



MI/WI Legislative Updates

Henry Schienebeck

Sustainable Forestry Conference
May 5, 2021



On a National Level, GLTPA is engaged with:

- American Loggers Council (ALC)
- Forest Resource Association (FRA)
- Federal Forest Resource Coalition (FFRC)
- Federal Timber Purchasers (FTP)
- Lake States Federal Timber Purchasers (LSFTP)
- Team Safe Trucking (TST)
- Associated Contract Loggers & Truckers of MN



UNITED STATES CAPITOL

WASHINGTON DC



SAFE ROUTES ACT H.R. 2213

April 12, 2021
FOR IMMEDIATE RELEASE

For More Information Contact:
Henry Schienebeck
Executive Director
Great Lakes Timber Professionals Association
715-282-7988
henry@gltpa.org

Formally called the Right to Haul Act

"Great Lakes Timber Professionals Association (GLTPA) commends Congressman Gallagher for his persistence to create a safer environment for local communities and truck drivers with the re-introduction of the "Safe Routes Act" of 2021," stated GLTPA President Matt Jensen.

"The "Safe Routes Act" of 2021 provides drivers of product specific, specialized log trucks a choice of routes by allowing them access to the interstate highway system when available," he continued. When passed by Congress, the "Safe Routes Act" will allow drivers of state weight compliant log trucks the option of avoiding urban streets and highways where pedestrian activity is ongoing all hours of the day.

Log truck drivers throughout the nation are restricted, under certain conditions, from utilizing the interstate highway systems designed to transport heavy military equipment. This restriction forces drivers to travel on city, town, and rural haul routes. Being forced to secondary haul routes increases truck driver exposure to automobiles, bicyclists, and pedestrians. In addition to increased pedestrian exposure, driver hours of service are increased adding to driver fatigue which is something concerned safety groups say they would like to see lessened for drivers.

In addition to reducing driver hours and fatigue, the "Safe Routes Act" also reduces the number of "Vehicle Miles Traveled (VMT)". VMT is a measurement used to determine the number of projected accidents based on the number of vehicle miles traveled within a given time frame. Interstate routes are typically shorter and more efficient than secondary routes. As such, fewer miles traveled results in fewer projected accidents which is promoted by industry and safety advocates alike.

"The "Safe Routes Act" of 2021 is simplistic legislation which will have an enormous positive impact on safety for both pedestrians and log truck drivers nationwide," said Henry Schienebeck, GLTPA Executive Director. In addition to added safety, local routes will see a decrease in traffic which could lead to increased road life. Along with all the states who are members of the American Loggers Council and Forest Resources Association, Great Lakes Timber Professionals Association fully supports this narrowly focused yet meaningful safety legislation.

A handwritten signature in black ink that reads "Matt Jensen".

Matt Jensen, GLTPA President

A handwritten signature in black ink that reads "Henry Schienebeck".

Henry Schienebeck, GLTPA Executive Director

The "Safe Routes Act" of 2021 will allow drivers of state weight compliant log trucks the option of avoiding urban streets and highways where pedestrian activity is ongoing all hours of the day.

Bill to Increase Carrier Insurance Reintroduced

Week of April 12, 2021

Legislation to ensure minimum insurance requirements for motor carriers are periodically adjusted to the inflation rate of medical costs has been reintroduced this week by U.S. Rep. Jesus “Chuy” Garcia (D- Ill.).

“Federal law currently requires motor carriers to maintain at least \$750,000 in liability coverage (\$5 million for those hauling hazardous materials). However, the vast majority of carriers are insured at \$1 million or more. Having additional coverage is obviously not required, but the insurance industry tends to naturally adjust levels based on market conditions. If enacted, legislation like [the INSURANCE Act] from the 116th Congress would increase minimums from \$750,000 to a whopping \$4,923,154.” *Owner-Operator Independent Drivers Association (OOIDA)*

OOIDA estimates if Congress increased minimum coverage requirements to \$2 million, premium costs for small business truckers could at least double, causing a trucker who currently pays \$10,000 per year to pay \$20,000.





FOR IMMEDIATE RELEASE

April 21, 2021

Bipartisan, Bicameral Leaders Reintroduce Future Logging Careers Act

WASHINGTON – Today, U.S. Senators Jim Risch (R-Idaho) and Angus King (I-Maine) and U.S. Representatives Jared Golden (D-Maine) and Glenn ‘GT’ Thompson (R-Pa.) reintroduced [the Future Logging Careers Act](#) for the 117th Congress. Additional cosponsors of the legislation include Senators Mike Crapo (R-Idaho), **Tammy Baldwin (D-Wisc.)**, Susan Collins (R-Maine), Tim Scott (R-S.C.), and John Cornyn (R-Texas).

This legislation would amend the Fair Labor Standards Act of 1938 so that 16 and 17-year-olds would be allowed to work in mechanized logging operations under parental supervision.



AS OF MARCH 29, 2021:

“THE FUNDS FOR TIMBER HARVESTERS AND HAULERS WILL NOT BE AVAILABLE UNTIL THE USDA DEVELOPS PROGRAM RULES THAT COULD TAKE AN ADDITIONAL 120 DAYS TO COMPLETE. WE ARE DOING EVERYTHING POSSIBLE TO EXPEDITE THE CREATION OF THE PROGRAM, BUT ARE BEING THROTTLED BACK BY FEDERAL LAW. STAY TUNED

**COVID UPDATE:
LOGGER RELIEF FUNDING**



State Organizations GLTPA Engaged with:

- Federal Sustainable Forestry Committee (FSFC)
- Trees for Tomorrow (TFT)
- WI Council on Forestry (COF)
- WI County Forest Association (WCFA)
- WI Towns Association (WTA)
- WI Oversize/Overweight Committee (OSOW)
- WI Freight Advisory Committee (WFAC)
- WI Transportation Stakeholders Taskforce (WTST)
- Local Road Improvement Discretionary Fund (LRIP)
- Multimodal Local Supplement Committee
- WI Wood Marketing Team (WWMT)
- WI Paper Council (WPC)
- Wood Industry Collaborative



MADISON, WI

VIEWS ON NATURAL RESOURCE BUDGET ITEMS



FORESTRY FUNDING SUPPORT

CURRENT LAW FOR
FUNDING FROM GPR
TO CONSERVATION
FUND



COUNTY FOREST ACREAGE SHARE SUPPORT

INCREASE AMOUNT DNR
PAYS TOWNS PER ACRE OF
COUNTY FOREST LAND IN
THEIR TOWN



EMINENT DOMAIN OPPOSE

ALLOWING DNR TO USE
CONDEMNATION TO
ACQUIRE LANDS FOR
STATE TRAILS

VIEWS ON NATURAL RESOURCE BUDGET ITEMS



STEWARDSHIP REVIEWS

OPPOSE

AN INCREASE TO THE
REVIEW THRESHOLD
FOR STEWARDSHIP
GRANTS &
ACQUISITIONS



STEWARDSHIP PUBLIC ACCESS

OPPOSE

CLOSING PUBLIC ACCESS
ON PROPERTY AQUIRED
WITH STEWARDSHIP
GRANTS



State Organizations GLTPA Engaged with:

- County Road Association of MI (CRA)
- Upper Peninsula Sportsmen's Alliance (UPSA)
- MI Farm Bureau (MFB)
- MI Dept of Technology, Management & Budget (DTMB)
- Easter Upper Peninsula Transit Authority (EUPTA)
- MI Townships Association (MTA)
- MI Association of Timbermen (MAT)
- MI Forest Products Council (MFPC)
- MI Assoc. of Timbermen Self Insured Fund (MATSIF)
- MI Operating Engineers (MOE)
- Sustainable Resource Institute (SRI)
- UP Fair/Delta Chamber



LANSING, MI

WI-MI FUEL RECIPROCITY

IT WILL TAKE 3

LEGISLATIVE BILLS,

DEPT. OF TREASURY & DOT

**BUT WE'RE GETTING
CLOSE!**



- Wisconsin to Amasa => US-141
- Wisconsin at Hurley to Bessemer => US-2
- Wisconsin to Sagola => US-141 to US-2 to M-95; and/or M-95, and/or US-8 to US-2 to M-95, and/or US-2 at Iron Mountain to M-95
- Wisconsin to Quinnesec => US-141 to US-2, and/or US-8 to US-2, and/or US-2 at Iron Mountain
- Michigan to Wisconsin line at Menominee to Birch Creek => US-41



MI TRUCK ROUTE ADDITIONS





COUNTY ROAD AGENCY FUNDING INFORMATION

Forest Road Funds

This Guidance Document defines and describes Michigan Forest Road Funds, Transportation Economic Development Fund Category E (TEDF-E), a legislative established economic development tool, administered by the Michigan Department of Transportation.



Category E

Transportation Economic Development Fund Category E (TEDF-E) was established by the Legislature with strong support from Michigan's timber industry to assist county road agencies working on transportation projects that increase access to forest resources. Projects are to be developed for timber resources harvestable over the next five years. TEDF-E may also be used to increase the safety and efficiency of transport of forest raw materials.

Counties eligible for Category E funds

47 county road agencies are eligible to receive funding, which is determined by A) a national lakeshore or national park being located in that county, or B) 34 percent or more of the county being commercial forest land.

Projects eligible to receive Category E funds

Category E funds may be used for construction projects, with no match, so long as:

- The project is for road construction or reconstruction;
- Located in an eligible county; and
- Directly related to the collection and transport of forest raw products.

Disbursement of funds

Funds are automatically disbursed to eligible counties once a year in October, at the start of the state fiscal year.

For more on TEDF-E, visit tinyurl.com/TEDFE, or contact MDOT's Office of Economic Development, 517.335.1069.

For more information contact:

Steve Puuri, PE | County Road Association of Michigan | 417 Seymour Ave., Suite 1 | Lansing, MI 48893 | 517.482.1189



**Working closely
with CRA to
increase funding for
MI Forest Roads**

ACROSS STATE LINES





CLIMATE CHANGE RESPONSE

GLTPA'S MESSAGE HAS REMAINED CONSISTENT:
SCIENCE SUPPORTS THE BENEFITS OF FORESTRY
ACTIVITIES FOR THE ENVIRONMENT & ECONOMY

After several years, we're starting to get through:

“Sustainably managing Wisconsin forests will not only generate climate change mitigation benefits, but also contributes \$24.4 billion annually to Wisconsin’s economy, supports the health of our citizens and helps maintain the high quality of life that defines our state.” Gov. Tony Evers April 23, 2021

BUT THERE IS STILL A LONG WAY TO GO



FEDERAL SUSTAINABLE FORESTRY COMMITTEE



GLTPA HAS A SEAT ON THIS COMMITTEE,
WHICH ADDRESSES THE FEDERAL GOOD
NEIGHBOR AUTHORITY PROGRAM ON LOCAL
LEVELS

2021 GREAT LAKES HEAVY EQUIPMENT & LOGGING EXPO

SEPTEMBER 9, 10 & 11, 2021

U.P. STATE FAIRGROUNDS

ESCANABA, MI

FOR MORE INFORMATION CALL

(715) 282-5828 OR

VISIT WWW.GLTPA.ORG



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