

1999 DRAFTING REQUEST

Assembly Amendment (AA-ASA1-AB133)

Received: 06/22/99

Received By: isagerro

Wanted: As time permits

Identical to LRB:

For: Assembly Republican Caucus

By/Representing: Dake

This file may be shown to any legislator: NO

Drafter: isagerro

May Contact:

Alt. Drafters:

Subject: **Transportation - motor vehicles**

Extra Copies: **PEN
TNF**

Pre Topic:

ARC:.....Dake - Am # 303(25),

Topic:

Milk truck weight limits

Instructions:

See Attached

Drafting History:

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
/?	isagerro 06/23/99	jgeller 06/23/99		_____			
/1			jfrantze 06/23/99	_____	lrb_docadmin 06/23/99		

FE Sent For:

<END>

1999 DRAFTING REQUEST

Assembly Amendment (AA-ASA1-AB133)

Received: **06/22/99**

Received By: **isagerro**

Wanted: **As time permits**

Identical to LRB:

For: **Assembly Republican Caucus**

By/Representing: **Dake**

This file may be shown to any legislator: **NO**

Drafter: **isagerro**

May Contact:

Alt. Drafters:

Subject: **Transportation - motor vehicles**

Extra Copies: **PEN
TNF**

Pre Topic:

ARC:.....Dakc - Am # 303(25),

Topic:

Milk truck weight limits

Instructions:

See Attached

Drafting History:

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
1/?	isagerro	11/23/99	6/23	6/23			

FE Sent For:

<END>

estimated transportation fund revenue by \$454,300 in 2000-01 to reflect this modification. The amount of the reduction in PR revenue is less than the increase in transportation fund revenue because, under the substitute amendment, the Department of Commerce would not collect the counter service charge or the \$7.50 supplemental title transfer fee. The amount of transportation fund revenue restored under this item would be \$28,000 less than revenue reduction in the substitute amendment because the Department of Commerce would not collect the counter service charge that is currently levied by DOT.

25. *Milk Truck Weight Limits.* Modify a current law provision that allows vehicles or combinations of vehicles carrying exclusively milk from the point of production to the primary market or the return of dairy supplies and dairy products from the primary market to the farm, to carry heavier allowable loads than are normally allowed, by specifying that the normal allowable weights for such vehicles may be exceeded by 2,000 pounds for groups of three or more consecutive axles that are nine feet or more apart, rather than, under current law, more than nine feet apart. Specify that this provision would first apply to vehicles operated on the effective date of the bill. Since current law specifies that axle distances be rounded to the nearest foot, the effect of this change would be to extend the 2,000 pound provision to those vehicles having three or more consecutive axles that are eight and one-half feet to just under nine and one-half feet apart. This item would restore a provision in the Governor's bill that was removed from the bill by the Joint Committee on Finance as a non-fiscal, policy item.

26. *All-Terrain Vehicles Operated on Highways.* Specify that that the restrictions against the operation of an all-terrain vehicle on a highway do not apply to the operator of an all-terrain vehicle who is engaged in land surveying operations, if safety does not require strict adherence to those restrictions. Under current law, there are already exceptions from these restrictions for the operator of an all-terrain vehicle that is owned by a municipality, state agency or public utility, if operated in an emergency or in the course of operations directly related to the functions of the municipality, state agency or public utility.

27. *Review of DOT Long-Range Transportation Plans.* Delete a provision of the Joint Committee on Finance's substitute amendment that would require DOT to submit any proposed long-range transportation plan to the Committee for review under a 14-day passive review process.

28. *Offsite Contamination Source Liability Exemption.* Exempt state agencies that own properties from liability for hazardous discharges when the source of the contamination originated from outside the property boundaries and the agency did not cause or contribute to the contamination. This provision would treat state agencies similarly to other persons that own properties that are affected by contamination that originates from outside the property boundaries.

29. *Comprehensive Planning.* Delete the provisions recommended by the Governor and modified by the Joint Committee on Finance related to comprehensive planning and the transfer of funding from DOT to DOA for planning grants to local governments. Delete the provisions recommended by the Joint Committee on Finance regarding state agency actions

ARC

1999 - 2000 LEGISLATURE

b1015/1
LRB-1050/1
PEN/jlg:lp
ISR: jlg

DOA:.....Etzler - Weight limits for milk trucks; axle distances

FOR 1999-01 BUDGET - NOT READY FOR INTRODUCTION

Seem

At the locations indicated, amend the substitute amendment as follows:

- 1 AN ACT ...; relating to: maximum gross vehicle weight of motor trucks
- 2 transporting exclusively milk.

Analysis by the Legislative Reference Bureau

TRANSPORTATION

DRIVERS AND MOTOR VEHICLES

Current law prohibits any person from driving upon a highway any motor vehicle that exceeds the maximum permissible gross vehicle weight or the maximum permissible weight per axle. Current law allows additional weight, beyond the weight limits ordinarily applicable, for vehicles transporting 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. On such a vehicle, for groups of three or more consecutive axles more than nine feet apart, an additional weight of 2,000 pounds is allowed if the gross vehicle weight does not exceed 80,000 pounds. To determine the distance between axles, the distance is measured between axle centers to the nearest even foot, and when a fraction is exactly one-half foot, the nearest larger whole number shall be used. An axle measurement of eight feet, six inches is considered nine feet. Under this measurement system, only milk vehicles having axle measurements of nine feet, one inch or greater qualify for the additional 2,000 pound axle weight.

This bill extends the 2,000 pound weight limit applicable to certain milk trucks to vehicles having an axle distance considered to be nine feet or more. With this

~~TRM~~ #3. Page 1349, line 6: after that line insert:

change, milk vehicles transporting milk and having an actual axle distance of eight feet, six inches or more will qualify for the additional 2,000 pounds.

For further information see the *state and local* fiscal estimate, which will be printed as an appendix to this bill.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

276/r ← B
" SECTION 1. 348.15 (3) (bg) of the statutes is amended to read:

348.15 (3) (bg) In the case of a vehicle or combination of vehicles transporting 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 gross weight imposed on the highway by the wheels of any one axle may not exceed 21,000 pounds or, for 2 axles 8 or less feet apart, 37,000 pounds or, for groups of 3 or more consecutive axles more than 9 feet or more apart, a weight of 2,000 pounds more than is shown in par. (c), but not to exceed 80,000 pounds. This paragraph does not apply to the national system of interstate and defense highways, except for that portion of USH 51 between Wausau and STH 78 and that portion of STH 78 between USH 51 and the I 90/94 interchange near Portage upon their federal designation as I 39. "

~~SECTION 9350. Initial applicability; transportation~~

initial "10" C
app (1) WEIGHT LIMITS FOR MILK TRUCKS. The treatment of section 348.15 (3) (bg) of the statutes first applies to motor vehicles operated on the effective date of this subsection. "

(END)

~~TRM~~ #3. Page 1602, line 6: after that line insert:



State of Wisconsin
1999 - 2000 LEGISLATURE

LRBb1015/1
ISR:jlj:jf

ARC:.....Dake - Am # 303(25), Milk truck weight limits

FOR 1999-01 BUDGET — NOT READY FOR INTRODUCTION

CAUCUS AMENDMENT

TO ASSEMBLY SUBSTITUTE AMENDMENT 1,

TO 1999 ASSEMBLY BILL 133

1 At the locations indicated, amend the substitute amendment as follows:

2 **1.** Page 1349, line 6: after that line insert:

3 **"SECTION 2761r.** 348.15 (3) (bg) of the statutes is amended to read:

4 348.15 (3) (bg) In the case of a vehicle or combination of vehicles transporting
5 exclusively milk from the point of production to the primary market and the return
6 of dairy supplies and dairy products from such primary market to the farm, the gross
7 weight imposed on the highway by the wheels of any one axle may not exceed 21,000
8 pounds or, for 2 axles 8 or less feet apart, 37,000 pounds or, for groups of 3 or more
9 consecutive axles ~~more than~~ 9 feet or more apart, a weight of 2,000 pounds more than
10 is shown in par. (c), but not to exceed 80,000 pounds. This paragraph does not apply

1 to the national system of interstate and defense highways, except for that portion of
2 USH 51 between Wausau and STH 78 and that portion of STH 78 between USH 51
3 and the I 90/94 interchange near Portage upon their federal designation as I 39.”

4 **2.** Page 1602, line 6: after that line insert:

5 “(10c) WEIGHT LIMITS FOR MILK TRUCKS. The treatment of section 348.15 (3) (bg)
6 of the statutes first applies to motor vehicles operated on the effective date of this
7 subsection.”

8 (END)