



JERRY PETROWSKI

WISCONSIN STATE SENATOR

Assembly Bill 272

May 23, 2017

Good afternoon, members of the committee, and thank you for the opportunity to provide testimony today on 272, which makes two changes to heavy truck weight allowances in order to bring state regulations in line with recent federal changes.

First, as you may know, many semi-trucks now operate special technology to provide heating or cooling needs for the truck and/or trailer, thereby reducing the need to idle the truck's main engine to provide power for these tasks when the vehicle is not in motion. To incentivize its use, heavy vehicles with this technology may exceed statutory weight limits by 400 pounds, or the weight of the idle reduction technology, whichever is less. This bill increases that exception to 550 pounds.

Second, there has been recent interest in utilizing natural gas for transportation fuel, largely due to its relatively low cost and reduced emissions. Retrofit systems and storage tanks, however, can be complex and add additional weight to the vehicle. This bill would allow vehicles fueled primarily by natural gas to exceed statutory weight limits by an amount equal to the difference between the weight of the natural gas fuel system and a comparable diesel fuel system or 2,000 pounds, whichever is less.

While these provisions are currently in place for the federal highways, harmonizing state regulations with the federal changes will contribute to consistent enforcement, as well as certainty for interstate carriers and those operating on state and local roadways.

It should be noted that the increased weight exception for natural gas fuel systems apply only to non-permitted vehicles. Oversize and overweight vehicles, as well as implements of husbandry, remain subject to the maximum weight designated by each permit. In addition, vehicles remain subject to posted bridge weight limits and local postings.

Thank you again for the opportunity to speak on this bill. I would be happy to answer any questions you may have.

29TH SENATE DISTRICT

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JOHN SPIROS

State Representative • 86th Assembly District

Assembly Bill 272

May 23, 2017

Testimony from Rep. Spiros

Hello, and thank you Chairman Ripp and members of the Assembly Committee on Transportation for allowing me to have the opportunity to share my written testimony with you today regarding Assembly Bill 272, which addresses weight limit exceptions for vehicles equipped with idle reduction technology or natural gas fuel systems. I'm sorry I cannot be there to testify in person.

This bill would make two changes to heavy truck weight allowances in order to bring state regulations in line with recent federal changes. First, the bill increases the weight exception for idle reduction technology from 400 to 550 pounds. Second, the bill creates a weight exception of up to 2,000 pounds of the gross vehicle weight for the equipment required to operate the vehicle on compressed natural gas.

Passing this bill would create consistency and certainty for those operating these vehicles and would bring our state laws in line with the standards in place for federal highways.

Thank you again for allowing me the opportunity to share testimony in support of this bill.



WASTE MANAGEMENT

W132 N10487 Grant Drive
Germantown, Wisconsin 53022

May 23, 2017

TO: Chairman Ripp and the Members of the Assembly Committee on Transportation

FROM: Lynn Morgan and John Gillis

RE: In Support of AB 272

Thank you for this opportunity to speak in favor of AB 272, a bill allowing clean-fuel trucks to carry the same payload weights as trucks using other fuels.

Waste Management operates North America's largest private fleet of vocational heavy-duty trucks fueled by natural gas. In Wisconsin, our fleets in Franklin and Green Bay are fueled primarily by compressed natural gas, or CNG. Benefits include:

- Less costly, domestically sourced fuel
- Lower emissions
 - up to 50% less NOx
 - near-zero particulate emissions
- Quieter engines

The benefits are so significant that we are investing in CNG trucks despite their higher purchase price, and despite the cost of constructing CNG fueling depots.

CNG tanks and fuel, however, weigh more than their diesel counterparts. They are also distributed unevenly over the axles. Thus, a CNG truck can legally carry about 2,000 fewer pounds of cargo than a diesel truck.

This disparity puts CNG fleets at a disadvantage, since they can't legally serve as many customers. AB 272 remedies this problem by allowing CNG vehicles to achieve the same payloads as other vehicles.

Thank you for your time and consideration.

WMC

WISCONSIN MANUFACTURERS & COMMERCE

TO: Members of the Assembly Committee on Transportation

FROM: Jason Culotta
Senior Director of Government Relations

DATE: May 23, 2017

RE: Support for Assembly Bill 272

Thank you for the opportunity to share comments with you today about Assembly Bill 272, federalizing weight exemptions for natural gas vehicles (NGVs) operating on the state highway system.

Wisconsin Manufacturers & Commerce (WMC) is the state chamber of commerce and largest general business association in Wisconsin. We were founded more than 100 years ago, and are proud to represent approximately 3,800 member companies of all sizes, and from every sector of our economy. Our mission is to make Wisconsin the most competitive state in the nation in which to do business.

A range of companies, including those in the paper, food processing, and waste industries, are seeking the addition of 2,000 pounds provided for the federal highway system as an overweight truck exemption for natural gas vehicles operating on state highways.

This language was first adopted in the Section 1410 of the Fixing America's Surface Transportation Act of 2015 (the FAST Act). The federal law also provides up to 550 pounds of a separate weight exemption for the use of idle reduction technology.

State highways are subject to state, not federal, law, and until the state passes NGV weight exemption regulation, the federal weight exemption does not apply on state highways. States that have subsequently adopted these standards for their own highway system include Colorado, Illinois, Indiana, and Virginia.

WMC urges your support for Assembly Bill 272.