen Parkway, Springfield, Illinois 62764. District offices may issue construction equipment permits for moves within a highway construction section.

Depending upon the type of permit needed, application may be made by telephone or in writing. Written applications may be submitted in person, by mail, or by any of the various types of electronic communications equipment maintained in the Permit Office.

**Permits for single trip and round trip.**

Applications may be by telephone or in writing for permits within the practical maximum size and weight limits as described later in this document. If they exceed these practical maximums the application must be in writing.

**Permits for repeated moves of like objects.**

Applications must all be submitted at one time. Applicant may telephone to activate permits that were applied for without an effective date.

**Others**

Permits for limited continuous operation may be applied for by telephone or in writing. Permits for the repeated moves directly across a highway or for the movement of an overweight 2-axle grain truck must be in writing on prescribed forms.
Payments

Payments for permits can be made by cash, check, or through the use of a special account. For the convenience of permittees who use telephone or other electronic communications to apply for and receive permits, two types of special accounts are provided. First, escrow accounts may be established for the payment of permit fees by depositing funds and maintaining a credit balance. These are made in multiples of $100 and are applied for on Form BT 1932. The applicant uses a confidential account number when applying for permits.

Second, open charge accounts may be established for charging permit fees, in which case the client is billed at regular intervals (usually every 30 days). Form BT 1932 is used to apply for a charge account. A surety bond, Form BT 1931 and a power of attorney must accompany the application. The bond must be in an amount equal to at least twice the anticipated monthly charge, with $1000 being the minimum. When approved, the applicant will be given a confidential account number that must be given with each permit application.

General Provisions

Permits for movements over toll highways may be obtained from the Illinois State Toll Highway Authority, One Authority Drive, Downers Grove, Illinois 60515-1703. Maximum width on most toll roads is 10 feet due to physical limitations. A maximum width of 12 feet is allowed on the sections of the toll road system that overlap I-80 and U.S. Route 50. Overweight and overlength permits must be obtained directly from the Authority. Overwidth and overheight permits may be purchased at a Toll Plaza. A permit is also required for movements on the State roads leading to and from the toll road.

Permit applications for movement upon local streets or highways should be submitted to the local authorities having maintenance jurisdiction over the street and roadway. This includes structures over an Interstate highway. Within the City of Chicago, it is necessary to obtain permits from both the State and City of Chicago for travel on State highways other than expressways.

Form BT 993 is used to obtain permits. A copy of this form must accompany the actual permit. Permits issued by telephone shall be written in ink or typed by the permittee on Form BT 1928.

A flagman is required to accompany any permit move that may adversely affect the flow of traffic or create traffic hazards. An escort vehicle may be used in lieu of a flagman.

Certain vehicles must be properly marked (flags, lights, and/or oversize load signs) as according to Sections 554.417 - 554.419 of Appendix 6.B.

Permit movements for all overdimension vehicles are to be made only during the period
from a half hour before sunrise to a half hour after sunset on weekdays and from a half hour before sunrise to noon on Saturday. Permit movements that are overweight only may be made at any time. No permit load shall move over or across a load limited bridge unless the gross weight of the permit movement is less than the posted limit.

Exceptionally large movements may require an engineering investigation to determine the potential for damage to structures.

**When Escort Vehicles are Needed**

One civilian escort vehicle is required:
1) For all moves that exceed 12 feet in width.
2) For all moves that exceed 110 feet in length.
3) For all moves that exceed 14 feet 6 inches in height.
4) For all moves that exceed the practical weight limits.

Two civilian escort vehicles are required:
1) For all moves more than 14 feet 6 inches in width; or
2) For all moves that exceed 16 feet in height; or
3) For all moves that exceed both 12 feet in width and 14 feet 6 inches in height.

**Illinois State Police Escorts are required:**
1) For all moves over 15 feet 0 inches wide on non-freeways (except for manufactured homes);
2) For moves over 16 feet wide on freeways;
3) For moves over 145 feet long;
4) For moves over 18 feet high;
5) For overweight moves where bridge restrictions require that all traffic be kept off of a structure while the permitted vehicle crosses;
6) Any unusual move where traffic must be alerted.

Local police escorts may be used in lieu of State Police escorts when the move is made entirely within the limits of a city or county.

**Permit Must be Carried with the Move**

The Illinois Size and Weight Law requires that the permit be carried in the vehicle or combination of vehicles to which it refers and that the permit be presented upon request to any police officer or authorized agent of the Department.
Dimensions

Form BT 753 illustrates legal dimensions.
Practical maximum width is 14 feet 6 inches.
Practical maximum length is 145 feet.
Practical maximum height is 15 feet.
Practical maximum weights are listed in Section 554.604.
** Different restrictions may apply in the Chicago area.

References


2. Illinois Highway Code, Chapter 6 - Permits Rev. 4/92.

3.2 Multi-Jurisdictional Oversize Overweight Organization

Introduction

The Multi-Jurisdictional Oversize/Overweight Organization (MOOO) is a multi-state agreement whose purpose is to issue oversize/overweight permits for vehicles involved in interstate travel. Member jurisdictions will process permits and collect and transmit fees on behalf of the other member jurisdictions. Member jurisdictions are Illinois, Indiana, Kansas, Kentucky, Michigan, Minnesota, Wisconsin, Ohio, Missouri, and Iowa. Illinois’ active participation on this system was in 1993. In other AASHTO regions similar multi-jurisdictional organizations exist.

The implementation of MOOO will make it easier for those in the trucking industry to obtain the authority to transport oversize and overweight loads. Authority will be obtained on a regional basis, eliminating the need to get a permit from each and every jurisdiction independently. This will also reduce the workload for the individual states, while at the same time maintaining the amount of revenues which they receive from the permits.

Permit Issuance

MOOO permits may be issued for "envelope" vehicles. An envelope vehicle is defined as one not exceeding the following limitations:

**Dimensions**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td></td>
</tr>
<tr>
<td>Single</td>
<td>50 feet</td>
</tr>
<tr>
<td>Combination</td>
<td>95 feet</td>
</tr>
<tr>
<td>Height</td>
<td>13 feet 6 inches</td>
</tr>
<tr>
<td>Width</td>
<td>14 feet</td>
</tr>
</tbody>
</table>

**Weight**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Vehicle Weight</td>
<td>108,000 lbs.</td>
</tr>
<tr>
<td>Single axle</td>
<td>20,000 lbs.</td>
</tr>
<tr>
<td>Axle group (3 or more)</td>
<td>60,000 lbs.</td>
</tr>
</tbody>
</table>

One jurisdiction, the host jurisdiction, will issue the permit and collect the fees for all the jurisdictions through which a vehicle will travel. A Standard Application Form will be used to issue MOOO permits. Permits are valid for a period of 5 days. For vehicles not covered by the agreement, authority must still be obtained from each state individually.

Each jurisdiction will continue to establish its own fee system, which may include a
multi-jurisdictional permit fee surcharge. When the permit is issued, the applicant will pay to the host jurisdiction the total of the fees for all jurisdictions through which the vehicle will travel. Each of the jurisdictions will distribute the fees collected in their jurisdictions to the other states each month.

Safety Regulations

Permits will be valid from 30 minutes before sunrise to 30 minutes after sunset, Monday through noon Saturday. Movements are prohibited after 12:00 noon Saturday, on Sunday and on some holidays. Warning flags must be displayed on all oversize movements. "OVERSIZE LOAD" signs must be displayed on vehicles which exceed 10 feet in width, legal length, or legal front overhang. Signs shall be placed on both the front and rear of the vehicle. Escort vehicles are required for vehicles greater than 12 feet wide and/or 90 feet long.

References

3.3 Illinois State Toll Highway Authority

The Illinois State Toll Highway system consists of four routes, all of which are in northern Illinois. These tollways are: the Tri-State Tollway (I-294/I-94), the Northwest Tollway (I-90), the East-West Tollway (I-88), and the North-South Tollway (I-355). The Skyway belongs to the City of Chicago and is not under control of the Tollway Authority.

With some exceptions, the Tollway generally follows the rules and regulations set forth in the Illinois Vehicle Code as set forth in Chapter 95 1/2, Section 1-100, et seq., of the Illinois Revised Statutes. When inconsistent with the Tollway Rules and Regulations, Tollway regulations govern.

Certain types of vehicles are prohibited from using the Tollway. Many of these are commercial-type vehicles, which are listed below.

1. Vehicles with loads improperly secured or vehicles transporting materials such as gravel which are capable of being windblown, unless such load is securely covered.

2. Farm implements and machinery, whether self-propelled or towed.

3. Vehicles exceeding the size, weight and load limitations as set out in the Illinois Vehicle Code; however, the following vehicles are prohibited, whether or not a special permit has been issued by the Illinois Department of Transportation:

   a) Vehicles exceeding 10 feet in overall width.
   b) Vehicles exceeding 14 feet 6 inches in height.
   c) Vehicles whose overall length exceeds 80 feet unless prior written approval has been obtained from the Authority.
   d) Vehicles designed to carry 10 or more persons exceeding eight feet eight inches in width.
   e) Vehicles whose weight exceeds the limitations of Section 15-111 of the Illinois Vehicle Code, unless prior written approval has been obtained from the Tollway Authority.

      i) Vehicles which exceed the limit by not more than 30% pay a permit fee of $35.
      ii) Vehicles which exceed the limit by more than 30% must pay a permit fee of $150.
f) Over dimension vehicles as defined by Article I of Chapter 15 of the Illinois Vehicle Code shall only be allowed on the tollway during the period from 1/2 hour before sunrise to 1/2 hour after sunset, M-F, and from 1/2 hour before sunrise to noon on Sat.. No such vehicles may use the Tollway on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. In addition, they are prohibited from using the Tollway after noon of the day preceding the holiday or the holiday weekend.

No person shall operate a motor vehicle which exceeds the size and load limitations set forth in Sections 15-100 through 15-107 of the Illinois Vehicle Code, without first obtaining a permit from the Authority and without paying the Special Usage Toll described hereinafter or the overweight permit fees described above. These may be obtained from the Authority beforehand or purchased at a toll plaza. All vehicles exceeding 8 feet 6 inches in width, 13 feet 6 inches in height, or 80 feet in length, shall be required to pay a Special Usage Toll.

The Special Usage Toll Permit Form shall be obtained from the Plaza Toll Collector in charge of the first manned toll plaza reached upon entering the Tollway and all information required by the form shall be provided prior to issuance of the permit. A toll charge of $15.00 shall be made for said Special Usage Permit except that the fee for overweight Special Usage Permits shall be those as previously mentioned. This is in addition to the regular Toll charge. The Special Usage Permit must then be displayed at all subsequent toll plazas during the course of the permitted trip on the Tollway. Whenever the vehicle is required to have an IDOT oversize/overweight permit, such permit must be presented to the toll collector in charge in order to obtain a Special Usage Permit.

Tolls are currently paid either in cash or through the use of an Illinois State Toll Highway Authority charge plate. If a toll plaza is unmanned, then the toll must paid in cash. All vehicles are required to come to a full stop at all toll plazas at the time of payment of tolls.

The speed limit for trucks on the Tollway is 55 mph and the minimum is 45 mph, except in the case of a work zone or hazardous weather, in which case speeds would be lower.

Reference

1. Rules and Regulations of the Illinois State Toll Highway Authority
3.4 Commercial Drivers License

Introduction

The Commercial Drivers License program was initiated in order to establish uniform standards for the licensing of commercial vehicles operators and to remove irresponsible and unqualified truck and bus drivers from the road. The program prevents drivers from holding licenses in more than one state. It also includes a nationwide information system which allows states to exchange information on traffic violations and to remove problem drivers from the road. The Commercial Motor Vehicle Safety Act (CMVSA) of 1986 mandated the nationwide CDL program. The Act also established a uniform national classification system for drivers licenses. All U.S. states were required by federal law to have fully operational CDL systems by April 1, 1992.

Who must obtain a CDL

- Drivers of any combination of vehicles with a Gross Combination Weight Rating (GCWR) of 26,001 or more pounds, providing the Gross Vehicle Weight Rating (GVWR) of the vehicle being towed is in excess of 10,000 pounds.

- Any single vehicle with a GVWR of 26,001 or more pounds, or any such vehicle towing another not in excess of 10,000 pounds.

- Drivers of vehicles designed to transport 16 or more persons, including the driver.

- Drivers of vehicles required by federal regulations to be placarded while transporting hazardous materials.

Who is exempt from obtaining a CDL

- Farm equipment operators (except drivers of truck-tractor semitrailers), fire fighting equipment operators, military vehicle operators, and recreational vehicle operators.

What tests are required to receive a CDL

- Vision screening test.

- Written knowledge tests. Specialized tests are required in order to operate any of the following vehicles: vehicles with air brakes (also requires road skills test), combination vehicles, double or triple trailers, vehicles carrying hazardous materials,
passenger-carrying vehicles or tanker vehicles.

- Road skills test, including pre-trip inspection, basic control skills test, and a road test.

- Drivers may have the road skill test waived if:

  1. They provide evidence that they are regularly employed in a job requiring operation of a commercial motor vehicle and a) they have previously taken behind-the-wheel test or b) certify that for the past two years they have operated a vehicle representative of the classification for which they are seeking a license.

  2. In the past two years, they have not had more than one drivers license, have not had a license suspended of disqualified under federal law, and have not been convicted of a state or local traffic violation arising from an accident and have no record of an accident in which they were at fault.

What documentation is required to receive a CDL

- Proof of identity, age, Illinois residency, signature and social security number.

- Must be at least 21 years of age to drive a commercial motor vehicle across state lines, carry hazardous materials or transport any passengers.

- Must certify that do not have more than one drivers license, and that their driving privileges are not suspended, revoked, canceled or disqualified. (Suspension means temporary withdrawal, revocation means termination, cancellation means annulment of person’s license or privileges to operate a motor vehicle. A driver is disqualified when he has committed certain prohibited actions such as driving under influence of alcohol. For the exact definitions of these terms see Chapters 1 and 6 of Illinois Vehicle Code.)

- Must certify that they meet the medical requirements of the Federal Motor Carrier Safety Regulations or that they are not subject to the regulations.

- Must meet federal regulations requiring carrying of a medical examiner’s certificate and maintenance of a file containing written test verification, road test verification, and other records.

What are the CDL fees

- The cost for a CDL is $40. This includes $10 for the basic drivers license, $24 for
the CDL, and $6 to cover the cost of the new national commercial drivers license information system.

- A $5 fee will be charged CDL holders who wish to change classification or endorsements.

Where to obtain a CDL

- The written and road skills tests are available at all driver services facilities except those located in Cook, DuPage, Kane, Lake, McHenry and Will counties, which are served by four special CDL testing facilities.

What are the CDL reporting requirements

Commercial drivers must notify the Secretary of State of:

- Any out-of-state traffic violation within 30 days of conviction.

- Any out-of-state suspension, revocation or cancellation of driving privileges, as well as disqualification or out-of-service actions, within 30 days of the effective date.

- Any change of address within 10 days. The driver then has 30 days to obtain a corrected CDL.

Commercial drivers must also notify their employer of:

- Any traffic violation within 30 days of conviction.

- Any suspension, revocation or cancellation of their driving privileges, as well as any disqualification or out-of-service action, within one day of notification of action.

- Drivers must notify their potential employers of their complete employment and driving record during the previous 10 years.

Reference

3.5 Federal Highway Use Tax on Heavy Vehicles

The federal highway use tax on heavy vehicles (also known as Heavy Vehicle Use Tax or HVUT) applies to vehicles having taxable gross weights of 55,000 pounds or more. This includes trucks, truck tractors, and buses. The tax pertains to any self-propelled vehicles designed to carry a load over public highways. However, the tax may be suspended for vehicles used on public highways 5000 miles or less (7500 miles for agricultural vehicles). This tax must be paid each year.

Every person in whose name a highway motor vehicle is registered at the time of its first taxable use in any period must file Form 2290, Heavy Vehicle Use Tax Return, and pay the tax. For all vehicles used in July (start of tax period), the due date is August 31. HVUT Returns for newly-purchased vehicles must be filed by the end of the month after the vehicles were purchased. The tax may be paid in full or in as many as four equal payments. Fees vary according to weight and number of months used in the tax period (July 1 to June 30).

Records must be kept which are sufficient for the Internal Revenue Service (IRS) to decide whether or not the carrier is liable for the tax and, if so, the tax due. Records must be kept for at least 3 years after the date the tax is due or paid, whichever is later. This includes the following: description of the vehicle, weight of loads carried, date acquired and person acquired from, first month used, date of sale or transfer, and mileage records if tax is suspended. Penalties and interest may be assessed for failure to comply with any of the regulations described.

State governments are required to receive proof of payment (or proof of suspension) of the federal heavy vehicle use tax as a condition of registration of vehicles subject to the tax. This is usually done by exhibiting a stamped copy of Schedule 1 of Form 2290. However, states may register newly purchased vehicles without proof of payment if a copy of the bill of sale showing that the vehicle was purchased in the preceding 60 days is presented.

Reference

3.6 International Registration Plan

Introduction

The International Registration Plan (IRP) is a method of proportionate interstate registration of heavy vehicles (registration reciprocity). Through IRP, carriers can register their vehicles for interstate travel without going through the process of registering in all 48 states as well as any Canadian provinces in which they travel. Carriers are required to register only in their base jurisdiction.

The IRP now has 45 memberships. Starting with the 1995 registration year, there will be 47 member jurisdictions. Title IV of the Intermodal Surface Transportation Efficiency Act of 1991 requires all states to participate in IRP not later than September 30, 1996. Illinois has been a member of the plan since 1977. Illinois serves as the base jurisdiction and issues one registration plate and one cab card to each vehicle. Registration fees are apportioned among IRP members according to the percentage of total fleet miles generated in these jurisdictions.

The IRP registration year begins April 1 and ends March 31. IRP applications may be made either by mail or in person at the Office of the Secretary of State in Springfield. There are specific forms which must be used. Applications may be processed the same day if made in person. However, a 4-6 week waiting period may be involved if the application is made by mail, especially during the "busy season."

Rules and Regulations

"Apportionment is required for vehicles having a combined gross weight exceeding 26,000 pounds, including the weight of the vehicle and the maximum load, or having three or more axles, regardless of weight, providing they operate in two or more IRP member jurisdictions." Carriers who apportion their vehicles may operate in interstate or intrastate commerce, providing they have the proper authority from the Commerce Commission, if required.

Owner-operators, who are leased on a long-term lease, may be registered in the owner-operator's name or the lessee's name. Every applicant is required to maintain an Individual Vehicle Mileage Record (IVMR). IVMRs are not required on trailers because mileage does not accrue on these vehicles.

Vehicle Identification and Plate Display

To every motor vehicle registered under the IRP, Illinois will issue a base license plate bearing the word "APPORTIONED" and an apportioned cab card. The cab card will indicate
the weights apportioned for the IRP jurisdictions, name and address of the company, name of lessor (if applicable), description of the vehicle, the Illinois license number, and expiration date, among other things. Starting with the 1995 registration year, cab cards will be one of two colors; one for power plates and one for trailers.

Identification credentials must be maintained or displayed as follows:

1. Apportioned license plates must be displayed on the front of straight trucks and truck-tractors.

2. Apportioned bus and trailer license plates must be displayed on the back of the vehicle.

3. The original cab card must be carried on or in the vehicle for which it is issued. Copies are not accepted. In future years, cab cards will be one of two colors; colored for power units and white for trailers.

Required Support Documents

In accordance with the rules and regulations of the Internal Revenue Service, proof of payment of Heavy Vehicle Use Tax (HVUT) must be verified prior to the issuance of any IRP credentials. The following is considered acceptable proof of payment for the heavy vehicle use tax:

1. A receipted Schedule 1, Form 2290 or a photocopy.

2. A photocopy of the Form 2290 with Schedule 1 and evidence of payment of the tax, such as photocopies of both sides of your canceled check.

3. Vehicles registered within 60 calendar days of purchase date are not required to submit HVUT. A copy of the bill of sale or Certificate of Title must be available to verify the purchase date.

The form 2290 should be filed with the Internal Revenue Service Center for the state in which your main place of business office of agency of legal residency is located.

Proof of ownership must be submitted for all vehicles being added to your firm for the first time. The following documents are necessary to prove ownership:

- copy of title in owner’s name OR
- copies of front and back of assigned titles (within 6 months of purchase date) OR
- Bill of Sale (within 6 months of purchase date) OR
- certificate of origin or manufacturer’s statement of origin
If submitting a Bill of Sale between individuals, it must be notarized and contain:

- year, make, vehicle identification number
- purchase price and date
- buyer and seller signature

First-time applicants must also establish their Place of Business. To verify your established place of business in Illinois, you should provide current copies of three of the following items:

1. Phone bill in registrant’s name
2. Rental contract
3. Real estate taxes paid
4. Illinois drivers license
5. Current utility bill

Preparation of Forms

A schedule G application must be completed by every first-time applicant. This is for basic background information.

The IRP application itself must include the total mileage traveled in each jurisdiction for the mileage reporting period. First time applicants must use the estimated mileage chart. Renewal applicants must indicate the actual miles traveled during the previous reporting period. The estimated mileage chart is also used when adding a jurisdiction to a fleet during the registration year or when registration is issued in a jurisdiction on the renewal form but no actual mileage has been accrued.

Payments

Illinois currently uses a multi-check system. A carrier is required to submit one check for the Illinois registration fees and one check for the foreign fees for each invoice. In the future, only one check may be required. Payments for the Illinois fees may be made in semiannual installments. This requires a surety bond or a certificate of deposit in the amount of the second payment. The first payment will be made immediately. The second installment is due by October 1 of the same year.

45-Day Temporary Apportionment Authorization

Illinois 45-Day Temporary Apportionment Authorization may be issued when the immediate operation of a vehicle is necessary. This may be done once a carrier’s firm and fleet
are established, fees have been paid, and credentials issued. They may be issued by the Commercial and Farm Truck Division in Springfield or through wire services, for a $2 fee. This $2 is the Secretary of State’s fee, and the wire services typically charge an additional fee. 45-Day Temporary authorizations are not to be used on vehicles that need to have their registrations renewed.

One copy of the authorization is to be carried in the vehicle, one copy is to be retained by the company for audit purposes, and one copy (photocopy, when necessary) is to be forwarded to the Secretary of State’s office along with an accompanying IRP application. The IRP application must be submitted within 5 working days after the 45-day temporary authorization has been issued.

**Mileage Record Keeping Requirements**

As a condition precedent to the filing of an IRP application, every applicant is required to maintain Individual Vehicle Mileage Records (IVMR) in the form and manner prescribed in these instructions.

The IVMR is designed so that it will show a pattern of continuous movement of the individual vehicle. Trips must be listed in chronological order. The applicant will be required to explain time lapsed and unaccounted for movements in sufficient detail to permit the examiner to satisfy himself that all mileage is properly recorded.

NOTE: The IVMR is not to be submitted to the Secretary of State’s office. It is to be maintained by the carrier as a record from which to complete the schedule, and it should be available for audit. Records to support IRP application must be retained for three years after the close of the registration year.

**Electronic logging systems (on-board recording devices) will be allowed with prior approval of the audit office. To obtain permission for the use of a substitute mileage accounting system, the following conditions must be met:**

1. The applicant must submit in writing to Office of the Secretary of State a request for permission to use a substitute mileage accounting system setting forth the reason a substitute system is necessary.

2. As part of the request, samples of the forms proposed should be submitted.

3. A detailed step-by-step procedure for the use of the system must also be submitted.

If such permission is granted, the applicant will not be required to maintain the IVMR. Once an alternate mileage accounting system is approved, a company need not request permission again unless its mileage accounting system changes.
An IVMR must be maintained by the applicant for each vehicle operated in interstate commerce in Illinois, either at the location from which the applicant is dispatched or at the central office of the applicant. The applicant should use a mileage chart to determine the number of miles operated by a vehicle on each trip. The mileage operated each day by the applicant’s vehicle is to be carried on the drivers daily log, or some other source document such as a trip manifest, provided such other document forms an integral part of the revenue accounting system.

The driver’s daily log or other source document must contain the following:

- Date of trip (starting and ending)
- Registrant’s name
- Trip origin and destination
- Fleet number
- Unit number or Vehicle ID number
- Driver’s name or signature
- Total trip miles (including miles traveled when not hauling cargo, known as "deadhead" miles)
- Plate number
- Routes travelled or odometer readings (beginning and ending)
- Mileage by jurisdiction

All applicants are required to maintain IVMR’s for the purpose of accumulating the required mileage statistics. At the end of the annual period for determination of mileage, the total miles for each vehicle should equal the jurisdiction totals for each vehicle. The total mileage of the IVMR must match that reported on IRP application.

When a vehicle is registered in the name of the owner-operator, the IVMR and supporting documents must be available for audit at the established place of business of the owner-operator.

Reference

3.7 Vehicle License Fee Proration

Introduction

"Proration is a method of licensing truck and bus fleets proportionately among several states. The proration fee is determined with reference to the percentage of the carrier’s mileage generated in each of the individual states (p.1)." It is to be used only for vehicles which are based in non-IRP states.

"The Illinois proration percentage is first obtained by dividing the carrier’s mileage in Illinois by the carrier’s total mileage. The carrier then determines what it would cost if the carrier’s entire fleet was licensed in Illinois. The Illinois proration fee is then obtained by multiplying this total fleet registration cost by the proration percentage (p.1)."

"Proration is available only for commercial vehicles having a combined gross weight in excess of 12,000 pounds, including the weight of the vehicle and the maximum load, which are operated interstate (p.2)." Carriers have the option of obtaining prorate credentials with the State of Illinois for vehicles under 12,000 pounds.

Registration

Renewal applications for proration are available Oct. 1 and must be on file prior to Jan. 1. There is a penalty for payments made after Jan. 15. Plates and decals must be displayed by midnight Dec. 31.

Annual registration fees range from $48 to $2200, depending on the weight of the vehicle. Fee "is based on the combined gross weight - that is, the empty weight of the tractor plus the empty weight of the semitrailer and maximum load which will be transported (p.4)."

"At the time of registration, one-half of the full year payment must be made. The calendar year registration second installment payment is due on the following July 1 for trucks and tractors (p.6)." Carriers must put up security for the second installment in form of either a bond or a certificate of deposit. In addition to the registration fees, carriers must also pay a minimum prorate fee per application of $12 plus $1 per decal and $2 per backing plate (if desired).

Temporary Prorate Authorization Permits

"Once an original application is on file, fees have been paid and the immediate operation of a vehicle is necessary prior to receiving prorate credentials from the State of Illinois, the carrier may operate the vehicle by use of the Illinois Temporary Prorate Authorization Permit. This permit may be obtained by writing the Commercial and Farm Truck Division of the Secretary of State’s Office (p.11)."
"Temporary Prorate Authorization permits are issued in numerical order upon written request at $2 each and are valid for 45 days from the date of issuance (p.11)."

"The white copy of the permit is to be carried in the vehicle, the pink copy is to be retained by the company for audit purposes, and the canary copy must be forwarded to the Secretary of State’s Office along with the accompanying Supplementary Prorate Application plus the appropriate fees within 10 working days after the Temporary Prorate Authorization permit has been issued. The information submitted on the Supplementary Prorate Application must be identical with the description of the vehicle which was typed on the Temporary Prorate Authorization permit (p.11)."

Only one temporary permit may be issued per vehicle, and temporary permits cannot be issued for renewal units.

**Leased Vehicles**

Prorate identification issued pursuant to this application will be issued in the name of the applicant-carrier. This will apply even in the case of vehicles which are leased to the applicant-carrier by the lessor.

When a prorate carrier leases to a prorate carrier, the lessor is responsible for the mileage operated under the trip lease. If a reciprocity carrier trip leases to a prorate carrier, the prorate carrier must purchase an Illinois 72-Hour Trip Permit.

The lessor is responsible for mileage operated under a short-term lease (less than 30 days, but more than one trip). However, the lessee is responsible for mileage operated under a long-term lease.

**Individual Vehicle Mileage Records**

Every applicant is required to maintain an individual vehicle mileage record (IVMR) for each vehicle. These records shall be preserved for a period of four years. They are not submitted to the Secretary of State, but must be available for audit. Requirements for IVMRs and Driver’s Daily Logs are similar to those described in the summary of the International Registration Plan.

**Reference**

1. 1993 Application and Instructions for Vehicle Proration, Illinois Secretary of State.
Introduction

Fuel tax is a tax "imposed on the privilege of operating motor vehicles upon the public highways and recreational-type watercraft upon the waters of this State." Beginning January 1, 1990, tax on diesel fuel in Illinois is 21.5 cents per gallon and 19 cents per gallon on all other motor fuel. In addition, the State "levies a 6.25% sales and use tax on sales of diesel fuel and extends this to fuel brought into the state in vehicle tanks and used in the state. The tax is credited or refunded on fuel purchased in the state but used outside the state."

The motor fuel tax regulations cover special fuels (which includes diesel), but all fuels must be reported. The vehicles covered are trucks with more than 2 axles, road tractors, truck tractors, and any passenger motor vehicle that has seats for more than 20 passengers (with some exceptions). Carriers operating wholly in Illinois are exempt.

Permit Requirements

No motor carrier shall operate in Illinois without first securing a Motor Fuel Use Tax Permit from the Department of Revenue, which must be applied for on prescribed forms. Application for permit requires the posting of a bond in an amount not to exceed $40,000 in order to protect the State against failure to pay. In Illinois, an Interstate Fuel Permit is obtained with Dept. of Revenue form MFUT-1. There is no fee for this permit and it does not expire. Upon approval, copies of this permit may be made and one must be carried in the cab of each vehicle which the motor carrier operates. These copies of the license serve as vehicle cab cards. In the case of leasing, the lessor is responsible for short-term leased vehicles (29 days or less) and the lessee is responsible for long-term leased vehicles (30 days or more).

Upon approval by the Department, the applicant will be issued a permit as well as identification cards or devices for each commercial motor vehicle. These cards must be carried in the cab of each commercial motor vehicle operating in Illinois. Decals are also required for diesel-powered interstate commercial vehicles. They must be displayed on the passenger side of the vehicle. Form MFUT-2 is used to apply for decals. Decals cost $3.75 each and are valid for one calendar year. Replacement decals are issued at a cost of $2, but decals may not be transferred to other vehicles.

If the vehicle does not engage in interstate operations more than 3 times in any 12-month period, then single-trip permits may be purchased for each trip at a cost of $20. The permit is valid for 72 hours only. These may be obtained from the Department of Revenue or from certain truck stops and wire services.
Records

Each motor carrier shall keep records of the type and number of gallons of motor fuel consumed, the number of miles traveled in all jurisdictions and in Illinois, the type and number of gallons of fuel purchased in this State, and the number of miles traveled and the amount of fuel consumed on the highways of this State. Records must be retained for 3.5 years.

Quarterly Reports

All registered motor carriers are required to file Interstate Fuel Usage Tax Returns. Carriers must report the miles traveled and fuel consumed in all states, average miles per gallon, and fuel consumed and miles traveled in Illinois for all fuel types. In Illinois these reports are made using form IDR-280-A and are due one month after the end of each quarter. If the annual Motor Fuel Use Tax liability is less than $625, an annual report will suffice.

Refunds

Fuel taxes are paid in proportion to the number of miles traveled in each jurisdiction. Jurisdictions may require payment of motor fuels taxes on retail sales of motor fuels delivered into the fuel tank which propels the motor vehicle. A licensee shall receive full credit or refund for tax paid fuel used outside the jurisdiction where the fuel was purchased. Such a credit, when not refunded, is carried over to offset liabilities of the licensee in future reporting periods. Claims for credit must be made upon prescribed forms, and must be accompanied by original invoices or sales slips. Interest will be paid for any refunds made more than 90 days after receipt of application.

References

Introduction

The International Fuel Tax Agreement (IFTA) has three purposes. One is to promote and encourage the fullest and most efficient possible use of the highway system by making uniform the administration of motor fuels use taxation laws with respect to motor vehicles operated in multiple member jurisdictions. The second purpose is to enable participating jurisdictions to act cooperatively and provide mutual assistance in the administration and collection of motor fuels use taxes. The third purpose of the Agreement is to establish and maintain the concept of one license and administering base jurisdiction for each licensee, and to provide that a licensee’s base jurisdiction will be the administrator of this Agreement and execute all its provisions with respect to such licensee. IFTA is targeted for implementation in Illinois January 1, 1994.

The base jurisdiction for IFTA may be a State of the United States, the District of Columbia, or a Province or Territory of Canada. The base jurisdiction is defined as the member jurisdiction where qualified motor vehicles are based for vehicle registration purposes and where operational records are kept and made available for registration purposes. A peculiar situation exists when an independent contractor based in an IFTA jurisdiction permanently leases a vehicle to a carrier not based in an IFTA jurisdiction. It has been determined in this case that the lessors need not be licensed as IFTA carriers. The lessee shall then be responsible for proper licensing in their own jurisdiction.

Who must register

Any person based in a member jurisdiction operating a qualified motor vehicle in two or more member jurisdictions is required to license under this Agreement. Optionally, persons may elect to satisfy motor fuels use tax obligations on a trip-by-trip basis. Qualified vehicles are those with two axles weighing more than 26,000 pounds, those with three or more axles regardless of weight, or those used in combination, when the weight of such combination is more than 26,000 pounds. Recreational vehicles are not included.

Licensing

Applications for licensing are made with the base jurisdiction. Operational records are to be maintained or be made available for audit in the base jurisdiction. Tax licensing shall be made in the name of the licensee. The following rules apply in the case of leasing.

1. A lessor who is regularly engaged in the business of leasing motor vehicles for compensation may be deemed the licensee, and may be issued a license.
2. In the case of longterm leases (more than 30 days), the lessor and lessee will be given the option of designating which party will report and pay fuel tax.

3. For leases of 30 days or less, the fuel use/miles or km permit holder for the motor vehicle under lease will be liable.

4. In the case of household goods carriers using independent contractors under intermittent leases, licensing requirements are dependent on the jurisdiction of operating authority.

5. Leases are not required to be filed, but shall be made available upon request of any member jurisdiction.

The base jurisdiction shall review the application and issue the license unless unusual circumstances exist, such as missing information or previous revocation of an applicant’s license by any member jurisdiction. A licensee is able to request that his license be canceled.

An applicant not based in an IFTA jurisdiction may make application for licensing to any member jurisdiction of its choosing in which it operates. The jurisdiction has the option to accept or reject such application. "An applicant making an application in this manner shall immediately make application to the prior base jurisdiction when that jurisdiction enters this Agreement; such application will become effective the following license year."

Motor Vehicle Identification

"The base jurisdiction shall issue a license and a decal. The license and decal shall qualify the licensee to operate in all member jurisdictions without further licensing requirements or identification requirements in regard to motor fuels use taxes."

The license is valid for one calendar year. It is to be reproduced by the licensee and placed in the qualified motor vehicles of the licensee’s fleet. The decals shall be issued annually until the license is canceled or revoked. The base jurisdiction may collect fees for issuance of the license and the decals. Vehicles operated by more than one IFTA licensee during the calendar year may display multiple decals. "The base jurisdiction may provide for the issuance of a 30-day IFTA temporary permit to a licensee in good standing in lieu of display of the annual decals and may charge an administrative fee to cover the cost of issuance."

Tax-paid Purchases

"Jurisdictions may require payment of motor fuels taxes on retail sales of motor fuels delivered into the fuel tank which propels the motor vehicle." "In order for the licensee to obtain credit for tax-paid retail purchases, a receipt or a credit card receipt must be retained by
the licensee showing evidence of such purchases and tax having been paid by the licensee directly to the applicable jurisdiction or at the pump." "In order to obtain credit for tax-paid retail purchases, the receipts must identify the motor vehicle into which the motor fuel was placed."

"A licensee shall receive full credit or refund for tax paid outside the jurisdiction where the fuel was purchased. Such a credit, when not refunded, shall be carried over to offset liabilities of the licensee in future reporting periods..."

Refunds shall be made within 90 days of request for payment; otherwise, interest shall accrue.

Records

Operational records shall be maintained or be made available for audit in the base jurisdiction. "Every licensee shall maintain records to substantiate information reported on the quarterly tax report." "Every licensee shall preserve the records for a period of four years from the due date of the return or the date filed, whichever is later. Such records shall be made available upon request by any member jurisdiction."

"On-board recording devices, satellite tracking systems, or other electronic data recording systems may (at the option of the carrier) be used in lieu of or in addition to handwritten trip reports for record keeping purposes. If a registrant exercises this option, any device or electronic system used in conjunction with a device shall meet the requirements identified in the Procedures Manual. Other equipment monitoring devices, such as those that transmit or may be interrogated as to vehicle location or travel, may (at the option of the carrier) be used to supplement or verify handwritten or electronically-generated trip reports."

Reporting

"The licensee shall file a calendar quarterly report with the base jurisdiction and shall pay all taxes due to all member jurisdictions with one check to be made payable to the base jurisdiction and included with the return." Reports are required even if no operations were recorded during the reporting period. These reports include the following: total distance traveled during the reporting period, total number of gallons of fuel used, in-jurisdiction miles traveled, gallons fuel used in each jurisdiction, and amount of fuel purchased within each member jurisdiction. Penalties are assessed for late filings.

Base Jurisdiction Accounting

"The base jurisdiction shall maintain the records for licensees based in that jurisdiction. The record shall include a copy of tax reports, applications, and other documents as specified. Tax reports shall be maintained for a minimum of four years." "The base jurisdiction shall
maintain a record of distance traveled, gallons or liters of fuel used, taxes due, tax credits, and payments for each licensee for each member jurisdiction. The record shall include the results of audits performed by the base jurisdiction and other jurisdictions. "Each member jurisdiction shall maintain records of funds received from and transmitted to other jurisdictions." "Each member jurisdiction shall forward all funds received to the appropriate jurisdictions once each month."

Auditing

"The base jurisdiction shall audit its licensees on behalf of all members jurisdictions." "As a condition for entry into this Agreement, a jurisdiction must employ sufficient auditors to assure that 15% of the licensees based in the jurisdiction and licensed under this Agreement will be audited at least once every five years."

References

3.10 Interstate Commerce Commission

"The Interstate Commerce Commission (ICC) administers economic regulations pertaining to interstate trucking and passenger services, including granting operating authorities, filing of rates, insurance filings, and reports and record keeping requirements."

To apply for authority or to expand existing authority, one must complete and file ICC Application Form OP-1. This form is available from the office of Public Assistance. The filing fees are adjusted often. The applicant must provide evidence of their most current DOT safety rating, or, if unrated, certify their willingness to comply with all applicable DOT safety rules. Applicants who have not filed Form MCS-150 with the FHWA must do so within 90 days of initiating operations.

Once this application (Form OP-1) has been approved -- but before the document which allows one to begin operations has been issued -- one must file with the ICC all required insurance forms. These forms are available from insurance companies. The insurance company must file evidence with the Commission that the carrier maintains appropriate levels of bodily injury and property damage insurance. Proof of adequate cargo insurance for common carriers and household goods freight forwarders must also be filed. The kind and amount of insurance coverage depends on the type of authority requested. For further information, contact the Insurance Section, Office of Compliance and Consumer Assistance.

All motor carriers must designate an agent in each State through which they travel who will accept legal filings on their behalf (known as process agents) -- filed on ICC Form BOC-3. Some commercial companies will file blanket designations for process agents.

"Motor common carriers must file tariffs with the ICC listing prices for and specifying terms of the services offered." This is handled by the Section of Tariffs.

"Interstate driver and equipment safety is regulated by the Department of Transportation (DOT). This includes driver qualifications and hours of service (for which logs must be kept). The DOT specifies the minimum safety requirements that must be met by both drivers and vehicles involved in interstate transportation."

Before beginning new or expanded interstate operations, one must contact the appropriate regulatory agencies in every state in and through which they will conduct operations to obtain information regarding various state rules applicable to interstate authorities. It is the responsibility of the carrier to comply with registration, fuel tax, and all other state regulations and procedures.

Forty-five states (47 starting with 1995 registration year) currently participate in a central registration system referred to as the International Registration Plan (IRP). "Each of these states has an agreement with other participating states to calculate and collect state motor carrier
licensing fees on behalf of each other. Under this plan, a carrier may contact its base state and file one application and pay one fee for issuance of licenses and permits covering all states through which it travels. Should a carrier's base state not belong to the IRP, the carrier can contact the nearest state that does participate."

Fuel taxes are levied by the individual states. Whenever one travel through a state they are required to purchase a certain amount of fuel (based on estimated mileage). For more information, contact state agencies governing fuel taxes.

Workmen's compensation insurance is another area regulated by the individual states. Details on workmen's compensation rules and regulations may be obtained from the state insurance boards.

Reference

3.11 Illinois Commerce Commission

The Illinois Commerce Commission is empowered by the Illinois General Assembly to regulate motor carriers. The extent of these powers is laid out in Chapter 18c of the Illinois Vehicle Code, which is known as the Illinois Commercial Transportation Law, or ICTL. Paramount among these powers are:

1. Power to regulate the entry, exit, and services of carriers.
2. Power to regulate carrier rates and practices.
3. Power to require systems of accounting, as well as record-keeping and reporting requirements.
4. Power to regulate equipment leasing practices.
5. Power to protect public safety through insurance and safety standards.

Who Must Be Registered

The ILCC regulates the for-hire transportation of property on the public highways of this state. However, very limited commodities under specific circumstances are exempt from commission jurisdiction (i.e. mail for the U.S. Post Office, waste having no commercial value going to a disposal site). A complete list of exemptions is contained in ICTL, Section 18c-4102.

Temporary authority may be granted, but only if an application for permanent authority has been filed or is filed concurrently with the application for temporary authority.

Licenses do not have to be renewed every year, and remain in good standing so long as all annual requirements (annual report and annual renewal of stamps) are met, and continuous proof of insurance and rates are on file.

In addition to intrastate licensing, the ILCC requires all exempt interstate carriers to file the proper application and obtain bingo stamps for each vehicle. The exempt carrier must also file proof of insurance, Form E, prior to being authorized to perform for-hire interstate operations in Illinois. Federally regulated interstate carriers must also comply with the Single State Registration System (SSRS) rules, which are described subsequently. 1994 is likely to be the last year for any bingo stamps in Illinois. The ILCC is currently working with other states to implement a program for exempt carriers in 1995 which will be similar to the SSRS.
Shipping Documents

The bill of lading is a fundamental part of any carrier's operating practice. Bills of lading are recognized as the contract of carriage between a carrier and its shipper and constitute, in addition, a receipt for the goods. Each bill of lading shall show:

- the names of the consignor and consignee
- the points of origin and destination
- the number of packages (if applicable)
- a description of the commodities
- the weight, volume, or measurement of the property received
- the date of shipment

In addition to bills of lading, common carriers are obligated to issue freight bills for each shipment. Administrative Code Part 1415 governs the construction of freight bills and should be reviewed by all common carriers. Freight bills must contain the following:

- name of the carrier
- consignor's name and consignee's name (receiver)
- date of shipment
- point of origin and destination
- number of packages or units/description of article
- the exact rate or rates assessed
- total charges to be collected including any special service charges

ICTL Section 18c-3210 requires billing within 7 days of completion of the shipment and payment within 30 days of receipt of the billing. More than one shipment may be shown on a freight bill.

Insurance Requirements for Illinois Motor Carriers

The ICTL states that no motor carrier of property shall operate within this State unless it has on file with the Commission or its agent proof of continuous insurance or surety coverage in accordance with Commission Regulations.

Commission rules establish the following limits for carrier public liability and property damage coverage:

- $100,000 liability per person
- $300,000 liability per occurrence
- $50,000 for property damage
- $10,000 coverage for cargo liability (except grain and livestock) for common carriers
Proposed changes to the minimum levels of insurance have been published at 17 ILL
Register 18715 on October 29, 1993. As proposed, the ILCC will adopt the minimum levels
required by the ICC (Interstate Commerce Commission) and implement the Single State
Registration Program for regulated interstate carriers as well.

Compliance Requirements

Certain compliance documents need to be carried inside the vehicle and presented to any
authorized law enforcement officer upon request. These are in addition to the shipping
documents described above.

Intrastate Licensed Carriers

- Current copy of license from the Commission.
- Intrastate cab card/identifier.
- Copy of lease for all leased vehicles (must be filed with the Commission - filing fee
  $25)
- Appropriate intrastate identification must be present on the outside of the cab.
  - Letters and other characters must be 2" high and 1/2" wide.
  - Must contrast with background so as to be visible from 50' while vehicle is not
    in motion.

Exempt Interstate Carriers

- Federal D-1 Cab Card with Illinois stamp affixed for the current year.
- An Interstate Lease Agreement, if applicable.

Interstate Commerce Commission regulated carriers.

- A copy of Federal Authority issued from Washington.
- Copy of a receipt issued by the base registration state.
- An Interstate Lease Agreement, if applicable.

If engaged in both intrastate and interstate commerce, must carry both an intrastate and an
interstate identifier.
Fees (Part 1205, Subpart A, of Title 92, Chapter III, Subchapter a, of Illinois Administrative Code)

Registration Fees

Intrastate Carriers

- New license, general commodity applications $900 (common/contract)
- Extended license $600

Interstate Motor Carriers

- Application to register (exempt carriers only) $25

Other Fees

- Lease filing $25
- Annual report and tariff auditing fee $30
- Proof of insurance coverage filing $25
  (for intrastate and exempt interstate carriers only)

1994 Stamp Fees (Franchise Fees) Per Vehicle

Exempt Interstate Carriers Only (bingo)

CA,IN,MI,MN,MO,NB - NO FEE
IA,MA - $1.00 FEE
OH - $5.00 FEE
AL - $6.00 FEE
ALL OTHER STATES - $7.00 FEE
Intrastate - $25.00 FEE

A $10 per order processing charge is added to each order as well.

Single State Registration System

A new base state program, the Single State Registration System (SSRS), will become effective on January 1, 1994. This program will require each vehicle to carry in its cab a copy of a receipt issued by the base registration state (instead of the old cab card with bingo stamps).
The program or registration year will be the calendar year. In Illinois, only authorized interstate carriers will fall under these new regulations. There will be no changes for exempt interstate carriers or intrastate carriers.

Under the SSRS, carriers will register with their base state, the state where their principal place of business is located, only. The initial registration will be accomplished by filing a copy of the ICC authority issued to that carrier, a list of the carrier’s process agents, and proof of insurance. Application for single state registration is made using forms RS-1 and RS-2. Accompanying the original registration will be a payment equal to the fees levied by each state of travel for the number of vehicles traveling in those states. This is similar to the process of ordering bingo stamps. In subsequent years, carriers will need to update only the information that has changed and pay fees for the appropriate number of vehicles. A carrier whose principal place of business is in a state that is not participating in the SSRS must choose another base state.

States participating in the program are required to allocate and remit to other participating states the appropriate portion of the fee revenue registrants submitted during the preceding month. Records of fee revenue received from and submitted to other participating states must be kept for a minimum of 3 years. Records of each carrier for which it acts as registration state must also be retained for a minimum of 3 years.

References


4. Interstate Commerce Commission - "Notice to All ICC Regulated Carriers."

5. ILCC - letter sent to interstate regulated carriers.


3.12 Federal Motor Carrier Safety Regulations

Part 385 - Safety Fitness Procedures

This part establishes procedures to determine the safety fitness of motor carriers, to assign safety ratings, and to take remedial action when required.

A compliance review is an on-site investigation of motor carrier operations, such as drivers’ hours of service, maintenance and inspection, driver qualification, commercial drivers license requirements, financial responsibility, accidents, and other safety and business records to determine whether a motor carrier meets the safety fitness standard. A compliance review may be done to review a carrier’s operation in response to a request to change a safety rating, to investigate a complaint, or to investigate the operations of an unsatisfactory or conditionally rated carrier, or as part of a routine periodic inspection of a carrier that has been rated satisfactory. The compliance review may result in the initiation of an enforcement action.

A safety review is an on-site assessment to determine if a motor carrier has adequate safety management controls in place and functioning to meet the safety fitness standard. The safety review includes a review of selected carrier records and operations. It is used to gather information for assigning ratings to unrated carriers and may also be used to change safety ratings. The safety review will not ordinarily result in the institution of an enforcement action, but may if circumstances warrant.

Reviews are conducted to insure that carriers have adequate safety management controls in place. These controls function to ensure acceptable compliance with applicable safety requirements to reduce the risk associated with FMCSR violations. After a review has been performed, a carrier is given a rating of satisfactory, conditional, or unsatisfactory. The rating is based on the degree of compliance.

If the rating is conditional or unsatisfactory, the carrier will be given a list of those items for which immediate corrective action must be taken. The carrier must certify to the FHWA within 30 days whether these corrective actions have been taken. Upon execution of these corrective actions, the carrier may make a request for a change in its safety rating.

Reviews are generally performed by the FHWA - Office of Motor Carriers. The Illinois Department of Transportation (IDOT) may also conduct compliance reviews for the FHWA and assign ratings to carriers. The FHWA selects which carriers are to be investigated by IDOT.

Part 387 - Minimum Levels of Financial Responsibility

This subpart prescribes the minimum levels of financial responsibility required to be maintained by motor carriers of property operating motor vehicles in interstate, foreign, or
intrastate commerce.

This part applies to for-hire motor carriers operating motor vehicles transporting property in interstate or foreign commerce. It also applies to intrastate haulers of hazardous materials.

Proof of the required financial responsibility shall be maintained at the motor carrier’s principal place of business. The Schedule of Limits appears on forms issued by the FHWA.

Part 390 - General

Generally, all private motor carriers of property and for-hire motor carriers operating in interstate or foreign commerce must comply with the FMCSRs. In addition, state and local laws must be obeyed.

Every self-propelled commercial motor vehicle operated by a private motor carrier of property in interstate commerce must be marked on both sides with the following:

- Motor carrier’s name or trade name.
- City and State of its principal place of business or where the vehicle is customarily based.
- Motor carriers identification number preceded by "USDOT."

Certain documents are required to be maintained for a specified period of time. Alternatively, these records and documents may be photographed and stored on microfilm. All records except those requiring a signature can also be maintained through the use of computer technology provided the motor carrier can produce, on demand, a computer printout of the required data.

"A motor carrier shall make all records and information pertaining to an accident available to an authorized representative or special agent of the Federal Highway Administration upon request or as part of any inquiry within such time as the request or inquiry may specify." Motor carriers must maintain an accident register which contains a listing of all accidents and copies of all accident reports required by State or other governmental entities or insurers. The following information must be included for each accident: date of accident, city and state, driver name, number of injuries and/or fatalities, and release of any hazardous materials.

Part 391 - Qualifications of Drivers

Part 391 says drivers of commercial motor vehicles must be qualified. This part also explains what a motor carrier must do to qualify drivers.
Briefly stated, a driver must meet the following requirements:

- Be in good health.
- Be at least 21 years of age.
- Speak and read English well enough to do his/her job and respond to official questions.
- Be able to drive the vehicle safely.
- Be able to know whether the vehicle is safely loaded.
- Know how to block, brace, and tie down cargo.
- Have only one valid driver’s license.
- Pass a commercial driver’s road test.
- Pass a DOT written exam for drivers.
- Not be disqualified to drive a commercial motor vehicle.
- Pass a DOT drug test.

All drivers of commercial vehicles must also pass the DOT physical. If the driver passes the physical, the doctor will give the driver a Medical Examiner’s Certificate that must be carried at all times when driving. The certificate must be renewed every 2 years.

Every motor carrier must have a qualification file for each regularly employed driver. If an owner/operator is the motor carrier, then he/she must keep the file.

Part 395 - Hours of Service of Drivers

For safety reasons, commercial vehicle drivers are limited as to the number of hours which they can drive. A motor carrier cannot allow or require any driver to drive:

- more than 10 hours following 8 consecutive hours off duty; or
- for any period after being on duty 15 hours following 8 consecutive hours off duty; or
- after being on duty more than 60 hours in any 7 consecutive days if company operates 6 days a week
- after being on duty more than 70 hours in any 8 consecutive days if company operates 7 days a week

On-duty time is defined as "all time from the time a driver begins to work or is required to be in readiness to work until the time he is relieved from work and all responsibility for performing work." On-duty time includes the following: time waiting to be dispatched, time spent inspecting or servicing a motor vehicle, all driving time, all time, other than driving time, in the vehicle except time spent in a sleeper berth, all time loading or unloading a vehicle, and
time attending a disabled vehicle.

Extra driving time (up to 2 hours) may be allowed for a driver who encounters adverse driving conditions and cannot, because of these conditions, safely complete the run within the 10-hour maximum driving time permitted. These two hours are allowed so that the driver may complete the run or reach a place offering safety for vehicle occupants and security for the vehicle and its cargo. "'Adverse driving conditions' means snow, sleet, fog, other adverse weather conditions, a highway covered with snow or ice, or unusual road and traffic conditions, none of which were apparent on the basis of information known to the person dispatching the run at the time it was begun."

Every motor carrier must require every driver to make a record of duty status (logs), in duplicate, for each 24-hour period. The duty status time shall be recorded on a specified grid. Alternatively, a driver may record his/her duty status by using an automatic on-board recording device.

This device must be capable of producing, upon demand, a driver's hours of service chart, electronic display, or printout showing the time and sequence of duty status changes including the driver's starting time at the beginning of each day. The device shall provide a means whereby authorized Federal, State, or local officials can immediately check the status of a driver's hours of service.

Support systems used in conjunction with on-board recorders at a driver's home terminal or the motor carrier's principal place of business must be capable of providing authorized Federal, State or local officials with summaries of an individual driver's hours of service records. The support systems must also provide information concerning on-board system sensor failures and identification of edited data. See Section 395.15 of the Federal Motor Carrier Safety Regulations for further details.

The driver must give or send by mail the original of the driver's record of duty status (log) to his/her motor carrier within 13 days after completing the record. The motor carrier must then keep the log for 6 months.

A driver does not have to keep a log if the following apply:

- The driver operates within a 100-air-mile radius of the normal work reporting location;

- The driver returns to the work reporting location and is released from work within 12 consecutive hours;

- At least 8 consecutive hours off duty separate each 12 consecutive hours on duty;

- The drivers does not exceed 10 hours maximum driving time following 8 consecutive
- The motor carrier maintains and retains for 6 months accurate and true time records showing the following:
  - The time the driver reports for duty each day.
  - The total number of hours the driver is on duty each day.
  - The time the driver is released from duty each day.
  - The total time for the preceding 7 days for drivers used the first time or intermittently.

**Part 396 - Inspection, Repair, and Maintenance**

Every motor carrier must see that all its vehicles are regularly inspected, repaired, and maintained. The following maintenance records must be kept for each commercial vehicle:

- An identification of the vehicle including company number (if so marked), make, serial number, year, and tire size. If the carrier does not own the vehicle, the records must also how the name of the person providing the vehicle.

- A way to show the type and due date of the various inspection and maintenance operations to be performed.

- A record of inspection, repairs, and maintenance showing their date and type.

- A lubrication record.

- A record of tests conducted of through windows, emergency doors, and emergency door marking lights on buses.

Maintenance records must be kept where the vehicle is either housed or maintained for a period of 1 year and for 6 months after the vehicle leaves the motor carrier's control.

Every motor carrier must require its drivers to complete a vehicle inspection report at the end of each day. The report must clearly identify the commercial motor vehicle and list anything wrong that could affect its safe operation. Before the vehicle is driven again, the motor carrier must repair any safety defects listed and sign the vehicle inspection report.

A copy of the last vehicle inspection report must be kept on the power unit. Every motor carrier must keep the original vehicle report for at least 3 months. However, any motor carrier operating only one motor vehicle is exempt from the rules of this section.

Every motor carrier must see that all its vehicles are inspected annually, as a minimum,
and that proof of inspection is maintained on the vehicle. Proof of inspection on the vehicle may consist of a copy of the inspection report; or, an inspection decal. The motor carrier must keep a copy of this annual report for a period of 14 months from the date the inspection was performed.

(Safety Inspections in Illinois)

Most second division vehicles and medical transport vehicles must have a Certificate of Safety before being driven on Illinois highways. Inspection of intrastate vehicles must be done every 6 months at a location in Illinois. Interstate vehicles must be inspected annually at a location in any state in which they operate.

The Illinois Department of Transportation (IDOT) licenses private facilities within the state to conduct safety inspections. IDOT also trains the employees at these facilities and regulates the facilities. There is a $10 application fee required in order to become an Official Testing Station. This permit is valid for 12 months and may be renewed for $10.

The vehicle owner’s registration card, title, or equivalent must be presented to the testing facility as proof of ownership at the time of the safety test. When an inspection is conducted, a vehicle inspection report (VIR) is filled out, and a copy is given to the driver of the vehicle. Penalties and warnings are sometimes given, and a vehicle may be placed out-of-service if its condition warrants. Stickers are given to intrastate vehicles which must be placed in the windshield of the vehicle. There is a $1 charge per inspection sticker.

Road-side inspections are also randomly conducted by State Police. There are three levels for these inspections. Level 1 is the North American Standard Inspection. These are the most comprehensive inspections. Level 2 is the Walk Around Driver/Vehicle Inspection, which is not quite as detailed and does not include inspecting underneath the vehicle. Level 3 is the Driver Only Inspection, which examines only the driver’s license, medical certification or waiver, drivers’s record of duty status, hours of service, seat belt, and vehicle inspection report.

References

1. Federal Motor Carrier Safety Regulations, Title 49; the Interstate Truck Driver’s Handbook.


49
3.13 Hazardous Materials Transportation

Introduction

Hazardous materials pose a risk to health, safety and property during transportation. For this reason, the Code of Federal Regulations has set forth specific rules governing the transport of hazardous materials.

Many hazardous materials can injure or kill people. In order to protect drivers and the public, there are rules telling shippers how to package materials safely. There are also rules telling drivers how to load, transport, and unload bulk tanks. These are "containment rules."

Identification

There are specific rules for identifying hazardous materials. This is so that in case of an accident, authorities will know what type of materials they are dealing with. Shippers put diamond-shaped labels on hazardous materials packages, or tags if labels won’t fit on a package. These clearly identify what is being transported. The Hazardous Materials Table (Part 172.101 of Title 49 CFR) shows what labels must be used for specific materials. In some cases, certain types of products may not be combined in a mixed load. There is a Segregation and Separation chart naming materials which must be kept apart.

Placards are used on the outside of vehicles to warn of hazardous cargo. These diamond-shaped placards must be placed on the front, rear, and on each side of the vehicle. There are Placard Tables describing which placards to be used. A driver must have a hazardous materials endorsement on his/her CDL in order to drive any placarded vehicle.

Shipping Papers

The shipping paper describes a shipment of hazardous material. Shipping orders, bills of lading and manifests are all shipping papers. Tabs must be put on shipping papers related to hazmat, or they must be kept on top of other shipping papers. Shipping papers for hazardous cargo must be kept in one of three places: in a pouch on the driver’s door, someplace in clear view within reach while driving, or on the driver’s seat when he/she is out of the vehicle.

Hazmat shipping papers must be numbered. A proper description must be given of the hazardous product. A shipper’s certification, signed by the shipper, must testify that the shipment has been prepared according to the regulations. If a shipping paper describes both hazardous and non-hazardous materials, the hazardous materials must either be described first, highlighted, or marked in a specific HM column. The basic description of a hazardous product includes the proper shipping name, hazard class and identification number, in that order. Each
shipping paper accompanying a shipment made under an exemption must bear the notation "DOT-E" followed by the assigned exemption number. Other regulations may apply for certain substances.

When transporting hazardous waste, a Uniform Hazardous Waste Manifest must be signed by the driver and carried in the vehicle. This is EPA Form 8700-22, which is a one-page, four-copy form. The name and EPA registration number of the shipper, carriers and destination must appear on the manifest. It must be signed by the shipper, carrier and receiver. These forms shall be retained for a period of three years from the date the waste was accepted.

Carriers of Class A or Class B explosives must carry a copy of FMCSR Part 397. They must also carry written instructions describing what to do if delayed or in an accident.

Driving and Parking

Loads of A or B explosives should not be parked within 5 feet of a travelled roadway or on private property when the owner has not been notified. It should also not be parked within 300 feet of an open fire, a bridge, tunnel, building, or any public gathering place.

Other placarded loads may be parked within 5 feet of the travelled roadway, but only briefly and when required for their work. Someone must be watching the vehicle from a distance of 100 feet or less. The vehicle should not be parked within 300 feet of an open fire.

In some cases, drivers may be restricted to travelling only on certain routes, depending on the states and counties traveled in. A permit may also be required in some areas. For Class A or B explosives, a specific route plan is always required. Drivers of placarded vehicles must stop at all railroad crossings.

References

2. Code of Federal Regulations, Title 49, Parts 100 to 177.
3.14 Special Waste Hauling Permits

No person shall haul or otherwise transport any special waste generated within Illinois or any special waste to be disposed of, stored or treated within Illinois without a current, valid waste hauling permit issued by the Illinois Environmental Protection Agency, unless they are exempt from the special waste hauling permit requirements.

Applications for special waste hauling permits shall be made on application forms prescribed by the Agency which as a minimum shall require the following information:

a) Name, address, telephone number and location of the vehicle owner and operator applying for the permit.

b) A description of the service to be provided, including the number and types of vehicles and tanks to be used.

c) An agreement by the vehicle owner that:

1) Special waste loading, hauling, and unloading will be conducted in compliance with all applicable state and federal laws and regulations.

2) All vehicles, tanks, and associated piping, valving, etc. used in special waste hauling will be clean and in good repair at all times when so employed and will be constructed and maintained to prevent leakage or spillage, and shall be cleanable.

3) No waste shall be mixed with other wastes in one tank or on one vehicle if such mixture results in a hazardous combination.

4) The special waste hauling equipment and procedures shall be safe and meet the requirements of state and federal laws and regulations.

All permits and tank numbers issued shall be issued for a period not to exceed one year and are renewable.

Exemptions

Any person who generates a total quantity of special waste 220 pounds (100 kilograms) or less in any calendar month for disposal, storage or treatment within Illinois is exempt from the permit requirements of this Subpart and from the manifest provisions in Subpart E of this part. There are also exemptions for particular types of special waste hauling such as livestock waste or municipal wastewater treatment plant sludge.
Vehicle Identification

Vehicles which haul special waste must display a number issued by the IEPA on opposite sides of the permitted vehicle following the words "Licensed Special Waste Hauler:(number)." The vehicle must also display a seal furnished by the IEPA which shall designate the date on which the permit was issued.

All vehicles used to transport special waste and packages used to contain special waste shall be labeled, marked and placarded in accordance with regulations adopted by the Illinois Department of Transportation or the United States Department of Transportation or the United States Environmental Protection Agency, whichever has jurisdiction.

Manifests, Records, and Reporting

"Any person who delivers special waste to a permitted special waste hauler shall complete a manifest to accompany the special waste from delivery to the destination of the special waste. The manifest which shall be provided or prescribed by the Agency shall, as a minimum, contain the name of the generator of the special waste when and where generated; name of the person from whom delivery is accepted and the name of the site from which delivered; the name of the special waste hauler; the date of delivery; the final disposal, storage or treatment site; and the name, classification and quantity of the special waste delivered to the hauler. The Agency may provide or prescribe a different form of manifest for Class A special wastes than for Class B wastes." Special waste manifests should be kept as records for a period of three years.

Tire Transportation

No person shall transport more than 20 used or waste tires in a vehicle unless the following requirements are met:

1) The owner or operator has registered the vehicle in accordance with IEPA regulations.

2) The owner or operator displays a placard on the vehicle issued by the Agency.

All registrations approved hereunder shall be effective for a period of two years from the date of approval and are renewable. A placard shall be placed on opposite sides of the vehicles which displays a number issued by the Agency following the words "Registered Tire Transporter:(number)." The vehicle owner and operator shall also display a seal furnished by the Agency which shall designate the date on which the registration expires.
3.15 Commercial Vehicle Safety Alliance

"Commercial Vehicle Safety Alliance (CVSA) is a truck safety group representing 48 states (only Hawaii and South Dakota are not members), the country of Mexico and 12 Canadian provinces and territories. CVSA provides a framework so participants can achieve uniformity, compatibility and reciprocity of standardized heavy vehicle roadside and on-site safety inspection procedures and out-of-service criteria. CVSA issues a quarterly, color-coded decal for commercial vehicles that pass random inspection."

Reference

4. PROCESSES AND PROCEDURES

This chapter describes the processes and procedures by which the laws, regulations, and policies of different agencies dealing with commercial vehicles in Illinois are implemented. They are written based on review of the related documents received from an agency and a site visit/interview with knowledgeable individuals in the agency.

The chapter contains ten sections written using information gathered from the nine agencies contacted. The material is not meant to be comprehensive, but to give a general idea of the operations performed by each agency. The tasks performed by each agency are explained along with a brief description of how they are carried out. When available, any plans for futures changes in laws and/or procedures are also described.

4.1 IDOT - Safety Division

The Safety Division of IDOT is responsible for three main tasks. These are safety inspections, hazardous materials enforcement, and safety and compliance reviews.

Safety inspections for intrastate vehicles must be conducted every 6 months. Interstate vehicles must be inspected annually. However, interstate inspections may be conducted in any state in which the carrier operates. IDOT licenses private facilities within the State of Illinois to perform safety inspections. IDOT trains the personnel at the testing stations and regulates their operations. There is a $10 application fee to become an approved testing station as well as a $10 annual renewal fee. There are around 400 such facilities in Illinois. Approximately 400,000 trucks and 3500 buses are inspected each year.

Vehicles are brought to the Vehicle Testing Stations when they are due for inspections. Proof of ownership such as registration card, title, or equivalent must be given before the test may be performed. The test is then performed and a Vehicle Inspection Report (VIR) is completed. A Certificate of Safety (decal) is issued when the vehicle meets or exceeds the minimum safety test requirements (intrastate vehicles only). There is a fee for the test as well as for any minor repairs made and a $1 fee for the Certificate of Safety.

The Vehicle Inspection Report is a three-copy "bubble-type" form. The top copy is submitted to the Department of Transportation. The form is then "scanned" by IDOT officials (except for the name and address of the carrier, which is entered by hand) and stored in a computer. The second copy is filed at the Official Testing Station and retained for 18 months. The third copy is given to the driver. Interstate drivers must retain this copy in the vehicle for a period of one year, but this is not required for intrastate vehicles. If a vehicle is rejected, the first and second copies are retained and the third copy is given to the driver. The vehicle may then be retested within a thirty day period which is allowed for repairs.
The State Police may also at times perform roadside or weigh station inspections of commercial vehicles. The inspections may be Level 1, 2, or 3, with Level 1 being the most comprehensive. The inspection will always include a checking of credentials and may or may not include examination of the vehicle itself. This may also include checking for compliance with any applicable hazardous materials regulations. These inspections are done on Form ISP 5-238 and are not scannable. If the vehicle is in such condition as to likely break down or cause an accident, the State Police may place the vehicle out of service. The vehicle then may not be moved until the condition has been corrected.

The driver of the vehicle is given a record of the inspection, regardless of whether or not it is found to be in violation. The State Police will also keep copies of the inspection. Each month the State Police send this inspection data to IDOT via computer. When the Department has reason to believe that a person is in violation of any part of the Motor Carrier Safety Regulations, a warning letter may be issued. This warning must be made personally or by certified mail. A person who commits an act that is a violation of any of the MCSR is liable for a civil penalty of up to $5000 for each violation. If the violation continues, each day of the violation constitutes a separate offense.

Safety and compliance reviews of carriers are also performed. This involves the inspection and examination of records of motor carriers which are required to be maintained under the Motor Carrier Safety Regulations (MCSRs). These are done at the carrier’s place of business. These are conducted by safety specialists from the Office of Motor Carriers (OMC), U.S. Department of Transportation.

IDOT also performs some of these reviews, typically in response to complaints about the company made by the public, truck drivers, or other companies. IDOT does about 140 of these reviews (mostly safety) per year. These results are given to the Illinois section of the FHWA for further review. The Illinois Division of the FHWA then sends the results to the Washington, D.C. office so that a rating may be assigned. The Washington office then sends the rating directly to the carrier. A copy of the rating is also sent to the Illinois Division of FHWA.

The rating given to the carrier upon completion of the review may be either satisfactory, unsatisfactory or conditional. Satisfactory means that a motor carrier has in place and functioning adequate safety management controls to meet the prescribed safety fitness standard. Conditional means that adequate safety management controls are not in place to prevent violations. Unsatisfactory means that adequate safety management controls are not in place, and have resulted in violations. If unsatisfactory, the carrier is given 45 days to take action necessary to improve the safety rating to conditional or satisfactory. While unsatisfactory, the carrier may not transport hazardous materials or more than 15 passengers, including the driver.

IDOT sends quarterly reports to the federal government documenting their operations. They also send inspection data to Washington, D.C. each month via computer.
References


2. Illinois Administrative Code, Title 92, Chapter I, Subchapter d, Motor Carrier Safety Regulations.

The permit section of IDOT is responsible for issuing permits for oversize and overweight loads. These permits are necessary for any loads which exceed the legal limits described on Form BT 753. There are 7 different types of permits which can be issued, each for a particular operation.

Applications may be made to the permit office by telephone or in writing. Written applications may be submitted in person, by mail, or by any of the various types of electronic communications equipment maintained in the Permit Office. Permits for moves which exceed the practical maximum size and weight limits must be in writing. Permits for certain other types of movements must also be applied for in writing, on specific forms. Some companies may elect to use a service to obtain their permits for them.

Form BT 993 is generally used to obtain permits. A copy of this form must accompany the actual permit. Permits issued by telephone shall be written in ink or typed by the permittee on Form BT 1928. When a telephone call comes in, the data is entered into a computer. The permit is then faxed to the applicant. Overweight and overheight moves must specify the exact route which the driver must follow. Exceptionally large loads may require an engineering investigation and/or a civilian or State Police escort arrangement before the permit may be issued. IDOT may also check with the Interstate Commerce Commission to determine the validity of an operator's ICC number.

Payments for permits can be made by cash, check, or through the use of a special account. These accounts may be either an escrow account or an open charge account. Approximately 180,000 permits are issued in a typical year. During peak season (May-Oct), up to 1000 permits may be issued in a day. The permit must be carried in the vehicle and presented to authorities upon request.

The State of Illinois has joined the Multi-Jurisdiction Oversize/Overweight Organization (MOOO). This is a regional permit program which includes Illinois, Indiana, Kansas, Kentucky, Michigan, Minnesota, Wisconsin, Ohio, Missouri and Iowa. Under this agreement, a carrier will only need to make application in their base jurisdiction in order to travel in all of the jurisdictions which participate. Payment is made which covers the fees for all states traveled in, and the money is exchanged between the states each month. This agreement should increase the efficiency of operations without sacrificing any revenues.

The Department of Transportation works in cooperation with the Illinois State Police in order to enforce the Size and Weight laws.

There are 20 state-owned fixed scales utilized on the interstate system and 12 on other state highways. There are currently three high speed weigh-in-motion (WIM) systems in Illinois. These are currently used for data collection purposes only. In addition, there are
eleven static fixed scales which incorporate low-speed WIM sorting scales ahead of the static platform scales. Five of the static fixed scales in the state incorporate Bridge Formula Compliance Analyzers ahead of the static platform scales. There are also thirteen sets of semiportable scales which are used on a rotating basis throughout the state. Illinois does not use portable scales.

Approximately 9 million vehicles are weighed annually at fixed scales. About 100,000 are weighed on the semiportable scales. Violations rates are approximately 1% and 7% at the fixed and semiportable scales, respectively. The fixed scale hours vary, while the semiportables are generally used from 6:00 A.M. to 2:30 P.M..

References


2. Illinois Highway Code, Chapter 6 - Permits Rev. 4/92.

4.3 Illinois State Toll Highway Authority

The Illinois State Toll Highway Authority (hereafter referred to as The Authority) operates and maintains around 1200 lane-miles of mainline pavement. These routes are located entirely in the northern part of Illinois. Therefore, the domain of the Authority is smaller than that of the other organizations in the State. The Authority deals with commercial vehicles in three main areas. These are oversize/overweight permit issuance, toll collection, and weight enforcement.

Permits must be obtained from the Authority for oversize and overweight movements. These are in addition to Illinois Department of Transportation (IDOT) permits and any other local permits which may be required. The Authority’s size and weight limits are similar to IDOT’s, except that the height and width requirements are more strict because of the limitations at toll plazas. Overweight and overlength permits must be obtained directly from the Authority. Permits for overwidth and overheight vehicles may be obtained at toll plazas.

Overweight permits are obtained directly from the Authority, usually by telephone. In addition to basic information, a state (IDOT) permit number must be given in order to obtain the permit. Special approval must be given for vehicles over 100,000 pounds. Fees vary according to the amount over the limitations of Section 15-111 of the Illinois Vehicle Code. The fee is $35 if the vehicle exceeds the limit by not more than 30% and $150 if the vehicle exceeds the limit by more than 30%. The fee may be paid either in cash or through the use of a Tollway Charge Card at a toll plaza, or billed to the company and later paid by check. The driver only needs to carry the permit number, not a paper copy, in the vehicle.

Overlength permits are also obtained directly from the Authority. A state (IDOT) permit number is required if the load is over 80 feet in length. Special approval is required for vehicles over 100’ long. The basic fee is $15. A civilian escort is needed for vehicles 110’1” to 145’ in length, and a State Police escort is required for vehicles over 145’ in length. Escorts involve additional costs. Civilian escort charges vary, and the State Police escort charges are $40/hr for a minimum of two hours. Permits are paid in cash or by Tollway Charge Card only. State Police escorts must be paid by check made out to ISTHA and given to the Trooper at the time of escort.

The Authority’s permit section is open from 8:30 AM to 4:30 PM. After hours, the State Police are able to process applications. The State Police have a district office located within the same building which houses The Authority.

The forms used for permit applications are not currently computerized. A form is completed by hand and then photocopied and distributed to the State Police (overweight and overlength) and the finance section (overweight only). Many companies have pre-printed forms which simplifies the completion of the application. The Authority moved into a new building in 1992. All employees have computers which are connected to a network. Therefore, it seems that computerization of the permit process may be possible in the future.
Overwidth and overheight permits are issued at toll plazas for a fee of $15. Overwidth vehicles are those from 8’7” to a maximum of 10’ in width. Overheight vehicles are those from 13’7” to a maximum of 14’6” in height.

Like all vehicles, commercial vehicles must stop and pay tolls at all toll plazas. Tolls vary with the number of axles. Tolls are paid in cash or by using Tollway Charge Cards which allow companies to charge their tolls. The Authority is currently testing Automatic Vehicle Identification (AVI) technology for toll collection in designated lanes on a section of I-355. This system is not an "on-the-fly" system, but one that still requires vehicles to come to a stop.

The Authority hopes to complete system-wide implementation of an AVI system in the next three years. The technology they are examining is read-write. This means that the equipment is able to not only read information from vehicles, but also to transmit some information to the vehicle which may be stored for future reference. Therefore, it is possible that commercial vehicle information could be tied into the system. Should an on-the-fly be used in the future, the law requiring vehicles to come to a full stop at all toll plazas would have to be changed.

Occasionally, the State Police may set up a portable scale at a toll plaza to check for overweight vehicles. This activity is random, and is dependant on the number of available State Police personnel. It might be possible in the future to set up a weigh-in-motion scale (WIM) at a toll plaza which could operate in conjunction with the AVI equipment at the plaza.

Reference

1. Rules and Regulations of The Illinois State Toll Highway Authority
The Illinois State Police has primary responsibility for commercial vehicle enforcement. The Illinois Commerce Commission and Secretary of State also have some enforcement officers who possess full police powers. These officers mainly enforce the regulations which pertain to their own organizations, however. The Illinois Commerce Commission is responsible for operating authority, and the Secretary of State handles licensing of drivers and registration of vehicles. The State Police do a wide range of enforcement activities.

There are three distinct areas of enforcement which the State Police control. One is the Motor Carrier Safety Division. This division enforces the Federal Motor Carrier Safety Regulations (FMCSR), which are found in Title 49 of the Code of Federal Regulations (CFR). The Hazardous Materials Section enforces the hazardous materials regulations, which are another part of Title 49 CFR. The Second Division Vehicle Section is in charge of oversize and overweight vehicles.

There are approximately 900 Illinois State Police officers. About 60 of these are trained in hazardous materials regulations, and another 38 are trained in the FMCSR. There are also around 75 civilian truck weighing inspectors who work at the fixed scales. These inspectors are not actual police, but they work in cooperation with the State Police. The civilian inspectors work full-time at the scales. Hazmat officers and MCSR officers spend around 50% of their time enforcing their respective regulations. It is estimated that a typical trooper spends around 10% of their time in commercial vehicle enforcement.

Training for State Police is done at the State Police Academy. In addition, there is a three-week hazardous materials and a one-week FMCSR training sessions. There are also periodic refresher courses and periodic training for all officers when there are any law changes.

There are a number of different enforcement mechanisms used by the State Police. The most typical is accomplished at weight stations. Trucks are required to be weighed at scales located throughout the state. These scales are open during various hours depending on the manpower available. Typically, a truck comes in and is weighed on the scale. If there is a violation, credentials are examined. The truck weighing inspector may write a warning or a citation. Fees for overweight citations vary according to the amount. A trooper may be called if other violations are suspected. The driver of the vehicle must post bond in order to leave. The vehicle may not be moved until it is made legal.

Weigh-in-motion (WIM) technology is currently used at some sites for checking vehicles. Vehicles exceeding a certain weight are then directed to a static scale. However, it is believed that current WIM technology must be enhanced before it will be accurate enough to be used for enforcement purposes.
There are also routine roadside or weigh station inspections performed on vehicles. These may involve a check of credentials, equipment, and hazardous materials. The inspections may be Level 1, 2, or 3, with Level 1 being the most comprehensive. Officers are trained to perform the various levels of inspections. Approximately 38 are trained to perform Level 1 inspections. Inspections are done on Form ISP 5-238 and are not scannable. If the vehicle is in such condition as to likely break down or cause an accident, the State Police may place the vehicle out of service. The vehicle then may not be moved until the condition has been corrected. The driver of the vehicle is given a record of the inspection, regardless of whether or not it is found to be in violation. The State Police also keep copies of the inspection.

When the Department has reason to believe that a person is in violation of any part of the Motor Carrier Safety Regulations, a warning letter may be issued. This warning must be made personally or by certified mail. A person who commits an act that is a violation of any of the MCSR is liable for a civil penalty of up to $5000 for each violation. If the violation continues, each day of the violation constitutes a separate offense. Routine citations carry a fee of $75.

Each month the State Police send inspection data to the Illinois Department of Transportation (IDOT) via computer. They also upload their inspection records into FHWA’s SAFETYNET roadside inspection data base. This system contains data from the state roadside truck safety inspections that are conducted in support of the Motor Carrier Safety Assistance Program. SAFETYNET was developed with the cooperation of the Commercial Vehicle Safety Alliance, an organization that includes state agencies responsible for truck safety enforcement, which develops criteria and standards for roadside inspections. SAFETYNET also maintains an accident data base which has data about all "tow-away" truck accidents.

All enforcement activity is currently done on specific State Police forms, such as the one noted above. This would include hazmat forms, MCSR forms, oversize and overweight forms, and regular citation forms. In the future, officers may have laptop computers in their vehicles which could then be used to send information to the mainframe. Presently, all enforcement data is entered by hand by personnel in Springfield. A lack of funding has prevented the use of laptops up to this point in time.

Reference

The Secretary of State handles two main tasks associated to commercial vehicle operations (CVO). These are licensing of drivers and registration of vehicles. The Secretary of State also has officers who enforce the above operations. These officers are trained at the State Police Academy and have full police powers.

**Commercial Drivers License**

In order to operate a commercial vehicle, one must obtain a Commercial Driver’s License (CDL). This license allows operation of commercial vehicles in all states. Applicants must be a resident of the state in which they apply.

This license is issued by the Secretary of State upon completion of a vision test, written test and skills test. In certain cases, the skills test may be waived. The cost of a CDL is $40. The licenses are issued at the various drivers license service facilities in Illinois. In the Chicago area, licenses are available only at special CDL testing facilities, of which there are four.

The standards for obtaining a CDL are uniform throughout the United States. The program was initiated in order to remove irresponsible and unqualified drivers from the road. The program prevents drivers from holding a license in more than one state. It also provides a nationwide information system which allows states to exchange information on traffic violations and to remove problem drivers from the road. The CDL classification system is uniform throughout the U.S..

**Registration of Vehicles**

The Secretary of State’s Office is responsible for registration of all vehicles, including the various types of commercial vehicles which travel in or through the State of Illinois. Trip permits for interstate carriers and Heavy Vehicle Use Tax also come under the jurisdiction of the Secretary of State.

There are six distinct types of registration for commercial vehicles: International Registration Plan (IRP), proration, reciprocity, farm plates, mileage plates and flatweight registration.

1) The International Registration Plan is an annual system of vehicle registration for interstate motor carriers. It is a method of licensing carriers apportionately in two or more member jurisdictions. The fee is then determined according to the percentage of miles traveled in the various jurisdictions. One registration plate and one cab card are issued to each vehicle.
The cab card indicates those jurisdictions in which the vehicle can legally operate.

IRP application may be made in person, through the use of a remitter, or by mail. There are some specific requirements for first year IRP applicants. The applicant must display proof of residence and proof of ownership for all vehicles being registered. They must also show IRS Form 2290, proof of Heavy Vehicle Use Tax, if the vehicle weight is over 55,000 pounds and 60 calendar days have elapsed since the vehicle was purchased.

Applicants need to complete two forms; one is an IRP application and one is a Schedule G, which requests basic information. The applicant describes the vehicles being registered (including weights) on the IRP application, as well as the states they wish to travel in, along with estimated mileage (obtained from estimated mileage chart). Fees are then calculated, and two checks are written - one for the Illinois fee and one for all foreign fees combined. (Again, only one check may be required in the future). License plates and cab cards are then issued.

Each year after that, the carrier is sent an annual renewal. Actual mileages from the previous year are used in determining the registration fees for the next year.

IRP forms are not currently scanned into computers and do require manual data entry. All information is stored on the SOS’s Honeywell mainframe, however, and can be checked on-line. The overall operation is very efficient. Some automation could possibly be implemented to improve the exchange of information between jurisdictions. Currently, boxes of paper and actual checks are exchanged. In the future, this may be done electronically, instead.

IRP represents a majority of all registrations. In 1991, there were approximately 122,000 power units and 80,000 trailers registered under IRP in Illinois.

2) Proration is a method of registration which is used for carriers based in non-IRP jurisdictions. These jurisdictions are: Alaska, British Columbia, Puerto Rico, Mexico, New Brunswick, and Newfoundland. Applicants pay registration fees according to the number of miles they travel in Illinois. The principle is similar to that of IRP. Proration is a vehicle-specific type of registration. Each vehicle must carry a decal which is placed on a backing plate. There were around 27,000 prorate decals sold in 1991.

3) Reciprocity is an agreement between two jurisdictions, regarding license plates, mileage or flat taxes, in which each state agrees to give motor carriers from the other state similar privileges. It is used by carriers in the following jurisdictions: Delaware, New Jersey, Rhode Island, District of Columbia, Manitoba, Ontario, Nova Scotia, Prince Edward Island, Quebec, and Northwest Territory. A flat fee of $12 is paid which allows vehicles in the carrier’s fleet to travel through Illinois. Copies of the Fleet Reciprocity Permit must be carried by the drivers of all vehicles operating on Illinois highways. Approximately 150 reciprocity permits were issued in 1991.
4) Farm plates and mileage plates are reduced types of registration. They are issued on a fiscal year basis (July 1 - June 30). Farm plates must be used exclusively by the owner for agricultural, horticultural, or livestock raising purposes. Such vehicles, however, are not for hire. This registration is used for in hire transportation of seasonal fresh and perishable fruits or vegetables from the farm to the point of first processing. There is no restriction on mileage, and the vehicle may operate out of state. However, truck operators should check with the other states to determine if additional documents and/or fees are required. Fees are paid according to the combined weight of the vehicle and load. There are separate fees for the vehicle and for trailers. In 1991, there were about 30,000 farm truck plates and 7000 farm trailer plates issued.

5) Mileage plates are issued only for intrastate vehicles traveling a limited number of miles. These are issued for vehicles such as concrete trucks which might travel only a low number of miles. Registration fees are paid according to the weight of the vehicle and number of miles driven. A maximum mileage is permitted for the initial fee, and an excess mileage rate is applied to any miles over the limit. A surety bond in the amount of $500 per vehicle must be put up to cover any excess mileage. Again, separate fees apply to trailers. In 1991, there were approximately 21,000 mileage truck plates and 900 mileage trailer plates issued.

6) Intrastate vehicles not traveling a limited number of miles pay a flatweight tax for registration. The fees vary according to vehicle weight. In 1991, approximately 11,000 flatweight truck plates and 2500 flatweight trailer plates were issued.

IRP registrations represent a majority of all commercial vehicle registrations. The remaining five types are used only for specific kinds of vehicles. A motor carrier who travels infrequently in Illinois has the option of purchasing a trip permit in lieu of registration at a cost of $15. These permits are valid for one vehicle for 72 hours and may be purchased from the Secretary of State or from authorized wire services. There were nearly 13,000 trip permits issued in 1991.

References

1. 1991 Commercial and Farm Truck Division Annual Presentation.


3. 1994 International Registration Plan Applications and Instructions
The Illinois Department of Revenue is responsible for administering the Motor Fuel Use Tax. This is a tax associated with the consumption of fuel by commercial vehicles during travel on the highways of the State of Illinois. It covers diesel fuel as well as other types of fuel.

In order for a commercial vehicle to travel through Illinois, it must be registered for Motor Fuel Use Tax. Motor vehicles which enter or leave Illinois (interstate) three times or less in any 12 month period are not affected. They may purchase a single-trip permit for $20 which is valid for 72 hours. These are available at Dept. of Revenue offices and from certain truck stops and wire services. Truck stops and wire services usually charge a fee for this service. In 1991, around 27,000 single-trip permits were issued.

Interstate carriers must carry a copy of their Motor Fuel Use Tax Permit in their vehicle. They must also display decals on the passenger side of their vehicles if they operate diesel-powered vehicles. Permits are valid until canceled and decals must be renewed each year. There is no charge for the permit, but decals cost $3.75 each. Failure to obtain a permit and to display decals will result in a minimum penalty of $1000. Carriers apply for a MFUT Permit using Dept. of Revenue Form MFUT-1. They apply for decals using Form MFUT-2. Once the MFUT Permit has been issued, Form MFUT-2 may also be used to order additional decals. Replacement decals may be ordered in some cases, which requires the use of Form MFUT-4. Processing of these applications currently takes approximately two weeks, although it make take longer during "busy season." These forms require some verification of information and also require hand data entry.

Currently, around 700,000 decals are issued per year for 40,000 accounts. 12,000 of these accounts are annual reporters. When Illinois joins the International Fuel Tax Agreement (IFTA) in 1994 (target date), the number of accounts will be reduced to 20,000. About 6700 of the accounts are Illinois carriers.

Carriers are required to file Form IDR-280, Motor Fuel Use Tax Return, each quarter. These returns are mailed to the carrier each period with the name, address, ID numbers, and permit numbers preprinted. Carriers must report the total miles traveled in all jurisdictions and the total gallons of fuel purchased in all jurisdictions. They also report the total miles traveled in Illinois. It is then determined how much fuel was used for travel in Illinois. Tax should be paid for this amount of fuel. Depending on the amount of fuel that was purchased in Illinois, the carrier may either owe tax or be entitled to a refund. Carriers who incur a MFUT liability of less than $625 during a calendar year may file an annual return.

As noted above, Illinois is not currently a member of the International Fuel Tax Agreement, but is planning to become a member in 1994. This will bring about some major changes within the organization and its procedures.
Under IFTA, all vehicles will be required to display decals, not diesel-powered vehicles only as is the case now. These decals will cost $3.75 for a pair, with one decal being displayed on each side of the vehicle. Under IFTA, both the decals and the permit must be renewed annually.

The number of accounts under IFTA will be lower. This is because IFTA members in other states will no longer deal with Illinois directly.

The Department of Revenue plans to begin use of the Lockheed Vista system once IFTA is implemented. This system will greatly improve operations and speed up processing. It will allow on-line changes to be made to returns and to decals. The system will keep track of the carrier’s account and display if there is a balance or a credit due.

Reference

1. Based on personal interview.
4.7 Interstate Commerce Commission

The Interstate Commerce Commission (ICC) administers economic regulations pertaining to interstate trucking and passenger services, including granting operating authorities, filing of rates, insurance filings, and reports and record keeping requirements. Carriers must obtain authority from the ICC when they are conducting interstate transportation of property or passengers by motor vehicle for compensation.

To apply for authority or to expand existing authority, one must complete and file ICC Application Form OP-1. Application may be made by mail or in person at an ICC office. The same application is used in applying for permanent, temporary, and emergency temporary authority. Emergency temporary authority is valid for a period of 30 days at a cost of $80. Temporary authority is valid for 9 months, and the cost is $100. Temporary or emergency temporary authority alone may be obtained from the Chicago office. If permanent authority is applied for simultaneously with one of the above, the original and one copy must be sent to ICC Headquarters in Washington, D.C., and two copies must be sent to the Chicago (regional) office. Processing for permanent authority takes 3-4 months. The fee is $250. If only permanent authority is applied for, then the original and one copy are sent to ICC headquarters and one copy is sent to the regional office. Typically, the Chicago office receives 12-15 applications in a day.

Applications are not automatically approved. Summaries of requests for permanent and temporary authority are published regularly in the ICC Register. If no protest (due in 45 days for permanent and 15 days for temporary) is filed following ICC Register notice, the application is approved. A letter-notice is then sent to the carrier. Most applications are unopposed. However, if there is opposition, the carrier is served with a copy of the protest, and will have the right to reply. Filings for emergency temporary authority are not published. They are voted on by the ICC’s regional decisional body. Notification of the decision is given by telephone, usually within one week. No written ICC decision is issued for emergency temporary authority.

"An applicant for motor carrier of property operating rights must establish that it is fit, willing, and able to provide service, and present evidence that the proposed service will serve a useful public purpose, responsive to a public demand or need" (Highlights, p.2). Evidence of need is usually supplied in the form of letters written by shippers providing testimony. The applicant must also provide evidence of their most current DOT safety rating, or, if unrated, certify their willingness to comply with all applicable DOT safety rules.

Once the authority application has been approved -- but before the document which allows you to begin operations has been issued -- carriers must file with the ICC all required insurance forms. These forms are available from insurance companies. The insurance company must file evidence with the Commission that the carrier maintains appropriate levels of bodily injury and property damage insurance. The kind and amount of insurance coverage depends on the type of commodities being carried.
All motor carriers must designate an agent in each State where they will conduct operations who will accept legal filings on their behalf (known as process agents). Some commercial companies will file blanket designations for process agents. Motor common carriers must also file tariffs with the ICC listing prices for and specifying terms of the services offered.

Carriers are required to display their ICC number on their vehicles. They must also carry a copy of the ICC license as well as their insurance card. The license describes what they are allowed to carry and what states they are allowed to operate in. The ICC license remains valid as long as the proper insurance is always renewed. It may be updated if the carrier wishes to alter the commodities carried.

All ICC forms are stored on computer as well as on paper. The ICC has a system called Automated Response Capability (ARC). This is a phone number which may be called 24 hours a day, 7 days a week. Using a touch-tone telephone, carriers may access: status of authority or cases before ICC, insurance status or process agents, how to file applications, claims, or complaints, tariff, rate, or undercharge information, average diesel fuel prices, and ICC press releases and news information.

References

2. Interstate Commerce Commission - Instructions For Completing Application Form OP-1.
The Illinois Commerce Commission (ILCC) is empowered by the Illinois General Assembly to regulate motor carriers. The extent of these powers is laid out in Chapter 18c of the Illinois Vehicle Code, which is known as the Illinois Commercial Transportation Law, or ICTL. The ILCC generally regulates the for-hire transportation of property on the public highways of this state. However, certain types of transportation are exempt, such as mail, agricultural commodities, waste for disposal and other certain items under certain circumstances. The ILCC regulates both interstate and intrastate carriers, but the two are very distinct. Because of the differences, the two will be discussed separately. Carriers operating both interstate and intrastate may be subject to regulation by both the ILCC and the Interstate Commerce Commission (ICC). There are approximately 6000 intrastate carriers and 14,000 authorized (non-exempt) interstate carriers registered with the ILCC.

**Interstate Carriers**

Exempt interstate carriers are required to register with the ILCC and obtain bingo stamps. There is a one-page application which may be used for both registration and for ordering interstate stamps. Registration costs $25 and annual (bingo) stamp fees are $7 per vehicle in the State of Illinois. There is also a $10 processing fee associated with each application. Additionally, exempt carriers must also file proof of insurance, Form E, along with the $25 fee for filing same, prior to being authorized to perform for-hire interstate operations. Carriers residing outside the state of Illinois must also provide a process agent in Illinois. 1994 is likely to be the last year for any bingo stamps in Illinois. The ILCC is currently working with other states to implement a program for exempt carriers in Illinois similar to the Single State Registration System described in the next paragraph.

Beginning in calendar year 1994, the Illinois Commerce Commission will participate in a base state program, known as the Single State Registration System (SSRS). This program will require each vehicle to carry in its cab a copy of a receipt issued by the base registration state (instead of the old cab card with bingo stamps). Only authorized interstate carriers will fall under these regulations.

Under the SSRS, carriers will register with their base state, the state where their principal place of business is located, only. The initial registration will be accomplished by filing a copy of the ICC authority issued to that carrier, a list of the carrier’s process agents, and proof of insurance. Application for single state registration is made using forms RS-1 and RS-2. Accompanying the original registration will be a payment equal to the fees levied by each state of travel for the number of vehicles traveling in those states. This is similar to the process of ordering bingo stamps. In subsequent years, carriers will need to update only the information that has changed and pay fees for the appropriate number of vehicles. A carrier whose principal place of business is in a state that is not participating in the SSRS must choose another base
States participating in the program are required to allocate and remit to other participating states the appropriate portion of the fee revenue registrants submitted during the preceding month. Records of fee revenue received from and submitted to other participating states must be kept for a minimum of 3 years. Records of each carrier for which it acts as registration state must also be retained for a minimum of 3 years.

**Intrastate Carriers**

Intrastate carriers must obtain a Motor Carrier of Property license from the ILCC before beginning operations. Application for authority must be made on prescribed ILCC forms. Temporary authority may be granted, but only if an application for permanent authority has been filed or is filed concurrently with the application for temporary authority. The same form is used in applying for either temporary or permanent authority. "In order to qualify for a motor carrier of property license, the applicant must demonstrate that he is fit, willing and able to provide the service in compliance with applicable law; that there is a need for the service; and that issuing the license will promote the public convenience and necessity (common carrier of property) or the public interest (contract carrier of property)." Proof of necessity includes a statement of Shipper Support.

Once the applicant has properly completed and filed the application, they will receive a letter from the Commission authorizing them to publish notice in the Official State Newspaper. The notice form to be completed and mailed to the Official State Newspaper will accompany this letter. Notice must be published on the Public Notice form mailed to the applicant by the Commission. The applicant must secure a Certificate of Publication from the Official State Newspaper, promptly file a copy of the permanent publication with the Review and Examination Section of the Commission, and bring the original Certificate of Publication to the hearing. An oral hearing is required by statute on all applications for permanent motor carrier of property authority. A hearing is not normally required on a request for temporary authority.

If the application is granted for temporary or permanent authority, the license cannot be issued until the following documents have been filed with the Commission: proof of insurance, tariffs or rate schedules, franchise (stamp) fees for each vehicle, and contracts executed with each shipper the applicant intends to serve (contract carriers only). The basic fee for new licenses for general commodities is $900. Licenses do not have to be renewed every year, and remain in good standing so long as all annual requirements (annual report and annual renewal of stamps) are met, and continuous proof of insurance and rates are on file.

The same form used for registration and stamp ordering by interstate carriers is used by intrastate carriers to obtain cab cards. The annual fee is $25 per vehicle for intrastate stamps. A $10 stamp order processing fee must accompany each application. Applications for renewal are sent out late in the summer or early in the fall and may be ordered by mail or charged by
phone. An annual report of operations must be filed by May 15 for each preceding year.

General

All information used by the ILCC is stored on personal computers which are linked in a network environment. All information is easily accessible. Scanners are used to some extent, but some data is still entered by hand. The technology is modern and could easily be expanded to provide additional services.

The ILCC has several different sections which handle commercial vehicle operations. The ILCC Police are trained at the State Police Academy and have full police powers. Their main task is to check operating authorities, however. There is a Tariff and Audit Section which is responsible for reviewing rates and performing audits. The Processing Section issues Bingo and intrastate stamps and files leases. There is also a Review and Examination Section which reviews applications for licenses, as described earlier.

In addition, the Office of Transportation Counsel provides a Compliance Advisory Service to all intrastate licensed carriers. The counselors assigned to the program conduct educational seminars throughout the State and provide "confidential" assistance to all license holders to assist them in coming into compliance with the ICTL.

References

4.9 FHWA Office of Motor Carriers

The Office of Motor Carriers (OMC) assists states in developing a state enforcement program for the Motor Carrier Safety Regulations (MCSRs). They conduct safety and compliance reviews of carriers, and enforce the MCSRs. They also advise the industry with regard to compliance with the MCSRs. The OMC is also in charge of the management and oversight of the size and weight and Commercial Drivers License (CDL) programs.

Safety and compliance reviews are performed on all interstate carriers in Illinois. This involves the inspection and examination of the records which are required to be maintained under the MCSRs. These reviews are done at the carrier’s place of business. Most of the compliance reviews of interstate carriers are conducted by safety specialists from the OMC. Most of the safety reviews are done by officials from the Illinois Department of Transportation.

The OMC currently has 10 personnel who perform safety and compliance reviews. These personnel are trained for six weeks in Oklahoma City, and then are an intern for more than a year before being allowed to perform reviews independently. They may also receive periodic training on specific topics throughout the year.

Reviews of carriers may take from one day up to one and one half weeks, depending on the size of the business. Around 100 safety reviews and 300 compliance reviews are performed in a year. Compliance reviews are usually conducted in response to a request to change a safety rating, to investigate potential violations of safety regulations by motor carriers, or to investigate complaints or other evidence of safety violations. The complaints might come from drivers, other companies, or from the State Police, for example. A compliance review may result in the initiation of an enforcement action. Safety reviews are used to gather information for assigning ratings to unrated carriers. It is not ordinarily employed to gather evidence in support of enforcement actions, but will if certain serious violations are discovered. Unrated interstate carriers are required to file Form MCS-150, Motor Carrier Identification Report.

Safety specialists use laptop computers when performing reviews. The Illinois section of the FHWA then sends the results to the Washington, D.C. office so that a rating may be assigned. The Washington office then sends the rating directly to the carrier. A copy is also sent to the Illinois Division of FHWA. The carrier may be given a rating of satisfactory, unsatisfactory or conditional. Satisfactory means that a motor carrier has in place and functioning adequate safety management controls to meet the prescribed safety fitness standard. Conditional means that adequate safety management controls are not in place to prevent violations. Unsatisfactory means that adequate safety management controls are not in place, and have already resulted in violations.

If unsatisfactory, the carrier is given 45 days to take action necessary to improve the safety rating to conditional or satisfactory. While unsatisfactory, the carrier may not transport hazardous materials or more than 15 passengers, including the driver. When violations exist, enforcement procedures may be taken against the carrier. Penalties of up to $10,000 may be assessed. These fines go to the federal government. About one third of all reviews result in
The OMC sends letters to both the complainant (if one) and the carrier disclosing the results of the review. The OMC also sends the results to the regional office (FHWA Region 5, located in Homewood, IL). The regional office handles any hearings which may be necessary.

The OMC has access to a system called SAFETYNET. This system contains data from the state roadside truck safety inspections that are conducted in support of the Motor Carrier Safety Assistance Program. SAFETYNET also maintains an accident data base which has data about all "tow-away" truck accidents. SAFETYNET was developed with the cooperation of the Commercial Vehicle Safety Alliance, an organization that includes state agencies responsible for truck safety enforcement, which develops criteria and standards for roadside inspections. The information contained in SAFETYNET is input by the State Police and IDOT. SAFETYNET can currently only be accessed through one terminal within the Springfield office. There are plans to make it possible to load carrier profiles into the laptop computers used by those conducting reviews.

References

1. Federal Motor Carrier Safety Regulations, Title 49, Part 385.

The Illinois Environmental Protection Agency (IEPA) issues special waste, scrap tire, and medical waste hauling permits. Specific forms must be used when applying for each type of permit. These forms are not currently scannable. Processing time is 2 to 3 weeks. Tire and medical waste permit are currently processed on personal computers. Special waste logs are done by hand and then entered into a database on the mainframe.

Special waste hauling permits cost $250/year and $20/vehicle. Medical waste permits cost $1000/year and $250/vehicle. Special waste manifests cost $1, and medical waste manifests cost $2 plus 1.5 cents per pound hauled. There is presently no fee for tire permits. In the first four months of 1993, 784 special waste, 52 tire, and 4 medical waste applications were processed.

Vehicles which haul special waste must display a number issued by the IEPA on opposite sides of the permitted vehicle following the words "Licensed Special Waste Hauler:(number)." The vehicle must also display a seal furnished by the IEPA which shall designate the date on which the permit was issued.

All vehicles used to transport special waste and packages used to contain special waste shall be labeled, marked and placarded in accordance with regulations adopted by the Illinois Department of Transportation or the United States Department of Transportation or the United States Environmental Protection Agency, whichever has jurisdiction.

Any person who delivers special waste to a permitted special waste hauler shall complete a manifest to accompany the special waste from delivery to the destination of the special waste. The manifest shall be provided or prescribed by the Agency. The transporter needs to sign this manifest and retain copy 4 of the manifest after delivery. Generators and receivers both must send copies of the manifest to the IEPA.

Tire transportation permits are effective for a period of two years from the date of approval and are renewable. A placard shall be placed on opposite sides of the vehicles which displays a number issued by the Agency following the words "Registered Tire Transporter:(number)." The vehicle owner and operator shall also display a seal furnished by the Agency which shall designate the date on which the registration expires.

Medical waste haulers shall be labeled "Permitted Medical Waste Hauler M (number)." The vehicle owner and operator shall also display a seal furnished by the Agency which shall designate the date on which the registration expires.

Reference

5. BARRIERS TO IMPLEMENTATION OF IVHS TECHNOLOGIES TO CVO

5.1 Introduction

There are many institutional barriers present which may be impediments to the implementation of IVHS technologies. These may be technological, legislative, organizational, or other types. In order to identify specific barriers, it is necessary to know what specific technologies will be implemented. However, at this point this information is not certain. In order to write this section, it was necessary to make some presumptions as to what types of IVHS technologies will be used. The following information is based on more likely scenarios of IVHS applications in Illinois.

There are levels at which the institutional barriers to implementation of IVHS technologies to CVO can be determined. These levels depend on what agencies handle the CVO tasks and to what degree the IVHS technologies are utilized by the agencies. The attached table shows the most feasible combinations for the levels of technologies utilized and the mode of handling CVO tasks. Some of these combinations may not be feasible now, some may not be implemented, and some may be appropriate only as a long-range goal. In the following table, the combinations that seem more feasible in Illinois are marked with "YES".

<table>
<thead>
<tr>
<th>PROCESSING MODE</th>
<th>DEGREE OF AUTOMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT METHOD</td>
<td>LOW</td>
</tr>
<tr>
<td>Multi-agencies Many Locations (MML)</td>
<td>Yes</td>
</tr>
<tr>
<td>ONE STOP SHOPPING</td>
<td></td>
</tr>
<tr>
<td>Multi-agencies One Location (MOL)</td>
<td>Yes</td>
</tr>
<tr>
<td>One-agency One Location (OOL)</td>
<td>Not Feasible</td>
</tr>
<tr>
<td>New-agency One Location (NOL)</td>
<td></td>
</tr>
</tbody>
</table>
Depending on the stage of a project and funding level, combinations involving low and moderate levels of technologies may be selected for short-range plans (about 5 years or less), and combinations with high levels would be more appropriate for long-term plans. Brief descriptions of how CVO-related tasks will be handled (processing mode) including the one-stop shopping concepts and levels of IVHS technologies used are provided. Then, the institutional issues in implementation of IVHS technologies to CVO for those combinations marked with "YES" will be discussed.

5.2 Processing Modes for CVO Tasks

Multi-agencies Many Locations (MML)

This is the current system of operation in which Federal and/or State agencies are housed in many locations and each agency has its own procedures and practices. A trucker has to go to many locations to handle the commercial vehicle operations (CVO) tasks and obtain proper credentials. The level of technology used depends on the agency, and there is very little or no coordination among the agencies on technology application and compatibility.

Multi-agencies One Location (MOL)

Representatives of Federal and/or State agencies are housed in one location and each agency maintains their current procedures and practices. Representatives of an agency or the entire section of an agency dealing with commercial vehicle operations (CVO) would be moved to this location. A trucker could go to this location, instead of going to several locations, to obtain proper credentials from the representative(s) of each agency having an office there.

The MOL type one-stop shopping currently is under consideration in Illinois. The technology level has not yet been decided. It is assumed that the short-range goal for MOL in Illinois is to start with limited application of the technologies and reach the moderate level in about five years. The long-range goal is anticipated to be capitalizing on the short-term achievements to maximize the IVHS technologies utilization in CVO.

One-agency One Location (OOL)

Responsibilities for all (or almost all) of the tasks related to CVO would be assigned to one agency (called the lead agency) with the other agencies required to cooperate with the lead agency in order to provide the CVO services to the trucking industry. This lead agency is the only point of contact to obtain proper documents to operate a commercial vehicle in Illinois. The other agencies would not relinquish their power and responsibilities regarding CVO. However, they would not deal directly with CVO, but would cooperate with the lead agency to provide the necessary services. The lead agency would follow the laws and regulations of all
other agencies involved to issue proper documents for CVO. Such mode of operation could be cumbersome for the lead agency where "judgement" is involved.

This option would require some legislative changes which might be difficult to accomplish without significant negotiations. The issues related to enforcement and audit must be determined and feasibility of resolving them needs to be studied. It would also require a great deal of cooperation between the lead agency and the other agencies. It would be complex to operate, because the lead agency has to deal with laws and regulations of many other organizations. However, it would provide a better service to the trucking industry, because they would contact only one agency for all of their paper work.

**New-agency One Location (NOL)**

Responsibilities for all of the tasks related to CVO would be either reassigned to one of the existing agencies or a new agency would be created. The other agencies would relinquish their rights and responsibilities regarding CVO. All CVO-related documents would be handled by the new agency. Major legislative changes would be needed to operate such an agency. Early implementation of this option is not feasible due to its complexity. Law enforcement and audit issues must be carefully studied before the implementation of this option. Reassigning the responsibilities to one agency or creation of a new agency would require significant changes in the current way of handling CVO in Illinois, and perhaps in the nation. This option would require a careful study of the feasibility of such a change, along with its costs and benefits.

**5.3 Degree of Automation of CVO in IVHS**

**Low Level Use of IVHS Technology**

The current office automation level is maintained and only a minimal amount of computer and electronic equipment are purchased to handle CVO tasks. The automation is limited to things such as adding fax machines, modems for computers, or other relatively low cost equipment.

**Moderate Use of IVHS Technologies**

Some credentials would be checked electronically, but safety inspections would be done manually. This would include installation of WIM at most or all of weigh stations, and AVI on some or all vehicles. Low speed WIM may be installed on all and high speed WIM at some of the weigh stations. WIM technology needs to provide more reliable results in order to be used for law enforcement purposes. Borders may be transparent only in a limited sense. Vehicles
with AVI would be electronically processed and would not be required to stop at weigh stations if they are carrying legal weight. AVI-equipped vehicles also may not be required to stop at toll plazas.

Automation of processing and issuance of CVO documents would be improved. Each agency would automate their current processes to a level where they are most efficient. The responsibilities of different state agencies in regard to CVO would remain the same. Implementation and field evaluation of one or more IVHS technologies will be possible at this level of automation. A computer network may also be created in order to access files from different agencies. Using this network, credentials issued by different agencies may be cross-checked so that violators may be caught more easily.

High Level Use of IVHS Technologies

Size and weight determination, credential checks, and safety inspections would be done electronically at full highway speed (transparent and seamless borders). This option goes beyond having WIM, AVL, and AVI to include computerized safety and credential checks. Communication with the trucking industry would be accomplished electronically. Forms and information would be received via electronic mail and documents for CVO would be issued and sent electronically. Money transactions could be done by debiting previously established accounts. Commercial vehicles would be equipped with on-board computers and log books would be computerized. This would require a multi-state initiative and a significant amount of cooperation among states. For this level of technology utilization there are many potential impediments that must be determined and resolved. Interested agencies should start or continue working in this direction. These activities need to be coordinated by US DOT.

5.4 Barriers for Different Combinations

Barriers for MML with Low Level of Automation

 Agencies would continue making internal improvements to processing their CVO-related tasks. Each agency would automate their own processes to a point where they are most efficient. The most significant foreseeable institutional barrier for this option would be lack of funding from IVHS type initiatives. Also, there may be barriers to change within the organization that may delay the process. However, these agencies would be pressured to respond to the trend in the nation as the trucking industry begins using more IVHS technologies in CVO tasks.

At today's technological level, these agencies may not be able to operate efficiently with only a low level of automation. Under this option the improvements on CVO tasks are expected to be limited and efficiency of the trucking industry would be not be significantly increased. Furthermore, for the low technology utilization level, the federal government support may be
Barriers for MOL with Low Level of Automation

The issues discussed for the MML with low level of automation would apply to this option as well. The advantage of this option over MML would be that the truckers would come to one location rather than going to many locations. The significant barriers to MOL option with low technology utilization would be:

- Willingness of various agencies to participate in the one-stop shopping program.

- Securing a facility to house these agencies in an appropriate location. Funds to build this facility or rent it needs to be allocated.

- A decision by each agency as to whether the entire unit dealing with CVO or only a portion of it should be moved to this location.

- Additional trained personnel may be needed to provide the necessary service to the truckers, if the entire unit is not moved to this location.

- Operation and management of the facility should be assigned to one of the agencies.

- Procedures and processes need to be developed among the participating agencies to deal with different aspects of many agencies operating in one building.

- Computers may need to be connected to the central office of each agency to retrieve or enter information. This is done for each agency separately because there is not a computer network linking the various agencies.

- Adequacy of the facility to meet the State’s short- and long-term goals in regard to dealing with CVO-related tasks.

- Capability to offer competitive services to carriers who may exercise the option of selecting the state with the most efficient operation.

The MOL with low level of technology utilization is expected to offer only incremental benefits to the State and the trucking industry. Thus, this option should not be considered as the goal. On the other hand, the MOL with low use of IVHS technologies option would be a good transition stage to the moderate level of technology utilization. Thus, it might be considered as a first step toward MOL with a moderate level of technology utilization.
Barriers for MML with Moderate Level of Automation

It is assumed that this option would utilize the more promising IVHS technologies, such as main line WIM and AVI, to significantly improve some aspects of CVO. Vehicles equipped with AVI transponders would be electronically processed at weigh stations using WIM technologies and would not be required to stop if they are of legal weight. The WIM scale may be used ahead of a static scale in order to sort vehicles until a point is reached where the technology is adequate for enforcement.

Automation of processing and issuance of CVO credentials would be improved. The transparent borders concept may be field tested. A computer network may also be created to link files from different agencies. Records from different agencies will be linked so that violators can be identified more easily. Truckers would still need to go to many locations to obtain proper credentials from the different agencies, however.

The program would require cooperation between agencies. For example, IDOT would have to work in close cooperation with the various enforcement personnel. This joint program may improve one or more aspects of CVO, but it is not expected to improve all aspects of CVO because the application of technology is limited. The degree of automation among different agencies may be different. As a result, some aspects of CVO would be improved more than others. This difference may create inefficiencies in CVO because certain operations will be automated while some will still be manual. Other barriers that need to be addressed are:

- Cooperation between agencies would be required. There would be a need to establish a good working relationship, as well as a mutual desire to participate in the program.

- Provide support so that the program would enhance the goals and objectives of the agencies.

- Costs and benefits must be analyzed. Justification must be provided for funding this program while there are other competing programs unfunded. State's financial conditions and priorities need to be considered.

- There must be flexibility in the plan in order to modify and improve the system if the original plan needs to be changed.

- The agency needs to have a plan on how the technology will be used and expected benefits from its implementation.

- The agency needs to have justification for using the degree of automation, and may require prior approval from the State and the Federal governments.

- Degree of automation may not be compatible with the current system and technology used by the agency, and the agency may need to upgrade its procedures and processes.
A large expenditure for only one aspect of the department's program could be difficult to support.

- Law enforcement agencies should be involved and their input should be used in design and implementation stages.

- Computer network among the participating agencies should be created, if it is a joint program.

- Cooperation of trucking industry is needed to participate in the program.

- Some laws and regulations may need modifications to allow the CVO tasks to be processed electronically.

- A back up system for WIM and AVI must be in place in case the high-tech option needs adjustment and modifications. As the technology matures the back up system may not be required.

**Barriers for MOL with Moderate Level of Automation**

The distinct feature of this option is that the agencies have already reached an agreement to participate in the one-stop shopping concept. The MOL with moderate level of technology utilization is expected to offer significant benefits to the State and the trucking industry. Thus, this option may be considered as a short-term goal. The MOL with low use of IVHS technologies option may be used as a transition stage to reaching the moderate level of technology utilization.

This option would offer much improved service to the trucking industry. All CVO-related tasks will be done in one location and truckers would go to one location only. Computer networking among agencies would be possible. Advanced information processing technology may be used to provide more efficient service to industry and the government. Computers from different agencies would be "talking" to each other and data bases may be accessible to other agencies. This option may be developed in Illinois and similar efforts for one-stop shopping implementation are being considered in other states.

Almost all of the institutional barriers discussed for the MOL with low technology option would also apply to this option. Also some of the barriers for MML with moderate level of technology would apply here. Privacy concerns must be addressed before data becomes accessible among agencies. In addition, there is the problem of linking the computer systems of all of the agencies. If possible, systems should be made compatible. A uniform identification number should be developed so that records can easily be accessed. This option would provide better service to the industry, but would also require more funding.
Barriers for MOL and MML with High Level of Automation

This option would take advantage of a full array of IVHS technologies. With this option, the truckers are able to obtain all (or most) of their credentials electronically. Communication with the trucking industry would be accomplished via electronic mail. Forms and information would be received via electronic mail and documents for CVO would be issued and sent electronically. Money transactions could be done by debiting previously established accounts. The State would also benefit from this option due to increased compliance levels, reduction in processing and record keeping costs, access to more useful information, and possible safety improvements.

Credential checks, safety inspections and size and weight determination may be done electronically at full highway speed. Commercial vehicles would be equipped with on-board computers and log books would be computerized. This would require a multi-state initiative and a significant amount of cooperation among states. Multi-state coordination efforts will be more difficult, but they are worthwhile activities and should be pursued.

The barriers for each area (credential checks, safety inspections, and size and weight determination) will be discussed separately. Also discussed will be technology issues and general issues.

Credential Checking

Electronic credential checks are a part of the "transparent borders" concept. With this system, a state or jurisdiction will be able to tell whether or not a truck is in compliance without having the truck stop or even slow down. Following is a list of the items which could be checked:

- Commercial Drivers License
- Operating authority (ICC and/or ILCC)
- Registration (IRP, non-IRP)
- Fuel tax credentials (IFTA, non-IFTA)
- Hazardous materials/waste documents
- Overweight/overdimension permits
- Vehicle inspection records
- Insurance
- Others

In order to check credentials electronically, each vehicle should have a unique identification number which is used by all agencies. The credentials would be checked and then compared to records and actual measurements (e.g. overweight permit vs. measured weight). A signal would then be sent to the driver (OK or not OK). If the credentials are not in order, the vehicle would have to be either stopped or automatically penalized (e.g. through a debit
account). How this would be accomplished may prove to be a barrier.

**Safety Inspections**

Safety inspections can be separated into two parts. The first is pre-clearance for safety inspections. This is basically a part of credential checking. Instead of the current safety stickers which are issued and placed on the vehicles, vehicles are issued an electronic tag which may be checked. Barriers to pre-clearance for safety inspection would be similar to those of the credential checking, and there are no major additional barriers. However, as noted in the credential checking section, there would need to be some method of enforcement for violators.

Remote safety and vehicle inspections have also been proposed. This would involve the use of on-board sensors and on-board computers to monitor the condition of vehicle components such as brakes and possibly the driver. This option faces many barriers:

- May not be adequate substitute for visual inspection.
- Carrier and driver privacy may be jeopardized.
- May not provide enough benefit to justify the cost.
- Equipment may not be reliable and may be costly to maintain.

Currently, police do random inspection of vehicles by stopping them and visually inspecting the vehicle and checking the driver’s credentials. The inspections may be at level 1, level 2 or level 3.

**Size and Weight Determination**

Weight can be determined using WIM along with AVI technology. Therefore, the barriers associated with WIM and AVI listed in the technology section also apply here. However, finding a method of measuring height, width and length may prove to be a barrier in itself.

In order to provide optimum service, a multi-jurisdictional permit organization should be established, which would include the United States and Canada. Size and weight limits should also become as uniform as possible. This could be contentious because various states/provinces have different philosophies on this issue. They also have different road and bridge structures, weather conditions, construction seasons in terms of safety. These issues are more prevalent among states where infrastructure conditions vary.

Once a violator has been detected, enforcement becomes an issue. Enforcement personnel may be given the license plate number and description of the vehicle. One easy way of tracking a vehicle who uses an AVL system is having access to its AVL information. However, AVL systems are installed and controlled by private companies for fleet management purpose, and the industry may not allow police to have access to it.
Technology Issues

For each type of technology, there are many possible impediments. The following pages contain an overview of some of the institutional issues involved with some specific technologies, as well as some general issues which may apply to more than one technology. These issues would apply to moderate and high levels of technology utilization.

Issues Related to WIM

- How accurate is the data?
- How reliable is the equipment?
- Backup necessary in case system fails.
- How will existing scale facilities be used?
- Weight enforcement based on WIM data:
  A. How do law enforcement officers get the data?
  B. What are the threshold levels for violation?
  C. How will law enforcement officers be notified of violators?

- Which lane(s) should the WIM scale be located in? If only in one lane, trucks might drive in other lanes to avoid scale.

- Need to combine WIM with AVI to identify permit-carrying vehicles.

Issues Related to AVL

- Technology issues

- Does it benefit larger carriers more than small carriers, such as owner-operators?

- Should state or federal government have access to information for enforcement, taxation, or emergency situations? Why should industry provide this information to government particularly if it will be used for enforcement and taxation purposes?

- If so, is it an invasion of privacy?

Issues Related to AVI

- Technology and AVL issues also apply.
- A tractor/semi-trailer unit would have three IDs (driver, power unit, trailer). Which ones should be checked, and for what purpose?

**Issues Related to Technology in General**

- Accuracy of information gathered
- Reliability of information gathered
- Operation and maintenance of new systems
- Cost-effectiveness of the system
- On-line data transmission capability
- Back-up system
- Fail-safe system
- Permanent record of electronic data
- Tamper proof electronic records

**General Issues**

- Compatibility of systems across State and Country lines

- An electronic ID for power unit, trailer, and driver (CDL)

- Privacy issue
driver
- trucking companies
- among states
- manufacturer

- Transition from current system to electronic system and degree of automation

- How to obtain some of the measurements electronically

- Overcoming resistance to automation in public and private organizations

- Some jobs may be eliminated due to automation.

- Costs and benefits of automation

- Does the system favor big carriers? Is it affordable to small carriers (owner/operators)? The system should be fair and impartial.

- Is the system tamper-proof?
6. SUMMARY OF ILLINOIS-INDIANA IVHS-CVO WORKSHOP

6.1 Presentations

An Illinois-Indiana IVHS-CVO workshop was held for this project on November 17, 1993 at the Radisson Hotel at Star Plaza in Merrillville, Indiana. As noted in the study approach section of this report, the purpose of the workshop was to report the findings of the study and to seek input on future directions. The workshop was held jointly between the University of Illinois at Urbana-Champaign and Purdue University. Approximately 100 invitations were sent to government and industry representatives in each state (200 total). Of the 200 invitations, approximately 90 persons participated in the workshop. About two-thirds of the participants were from the private sector and one-third from the government agencies.

The format of the workshop was to have presentations in a general session in the morning, followed by three breakout sessions covering specific topics in the afternoon, and finally a general session to summarize the discussions in the breakout sessions.

The workshop began with representatives of INDOT giving an introduction to the workshop and introducing the representatives of the various state agencies who were present. The main tasks and structure of the workshop were outlined, with emphasis on the importance of input from the participants. The morning portion was used to explain the work the two universities had accomplished up to this point. The afternoon session was reserved for comments and suggestions from participants about the studies and about IVHS-CVO.

Then, FHWA representatives gave a summary of the national perspective for IVHS-CVO. Of an estimated $203 million IVHS budget for FY 1994, approximately $14 million will be earmarked for CVO. Out of a total of 27 distinct IVHS User Services, six are directly related to CVO. These include preclearance, administrative processes, automated roadside safety inspections, on-board safety monitoring, commercial fleet management, and hazardous material incident notification. It was stated that CVO is significant to IVHS and its benefits include improved safety, increased productivity, enhanced mobility, reduced congestion, and fuel savings. It was stressed that institutional issues studies such as this are significant to implementation of IVHS technologies to CVO. The goals of IVHS-CVO are safer highways and increased competitiveness. Cooperation of everyone involved in CVO is needed for IVHS to work.

Representatives from Purdue University and the University of Illinois at Urbana-Champaign then discussed the approach, individual tasks and operational problems identified in their respective studies.

Representatives of Purdue University began with a brief introduction to the Indiana study. The action plan taken by Purdue University was to identify existing laws, describe the existing permitting / enforcement procedures, and reveal barriers to IVHS. A survey is currently being conducted to collect data regarding motor carrier concerns and perceptions associated with IVHS.
and CVO. It was pointed out how difficult obtaining credentials can be with the current system. Some of the concerns about the existing system include computer hardware (lack of data sharing), computer software (limited capabilities), and redundancies in the application process. The next step in the study is the development of a partnership to accomplish the desired goals.

A representative of the University of Illinois at Urbana-Champaign then talked about the Illinois study. The six tasks composing the study approach were briefly discussed. The specific steps taken to complete the six tasks were then described. These included a literature review, identifying agencies which govern CVO, obtaining and summarizing information regarding each agency’s laws, visiting a trucking company, making a site visit to a weigh station, surveying interest groups, conducting personal interviews, and writing a draft report. Many institutional issues were identified, and changes to resolve these issues are being developed throughout the course of the research. Eleven agencies which deal with some aspect of CVO in Illinois were presented along with the responsibilities of each agency. Some of the operational problems encountered by commercial vehicle operators in Illinois were discussed. These include delays at weigh stations, complexity of laws, variation of laws from state to state, the number of agencies which have CVO responsibilities, redundancy of information, and lack of a computer network linking regulatory agencies. Also mentioned were delays in obtaining credentials and the amount of paperwork which must be maintained for compliance.

Possible actions to improve CVO operations were then described:

- Industry and/or government should provide updates and summary reports to keep carriers (especially small ones) informed about IVHS opportunities in CVO.
- Ideally, one agency in each state should be in charge of CVO tasks. If not feasible, then a very efficient one-stop shopping system should be used.
- Multi-state and national agreements should be used for all CVO tasks to simplify the acquisition of credentials.
- Efforts should be made to gradually phase in the use of IVHS technologies.
- Toll collection should, eventually, be automated to a level that vehicles would not need to stop at toll plazas.
- Data bases of the various agencies should be made compatible and accessible to law enforcement 24 hours/day.
- A unique ID should be assigned to each driver-vehicle unit and this ID should be cross-referenced with other data bases that contain relevant information about driver, vehicle, or carrier.
- Increase the use of available technologies to improve data processing in each organization.
- Computerize any operations that are not computerized currently to improve efficiency.
- Overcome the mind set that is resistant to technology.
- Secure funding necessary to upgrade equipment or to purchase a more automated system.
- Standardize systems to make them compatible across the states.
- Address the privacy issues among government agencies and with industry.
- Weigh-in-motion should be considered for all weigh stations.
Benefits of mainline WIM need to be studied.
- The incremental benefits of mainline vs. low speed WIM should be examined.
- Enforcement issues need to be studied.
- Issues related to operation and maintenance of mainline WIM need to be studied.

During the next portion of the morning session, a joint university presentation was made on potential IVHS-CVO remedies and institutional barriers that would serve as impediments to implementing these remedies. Three specific technologies (possible remedies to current operational problems) were discussed:

A) Automated Vehicle Identification (AVI)/Electronic Toll Collection (ETC)
B) WIM and Electronic Vehicle and Driver Credential Checking (Safety and Enforcement)
C) One-Stop Shopping (Fuel Taxes, Registration and Permits)

Purdue representatives gave the presentation on Automated Vehicle Identification (AVI)/Electronic Toll Collection (ETC). Three types of AVI/ETC technology which may be used were described. Currently, many vendors are manufacturing equipment. National standards and system compatibility are essential. Several institutional issues were presented. There is a need for an expandable open system architecture which can utilize what companies already are using. Transponders should be compatible for all systems. Systems should be easily upgradable. Data security must be addressed. A level playing field and universal requirements are needed.

An update on current activities on the toll roads in both Indiana and Illinois was given. The Indiana Toll Road has charge plates in place now. Charges are billed monthly, including a report of locations, amounts, and dates of all tolls including point of entry, exit, and miles traveled. Illinois is currently testing read-write transponder technology on I-355 for electronic toll collections. Currently it is not fly-by due to a statutory requirement that all vehicles come to a full stop at toll plazas.

University of Illinois representatives presented the other technologies, beginning with WIM. The two types of WIM, low speed and mainline speed (high speed), were explained. The benefits of WIM include reduced delay, better data for planning and enforcement, and possible reduction in accidents. Issues related to WIM include accuracy, operation and maintenance, enforcement, and costs/benefits. The focus then switched to credential checking. A brief description of the concept of electronic credential checking was presented along with a list of some of the things which may be checked electronically. Issues related to credential checking include a need for equipment standards, privacy concerns, cost-effectiveness, and adequacy of the system.

One-stop shopping was then discussed. The current methodology in which many agencies handle CVO and issue credentials was described. One-stop shopping would allow for all credentials to be purchased at/from one location. Issues related to one-stop shopping encompass cooperation of governmental agencies and industry, changes in laws, procurement of a facility
and funding, and need for a central computer system.

Workshop participants took a recess for lunch at 12:00 PM. Three breakout sessions were held in the afternoon to discuss the three remedies described in the morning session.

6.2 Automated Vehicle Identification and Electronic Toll Collection

Representatives of each state gave a brief account of what AVI tests are currently being performed in each jurisdiction. Comments were then made by several of the participants. Following are some of the key points brought up in this session.

- ETC is useful, if it saves time. Some corridors have too many toll booths.
- Fly-by system is best. Roll-by would also be better than stop and go.
- A strong desire was expressed for national or regional standards.
- Uncertainty was displayed about fail-safe characteristics.
- A strong concern was shown about the privacy issue. Commercial vehicles should not have to reveal information that other industries or transportation modes don't have to reveal.
- Uncertainty was shown for the capability of average truckers to use some of the more advanced technology.
- A "land plan" similar to "flight plan" in the aviation industry may be a method for monitoring movements.

6.3 Weigh-In-Motion and Electronic Vehicle and Driver Credential Checking

Each of the panel members for the session gave their general opinion on WIM and credential checking. Comments from other participants and general discussion followed. Following are the main points brought up.

- Need a national standard before investments in transponders can be made.
- Should balance need for innovation with need for standards; is the technology mature?
- How can the use of "black market" transponders be prevented?
- Should inspections occur at a weigh station or at a carrier's yard?
- Need to shift enforcement focus away from historically safe carriers.
- Need to maintain spot checks on the road.
- Need an agency or organization to take charge and "champion" the system.
- One-stop shopping would reduce paperwork and may increase efficiency more than WIM.
- Electronic Data Interchange (EDI) between corporate computers and agencies would be helpful.
- Preclearance past weigh stations is more of a secondary focus.
- Concern was expressed for any "pay for pass" system or use of any weight-distance tax
6.4 One-Stop Shopping

Five questions were raised during the discussion of this session. Here are the questions which were asked and comments associated with them.

1. What is your general opinion about one-stop shopping, and would one-stop shopping improve compliance?
2. What changes would you like to see in the way in which government handles the CVO tasks?
3. Would you like to be able to obtain (issue) operating credentials through computer communications?
4. What are some of the concerns you have about data sharing between government agencies?
5. Do you think IVHS technologies would benefit large carriers more than small carriers?

Comments

- Need a place to call to get correct information on what has to be done. This would eliminate much of the current frustration experienced by truckers.
- Compliance may or may not increase with one-stop shopping. A majority seemed to feel that it would increase to some extent.
- Trucking industry would like to write one check to get all credentials.
- One-stop shopping would be convenient for truckers and data sharing among government agencies would be possible.
- One-stop shopping would improve communication between agencies, but certain information by law cannot be shared.
- The idea of having one agency in charge of all CVO tasks should be pursued further.
- Clearing house idea may not work because laws are complex and one person may not be able to provide all the correct information (misinformation).
- Partnership should be developed between government and industry.
- Electronic issuance of credentials is favored.
- System should be user friendly. Trucking industry must become computer literate.
- Data sharing among agencies and ownership of data is a concern.
- Small carriers were concerned that large carriers may benefit more from IVHS.

After a short break, the participants met again as a large group. Summaries of the results of each of the breakout sessions were given.
- Benefits of mainline WIM need to be studied.
- The incremental benefits of mainline vs. low speed WIM should be examined.
- Enforcement issues need to be studied.
- Issues related to operation and maintenance of mainline WIM need to be studied.

During the next portion of the morning session, a joint university presentation was made on potential IVHS-CVO remedies and institutional barriers that would serve as impediments to implementing these remedies. Three specific technologies (possible remedies to current operational problems) were discussed:

A) Automated Vehicle Identification (AVI)/Electronic Toll Collection (ETC)
B) WIM and Electronic Vehicle and Driver Credential Checking (Safety and Enforcement)
C) One-Stop Shopping (Fuel Taxes, Registration and Permits)

Purdue representatives gave the presentation on Automated Vehicle Identification (AVI)/Electronic Toll Collection (ETC). Three types of AVI/ETC technology which may be used were described. Currently, many vendors are manufacturing equipment. National standards and system compatibility are essential. Several institutional issues were presented. There is a need for an expandable open system architecture which can utilize what companies already are using. Transponders should be compatible for all systems. Systems should be easily upgradable. Data security must be addressed. A level playing field and universal requirements are needed.

An update on current activities on the toll roads in both Indiana and Illinois was given. The Indiana Toll Road has charge plates in place now. Charges are billed monthly, including a report of locations, amounts, and dates of all tolls including point of entry, exit, and miles traveled. Illinois is currently testing read-write transponder technology on I-355 for electronic toll collections. Currently it is not fly-by due to a statutory requirement that all vehicles come to a full stop at toll plazas.

University of Illinois representatives presented the other technologies, beginning with WIM. The two types of WIM, low speed and mainline speed (high speed), were explained. The benefits of WIM include reduced delay, better data for planning and enforcement, and possible reduction in accidents. Issues related to WIM include accuracy, operation and maintenance, enforcement, and costs/benefits. The focus then switched to credential checking. A brief description of the concept of electronic credential checking was presented along with a list of some of the things which may be checked electronically. Issues related to credential checking include a need for equipment standards, privacy concerns, cost-effectiveness, and adequacy of the system.

One-stop shopping was then discussed. The current methodology in which many agencies handle CVO and issue credentials was described. One-stop shopping would allow for all credentials to be purchased at/from one location. Issues related to one-stop shopping encompass cooperation of governmental agencies and industry, changes in laws, procurement of a facility
expressed.

To carriers, it seems that a certain group of highway users is being unfairly targeted.

Based on the discussions in the workshop and hearing of the opinions of members of the industry, the following themes are considered to be key barriers to IVHS/CVO.

The development of national or regional standards for equipment (e.g. transponders) is absolutely necessary. Industry is not willing to make any substantial investment in equipment until they are assured that what they are buying is current and will be the industry standard. There is also a strong concern for carrier privacy. Companies do not want to reveal their customers and traffic patterns to other carriers. Carriers also feel as if they are being unfairly regulated to a greater extent than other industries. The industry fears that IVHS-CVO, particularly electronic credential checking and data collection, may become a potential weight-distance tax mechanism.

Despite some doubts and uncertainties, benefits of IVHS were envisioned. One-stop shopping offers clear benefits to both government and industry. Both sides want it, but the cost of getting the system up and running is a major barrier to be overcome. A more automated system is favored. The industry, like the rest of society, is becoming more and more computer literate. At some point in time, carriers should be allowed to use personal computers to do much of the work that is now done by mail or phone. This offers clear benefits to both parties, but again, cost is a major barrier.

The industry is highly in favor of any system which will clearly save them money. However, there is a certain degree of uncertainty as to the amount of savings associated with the various IVHS technologies. Obviously, cost savings and increased efficiency are seen as benefits of IVHS, otherwise they would not be considered. But, the fact is, there is always some risk involved when something new is under experimentation. Industry and government have to be willing to accept that risk in order for IVHS to be a success. What technologies work and what ones don’t work well won’t be known until the actual operational tests are performed. It seems that IVHS-CVO is desperately in need of a leader, a product champion, someone who is willing to take the chances necessary for future success. Only with solid leadership from government and industry combined will the potential of IVHS be realized. This cultural change - the formation of a more cooperative partnership between government and the industry - is perhaps the largest barrier to IVHS implementation.
Representatives of the trucking associations present at the workshop were then asked to give their opinions on IVHS-CVO. The Indiana Motor Truck Association spokesman expressed excitement, but apprehensiveness at the same time. The following are some of the opinions expressed.

- Cost reduction to industry is necessary for participation.
- A reduction in personnel and overall costs to states is also a benefit.
- An improvement in driver efficiency, balanced with privacy, is desired.
- It seems that truck drivers are being singled out for enforcement. There is already a shortage of drivers and excessive enforcement may deter prospective drivers.
- Ownership of data needs to be determined.
- There must be a level playing field for both interstate and intrastate carriers.
- Immediate benefits include WIM and toll cards.
- Cheating will not go away with technology and no system is foolproof.
- A cultural change must take place for IVHS to work; government and industry must cooperate - they must break down the barriers.
- Further simplification of regulations such as is happening now with the International Fuel Tax Agreement (IFTA) and the International Registration Plan (IRP) is needed.

A spokesman for the Illinois Transportation Association was the next to speak. Many benefits to IVHS were seen, especially one-stop shopping. It can be helpful to both Illinois and out-of-state carriers. Benefits associated with WIM and the elimination of backups on interstates were also envisioned. Concern was expressed for privacy and releasing of too much information. Carriers cannot reveal traffic patterns and identity of customers to competitors.

A representative of the Midwest Truckers Association was the final trucking association representative to speak. The MTA represents mostly small and medium-sized companies. There is a need for proof of increased efficiency and other benefits to justify the costs of IVHS. Benefits may not be there for smaller carriers as much as for larger carriers. Companies also need to become more computer literate and many smaller companies fear technology. Equipment must be compatible.

At the end of the afternoon session a general discussion was held. Some of the comments were:

- Would trucks continue to be stopped for random alcohol and drug testing of drivers even after IVHS? If so, then how much delay will IVHS eliminate?
- Standardization of equipment must take place before industry will participate.
- National standards should be set for weight limits and equipment configurations.
- Competition with rail and others has to be considered. Truckers may be placed at a competitive disadvantage.
- A fear of IVHS as a mechanism for possible enforcement of a weight-distance tax was
partnership between government and the industry - is perhaps the largest barrier to IVHS implementation.

When IVHS technologies are implemented to CVO, trucking associations would like to see that a balance between driver efficiency and driver privacy is maintained. The industry wants to have a level playing field between interstate and intrastate carriers. The industry does not want truckers to be unfairly singled out from the rest of highway users. Trucking industry does not want to be placed in a competitive disadvantage with the rail industry. The industry is also concerned that application of IVHS technologies to CVO may become a mechanism for possible enforcement of a weight-distance tax. These concerns need to be addressed as the implementation of IVHS technologies to CVO takes place.

7.2 Recommendations

The following list of recommendations was compiled based on the findings of this study and feedback from industry and government representatives:

- The one-stop shopping concept should be implemented in Illinois. The feasibility of having one agency to be in charge of all CVO tasks should be pursued.

- Trucking industry in cooperation with government should provide updates and summary reports to keep carriers (especially smaller carriers) informed about IVHS opportunities in CVO.

- Multi-state and national agreements should be used for all CVO tasks to simplify the acquisition of credentials. A national over-weight and over-dimension permit program is needed.

- WIM should be considered for all weigh stations. Both intrastate and interstate applications as well as the potential of using tollway transponders and WIM in northern Illinois should be examined.

- Benefits of mainline WIM need to be studied to determine its cost effectiveness to government.

- The incremental benefits of mainline versus low speed WIM should be examined.

- Determine how the enforcement issues related to electronic measurements (e.g. mainline WIM) can be resolved and develop procedures to allow police to use the data for enforcement purposes.

- Study the issues related to operation and maintenance of mainline WIM. These issues should include operating costs, effects on traffic flow, and maintainability of the scales.
7. CONCLUSIONS AND RECOMMENDATIONS

7.1 Conclusions

When studying CVO, one soon begins to realize the complexity of the industry. Carriers must deal with several different agencies in each of the states in which they travel in order to be in full compliance with the many regulations. It is often difficult to obtain answers to questions that one might have about what exactly must be done in order to be in full compliance. Laws differ from jurisdiction to jurisdiction, so that what is legal in one jurisdiction may not be legal in another. The laws are also constantly changing, which often makes it difficult for the carriers to keep up with them. For a large carrier that employs full-time staff to work in the area of obtaining proper credentials, keeping up with the laws might not be so difficult. However, for an owner-operator who spends most of his/her time on the road, it may be close to impossible.

Ideally, each jurisdiction would appoint one lead agency to be in charge of CVO within that jurisdiction. This would make great strides in improving service to the industry. With many agencies handling CVO in each jurisdiction, and each jurisdiction having a somewhat different structure, compliance can be very complex. If the lead agency concept is not feasible, then perhaps the one-stop shopping concept would be an alternate solution. At least this would place all of the agencies in one convenient location. Much of the information needed by one agency is also needed by other agencies, and it would only make sense that these agencies should work together in order to simplify processes.

The IVHS technologies and concepts presented in this report have the potential to make improvements to the trucking industry and the regulatory agencies. IVHS is capable of creating a savings of both time and money for the trucking industry. With an increased interest in intermodal transportation and just-in-time delivery, these savings may be very substantial. Multi-state and national agreements such as IFTA and the IRP are examples of programs which reduce the time and effort needed to obtain proper credentials for both carriers and for regulatory agencies within a state. It is important that national agreements be utilized in order to put an end to much of the confusion which has existed in the industry for such a long time.

IVHS may also benefit regulatory agencies by simplifying the processes used to help carriers in complying with regulations and by increasing efficiency of their operations. Multi-jurisdictional agreements translate into improved productivity for state agencies without a significant loss in revenues. Carriers are required only to deal with their base jurisdiction and not each one separately. IVHS for CVO represents a "win-win" situation which will benefit both carriers and regulators. To make it a "win-win-win" situation, the IVHS/CVO programs must ensure safe highways for the traveling public.

Cooperation between government and the trucking industry has to be improved, if IVHS is to move forward successfully. A cultural change - the formation of a more cooperative
Currently, an Illinois group representing the government and industry is working to secure funding for a facility for one-stop shopping in Springfield. This seems to be a priority for all participating state agencies. The effort of the one-stop shopping group is expected to come to fruition in the near future. Furthermore, Illinois is considering exploring effectiveness of using mainline WIM at some weigh stations. Moreover, Illinois State Toll Highway Authority are using AVI transponders for toll collection on I-355. Illinois is also cooperating with the Iowa Transportation Center on a multi-state one-stop shopping concept.

Further studies are needed to determine the magnitude of the benefits associated with IVHS-CVO. The above listed recommendations include several studies about one-stop shopping and WIM that are needed in order to make an informed decision about their implementation and cost-effectiveness. When the anticipated cost savings are substantiated, it will be easier to find government agencies and carriers who are willing to make large investments in the program. The industry and government are highly in favor of any system which will clearly save them money. However, there is a certain degree of uncertainty as to the amount of savings associated with the various IVHS technologies. There is also some risk involved when something new is under experimentation. The recommended studies would reduce the risk and provide the industry and government with the knowledge needed for informed decision making.
- The safety benefits of WIM and electronic toll collection need to be determined.

- Toll collection should be automated as much as possible so the vehicular delay is minimized.

- Data bases of the various agencies should be accessible to law enforcement agencies 24 hours/day for verification of credentials and for improved enforcement purposes.

- Efforts should be made to gradually phase in the use of IVHS technologies in all CVO related tasks.

- Funding necessary to upgrade equipment or to purchase a more automated system for CVO tasks should be secured.

- Each agency should increase the use of available technologies to improve data processing in each organization (e.g. fax machines, scanners, computers).

- Participate in federal and multi-state efforts to standardize the systems and to make them compatible across the states.

- Address the privacy issues between government and industry in regard to information, such as routing pattern, that may become available when IVHS technologies are used.

- Overcome the mind set that is resistant to technology by conducting education and training programs.

- Explore the feasibility of electronic issuance of credentials and electronic data interchange between corporate and government computers.

- Pre clearance of commercial vehicles past weigh stations using WIM and AVI technologies should be field tested at one or more weigh stations in Illinois. The Williamsville weigh station which will be reconstructed and rehabilitated is a good location for field testing of high speed WIM and AVI for interstate and intrastate applications.

- The communication and cooperation that IDOT has established with the other state agencies through the Expanded PAC and with the neighboring states through the multi-state committees should continue to foresee and resolve the issues that may arise from implementation of IVHS technologies.

All of these recommendations may not be feasible at this time or may not represent definite solutions to all of the existing problems. However, each one of the recommendations has the potential to make significant improvements, if implemented.
Topics

- enforcement only
- operation of vehicles
- hazardous materials regulations
- motor carrier safety regulations
- Illinois size and weight laws

ILLINOIS DEPARTMENT OF TRANSPORTATION

Documents

- Appendix G Inspection Manual, Commercial Vehicle Safety Section Inspection Program, 1/90
- The Effects of Increased Truck Size and Weight in Illinois
- Form BT 753, Size and Weight Limits, 2/90
- Illinois Highway Code, Chapter 6, Permits, Rev. 4/92
- IL. Admin. Code, Title 92, Chapter I, Subchapter f, Part 554, Oversize and Overweight Permit Movements on State Highways, 6/88
- Illinois Administrative Code, Title 92, Chapter I, Subchapter d, Motor Carrier Safety Regulations
- IL. Admin. Code, Title 92, Chapter I, Subchapter c, Hazardous Materials Transportation Regulations
- State of Illinois Vehicle Size and Weight Certification for FY92

Topics

- oversize and overweight permits
- system of designated truck routes
- safety inspection

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

Documents

- Form LPC 457, Medical Waste Hauling Permit Application
- Form LPC 430, Waste Tire Hauling Permit Application
- Form LPC 37, Special Waste Hauling Permit Application
- State of Illinois Rules and Regulation, Title 35, Subtitle G, Chapter I, Pollution Control
APPENDIX A. LIST OF AGENCIES CONTACTED AND DOCUMENTS RECEIVED

ILLINOIS COMMERCE COMMISSION

Documents

- ILCC Motor Carrier Handbook, 6/92
- ILCC Compliance Advisory Service Handbook, 6/92
- ILCC Selected Rules Governing For-Hire Motor Carriers, 6/92

Topics

- operating authority
- minimum liability and cargo insurance
- intrastate cab cards and interstate stamps (bingo)

ILLINOIS DEPARTMENT OF REVENUE

Documents

- Form MFUT-1, Motor Fuel Use Tax, Application for Motor Fuel Use Tax Permit, 6/90
- Form MFUT-2, Motor Fuel Use Tax, Application for Decals, 6/90
- Form MFUT-4, Motor Fuel Use Tax, Application for Replacement Decals, 3/91
- Form IDR-280-A, Motor Fuel Use Tax Return, 2/92
- Articles of Agreement, International Fuel Tax Agreement, 2/92
- Illinois Administrative Code, Title 86, Chapter I, Part 500, Motor Fuel Tax Regulation, 2/86
- Illinois Revised Statutes, Chapter 120, Paragraphs 417-434a, Rev. 7/92

Topics

- IFTA
- interstate fuel usage tax returns
- interstate fuel permits
- interstate fuel decals
- trip permits (fuel related only)

ILLINOIS STATE POLICE

Documents
Topics

- toll road regulations

INTERSTATE COMMERCE COMMISSION

Documents

- Interstate Commerce Commission Authority Application, Form OP-1, 6/90
- State Regulatory Commissions and Fuel Tax Divisions, 6/88
- Overview of Federal and State Regulations Concerning Interstate Motor Operations, 1/92
- Tariff Instruction Manual, 85
- Owner-Operator Food Transport, 6/82
- Highlights of the Bus Regulatory Reform Act of 1982, 10/82
- Guide to Filing Protests, Replies, and Appeals, 6/82
- Loss and Damage Claims! Can You Collect?, 10/87
- Small Shipments: Rights, Remedies, and Alternatives, 6/79

Topics

- operating authority

U.S. DEPARTMENT OF TRANSPORTATION

Documents

- Federal Motor Carrier Safety Regulations, Title 49, 5/92
- The Interstate Truck Driver's Handbook
- How to Achieve a "Satisfactory" DOT Safety Rating, Publication Number: FHWA-MC-88-044, Rev. 7/91
- 1992 Driver License, Administration, Requirements and Fees, Publication No. FHWA-PL-92-013
- Variances Between Federal Regulations and Illinois State Regulations
- IVHS Projects in the United States, 1/92

Topics

- hours of service for drivers
- qualification of drivers
Topics
- hazardous materials transportation

U. S. ENVIRONMENTAL PROTECTION AGENCY
Topics
- hazardous materials transportation

ILLINOIS OFFICE OF SECRETARY OF STATE
Documents
- 1994 International Registration Plan, Applications and Instructions, 10/92
- 1993 Application and Instructions for Vehicle Proration, 8/92
- Illinois Commercial Drivers License Study Guide, 3/92
- CDL Provisions and Requirements, 5/91 (pamphlet)
- Mileage Tax Registrations and Installment Payments, 7/91 (pamphlet)
- Farm and Mileage Tax Registrations, 5/92 (pamphlet)

Topics
- IRP registration
- vehicle licensing and registration
- trip permits (IRP related only)
- heavy vehicle use tax
- Commercial Drivers License

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
Documents
- Rules and Regulations of the Illinois State Toll Highway Authority, 12/91

102
APPENDIX B. LIST OF INDIVIDUALS INTERVIEWED

ILLINOIS COMMERCE COMMISSION
Transportation Division
Bill Snyder, Compliance Advisory Service
Kevin Sharpe, Director of Processing

ILLINOIS DEPARTMENT OF REVENUE
Motor Fuel Division
Roland Marr, Manager
Mary Ann Marquette

ILLINOIS STATE POLICE
Commercial Vehicle Enforcement Bureau
Trooper Roy Gundy, Supervisor- Second Division Vehicle Section

ILLINOIS DEPARTMENT OF TRANSPORTATION
Division of Traffic Safety
Larry Wort, Chief- Bureau of Safety Programs
William J. Bermel, Systems Coordinator
Levon Richmond, Compliance Officer
Division of Highways
Joe Hill, Chief- Maintenance Operation Engineer
Stan Paulis, Chief- Permit Unit Chief

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
Division of Land Pollution Control, Solid Waste Section
Cindy Bahner, Transportation Coordinator

ILLINOIS OFFICE OF SECRETARY OF STATE
Commercial and Farm Truck Division
Don Kerber, Administrator
Judy Ellett, Assistant Administrator
Michael Ramirez, IRP/Prorate/Reciprocity Section

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
Jeff Hochmuth, Assistant Traffic Engineer

INTERSTATE COMMERCE COMMISSION
Denice O’Neil, Transportation Industry Analyst
COMMERCIAL VEHICLE SAFETY ALLIANCE

Documents

- Commercial Vehicle Safety Alliance brochure.

Topics

- safety inspection of commercial motor vehicles and drivers

OTHER

- Truck Source 1992, Sources of Trucking Industry Information
- Assessment of Benefits for Advantage I-75, University of South Florida-Tampa, 3/92
- ISTEA-91 Pours On The Changes, Commercial Carrier Journal, 4/92
- Strategic Plan For IVHS in the United States, 5/92
- Report to Congress on IVHS, 3/90
- IVHS and Vehicle Communications, SAE, 1991
- Trucking in Illinois, Rules and Regulations for Motor Carriers, 7/88
- Multi-Jurisdiction Oversize/Overweight Permit Guidelines, 1/92
- Multi-Jurisdiction Oversize/Overweight Organization Procedures Manual, 1/92
- State Road Use Taxes - A Guide to Fuel Use and Weight-Distance Taxes, American Trucking Association, 1993
AGENCY NAME: 

DIVISION/SECTION: 

CONTACT PERSON: ___________________________ POSITION: ___________________________

PHONE NUMBER: (___) ________________ FAX: (___) ________________

DATE: ___________________________ TIME: ___________________________

1. What tasks related to commercial vehicles does your group/area do?

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

2. How many personnel handle commercial vehicle tasks in this area? ________

________________________________________________________________________

3. Is there an organizational chart available listing the positions in this area?

________________________________________________________________________

________________________________________________________________________

4. What types of tasks do the various personnel in the organization perform (general)? __________________________

________________________________________________________________________

________________________________________________________________________
U.S. DEPARTMENT OF TRANSPORTATION
FHWA, Illinois Division
Office of Motor Carriers
Donna Smith
Ron Thompson
11. Briefly describe the procedures used by this agency in carrying out specific tasks related to CVO (flowchart?).

12. What data is needed from customers to carry out this area's tasks?

13. What data is needed from other agencies to carry out this area's tasks?

14. Are copies of all the forms that this area uses to carry out its tasks available?

15. What are the output data/documents generated by this area's activities?
5. What type of training program does the organization have for the various personnel?

6. Are there any plans to increase or decrease the no. of personnel?

7. What percentage of time do personnel spend on the various commercial vehicle tasks in this area?

8. What are the hours of operation for the various aspects of this area (both direct customer service and support staff)?

9. How many units (per hour, day, week, year, etc.) does this area process for each task?

10. Are there periodic reports (monthly, quarterly, semi-annual, annual, etc.) that contain statistical data regarding this area's volume processed (applications, collections, etc.)?
21. What are the most efficient/successful areas of this operation? 

22. What are some of the typical complaints this area receives from its customers? 

23. What changes would you make to improve operations to better serve customers and/or be more cost-effective? 

24. What legislative changes does this area need for more flexibility and freedom to better serve its customers?
16. Where (if any) is the output/document of this area's activities sent to for further processing? __________________________________________

17. What are the fee schedules for tasks in this area? __________________________________________

18. How do these fee schedules relate to the actual cost of processing and providing these services? __________________________________________

19. What is the annual budget for this area? __________________________________________

20. What changes might be made in this area's fee schedule/cost structure to raise more revenues for improved operations? __________________________________________
31. Are there other people in this area that the researchers should be meeting with?
   Name: ___________________________ Phone: (___) ______
   Specialty: _______________________

   Name: ___________________________ Phone: (___) ______
   Specialty: _______________________

32. What type of data and/or recommendation areas would you like to see addressed in this report? ____________________________________________________

   ____________________________________________________
   ____________________________________________________

33. Is there anything that has yet to be discussed that should be known by the researchers? ____________________________________________________

   ____________________________________________________

34. Where is the code or legislation for this agency's operation documented?
25. What type of computers and how many does this area presently use? _____________

________________________________________________________________________

________________________________________________________________________

26. What type and titles of computer software does this area presently use? _____________

________________________________________________________________________

________________________________________________________________________

27. What additional operations could be computerized to cut costs? _____________

________________________________________________________________________

________________________________________________________________________

28. What automation technologies are you aware of that are available to increase efficiency and customer service? _____________

________________________________________________________________________

________________________________________________________________________

29. What has prevented the implementation of these technologies so far? _____________

________________________________________________________________________

30. Are there any sensitive issues facing IVHS-CVO implementation relative to this
3-401. Effect of provisions

(b) ... Effective October 1, 1984, no vehicle required to pay a Federal Highway Users Tax shall be registered unless proof of payment, in a form prescribed and approved by the Secretary of State, is submitted with the appropriate registration.

3-402. Vehicles subject to registration - Exceptions

B. Reciprocity.

(1) ... displays upon it, a valid registration card and registration plate or plates issued for such vehicle in the place of residence of such owner and is issued and maintains in such vehicle a valid Illinois reciprocity permit...

3-404. Vehicles of second division carrying persons or property - Required documents

The Secretary of State shall require an appropriate document, including but not limited to a bill of lading, trip manifest or dispatch record, to be carried, on all vehicles of the second division, carrying persons or property setting forth therein...

3-405. Application for registration

(a) Every owner of a vehicle subject to registration under this Code shall make application to the Secretary of State for the registration of such vehicle upon the appropriate form or forms furnished by the Secretary. Every such application shall bear the signature of the owner written with pen and ink and contain...

3-411. Registration card to be carried and exhibited on demand

(a) Every registration card for a vehicle of the second division, except pole trailer or semitrailer shall at all times be carried in the vehicle to which it refers or shall be carried by the person driving or in control of such vehicle who shall display the same upon demand of a police officer or any officer or employee of the Secretary of State.
APPENDIX D. BARRIERS IN SOME KEY DOCUMENTS

This section contains the potential institutional barriers that were identified based on the review of key documents from some of the agencies. It is not meant to be an all-inclusive list of the issues that need to be addressed, but to indicate the most obvious barriers to implementation of IVHS technologies in CVO.

These are quotations taken from various documents. The underlinings were not in the original documents, but are added by the authors to highlight the potential barriers. At the end of each quotation, one or more characters are typed inside of a bracket [ ]. The characters identify the barriers for certain conditions. These conditions are briefly described below:

P Partial automatic credential check where AVI, WIM, AVL may be used.

F Fully automatic credential check where in addition to AVI, WIM, AVL, documents such as CDL and ICC authority are checked electronically.

T Transparent borders exist and trucks cross state lines like cars.

O One stop shopping concept is used and moderate degree of automation is utilized. Data is received and transmitted electronically. Applications are made on paper forms as well as via electronic media.

S Safety inspections are automated.

D.1 Illinois Vehicle Code

3-104. Application for certificate of title

(a) The application for a certificate of title for a vehicle in this State must be made by the owner to the Secretary of State on the form prescribed and must contain: ...

3. ...signatures of owners [O,F]

(b) ...must be signed by the dealer as well as the owner. [O,F]

(f) An application for a certificate of title for any vehicle, whether purchased in Illinois or outside Illinois, and even if previously registered in another State, must be accompanied by either an exemption determination from the Department of Revenue showing that no tax imposed pursuant to the Use Tax Act or the vehicle use tax, as imposed by Section 3-1001 of the Illinois Vehicle Code, is owed by anyone with respect to that vehicle, or a receipt from the Department
at all times be carried in the cab of the vehicle to which it refers or shall be carried by the operator who shall display the same upon demand of a police officer or agent of the Department of Revenue.

For the purpose of this Section "display", when requested, means the manual surrender of the Identification Card into the hands of the demanding officer or agent for the inspection thereof.

11-1419.02. Failure to display External Motor Fuel Tax Identification Device.

Except as provided for in the Motor Fuel Tax Law, no motor carrier shall operate or cause to be operated a commercial motor vehicle propelled by special fuel upon the highways of this State unless there is affixed to such commercial vehicle a valid external motor fuel tax identification device.

13-111. Operation without certificate of safety attached -Effective date of certificate

(a) Except as provided for in Chapter 13, no person shall operate a second division vehicle or medical transport vehicle upon the highways of this State unless there is affixed to the second division vehicle or medical transport vehicle a certificate of safety then in effect. The Secretary of State, State Police, and other police officers shall enforce this section. The Department shall determine the expiration date of the certificate of safety.

The certificates, all forms and records, reports of tests and retests, and the full procedure and methods of making the tests and retests, shall be in the form prescribed by the Department.

15-301. Permits for excess size and weight

(f) The form and content of the permit shall be determined by the Department. Every permit shall be carried in the vehicle or combination of vehicles to which it refers and shall be open to inspection by any police officer or authorized agent of any authority granting the permit and no person shall violate any of the terms or conditions of such special permit.

18c-4601. Cab Card and Identifier to be Carried and Displayed in Each Vehicle. [F,T]

(1a) Carrying Requirement. Each motor vehicle used in for-hire transportation upon the public roads of this State shall carry a current cab card together with an identifier issued by or under authority of the Commission. If the carrier is an intrastate motor carrier of property, the prescribed intrastate cab card and identifier shall be required; if the carrier is an interstate motor carrier of property, the prescribed interstate cab card and identifier shall be required.
3-413. Display of registration plates, registration stickers and driveway decal permits

(a) The registration plate issued for a motorcycle, trailer or semitrailer required to be registered hereunder and any apportionment plate issued to a bus under the provisions of this Code shall be attached to the rear thereof. The registration plate issued for a truck-tractor required to be registered hereunder shall be attached to the front thereof. [P,F]

(d) The Illinois prorate decal issued to a foreign registered vehicle part of a fleet prorated or apportioned with Illinois, shall be displayed on a registration plate and displayed on the front of such vehicle in the same manner as an Illinois registration plate. [P,F]

3-821. Miscellaneous registration and title fees

(e) Trucks, truck tractors, truck tractors with loads, and motor buses, any one of which having a combined total weight in excess of 12,000 lbs. shall file an application for a Fleet Reciprocity Permit issued by the Secretary of State. This permit shall be in the possession of any driver operating a vehicle on Illinois highways. [P,F]

6-101. Drivers must have licenses or permits

(a) No person, except those expressly exempted by Section 6-102, shall drive any motor vehicle upon a highway in this State unless such person has a valid license or permit, or a restricted driving permit, issued under the provisions of this Act. [F]

6-112. License and permits to be carried and exhibited on demand.

Every licensee or permittee shall have his drivers license or permit in his immediate possession at all times when operating a motor vehicle and, for the purpose of indicating compliance with this requirement, shall display such license or permit if it is in his possession upon demand made, when in uniform or displaying a badge or other sign of authority, by a member of the State Police, a sheriff or other police officer or designated agent of the Secretary of State. However, no person charged with violating this Section shall be convicted if he produces in court satisfactory evidence that a drivers license was theretofore issued to him and was valid at the time of his arrest.

For the purposes of this section, "display" means the manual surrender of his license certificate into the hands of the demanding officer for his inspection thereof. [P,F]

11-1419.01. Failure to display Motor Fuel Tax Identification Card.

When required, by Section 13a.4 of the "Motor Fuel Tax Law", approved March 25, 1929, as amended, every valid Motor Fuel Tax Identification Card, or an authorized reproduction shall
D.3 Illinois Administrative Code - Title 86

Section 500.160 Claims for Refund - Original Invoices

Evidence supporting the claim must include both a copy of the tax return filed with such other state and a copy of the canceled check or a receipt acknowledging payment of the tax due on said tax return.  [F]

Section 500.175 Special Motor Fuel Permits and Decals

d) Motor Fuel Decals. Each commercial motor vehicle operating upon the highways of this State shall conspicuously display an external Motor Fuel Tax identification device, i.e., a motor fuel decal, on the passenger side of the commercial motor vehicle. However, buses that qualify as commercial motor vehicles may display such devices on the driver’s side of the vehicles.  [F]

D.4 Application and Instructions for Vehicle Proration

II. Filing Date

Mail application(s) to:

Office of the Secretary of State
Commercial and Farm Truck Division
Room 300, Howlett Building
Springfield, IL 62756  [O]

VIII. Instructions for Preparing Application for Vehicle Proration and Schedule for Proration

A. Application for Vehicle Proration

The Application for Vehicle Proration and the Schedule for Proration must be submitted together. When the application and schedule are completed, be sure that the application is signed before filing.  [O,F]
(1b) Execution and Presentation Requirement. Such cab card shall be properly executed by the
carrier. The cab card, with an identifier affixed or printed thereon, shall be carried in the
vehicle for which it was executed. The cab card and identifier shall be presented upon request
to any authorized employee of the Commission or the State Police or Secretary of State.[F,T]

18c-4701. Insignia on Vehicles.

(1) General Requirements to be Prescribed by Commission. Except as otherwise provided in
this Section, no intrastate carrier shall operate any motor vehicle upon the public roads of this
State unless there is painted or affixed to both sides of the cab or power unit, in accordance with
such specifications as the Commission may prescribe, the trade name of the carrier as it appears
on the carrier's license or the carrier's recognized log, together with the license and registration
number of the carrier. Likewise, no interstate carrier shall operate any motor vehicle upon the
public roads of this State unless there is painted or affixed to both sides of the cab or power
unit, in accordance with such specifications as the Commission may prescribe, the registration
or authority number of the carrier. [F]

18c-4807. Bill of Lading or Similar Documentation Required.

(1) General Requirements. Except as provided in subsection (2) of this Section, every motor
common carrier of property shall be required to issue a bill of lading and freight bill indicating
the commodities transported, weight thereof (where freight charges are assessed by weight), the
points of origin and destination of such commodities, the consignor and consignee, and the
charge therefor. [P,F]

D.2 Illinois Revised Statutes - Chapter 120

429a4. Permit-Application-Bond-Motor fuel tax identification device

The applicant for a permit shall also file with the Department a bond...on a form to be
approved... identification cards shall be carried in the cab of each commercial motor vehicle
operating in Illinois. ...an external motor fuel tax identification device shall be conspicuously
displayed on the passenger side of each commercial motor vehicle propelled by special fuel
operating in Illinois except buses which may display such devices on the driver's side of the
vehicle. [P,F]

429a5. Single trip permit - Fee

§ 13a5. ...a single trip permit...may be issued after proper application upon forms furnished
554.108 Insurance

a. Owners and/or operators of escort vehicles or vehicles with oversize loads exceeding 10 feet in width, 13 feet 6 inches in height, 110 feet in length, or overweight must have in effect or be self-insured in the minimum amount of $500,000 per occurrence combined bodily injury and property damage. [F,O]

b. Owners and/or operators of vehicles with exceptionally large or heavy loads that require closing a highway, traveling at a slow speed on structures, or other maneuvers unexpected by the other motorists, may be required to have higher insurance limits, based upon an estimate of potential damages. [F,O]

554.112 IDT (IDOT) Registration

a. Applicants for special permits may apply for IDT registration and for a decal (label) that will identify a specific vehicle and its classification.

c. 1) IDT decals are valid for up to two years and cost $5.00 each.

2) To be valid, the proper decal must be affixed to the left side of the vehicle in a conspicuous place. [F,O]

Issuance of Permits

554.302 Copies or retransmissions of a written permit message to other locations are prohibited and do not constitute valid permits. [F,O]

554.306 Method of Application

Depending upon the type of permit needed, application may be made by telephone or in writing.

a. 2. Applications for permits exceeding the practical maximum size and weight limits must be in writing.

d. Permits for the repeated moves directly across a highway or for the movement of an overweight 2-axle truck loaded with sweet corn, soybeans, corn, wheat, milo or other small grains and ensilage must be in writing on current Department Form BT 1163 or BT 757 respectively. [F,O]
The Application for Vehicle Proration must be signed before submitting to our office for processing. [O]

C. Computing the Prorate Factor in Item 12 of the Application for Vehicle Proration

Mail the Application for Vehicle Proration and Schedule for Proration, along with a check or money order made payable to the Illinois Secretary of State. [O,F]

X. Temporary Prorate Authorization Permits

This permit may be obtained by writing the Commercial and Farm Truck Division in the Secretary of State’s office. [P,F,O]

The white copy of the permit is to be carried in the vehicle, the pink copy is to be retained by the company for audit purposes, and the canary copy must be forwarded to the Secretary of State’s office. [P,F,O]

D.5 The Illinois State Toll Highway Authority

2-201 Use of Tollway Prohibited.

h(5) Overweight Vehicles

a. Vehicles whose weight exceeds the limitations of Section 15-111 of the Illinois Vehicle Code unless prior written approval has been obtained from the Authority based on the following information supplied to the Authority: [O,P,F]

2-204 Special Usage Toll.

a. The Special Usage Toll Permit Form shall be obtained from the Plaza Toll Collector in Charge of the first manned toll plaza reached upon entering the Tollway and all information required by the form shall be provided prior to issuance of the Permit. [O,P,F]

2-206 Full Stop at All Toll Plazas. A full stop must be made at all toll plazas at the time of payment of Toll. [P,F]
(k) (3) The driver shall retain a copy of each record of duty status for the previous 7 consecutive days which shall be in his/her possession and available for inspection while on duty.

§395.15 Automatic on-board recording devices.

(a) (5) All hard copies of the driver's record of duty status must be signed by the driver.

§396.11 Driver vehicle inspection report(s).

(c) (3) A legible copy of the last vehicle inspection report, certified if required, shall be carried on the power unit.

§397.9 Routes

(b) ...must prepare a written plan of a route that complies with the rules in paragraph (a) of this section for that vehicle and must furnish a copy of the written plan to the driver.
554.311 Subsequent Permits Following a Violation

The permit to continue a move following a violation will be withheld until:

a. The Permit Office has received clearance from the police agency making the 
   arrest that the load may proceed.  

554.402 Short Form Permits

a. Applicable conditions and restrictions are indicated by code letter and number, 
   which are contained in Form BT 993. A copy of Form BT 993 must accompany 
   the permit or the permittee is subject to arrest.  

6-206 Security Deposits for Movements

Section 15-301(c) of the Illinois Vehicle Code authorized the Department to require that the 
permittee provide a security deposit to cover the cost of possible damages to highways or 
bridges as a result of unusually heavy moves. 

D.7 Federal Motor Carrier Safety Regulations

Title 49: Parts 383, 385, 390, 395. 396, 397

§383.23 Commercial Driver’s License

(a) (2) no person shall operate a commercial vehicle unless such person possesses a CDL

§385.21 Motor carrier identification report.

(a) All motor carriers currently conducting operations in interstate or foreign commerce shall 
file a Motor Carrier Identification Report, Form MCS-150, within 90 days after the 
effective date of this rule. Exception: The provisions of this section do not apply to a 
motor carrier that has received written notification of a safety rating from the FHW

§395.8 Driver’s record of duty status.

(f) (7) Signature/certification. The driver shall certify to the correctness of all entries by
writers. Workers are trained for 6 weeks in-house.

Budget
Area budget is about $700,000. Fees collected are approximately 10 times those spent. Revenues go to road fund.

Fee Changes
Fees may be raised for loads over 120,000 pounds.

E.3 Illinois State Toll Highway Authority

Computers
The Tollway uses personal computers connected in a Novell Network environment. Hardware was purchased recently. Software used includes WordPerfect, Lotus, and internally written programs. The PC is not used in actual permit processing, however.

Automation
Permits are currently processed by hand.

Personnel
One full-time, 3 to 4 part-time. Employees are trained in-house.

Budget
unknown

Fee Changes
none foreseen

E.4 Illinois State Police

Computers
The State Police have 16 IBM mainframe terminals.

Automation
Troopers could use laptops to send data directly to the mainframe. Data is currently hand entered by personnel at the State Police office in Springfield.

Personnel
There are 900 Illinois State Police officers, 60 hazardous materials officers, 30 Motor Carrier Safety Regulations (MCSRs) officers and 75 civilian truck weighing inspectors. Training for
APPENDIX E. PHYSICAL INVENTORY

E.1 IDOT - Safety Division

Computers
IDOT uses a mainframe system controlled by Central Management Services. IMS software (IBM database) controls telecommunications and matching of accident database. In-house programs are written in Cobol.

Automation
Inspection forms are scannable except for name and address. Mainframe operations could be switched to personal computers in a network environment.

Personnel
There are 11 employees who work on inspections, 4 on Motor Carrier Safety Regulations (MCSR), 6 on hazardous materials and 8 clerical workers. Training is specific for each position. Much is done in-house, but some is done by the Federal Highway Administration (FHWA). Two of the hazmat employees are new.

Budget
Budget for the area is approximately $2 million.

Fee Changes
There is a proposed fee for the test which is given to safety inspectors to become certified. Currently there is no fee.

E.2 IDOT - Permit Section

Computers
The permit section uses a mainframe with 16 terminals. Programs are written in job control language.

Automation
IDOT uses a computerized system to arrange escorts with the State Police. Permit applications data are entered by entered. Permits are sent by fax, but the fax machine is not currently linked directly to the terminals. Cash-on-delivery (COD) orders currently require a form.

Personnel
Approximately 20 people work in the permit office. There are plans to hire 2 additional permit
E.6 Illinois Department of Revenue

Computers
The Department of Revenue currently uses 2 mainframes (Amdahl 5990 Twin Pack) and 7 Compaq Deskpro personal computers. Cobol, CICS and Novell Netware software are used.

Automation
The Department of Revenue will soon be leasing Lockheed's VISTA system for use with IFTA. This system will automate many operations which are currently done manually. Additional PCs may also be required.

Personnel
7 technical and 30 non-technical staff work in Motor Fuel Use Tax. About 14 are full time commercial vehicles. There is a specific training program for collection officers and auditors. Processors are trained on-the-job. With IFTA, there may be an increase in staff.

Budget
Net revenues are $55-60 million. Revenue goes to road fund.

Fee Changes
Concern that revenue may be lost when IFTA is implemented.

E.7 Illinois Commerce Commission

Computers
All information is stored on personal computers which are connected in a network environment. Software written in-house.

Automation
All data may be accessed via computer. Scanners are used partially, and some data is still hand entered. In the future, filing of tariffs may be done electronically.

Personnel
Total of about 225. ILCC Police officers are trained at State Police Academy. Most other training is done in-house.

Budget
unknown

Fee Changes
Future implementation of base-state registration system may result in large revenue loss ($1.5
officers done at State Police Academy. Hazmat and MCSR officers also must go to school for their specialty. At headquarters in Springfield, 3 technical and 18 non-technical staff work in commercial vehicle operations.

**Budget**
Bureau of Motor Carrier Safety budget is around $1.8 million.

**Fee Changes**
Fines could be increased (no immediate plans to do so).

### E.5 Secretary of State

**Computers**
The Secretary of State uses a 90/94 Bull mainframe with 32 Bull Model HDS5 terminals. Six Unisys personal computers are also used. These stand-alone devices are used for application validation, one for report summarization and for record transmission to mainframe host file. The mainframe operating system is GCOS. Production programs are written in Cobol 74 (Cobol 85 in the future). The database structure is IDS II. Louis II/Better II is used for some reporting functions. The validation program utilized on the Unisys PCs is written in Dataflex using DOS 5.0 operating system software.

**Automation**
Many operations are already automated. However, forms could be made scannable in the future. Information which is currently sent to states (boxes of paper) could be sent electronically.

**Personnel**
SOS has 38 office staff and 7 management staff handling commercial vehicles. Training is done on-the-job.

**Budget**
Current budget is about $1.3 million. Income is about $116 million. Revenues go to the road fund and general revenue fund.

**Fee Changes**
None in near future.
E.8 FHWA Office of Motor Carriers

Computers
Springfield office has 4 personal computers and 1 terminal used to access SAFETynet. 12 Zenith laptops with printers are used to do safety and compliance reviews.

Automation
Safety and compliance reviews already done on laptop computers.

Personnel
12 non-technical and 2 technical in Illinois division. Staff performing reviews are trained for 6 weeks in Oklahoma City, then work with a partner for over a year before working alone.

Budget
$145,000, excluding salaries.

Fee Changes
none

E.9 Illinois Environmental Protection Agency

Computers
Data is maintained on a mainframe, but computers are not used to process special waste permit applications. That is all done manually. Tire and medical waste permits are done on personal computers.

Automation
In the future, all applications may be processed on computers.

Personnel
One full-time and a few other part-time.

Budget
unknown

Fee Changes
There is currently no fee for scrap tire hauling permits, but there may be one in the future.