

FISCAL NOTE
Requested by Legislative Council
01/12/2017

Amendment to: HB 1288

- 1 A. **State fiscal effect:** *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2015-2017 Biennium		2017-2019 Biennium		2019-2021 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues				\$285,480		\$285,480
Expenditures				\$15,000		
Appropriations						

- 1 B. **County, city, school district and township fiscal effect:** *Identify the fiscal effect on the appropriate political subdivision.*

	2015-2017 Biennium	2017-2019 Biennium	2019-2021 Biennium
Counties			
Cities			
School Districts			
Townships			

- 2 A. **Bill and fiscal impact summary:** *Provide a brief summary of the measure, including description of the provisions having fiscal impact (limited to 300 characters).*

This bill provides for an annual permit fee for over-length loads and increases the permit fee for over-width loads.

- B. **Fiscal impact sections:** *Identify and provide a brief description of the sections of the measure which have fiscal impact. Include any assumptions and comments relevant to the analysis.*

Section 1 increases the permit fee for over-width vehicles by an additional \$50, and provides for an annual permit costing \$150 for over-length vehicles in lieu of a \$20 per trip permit along with a \$15 service fee.

3. **State fiscal effect detail:** *For information shown under state fiscal effect in 1A, please:*

- A. **Revenues:** *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

As shown on the accompanying fiscal note support schedule, this bill would generate additional revenue for the state in the amount of \$285,480 per biennium.

- B. **Expenditures:** *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

There is a one-time cost of \$15,000 to the highway patrol to design a new annual over-length permit.

- C. **Appropriations:** *Explain the appropriation amounts. Provide detail, when appropriate, for each agency and fund affected. Explain the relationship between the amounts shown for expenditures and appropriations. Indicate whether the appropriation or a part of the appropriation is included in the executive budget or relates to a continuing appropriation.*

Name: Shannon L. Sauer CPA

Agency: ND Dept of Transportation

Telephone: 328-4375

Date Prepared: 01/23/2017

HB1288**Fiscal Note Support****Assumptions****Over length permits**

Current Single Trip Permits sold per biennium	8,560
Trucks Involved Per Biennium	3,176

Current Permit Fees:

Overlength Permit (Highway Fund)	\$	20	
Motor Carrier Permit Transaction Fee (Motor Carrier Electronic Permit Transaction Fund)		15	
Total Single Trip Permit Fee	\$		35

Estimated percentage of trucks currently using single trip permits that would switch to an annual permit	50%
Estimated number of trucks that would switch to an annual permit (50%)	1,588
Number of trucks that would continue to utilize single trip permits	1,588
Estimated Trips under single trip permit	1,588
Estimated Trips under annual trip permit	6,972

Proposed Annual Permit Fees:	\$	150
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Over-width permits

Current permits issued per biennium	5,826
Current permit cost	\$ 100
Proposed permit cost	\$ 150

Fiscal Impact Calculations**Over Width Permits**

Proposed permit cost	\$	150	
Current permit cost		100	
Additional revenue permit			\$ 50
X Permits issued per biennium			5,826
Additional over width permit revenue per biennium			\$ 291,300

Over length Permits**Proposed Law Revenue Scenario**

Estimated number of annual permits that will be sold per biennium	1,588
X Proposed annual permit fee	\$ 150
Biennial revenue from annual permit fee	\$ 238,200

Estimated number of Single permits that will be sold per biennium	1,588
X Single trip permit fee	\$ 35
Biennial revenue from single trip permit fee	55,580
Total Biennial Revenue - Proposed Scenario	\$ 293,780

Current Law Revenue Scenario

Trip permits sold per biennium	8,560
X Single trip permit fee	\$ 35
Total Biennial Revenue - Current Scenario	\$ 299,600
Over length permit revenue reduction under current scenario	\$ (5,820)

Total revenue increase per biennium under proposed scenario \$ 285,480

FISCAL NOTE
Requested by Legislative Council
01/12/2017

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HB1288

Fiscal Note Support

Assumptions

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Fiscal Impact Calculations

Over Width Permits

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2017 HOUSE TRANSPORTATION

HB 1288

2017 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee
Fort Totten Room, State Capitol

HB 1288

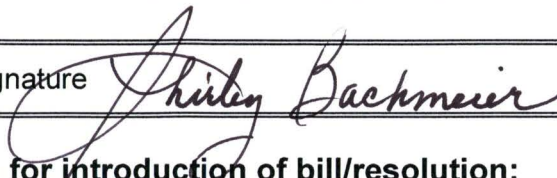
2/2/2017

27826

Subcommittee

Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

A bill relating to an annual permit for oversized vehicles; to provide for an effective date; and to provide for an expiration date.

Minutes:

Attachments # 1 - 3

Chairman Ruby, District 38, spoke to introduce HB 1288 and support the bill. The bill sets an annual permit fee for extra width or length trucks. The substitutive changes page 2, line 27, of handout. (Attachment 1) 1:53 – 3:37 Further testimony in favor of HB 1288.

Arik Spencer, Executive Vice President of the North Dakota Motor Carriers Association, spoke in support of HB 1288 and provided written testimony. (See Attachment 1) 4:00 – 10:47 If there are any questions, I will address them. I urge a do pass on HB 1288.

A letter was provided to the committee from **Senske & Son Transfer Co.** (See Attachment 2) 10:40

Vice Chairman Rick C. Becker: On page 3, line 14, is the wording “proper lighting” adequate language? Is there a certain name, or referencing or a certain stature; you can just say “proper lighting?”

Arik Spencer: From what I’ve been told by the DOT, there existed a definition of “proper lighting” in the state’s stature which covers this.

Rep. Paur: Do the current permits allow you to travel overnight in the state or are they from point A to point B?

Arik Spencer: When you purchase a single trip permit or an annual permit, it is for specific route. It does not give you a blanket ability to travel anywhere you want in the state. You have to identify where you’re going and, based on that, they will recommend the route you need to stick to. Let us say that you are going a certain route but you have a certain height, they may require you to go a different route than say on the Interstate because of the clearance issues on overpasses. But with this bill, you will still have a specific route.

Russ Hanson: Associated General Contractor: just wanted to express our support for HB 1288. If any questions, I will address any questions; otherwise I urge a do pass.

Brad Maier, Owner of Land Star Construction and J & S Heavy Haul (Attachment 3) 13:42 – 16:48 Information just talked about in room refers to specific routes; there are a number of combinations that I am certain will happen. Mr. Spencer commented on fees in certain states. 14:45

Vice Chairman Rick C. Becker: No further questions? Does anyone else wish to speak in support of HB1288? Anyone here speak in opposition of HB 1288? Neutral position of HB 1288?

Chairman Ruby: Did you work on the fiscal note? Could I get just a clarification?

Ron Henke: Deputy Director for Engineering, North Dakota Department of Transportation. We did put together a fiscal note. I can share with you what I recall. See Fiscal Note requested by Legislative Council. 17:40 - 18:13.

Chairman Ruby: Now these funds go to the State Highway Trust Fund?

Ron Henke: Mr. Chairman, I do not know the answer to that.

Chairman Ruby: So that just goes into the State Highway Fund and not to the distribution fund? I do need this information for appropriations. I will have to have these answers.

Captain Eldon Maier: Division Commander for Highway Patrol 18:52 It does go into the State Highway Fund.

Chairman Ruby: I know that some funds go into an initial fund and then there is a percentage of administrative costs for DOT that come off and that goes into the Highway Distribution Fund. Then the State Highway Fund is a part of that and then goes down to the cities and counties, townships and transits. Is this going to be going into of these particular funds or directly to the State Highway Fund and doesn't get put into an of the distribution?

Captain Eldon Maier: My understanding that the wording of the permit fees that we charge go into the State Highway Fund. Whatever that consists of, that is the language that I am familiar with.

Rep. Jones: When Arik was talking, he mentioned changing two fees. I am trying to understand where that is in the bill.

Captain Eldon Maier: It is my understanding that the permit fee for the annual over width was \$100.00 and that will now be going to \$150.00. That was more for consistency to offset some of these costs and spread them out.

Chairman Ruby: Are there further questions? If it goes to the State Highway Fund, which one of those is it?

Ron Henke: I don't know for sure but I will get you an answer. It is the one that is with the distribution of the one that just goes to the State Department Task Station.

Rep. Owens: This is in current law already. Permit money is appropriated on a continuous basis to the Highway Patrol to defray the costs of establishing continual online electronic permit system. It does not go near the Highway Distribution Fund. It appears that all permit money goes to the Highway Patrol. I just wanted to know where the money was going according to the bill.

Captain Eldon Maier: Two sessions ago, when we did Auto Permit Routing System, there was a service fee that was attached for each permit, that went for ongoing maintenance in IT fees to maintain automated permit routing system.

Rep. Weisz: General fund dollars account for the road system. See Page 2, line 5 of Fiscal Note for further clarification.

Captain Eldon Maier: There is a permit fee for the actual permit. Then for any voluble permits there is an additional \$15 service fee; this fee would go to the Auto Permit routing system. If the actual permit fee is \$20, that fee would go to the State Highway Fund.

Chairman Ruby: Anyone here for neutral capacity on this bill? We will close the meeting on HB 1288.

Vice Chairman Rick C. Becker: I move a Do Pass.

Chairman Ruby: As amended and referred to appropriation?

Vice Chairman Rick C. Becker: Not as amended and referred to appropriation.

Chairman Ruby: We have a motion for a Do Pass on HB 1288 from Vice Chairman Becker.

Second by Rep. O'Brien.

Roll call vote: Yes – 13 No – 0 Absent -1. Motion carried.

Carrier of the Bill - Rep. O'Brien

Hearing adjourned.

Date: 2-2-17
 Roll Call Vote #: 1

**2017 HOUSE STANDING COMMITTEE
 ROLL CALL VOTES
 BILL/RESOLUTION NO. HB 1288**

House Transportation Committee

Subcommittee

Amendment LC# or Description: _____

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 Rep. Becken Seconded By Rep. O'Brien

Representatives	Yes	No	Representatives	Yes	No
Chairman Dan Ruby	✓		Rep. Gretchen Dobervich	AB	
Vice Chair. Rick C. Becker	✓		Rep. Marvin Nelson	✓	
Rep. Bert Anderson	✓				
Rep. Jim Grueneich	✓				
Rep. Terry Jones	✓				
Rep. Emily O'Brien	✓				
Rep. Mark Owens	✓				
Rep. Gary Paur	✓				
Rep. Randy Schobinger	✓				
Rep. Gary Sukut	✓				
Rep. Robin Weisz	✓				
Rep. Greg Westlind	✓				

Total (Yes) 13 No 0

Absent 1

Floor Assignment Rep. O'Brien

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

REPORT OF STANDING COMMITTEE

HB 1288: Transportation Committee (Rep. D. Ruby, Chairman) recommends **DO PASS**
(13 YEAS, 0 NAYS, 1 ABSENT AND NOT VOTING). HB 1288 was placed on the
Eleventh order on the calendar.

2017 SENATE TRANSPORTATION

HB 1288

2017 SENATE STANDING COMMITTEE MINUTES

Transportation Committee
Lewis and Clark Room, State Capitol

HB 1288
3/16/2017
29358

- Subcommittee
 Conference Committee

Committee Clerk Signature

Mary Munder

Explanation or reason for introduction of bill/resolution:

Relating to the annual permit for oversized vehicles; to provide for an effective date; and to provide for an expiration date.

Minutes:

Attachments #1-3

Chairman Laffen: Opened the hearing on HB 1288. Welcome Representative Dan Ruby.

Representative Dan Ruby: This bill is easy and simple. It does two things. We currently have limits on width and length before we have to get permits. We have increased the amount of the annual fee. Also having proper lighting on night time travel. We have discussed taking out the Sunset clause and DOT didn't have a problem with that. If you want to clean that up I wouldn't have a problem with that.

Senator Campbell: Why are you increasing the over width fee from \$100.00 to a \$150.00?

Rep. Ruby: Just to make it consistent with the over length. Everybody that gets that annual permit will know that it is \$150.00.

Senator Campbell: Why didn't you just lower it?

Rep. Ruby: Good question. The issue was to get it up to the over length fee. If you wish to have it lowered I don't think there would be a problem, they were just wanting it consistent with the over length.

Senator Nelson: Page 3, #5 talks about travel day and night. What else is there? Why don't they just say travel?

Rep. Ruby: It is a wording issue that council specifies so the loads can travel day and night. Some loads can only travel in daytime.

Chairman Laffen: Questions? None. Thank you. Further testimony in favor?

(6:05) Arik Spencer, ND Motor Carriers Association: See attachment #1.

Senator Nelson: My question is about pilot cars. Sometimes they are not very close to the over length trucks. Can 3 trucks use one pilot car or should they each have their own?

Arik: I would refer to DOT on that question.

Senator Clemens: What is the difference in the permits?

Arik: I refer to the highway patrol on that. I believe the long combination allows certain lengths but no night time travel. I would have to defer to them on the specifics on that.

Chairman Laffen: Questions? None. Testimony in favor?

(12:43) Russ Hanson, Associated General Contractors of ND: I am in support of this bill. I am going to pass out prepared remarks that are not mine. **See attachment #2.** The person is on my board of directors who works with these issues as a heavy haul company every day.

Chairman Laffen: Questions? None. Thank you. Further testimony in favor?

(13:36) Brad Maier, represents J&S Heavy Haul: We have been in business since 1994 and this is all we do. **See attachment #3.** Answer to Senator Campbell's question, we want continuity back, we think we are going to streamline the process, we think we can put a fair amount of money back into the state. We work in about 6 different states that have this exact proposed legislation with a separate over width and a separate over length and there are a variety of permits that go beyond that. In answer to Senator Nelson's pilot car question, ND is one of the few states where you don't have to have certified pilot cars. We do it in house which is 120' long and it is dictated by the highway patrol. They are certified and in company vehicles. One pilot car cannot pilot 3 vehicles and there is a safe distance and every load is different. Interstate is only the trail vehicle as you have no one coming head on and again it depends on the length as sometimes we need 2 in front and 2 in back. We are in favor of this bill, it is a housecleaning bill, and generates some money for the state.

Chairman Laffen: Questions? None. Thank you. Further testimony in favor of HB 1288? None. Opposition? None. Neutral? None. **We will close the hearing on HB 1288.**

2017 SENATE STANDING COMMITTEE MINUTES

Transportation Committee
Lewis and Clark Room, State Capitol

HB 1288
3/17/2017
29371

- Subcommittee
 Conference Committee

Committee Clerk Signature

Mary Munder

Explanation or reason for introduction of bill/resolution:

Relating to the annual permit for oversized vehicles; to provide an effective date; and to provide for an expiration date.

Minutes:

Chairman Laffen: Reopened hearing on HB 1288.

Senator Casper: This bill is about the over length and over width and putting the fees the same. Right now you pay a \$100.00 fee for over width and for over length you pay \$150.00 fee and this bill makes them equal.

Senator Nelson: Where do you see this?

Senator Rust: Page 2, line 27 and page 3 lines 1, 2, and 3.

Senator Casper: Thank you Senator Rust.

Chairman Laffen: Is this a fee or a fine? This is the bill where we were making a yearly permit? Arik can you answer this?

Arik Spencer: Yes. The \$150.00 charge is the fee for the annual over length permit and we were matching the over width permit at the same fee level. These funds go directly into the highway trust fund.

Senator Casper: I move to remove section 2 of HB 1288.

Senator Rust: Seconded.

Chairman Laffen: We have a motion for that amendment from Senator Casper and a second from Senator Rust. Any discussion? None.

Roll call taken: Yeas-5, Nays-0, Absent-1. Motion carried.

Chairman Laffen: Discussion? None.

Senator Casper: I move for a Do Pass on HB 1288 as amended and re-referred to appropriations.

Senator Rust: Seconded.

Roll Call taken: Yeas-5, Nays-0, Absent-1. Motion carried.

Senator Casper will carry the bill.

March 17, 2017

CA
3/17/17

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1288

Page 1, line 2, remove "; to provide for an effective date; and to"

Page 1, line 3, remove "provide for an expiration date"

Page 3, remove lines 25 and 26

Renumber accordingly

Date: 3.17.17
Roll Call Vote #: 1

2017 SENATE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. "Enter Bill/Resolution No." 1288

Senate Transportation Committee

Subcommittee

Amendment LC# or Description: 17.0602.02001 Title, 03000

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 Casper Seconded By Rust

Senators	Yes	No	Senators	Yes	No
Chairman Lonnie J. Laffen	✓		Senator Carolyn Nelson	✓	
Senator Tom Campbell	✓				
Senator David Rust	✓				
Senator David Clemens					
Vice Chairman Jonathan Casper	✓				

Total (Yes) 5 No 0

Absent 1

Floor Assignment _____

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

**2017 SENATE STANDING COMMITTEE
 ROLL CALL VOTES
 BILL/RESOLUTION NO. "Enter Bill/Resolution No." HB 1288**

Senate Transportation Committee

Subcommittee

Amendment LC# or Description: _____

- 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 Casper Seconded By Rust

Senators	Yes	No	Senators	Yes	No
Chairman Lonnie J. Laffen	✓		Senator Carolyn Nelson	✓	
Senator Tom Campbell	✓				
Senator David Rust	✓				
Senator David Clemens					
Vice Chairman Jonathan Casper	✓				

Total (Yes) 5 No 0

Absent 1

Floor Assignment Casper

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

REPORT OF STANDING COMMITTEE

HB 1288: Transportation Committee (Sen. Laffen, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** and **BE REREFERRED** to the **Appropriations Committee** (5 YEAS, 0 NAYS, 1 ABSENT AND NOT VOTING). HB 1288 was placed on the Sixth order on the calendar.

Page 1, line 2, remove "; to provide for an effective date; and to"

Page 1, line 3, remove "provide for an expiration date"

Page 3, remove lines 25 and 26

Renumber accordingly

2017 TESTIMONY

HB 1288

TESTIMONY HB 1288
HOUSE TRANSPORTATION COMMITTEE
FEBRUARY 2, 2017

HB 1288
2-2-17
#1
Page 1

Mr. Chairman and members of the House Transportation Committee my name is Arik Spencer, Executive Vice President of the North Dakota Motor Carriers Association. NDMCA represents the trucking and transportation industry in North Dakota and has been in existence since 1937. I am here this morning to testify in Support of House Bill 1288.

HB 1288 was drafted in partnership with the Associated General Contractors of North Dakota and in consultation with the DOT and Highway Patrol. The purpose of HB 1288 is to create an annual over-length commercial motor vehicle permit and allow night time travel, with proper lighting, of over-length loads up to 120 feet in length. This is needed to help North Dakota motor carriers more efficiently move certain kinds of freight through ND.

Background: Current North Dakota law (NDCC 39-12-04) sets the maximum length and width that motor carriers can legally haul on local, state and US highways. On state highways, US highways and the Interstate, which HB 1288 pertains to, for most vehicle types the maximum legal width is 8 feet 6 inches, with an annual permit available for up to 14 feet 6 inches wide. The maximum legal length is 75 feet for a truck and a single trailer, 95 feet or 110 feet for a truck and two trailers (depending on the road) and 100 feet of cargo length for a truck and three trailers. Any length outside of these combinations is permitted on a per trip basis. Permitted combinations beyond 120 feet require a pilot car. Current North Dakota law also prevents the nighttime movement of over-length loads.

Other States: In other states, annual over-length permits are offered with varying maximum lengths. Colorado, Idaho, Illinois, Iowa, Kansas, Minnesota, Missouri, Montana, Nevada, New Mexico, Oklahoma, South Dakota, Texas, Utah, and Washington all offer annual over-length permits with maximum lengths ranging from 85 feet to 150 feet long with permit fees ranging from \$25 to \$960 per year. Maximum permitted lengths are generally determined based on topography and engineering concerns.

Additionally, many states also allow night time movement of over-length loads including California, Iowa, Idaho, Minnesota, Montana, Nevada, and Washington.

HB 1288 Specifics: Time and efficiency are essential in the trucking industry. HB 1288 will save motor carriers money and more importantly time throughout the course of a year by not having to purchase single trip permits for each over length load. Some companies will purchase dozens of single trip permits throughout the year depending on their business.

Time and efficiency are also why the ability to move loads at night is important. Truck drivers have a limited number of hours they can legally drive in a day. By being able to move loads at night they can better manage their own schedules and be more responsive to their customers. In addition, many truck drivers prefer to drive at night as there is less traffic, reducing the chances of an accident.

HB 1288 sets the fee for the annual over-length permit at \$150 and increases the cost of the annual over-width permit to \$150, a \$50 increase. This was done after consulting with the DOT, who had a justifiable concern about a potential loss of revenue to the state highway fund. To address their concern, we offered to increase the cost of the over-width permit and set the over-length permit at the same cost. We have no concern with the fee increase as it is a small price to pay for the benefit of the annual over-length permit.

Finally, HB 1288 includes a sunset clause, which allows the new permit to operate for two full years. Again, this was added after consulting with DOT so that we all come back together next session and can make changes if needed.

We ask that you give HB 1288 a do pass recommendation.

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

Senske & Son Transfer Co
4375 24th Ave N
Grand Forks ND 58203
701.746.6472

HB1288
R-2-17
#2
Pages 1-10

RE: HB 1288

Dear members of the House Transportation Committee,

I am writing today requesting the updating of some of our state's regulations regarding overlength permitting. Changes in the current regulations would allow Commercial Motor Carriers, like myself, to utilize resources more effectively and decrease economic impact, by allowing our drivers to maximize their hours of service.

We are currently working on a large contract hauling electric trollies to the west coast, specifically, San Francisco, CA and Seattle, WA. These loads are legal height, slightly overweight (which we purchase annual permit for), 9' wide, and 95' long.

To San Francisco, we travel 2000 miles and through 6 states. Seattle is 1850 miles and 4 states. Other than MN and ND, we are able to travel around the clock, including MT, ID, WA, NV and CA.,

Having to stop at dark in our own state is frustrating as it typically results in an extra day of time spent on each load. Once we get out of ND, we have continuous travel for the duration of these trips.

In ND, overweight already has continuous travel. As for length, doubles and triples go up and down the roads every night, longer than 95'. Why are we considered "oversize", at the same length or less, and prohibited from the same hours of operation as doubles or triples?

Another consideration is for the annual overlength permit itself. Currently, our neighbors to the west all offer annual permits for overwidth as we do, but they also offer overlength. These permits save us a lot of time obtaining permits and then trying to get them to the driver. Additionally, ND annuals always expire on Dec 31st, so you may not actually get a whole year out of them, although you pay for an entire year. Other states start annual permits on any day, and they are good for an entire year from that date.

I'm not asking for anything that doesn't already exist in other jurisdictions. These states and the permits they offer are much more CMV friendly than what is available in our own state.

I have attached various permit issued by other states so you can see how they differ from our own state. I believe ND has room make changes to the current legislation and allow Commercial Motor Carriers the opportunity to get our job done in an expeditious manner and allow our work force more home time and less time on the road. Help me, help them to work smarter, not harder. Please pass HB 1288.

Attached:

1. MT annuals IS'W 95'L 15'6H and continuous travel
2. ID annuals 12-6/16-0W depending on the road, 12-6H IOL and continuous travel. Good for a year from date of purchase.
3. NV annuals 12W 15H IOL, continuous travel and good for 1 year from date of purchase.
4. CA is not an annual, but does allow continuous travel as long as a pilot car is not required.
5. WA is not an annual, but again, does allow continuous travel

Thank you for your consideration!

Sincerely,

Jodi Senske

Jodi Senske

TERM PERMIT

Permittee Name SENSKE AND SON TRANSFER CO Date Issued 20-JAN-2016
 Address 4375 24TH AVE N Time Issued 10:33:23
 City GRAND FORKS State ND Zip Code 58203 Date Effective 20-JAN-2016
 ICC No. Or Ins. Co GREAT WEST CASUALTY Date Expires 31-DEC-2016
 VIN 3AKJGLD68FFGJ7752 Make FREIGHTLINER Year 2015 Lic. No. 68671 State ND
 L.C. AL Load(describe) NON-DIVISIBLE HEIGHT PERMITS L.C. K Load(describe) EQUIPMENT (HAULED)
 Maximum Permitted: Width 15 Ft. 0 In. Length 95 Ft. 0 In. Height 15 Ft. 6 In. Total Miles _____

PERMIT SUBJECT TO ALL GENERAL CONDITIONS AND ANY PUNCHED NUMBERED AND WRITTEN RESTRICTIONS. GENERAL CONDITIONS:
 -Maximum speed 65 m.p.h. unless otherwise indicated, or posted.
 -ORIGINAL PERMITS SHALL BE CARRIED IN VEHICLE AT ALL TIMES AND ARE VOID IF ALTERED.
 -A County or City permit may be required in addition to this permit for travel on county roads or city streets.
 -Trip permit valid for 72 hours. VOID ON LEAVING THE STATE.
 -Permittee is responsible to determine clearance of structures.
 -Permittee must comply with all State and Federal Motor Carrier Safety Regulations.
 -Permittee must comply with all Laws and Administrative Rules 18.8.101 thru 18.8.1201.
 -If this permit states page 1 of 2 the permit is not valid without a second page.

Oversize Term Permit: _____ \$
 Total Collected: _____ \$

- 1 CONTINUOUS TRAVEL: TRAVEL ALLOWED DURING HOURS OF DARKNESS, WEEKENDS, HOLIDAYS RED ROUTE HIGHWAYS PROVIDING DIMENSIONS DO NOT EXCEED: 10 FEET IN WIDTH, 14 FEET 6 INCHES IN HEIGHT, 110 FEET IN LENGTH. LIGHTS MUST BE DISPLAYED FULL LENGTH AND WIDTH. TRAVEL ALLOWED DAYLIGHT HOURS, 7 DAYS A WEEK, EXCEPT ON HOLIDAYS, HOLIDAY WEEKENDS AND RED ROUTES IF DIMENSIONS EXCEED 10 FEET WIDE, 14 FEET 6 INCHES HIGH, 110 FEET LONG, BUT DO NOT EXCEED 18 FEET WIDE, 120 FEET LONG, 18 FEET HIGH. FOR EMERGENCIES INVOLVING RAILWAY CROSSINGS/TRACKS, FOR BURLINGTON NORTHERN SANTA FE, IMMEDIATELY CALL 1-800-832-5452; FOR MONTANA RAIL LINK, IMMEDIATELY CALL 1-800-338-4750 FOR ASSISTANCE.
- 4 RED ROUTE HIGHWAYS: TRAVEL IS NOT ALLOWED AFTER P.M. ON FRIDAY UNTIL SUNRISE ON SATURDAY AND FROM NOON ON SUNDAY TO SUNRISE ON MONDAY. IF DIMENSIONS EXCEED: 10 FEET WIDE OR 110 FEET LONG OR 14 FEET 6 INCHES HIGH OR 55 FEET LONG - SINGLE UNIT. TRAVEL IS NOT ALLOWED AFTER 3:00 P.M. ON FRIDAY UNTIL SUNRISE ON MONDAY IF DIMENSIONS EXCEED: 18 FEET WIDE OR 120 FEET LONG OR 18 FEET HIGH.
- 5 HOLIDAY TRAVEL: TRAVEL IS NOT ALLOWED ON HOLIDAY OR HOLIDAY WEEKENDS IF DIMENSIONS EXCEED: 10 FEET WIDE (11 FEET 6 INCHES FOR HAY GRINDERS) OR 110 FEET LONG OR 14 FEET 6 INCHES HIGH OR 55 FEET LONG - SINGLE UNIT. HOLIDAYS MEANS NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY, AND CHRISTMAS DAY. HOLIDAY WEEKEND MEANS A PERIOD OF CONSECUTIVE CALENDAR DAYS ADJACENT TO A HOLIDAY, DURING WHICH TRAVEL IS PROHIBITED. HOLIDAY WEEKEND TIME PERIODS INCLUDE: (A) A HOLIDAY WHICH FALLS ON A FRIDAY OR SATURDAY, PROHIBITING TRAVEL ON FRIDAY, SATURDAY OR SUNDAY; (B) A HOLIDAY WHICH FALLS ON A SUNDAY OR MONDAY, PROHIBITING TRAVEL ON SATURDAY, SUNDAY OR MONDAY; (C) A HOLIDAY WHICH FALLS ON A TUESDAY, WEDNESDAY OR THURSDAY, PROHIBITING TRAVEL ON THAT DAY ONLY; OR (D) THE THANKSGIVING HOLIDAY, PROHIBITING TRAVEL ON THURSDAY, FRIDAY, SATURDAY AND SUNDAY. 18.8.101 ARM
- 10 BALED HAY: SMALL BALES/LARGE SQUARE MAXIMUM DIMENSION: 9'6" WIDE, 15'6" HIGH. TRAVEL AFTER THE OF DARKNESS UP TO 9'6" WIDE, PROVIDING LIGHTS ARE DISPLAYED THE FULL LENGTH AND WIDTH. LARGE ROUND BALES AND HAY RACKS MAXIMUM DIMENSIONS 12'0" WIDE, 15'6" HIGH AND ARE LIMITED TO DAYLIGHT HOURS ON

HELENA USE ONLY

Collect State Fee \$75.00 Date 20-JAN-2016
 Send to: _____
 D.O.T. By ROBERT DRAKE No. 66
 Helena Approval By _____

Permittee agrees to comply with all laws and regulations, to take all reasonable safety and to be responsible for all personal and property damages whatsoever. In consideration of this permit, the permittee agrees to indemnify the Department for all damages and structure caused by the movement of the permitted vehicle.

Permittee By _____



IDAHO & ADA COUNTY PERMIT AND APPLICATION FOR OVER-LEGAL PERMIT
ANCHOR LOAD MOVEMENT

Company: **GENERAL & SON TRANSFER CO.**
2875 SUTHERLAND BL
COLUMBIAS, ID 83405

PERMIT: 18021011
Amount: 021500
Collect: -- FEES (FEE PAID)

Fax: 208.226.4444
Permit Valid From: 01/20/2016 To: 01/20/2017

Description of Vehicle and/or Load:
OVERWEIGHT OVERSIZED LOADS

Origin: **COLUMBIAS, ID**

Destination:

Route: 201 E MAP

Vehicle Type: Tractor Trailer

Self-Propelled

Trailer

Other (Specify Other)

License No.: 18077

Unit No.: 020

Serial No.: 34125 OVERSIZED

Year: 2015

Make: CAT

OVERWEIGHT

WEIGHT

WEIGHT PER AXLE

WEIGHT PER FEET

HEIGHT

NO. OF AXLES

HEIGHT

OVERWEIGHT

HEIGHT

HEIGHT

DOT 11K 100,000 200K 134,000 350K 130,000 400K 124,000 500K 118,000 600K 112,000 700K 106,000 800K 100,000 900K 94,000 1000K 88,000

Axles:

Axle Group Weight:

Number of Tires:

Axle Spacing (Rear): 10-04 4-08 20-04 4-08 4-08

Axle Spacing (Front):

Tire Size:

Special Requirements: Vehicle Type: Tractor Light Light Light Long (Specify Other)

PILOT VEHICLE

TIME OF TRAVEL

DO NOT EXCEED

IF EXCEEDING LEGAL AXLE WEIGHTS # OF AXLES MAY NOT BE LESS THAN THE # ON PERMIT
GROSS WEIGHTS MAY NOT BE GREATER THAN THOSE LISTED ON THE PERMIT FOR EACH ROUTE
IF AXLE AND/OR GROSS WEIGHTS AS LISTED ON THE PERMIT FOR EACH COLORED ROUTE ARE
EXCEEDED VEHICLE MUST OPERATE BY SINGLE TRIP PERMIT AND ISN'T COVERED BY ANNUAL
ALL VES AXLES MUST BE FULLY DEPLOYED WHEN EXCEEDING LEGAL AXLE WEIGHTS.
PERMIT NOT VALID UNLESS PILOT/ESCORT VEHICLE MAP COLORED OVERWEIGHT CHARTS
VERTICAL CLEARANCE MAP AND ROUTE CAPACITY MAP ACCOMPANY ANNUAL PERMIT
ROUTES POSTED FOR LESS THAN LEGAL WEIGHT ARE RESTRICTED TO 12' WIDE
PILOT VEHICLES ARE DETERMINED BY THE OVERALL WIDTH OF LOAD, NOT THE BASE WIDTH
ADDITIONAL APPROVAL IS FOR ADA COUNTY ONLY

OBTAIN ANNUAL OVERLEGAL PERMITS ONLINE @ TRUCKING IDAHO GOV

PRIOR TO MOVEMENT MUST CHECK IDAHO ROAD CONDITIONS @ 511 IDAHO GOV/888-432-7823
MOVEMENT PROHIBITED WHEN TRAVEL CONDITIONS BECOME HAZARDOUS DUE TO ICE, SNOW OR
VISIBILITY LESS THAN 500 FT BY FOG, SMOKE, SMOG OR OTHER ATMOSPHERIC CONDITIONS
RAILROAD EMERGENCYS/PERMITTED LOADS CALL UP 1-866-877-7267 BNSF 1-800-832-6452

Valid for state highways and Ada county other local routes subject to local approval. Permittee is responsible for
vertical clearances and any damages/local to traffic control devices. Applicant's acceptance of permit certifies
vehicle/load has been reduced to practical minimum size/weight and they shall comply with all applicable state and
federal laws, rules, and regulations.

Non-reducible loads/vehicles are not permitted to use any preclearance bypass systems and MUST report to:

By: LANCE OR
Date: 01/20/2016
Signature of Applicant
PERMIT:
Idaho Over Legal Permit: 1-800-852-7133
Trucking Idaho.G



NEVADA DEPARTMENT OF TRANSPORTATION

1263 South Stewart Street, Carson City, Nevada 89712, 800-552-2127/775-888-7410

Permit # NDOT89989

OVER-DIMENSIONAL VEHICLE PERMIT

Permit Type: ANNUAL @ \$60 GENERAL CREDIT CARD

Insurance: SENSKE & SON TRANSFER CO
4375 24TH AVE N
GRAND FORKS, ND, USA 58203

Route: From: WITHIN THE STATE OF NEVADA
To: WITHIN THE STATE OF NEVADA
Over Routes: **UNDER JURISDICTION OF NDOT-DESIGNATED ONLY AS ELIGIBLE FOR GREEN & PURPLE LOADING -WIDTH & HEIGHT NOT APPLICABLE TO STATE ROUTES

Instructions: ****OVERHANG MAY NOT EXCEED 15' FRONT AND/OR REAR; **ONLY ONE PIECE OF FREIGHT ALLOWED WHEN OVERWEIGHT IS INVOLVED; **BRIDGE AND ROUTE RESTRICTIONS 8-08 APPLY. SEE PERMIT CONDITIONS, WEIGHT RESTRICTED BRIDGE & ROUTE LIST, FOUR WEIGHT RESTRICTED MAPS

Travel: FROM 1/21/2016 THRU 1/21/2017

Authorized: [x] Weekend [x] Night [x] Holiday [x] Workday Commute Hour

Description of Load: HAULED/TOW
**MISCELLANEOUS CONSTRUCTION, MINING & FARM EQUIPMENT, UNLADEN, TRUSSES, BEAMS, JOISTS, CONCRETE PRODUCTS, REBAR, PIPE, UTILITY POLES, OFF-ROAD TIRES, STRUCTURAL & PLATE STEEL, MILITARY & DRILLING EQUIPMENT, SHEDS & OFFICE TRAILERS

Dimensions: Width: 12' 0" Height: 15' 0" Length: 110' 0"

Gross Weight: 106,563 Total Axles: 5 Overhang: Front: Legal Rear: Legal

Table with 5 columns: Axle Spacing, Wheels, Wgt. Row 1: 1 18' 3" 2 4' 4" 3 5' 1" 4 4' 7" 5. Row 2: 2 2 4 4 4. Row 3: 13,200 46,550 46,813. (Steer weight)

Pilot Cars Required: Fore: NONE REQUIRED Aft: NONE REQUIRED

Transmitted By: EMAIL

SEND TO: Email: Jodi@sensketransfer.com Requested By: JODI SENSKE
Location: SENSKE & SON TRANSFER CO City: GRAND FORKS
Unit: 239
Tractor:
Trailer:

Issued in Carson City, Nevada, on 01/21/2016 at 07:51 AM Approved by Permit Agent: HS
Nevada Department of Transportation PERMIT MUST BE SIGNED TO BE VALID
Rudy Malfabon, P.E., Director

By execution of this permit, the permittee agrees to abide by all relevant laws, letters of instruction, restrictions and conditions, and shall defend, indemnify and hold harmless the State of Nevada, its officers, employees and agents from any liability, damages, claims or actions for injury to persons or damage to property, and whether caused by the permittee or an agent or employee of the permittee in the performance of the permit. The signee agrees to the conditions and restrictions of this permit.

Signed _____ Date _____

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THIS PERMIT SHALL BE CARRIED IN THE VEHICLE AT ALL TIMES AND IS VALID ONLY WHEN IT INCLUDES ALL THE REQUIRED ACCOMPANIMENTS.

CONTACT: Jodi Senske		MOVEMENT AUTHORIZED:		REQUIRED ACCOMPANIMENTS:							
NAME: Senske & Son Transfer Co		PERMIT VALID FOR SEVEN CONSECUTIVE DAYS		<input checked="" type="checkbox"/> PERMIT CONDITIONS 2007							
ADDRESS: 4375 24th Ave N		SEE 24/7 TRAVEL CONDITIONS FOR AUTHORIZED TIMES OF MOVEMENT.		<input checked="" type="checkbox"/> 24/7 SPECIAL CONDITIONS							
CITY / STATE / ZIP: Grand Forks, ND 58203		<input type="checkbox"/> NO NIGHT TRAVEL		<input type="checkbox"/>							
PHONE NO.: (701) 746-6472		LOAD TYPE: HAUL		<input type="checkbox"/>							
FAX NO.: (701) 775-3391		SINGLE TRIP		<input type="checkbox"/>							
DESCRIPTION OF THE LOAD OR EQUIPMENT AND MODEL NUMBER: New Flyer XT60 Trolley											
DIMENSIONS OF LOAD: 60-00L 9-00W 12-00H											
DESCRIPTION OF HAULING EQUIPMENT: 3 AX TRAC, 3 AX 53' stepdeck TLR stretched 12-6' W/ LIFT AX (2AX 53'/50'6" KPRC CLC											
VEHICLE WIDTH: 8' 6"		KINGPIN TO LAST AXLE: 67' 6" MAX		SEMI-TRAILER LENGTH: 70' 0" MAX							
				COMB. VEHICLE LENGTH: 97' 6" MAX							
AXLE NUMBER:	1	2	3	4	5	6	7	8	9	10	11
NUMBER OF TIRES PER AXLE:	2	4	4	4	4	4					
DISTANCE BETWEEN AXLES:	18' 1"	4' 4"	55' 5"	4' 5"	4' 5"						
AXLE WIDTH AT TIRE SIDEWALL:	8' 6"	8' 6"	8' 6"	8' 6"	8' 6"	8' 6"					
MAXIMUM ALLOWABLE WEIGHT:	13000 41000 46500										

NOT TO EXCEED THE LOADED DIMENSIONS SHOWN BELOW OR AXLE WEIGHTS SHOWN ABOVE

MAXIMUM HEIGHT: 14' 0"	MAXIMUM WIDTH: 9' 0"	MAXIMUM OVERALL LENGTH: 97' 6"	MAXIMUM OVERHANG: 3' 0"
-------------------------------	-----------------------------	---------------------------------------	--------------------------------

ORIGIN: **NV LINE 80** DESTINATION: **1301 cesar chaves st, San Francisco**

AUTHORIZED HIGHWAYS (Other government agency permits may be required whenever the * is shown in the route.)
 * from NV LINE 80 - 080W - 005N - to RTE 113 NORTH/YUBA CITY exit (EAST ST W/B OFF RAMP exit number 538) - from EAST ST E/B ON RAMP - 005S - 113S - 080W - 880S - 092W - 101N - 380W - 280N
 CESAR CHAVEZ ST exit (CESAR CHAVEZ ST E/B OFF RAMP) *

W/B 092 AT SAN MATEO/HAYWARD BRIDGE - ALL PERMIT LOADS USE FAR RIGHT LANE, CALL T PLAZA @ 510-286-1369, 10 MINUTES PRIOR TO ARRIVAL FOR ASSISTANCE.
 N/B 101 FROM ANZA BLVD E/B OFF RAMP TO BAYSHORE/AIRPORT BLVD W/B ON RAMP - MAIN CLOSURE - 03/25/2016 THRU 03/27/2016, 2300 TO 0600 HRS NIGHTLY

PILOT CAR
 Yes No

AUTHORIZED STATE AGENT: J. Co	DATE ISSUED: 03/21/2016 12:22:07 PM	FEE: \$16
PERMIT SERVICE NAME: Senske & Son Transfer Co	PERMIT SERVICE CONTACT: Jodi Senske	PERMIT SERVICE CONTACT: (701) 746-6472

THIS PERMIT IS VALID ONLY WHEN IT INCLUDES ALL REQUIRED ACCOMPANIMENTS

1) LIFT AX LOADING GROUP HAS COMMON SUSPENSION. 2) LOADING GROUP MEET THE +/- 10% EQUAL W DISTRIBUTION REQUIREMENT. 3) LIFT AX CONTROLS ARE OUTSIDE THE CAB & INACCESSIBLE TO THE DRIV SUSPENSION AIR SUPPLY IN THE AXLE GROUP DOES NOT HAVE ANY VALVES OR QUICK DISCONNECTS.



A signed permit must be carried in the power unit at all times.

Pilot/Escort Vehicle Requirements

A pilot/escort vehicle and operator must comply with the requirements of WAC 468-38-100 Escort vehicle requirements. Pilots/Escort vehicles are required when:

1. Vehicle(s) or load exceeds 11 feet in width; escort vehicles (both front and rear) are required on all two-lane highways.
 2. Vehicle(s) or load exceeds 14 feet wide; one rear escort vehicle is required on multiple-lane highways.
 3. Trailer length including load exceeds 105 ft., of a tractor/trailer combination, requires a rear escort vehicle on all two-lane highways.
 4. Trailer length including load exceeds 125 ft., of a tractor/trailer combination, requires a rear escort vehicle on multiple-lane highways.
 5. Rear overhang of a tractor/trailer or truck/trailer combination exceeds 1/3 of the trailer length including load, requires one rear escort vehicle on two-lane highways.
 6. Rear overhang exceeds 20 feet on a single unit vehicle, requires one rear escort vehicle on two-lane highways.
 7. Loads exceed 14 feet and 6 inches high, one escort vehicle is required in front equipped with a height pole. Manufactured housing requires front escort with height pole when exceeding 15 feet in height. The Department does not guarantee height clearances; therefore, on any route where the height is in question, a front escort vehicle equipped with a height pole should be used.
 8. In the opinion of the Department of Transportation, escort vehicles are necessary to protect the traveling public, for any overdimensional and/or overweight move, either across, upon, or along a highway.
- Holidays and Related Times on which Permit Movements are Prohibited (WAC 468-38-175)
Overweight vehicles that cannot maintain the speed of the surrounding traffic flow, and all over dimensional vehicles/loads are prohibited on the holidays of New Year's Day, Memorial Day,

Independence Day, Labor Day, Thanksgiving Day, day after Thanksgiving Day, Christmas Day, and during the afternoon of the day preceding said holidays.

Nighttime Movements (WAC 468-38-075)

A vehicle or vehicle combinations not exceeding the defined envelope of 12 feet wide, 14 feet 6 inches high and 105 feet long, including legal overhang(s), may move at night. A vehicle or vehicle combination which exceeds the defined envelope may also be permitted to move at night on state highways subject to Department preferred hours/routes of travel, and must have "Nighttime movement approved" stated on permits. All night moves must comply with published curfew restrictions. Night means one-half hour after sunset to one-half hour before sunrise. Vehicle and load must have proper lighting (49 CFR 393.11).

Winter Road Restrictions

Movement by permit is prohibited in areas where any of the following signs are displayed: "TRACTION ADVISORY OVERSIZE VEHICLE PROHIBITED", "VEHICLES OVER 10,000GVW CHAINS REQUIRED", and "ALL VEHICLES CHAINS REQUIRED EXCEPT ALL-WHEEL DRIVE" except as specified in WAC 468-38-075.

Railroad Crossing Emergencies

Call 1-888-877-7267

Other Regulations relating to the movement of permitted loads are printed in Chapter 468-38 W. (Washington Administrative Code).

THE USE OF COUNTY ROADS OR CITY STREETS is subject to approval by the jurisdiction that maintains those roadways. This permit from the State of Washington does not authorize the use of roadways under local jurisdiction.

Commuter Curfew Hours (see page 2)

Warning: Rules are subject to change. Hold of extended permits (monthly, annual) are subject to current rule. Rules, as described herein, should be periodically reviewed for updates to insure compliance.



8







HB 1288
2-2-17
#3

HB 1288

February 2, 2017

House Transportation Committee

Mr. Chairman and members of the House Transportation Committee, my name is Brad Maier, and I own & operate Land Star Construction, an erosion control company, and J&S Heavy Haul, a heavy haul service carrier, both based out of Bismarck. We are also members of the Associated General Contractors of North Dakota, and I am a past president of the board of directors. We are also members of the North Dakota Motors Carriers Association.

I am here today to support HB 1288. Our businesses, like many others in the industry, are frequent users of the various special use permits. Many states, including the surrounding states we do business in offer an annual Over Length permit option, and my hope is that ND passes HB 1288 to allow industry to utilize this option. I, as well as the AGC of ND and the ND Motor Carriers Association have had numerous meetings with the ND Highway Patrol and the ND Department of Transportation over the past few years to discuss our interest in getting this policy enacted. Both of these departments are to be commended for their excellent exchanges we've had as this bill was crafted.

Please keep in mind as we move forward, this bill in no way allows any carrier to operate outside of the legal axle or gross weight limits per North Dakota law, and will not replace the current permitting process with regard to excess weight or lengths over 120 feet.

As a matter of convenience, we believe this good policy for the business environment. In addition to convenience, the annual over length permit option will generate \$285,000. of additional revenue for the Highway Fund, which is very timely given the fact that the one time spending state funding of infrastructure could be substantially less in the 2017-2019 biennium than the previous two biennium.

Surrounding States fee structures:

South Dakota (3 Part) - \$180.00

Wyoming (Very Complicated) - \$50.00

Montana - \$200.00

Colorado - \$250.00

I share these fees to illustrate the annual Over Length fee outlined in this bill is very much in line, and in most cases, more reasonable than we pay in the above listed states.

Again, thank you for the opportunity to testify today. We urge your favorable consideration of HB 1288 and urge a "Do Pass" recommendation. If you have any questions, I will attempt to address them.

Again, thank you for your time.

Brad Maier

TESTIMONY HB 1288
SENATE TRANSPORTATION COMMITTEE
MARCH 16, 2017

Attachment # 1 pg 1
HB 1288
3-16-17

Mr. Chairman and members of the Senate Transportation Committee my name is Arik Spencer, Executive Vice President of the North Dakota Motor Carriers Association. NDMCA represents the trucking and transportation industry in North Dakota and has been in existence since 1937. I am here this morning to testify in Support of House Bill 1288.

HB 1288 was drafted in partnership with the Associated General Contractors of North Dakota and in consultation with the DOT and Highway Patrol. The purpose of HB 1288 is to create an annual over-length commercial motor vehicle permit and allow night time travel, with proper lighting, of over-length loads up to 120 feet in length. This is needed to help North Dakota motor carriers more efficiently move certain kinds of freight through ND.

Background: Current North Dakota law (NDCC 39-12-04) sets the maximum length and width that motor carriers can legally haul on local, state and US highways. On state highways, US highways and the Interstate, which HB 1288 pertains to, for most vehicle types the maximum legal width is 8 feet 6 inches, with an annual permit available for up to 14 feet 6 inches wide. The maximum legal length is 75 feet for a truck and a single trailer, 95 feet or 110 feet for a truck and two trailers (depending on the road) and 100 feet of cargo length for a truck and three trailers. Any length outside of these combinations is permitted on a per trip basis. Permitted combinations beyond 120 feet require a pilot car. Current North Dakota law also prevents the nighttime movement of over-length loads.

Other States: In other states, annual over-length permits are offered with varying maximum lengths. Colorado, Idaho, Illinois, Iowa, Kansas, Minnesota, Missouri, Montana, Nevada, New Mexico, Oklahoma, South Dakota, Texas, Utah, and Washington all offer annual over-length permits with maximum lengths ranging from 85 feet to 150 feet long with permit fees ranging from \$25 to \$960 per year. The maximum permitted lengths are generally determined based on topography and engineering concerns.

Additionally, many states also allow night time movement of over-length loads including California, Iowa, Idaho, Minnesota, Montana, Nevada, and Washington.

Attachment #1 pg 2

HB 1288 3-16-17

HB 1288 Specifics: Time and efficiency are essential in the trucking industry. HB 1288 will save motor carriers money and more importantly time throughout the course of a year by not having to purchase single trip permits for each over length load. Some companies will purchase dozens of single trip permits throughout the year depending on their business.

Time and efficiency are also why the ability to move loads at night is important. Truck drivers have a limited number of hours they can legally drive in a day. By being able to move loads at night, they can better manage their own schedules and be more responsive to their customers. In addition, many truck drivers prefer to drive at night as there is less traffic, reducing the chances of an accident.

HB 1288 sets the fee for the annual over-length permit at \$150 and increases the cost of the annual over-width permit to \$150, a \$50 increase. This was done after consulting with the DOT, who had a justifiable concern about a potential loss of revenue to the state highway fund. To address their concern, we offered to increase the cost of the over-width permit and set the over-length permit at the same cost. We have no concern with the fee increase as it is a small price to pay for the benefit of the annual over-length permit.

Finally, HB 1288 includes a sunset clause, which allows the new permit to operate for two full years. This provision was added after consulting with DOT when there was a concern about HB 1288 resulting in a negative fiscal note, adversely impacting DOT's budget. With HB 1288 resulting in a positive fiscal note, we request removal of the sunset clause to provide better certainly to the trucking industry. Should issues arise from this bill, changes can still be made in future legislative sessions.

We ask that you give HB 1288 a do pass recommendation.

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

Senske & Son Transfer Co
4375 24th Ave N
Grand Forks ND 58203
701.746.6472

RE: HB 1288

Dear members of the Senate Transportation Committee,

I am writing today requesting the updating of some of our state's regulations regarding overlength permitting. Changes in the current regulations would allow Commercial Motor Carriers, like myself, to utilize resources more effectively and decrease economic impact, by allowing our drivers to maximize their hours of service.

We are currently working on a large contract hauling electric trollies to the west coast, specifically, San Francisco, CA and Seattle, WA. These loads are legal height, slightly overweight (which we purchase annual permit for), 9' wide, and 95' long.

To San Francisco, we travel 2000 miles and through 6 states. Seattle is 1850 miles and 4 states. Other than MN and ND, we are able to travel around the clock, including MT, ID, WA, NV and CA.,

Having to stop at dark in our own state is frustrating as it typically results in an extra day of time spent on each load. Once we get out of ND, we have continuous travel for the duration of these trips.

In ND, overweight already has continuous travel. As for length, doubles and triples go up and down the roads every night, longer than 95'. Why are we considered "oversize", at the same length or less, and prohibited from the same hours of operation as doubles or triples?

Another consideration is for the annual overlength permit itself. Currently, our neighbors to the west all offer annual permits for overwidth as we do, but they also offer overlength. These permits save us a lot of time obtaining permits and then trying to get them to the driver. Additionally, ND annuals always expire on Dec 31st, so you may not actually get a whole year out of them, although you pay for an entire year. Other states start annual permits on any day, and they are good for an entire year from that date.

I'm not asking for anything that doesn't already exist in other jurisdictions. These states and the permits they offer are much more CMV friendly than what is available in our own state.

I have attached various permit issued by other states so you can see how they differ from our own state. I believe ND has room make changes to the current legislation and allow Commercial Motor Carriers the opportunity to get our job done in an expeditious manner and allow our work force more home time and less time on the road. Help me, help them to work smarter, not harder. Please pass HB 1288.

Attachment # 2 pg 2
HB1288 3.16.17

Attached:

1. MT annuals IS'W 95'L 15'6H and continuous travel
2. ID annuals 12-6/16-0W depending on the road, 12-6H IOL and continuous travel. Good for a year from date of purchase.
3. NV annuals 12W 15H IOL, continuous travel and good for 1 year from date of purchase.
4. CA is not an annual, but does allow continuous travel as long as a pilot car is not required.
5. WA is not an annual, but again, does allow continuous travel

Thank you for your consideration!

Sincerely,

Jodi Senske

Jodi Senske

TERM PERMIT

Permittee Name SENSKE AND SON TRANSFER CO Date Issued 20-JAN-2016
 Address 4375 24TH AVE N Time Issued 10:33:23
 City GRAND FORKS State ND Zip Code 58203 Date Effective 20-JAN-2016
 ICC No. Or Ins. Co. GREAT WEST CASUALTY Date Expires 31-DEC-2016
 VIN JAKJGLED68FFGJ7752 Make FREIGHTLINER Year 2015 Lic. No. 68671 State ND
 LC AL Load(describe) NON-DIVISIBLE HEIGHT PERMITS LC K Load(describe) EQUIPMENT (HAULED)

Maximum Permitted Width 15 Ft 0 In. Length 95 Ft 0 In. Height 15 Ft 6 In. Total Miles

Attachment #2
 pg 3
 HB 1288
 3.16.17

PERMIT SUBJECT TO ALL GENERAL CONDITIONS AND ANY PUNCHED NUMBERED AND WRITTEN RESTRICTIONS. GENERAL CONDITIONS:

- Maximum speed 65 m.p.h. unless otherwise indicated, or posted.
- ORIGINAL PERMITS SHALL BE CARRIED IN VEHICLE AT ALL TIMES AND ARE VOID IF ALTERED.
- A County or City permit may be required in addition to this permit for travel on county roads or city streets.
- Trip permit valid for 72 hours. VOID ON LEAVING THE STATE.
- Permittee is responsible to determine clearance of structures.
- Permittee must comply with all State and Federal Motor Carrier Safety Regulations.
- Permittee must comply with all Laws and Administrative Rules 18.8.101 thru 18.8.1201.
- If this permit states page 1 of 2 the permit is not valid without a second page.

Oversize Term Permit _____ \$
 Total Collected _____ \$

- 1 CONTINUOUS TRAVEL: TRAVEL ALLOWED DURING HOURS OF DARKNESS, WEEKENDS, HOLIDAYS RED ROUTE HIGHWAYS PROVIDING DIMENSIONS DO NOT EXCEED: 10 FEET IN WIDTH; 14 FEET 6 INCHES IN HEIGHT; 110 FEET IN LENGTH. LIGHTS MUST BE DISPLAYED FULL LENGTH AND WIDTH. TRAVEL ALLOWED DAYLIGHT HOURS, 7 DAYS A WEEK, EXCEPT ON HOLIDAYS, HOLIDAY WEEKENDS AND RED ROUTES IF DIMENSIONS EXCEED 10 FEET WIDE, 14 FEET 6 INCHES HIGH, 110 FEET LONG, BUT DO NOT EXCEED 18 FEET WIDE, 120 FEET LONG, 18 FEET HIGH. FOR EMERGENCIES INVOLVING RAILWAY CROSSINGS/TRACKS, FOR BURLINGTON NORTHERN SANTA FE, IMMEDIATELY CALL 1-800-832-5452; FOR MONTANA RAIL LINK, IMMEDIATELY CALL 1-800-338-4750 FOR ASSISTANCE.
- 4 RED ROUTE HIGHWAYS: TRAVEL IS NOT ALLOWED AFTER P.M. ON FRIDAY UNTIL SUNRISE ON SATURDAY AND FROM NOON ON SUNDAY TO SUNRISE ON MONDAY. IF DIMENSIONS EXCEED: 10 FEET WIDE OR 110 FEET LONG OR 14 FEET 6 INCHES HIGH OR 55 FEET LONG - SINGLE UNIT. TRAVEL IS NOT ALLOWED AFTER 3:00 P.M. ON FRIDAY UNTIL SUNRISE ON MONDAY IF DIMENSIONS EXCEED: 18 FEET WIDE OR 120 FEET LONG OR 18 FEET HIGH.
- 5 HOLIDAY TRAVEL: TRAVEL IS NOT ALLOWED ON HOLIDAY OR HOLIDAY WEEKENDS IF DIMENSIONS EXCEED: 10 FEET WIDE (11 FEET 6 INCHES FOR HAY GRINDERS) OR 110 FEET LONG OR 14 FEET 6 INCHES HIGH OR 55 FEET LONG - SINGLE UNIT. HOLIDAYS MEANS NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY, AND CHRISTMAS DAY. HOLIDAY WEEKEND MEANS A PERIOD OF CONSECUTIVE CALENDAR DAYS ADJACENT TO A HOLIDAY, DURING WHICH TRAVEL IS PROHIBITED. HOLIDAY WEEKEND TIME PERIODS INCLUDE: (A) A HOLIDAY WHICH FALLS ON A FRIDAY OR SATURDAY, PROHIBITING TRAVEL ON FRIDAY, SATURDAY OR SUNDAY; (B) A HOLIDAY WHICH FALLS ON A SUNDAY OR MONDAY, PROHIBITING TRAVEL ON SATURDAY, SUNDAY OR MONDAY; (C) A HOLIDAY WHICH FALLS ON A TUESDAY, WEDNESDAY OR THURSDAY, PROHIBITING TRAVEL ON THAT DAY ONLY; OR (D) THE THANKSGIVING HOLIDAY, PROHIBITING TRAVEL ON THURSDAY, FRIDAY, SATURDAY AND SUNDAY. 18.8.101 ARM
- 10 BALED HAY: SMALL BALES/LARGE SQUARE MAXIMUM DIMENSION; 9'6" WIDE, 15'6" HIGH. TRAVEL AFTER THE OF DARKNESS UP TO 9'6" WIDE, PROVIDING LIGHTS ARE DISPLAYED THE FULL LENGTH AND WIDTH. LARGE RO BALES AND HAY RACKS MAXIMUM DIMENSIONS 12'0" WIDE, 15'6" HIGH AND ARE LIMITED TO DAYLIGHT HOURS ON

HELENA USE ONLY

Collect State Fee \$75.00 Date 20-JAN-2016
 Send to: _____
 D.O.T. By ROBERT DRAKE No. 66
 Helena Approval By _____

Permittee agrees to comply with all laws and regulations, to take all reasonable safety and to be responsible for all personal and property damages whatsoever. In consideration of this permit, the permittee agrees to indemnify the Department for all damages and structure caused by the movement of the permitted vehicle.

Permittee By _____



IDAHO & ADA COUNTY PERMIT AND APPLICATION FOR OVER-LEGAL PERMIT
AND/OR LOAD MOVEMENT

Company: **SENDA & SON TRANSPORT CO.** PERMIT: **18021811**
 4075 26TH AVE S
 BOZEMAN IDAHO 83725 Account: **2027141**
 Contact: **TRUCK PREP**

Permit Year From: **11/01/2016** To: **11/30/2017**
 Description of Vehicle and/or Load: **OVERWEIGHT OVERSIZED LOADS**
 Origin: **BOZEMAN PERMIT**
 Destination: **BOZEMAN**

Vehicle Type: Towing Unit Self Prop Trailer Other **OVERWEIGHT LOADS**
 License No.: **180211** Gross Weight: **500** Gross State: **ID**
 Unit No.: **170** Serial No.: **5M2JL287501170** Year: **2016** Make: **TRUCK**

AXLE WEIGHT	AXES	Wheel Spacing	Wheel Dia. & Tire Dia.	Offset
10,000	2	170"	22.5"	0"

Rate Group: **Weight**
 Number of Axes: **2**
 Axle Spacing (in): **10-04 4-08 10-04 4-08 4-08**
 Axle Spacing (ft): **10-04 4-08 10-04 4-08 4-08**

Special Requirements: Vehicle Type: Flag Light Sign 2-Axle Trailer Connect
 PILOT VEHICLE
 TIME OF TRAVEL
 OTHER

IF EXCEEDING LEGAL AXLE WEIGHTS # OF AXLES MAY NOT BE LESS THAN THE # ON PERMIT
 GROSS WEIGHTS MAY NOT BE GREATER THAN THOSE LISTED ON THE PERMIT FOR EACH ROUTE
 IF AXLE AND/OR GROSS WEIGHTS AS LISTED ON THE PERMIT FOR EACH COLORED ROUTE ARE
 EXCEEDED VEHICLE MUST OPERATE BY SINGLE TRIP PERMIT AND ISNT COVERED BY ANNUAL
 ALL VLS AXLES MUST BE FULLY DEPLOYED WHEN EXCEEDING LEGAL AXLE WEIGHTS
 PERMIT NOT VALID UNLESS PILOT/SCOUT VEHICLE MAP, COLORED OVERWEIGHT CHARTS,
 VERTICAL CLEARANCE MAP AND ROUTE CAPACITY MAP ACCOMPANY ANNUAL PERMIT
 ROUTES POSTED FOR LESS THAN LEGAL WEIGHT ARE RESTRICTED TO 12' WIDE
 PILOT VEHICLES ARE DETERMINED BY THE OVERALL WIDTH OF LOAD, NOT THE BASE WIDTH
 COUNTY APPROVAL IS FOR ADA COUNTY ONLY

OBTAIN ANNUAL OVERLEGAL PERMITS ONLINE @ TRUCKING.IDAHO.GOV

BEFORE TO MOVEMENT MUST CHECK IDAHO ROAD CONDITIONS @ 511.IDAHO.GOV/888-432-7423
 MOVEMENT PROHIBITED WHEN TRAVEL CONDITIONS BECOME HAZARDOUS DUE TO ICE, SNOW OR
 VISIBILITY LESS THAN 500 FT BY FOG, SMOKE, SMOG OR OTHER ATMOSPHERIC CONDITIONS
 RAILROAD EMERGENCYS/PERMITTED LOADS CALL UP 1-888-877-7267 BNSF 1-800-632-5452

Valid for state highways and Ada county, other local routes subject to local approval. Permittee is responsible for
 vertical clearances and any damage to traffic control devices. Applicant's acceptance of permit certifies
 vehicle/load has been reduced to practical minimum size/weight and they shall comply with all applicable state and
 federal laws, rules, and regulations.

Non-reducible loads/vehicles are not permitted to use any preclearance bypass systems and MUST report to:

By: **LANCE GR**
 Date: **01/20/2016** Tim
 Signature of Applicant PERMIT:

Idaho Over Legal Permit: 1-800-462-7133 Trucking.Idaho.G

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NEVADA DEPARTMENT OF TRANSPORTATION

1263 South Stewart Street, Carson City, Nevada 89712, 800-552-2127/775-888-7410

Permit # NDOT89989

OVER-DIMENSIONAL VEHICLE PERMIT

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Permit Type: ANNUAL @ \$60 GENERAL CREDIT CARD

Insurance: SENSKE & SON TRANSFER CO
4375 24TH AVE N
GRAND FORKS, ND, USA 58203

Route: From: WITHIN THE STATE OF NEVADA
To: WITHIN THE STATE OF NEVADA
Over Routes: **UNDER JURISDICTION OF NDOT-DESIGNATED ONLY AS ELIGIBLE FOR GREEN & PURPLE LOADING -WIDTH & HEIGHT NOT APPLICABLE TO STATE ROUTES

Instructions: ****OVERHANG MAY NOT EXCEED 15' FRONT AND/OR REAR; **ONLY ONE PIECE OF FREIGHT ALLOWED WHEN OVERWEIGHT IS INVOLVED; **BRIDGE AND ROUTE RESTRICTIONS 8-08 APPLY. SEE PERMIT CONDITIONS, WEIGHT RESTRICTED BRIDGE & ROUTE LIST, FOUR WEIGHT RESTRICTED MAPS

Travel: FROM 1/21/2016 THRU 1/21/2017

Authorized: Weekend Night Holiday Workday Commute Hour

Description of Load: HAULED/TOW
**MISCELLANEOUS CONSTRUCTION, MINING & FARM EQUIPMENT, UNLADEN, TRUSSES, BEAMS, JOISTS, CONCRETE PRODUCTS, REBAR, PIPE, UTILITY POLES, OFF-ROAD TIRES, STRUCTURAL & PLATE STEEL, MILITARY & DRILLING EQUIPMENT, SHEDS & OFFICE TRAILERS

Dimensions: Width: 12' 0" Height: 15' 0" Length: 110' 0"

Gross Weight: 106,563 Total Axles: 5 Overhang: Front: Legal Rear: Legal

Axle Spacing	1	18' 3"	2	4' 4"	3	57' 1"	4	4' 7"	5
Wheels	2		2		4		4		4
Wgt	13,200		46,550				46,813		
	(Steer weight)								

Pilot Cars Required: Fore: NONE REQUIRED
Aft: NONE REQUIRED

Transmitted By: EMAIL

SENDER	Email:	Jodi@sensketransfer.com	Requested By:	JODI SENSKE
	Location:	SENSKE & SON TRANSFER CO	City:	GRAND FORKS
	Unit:	239	State:	
	Tractor:			
	Trailer:			

Issued in Carson City, Nevada, on 01/21/2016 at 07:51 AM
Nevada Department of Transportation
Rudy Malfabon, P.E., Director
Approved by Permit Agent: HS
PERMIT MUST BE SIGNED TO BE VALID

By execution of this permit, the permittee agrees to abide by all relevant laws, letters of instruction, restrictions and conditions, and shall defend, indemnify and hold harmless the State of Nevada, its officers, employees and agents from any liability, damages, claims or actions for injury to persons or damage to property, if property belongs to the State, to the permittee or to third parties, and whether caused by the permittee or an agent or employee of the permittee in the performance of the permit. The signee agrees to the conditions and restrictions of this permit.

Signed _____ Date _____

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THIS PERMIT SHALL BE CARRIED IN THE VEHICLE AT ALL TIMES AND IS VALID ONLY WHEN IT INCLUDES ALL THE REQUIRED ACCOMPANIMENTS.

CONTACT: Jodi Senske		MOVEMENT AUTHORIZED: PERMIT VALID FOR SEVEN CONSECUTIVE DAYS SEE 24/7 TRAVEL CONDITIONS FOR AUTHORIZED TIMES OF MOVEMENT. <input type="checkbox"/> NO NIGHT TRAVEL <input type="checkbox"/> SINGLE TRIP LOAD TYPE: HAUL	REQUIRED ACCOMPANIMENTS: <input checked="" type="checkbox"/> PERMIT CONDITIONS 2007 <input checked="" type="checkbox"/> 24/7 SPECIAL CONDITIONS		
NAME: Senske & Son Transfer Co					
ADDRESS: 4375 24th Ave N					
CITY/STATE/ZIP: Grand Forks, ND 58203					
PHONE NO.: (701) 746-6472		FAX NO.: (701) 775-3391			

DESCRIPTION OF THE LOAD OR EQUIPMENT AND MODEL NUMBER:
New Flyer XT60 Trolley

DIMENSIONS OF LOAD:
60-00L 9-00W 12-00H

DESCRIPTION OF HAULING EQUIPMENT:
3 AX TRAC, 3 AX 53' stepdeck TLR stretched 12-6' W/ LIFT AX (2AX 53'/50'6" KPRC CLC

VEHICLE WIDTH:	KINGPIN TO LAST AXLE:	SEMI-TRAILER LENGTH:	COMB. VEHICLE LENGTH:
8' 6"	67' 6" MAX	70' 0" MAX	97' 6" MAX

AXLE NUMBER:	1	2	3	4	5	6	7	8	9	10	11
NUMBER OF TIRES PER AXLE:	2	4	4	4	4	4					
DISTANCE BETWEEN AXLES:		18' 1"	4' 4"	55' 5"	4' 5"	4' 5"					
AXLE WIDTH AT TIRE SIDEWALL:	8' 6"	8' 6"	8' 6"	8' 6"	8' 6"	8' 6"					
MAXIMUM ALLOWABLE WEIGHT:	13000 41000 46500										

NOT TO EXCEED THE LOADED DIMENSIONS SHOWN BELOW OR AXLE WEIGHTS SHOWN ABOVE

WEIGHT CLASS:	S	P
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MAXIMUM HEIGHT: **14' 0"** MAXIMUM WIDTH: **9' 0"** MAXIMUM OVERALL LENGTH: **97' 6"** MAXIMUM OVERHANG: **3' 0"**

ORIGIN: **NV LINE 80** DESTINATION: **1301 cesar chaves st, San Francisco**

AUTHORIZED HIGHWAYS (Other government agency permits may be required whenever the * is shown in the route.)
 * from NV LINE 80 - 080W - 005N - to RTE 113 NORTH/YUBA CITY exit (EAST ST W/B OFF RAMP exit number 538) - from EAST ST E/B ON RAMP - 005S - 113S - 080W - 880S - 092W - 101N - 380W - 280N
 CESAR CHAVEZ ST exit (CESAR CHAVEZ ST E/B OFF RAMP) *

W/B 092 AT SAN MATEO/HAYWARD BRIDGE - ALL PERMIT LOADS USE FAR RIGHT LANE, CALL T PLAZA @ 510-286-1369, 10 MINUTES PRIOR TO ARRIVAL FOR ASSISTANCE.
 N/B 101 FROM ANZA BLVD E/B OFF RAMP TO BAYSHORE/AIRPORT BLVD W/B ON RAMP - MAIN CLOSURE - 03/25/2016 THRU 03/27/2016, 2300 TO 0600 HRS NIGHTLY

PILOT CAR
 Yes No

AUTHORIZED STATE AGENT: J. Co	DATE ISSUED: 03/21/2016 12:22:07 PM	FEE: \$16
PERMIT SERVICE NAME: Senske & Son Transfer Co	PERMIT SERVICE CONTACT: Jodi Senske	PERMIT SERVICE CONTACT: (701) 746-6472

THIS PERMIT IS VALID ONLY WHEN IT INCLUDES ALL REQUIRED ACCOMPANIMENTS

1) LIFT AX LOADING GROUP HAS COMMON SUSPENSION. 2) LOADING GROUP MEET THE +/- 10% EQUAL W DISTRIBUTION REQUIREMENT. 3) LIFT AX CONTROLS ARE OUTSIDE THE CAB & INACCESSIBLE TO THE DRIVER. SUSPENSION AIR SUPPLY IN THE AXLE GROUP DOES NOT HAVE ANY VALVES OR QUICK DISCONNECTS.



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A signed permit must be carried in the power unit at all times.

Pilot/Escort Vehicle Requirements

A pilot/escort vehicle and operator must comply with the requirements of WAC 468-38-100 Escort vehicle requirements. Pilots/Escort vehicles are required when:

1. Vehicle(s) or load exceeds 11 feet in width; escort vehicles (both front and rear) are required on all two-lane highways.
2. Vehicle(s) or load exceeds 14 feet wide; one rear escort vehicle is required on multiple-lane highways.
3. Trailer length including load exceeds 105 ft., of a tractor/trailer combination, requires a rear escort vehicle on all two-lane highways.
4. Trailer length including load exceeds 125 ft., of a tractor/trailer combination, requires a rear escort vehicle on multiple-lane highways.
5. Rear overhang of a tractor/trailer or truck/trailer combination exceeds 1/3 of the trailer length including load, requires one rear escort vehicle on two-lane highways.
6. Rear overhang exceeds 20 feet on a single unit vehicle, requires one rear escort vehicle on two-lane highways.
7. Loads exceed 14 feet and 6 inches high, one escort vehicle is required in front equipped with a height pole. Manufactured housing requires front escort with height pole when exceeding 15 feet in height. The Department does not guarantee height clearances; therefore, on any route where the height is in question, a front escort vehicle equipped with a height pole should be used.
8. In the opinion of the Department of Transportation, escort vehicles are necessary to protect the traveling public, for any overdimensional and/or overweight move, either across, upon, or along a highway. Holidays and Related Times on which Permit Movements are Prohibited (WAC 468-38-175) Overweight vehicles that cannot maintain the speed of the surrounding traffic flow, and all overdimensional vehicles/loads are prohibited on the holidays of New Year's Day, Memorial Day,

Independence Day, Labor Day, Thanksgiving Day, day after Thanksgiving Day, Christmas Day, and during the afternoon of the day preceding said holidays.

Nighttime Movements (WAC 468-38-075)

A vehicle or vehicle combinations not exceeding the defined envelope of 12 feet wide, 14 feet 6 inches high and 105 feet long, including legal overhang(s), may move at night. A vehicle or vehicle combination which exceeds the defined envelope may also be permitted to move at night on state highways subject to Department preferred hours/routes of travel, and must have "Nighttime movement approved" stated on permits. All night moves must comply with published curfew restrictions. Night means one-half hour after sunset to one-half hour before sunrise. Vehicle and load must have proper lighting (49 CFR 393.11).

Winter Road Restrictions

Movement by permit is prohibited in areas where any of the following signs are displayed: "TRACTION ADVISORY OVERSIZE VEHICLE PROHIBITED", "VEHICLES OVER 10,000GVW CHAINS REQUIRED", and "ALL VEHICLES CHAINS REQUIRED EXCEPT ALL-WHEEL DRIVE" except as specified in WAC 468-38-075.

Railroad Crossing Emergencies

Call 1-888-877-7267

Other Regulations relating to the movement of permitted loads are printed in Chapter 468-38 W. (Washington Administrative Code).

THE USE OF COUNTY ROADS OR CITY STREETS is subject to approval by the jurisdiction that maintains those roadways. This permit from the State of Washington does not authorize the use of roadways under local jurisdiction.

Commuter Curfew Hours (see page 2)
Warning: Rules are subject to change. Hold of extended permits (monthly, annual) are subject to current rule. Rules, as described herein, should be periodically reviewed for updates to insure compliance.



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HB 1288

March 16, 2017

Senate Transportation Committee

Mr. Chairman and members of the Senate Transportation Committee, my name is Brad Maier, and I own & operate Land Star Construction, an erosion control company, and J&S Heavy Haul, a heavy haul service carrier, both based out of Bismarck. We are also members of the Associated General Contractors of North Dakota, and I am a past president of the board of directors. We are also members of the North Dakota Motors Carriers Association.

I am here today to support HB 1288. Our businesses, like many others in the industry, are frequent users of the various special use permits. Many states, including the surrounding states we do business in offer an annual Over Length permit option, and my hope is that ND passes HB 1288 to allow industry to utilize this option. I, as well as the AGC of ND and the ND Motor Carriers Association have had numerous meetings with the ND Highway Patrol and the ND Department of Transportation over the past few years to discuss our interest in getting this policy enacted. Both of these departments are to be commended for their excellent exchanges we've had as this bill was crafted.

Please keep in mind as we move forward, this bill in no way allows any carrier to operate outside of the legal axle or gross weight limits per North Dakota law, and will not replace the current permitting process with regard to excess weight or lengths over 120 feet.

As a matter of convenience, we believe this good policy for the business environment. In addition to convenience, the annual over length permit option will generate \$285,000. of additional revenue for the Highway Fund, which is very timely given the fact that the one time spending state funding of infrastructure could be substantially less in the 2017-2019 biennium than the previous two biennium.

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Surrounding States fee structures:

South Dakota (3 Part)	-	\$180.00
Wyoming (Very Complicated)	-	\$50.00
Montana	-	\$200.00
Colorado	-	\$250.00

I share these fees to illustrate the annual Over Length fee outlined in this bill is very much in line, and in most cases, more reasonable than we pay in the above listed states.

Again, thank you for the opportunity to testify today. We urge your favorable consideration of HB 1288 and urge a "Do Pass" recommendation. If you have any questions, I will attempt to address them.

Again, thank you for your time.

Brad Maier