

Executive Branch

Oberweis criticizes Quinn veto of 60 mph trucks bill

Ray Long

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RINGFIELD — Republican state Sen. Jim Oberweis says Democratic Gov. Pat Quinn was wrong to veto a bill that would have let big trucks go faster on interstate highways in the Chicago area.

The governor on Monday cited recent semitrailer truck crashes that have led to deaths in exercising his veto power over a measure that would have raised the interstate speed limit from 55 to 60 mph in Cook, DuPage, Kane, Lake, McHenry and Will counties.

Oberweis, who sponsored the bill, said the bill was designed to reduce the differential between cars going 70 mph and trucks limited to 55 mph.

“It would make the roads safer,” said Oberweis, who is challenging Democratic U.S. Sen. Dick Durbin this fall. “There would be only a 10 mph differential rather than 15.”

The bill passed the House 114-0 and the Senate 58-0. Oberweis maintained Quinn’s veto is a “clear example where the governor is not allowing the willing of the people to be heard.”

But Quinn maintained “no amount of fines, penalties or jail time can ever replace the lives of those whom we have lost to fatal accidents on our interstate highways,” Quinn said.

Citing the recent traffic deaths tied to big trucks traveling at high speeds, Quinn said, “The convenience of increased speeds for truckers on roadways does not outweigh the safety risks to children, families and our dedicated public servants.” Quinn cited a July 21 crash on Interstate 55 near Arsenal Road in the southwest suburbs. An Indiana trucker, Francisco Espinal Quiroz, 51, of Leesburg, Ind., allegedly was speeding in a work zone when his truck slammed into three vehicles, killing five people. He has been charged with falsifying duty logbooks used to verify that a driver is not spending too many hours on the road without rest. A Democratic co-sponsor

of the bill also criticized the veto. “The governor’s actions are inconsistent with his support for moving goods and people and services in and out of a major hub like Chicago,” said Sen. Martin Sandoval, a Chicago Democrat who chairs the Senate Transportation Committee. “We raised the speed limit for cars, and we should follow suit for our trucking industry. “If Illinois wants to remain the premier hub for transporting goods throughout the county,” he added, “then we need to do it efficiently and fast.”

General Summary and My Analysis

- 1.) In this article the author uses people who are the main topic in the article as well as the things they say and the statistics and recent data for truck crashes.
- 2.) The conclusions/generalizations that I derived from the article is that the safety of people is greater than meeting a status quo for quickly transporting goods across the interstate.
- 3.) I think this issue is very important and blown out of proportion because of a false pretense of difficulty with the decision. The governor was right to veto the bill, either way you look at the issue accidents will still occur because of reckless drivers. Instead of increasing the speed of something that could potentially weigh 3 tons compared to a 1 ton car the safest thing to do would be to lower the cars speed so the truck wouldn’t have to adapt or alter its own speed.
- 4.) This article is liberal biased because the issue is put into the hands of the government and they are expected to do something about it that would please everyone, Although both houses were in agreement that the bill should be passed the right choice was made in vetoing it for that person could see the long-term consequences of the bill rather than the short term success.

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