

**2015 HOUSE TRANSPORTATION**

**HCR 3034**

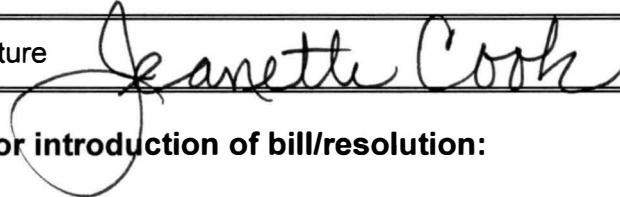
# 2015 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee  
Fort Totten Room, State Capitol

HCR 3034  
2/12/2015  
#23747

Subcommittee  
Conference Committee

Committee Clerk Signature



## Explanation or reason for introduction of bill/resolution:

A concurrent resolution urging Congress to authorize a compact agreement between member states and contiguous states of the Western States Transportation Alliance to lift the federal freeze on commercial vehicle weight and size limitations

## Minutes:

Attachments #1-3

**Chairman Dan Ruby** opened the hearing on HCR 3034.

**Representative Robin Weisz** introduced HCR 3034.

**Representative Robin Weisz:** North Dakota has been a member of the Western States Transportation Alliance since 1999 or 2001. This alliance is made up of 9 or 10 western states which get together to discuss things that we have in common and the attempt to have more uniformity in our permitting processes and requirements that we have to improve the flow of goods throughout the western part of the country. When the alliance met last November for the annual meeting, they passed a resolution that would encourage the federal government to lift the freeze that they put on in 1991 which has to do with what the states can do as far as weight and length and other issues. This resolution will allow the states to work together and have the ability to go up to 129,000 pounds or 100 feet in length on our federal highways. (I-29, I-94) Currently in North Dakota, it is 80,000 pounds. In North Dakota you can get a permit to go higher than that. In Montana they have either 129,000 or 134,000 pounds because that is where they were when the freeze took place. The states that are listed her are at varying weights. This is an attempt to have congress allow these western states the ability to try to help the efficiency and flow of goods throughout the western part of the United States. It is not a mandate. The resolution doesn't **require** that North Dakota would **have** to go to 129,000 pounds. It just says that we have the flexibility to work together with the other states. It would let the states make their own decisions. Currently, we don't have a choice. My hope is that we would pass this resolution and send it on to our delegation. I believe that Senator Lee of Utah plans to introduce this legislation. Our goal is to have every one of these member states have their

Senators and Representatives sign on to the bill. Then we can possibly let states have the flexibility that they should have always had.

North Dakota has belonged to this alliance for several years. It is an excellent group because it brings in business, and industry shows up and lets us know their issues and problems. Our attempt in North Dakota should be to move things as efficiently as possible because we have had a huge increase of commercial truck traffic in all areas.

**Representative Lois Delmore:** Give me an example of what a 129,000 pound vehicle would look like.

**Representative Robin Weisz:** Generally it would be a combination vehicle. You would come up with a combination of axles to get to 129,000 pounds. It would be a double trailer at the minimum. That is also where the 100 foot length comes in. The vehicle couldn't be 124 feet long. We are not allowing more load per axle; we are just using more axles which would be less load per axle.

**Representative Lois Delmore:** Would this increase the number of trailers that could drive with three trailers rather than two?

**Representative Robin Weisz:** Fed-Ex, for example, is called an LTL carrier. They are less than a truckload. They would be limited to 100 feet. Their triple trailers probably don't exceed 80,000 pounds. They won't do anything different. You will see less vehicles, but you will see more that are combination.

**Representative Lois Delmore:** Do you see this as being more of a safety problem, and will there be more damage to the roads?

**Representative Robin Weisz:** Canada has been doing this for many years. There has been research from there that indicates a much higher safety rating than for the normal 5 axle semi combinations. You are not running more weight, you have greater load per percentage of the dead weight. It will be up to the state to decide what the axle weights will be, however. The state will also decide which roads will be allowed. It should be less damage to the roads.

**Vice Chairman Lisa Meier:** When they are running the wind tower blades in the state, do they get a special exemption?

**Representative Robin Weisz:** Yes, they need special permits. This would allow them to run without the special permits, so I could load up in Fargo and go all the way to Utah without breaking up my load or changing my load, or in this case get a permit.

**Chairman Dan Ruby:** On our state highways we can run whatever we want, but once they get to the interstate, the limits are back to what they were frozen at in 1991.

**Representative Robin Weisz:** Before we go to 129,000 pounds on our state highways, we need to fix the issues on the interstate. If we don't, it will really cause some issues on our state highways.

**15:10**

**Arik Spenser, Executive Vice President of the North Dakota Motor Carriers' Association**, spoke in support of HCR 3034. He provided written testimony. See attachment #1.

**20:00**

**Paul Mathison, Red River Valley Sugar Beet Growers**, spoke to support HCR 3034. He provided a handout that is related to part of the study that Idaho has just been doing. See attachment #2. Idaho is doing a pilot program. All the states that surround Idaho are at 129,000, so they are trying to harmonize that. To do it; they had to go through a pilot program to study things like damage to roads, safety, and also address efficiency of moving larger loads. The conclusion of the study was that there was no significant difference in road wear or safety. They are going to expand from a pilot program to statewide allowance of 129,000 pounds.

Last summer we read headlines about railroads not keeping up and moving the commodities. I can only image that will get worse and worse. I think these high productivity vehicles, like 129,000 would be good for our roadways and farmers to move commodities to where they can actually be shipped.

It would be nice to have a pilot program done in North Dakota. That is why I would support this resolution.

**22:52**

**Wayde Swenson, Office of Operations Director for the North Dakota Department of Transportation**, spoke to support HCR 3034. He provided written testimony. See attachment #3.

**Representative Robin Weisz**: Explain the bridge formula for the committee for those that don't understand it.

**Wayde Swenson**: The interstate has an inner and an outer bridge formula. It takes bridge lengths between axles. If you have a triple axles on your trailer and on your tractor, at that length there is a determined amount of weight that can go on that bridge length. On our state system highways we do not do the inner axle bridges, we just do the outer from the front tire of the tractor to the trailer's last tire. There is a determining of what that weight can hold. The axles need to meet the weights that we require on it. The inner bridge that we currently use on interstates provides a better distribution of the load. We feel that if we are to lift this and do a study, we would like to see the inner bridge being used on our state highways.

**Dan Wagsland, Executive Director of North Dakota Grain Growers Association**, spoke to support HCR 3034. Standardization of our transportation laws and regulations is essential to the smooth operation of the transportation system. The slogan, "Without trucks America stops", rings especially true in an export state like North Dakota. Requesting that Congress give western states the ability to increase truck weights as well as their length restrictions and standardize these restrictions provides benefits to commerce as well as consumers. We would ask for your favorable recommendation on HCR 3034.

**Scott Rising, North Dakota Soybean Growers**, spoke to support HCR 3034. We support the goal of using high productivity vehicles and increasing the opportunity to move more product efficiently. We ask that you please give this a DO PASS recommendation.

There was no further testimony on HCR 3034.

**Chairman Dan Ruby** closed the hearing on HCR 3034.  
The committee took a break until 10:50 AM.

29:40

**Chairman Dan Ruby** brought HCR 3034 back before the committee.

**Representative Robin Weisz** explained proposed amendments. (15.3098.01001)  
He stated that Oregon no longer wants to be included.

**Representative Robin Weisz** moved the amendments for HCR 3034.  
**Representative Gary Sukut** seconded the motion.

**A voice vote was taken. The motion passed.**

**Representative Gary Sukut** moved a DO PASS as amended on HCR 3034.  
**Representative Lois Delmore** seconded the motion.

(Cannot be placed on the consent calendar with an amendment. Change from the audio tape.)

**A roll call vote was taken: Aye 11 Nay 0 Absent 3**  
**Representative Lois Delmore will carry the bill.**

15.3098.01001  
Title.02000

Adopted by the Transportation Committee

February 12, 2015

*AK*  
*2-12-15*

PROPOSED AMENDMENTS TO HOUSE CONCURRENT RESOLUTION NO. 3034

Page 1, line 6, remove "Oregon,"

Page 1, line 8, replace "15" with "14"

Renumber accordingly

Date: 2-12-15  
 Roll Call Vote #: "Enter Vote #" |

**2015 HOUSE STANDING COMMITTEE  
 ROLL CALL VOTES  
 BILL/RESOLUTION NO. "Enter Bill/Resolution No." HCR 3034**

House Transportation Committee

Subcommittee

Amendment LC# or Description: 15.3098.01001

Recommendation:  Adopt Amendment  
 Do Pass     Do Not Pass     Without Committee Recommendation  
 As Amended     Rerefer to Appropriations  
 Place on Consent Calendar  
 Other Actions:  Reconsider     \_\_\_\_\_

Motion Made By Weisz    Seconded By Sukat

| Representatives        | Yes | No | Representatives   | Yes | No |
|------------------------|-----|----|-------------------|-----|----|
| Chairman Dan Ruby      |     |    | Rep. Lois Delmore |     |    |
| Vice Chair. Lisa Meier |     |    | Ben Hanson        |     |    |
| Rick C. Becker         |     |    | Marvin E. Nelson  |     |    |
| Robert Frantsvog       |     |    |                   |     |    |
| Kathy Hawken           |     |    |                   |     |    |
| Christopher D. Olson   |     |    |                   |     |    |
| Mark S. Owens          |     |    |                   |     |    |
| Gary Paur              |     |    |                   |     |    |
| Mike Schatz            |     |    |                   |     |    |
| Gary R. Sukat          |     |    |                   |     |    |
| Robin Weisz            |     |    |                   |     |    |
|                        |     |    |                   |     |    |
|                        |     |    |                   |     |    |
|                        |     |    |                   |     |    |

*Vote Voted  
Motion Carried*

Total (Yes) \_\_\_\_\_ No \_\_\_\_\_

Absent \_\_\_\_\_

Floor Assignment \_\_\_\_\_

If the vote is on an amendment, briefly indicate intent:

*Remove Oregon*

Date: 2-12-15  
 Roll Call Vote #: "Enter Vote #" 2

**2015 HOUSE STANDING COMMITTEE  
 ROLL CALL VOTES  
 BILL/RESOLUTION NO. "Enter Bill/Resolution No." HCR 3034**

House Transportation Committee

Subcommittee

Amendment LC# or Description: 15-3098.01001

- Recommendation:  Adopt Amendment  
 Do Pass     Do Not Pass     Without Committee Recommendation  
 As Amended     Rerefer to Appropriations  
 Place on Consent Calendar  
 Other Actions:  Reconsider     \_\_\_\_\_

Motion Made By Sukat    Seconded By Delmore

| Representatives        | Yes | No | Representatives   | Yes | No |
|------------------------|-----|----|-------------------|-----|----|
| Chairman Dan Ruby      | X   |    | Rep. Lois Delmore | X   |    |
| Vice Chair. Lisa Meier | X   |    | Ben Hanson        | X   |    |
| Rick C. Becker         | X   |    | Marvin E. Nelson  | A   |    |
| Robert Frantsvog       | A   |    |                   |     |    |
| Kathy Hawken           | X   |    |                   |     |    |
| Christopher D. Olson   | X   |    |                   |     |    |
| Mark S. Owens          | A   |    |                   |     |    |
| Gary Paur              | X   |    |                   |     |    |
| Mike Schatz            | X   |    |                   |     |    |
| Gary R. Sukat          | X   |    |                   |     |    |
| Robin Weisz            | X   |    |                   |     |    |
|                        |     |    |                   |     |    |
|                        |     |    |                   |     |    |
|                        |     |    |                   |     |    |

Total (Yes) 11 No 0

Absent 3

Floor Assignment Delmore

If the vote is on an amendment, briefly indicate intent:



**REPORT OF STANDING COMMITTEE**

**HCR 3034: Transportation Committee (Rep. Ruby, Chairman)** recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (11 YEAS, 0 NAYS, 3 ABSENT AND NOT VOTING). HCR 3034 was placed on the Sixth order on the calendar.

Page 1, line 6, remove "Oregon,"

Page 1, line 8, replace "15" with "14"

Renumber accordingly

**2015 SENATE TRANSPORTATION**

**HCR 3034**

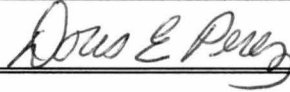
# 2015 SENATE STANDING COMMITTEE MINUTES

**Transportation Committee**  
Lewis and Clark Room, State Capitol

HCR 3034  
3/19/2015  
Recording job number

Subcommittee     Conference Committee

Committee Clerk Signature



## **Explanation or reason for introduction of bill/resolution:**

Concurrent resolution urging Congress to authorize a compact agreement between member states and contiguous states of the Western States Transportation Alliance to lift the federal freeze on commercial vehicle weight and size limitations.

## **Minutes:**

Attachments: 6

**Chairman Oehlke** opened the hearing on HCR 3034, all committee members were present

**Rep. Robin Weisz**, District 14, co-sponsor of this bill, provided background on the Western States Transportation Alliance. If congress allows WSTA to lift the freeze, uniformity in load, weight and size requirements would be achieved, making interstate commerce easier. (01:38 - 04:36; answered questions from committee covered in subsequent testimony: 4:49 - 17:40)

**Arik Spencer**, Executive Vice President, ND Motor Carriers Association, in support of this bill, attached testimony #1, since 1991 states have been limited from changing truck weight and length limits on highways that are part of the National Network. Attachment 1-1 Federal Size and Weight Freeze Limits- National Network chart, Attachment 1-2 Permitted Longer Combination Vehicles on the NHS: 2011 if congress approves this lift, states will have more uniform length and weight requirement, less truck drivers will be needed, it will lessen the greenhouse effect.

**Wayde Swenson**, Director, Office of Operations, ND Dept. of Transportation (DOT), in support of this bill, attached testimony #2

**Dean Gorder**, Executive Director, ND Trade Office, in favor of this bill, ( Attachment #3) document entitled Coalition to Improve Trucking Productivity, a 2/24/15 resolution supporting HCR 3034, signed by representatives of ND Barley Council, ND Intermodal Initiative, ND Wheat Commission, Sugar Beet Growers Assoc., ND Corn Growers Assoc., ND Soybean Growers Assoc. Northern Canola Growers Assoc. , American Crystal Sugar Co, ND Grain Growers Assoc., ND Trade Office, Northern Pulse Growers Assoc. and MINN-DAK Farmer's Cooperative

**Cal Klewin**, Executive Director, Theodore Roosevelt Expressway Association in favor of HCR 3034, it can contribute to the effort to lift the freeze on longer commercial vehicles for the affected Western states in order to take advantage of new transportation strategies to improve highway efficiency and reduce vehicle miles traveled, traffic congestion, fuel consumption and air pollution emissions. (Attachment #4)

**Dan Wogsland**, Executive Director, ND Grain Growers Association, attached testimony #5 in support of HCR 3034. If congress gives western states the ability to increase truck weight and length restrictions provides benefits to commerce and to consumers.

**Paul Mathiason**, ND Sugar beet Growers Assn., provided flyer entitled the Right Truck for Idaho, an Idaho Transportation Dept. study over the past 10 yrs. showing that Idaho's economy, road safety and environment will be better impacted with the increase of truck load weight limits in Idaho. He encourages ND to do a similar pilot project. (Attachment #6) I will e-mail copy of study to all committee members.

**Scott Rising**, ND Soybean Growers Assn., supports this bill; correctly spreading the axles does less damage to roads, will allow transport of more commodities and help reduce the problem of driver shortage. Road design in ND is based on cost against perceived views, what we anticipate is going to happen. In that mix are ESALs ( equivalent single axle load: a concept developed from data collected at the American Association of State Highway Officials (AASHO) Road Test to establish a damage relationship for comparing the effects of axles carrying different loads. The reference axle load is an 18,000-lb. single axle with dual tires.) Bridge issues have to do with weight and length and how it is distributed; roads have to do with where damage occurs based on how many axles and how much weight is put on. The more axles under the truck, increased safety and reduced road wear. It might cost us more. We are the second largest exporters of soybeans in this country to a nation market. This will help us reduce our cost to move the product in the end.

No additional testimony in support, opposition or neutral. Hearing closed. No further discussion.

**Senator Axness** moved do pass

**Senator Campbell** seconded

**Roll call vote was taken: Yes 6 No 0 Absent 0**

**Carrier Vice Chairman Casper**



**REPORT OF STANDING COMMITTEE**

**HCR 3034, as engrossed: Transportation Committee (Sen. Oehlke, Chairman)**  
recommends **DO PASS** (6 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING).  
Engrossed HCR 3034 was placed on the Fourteenth order on the calendar.

**2015 TESTIMONY**

**HCR 3034**

HCR 3034  
2-12-15  
#1

1 of 3

**TESTIMONY**  
**HOUSE CONCURRENT RESOLUTION 3034**  
**HOUSE TRANSPORTATION COMMITTEE**

Mr. Chairman and members of the House Transportation Committee my name is Arik Spencer, executive vice president of the North Dakota Motor Carriers Association. I am here this morning to testify in support of HCR 3034.

Back in 1991, Congress passed the Intermodal Surface Transportation Efficiency Act ("ISTEA"). ISTEA included a provision often referred to as the "freeze" that stripped the states of their authority to regulate what truck weights and lengths can safely operate on highways. Since that time, states have been prohibited from changing truck weight and length limits on highways that are part of the National Network (see attachments for additional information).

The impacts of the freeze were examined in a 2007 North Dakota Department of Transportation and Upper Great Plains Transportation Institute (UGPTI) study called "*Cross Border Regional Truck Transportation Commonalities and Differences*", which looked at regional CMV weight and length uniformity. The study concluded that the current patchwork of regulations:

- Reduces commerce
- Creates problems for seamless freight transportation
- Provides for an unfriendly business environment

The study also found that:

- Regional weight and length uniformity would reduce truck numbers and create efficiencies for businesses throughout the region.
- Larger trucks may reduce trips and congestion resulting in overall cost savings.
- Larger trucks, with the correct number and spacing of axles may do less road damage than smaller trucks.

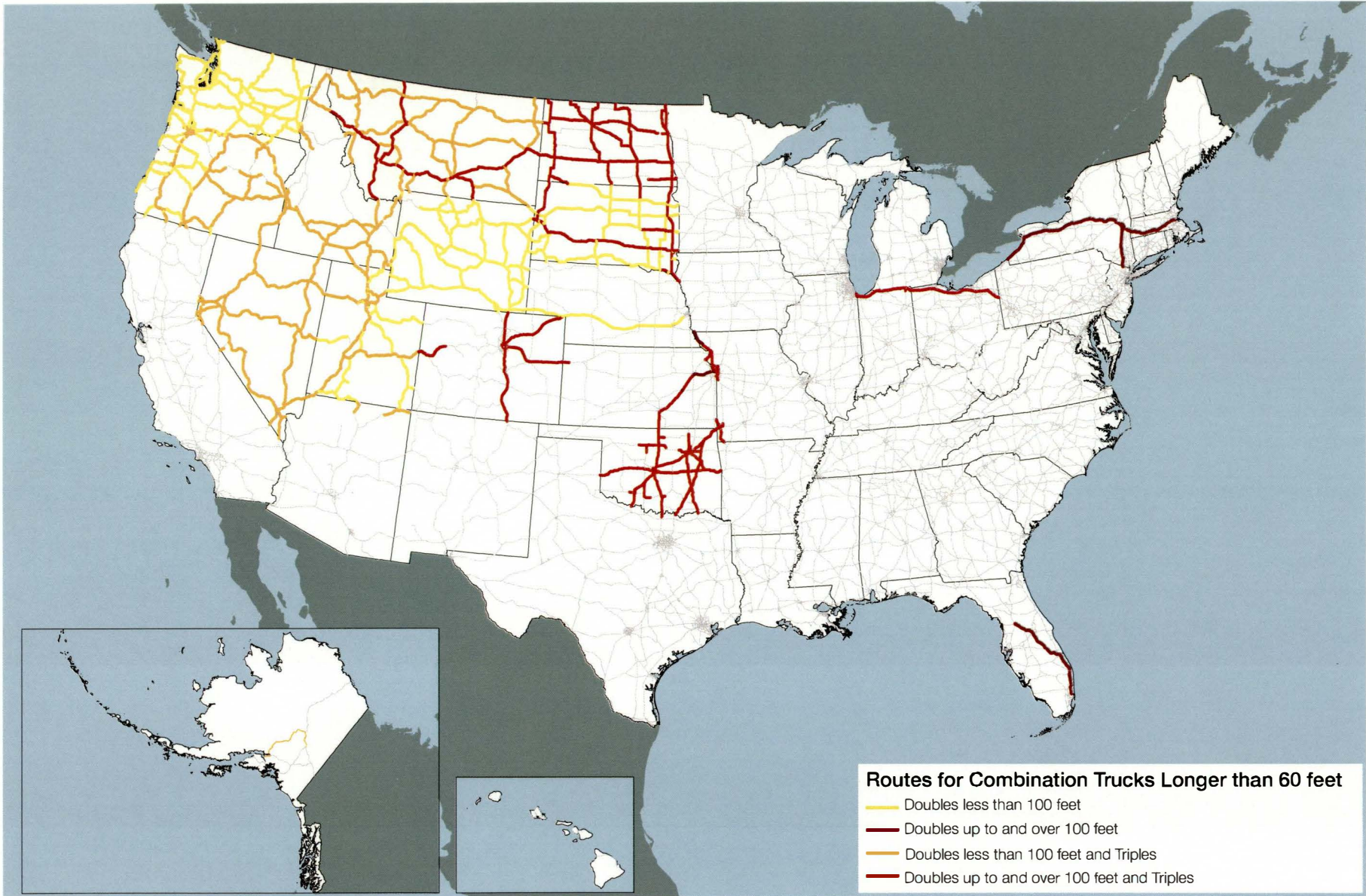
HCR 3034 is important because it urges Congress to allow the 15 western states that are part of the Western States Transportation Alliance to voluntarily work with one another to achieve truck weight and length uniformity on the National Network with a maximum gross vehicle weight of 129,000 pounds and 100 foot cargo carrying length in order to efficiently move freight.

We ask that you give HCR 3034 favorable consideration and adopt this important resolution.

Mr. Chairman, this concludes my testimony. I would be happy to answer any questions.



Permitted Longer Combination Vehicles on the National Highway System: 2009



#1  
HCE 3034  
2-12-15

2 of 3

Note: Empty triples are allowed on I-80 in Nebraska.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, special compilation by the Freight Operations and Technology Team, 2009.

## Federal Size and Weight Freeze Limits - National Network

| State         | Max Single Trailer Length | Truck Tractor and 2 Trailers Length | Truck Tractor and 2 Trailers Weight | Truck Tractor and 3 Trailers Length | Truck Tractor and 3 Trailers Weight |
|---------------|---------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| Colorado      | 57-4                      | 111'                                | 110K                                | 115.5'                              | 110K                                |
| Idaho         | 48-0                      | 95'                                 | 105.5K                              | 95'                                 | 105.5K                              |
| Kansas        | 57-6                      | 109'                                | 120K                                | 109'                                | 120K                                |
| Montana       | 53-0                      | 93'                                 | 137.8K                              | 100'                                | 131.06K                             |
| Nebraska      | 53-0                      | 95'                                 | 95K                                 | 95'                                 | 95K                                 |
| Nevada        | 53-0                      | 95'                                 | 129K                                | 95'                                 | 129K                                |
| New Mexico    | 57-6                      | N/A                                 | 86.4K                               | NO                                  | NO                                  |
| North Dakota  | 53-0                      | 103'                                | 105.5K                              | 100'                                | 105.5K                              |
| Oklahoma      | 59-6                      | 110'                                | 90K                                 | 95'                                 | 90K                                 |
| Oregon        | 53-0                      | 68'                                 | 105.5K                              | 96'                                 | 105.5K                              |
| South Dakota  | 53-0                      | 100'                                | 129K                                | 100'                                | 129K                                |
| Texas         | 59-0                      | NO                                  | NO                                  | NO                                  | NO                                  |
| Utah          | 48-0                      | 95'                                 | 129K                                | 95'                                 | 129K                                |
| Washington    | 48-0                      | 68'                                 | 105.5K                              | NO                                  | NO                                  |
| West Virginia | 48-0                      | NO                                  | NO                                  | NO                                  | NO                                  |
| Wyoming       | 57-4                      | 81'                                 | 117K                                | NO                                  | NO                                  |

#1  
HCE 3034  
2-12-15



# the **Right Truck** for Idaho

1 of 2

Right for Idaho's Economy  
Right for Idaho's Road Safety  
Right for Idaho's Environment

HCR 3034  
2-12-15  
#2

A better economy, road safety and the environment – an Idaho Transportation Department study over the past 10 years shows ALL three important issues will be better impacted with the increase of truck load weight limits in Idaho.

## Our Economy Grows



- Increasing Idaho's truck weight limit to 129,000 lbs strengthens Idaho. Local businesses can transport goods to market in fewer truck loads saving money and time.
- Heavier trucks leave less of a footprint on Idaho roads. This means a savings for taxpayers by reducing wear and tear on the highways. This happens because the trucks use three additional axles, the trucks have more tires making the weight more evenly distributed.

### Using Pilot-Project-Approved Routes:

The Amalgamated Sugar Company saved more than \$2.5 million in fewer round trips and used less diesel.

U.S. Ecology, Inc. estimates it had a 6% reduction in round trips per year during the project, an average of around 7,800 loads. The company's estimated savings is between \$70,000 and \$180,000 per year.

## Our Families Are Safer



- Heavier trucks can stop faster. The three additional axles mean more breaks and with the additional weight the stopping distance is the same or better than existing weight limits for trucks.
- Raising the weight limit will take one out of every five trucks off the road. It makes sense that if you carry more on each truck, you don't need as many trucks.

## Our Environment is Healthier



- Fewer trucks on Idaho roads means less diesel fuel is being burned, so less pollution is being emitted into the air.
- Using less fuel also means a reduction in dependency on foreign oil.

Idaho Transportation Department reports its 10 year study shows no significant effects on pavements, bridges or roadway safety.



# the **Right** Truck for Idaho

2 of 2

## Coalition Members:

British  
Columbia  
137,000

HCR 3034  
2-12-15  
#2

Montana:  
Uncapped

Wyoming:  
Uncapped

Nevada:  
129,000

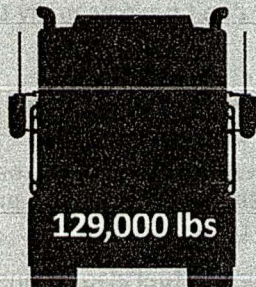
Utah:  
129,000

*Many of Idaho's neighbors have higher truck weight limits, prohibiting interstate commerce across our borders. Allowing 129,000 lbs trucks on specific routes in Idaho will make our state more competitive with our neighbors.*

Albertsons/SuperValue  
The Amalgamated Sugar Company LLC  
Arlo G Lott Trucking, Inc.  
Associated Food Stores, Inc.  
Associated General Contractors  
Darigold  
Food Producers of Idaho  
Fred Meyer  
Frito-Lay Inc.  
Glanbia Foods  
Handy Truck Line  
HK Contractors, Inc.  
Idaho Cattle Association  
Idaho Concrete Company  
Idaho Cooperative Council, Inc.  
Idaho Dairymen's Association  
Idaho Eastern Oregon Seed Association  
Idaho Farm Bureau Federation  
Idaho Forest Group  
Idaho Grain Producers Association  
Idaho Hay and Forage Association  
Idaho-Oregon Fruit & Vegetable Association  
Idaho Sand & Gravel Company  
Idaho Sugarbeet Growers Association  
Idaho Trucking Association  
Independent Milk Producers Coop, Inc.  
Jack B. Parson Companies  
JD Heiskell & Company  
The Jerome Cheese Company  
LTI Inc, DBA Milky Way  
Milk Producers of Idaho  
Monsanto  
Northwest Dairy Association  
Northwest Grocery Association  
Nyssa-Nampa Beet Growers Association  
PerforMix Nutrition Systems, LLC  
Potato Growers of Idaho  
Scott Jackson Trucking  
Staker Parson Companies  
Steve Forler Trucking, Inc.  
The Scoular Company  
The J.R. Simplot Company  
United Potato Growers of Idaho  
United States Bakery (Franz)  
US Ecology Idaho, Inc.  
WinCo Foods

## HOW DO THEY COMPARE?

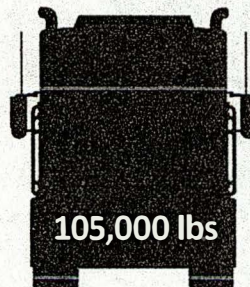
What it Takes  
to Haul 400,000  
Tons 100 Miles



129,000 lbs

10 Axles (20 Brakes)

- ✓ **Fewer Trips**  
9,300 Trips Required
- ✓ **Less Fuel**  
338 Gallons of Diesel
- ✓ **Less Road Wear & Tear**  
2,260 lbs of Pressure per Tire



105,000 lbs

7 Axles (14 Brakes)

- ✗ **More Trips**  
12,100 Trips Required (2,800 MORE Trips)
- ✗ **More Fuel**  
404 Gallons of Diesel (66 MORE Gallons)
- ✗ **Increased Road Wear & Tear**  
2,540 lbs of Pressure per Tire



HCR 3034  
2-12-15  
#3

**HOUSE TRANSPORTATION COMMITTEE**  
**February 12, 2015 ~ 9:15 p.m. ~ Fort Totten Room**

**North Dakota Department of Transportation**  
**Wayde Swenson, Office of Operations Director**

**HCR 3034**

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Mr. Chairman and members of the committee, my name is Wayde Swenson, Office of Operations Director, for the North Dakota Department of Transportation (DOT).

I'm here today in support of HCR 3034. This concurrent resolution would urge Congress to lift the federal freeze on commercial vehicle weight and size limitations. The DOT believes in the principle that states should have the flexibility in determining their commercial vehicle weight and size limitations.

Federal Government imposed two separate freezes as part of the transportation bill in 1991: (1) on the maximum weight of longer combination vehicles, which consist of any combination of a truck tractor and two or more trailers or semitrailers which operate on the Interstate System at a gross weight over 80,000 pounds; and (2) on the overall length of the cargo carrying units of combination vehicles with two or more such units where one or both exceed 28.5 feet in length on the National Network. For North Dakota the freeze means that our Interstate was froze at a weight of 80,000 lbs and the National Network was froze at a cargo carrying length of 100' or 103' depending on the truck configuration. With a permit, divisible loads are allowed up to 105,500 lbs and overweight non-divisible loads are allowed as long as their load configuration is within permissible weights.

If Congress were to lift the freeze, we would suggest that an additional study be considered to determine how it would affect state laws and regulations. An example would be if the allowed weight were also to increase on state highways, the federal bridge formula should be used to determine the legal weight. The federal bridge formula allows for a better distribution of the load, as we currently use on the interstate system

Mr. Chairman, this concludes my testimony and I would be happy to answer any questions the committee may have.

#1

1-1  
3-19-15

**TESTIMONY OF ARIK SPENCER  
HOUSE CONCURRENT RESOLUTION 3034  
SENATE TRANSPORTATION COMMITTEE**

Mr. Chairman and members of the Senate Transportation Committee my name is Arik Spencer, executive vice president of the North Dakota Motor Carriers Association. I am here this morning to testify in support of HCR 3034.

Back in 1991, Congress passed the Intermodal Surface Transportation Efficiency Act ("ISTEA"). ISTEA included a provision often referred to as the "freeze" that stripped the states of their authority to regulate what truck weights and lengths can safely operate on highways. Since that time, states have been prohibited from changing truck weight and length limits on highways that are part of the National Network (see attachments for additional information).

The impacts of the freeze were examined in a 2007 North Dakota Department of Transportation and Upper Great Plains Transportation Institute (UGPTI) study called "*Cross Border Regional Truck Transportation Commonalities and Differences*", which looked at regional CMV weight and length uniformity. The study concluded that the current patchwork of regulations:

- Reduces commerce
- Creates problems for seamless freight transportation
- Provides for an unfriendly business environment

The study also found that:

- Regional weight and length uniformity would reduce truck numbers and create efficiencies for businesses throughout the region.
- Larger trucks may reduce trips and congestion resulting in overall cost savings.
- Larger trucks, with the correct number and spacing of axles may do less road damage than smaller trucks.

HCR 3034 is important because it urges Congress to allow the 15 western states that are part of the Western States Transportation Alliance to voluntarily work with one another to achieve truck weight and length uniformity on the National Network with a maximum gross vehicle weight of 129,000 pounds and 100 foot cargo carrying length in order to efficiently move freight.

We ask that you give HCR 3034 favorable consideration and adopt this important resolution.

Mr. Chairman, this concludes my testimony. I would be happy to answer any questions.

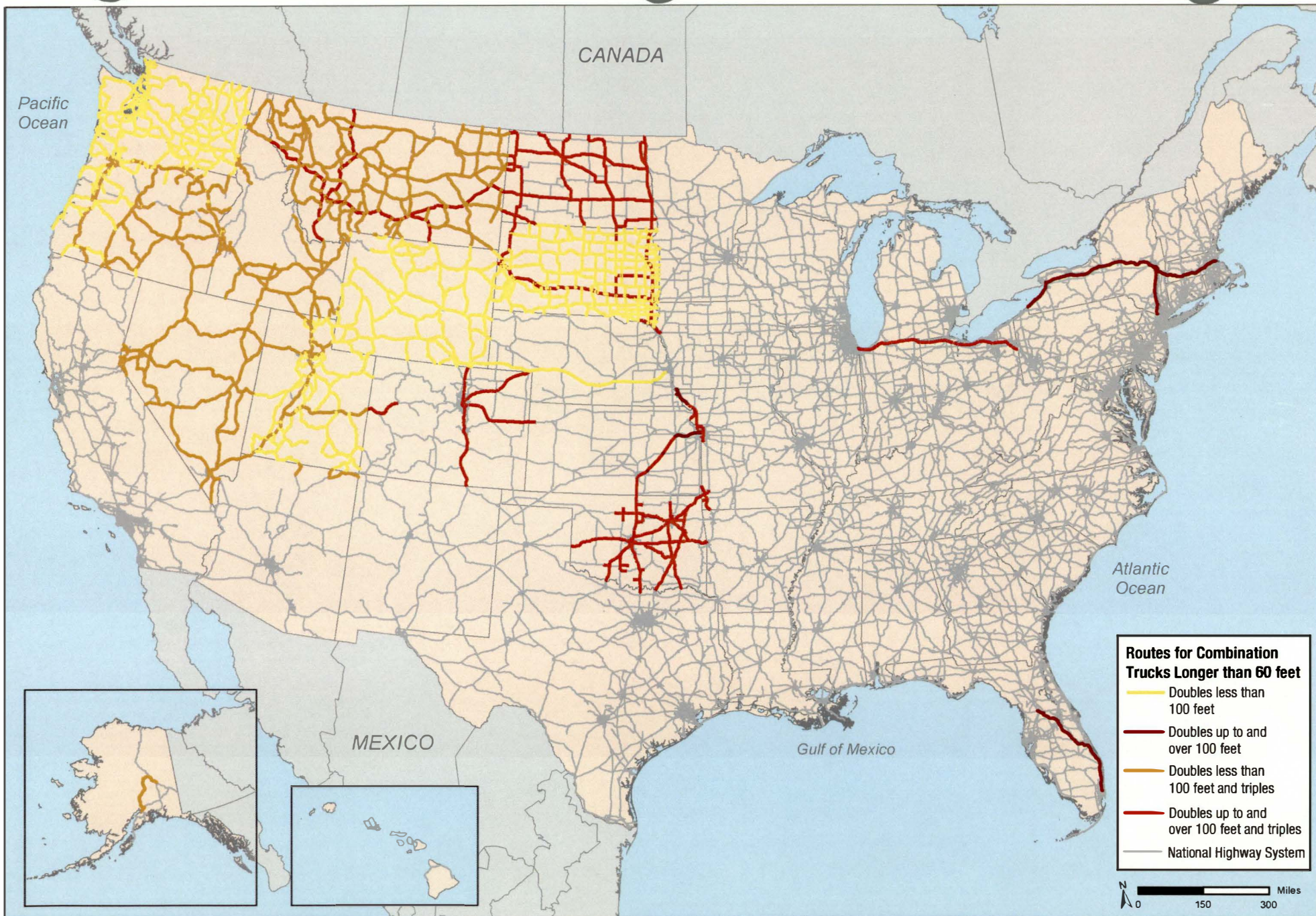
## Federal Size and Weight Freeze Limits - National Network

| State         | Max Single Trailer Length | Truck Tractor and 2 Trailers Length | Truck Tractor and 2 Trailers Weight | Truck Tractor and 3 Trailers Length | Truck Tractor and 3 Trailers Weight |
|---------------|---------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| Colorado      | 57-4                      | 111'                                | 110K                                | 115.5'                              | 110K                                |
| Idaho         | 48-0                      | 95'                                 | 105.5K                              | 95'                                 | 105.5K                              |
| Kansas        | 57-6                      | 109'                                | 120K                                | 109'                                | 120K                                |
| Montana       | 53-0                      | 93'                                 | 137.8K                              | 100'                                | 131.06K                             |
| Nebraska      | 53-0                      | 95'                                 | 95K                                 | 95'                                 | 95K                                 |
| Nevada        | 53-0                      | 95'                                 | 129K                                | 95'                                 | 129K                                |
| New Mexico    | 57-6                      | N/A                                 | 86.4K                               | NO                                  | NO                                  |
| North Dakota  | 53-0                      | 103'                                | 105.5K                              | 100'                                | 105.5K                              |
| Oklahoma      | 59-6                      | 110'                                | 90K                                 | 95'                                 | 90K                                 |
| Oregon        | 53-0                      | 68'                                 | 105.5K                              | 96'                                 | 105.5K                              |
| South Dakota  | 53-0                      | 100'                                | 129K                                | 100'                                | 129K                                |
| Texas         | 59-0                      | NO                                  | NO                                  | NO                                  | NO                                  |
| Utah          | 48-0                      | 95'                                 | 129K                                | 95'                                 | 129K                                |
| Washington    | 48-0                      | 68'                                 | 105.5K                              | NO                                  | NO                                  |
| West Virginia | 48-0                      | NO                                  | NO                                  | NO                                  | NO                                  |
| Wyoming       | 57-4                      | 81'                                 | 117K                                | NO                                  | NO                                  |

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# Permitted Longer Combination Vehicles on the NHS: 2011



**Notes:** Empty triples are allowed on I-80 in Nebraska. NHS mileage as of 2011, prior to MAP-21 system expansion.  
**Source:** U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, 2013.

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#2

**SENATE TRANSPORTATION COMMITTEE**  
**March 19, 2015 ~ 9:15 p.m. ~ Lewis & Clark Room**

**North Dakota Department of Transportation**  
**Wayde Swenson, Office of Operations Director**

**HCR 3034**

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Mr. Chairman and members of the committee, my name is Wayde Swenson, Office of Operations Director, for the North Dakota Department of Transportation (DOT).

I'm here today in support of HCR 3034. This concurrent resolution would urge Congress to lift the federal freeze on commercial vehicle weight and size limitations. The DOT believes in the principle that states should have the flexibility in determining their commercial vehicle weight and size limitations.

Federal Government imposed two separate freezes as part of the transportation bill in 1991: (1) on the maximum weight of longer combination vehicles, which consist of any combination of a truck tractor and two or more trailers or semitrailers which operate on the Interstate System at a gross weight over 80,000 pounds; and (2) on the overall length of the cargo carrying units of combination vehicles with two or more such units where one or both exceed 28.5 feet in length on the National Network. For North Dakota the freeze means that our Interstate was froze at a weight of 80,000 lbs and the National Network was froze at a cargo carrying length of 100' or 103' depending on the truck configuration. With a permit, divisible loads are allowed up to 105,500 lbs and overweight non-divisible loads are allowed as long as their load configuration is within permissible weights.

If Congress were to lift the freeze, we would suggest that an additional study be considered to determine how it would affect state laws and regulations. An example would be if the allowed weight were also to increase on state highways, the federal bridge formula should be used to determine the legal weight. The federal bridge formula allows for a better distribution of the load, as we currently use on the interstate system

Mr. Chairman, this concludes my testimony and I would be happy to answer any questions the committee may have.

# Coalition to Improve Trucking Productivity

A resolution on the 24<sup>th</sup> day of February, 2015, supporting North Dakota House Concurrent Resolution No. 3034 urging Congress to authorize a compact agreement between member states and contiguous states of the Western States Transportation Alliance (WSTA) to lift the federal freeze on commercial vehicle weight and size limitations.

**WHEREAS**, agriculture is vitally dependent on truck transportation for the movement of farm inputs, agricultural production and processed agricultural commodities; and

**WHEREAS**, marketing of bulk agricultural commodities, and the development of specialized and identity preserved markets is totally dependent on truck transportation; and

**WHEREAS**, trucking costs are a significant component of agricultural production, marketing and processing costs; and

**WHEREAS**, improvements in trucking productivity have been modest since deregulation in 1980, especially for agriculture commodities; and

**WHEREAS**, production agriculture has adopted technology and practices in the past 60 years resulting in an astounding increase of 405% in the amount of commodities trucked in North Dakota; and

**WHEREAS**, the Western States Transportation Alliance member states and contiguous states consist of Colorado, Idaho, Kansas, Montana, Nebraska, New Mexico, Nevada, North Dakota, Oklahoma, South Dakota, Texas, Utah, Washington, and Wyoming; and

**WHEREAS**, federal legislation placed a freeze on commercial vehicle weight and size limitations in those 14 states in 1991; and

**WHEREAS**, the Western States Transportation Alliance approved a resolution to create a compact agreement between the states on November 17, 2014; and

**WHEREAS**, the compact agreement would give the states voluntarily participating in the agreement the authority to adopt routes and set restrictions on operations; and

**WHEREAS**, the compact agreement would set limits on the weight and size of commercial vehicles in the participating states to not exceed 129,000 pounds gross vehicle combination weight or 100 foot cargo carrying length;


**NOW, THEREFORE, BE IT RESOLVED BY THE COALITION TO IMPROVE TRUCKING PRODUCTIVITY** supports the Sixty-fourth North Dakota Legislative Assembly to urge Congress to authorize a compact agreement between member states and contiguous states of the Western States Transportation Alliance to lift the federal freeze on commercial vehicle weight and size limitations; and

**BE IT FURTHER RESOLVED**, that the Coalition work with Congressional delegations of member states of the WSTA to improve trucking productivity by authorizing a compact agreement between member states and contiguous states of the Western States Transportation Alliance to lift the federal freeze on commercial vehicle weight and size limitations.

  
ND Barley Council

  
ND Corn Growers Assoc.

  
ND Grain Growers Assoc.

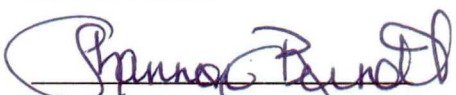
  
ND Intermodal Initiative

  
ND Soybean Growers Assoc.

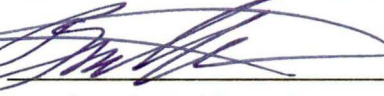
  
ND Trade Office

  
ND Wheat Commission

  
Northern Canola Growers Assoc.

  
Northern Pulse Growers Assoc.

  
Sugar Beet Growers Assoc.

  
American Crystal Sugar Co

  
MINN-DAK Farmers Cooperative



#4 HCR 3034

March 19, 2015

Chairman, Oehlke

Good morning. I am Cal Klewin, Executive Director of the **Theodore Roosevelt Expressway Association**.

The **Theodore Roosevelt Expressway** (Highway 85) is a Federally-Designated High Priority Corridor on the National Highway System. It runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.

The **Theodore Roosevelt Expressway**--separately and as part of the Ports-to-Plains Alliance--is critical to the economy and quality of life of North Dakota, of the Great Plains region, and of the Nation. The TRE serves as a major North South corridor for North Dakota's energy, agriculture, tourism and manufacturing economic sectors.

I know this Committee is fully aware of the immediate transportation infrastructure needs in our state. Today, you have HCR 3034 before you. HCR 3034 can contribute to the effort to lift the freeze on longer commercial vehicles for the affected Western states in order to take advantage of new transportation strategies to improve highway efficiency and reduce vehicle miles traveled, traffic congestion, fuel consumption and air pollution emissions

**Therefore, the Theodore Roosevelt Expressway Association and the Ports to Plains Alliance supports HCR 3034.**

That concludes my testimony, I will try to answer any questions you may have.

Thank You,

Cal Klewin

Executive Director

**Theodore Roosevelt Expressway Association**



Your voice for wheat and barley. [www.ndgga.com](http://www.ndgga.com)

# 5

**North Dakota Grain Growers Association  
Testimony on HCR 3034  
Senate Transportation Committee  
March 19, 2015**

Chairman Oehlke, members of the Senate Transportation Committee, for the record my name is Dan Wogsland, Executive Director of the North Dakota Grain Growers Association. The North Dakota Grain Growers Association appears before you today in support of HCR 3034.

NDGGA has participated in the past with the Western States Transportation Alliance in promoting the standardization of transportation laws and regulations among the western states. Standardization of these laws and regulations is essential to the smooth operation of our transportation system. The slogan "without trucks America stops" rings true especially in an export state like North Dakota where we are located in the very center of North America. Requesting Congress to give western states the ability to increase truck weight and length restrictions and the flexibility to standardize these restrictions provides benefits to commerce and to consumers. Increased weight and size limits will also bring transportation laws into the 21<sup>st</sup> century.

Therefore, Chairman Oehlke, members of the Senate Transportation Committee, the North Dakota Grain Growers Association are in support of HCR 3034 and we would ask for the Transportation Committee's favorable recommendation on the resolution.



# the **Right** **Truck** for **Idaho**

HCR 3034

3-19-15

#6-1

#6

Right for Idaho's **Economy**  
Right for Idaho's **Road Safety**  
Right for Idaho's **Environment**

A better economy, road safety and the environment – an Idaho Transportation Department study over the past 10 years shows **ALL** three important issues will be better impacted with the increase of truck load weight limits in Idaho.

## Our Economy Grows



- Increasing Idaho's truck weight limit to 129,000 lbs strengthens Idaho. Local businesses can transport goods to market in fewer truck loads saving money and time.
- Heavier trucks leave less of a footprint on Idaho roads. This means a savings for taxpayers by reducing wear and tear on the highways. This happens because the trucks use three additional axles, the trucks have more tires making the weight more evenly distributed.

### Using Pilot-Project-Approved Routes:

The Amalgamated Sugar Company saved more than \$2.5 million in fewer round trips and used less diesel.

U.S. Ecology, Inc. estimates it had a 6% reduction in round trips per year during the project, an average of around 7,800 loads. The company's estimated savings is between \$70,000 and \$180,000 per year.

## Our Families Are Safer



- Heavier trucks can stop faster. The three additional axles mean more breaks and with the additional weight the stopping distance is the same or better than existing weight limits for trucks.
- Raising the weight limit will take one out of every five trucks off the road. It makes sense that if you carry more on each truck, you don't need as many trucks.

## Our Environment is Healthier



- Fewer trucks on Idaho roads means less diesel fuel is being burned, so less pollution is being emitted into the air.
- Using less fuel also means a reduction in dependency on foreign oil.

Idaho Transportation Department reports its 10-year study shows no significant effects on pavements, bridges or roadway safety.



# the **Right Truck** for **Idaho**

## Coalition Members

British Columbia  
137,000

xxxxxxxx

**Montana:  
Uncapped**

**Wyoming:  
Uncapped**

Nevada:  
129,000

Utah:  
129,000

*Many of Idaho's neighbors have higher truck weight limits, prohibiting interstate commerce across our borders. Allowing 129,000 lbs trucks on specific routes in Idaho will make our state more competitive with our neighbors.*

- Albertsons/SuperValue
- The Amalgamated Sugar Company LLC
- Arlo G Lott Trucking, Inc.
- Associated Food Stores, Inc.
- Associated General Contractors
- Darigold
- Food Producers of Idaho
- Fred Meyer
- Frito-Lay Inc.
- Glanbia Foods
- Handy Truck Line
- HK Contractors, Inc.
- Idaho Cattle Association
- Idaho Concrete Company
- Idaho Cooperative Council, Inc.
- Idaho Dairymen's Association
- Idaho Eastern Oregon Seed Association
- Idaho Farm Bureau Federation
- Idaho Forest Group
- Idaho Grain Producers Association
- Idaho Hay and Forage Association
- Idaho-Oregon Fruit & Vegetable Association
- Idaho Sand & Gravel Company
- Idaho Sugarbeet Growers Association
- Idaho Trucking Association
- Independent Milk Producers Coop, Inc.
- Jack B. Parson Companies
- JD Heiskell & Company
- The Jerome Cheese Company
- LTI Inc, DBA Milky Way
- Milk Producers of Idaho
- Monsanto
- Northwest Dairy Association
- Northwest Grocery Association
- Nyssa-Nampa Beet Growers Association
- PerforMix Nutrition Systems, LLC
- Potato Growers of Idaho
- Scott Jackson Trucking
- Staker Parson Companies
- Steve Forler Trucking, Inc.
- The Scoular Company
- The J.R. Simplot Company
- United Potato Growers of Idaho
- United States Bakery (Franz)
- US Ecology Idaho, Inc.
- WinCo Foods

## HOW DO THEY COMPARE?

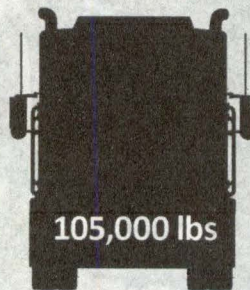
What it Takes to Haul 400,000 Tons 100 Miles



129,000 lbs

10 Axles (20 Brakes)

- ✓ **Fewer Trips**  
9,300 Trips Required
- ✓ **Less Fuel**  
338 Gallons of Diesel
- ✓ **Less Road Wear & Tear**  
2,260 lbs of Pressure per Tire



105,000 lbs

7 Axles (14 Brakes)

- ✗ **More Trips**  
12,100 Trips Required (2,800 MORE Trips)
- ✗ **More Fuel**  
404 Gallons of Diesel (66 MORE Gallons)
- ✗ **Increased Road Wear & Tear**  
2,540 lbs of Pressure per Tire