



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**

## Senate

### Record of Committee Proceedings

#### **Committee on Natural Resources and Transportation**

##### **Senate Bill 556**

Relating to: a system of classifying invasive species (suggested as remedial legislation by the Department of Natural Resources).

By Law Revision Committee.

February 03, 2006 Referred to Committee on Natural Resources and Transportation.

February 22, 2006 **PUBLIC HEARING HELD**

Present: (3) Senators Kedzie, Wirch and Breske.

Absent: (2) Senators Stepp and Kapanke.

##### Appearances For

- None.

##### Appearances Against

- None.

##### Appearances for Information Only

- None.

##### Registrations For

- Peter Flaherty — WI Department of Natural Resources

##### Registrations Against

- None.

February 22, 2006 **EXECUTIVE SESSION HELD**

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

Absent: (0) None.

Moved by Senator Breske, seconded by Senator Wirch that **Senate Bill 556** be recommended for passage.

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

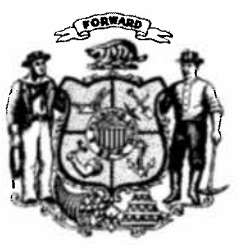
Noes: (0) None.

PASSAGE RECOMMENDED, Ayes 5, Noes 0

Dan Johnson  
Committee Clerk



# WISCONSIN STATE LEGISLATURE



## **Chairman's Notes: Senate Committee on Natural Resources and Transportation Public Hearing – January 11, 2005**

- ✓ • Welcome to today's hearing of the Senate Committee on Natural Resources and Transportation.
- ✓ • 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.

### ✓ **Senate Bill 162 (Introduced by the Joint Legislative Council)**

Relating to: creating a Council on Transportation Infrastructure in the Department of Transportation.

**Summary:** This bill creates a 16-member Council on Transportation Infrastructure (council) in the Department of Transportation (DOT). The membership of the council is composed of the following:

- four persons who have knowledge or experience in matters related to transportation infrastructure, appointed by the governor;
- four persons who have knowledge or experience in matters related to transportation infrastructure, of whom one person is appointed by, respectively, the speaker of the assembly, the assembly minority leader, the senate majority leader, and the senate minority leader;
- two state officers with duties related to transportation infrastructure, appointed by the governor;
- the secretary of transportation (secretary) or his or her designee, who serves as the chairperson; and,
- five legislative members, three from the assembly and two from the senate, who serve on standing committees dealing with transportation matters, appointed as are members of legislative standing committees.

The council is authorized to consider and make recommendations to DOT on matters related to transportation infrastructure development, including

✓ **Assembly Bill 556 (Rep. Hahn and Senator Grothman)**

Relating to: trailers or semitrailers used to transport livestock.

**Summary:** This bill eliminates the requirement that the trailer axles be separated by at least 8 feet or be three axles in tandem, and instead replaces it with the requirement that the trailer be equipped with at least two axles.

Under current law, with limited exceptions, no one may operate a single vehicle that exceeds 40 feet in length without obtaining a permit from the Department of Transportation. One exception allows a person to operate, without a permit, a two-vehicle combination transporting livestock if, the trailer is not longer than 53 feet, the trailer axles are either separated by at least 8 feet or are three axles in tandem, and the towing vehicle is not truck or tractor that weighs 10,000 pounds or less.

**Assembly History:**

- The Assembly Committee on Highway Safety voted 6-0 to recommend passage.
- The Assembly passed AB 556 on a voice vote.

✓ **Assembly Bill 365 (Rep. Van Roy and Senator Olsen)**

Relating to: traffic control signal emergency preemption devices, and providing a penalty.

**Summary:** With limited exceptions, this bill prohibits a person from operating a motor vehicle, other than authorized emergency vehicles, that is equipped with an emergency preemption device transmitter or in which a transmitter is located. A person who is convicted of a violation of this prohibition is subject to a fine of not more than \$10,000 or imprisonment for not more than one year or both. The bill also prohibits the use of any transmitter in an authorized emergency vehicle except under specified emergency circumstances. A person who is convicted of a violation of this prohibition is subject to the same forfeiture that applies to a violation under current law, a forfeiture of not less than \$10 nor more than \$200.

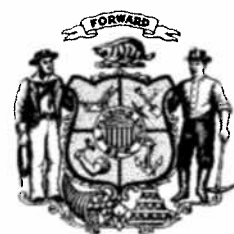
Under this bill, an emergency preemption device is defined as a device on a traffic control signal that permits an approaching vehicle to alter the normal sequence of the signal to provide or maintain a green light for the emergency vehicle. A transmitter emits a signal for the purpose of activating an emergency preemption device.

**Assembly History:**

- The Assembly Committee on Criminal Justice and Homeland Security voted 12-0 to recommend passage
- The Assembly passed AB 365 on a voice vote



# WISCONSIN STATE LEGISLATURE



**Executive Session Notes**  
**January 11, 2006**

- Committee Clerk will take Attendance.

**Senate Bill 464 (Senator Brown and Rep. Gunderson)**

Relating to: authorizing a person to transport an unencased firearm in a motor vehicle under certain circumstances

- MOTION FOR PASSAGE
- SECOND
- DISCUSSION
- ROLE CALL

**Assembly Bill 248 (Rep. Hines and Senator Olsen)**

Relating to: operation of motorboats by persons who are at least 16 years of age and born after a certain date

- MOTION FOR CONCURRENCE
- SECOND
- DISCUSSION
- ROLE CALL

**Assembly Bill 26 (Companion to SB 33; passed 5-0 on October 20) (Rep. Gunderson and Senator Leibham)**

Relating to: entering into the wildlife violator compact

- MOTION FOR CONCURRENCE
- SECOND
- DISCUSSION
- ROLE CALL



**Assembly Bill 556 (Rep. Hahn and Senator Grothman)**

Relating to: trailers or semitrailers used to transport livestock.

- ✓ **MOTION FOR CONCURRENCE**
- ✓ **SECOND**
- ✓ **DISCUSSION**
- ✓ **ROLE CALL**

**Assembly Bill 365 (Rep. Van Roy and Senator Olsen)**

Relating to: traffic control signal emergency preemption devices, and providing a penalty.

- ✓ **MOTION FOR CONCURRENCE**
- ✓ **SECOND**
- ✓ **DISCUSSION**
- ✓ **ROLE CALL**

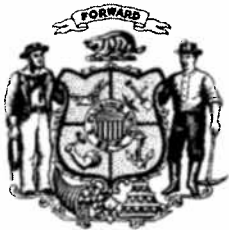
**Assembly Bill 586 (Rep. Gunderson and Sen. Zien)**

Relating to: hunting and firearm possession by persons who are under 16 years of age.

- ✓ **MOTION FOR INTRODUCTION AND ADOPTION OF SENATE AMENDMENT 1**
- ✓ **SECOND**
- ✓ **DISCUSSION**
- ✓ **ROLE CALL**
  
- ✓ **MOTION FOR CONCURRENCE AS AMENDED**
- ✓ **SECOND**
- ✓ **DISCUSSION**
- ✓ **ROLE CALL**



# WISCONSIN STATE LEGISLATURE



# WISCONSIN CATTLEMENS ASSOCIATION

January 11, 2006

R. F. (Dick) Hauser (608) 585-4808

Thank you for the opportunity to speak in favor of AB-556. We have been working for over two years on a bill to take care of an obsolete rule in our transportation code. As time passes and situations change, normal economics will facilitate the kind of equipment that will do a job more effectively and efficiently. Most other states have already recognized the reality that the new equipment has a positive impact on the cattle industry.

There are several reasons why the longer trucks are being used. The cattle industry has spent almost ten years promoting Quality Assurance. An important part of this program is the proper transportation of animals to prevent bruising and other injury. Any one involved in the trucking industry understands that one must load to the weight limit to be competitive and efficient. This means that in order to provide the room needed to produce a defect free product it is necessary to use a larger trailer. Since the trailers are already at the maximum width and height, the only way to go is longer.

The new longer trailers are designed to be animal friendly and road friendly. The new Suspension systems on the trailers and length spreads the weight over a greater area of the road for less impact. It also provides a smoother ride for the animals.

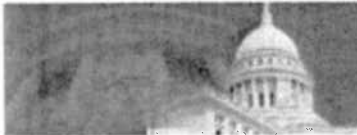
You might think that the producer could use smaller trucks to haul the animals out to where the longer trucks are legal. While this may sound reasonable to some, it creates considerable needless stress on the animals, costly time delays and with the reloading another possibility for injury and bruising.

The current law, as revised last year prohibits the use of the most popular trailers, is confusing and somewhat like a maze. Yes, knowing the rules is the responsibility of the driver, but because of the very non rational way our state road rules are set up, drivers from other states inadvertently get on roads that appear the same as the one on which they were running and fall victim to a waiting patrol officer. After falling victim to these traps a couple of times, the trucker informs the producer that all future tickets will be the responsibility of the producer.

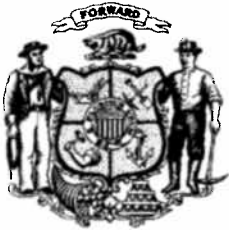
Two years ago the Governor appointed a "Livestock Task Force" to study why Wisconsin has experienced a continual decline in livestock numbers. Livestock is a value added enterprise for our rural areas and an environmentally friendly farming use because it encourages grass and forage production.

Producers need a level playing field with other states and while we are working to get some of the other issues resolved, we need the longer trucks to haul the cattle to and from other states.

Please pass this Assembly Bill 556 so that the intent of the legislation we worked on just over a year ago will provide our livestock producers with the relief that was intended at that time. Our producers want to continue to provide economic growth, protect the environment and produce a great protein food source. -



# WISCONSIN STATE LEGISLATURE



no date

My name is Larry Smith. I am a cattle producer grazing approximately 1000 head of cattle each summer in the driftless area of Vernon County, WI. From my facility, approximately 20 semi-loads of cattle are shipped to feedlots in Iowa, Illinois or Nebraska annually.

**Why is this bill important to the cattle producer?**

I thought that the last bill regarding the 53-foot cattle trailer issue was solved. However, the matter of a trailer with regular duals on the back was not defined in that bill.

**Why the 53-foot trailer?**

Most of the cattle shipped from our area go to Iowa, Nebraska, Illinois and southern Minnesota feedlots. Operators of those feedlots prefer to send their own trailers to transport the cattle. Many of their trailers are over the legal length by Wisconsin law. The reason the longer trailers are preferred is because of the better interior configuration that results in more room and less stress on the animals. (The comparison can be made to riding 500 miles in a Volkswagen Beetle vs. a Park Avenue Buick)

**Industry standard**

The industry standard today is a 53-foot cattle trailer. Very few 48 foot trailers are manufactured today. The two companies listed below manufacture more than 90% of new trailers.

Mark Tolsted (phone 1-800-798-2002) of Wilson Trailer, one of the two major trailer manufacturers, told me what his company produces in trailers:

48 foot total length	none for the Midwest
53 foot regular two axel on back	20% of production
50-53 foot spread or tri axel	80% of production

Dennis Sams (phone 1-800-634-3036 ext. 105) of Merritt Trailer, one of the two major trailer manufacturers, told me what his company produces in trailers:

48 foot	very few manufactured; the ones sent to western states are pulled in tandem.
50-53 foot regular two axel on back	40% of production
50-53 foot with spread or tri-axel	60% of production

Why not manufacture all spread or tri-axel trailers? On very curvy roads the slide of the tires results in shorter tire life.

**Avoiding fines**

It concerns me that in order to avoid the DOT and fines that have been given in the past, drivers bringing cattle from Alabama plan the drive so they will arrive at my farm between midnight and three in the morning, a time when the DOT is not as likely to be checking. Then they want to be out of Wisconsin before daylight.

**Recent experience**

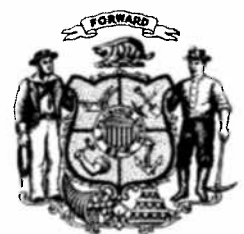
Just last month, I needed to hire a truck to transport one load of my cattle to Iowa. This trucker from Iowa use 53-foot regular axel trailer, and he would not come at the risk of being issued a ticket. I did find a 48-foot trailer that seemed to be in good condition mechanically; however, the sidewalls were patched in many places and the grips in the floor were worn down which results in the cattle having a harder time maintaining their balance. It was a 1983 model. The tucker got to the intersection of highway 14, 27 and 82 in Vernon county and the DOT inspector stopped him and because he had one of the long nosed more comfortable riding tractors he was still six inches over the 65-foot length for that truck trailer combination and he could not travel on highway 27. Most of these trailers have 2 million or more road miles and in my opinion, these old trailers are less safe on the road than the newer 53 foot ones.

### **Regulations and measurement factors in other states**

The 53-foot trailers are legal on all roads in Iowa and Nebraska. Minnesota currently measures 43 feet from the kingpin to the **center area** between the two rear axels as the turning radius. This measurement makes both the spread and tri-axel trailers legal. However, Wisconsin currently measures 43 feet from the kingpin to the **center of the most rear axel**.



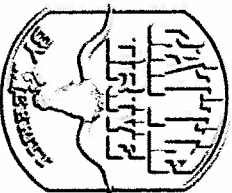
# WISCONSIN STATE LEGISLATURE



*53 feet long - Buckle on the Buck*

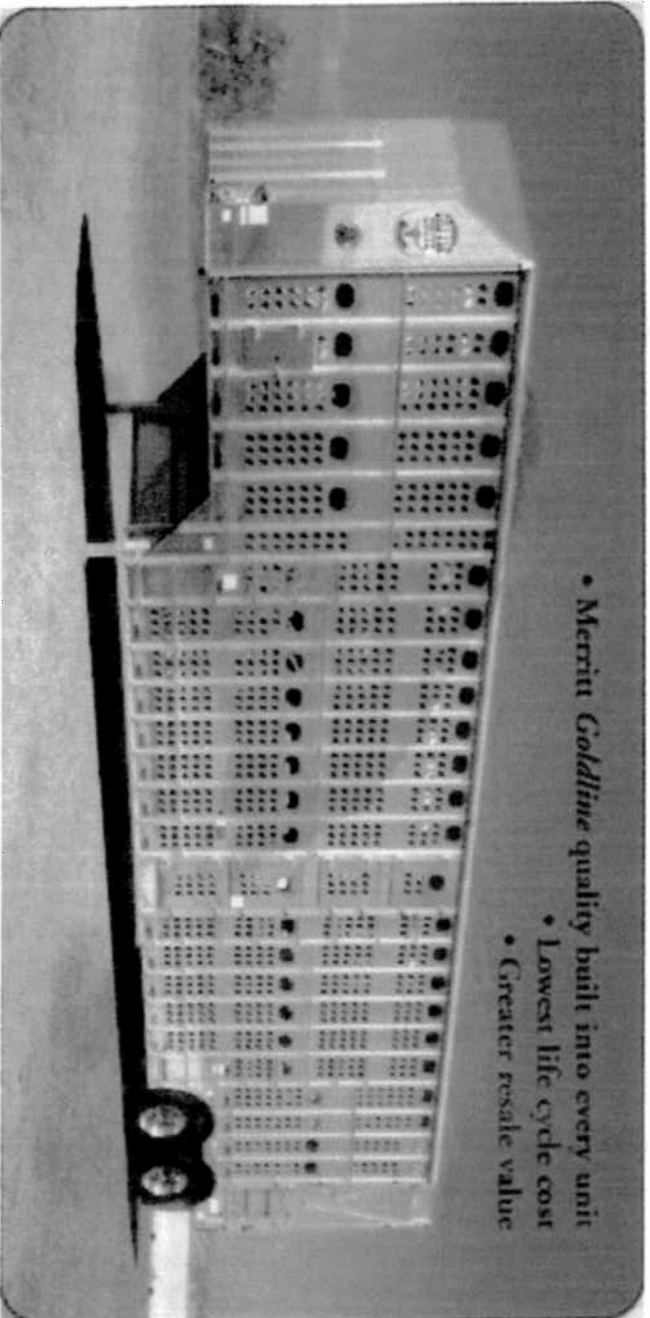


# *Livestock Trailers*



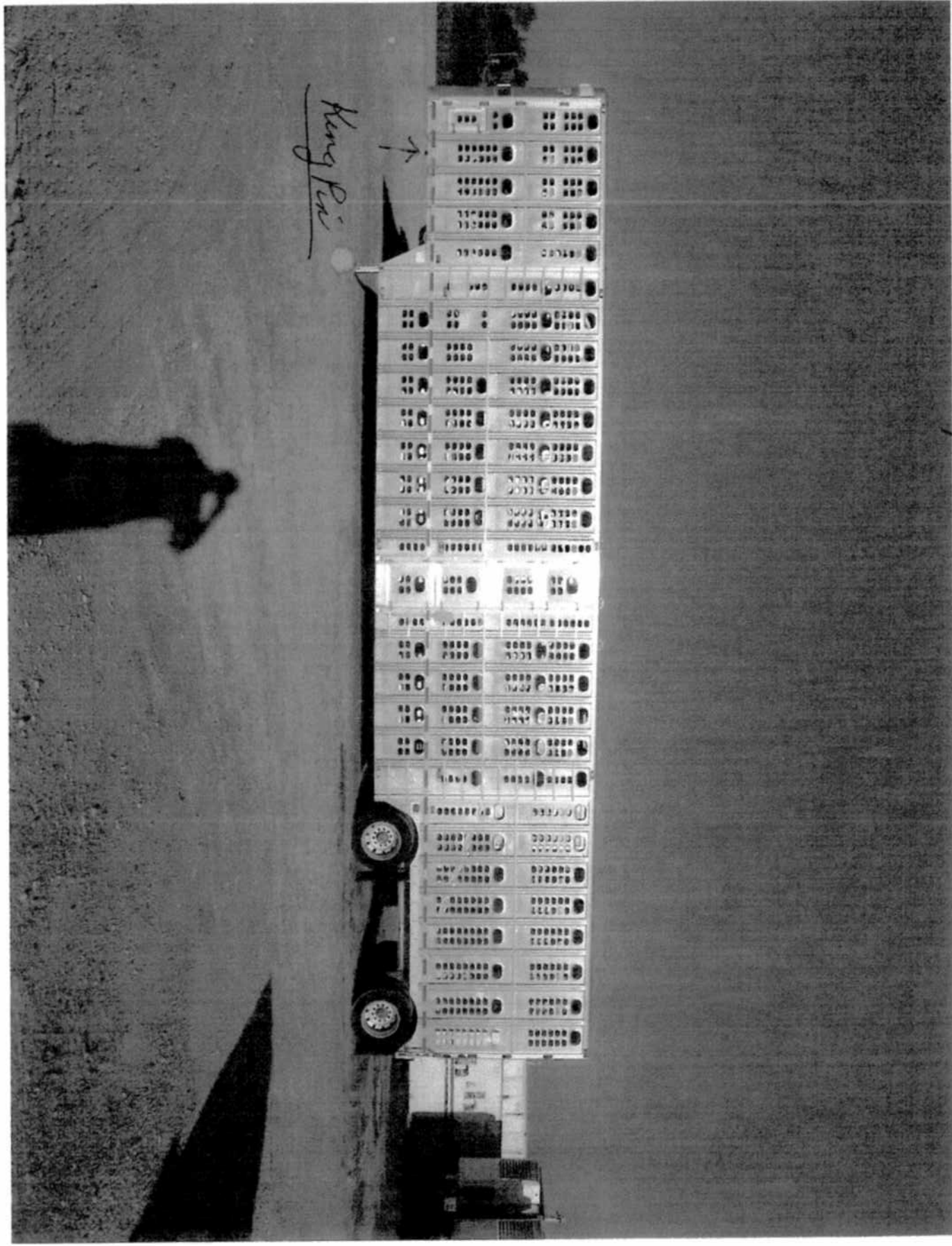
## GOLDLINE CATTLE TRAILER

**LIGHT WEIGHT, QUALITY, PROVEN PERFORMANCE, AND EASY TO MAINTAIN!**



- Merritt *Goldline* quality built into every unit
- Lowest life cycle cost
- Greater resale value

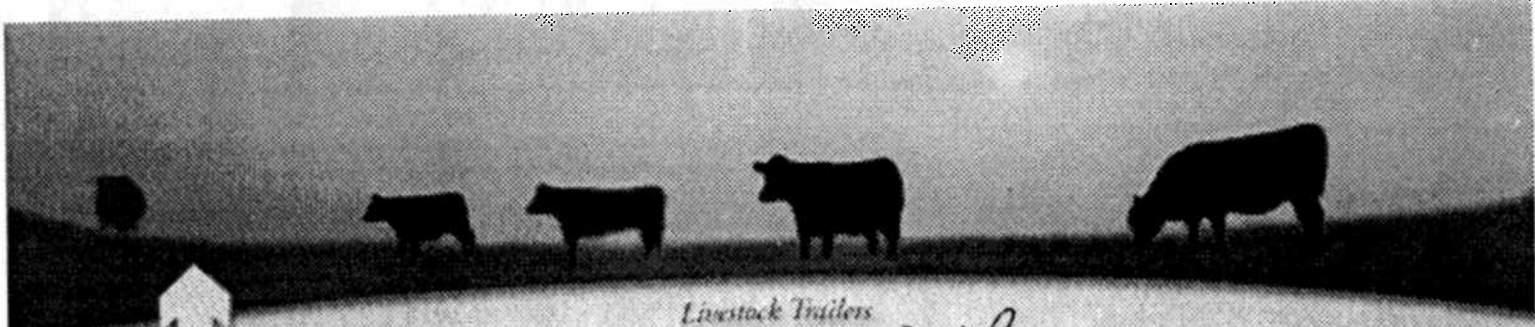




*Henry Pui*



*53 feet  
pneumatic  
axle*



Livestock Trailers

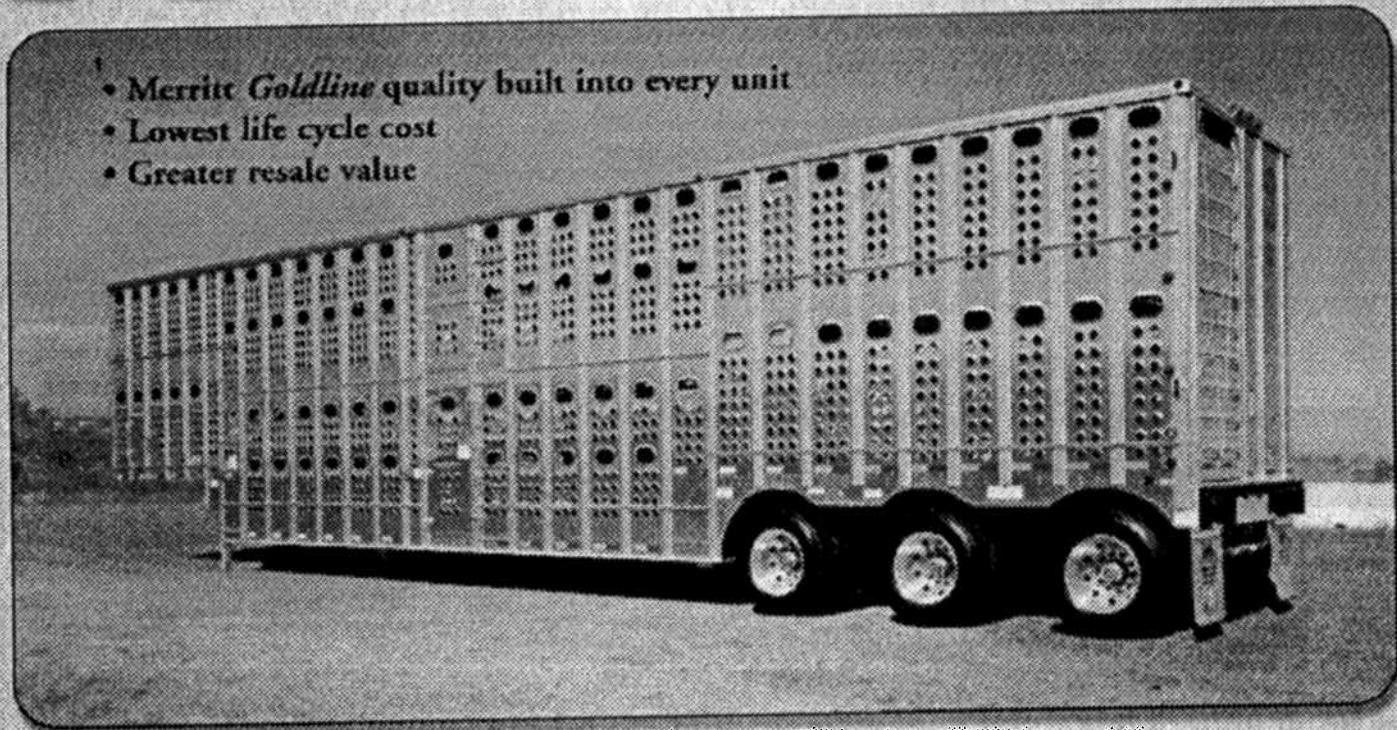
53 feet long



MERRITT

## Full Tri-Axle

- Merritt *Goldline* quality built into every unit
- Lowest life cycle cost
- Greater resale value



### Merritt Standard Features

• **Bull Nose:** Innovative design couples good looks with better fuel economy and results in a smooth inside surface that doesn't bruise livestock.

• **Roof Construction:** Merritt's roof is designed to haul livestock and is built w/ .050 aluminum skin fully riveted to roof bows that will resist flexing and atop costly roof repairs. No gimmicks or