



Legislation Details (With Text)

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Title: Resolution expressing the City of Milwaukee’s opposition to proposed U.S. House of Representatives bill H.R. 3372, which establishes a 10-year pilot program allowing certain six-axle vehicles to be operated on Interstate highways.

Sponsors: ALD. BAUMAN

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Attachments: 1. LRB 178307 Res - Oppose HR 3372 - Big Trucks - Bauman - CC230556.pdf

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IMMEDIATE ADOPTION

230556
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ALD. BAUMAN

Resolution expressing the City of Milwaukee’s opposition to proposed U.S. House of Representatives bill H.R. 3372, which establishes a 10-year pilot program allowing certain six-axle vehicles to be operated on Interstate highways.

This resolution expresses opposition to the passage of U.S. House of Representatives bill H.R. 3372, which establishes a pilot program for testing the safety of larger trucks. States may opt into the 10-year pilot program, which increases the maximum allowable gross vehicle weight to 91,000 pounds, conditioned on the reporting of accidents, estimated gross weight of the vehicles involved in accidents, and the estimated miles traveled by such vehicles.

Whereas, H.R. 3372 was introduced in the U.S. House of Representatives on May 13, 2023; and

Whereas, H.R. 3372 establishes a pilot program allowing certain 6-axle vehicles to be operated on Interstate highways; and

Whereas, The pilot program created by H.R. 3372 increases the maximum allowable gross vehicle weight to from 80,000 pounds to 91,000 pounds; and

Whereas, Vehicles participating in the pilot program must annually report accidents, the estimated gross weight of vehicles involved in accidents, and the estimated miles traveled by such vehicles; and

Whereas, In 2019, a coalition of more than 1,000 government leaders, including mayors, county engineers, and public works directors, sent a letter to ranking members of transportation committees

in the U.S. Congress requesting that policy makers oppose any increase in truck size or weight; and

Whereas, The U.S. Department of Transportation completed work on a Comprehensive Truck Size and Weight Limits Study (Study) and submitted a final report to Congress in April, 2016; and

Whereas, The Study found that vehicle configurations weighing over 80,000 pounds had 18% more brake violations and a higher number of violations per inspection than vehicles weighing less than 80,000 pounds; and

Whereas, The Study found that one out of 3 scenarios for heavier single semi-trailer trucks and all of the scenarios for long combination trucks resulted in higher pavement life-cycle costs; and

Whereas, The Study found that increasing the size and weight limits for trucks would create the need for additional funding for bridge infrastructure; and

Whereas, Truck trips do not begin and end on the Interstate Highway System; and

Whereas, Data from the National Bridge Inventory (NBI) indicates that 13.5% of daily truck trips over bridges are on local bridges; and

Whereas, According to the National Association of County Engineers, there are 474,266 local bridges in the United States, representing 76% of all bridges, and 87,455 of those structures may need to be replaced or strengthened to accommodate heavier trucks; and

Whereas, In Wisconsin, if truck weight is increased to from 80,000 pounds to 91,000 pounds, 809 local bridges, with an estimated replacement cost of \$433,979,634, would be at risk of damage or failure; and

Whereas, Bridges and pavement on local roads are typically of lighter construction than those on major roads and highways, making them more susceptible to the effects of changes in truck sizes and weight; and

Whereas, Larger and heavier trucks can be more difficult to control, especially during periods of rain, snow, and ice, and pose a greater risk of serious injury and death when involved in crashes; and

Whereas, Nationally, large trucks comprise 4% of the U.S. vehicle fleet and are involved in 7% of pedestrian fatalities, 11% of bicyclist fatalities and 12% of car and light-truck occupant fatalities; and

Whereas, Street redesign is widely recognized as a highly effective way of reducing traffic fatalities and injuries; and

Whereas, Geometric street design choices are often constrained by the size and maneuverability of large vehicles using the roadway; and

Whereas, The space needs of large vehicles may prevent the implementation of safety treatments such as shorter crossing distances, reduced roadway widths and turn radii, pedestrian refuges at intersections, and physically protected lanes for pedestrians and bicyclists; and

Whereas, The operation of large trucks in a dense urban environment contributes to congestion,

gridlock, and property damage and can impede the operation of public transportation systems; and

Whereas, The City of Milwaukee has demonstrated its commitment to fostering a livable city by approving a Complete Streets policy which will improve access to neighborhoods, prioritize the safety and health of residents and visitors, support economic growth, improve access to education and jobs, enhance urban design, encourage physical activity, and reduce negative environmental impacts throughout the city; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that the City of Milwaukee opposes U.S. House of Representatives bill H.R. 3372; and, be it

Further Resolved, That the Department of Administration - Intergovernmental Relations Division is directed to lobby against passage of U.S. House of Representatives bill H.R. 3372; and, be it

Further Resolved, That the City Clerk shall forward copies of this resolution to members of Wisconsin's delegation to the U.S. House of Representatives.

Kathleen Brengosz

8/2/2023

LRB 178307-1