

*original bill
over portland to
lowland portland trailer*

DATE: March 13, 1996

BACKGROUND

Under current law, no person may operate on a highway a semitrailer or a trailer operated as part of a 2-vehicle combination that exceeds 48 feet in length. Certain exceptions apply to this law. For instance, a person may operate a semitrailer that is 53 feet in length if the kingpin to axle measurement does not exceed 41 feet.

Many states surrounding Wisconsin have a fifty-foot length limitation. This has created some problems for semitrailers hauling livestock between Wisconsin and other states. Recently, some livestock haulers have received traffic citations because their trailers exceed the 48-foot length limitation by two feet.

*again from
limited parts
(etc)*

SUMMARY OF ASSEMBLY BILL 930 (as amended by committee)

Assembly Bill 930 changes current law to allow semitrailers that are 53 feet in length to operate upon a highway if the kingpin to axle measurement does not exceed 43 feet.

AMENDMENTS

Assembly Substitute Amendment 1 (offered by the Assembly Committee on Highways and Transportation) changes the axle to kingpin measurement from 41 feet to 43 feet in the length limitation exception allowing 53 foot semitrailers. The original bill would have created a 50-foot length limitation for semitrailers that are operated as a part of a tractor-semi-trailer combination and are designed primarily to transport livestock (adopted 14-0).

FISCAL EFFECT

A fiscal estimate prepared by the Department of Transportation indicates that Assembly Bill 930 will have no state fiscal effect.

PROS

- (1) Assembly Bill 930 accommodates livestock haulers, as well as other motor carriers, by changing the length limitations to make them suitable to their needs.

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- (2) Because Assembly Bill 930 does not permit additional weight on Wisconsin highways, it will not create any additional damage to the highways.

CONS

- (1) None apparent.

SUPPORTERS

Rep. Brandemuehl, author; Tom Howells, Wisconsin Motor Carriers Association; Rick Stewart, FRS Farms, Inc.; Dave Hanefield, Hanefield Bros., Inc.; Steve Arnold, Wilson Truck Sales, St. Paul, Minnesota; Nick George, Wisconsin Manufacturing and Commerce; John Manske, Wisconsin Federation of Co-Ops.

OPPOSITION

No one testified or registered against Assembly Bill 930.

LEGISLATIVE HISTORY

Assembly Bill 930 was introduced on February 21, 1996, and referred to the Assembly Committee on Highways and Transportation. A public hearing was held on February 22, 1996. On February 29, 1996, the Committee voted 14-0 to recommend passage.

CONTACT: Matt Phillips, ARC

Stowell Trucking, Inc.

Phone 414 / 763-8323
or 414 / 248-0330

1075 Spring Prairie Road
Burlington, Wisconsin 53105

Jan. 21, 1996

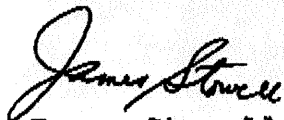
Mr. David Brandemuehl, Chair
Assembly Highways and Transportation Committee
State Capitol
Madison, WI 53702

Dear Mr. Brandemuehl,

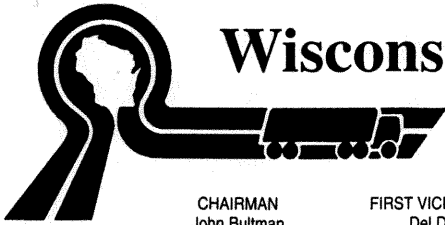
I had hoped to come and testify regarding the proposal to permit 50 foot livestock trailers in Wisconsin but my work schedule would not permit it. I do support the proposal to allow these trailers. I operate livestock trailers hauling livestock both intrastate and interstate. Allowing us and other truckers in Wisconsin to operate 50 foot trailers would increase our productivity and competitiveness in today's operating environment. Manufacturers are making them available and truckers in other states are operating this type of equipment now.

Any assistance that you and other Committee members could give us would be appreciated. Thank you for your attention to this matter.

Stowell Trucking, Inc.



James Stowell, Pres.



Wisconsin Motor Carriers Association

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Thomas A. Howells

February 22, 1996

To: Members,
Assembly Highways & Transportation Committee

Subject: LRB 5269

On behalf of the members of the Wisconsin Motor Carriers Association, I wish to state our support for LRB 5269, relating to increasing the overall length of trailers transporting livestock in Wisconsin.

Current law permits trailers to operate in this state that are up to 53 feet in length. However, trailers between 48 and 53 feet, must have a kingpin to rear axle measurement that does not to exceed 41 feet.

Some of our members who transport livestock have purchased 50 foot trailers, with a kingpin to rear axle measurement exceeding the 41 foot requirement. Unfortunately, on livestock trailers it is not possible to slide the rear tandem axle forward to meet the 41 foot requirement because the underside (or belly) of the trailer has a pod, used for hauling cattle. (See photo attached)

This bill would allow these trailers on Wisconsin highways. It is equally important to understand what the bill does not do. The bill:

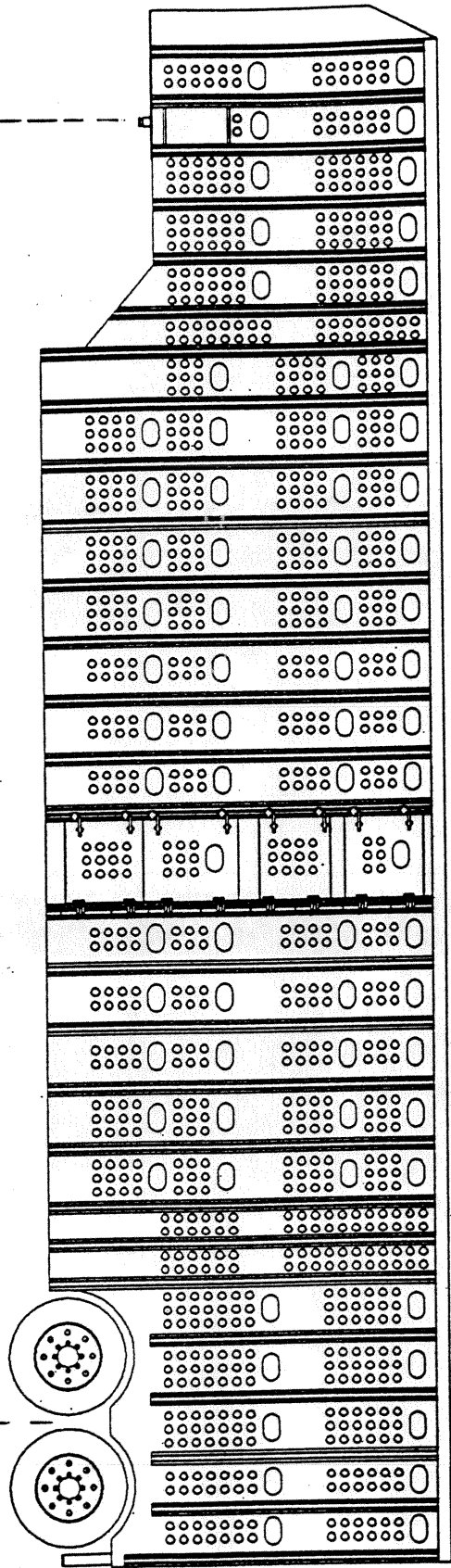
- * Does not permit any additional weight on Wisconsin highways
- * Does not cause any additional damage to Wisconsin highways
- * Does not permit longer trailers than are already operating on Wisconsin highways

Passage of this bill would be a tremendous help to our members who operate this type of livestock trailer and should not have any negative impact on safety or wear and tear on the highways.

Sincerely,

Thomas A. Howells, Jr.
President

Kingpin to rear axle may not exceed 41 feet
for trailers over 48 feet in length.





EUGENE HAHN

State Representative • 47th Assembly District

2-15-96

Dear Dave,

Understand that you are holding a Hearing on the Semi Livestock Trailers King Pin / Axle distance problem.

As long as you are rested from vacation, and I am gone for the same reason, would you ask D. D. T. if the Grain Trailers with hoppers that open underneath have the same distance problem?

Might as well make all the corrections at once.

I thank you

Sincerely,

Eugene Hahn



**DRAFTER'S NOTE
FROM THE
LEGISLATIVE REFERENCE BUREAU**

LRBs0532/1dn
PEN:kmg:ks

Tuesday, February 27, 1996

Because this draft relates to a different subject and is intended to accomplish a different purpose than does AB-930, it may be considered nongermane under Assembly Rule 54 (1) and (3) (f).

Paul E. Nilsen
Legislative Attorney
261-6926



SCOTT FITZGERALD
Wisconsin State Senator
13th Senate District

MEMORANDUM

TO: MEMBERS OF THE ASSEMBLY HIGHWAY AND TRANSPORTATION COMMITTEE

FROM: SENATOR FITZGERALD

RE: ^{AB 930} LRB 4973/2, Extending maximum length of a semitrailer designed to haul livestock from 48 feet to 50 feet (sec. 348.07)

DATE: February 16, 1996

Please accept this memorandum as written testimony in support of LRB 4973/2, the "livestock trailer" bill. I apologize for not being able to testify in person, but I am preparing for an economic development forum that I am hosting in Beaver Dam today, Thursday, February 22, 1996.

Current law limits the length of semitrailers hauling livestock to 48 feet which is two feet shorter than the maximum length permitted in most of the surrounding states. Wisconsin livestock carriers, as well as out-of-state livestock carriers, have recently been issued traffic citations for transporting livestock in trailers that exceed the length restriction by two feet.

In the past, motor carriers were often able to accommodate Wisconsin's more restrictive trailer length requirements by physically moving trailer hitches and axles to qualify for one of the many exceptions to the length restrictions. However, livestock trailers, due to the way they are constructed, cannot be modified to comply.

It is also our understanding that most livestock trailer manufacturers build trailers to accommodate the more lenient restrictions of other states. It is therefore more difficult and costly to purchase smaller livestock trailers, and even more difficult for Wisconsin motor carriers to remain competitive with out-of-state carriers if they are required to use smaller trailers.

The Wisconsin Motor Carriers support the bill; and there is no known opposition. It is our understanding that the DOT takes no position on this bill. The DOT may, however, provide assistance on an amendment that will "clean up" other technical inconsistencies within the same statutory section so long as safety concerns are met.

Thank you for your consideration and support.

1995 Session

LRB or Bill No./Adm. Rule No.

LRB 5269 / AB 930

Amendment No. if Applicable

FISCAL ESTIMATE

DOA-2048 (R10/92)

- ORIGINAL
- CORRECTED
- UPDATED
- SUPPLEMENTAL

Subject

Relating to maximum permissible length of a semitrailer designed to transport livestock.

Fiscal Effect

State: No State Fiscal Effect

Check columns below only if bill makes a direct appropriation or affects a sum sufficient appropriation

- Increase Existing Appropriation
- Decrease Existing Appropriation
- Create New Appropriation
- Increase Existing Revenues
- Decrease Existing Revenues

- Increase Costs - May be possible to Absorb Within Agency's Budget Yes No
- Decrease Costs

Local: No local government costs

- 1. Increase Costs
 - Permissive Mandatory
- 2. Decrease Costs
 - Permissive Mandatory

- 3. Increase Revenues
 - Permissive Mandatory
- 4. Decrease Revenues
 - Permissive Mandatory

5. Types of Local Governmental Units Affected:
- Towns Villages Cities
 - Counties Others
 - School Districts VTAE Districts

Fund Sources Affected

- GPR FED PRO PRS SEG SEG-S

Affected Ch. 20 Appropriations

Assumptions Used in Arriving at Fiscal Estimate

No State fiscal effect.

Long-Range Fiscal Implications

Agency/Prepared by: (Name & Phone No.)

Mark Morrison/266-1675
Department of Transportation

Authorized Signature/Telephone No.

Mark L. Woltemann / 266-1744

Date

02/19/96

FISCAL ESTIMATE WORKSHEET

1995 SESSION

Detailed Estimate of Annual Fiscal Effect
DOA-2047(R10/92)

ORIGINAL UPDATED
 CORRECTED SUPPLEMENTAL

LRB or Bill No./Adm. Rule No.
LRB 5269 / AB 930

Amendment No.

Subject

Relating to maximum permissible length of a semitrailer designed to transport livestock.

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

II. Annualized Costs:		Annualized Fiscal Impact on State funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
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		\$	\$ -
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.
GPR Taxes	Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fees, etc.)	\$	\$ -
GPR Earned			-
FED			-
PRO/PRS			-
SEG/SEG-S			-
TOTAL State Revenues		\$	\$ -

NET ANNUALIZED FISCAL IMPACT

	<u>STATE</u>	<u>LOCAL</u>
NET CHANGE IN COSTS	\$	\$
NET CHANGE IN REVENUES	\$	\$

Agency/Prepared by: (Name & Phone No.)
Department of Transportation
Mark Morrison/266-1675

Authorized Signature/Telephone No.

Date
02/19/96

Mark L. Wilton / 266-1744