

Congress of the United States

Washington, DC 20515

February 1, 2012

The Honorable John L. Mica
Chairman
Committee on Transportation
and Infrastructure
2165 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Nick J. Rahall
Ranking Member
Committee on Transportation
and Infrastructure
2163 Rayburn House Office Building
Washington, D.C. 20515

The Honorable John J. Duncan, Jr.
Chairman
Subcommittee on Highways and Transit
B-376 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Peter A. DeFazio
Ranking Member
Subcommittee on Highways and Transit
B-375 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Mica, Ranking Member Rahall, Chairman Duncan and Ranking Member DeFazio:

We are writing to request that, as the American Energy and Infrastructure Jobs Act moves forward, a provision regarding truck weights on Hwy. 41 -- designated as a future Interstate in SAFETEA LU, be included in the legislation.

This 131 mile segment of Hwy. 41 runs from Green Bay to Milwaukee and is a major transportation artery for eastern Wisconsin. Twenty-three percent of all Wisconsin manufacturers and twenty-three percent of Wisconsin's retail establishments are located along this corridor. Twenty-nine percent of Wisconsin's tourism dollars are generated along Highway 41. As many as 150,000 vehicles travel this route per day.

The corridor's eight counties originate more than 80 million truck tons of freight per year, or 38 percent of Wisconsin's originating truck tonnage valued at more than \$204 billion. A recent conversion study indicated that approximately 10 percent of trucks traveling the route are considered oversize or weight and haul goods through permits or by statute -- including timber, fruits and vegetables, bulk and seed potatoes, grain, coal, ore, garbage and refuse, scrap metals, milk, and livestock.

Truck grandfather provisions have been included for several other future Interstates -- including in the 1995 National Highway System Designation Act for I-39 which is located in Wisconsin to the west of Hwy. 41. We request that, in order to not displace current trucking, that the bill include a provision to allow trucks that are able to operate on this route the day before the date of the designation be allowed to continue to operate once this segment formally becomes

February 1, 2012
Page Two

part of the Interstate. There are still several years of work to be completed before it will meet Interstate design and engineering standards, but that work is underway and we want to be certain that everything is in place when the Interstate shields go up in a few years.

The Interstate conversion is supported by the State and local communities. A total of 22 communities have passed resolutions in support of it. Your support for this grandfather provision, which has precedent in other future Interstate projects, will contribute to the success of this conversion project and lead to economic growth and benefits to our areas of Wisconsin.

Sincerely,



Thomas E. Petri
Member of Congress



Reid Ribble
Member of Congress

Operation of Commercial Vehicles on Certain Wisconsin Highways

Section 127 of title 23, United States Code, is amended by adding at the end the following:

"() OPERATION OF COMMERCIAL VEHICLES ON CERTAIN WISCONSIN HIGHWAYS.--If any segment of the United States Route 41 corridor between Interstate Route I-94 near Milwaukee, Wisconsin, and Interstate Route I-43 near Green Bay, Wisconsin, is designated by the Secretary as part of the Interstate System under section 104(c)(4)(A), the single axle weight, gross vehicle weight, and bridge formula limits set forth in subsection (a) shall not apply to that segment with respect to the operation of any vehicle that could legally operate on that segment before the date of the designation."