

Vote Record

Assembly Committee on Transportation

Date: 2/24/08
 Moved by: Townsend Seconded by: Petrowski
 AB: 794 Clearinghouse Rule: _____
 AB: _____ Appointment: _____
 AJR: _____ Other: _____
 A: _____ SR: _____

A/S Amdt: _____
 A/S Amdt: _____ to A/S Amdt: _____
 A/S Sub Amdt: _____
 A/S Amdt: _____ to A/S Sub Amdt: _____
 A/S Amdt: _____ to A/S Amdt: _____ to A/S Sub Amdt: _____

Be recommended for:

- Passage
- Introduction
- Adoption
- Rejection

- Indefinite Postponement
- Tabling
- Concurrence
- Nonconcurrence
- Confirmation

Committee Member	Aye	No	Absent	Not Voting
Rep. David Brandemuehl Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rep. Jeff Stone	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rep. Eugene Hahn	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rep. Michael Huebsch	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rep. Steve Kestell	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Rep. Joseph Leibham	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rep. Jerry Petrowski	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rep. Scott Suder	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rep. John Townsend	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rep. Julie Lassa	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rep. Donald Hasenohrl	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Rep. Barbara Gronemus	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Rep. Robert Turner	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rep. Leon Young	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Rep. John Steinbrink	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rep. Larry Balow	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rep. Gary Sherman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Totals:	13		4	



BILL SUMMARY

AB 794: Milk Hauler Weight Bill

Date: March 15, 2000

BACKGROUND

Under current law, milk trucks with a group of 3 or more axles *more than 9 feet* apart are allowed to carry an additional 2,000 pounds as long as the total weight does not exceed 80,000 pounds. When determining axle distance, the State Patrol rounds to the nearest foot and thus, in order to be *more than 9 feet apart*, requires the axle distance to be at least 9'6" for trucks to qualify for the additional 2,000 pounds. However, many milk haulers have purchased trucks thinking that if the axle distance is at least 9'1", they will be entitled to the additional 2,000 pounds. As a result of this misunderstanding, the State Patrol and the Wisconsin Motor Carriers Association have asked for a clarification in state statute.

SUMMARY OF AB 794

Assembly Bill 794 would extend the 2,000 pound weight limit to milk trucks having an axle distance considered to be *9 feet or more* and eliminates the process of rounding the measurement to the nearest whole foot. With these changes, milk haulers will only have to have an actual axle distance of 9'0" or more to qualify for the additional 2,000 pounds.

FISCAL EFFECT

A fiscal estimate prepared by the State Patrol indicates that there will be a limited fiscal impact related to this clarification.

PROS

1. AB 794 would eliminate the current confusion and clarify that the 2,000 pound weight limit applies to milk trucks having an actual axle distance of *9 feet or more*.

CONS

1. Some special interests are opposed to any weight limit extensions because of the excessive wear and tear that are caused by these vehicles on local roads.

SUPPORTERS

Rep. David Brandemuehl, author; Sen. Roger Breske, lead co-sponsor; and Tom Howells, Wisconsin Motor Carriers Association.

OPPOSITION

No one testified or registered in opposition to AB 794.

HISTORY

Assembly Bill 794 was introduced on February 23, 2000, and referred to the Assembly Committee on Transportation. On February 24, 2000, a public hearing and executive session was held and the Committee voted 13-0-4 [Reps. Kestell, Gronemus, Hasenohrl and Young absent] to recommend passage of AB 794.

CONTACT: Sheri Krause, Office of Rep. David Brandemuehl

1999 Session		LRB Number 1999 LRB-4223/4
FISCAL ESTIMATE DOA-2048 N(R06/99)		Bill Number 1999 AB 794
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> UPDATED <input type="checkbox"/> CORRECTED <input type="checkbox"/> SUPPLEMENTAL		Amendment No. if Applicable
Subject Maximum gross vehicle weight and distance between axles of trucks transporting exclusively milk		Administrative Rule Number
Fiscal Effect State: <input type="checkbox"/> No State Fiscal Effect Check columns below only if bill makes a direct appropriation or affects a sum sufficient appropriation.		
<input type="checkbox"/> Increase Existing Appropriation <input type="checkbox"/> Increase Existing Revenues <input type="checkbox"/> Decrease Existing Appropriation <input type="checkbox"/> Decrease Existing Revenues <input type="checkbox"/> Create New Appropriation		<input checked="" type="checkbox"/> Increase Costs - May be possible to Absorb Within Agency's Budget <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Decrease Costs
Local: <input checked="" type="checkbox"/> No local government costs		
1. <input type="checkbox"/> Increase Costs <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory 2. <input type="checkbox"/> Decrease Costs <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	3. <input type="checkbox"/> Increase Revenues <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory 4. <input type="checkbox"/> Decrease Revenues <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	5. Types of Local Governmental Units Affected: <input type="checkbox"/> Towns <input type="checkbox"/> Villages <input type="checkbox"/> Cities <input type="checkbox"/> Counties <input type="checkbox"/> Others _____ <input type="checkbox"/> School Districts <input type="checkbox"/> WTCS Districts
Fund Sources Affected <input type="checkbox"/> GPR <input type="checkbox"/> FED <input type="checkbox"/> PRO <input type="checkbox"/> PRS <input type="checkbox"/> SEG <input type="checkbox"/> SEG-S		Affected Chapter 20 Appropriations
Assumptions Used in Arriving at Fiscal Estimate <p>1999 AB 794 clarifies the permitted weights for vehicles which transport exclusively milk from the point of production to the primary market and the return of dairy supplies and dairy products from such primary market to the farm. The clarification states that milk trucks (as described above) with axle combinations of 3 or more consecutive axles of distances between axles of 9 feet or more, may carry additional weight of 2,000 pounds more per axle group. Previous statutory language did not clarify that the distance between axles greater than 9 feet included all distances greater than 9 feet, not just those distances of 9 ½ feet.</p> <p>There will be a limited fiscal effect related to this clarification. The State Patrol is the primary authority in Wisconsin for enforcement of milk hauler weight regulations.</p> <p>1) Training for this clarification of statute will be conducted during routine enforcement up-dates. 2) New forms to record milk hauler weights will be reprinted within the existing State Patrol budget.</p> <p>AB 794 clarifies that USH 51 / I 39 is not included in any milk hauler weight / axle exemptions.</p>		
Long-Range Fiscal Implications None		
Prepared by: Loralee Brumund / State Patrol	Telephone No. 608/267-3622	Agency DOT
Authorized Signature: 	Telephone No. 608/267-7305	Date 3/1/00

FISCAL ESTIMATE WORKSHEET

1999 Session

Detailed Estimate of Annual Fiscal Effect
DOA-2047 (R06/99)

LRB Number
1999 LRB-4223/4

Amendment No. if Applicable

ORIGINAL UPDATED
 CORRECTED SUPPLEMENTAL

Bill Number
1999 AB 794

Administrative Rule Number

Subject

Maximum gross vehicle weight and axle distance of motor trucks transporting exclusively milk

I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):

II. Annualized Costs:		Annualized Fiscal Impact on State funds from:	
A. State Costs by Category		Increased Costs	Decreased Costs
State Operations - Salaries and Fringes		\$	\$ -
(FTE Position Changes)		(FTE)	(- FTE)
State Operations - Other Costs			-
Local Assistance			-
Aids to Individuals or Organizations			-
TOTAL State Costs by Category		\$ 0	\$ - 0
B. State Costs by Source of Funds		Increased Costs	Decreased Costs
GPR		\$	\$ -
FED			-
PRO/PRS			-
SEG/SEG-S			-
III. State Revenues		Increased Rev.	Decreased Rev.
Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)			
GPR Taxes		\$	\$ -
GPR Earned			-
FED			-
PRO/PRS			-
SEG/SEG-S			-
TOTAL State Revenues		\$ 0	\$ - 0

NET ANNUALIZED FISCAL IMPACT

	STATE	LOCAL
NET CHANGE IN COSTS	\$ 0	\$ 0
NET CHANGE IN REVENUES	\$ 0	\$ 0

Prepared by: Loralee Brumund / State Patrol	Telephone No. 608/267-3622	Agency DOT
Authorized Signature: 	Telephone No. 608/267-7305	Date 3/1/00