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(FORM UPDATED: 08/11/2010)

**WISCONSIN STATE LEGISLATURE ...
PUBLIC HEARING - COMMITTEE RECORDS**

2009-10

(session year)

Senate

(Assembly, Senate or Joint)

**Committee on ... Transportation, Tourism,
Forestry, and Natural Resources (SC-TTFNR)**

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: Mike Barman (LRB) (June/2012)

Senate

Record of Committee Proceedings

Committee on Transportation, Tourism, Forestry, and Natural Resources

Senate Joint Resolution 45

Relating to: calling on the Wisconsin congressional delegation to take action to grandfather preexisting highway weight limits upon the designation of USH 41 as part of the Dwight D. Eisenhower system of interstate and defense highways.

By Senators Hansen, Cowles, Holperin, Plale, Taylor, Lassa, Darling and Kedzie; cosponsored by Representatives Zigmunt, Bernard Schaber, Soletski, Van Roy, Montgomery, Hintz, Turner, Vruwink, Spanbauer, Steinbrink, Fields, Strachota, Vos and Townsend.

September 16, 2009 Referred to Committee on Transportation, Tourism, Forestry, and Natural Resources.

September 30, 2009 **PUBLIC HEARING HELD**

Present: (7) Senators Holperin, Sullivan, Plale, Hansen, Leibham, Kedzie and Grothman.

Absent: (0) None.

Appearances For

- Dave Hansen — 30th Senate District
- Tom Howells, Madison — Wisconsin Motor Carriers Association
- David Borsuk, Fond du Lac — Wisconsin Institute of Scrap Recycling Industries

Appearances Against

- None.

Appearances for Information Only

- None.

Registrations For

- Ted Zigmunt — 2nd Assembly District
- Kevin Traas — Wisconsin Transportation Builders Association
- Jim Holperin — 12th Senate District

Registrations Against

- None.

Registrations for Information Only

- None.

October 15, 2009

EXECUTIVE SESSION HELD

Present: (7) Senators Holperin, Sullivan, Plale, Hansen, Leibham, Kedzie and Grothman.

Absent: (0) None.

Moved by Senator Hansen, seconded by Senator Leibham that **Senate Joint Resolution 45** be recommended for adoption.

Ayes: (7) Senators Holperin, Sullivan, Plale, Hansen, Leibham, Kedzie and Grothman.

Noes: (0) None.

ADOPTION RECOMMENDED, Ayes 7, Noes 0

Elizabeth Novak
Committee Clerk





Voice of the Recycling Industry

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September 30, 2009

Members of the Senate Committee on Transportation, Tourism, Forestry and Natural Resources
State Capitol
Madison, WI 53707

RE: SJR 45, Grandfathering Truck Size and Weight Limits on Hwy 41 Upon Conversion to Interstate Status

Dear Chairman Holperin and Senate Transportation Committee Members:

Good Morning. My name is David Borsuk and I am employed by Sadoff & Rudoy Industries of Fond du Lac. I am here this morning in my capacity as Legislative Co-Chair of the Wisconsin Institute of Scrap Recycling Industries. We represent 21 active scrap processor members and an additional 19 branch and associate members. We have come here today to support Senate Joint Resolution 45 to grandfather preexisting highway weight limits upon the designation of USH 41 as part of the Interstate Highway System.

USH 41 is the backbone of the transportation corridor serving industry from Milwaukee to Green Bay. While the scrap processing industry is a beneficiary of the existing heavy weight permits, it must be pointed out that the Wisconsin metal working, steel mill, and foundry industries directly benefit from this exemption through lower freight rates for the material that they generate and consume. Without the extension of the heavy weight exemption, 50% more trucks would be needed to transport charge materials to Wisconsin steel mills and foundries. Additionally, a significant number of trucks would be required to pick up scrap at the metal working generators.

If the current truck size and weight limits are not grandfathered onto the newly designated interstate, some commercial truck traffic could be forced onto state numbered highways and local roads. Diverting larger loads from Hwy 41 onto two-lane roadways jeopardizes motorist safety and may force heavier traffic into the downtown business districts of many communities. Hwy 41 is simply better equipped to facilitate the safe and smooth flow of truck traffic.

It is important to note that Congress previously granted Wisconsin's request to grandfather the size and weight limits on I 39 from Portage to Wausau after its designation as part of the interstate system. The resolution before you today is a necessary first-step to grandfather existing truck size and weight limits onto Hwy 41. This resolution simply states the desire of the Wisconsin Legislature to grandfather the existing truck size and weight limits for Hwy 41 upon its conversion to Interstate status. The ultimate decision will rest with the United States Congress.

Thank you for this opportunity to address you this morning. The Wisconsin Institute of Scrap Recycling Industries understands that we are stewards of our transportation system. We have participated in the WIDOT heavyweight and over length study group and have consistently maintained that we have a responsibility to be good corporate citizens.

David J. Borsuk

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