

**Resolution No. 3-1016**

**Opposition to WisDOT Budget Proposal to Create and Be Sole Administrator of a Fluid Milk Products Permit**

**WHEREAS**, the Federal government with implementation of the FAST Act changed the definitions for divisible loads as codified in 7 CFR 1000.15, which makes fluid milk products a non-divisible load for considerations of permitting; and,

**WHEREAS**, as a result, there is a proposal by the Wisconsin Department of Transportation to create a Fluid Milk Products (FMP) Permit through the 2017-19 budget process and for the Department to be the sole permitting authority within the state; and,

**WHEREAS**, local municipal, township, and county governmental entities would only be allowed to restrict operation under a new FMP permit on specified roadways under their maintenance authority and jurisdiction by providing annual written notices to WisDOT by no later than March 1<sup>st</sup> of each year and may require additional engineering data to support such request; and,

**WHEREAS**, the permit will allow a gross vehicle weight (GVW) of 98,000 pounds on a minimum of a six-axle configuration to receive a permit for operation; and,

**WHEREAS**, the allowed origin of these vehicle trips will be from the point of production to the first point of collection or processing thus covering a large portion of the local systems; and

**WHEREAS**, FMP permit vehicles will be allowed the same axle weights that are applicable for the raw forest products permit authorized through 348.27 (9) (m) at 18,000 pounds per single axle and 98,000 pounds gross combination weight with some enforcement penalties for violations; and,

**WHEREAS**, the permits will be allowed to be in effect during Spring Thaw, even though seasonal or special postings would still apply; thereby placing a greater burden on local governmental authorities to post roads and on local law enforcement to investigate and pursue violators; and,

**WHEREAS**, the majority of the system design and construction for the state road and bridge network has historically been founded on a design parameter of a 5-axle 80,000 pound truck; and,

**WHEREAS**, the results of a 2008 State of Wisconsin Cambridge Bridge study to evaluate all state and local bridge hauling capacities based on a new 92,000 pound

configuration gross vehicle weight led to the load posting of 15 additional bridges within the county due to the new maximum load of 46 tons versus 40 tons; and,

**WHEREAS**, local governmental entities are struggling to maintain the current infrastructure due to stagnant state funding, state imposed levy limits, and rising construction and maintenance costs ; and,

**WHEREAS**, most local roads are maintained through preventative maintenance type projects in lieu of reconstruction or resurfacing projects of which the local permitting authority has knowledge of not the state employees or permit office; and,

**WHEREAS**, current replacement schedules for the infra-structure exceed twice its' design life;

**NOW, THEREFORE, BE IT RESOLVED** that the Iowa County, Wisconsin County Board does hereby oppose legislation which allows larger trucks or tractor-trailers to be allowed to be any longer or heavier; including a proposal to increase the gross vehicle weight limits for trucks with a Fluid Milk Products permit to 98,000 pounds or more;

**AND, THEREFORE, BE IT RESOLVED** that the Iowa County Board opposes the Wisconsin Department of Transportation as being the sole permitting authority for the proposed FMP permits, which is contrary to other statutory language allowing the maintaining jurisdiction the authority for permitting for oversize, overweight permits.

Respectfully Submitted,

Iowa County Transportation Committee action on 109-29-2016.