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(FORM UPDATED: 08/11/2010)

WISCONSIN STATE LEGISLATURE ... PUBLIC HEARING - COMMITTEE RECORDS

2005-06

(session year)

Senate

(Assembly, Senate or Joint)

Committee on Natural Resources and Transportation...

COMMITTEE NOTICES ...

- Committee Reports ... **CR**
- Executive Sessions ... **ES**
- Public Hearings ... **PH**

INFORMATION COLLECTED BY COMMITTEE FOR AND AGAINST PROPOSAL

- Appointments ... **Appt** (w/Record of Comm. Proceedings)
- Clearinghouse Rules ... **CRule** (w/Record of Comm. Proceedings)
- Hearing Records ... bills and resolutions (w/Record of Comm. Proceedings)
(**ab** = Assembly Bill) (**ar** = Assembly Resolution) (**ajr** = Assembly Joint Resolution)
(**sb** = Senate Bill) (**sr** = Senate Resolution) (**sjr** = Senate Joint Resolution)
- Miscellaneous ... **Misc**

* Contents organized for archiving by: Stefanie Rose (LRB) (June 2012)

November 3, 2005

EXECUTIVE SESSION HELD

Present: (5) Senators Kedzie, Stepp, Kapanke, Wirch and
Breske.

Absent: (0) None.

Moved by Senator Breske, seconded by Senator Kapanke that
Senate Bill 178 be recommended for passage.

Ayes: (5) Senators Kedzie, Stepp, Kapanke, Wirch and
Breske.

Noes: (0) None.

PASSAGE RECOMMENDED, Ayes 5, Noes 0

Matt Phillips
Committee Clerk

Vote Record

Committee on Natural Resources and Transportation

Date: November 3, 2005

Bill Number: Senate Bill 178

Moved by: Breske Seconded by: Kapanke

Motion: Passage

Committee Member

Senator Neal Kedzie, Chair

Senator Cathy Stepp

Senator Dan Kapanke

Senator Robert Wirch

Senator Roger Breske

Aye No Absent Not Voting

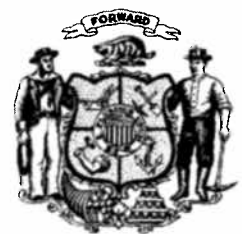
Totals: 5-0 _____ _____

Motion Carried

Motion Failed



WISCONSIN STATE LEGISLATURE



**Chairman's Notes: Senate Committee on
Natural Resources and Transportation
Public Hearing – October 20, 2005**

- Welcome to today's hearing of the Senate Committee on Natural Resources and Transportation. Today we are having a public hearing on a number of Transportation related bills. We will also be entering into executive session to vote on a number of Natural Resources bills that the Committee has previously held a public hearing on.
- Committee Clerk will take Attendance. The roll will be left open for members who have yet to arrive.
- I would like to remind individuals wishing to testify to fill out a hearing slip and give it to the member of the Sergeant's Staff.
- Also, because of the number of bills before the committee today, I would encourage everyone to limit their comments to 5 minutes or less. For those that have written testimony, I would encourage you to summarize instead of reading it verbatim.
- It is my intent to take up the items in the order listed on the hearing notice, and will take up Companion bills at the same time.

Assembly Bill 166

Relating to: wildlife damage abatement assistance

- ✓ **MOTION TO RECOMMEND CONCURRENCE**
- ✓ **SECOND**
- ✓ **DISCUSSION**
- ✓ **ROLE CALL**

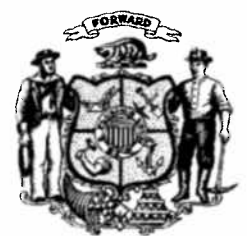
Assembly Bill 178

Relating to: deferral of the use of certain hunting and trapping approvals by certain members of the armed forces

- ✓ **MOTION TO INTRODUCE AND ADOPT SENATE AMENDMENT 1(adds “national guard” to the bill)**
 - ✓ **SECOND**
 - ✓ **DISCUSSION**
 - **ROLE CALL**
-
- ✓ **MOTION FOR CONCURRENCE AS AMENDED ON AB 178**
 - ✓ **SECOND**
 - ✓ **DISCUSSION**
 - ✓ **ROLE CALL**



WISCONSIN STATE LEGISLATURE





Wisconsin Motor Carriers Association **Good stuff.**

"Promoting Safe and Reliable Truck Transportation"

www.witruck.org



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Greg Klimek
Klemm Tank Lines

TREASURER
Mike Natalizio
HNI Risk Services

PRESIDENT
Thomas A. Howells
throwells@witruck.org

October 20, 2005

To: Members,
Senate Natural Resources & Transportation Committee

Subject: Support of Senate Bill 178 & Assembly Bill 315

On behalf of the 1,250 members of the Wisconsin Motor Carriers Association (WMCA), I am appearing today in support of Senate Bill 178 and Assembly Bill 315. AB 315 was recommended for passage by the Assembly Committee on Highway Safety on a 7-0 vote and was approved by the Assembly on a voice vote on June 16th.

WMCA members have had problems for years operating standard size equipment (combinations over 65 feet in overall length and 53 foot trailers) when they leave the designated highway system. These bills, if approved, will help immensely. The change in the access provision will also make it easier for this type of equipment to make pickups and deliveries on roads not on the designated system.

It is important to understand what the bill does **not** do:

- S.B. 178 and A.B. 315 would **not** increase the weight allowed on vehicles in Wisconsin;
- S.B. 178 and A.B. 315 would **not** increase the size of vehicles authorized in Wisconsin. What the bill will do is to allow tractor and semi-trailer combinations that are currently the standard size in the industry to use additional highways in this state.
- S.B. 178 and A.B. 315 would **not** permit vehicles that are larger than most states. For instance, thirty-three other states (including Illinois, Indiana, Iowa, Minnesota, Missouri, Nebraska, Ohio, and North Dakota) already allow 53-foot trailers anywhere in the state. Twenty-six states (including Indiana, Michigan, Ohio, and Nebraska) have no overall length limitation on the combination but limit the length of the trailers that are used. Six other states (including Minnesota) allow 75 feet or longer on the combination.

Truck vehicle size is currently governed in Wisconsin based on two different systems:

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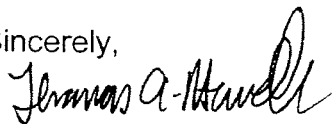
- On the Designated Highway System (Interstates, State Trunk Highways and local roads that have been designated by the Wisconsin DOT Secretary) there is no overall length limitation on the combination, but there are restrictions on the length of a single unit (40 feet) or on the length of a trailer (53 feet).
- All other highways and streets have a 65 feet overall length restriction and trailers may not exceed 48 feet in length.

S.B. 178 & A.B. 315 would allow do the following:

- Would allow a tractor-semitrailer combination up to 75 feet in overall length, to be operated, without a permit, on all state trunk highways (including interstate highways) except those that have been identified by DOT by rule as not suitable for such vehicle lengths.
- Would permit semitrailers up to 53 feet in overall length and having a kingpin to axle length not exceeding 43 feet on all state trunk highways except those that have been identified by DOT by rule.
- The bill does not affect existing law relating to permissible length of these tractor-semitrailer combinations and semitrailers operated on highways presently designated by DOT.
- Increases, from 5 miles to 15 miles, the distance that specified vehicles may operate on highways not designated by DOT in order to access a highway designated by DOT or to reach certain services or destinations.
- Requires DOT, within approximately two months, to submit proposed rules to administer the provisions of the bill to the Legislative Council Staff and to promulgate emergency rules to administer the provisions of the bill until the proposed rules submitted to the Legislative Council Staff become final.

We hope that you will support Senate Bill & Assembly Bill 315. It will be a huge help to the trucking industry and will not authorize any additional weight on our roads and bridges.

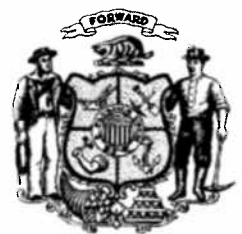
Sincerely,



Thomas A. Howells
President



WISCONSIN STATE LEGISLATURE



**Chairman's Notes: Senate Committee on
Natural Resources and Transportation
Public Hearing – October 20, 2005**

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Senate Bill 178/Assembly Bill 315 (Kedzie/Petrowski)

Relating to: allowing the operation of certain 2-vehicle combinations on certain highways without a permit.

Summary:

- This bill creates an exception to general vehicle length requirements to allow a tractor-semitrailer combination up to 75 feet in overall length, and a semitrailer up to 53 feet in overall length if it has a kingpin-to-axle length not exceeding 43 feet, to operate on all State Highways except those identified by the DOT by rule as not suitable for such lengths.
- The bill also increases, from 5 miles to 15 miles, the distance that specified vehicles may operate on highways not designated by DOT in order to access a highway designated by DOT or to reach certain services or destinations.

Fiscal Effect: A fiscal estimate prepared by the Department of Transportation indicates that SB 178/AB 315 have no state fiscal effect.

Questions:

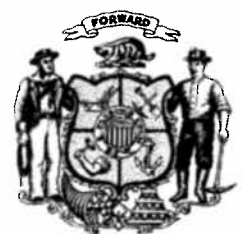
- FOR MOTOR CARRIERS: Does allowing longer tractor-semitrailer combinations create an additional safety hazard for motorists?
- Why is this new length necessary? If it is to accommodate manufacturers that are building trailers bigger today, shouldn't they be working within our law rather than us changing the law to accommodate them?
- FOR DOT: With the passage of this law, how many highways will we be added to network of highways that semis are allowed to operate on?
- What are the length requirements in our neighboring states, and how do they determine what roads trucks may operate on (statute or rule)?

Assembly Action:

- Passed the Assembly Committee on Highway Safety on a 7-0 vote.
- Passed the Assembly on a voice vote.



WISCONSIN STATE LEGISLATURE



**Executive Session Notes
November 3, 2005**

Senate Bill 178

Relating to: allowing the operation of certain 2-vehicle combinations on certain highways without a permit, extending the time limit for emergency rule procedures, providing an exemption from emergency rule procedures and from rule-making procedures, and granting rule-making authority.

- MOTION FOR PASSAGE
- SECOND
- DISCUSSION
- ROLE CALL

Assembly Bill 315 (Companion bill to SB 178)

Relating to: allowing the operation of certain 2-vehicle combinations on certain highways without a permit, extending the time limit for emergency rule procedures, providing an exemption from emergency rule procedures and from rule-making procedures, and granting rule-making authority.

- MOTION FOR CONCURRENCE
- SECOND
- DISCUSSION
- ROLE CALL

Senate Bill 240

Relating to: special or seasonal weight limitations for certain vehicles transporting agricultural crops.

- MOTION FOR PASSAGE
- SECOND
- DISCUSSION
- ROLE CALL

Assembly Bill 510 (Companion bill to SB 240)

Relating to: special or seasonal weight limitations for certain vehicles transporting agricultural crops.

- MOTION FOR CONCURRENCE
- SECOND
- DISCUSSION
- ROLE CALL