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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**

Ayes: (4) Senators Kedzie, Kapanke, Wirch and
Breske.
Noes: (0) None.
Absent: (1) Senator Stepp.

INTRODUCTION OF SENATE SUBSTITUTE AMENDMENT 1
RECOMMENDED, Ayes 4, Noes 0

Moved by Senator Breske, seconded by Senator Kapanke that
Senate Substitute Amendment 1 be recommended for adoption.

Ayes: (4) Senators Kedzie, Kapanke, Wirch and
Breske.
Noes: (0) None.
Absent: (1) Senator Stepp.

ADOPTION OF SENATE SUBSTITUTE AMENDMENT 1
RECOMMENDED, Ayes 4, Noes 0

Moved by Senator Breske, seconded by Senator Kapanke that
Assembly Bill 169 be recommended for concurrence as amended.

Ayes: (5) Senators Kedzie, Stepp (via paper ballot),
Kapanke, Wirch and Breske.
Noes: (0) None.

CONCURRENCE AS AMENDED RECOMMENDED, Ayes 5,
Noes 0

Matt Phillips
Committee Clerk

Vote Record

Committee on Natural Resources and Transportation

Date: 5-4-05

Bill Number: AB 169

Moved by: Breske

Seconded by: Kapanke

Motion: Introduction of LRB 0101/2 as SSA1

Committee Member

Senator Neal Kedzie, Chair

Senator Cathy Stepp

Senator Dan Kapanke

Senator Roger Breske

Senator Robert Wirch

Aye

No

Absent

Not Voting

Totals: _____

Motion Carried

Motion Failed

Vote Record

Committee on Natural Resources and Transportation

Date: 5-4-05

Bill Number: AB 169

Moved by: Breske

Seconded by: Kapanke

Motion: Adoption of SSA 1

Committee Member

Senator Neal Kedzie, Chair

Senator Cathy Stepp

Senator Dan Kapanke

Senator Roger Breske

Senator Robert Wirch

Aye

No

Absent

Not Voting

Totals: _____

Motion Carried

Motion Failed

Vote Record

Committee on Natural Resources and Transportation

Date: 5-4-05

Bill Number: AB 169

Moved by: Breske Seconded by: Kapanke

Motion: Concurrence as Amended

Committee Member

Senator Neal Kedzie, Chair

Senator Cathy Stepp

Senator Dan Kapanke

Senator Roger Breske

Senator Robert Wirch

Aye No Absent Not Voting

Totals: _____

Motion Carried

Motion Failed

Senate Committee on Natural Resources and Transportation

Senator Neal Kedzie, Chair

May 4, 2005

MOTION

Recommend Assembly Bill 169, relating to: operation of double-decked buses on highways, for concurrence as amended.

Aye ✓

No _____

Signature _____

Atty



Chairman's Notes: Senate Committee on Natural Resources and Transportation

April 21, 2005

✓ Assembly Bill 18 – Ainsworth/Olsen

Summary: This bill permits motor trucks having a gross weight rating of more than 26,000 pounds to be equipped with a flashing or rotating amber light that may be operated only when the motor truck is upon a highway having a maximum speed limit of more than 35 miles per hour and is traveling ten or more miles per hour below the speed limit, stopped, or backing up. Current law generally prohibits (with various exceptions such as safety vehicles) any vehicle from displaying any flashing or rotating light.

- What types of trucks would utilize this provision?
- How often would this be utilized – (we don't want them to become common place, thereby having motorists ignore flashing safety lights)

✓ Assembly Bill 38 – Friske/Olsen

Summary: This bill changes the penalty for persons who violate operating restrictions under a probationary license or an instruction permit. Under this bill, a person holding a probationary license or instruction permit who violates these operating restrictions must forfeit \$50 for a first offense and not less than \$50 nor more than \$100 for each subsequent offense. In addition, DOT must provide notice of the conviction to any adult sponsor of the person.

- ✓ Have any young adults that have violated the graduated drivers license law been given any jail time as a result of their offense.
- ✓ Are the organizations that supported passage of the graduated driver's license law supportive of this change?

✓ Assembly Bill 169 – Van Roy/Cowles

Summary: (As Amended) Creates an exception to the current law prohibition against operating double-decked buses. Also creates an exception to height restrictions. In order to qualify, the vehicles must have a closed roof and obtain the approval of the officer in charge of maintenance of each highway on the proposed route. The officer may not grant approval unless the vehicle clears all obstruction along the route by at least 6 inches and the operator agrees to accept liability for any damages.

- Under the bill, do local governments have the ability to prevent double-deck buses from operating in their jurisdiction, or must they allow them if they meet the criteria spelled out in the substitute amendment. Would it make sense to allow the governing body of a city, village, town or County to have the ability to make the determination as to whether or not double deck buses are allowed, instead of the officer in charge of maintenance?
- What would be the penalty if a double-deck bus that has the authority to operate on a proposed route veer off of that proposed route? Will drivers be notified that the law requires them to stay on the authorized route? Should we include such a provision in the bill?
- After a route is approved, does the "officer in charge of maintenance" have the authority to rescind that approval if something were to change? Should there be any type of periodic route check to ensure the route still meets the clearance requirements? (i.e. New power lines, trees growing over a roadway, new structure has been built, etc.)
- For State Patrol? Would the state patrol inspect all double deck buses prior to operation? Is there periodic inspection as well, such as once a year or once every few years?
?

Senate Bill 61 – Breske/Hines

Summary: This bill permits consecutive monthly registration of a motor truck, trailer, or truck tractor used exclusively to transport calcium chloride liquid.

- Can you tell the committee what calcium chloride liquid is used for, and the rationale for allowing them to register monthly?
- How many trucks across the state would this affect? What would the resulting revenue loss to the state be?

Senate Bill 139/Assembly Bill 209 – Harsdorf/Lothian/Suder

Summary: This bill directs the Department of Transportation to designate and, upon receipt of sufficient contributions from interested parties, mark the route of USH 14 in this state from the Wisconsin-Illinois border to Madison as the "Ronald Reagan Highway."

- The bill indicates that signs will not be erected until the state has received sufficient funds to cover the cost of erecting and maintaining them. Do you have any idea what this would cost, and if there are individuals out there that are willing to provide these contributions?

EXECUTIVE SESSION

Because all of the Committee members are not present, I would like to ask for unanimous consent to leave the roll open until 5:00 today for the absent members to vote.

Senate Bill 39 (With SSA 1)

Senate Bill 39 is authored by Senator Leibham and Representative Petrowski, and relates to creating a school transportation bio-diesel fuel cost assistance program.

We have a substitute amendment pending that has been drafted by the author of the bill. Legislative Council has prepared a memo on the Amendment which each of you should have received. Leg. Council, would you like to describe the Substitute amendment for the committee please.

- **MOTION TO ADOPT SSA 1 TO SB 39**
- **SECOND**
- **DISCUSSION**
- **ROLL CALL**

- **MOTION FOR PASSAGE OF SB 39 AS AMENDED**
- **SECOND**
- **DISCUSSION**
- **ROLL CALL**

Senate Bill 41 (With SA 1)

Senate Bill 41 is authored by Senator Cowles and Representative Ott, and relates to providing a definition of bio-diesel fuel and prohibits the mislabeling of bio-diesel fuel.

There is a simple amendment that has been introduced by the bill's author. The amendment establishes a July 1, 2007, effective date for the bill.

- **MOTION TO ADOPT SA 1 TO SB 41**
- **SECOND**
- **DISCUSSION**
- **ROLL CALL**

- **MOTION FOR PASSAGE OF SB 41 AS AMENDED**
- **SECOND**
- **DISCUSSION**
- **ROLL CALL**

Senate Bill 45

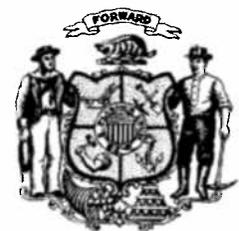
Senate Bill 45, authored by Senator Zien and Representative Suder, increases the maximum permissible overall length of the combination of vehicles from 60 feet to 65 feet if the middle vehicle in the three-vehicle combination is equipped with brakes.

- **MOTION FOR PASSAGE OF SB 45**
- **SECOND**
- **DISCUSSION**
- **ROLL CALL**

DO NOT GAVEL THE EXEC. SESSION CLOSED!



WISCONSIN STATE LEGISLATURE





GREEN BAY POLICE DEPARTMENT

Chief Craig Van Schyndle

920-448-3234

Date: March 23, 2005
To: Representative Karl Van Roy
From: Chief Craig Van Schyndle
Re: Double Decker Buses

Dear Representative Van Roy

I understand the Regency Suites hotel in the city of Green Bay has a Double Decker bus. I further understand that there is some concern about the safety of Double Decker buses. In consulting with twenty-two of my supervisors in a staff meeting, all of the supervisors believe that the Double Decker buses do not pose any safety concerns. None of the supervisors presented any arguments against the Double Decker bus or spoke of any serious safety hazards.

This bus is generally confined to certain routes shuttling convention goers from one event to another. The bus has been operating in the city since the fall of 2004, and has not presented any traffic problems. I have spoken to Brown County Sheriff Dennis Kocken about the safety of Double Decker bus, and Sheriff Kocken does not have any concerns with the bus. The Sheriff fully supports Representative Van Roy's proposal for the bus. I firmly support the allowance of Double Decker buses use.

Sincerely,

A handwritten signature in cursive script that reads "Craig Van Schyndle".

Craig Van Schyndle

Chief of Police

Green Bay Police Department

Hein, Tanya

From: Bott, Eric
Sent: Wednesday, April 20, 2005 8:51 AM
To: Hein, Tanya
Subject: FW: 191428/1/SC Bott
Follow Up Flag: Follow up
Flag Status: Red

From: Customer Services (Buses) [mailto:customerservices@tfl-buses.co.uk]
Sent: Wednesday, April 20, 2005 8:32 AM
To: Bott, Eric
Subject: 191428/1/SC Bott

Our Ref: 191428/1/SC

Dear Mr Bott

Thank you for your email dated 24 March 2005. Please accept my apologies for the delay in replying.

All models of bus are subject to a tilt test. This is carried out at the manufacturers in the presence of the Vehicle Inspectorate. The bus axle is tilted which means, dependant on the suspension type, the body of the bus will tilt even further. Models are tested with the upper deck loaded with weight to simulate full passenger complement. On the bottom deck the driver's weight is included. Current passenger weight is legislated at 64 kilos per person with Routemaster vehicles holding up to 44 passengers on the upper deck. When Routemaster vehicles were tested 50 years ago the legislation did not specify such a high weight per passenger. Each model of bus is required to comply with the tilt test in order for the vehicle type to be approved for use.

We have absolutely no reservations about the use of double deck buses and have been using them on our services in London for more than 50 years.

All buses adhere to PSV (Public Service Vehicle) regulations. You can view the full PSV regulations using the weblink below:

<http://www.vosa.gov.uk/vosa/hgvpsvoperators/hgvpsvregulations/00hgvpsvregulations.htm>

Please do not hesitate to contact me again if you require any further assistance.

Yours sincerely

04/20/2005

Anne Sunyer
Customer Services Manager

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify IT Systems Helpdesk 020 7918 3189.

This footnote also confirms that this email message has been swept by MIMESweeper for the presence of computer viruses.

London Buses



Office of the Mayor

James J. Schmitt
Mayor

Memo

To: Assembly Committee on Highway Safety
From: Mayor Jim Schmitt 
CC:
Date: 3/15/2005
Re: AB 169 Operation of Double Decked Buses on the Highways

The City of Green Bay is 100% in support of AB 169 and encourages both the Assembly and Senate to expeditiously adopt this Bill. The City was completely unaware of any prohibition against Double Decked Buses, until the KI Convention Center and Regency Inn and Suites purchased a "classic" London Style Double Decked bus in the fall of 2004.

The operators made inquiries to the DOT and performed reasonable due diligence, regarding inspection and licensing prior to the purchase of the vehicle. Throughout that process, no red flags were raised, so they purchased the Bus. The Double Decked Bus was intended to serve as an amenity to the convention center and tourism related asset.

Immediately following purchase and delivery, they spoke to the City of Green Bay and to the Brown County Highway Department and obtained permission for suitable routes throughout the County. All appeared to be well, until the Regency Suites began a Christmas Charity Tour, the operators were informed by the State Patrol that double decked buses are not "street legal" in the state of Wisconsin.

This bill will modify an antiquated provision in our state statutes and allow fully enclosed double decked buses to be operated under certain conditions. The City of Green Bay believes that the Regency Suites' double decked bus is a unique attraction, that not promotes tourism but also in the past year proven to be a philanthropic asset to non-profit fundraising in the City of Green Bay.

EXECUTIVE

Brown County

305 E. WALNUT STREET
P.O. BOX 23600
GREEN BAY, WI 54305-3600



CAROL KELSO

PHONE (920) 448-4001

FAX (920) 448-4003

Representative Karl VanRoy
Room 123 West
State Capitol
P.O. Box 8953
Madison 53708

April 18, 2005

Dear Representative VanRoy;

This letter is in support of AB-169 which allows the use of closed roof double-decker busses in the state of Wisconsin. Wisconsin is a tourism destination with thousands of people visiting our beautiful state each year. Our tourism industry would be greatly enhanced with the addition of double-decker buses. The wide use of double-decker buses throughout the country and the world would seem to be testimony to the fact that they are good for tourism and the local economy and do not compromise passengers safety.

On a personal note, I have toured several cities throughout the country on double-decker buses and found it to be a wonderful way to experience a city and to see the sights. Visitors to Wisconsin, whether it's Milwaukee, Madison, Wisconsin Dells or Green Bay, will benefit from the experience of having the option to tour a city from a double-decker bus.

I look forward to seeing the sights of Wisconsin atop a double-decker bus.

Sincerely,

A handwritten signature in cursive script that reads "Carol Kelso".

Carol Kelso
Brown County Executive

Date: March 15, 2005

To: Public Transportation and Elected Officials

Re: Double Decker Bus in Green Bay: Regency Red Line

The Packer Country Visitor and Convention Bureau registers its full support of the proposed bill to change Wisconsin law to allow double-decker busses to operate on public roadways.

Our organization represents the hospitality industry in the greater Green Bay region, and we have been following this issue closely. The tourism industry in Brown County employs more than 11,000 people and travelers spend more than \$400 million. In the three-county region they spend \$613 million. It is a vital part of our economy, and it is important that tourism businesses be afforded an opportunity to grow and provide ever-improving services to the traveling public.

We believe that allowing the Regency Suites to operate a double-decker bus is a great benefit to visitors to our area. After its introduction into our market, it instantly became a popular attraction for the area, and will certainly prove to be a big draw for bringing more conventions to the Green Bay region, the state's fourth largest tourist destination.

We hope that you will consider changing this outdated law. We firmly believe that the Regency Suites Hotel will do everything in its power to ensure that passengers are safe and secure.

The Wisconsin Association of Convention and Visitor Bureaus also supports this bill, which will advance our opportunities to safely grow tourism in Green Bay and Wisconsin as a whole.

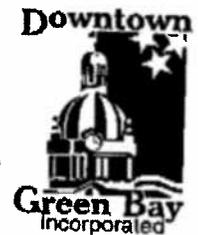
Respectfully,

Kari Sliva
President and CEO
Packer Country Visitor and Convention Bureau

Downtown Green Bay, Inc.

Washington Commons • Suite C-1360
320 N. Adams St. • Green Bay, WI 54301

920-437-5972 • fax: 920-438-7369
www.downtowngreenbay.com



Date: March 15, 2005
To: State Lawmakers
Re: Double Decker Bus Legislation

Downtown Green Bay, Inc. is a non-profit Business Improvement District representing the commercial businesses in an effort to revitalize and energize the downtown area. There is growing excitement and confidence in our downtown related to the changes starting to take shape. But the truth is, the downtown business community has so much more ahead to reach the goal of a vibrant downtown!

The Regency Redline is a wonderful addition and adds significantly to the "fun and unique" component to add to the downtown experience. Since arriving in downtown Green Bay last fall, the variety of uses and the warm reception the bus has generated has been very impressive. The holiday tour of Christmas lights was very popular and received strong publicity in the local media. Other groups and organizations frequently inquire about how they can utilize the Redline for their activities and outings. In such a short time, the Redline is already viewed as one of downtown Green Bay's unique assets.

Downtown Green Bay, Inc. supports AB 169 in support of state legislation making it permissible to utilize double-decker buses in Wisconsin according to the conditions proposed by Representative Karl Van Roy.

Respectfully Submitted,

A handwritten signature in black ink that reads "Jeff Mirkes".

Jeff Mirkes
Executive Director
Downtown Green Bay, Inc.

Hein, Tanya

From: Steven J. Nooyen [hisc149nooyen@juno.com]
Sent: Wednesday, April 20, 2005 10:31 AM
To: Hein, Tanya
Subject: Double Decker Bus in Green Bay

Representative Karl Van Roy,

I am a board member of the Greater Wisconsin Alzheimer's Association representing 52 counties in Wisconsin. The Regency Suites Double Decker Bus was used this past December as part of an important fund raiser to benefit the Alzheimer's Assoc. The program was called the "Griswold Tour" and included a tour of holiday decorations in the Green Bay area.

We are very excited about expanding this program in the years ahead, and I am very concerned that its future is threatened.

Steve Nooyen
Home Instead Senior Care
(920)965-1130 voicemail
(920)621-2827 cell

CHAIR:
Energy, Utilities and
Information Technology Committee

MEMBER:
Joint Committee on Finance
Joint Committee on Audit

ROBERT L. COWLES
Wisconsin State Senator • 2nd Senate District

April 21, 2005

Senator Neal Kedzie, Chair
Committee on Natural Resources & Transportation

Re: Senator Cowles testimony on Assembly Bill 169, relating to Double Decked Buses.

Thank you for the opportunity to appear before you today in support of Assembly Bill 169, relating to the operation of double decked buses on highways.

I am the Senate sponsor of Assembly Bill 169. Currently, Wisconsin is the only state that prohibits the use of double decked buses on its roadways.

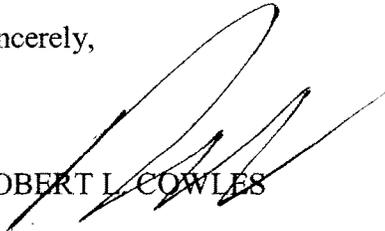
Under Assembly Bill 169, double decked buses with a closed roof design and an overall height not exceeding 14 feet 5 inches may be operated without a permit for excessive height upon a highway that has a speed limit of 45 miles per hour or less.

This can only be done if the vehicle operator has received approval from the agency or officer in charge of maintenance of the highway on any highway of the vehicle's proposed route to ensure that there is adequate height clearance for the vehicle on all parts of the proposed route.

Assembly Bill 169 will assist with tourism and economic development activities in the state. The bill is supported by the Packer Country Visitor and Convention Bureau, Downtown Green Bay Incorporated, the City of Green Bay and the Regency Suites/KI Convention Center.

Thank you for your consideration here today.

Sincerely,


ROBERT L. COWLES