

2025 HOUSE TRANSPORTATION

HB 1407

2025 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee Room JW327E, State Capitol

HB 1407
1/23/2025

Relating to weight limitations for vehicles on the interstate system and weight limitations for vehicles on highways other than the interstate system.

2:47 p.m. Chairman D. Ruby opened the hearing.

Members Present: Chairman D. Ruby, Vice Chairman Grueneich, Representatives Christianson, Dressler, Finley-DeVile, Frelich, Johnston, Kasper, Koppelman, Maki, Morton, Osowski, Schatz, Hendrix

Discussion Topics:

- Bushel prices
- Federal weight limitations
- Potential loss of federal funds if enacted
- Truck configurations
- Previous statutes
- Legal rate increase
- Federal bridge formula vs state bridge formula
- Increasing road weight rating costs
- ND Century Code updates

2:48 p.m. Representative Brandenburg, District 28, ND Legislative Assembly, introduced the bill and submitted testimony #30994.

2:56 p.m. Pete Hanebutt, Director of Public Policy, ND Farm Bureau, testified in favor.

2:57 p.m. Wade Swenson, Office of Operations Director, NDDOT, testified in opposition and submitted testimony #31041 and #31117.

3:16 p.m. Genny Dienstmann, ND Association of Counties, testified in opposition and submitted testimony #30873.

3:19 p.m. Larry Severson, testified in opposition.

3:20 p.m. Matt Gardner, Executive Director, ND League of Cities, testified in opposition.

3:21 p.m. Jeff Simon, Executive Director, Western Dakota Energy Association, testified in opposition.

3:23 p.m. Chairman D. Ruby closed the hearing.

Additional written testimony:

Terry Effertz, Executive Director, ND Short Line Railroad Coalition, testified in opposition and submitted testimony #30652.

Brad Roseberry, President, Coalition Against Bigger Trucks, submitted testimony in opposition #30796.

Neck West, ND Association of County Engineers, testified in opposition and submitted testimony #30809.

Lowell Bernston, submitted testimony in favor #30819.

Dana Larsen, County Engineer, Ward County Highway Department, submitted testimony in opposition #30851.

Victor Meyers, Red River Valley & Western Railroad Company, submitted testimony in opposition #30981.

3:23 p.m. Chairman D. Ruby closed the meeting.

Janae Pinks, Committee Clerk

North Dakota Short Line Railroad Coalition Opposition to HB 1407

Chairman Ruby and members of the committee, my name is Terry Effertz, and I am here on behalf of the North Dakota Shortline Railroad Coalition to express our opposition to HB 1407. Shortline railroads play a critical role in North Dakota's economy, providing essential freight transportation services that connect our communities and industries to the broader national and international markets. This bill, while well-intentioned, poses significant risks to the sustainability of our transportation ecosystem and could undermine the viability of shortline railroads.

1. Adverse Impact on Infrastructure and Safety

This bill significantly increases allowable gross vehicle weights on North Dakota highways, expanding the maximum on certain highways. While this might seem like an efficient way to handle freight demand, the reality is that higher vehicle weights will result in accelerated wear and tear on state and local roads.

Local authorities often lack the resources to adequately maintain their road infrastructure under current load limits, let alone under the proposed increases. This creates a long-term funding gap, increasing the financial burden on taxpayers and jeopardizing safety for all road users. Shortline railroads offer an alternative that is both cost-effective and sustainable, with the ability to handle large freight volumes while reducing roadway maintenance costs.

2. Erosion of Freight Market Balance

Shortline railroads are a backbone of rural and agricultural freight logistics in North Dakota, handling commodities like grain, oil, and other goods that are critical to our state's economy. Increasing truck weight limits creates an uneven playing field, incentivizing shippers to divert freight from railroads to highways. This diversion will lead to reduced revenue for shortline railroads, many of which operate on razor-thin margins. Without sufficient freight volumes, these railroads may struggle to invest in necessary infrastructure upgrades or even remain operational.

The long-term consequences of this shift will be felt statewide. If shortline railroads are forced to reduce service or close, rural communities will lose a key transportation option, leaving industries reliant on higher-cost trucking and further straining the road network.

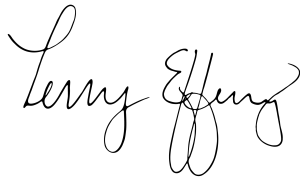
3. Uncertainty for Local Road Management

The bill encourages local authorities to assess and designate roads for higher weight limits. While this sounds reasonable, the reality is that many local governments lack the resources, expertise, or funding to conduct comprehensive road assessments. This creates a patchwork system of weight limits that could lead to confusion for shippers and inconsistent enforcement.

Shortline railroads, by contrast, offer a predictable and reliable transportation option without the need for such complex assessments.

Conclusion

While we understand the need to address growing freight demands, we believe this bill takes the wrong approach. Instead of increasing truck weight limits, North Dakota should focus on strengthening its multimodal transportation network by supporting shortline railroads and investing in infrastructure improvements for both rail and road systems. A balanced approach will ensure the long-term sustainability, safety, and economic vitality of our transportation system. We respectfully urge this committee to give HB 1407 a Do Not Pass recommendation and protect our state's infrastructure for future generations. Thank you for your time and consideration.



Terry Effertz
Executive Director
ND ShortLine Railroad Coalition





January 22, 2025

Dear Members of the House Committee on Transportation,

We are writing to express our opposition to Senate Bill 1407, which would increase the allowable weight limit for trucks to 113,000 pounds. While we appreciate the unique challenges of transportation in the state, solutions must not come at the expense of public safety and infrastructure.

The Coalition Against Bigger Trucks is a national coalition of law enforcement leaders and public officials who are opposed to increases in truck size and weight due to severe public safety and infrastructure concerns.

SB 1407 would allow trucks 15 tons heavier than the national standard for tractor-trailers that weigh 80,000 pounds. In 2016, the U.S. Department of Transportation recommended against any size or weight increases. They found significant safety issues with trucks exceeding 80,000 pounds, including higher out-of-service violations, higher brake violations, increased rollover risk and higher crash rates in limited state testing. It's simple physics – heavier trucks are harder to stop, more difficult to control, and lead to more severe crashes.

In 2022, the year with the most recently available data, North Dakota saw 656 large truck crashes¹ resulting in 31 fatalities². This represents a staggering 138% increase compared to the previous year. As we work to reduce traffic fatalities, now is not the time to put even more dangerous trucks on the road.

Heavier trucks pose a significant threat to infrastructure as well. Of the 4,255 bridges in North Dakota, nearly 500 are rated in poor condition³. By percentage, this places the state among the bottom ten in the nation. Heavier trucks increase the wear and tear on bridges, shortening lifespans and necessitating expensive repairs. The impact on local infrastructure is particularly concerning given these trucks would not be allowed to operate on interstate highways.

Due to the significant threat these trucks would pose to public safety and infrastructure, we ask for your opposition.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brad Roseberry", with a stylized flourish at the end.

Brad Roseberry
President
Coalition Against Bigger Trucks

¹ Federal Motor Carrier Safety Administration; 2022. MCMIS Database

² National Highway Traffic Safety Administration; 2022. FARS Database

³ Federal Highway Administration, 2023. *Bridge Condition by Highway System, 2023*

Testimony Prepared for the
House Transportation Committee

January 23, 2025

By: Nick West, Grand Forks County Engineer & NDACE Legislative Committee



RE: Opposition for HB 1407 – Relating to Weight Limitations for Vehicles (113,000 lbs)

Chairman Ruby and members of the House Transportation Committee, thank you for the opportunity to provide testimony on HB 1407. I am Nick West, the Grand Forks County Engineer, and I also serve as the past president and a member of the legislative committee for the ND Association of County Engineers (NDACE).

Over the past few sessions there has been a desire to increase the allowable weight of trucks in ND. There may have been others, but the two that come to mind in recent history are: in 2017 there was the 129,000 initiative, (which had limited success), in 2021 there was the road trains initiative, which turned into a study, but failed to progress further.

NDACE understands the need to increase truck weights to improve the efficiencies of the movement of goods. I applaud the legislators for continuing to fight for ways to find these efficiencies. However, we need to balance the road and bridge network that has to carry this additional weight. Therefore, the NDACE is opposed to HB 1407 as it's currently written. If the weight of trucks is allowed to increase, there needs to be a financial component to address the roads and particularly the bridges accordingly.

A handful of years ago the Federal Highway Administration (FHWA) implemented a change to how bridges are inspected and load rated. In a nutshell, the inspections are more detailed and documented and the ratings are more conservative. Therefore, all major bridges in ND have gone through this new process in the past four years, and it was expensive. For example, Grand Forks County has 250-major structures, the total cost to inspect and load rate those bridges between 2021 and 2024 was \$2,099,494, of which the County paid \$400,316.

Any County or Township bridge (not sure about State bridges), that would be allowed to have a 113,000 pound truck drive over it on a regular basis, would need to be re-load rated. The question then remains, who would pay for that load rating. Making this change would most certainly increase the number of bridges with a ton limit.

We understand each jurisdiction would have the authority to choose whether or not to allow the 113,000 pound trucks. For those jurisdictions that choose not to allow, they would need to put up signs or find some way to notify the traveling public of the allowable weights. There would be a financial component to this.

Chairman Ruby and committee members, the NDACE would ask for a Do Not Pass committee recommendation as its currently written but are open to amendments.

Thank you for your time and service to North Dakota, Nick West.

- Mr. Chairman and members of the committee. My name is Lowell and I farm in the Kulm area. I am speaking in favor of House Bill 1407. I believe it is critical that North Dakota's truck load limits are similar to South Dakota, Montana and Canadian neighbors. Grain transportation costs are a large cost to my farm operation and therefore I am looking to do whatever possible to reduce them. It is also makes sense to mirror our neighboring states to facilitate trade. We haul soybeans and corn to South Dakota processing plants.

It appears that **HB 1407** increases the maximum load weight from 105,500 pounds to 113,000 pounds. (Why 113,000) This is step in the right direction. The increase from 105,500 to 113,000 pounds would eliminate 49 trips to delivery destinations for my 2024 crop. This amounts to a savings of about \$4000. Another interesting example is if I was to go from a regular 80,000 pound load to 113,000 pound load I would eliminate 184 trips. To obtain the 113,000 pound load we pull a 40 foot hopper trailer followed by a 20 foot pup (doubles). The double configuration is important because no axles are loaded to maximum capability. The reduction in trips will result is less wear to our highways.

Our drivers must have a commercial drivers license with a doubles endorsement. We have been doing this for many years with zero accidents or mishaps. Safety is very important in transporting our ag products and that's why we employ the best drivers.

Labor is a huge challenge for North Dakota producers and this adjustment in weight limits is a step in the right direction.

I am not sure how 113,000 pounds was determined. My support HB 1407 would be contingent on North Dakota load limits alining with our boarder states

Thanks for your consideration, Lowell Berntson, 701-830-0554. bfarm@drtel.net



Ward County Highway Department

900 13th St. SE • P.O. Box 5005 • Minot, ND 58702-5005 • (701) 838-2810 • Fax (701) 838-3801

Testimony Regarding HB 1407

House Political Subdivision Committee

January 22, 2025

Prepared by: Dana G. Larsen, PE, Ward County Engineer

RE: Opposition to HB 1407 – Relating to increasing weight limits on all roads to 113,000 lb

Chairman Ruby and House Transportation Committee members, I am Dana Larsen and I serve as the County Engineer for Ward County. I appreciate the opportunity to provide testimony on HB 1407 which is proposing to increase weight on all roads to 113,000 lb. This would be a staggering 41% increase to the maximum vehicle weight on Township and County Roads.

I am opposed to making changes to the maximum vehicle weight limits. Our township roads and many of our county roads were not designed to support such heavy loads. Increasing the weight limit from 80,000 lb to 113,000 lb will have several significant impacts:

- **Structural Damage:** The increased weight will accelerate the deterioration of asphalt road surfaces that do not have adequate subgrade support, leading to more frequent and severe potholes, cracks, blowouts, and other forms of damage, shortening the life of the roadway. All the bridges within the state would need to be load rated to look at larger truck configuration, and this cost should not fall to the local entities to conduct these load ratings.
- **Maintenance Costs:** With the potential increased maintenance costs on our local roads and bridges, counties and townships will need to purchase and install weight limit signs to protect their roadways that are not capable of supporting these heavier loads. This will place a considerable financial burden on townships and small counties to install and enforce restrictions or fund these repairs and upkeep efforts.
- **Safety Concerns:** Damaged roads and weakened structures pose safety risks for all road users but with larger and longer trucks, there would be issues with the turning radius at intersections. There are also safety concerns when these large loads meet other trucks or vehicles on the roadway, they either don't make room for the other driver because they are concerned about being too close to the soft or steep inslope on township and some county roads, or they move over to the shoulder which can sometimes fail causing the truck to overturn.

I do want to acknowledge there is a benefit to having more axles if a road is built to support heavier loads. A state or county road built to support 105,500 lb loads with minimum or no spring weight restrictions, most likely will have minimum impact from a 113,000 lb load with more axles. However, the legislation has already approved loads up to 129,000 lb, on approved US and State Highway on approved routes. Ward County has also approved two road segments for 129,000 lb. This was necessary, because

there are very few loads, which start and end on a state or US highway. Most loads need to use a local road to access their final destination. Ward County approved these routes because both these segments were built to a higher standard to match the loads already coming from US 2.

Chairman Ruby and committee members, I urge you to consider the long-term consequences of increasing the weight limit on township and county roads. The proposed increase to 113,000 lb will not only strain our infrastructure but also impose significant financial and safety challenges. I believe there already is an option for heavier loads up to 129,000 lbs, but it does require the road to be evaluated to make sure it can support the longer and heavier loads. I respectfully ask for your opposition to HB 1407.

Thank you for your time and consideration.

Dana G. Larsen, PE

Ward County Engineer

Testimony Prepared for:
House Transportation Committee
January 23, 2025
By: Genny Dienstmann, NDACo



**RE: Opposition of HB 1407
Increase in Weight Limits for Vehicles**

Chairman Ruby and House Transportation Committee Members, thank you for the opportunity to provide testimony in opposition on HB 1407. I am Genny Dienstmann with the ND Association of Counties, and in my role, I also serve as executive director of the ND Association of County Engineers and Highway Superintendents (NDACE).

While counties may understand the desire to increase weight limits on our local transportation system, many of our current road and bridge structures are not capable of carrying these additional weight limits. The majority of county roads were designed for 80,000 pound loads or less – this proposal to increase to 113,000 pounds is nearly a 30% increase in weigh limits.

Counties are struggling to maintain our current infrastructure; funds to upgrade these roads and bridges to handle the proposed weight increase are not there. North Dakota's rural bridges have the ninth highest rate of structural deficiencies in the nation. By increasing the weight limits to 113,000, the structural damage to these bridges will only increase, with the likelihood of more bridge closures or even worse, bridge collapses.

If counties choose not to increase their load limits to this new rate, there will be additional costs to sign these roads with the current lower weight limits; which will put added strain on already tight budgets.

Chairman Ruby and Committee Members, we respectfully urge the committee to recommend a Do Not Pass on HB 1407 to help counties maintain our current infrastructure and provide a safer transportation system for our citizens.



Victor Meyers
President
209 Dakota Ave.
Wahpeton, ND 58074

January 22, 2025

Representative Dan Ruby, Chair
House Transportation Committee Members

Mr. Chair and House Transportation Committee Members:

Red River Valley & Western Railroad Company (RRVW) is submitting this letter to express opposition for HB 1407.

RRVW is a short line railroad headquartered in Wahpeton, ND that owns and operates 429 miles of mainline track throughout the state. RRVW is proud to provide safe and reliable freight rail transportation service and supply chain solutions to over 70 customers in the state in more than 50 different communities across our operating network in North Dakota.

Supporting the agriculture industry and moving agriculture products is in RRVW's DNA, and we are proud to be the partner railroad for the customers and communities that we support. We have demonstrated the ability to provide cost effective movements over very short lengths of haul on our privately maintained and privately funded freight rail network which keeps truck traffic off the publicly maintained and publicly funded state highway and county road network.

RRVW is concerned that HB 1407 will increase traffic density and maintenance needs on the North Dakota road, highway, and bridge infrastructure. In October of 2024, the Upper Great Plains Transportation Institute (UGPTI) published a report for the North Dakota Legislative Assembly titled "Infrastructure Needs: North Dakota's County, Township, and Tribal Roades and Bridges: 2024-2043". This report updated a prior study that was conducted by the UGPTI in 2022 and is intended to estimate the funding needs to maintain the existing road system in North Dakota over the next 20 years. The October 2024 report determines that North Dakota's funding needs have increased 17.56% from the 2022 study. Specifically, the funding needs for paved roads increased 6.21% and the funding needs for bridges increased 51.93%.

HB 1407 does not appear to have any cost or fee associated with increasing the truck weights in the state. RRVW is concerned that the aforementioned funding needs will only continue to increase with the introduction of heavier trucks on the states' road network with no mechanism in place for the heavier trucks to pay their fair share of the damage they will do to the roads, highways, and bridges on which they will operate over in North Dakota.

Additionally, HB 1407 could create long-term risk to the safety, sustainability, and viability of the RRVW short line railroad network. Specifically, RRVW is concerned that heavier trucks will shift freight from the privately maintained freight rail network and onto the publicly maintained road and highway system. If higher allowable truck weights are permitted throughout the state, it is the short line railroad companies that will be impacted the most. Many of our carload shipments are shorter distances and move within North Dakota's borders. In fact, RRVW's average length of haul on these types of movements is less than 40 miles and represents approximately 15% of our business, which could be transitioned from the railroad and into heavier trucks as proposed in this legislation.

As a result, the economic impact will be concentrated on smaller railroad companies, like RRVW, and could have long-term, detrimental effects on the future of rail access in rural North Dakota. RRVW believes that a potential unintended consequence of this legislation will shift freight transportation from the privately maintained short line railroad network to the publicly maintained state and county road network and reduce the long-term effectiveness of short line railroads in North Dakota.

I greatly appreciate your consideration for our concerns related to HB 1407.

Respectfully,

A handwritten signature in blue ink, appearing to read 'V. Meyers', with a stylized flourish extending to the right.

Victor Meyers

1407

Brandenburg, Michael D.

From: Lowell Berntson <bfarm@drtel.net>
Sent: Wednesday, January 22, 2025 2:57 PM
To: Brandenburg, Michael D.
Subject: Fwd: 1407

You don't often get email from bfarm@drtel.net. [Learn why this is important](#)

Sent from my iPad

Begin forwarded message:

From: Lowell Berntson <bfarm@drtel.net>
Date: January 22, 2025 at 3:39:15 PM EST
To: mbrandenburg@ndlegis.gov, jimgrueneich@yahoo.com
Cc: gaebe@ndfu.org
Subject: Fwd: 1407

Second try. Getting all addresses right.
Sent from my iPad

Begin forwarded message:

From: Lowell Berntson <bfarm@drtel.net>
Date: January 22, 2025 at 3:06:10 PM EST
To: Mike Brandenburg <mbrandenburg@nd.gov>, jimgrueneich@yahoo.com
Cc: Lance Gaebe <lancecows@yahoo.com>
Subject: 1407

Mike, Jim, Lance, here are my thoughts.

Mr. Chairman and members of the committee. My name is Lowell and I farm in the Kulm area. I am speaking in favor of House Bill 1407. I believe it is critical that North Dakota's truck load limits are similar to South Dakota, Montana and Canadian neighbors. Grain transportation costs are a large cost to my farm operation and therefore I am looking to do whatever possible to reduce them. It is also makes sense to mirror our neighboring states to facilitate trade. We haul soybeans and corn to South Dakota processing plants.

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Thanks for your consideration, Lowell Berntson, 701-830-0554.
bfarm@drtel.net

Sent from my iPad



House Bill No. 1407

House Transportation Committee

Room 327E | January 23, 2025, 2:45 p.m.

Wayde Swenson, Office of Operations

Good afternoon, Chairperson, and members of the Committee. I'm Wayde Swenson, Director of Operations for the North Dakota Department of Transportation (NDDOT). I'm here to provide testimony in opposition to HB 1407.

The bill proposes to amend and reenact subsection 2 of section 39-12-05 and subsection 2 of section 39-12-05.3 of the North Dakota Century Code, relating to weight limitations for vehicles on the interstate system and weight limitations for vehicles on highways other than the interstate system. The bill raises several concerns for the NDDOT which I hope to outline here today. But, before I do that, I'd like to provide some background on weight and length limits in ND.

Background

There are several weight and length limits in ND, defined by federal and state law.

Interstate

In 1991, Federal Highway froze gross vehicle weight (GVW) limits on the interstate at 80,000 lbs., with the ability to permit to 105,500 lbs. This also included weight distribution limits of 20K lbs. per single axle and 34K lbs. per tandem axle. Groups of 3 or more axles are determined by weight formula. Tires cannot exceed 550 lbs. per square inch. The Federal Bridge Formula governs axle spacing to help protect highway infrastructure and measures the interior and exterior axle spacings when calculating maximum weight limits.

National Network

Our National Network includes the interstates, several US highways and some selected state highways meeting federal definitions for access to commercial facilities. These roads were specifically designated to ensure smooth freight transportation. Length limits were frozen on the National Network at a 100' – 103' cargo carrying length, depending on truck configuration (e.g. single trailer vs. double trailers).

US and ND State Highways

Our US and state highway network gross vehicle weight limit is 105,500 lbs., with an overall length restriction of 75', 95', or 110', depending on roadway. This also included weight distribution limits of 20K lbs. per single axle, 34K lbs. per tandem axle and for grouping of 3 or more axles the weight is limited to the lesser of 48K lbs. or the weight as determined by the Federal Bridge Formula using the exterior bridge length only. Tires cannot exceed 550 lbs. per square inch.

ND Large Truck Network

After a harmonization study and a study on the 129,000 lbs. Large Truck Network, legislation was passed in 2017 to add the Large Truck Network. The network allows 129,000 lbs., by permit, if trucks meet legal tire and axle weights and the Federal Bridge Formula. Several roads were included in the network and a process for adding additional roads was included with an identified business need, public involvement and a review and recommendation to our director by an advisory committee. Later that year Congress passed a bill that increased the Interstate system to the 129,000 lbs. Large Truck Network by special permit. Part of the discussion when the network was developed was if it should be done by registration fees or by permit. It was agreed that permitting would be better because it allowed these loads to be tracked. In addition, the \$700 annual fee was cheaper than increasing registration fees. This is not only beneficial to industry but enables ND Highway Patrol and the NDDOT to track overweight loads and monitor infrastructure on heavy freight corridors.

Truck Configurations

Truck size and weight come down to several factors.

- Overall Length – 75', 95' and 110' depending on highway.
- Cargo Carrying Length – National Network is 100' – 103' depending on truck configuration.
- Trailer Length - The longest legal trailer length in North Dakota on all highways is 53 feet.
- Gross Vehicle Weight – 80,000 lbs. to 129,000 lbs. depending on highway and/or permit.
- Axle Weights
- Axle Grouping Weights
- Federal Inner – Outer Bridge Formula – Interstate & Large Truck Network
- Outer Bridge Formula – US and State Highways

The standard 53' trailer with a single steer axle, triple drive and triple trailer axle and taking into consideration of all the factors would be limited to 105,500 lbs.

For a 113,000 lbs. truck configuration with a single steer axle, triple drive and triple trailer axle, the spacing from the steering axle to the rear axle on the trailer would need to be 91' long. To get to the 113,000 lbs., the configuration would require two trailers.

HB 1407

If the legal weight were increased to 113,000 lbs., there are several Sections of the NDCC, other than 39-12-05, that would need to be updated. Several reference sections are included at the end of the testimony.

Currently our US and State Highways use the Outer Bridge Formula in determining if they are legal. The Interstate and Large Truck Network use the Federal Bridge Formula to determine if a load is legal. If the US and State highway load limit is increased from the 105,500 lbs., the department would request that the Federal Bridge Formula be used for the US and State highways. The federal bridge formula allows for a better distribution of the load. This would require a change to the Century Code. The affected sections are included at the end of the testimony.

Bridge Load Rating

In 2022, NDDOT completed a Plan of Corrective Action (PCA), issued by FHWA, for failure to meet Metric 13 of the Metrics for the Oversight of the National Bridge Inspection Program. This included the re-load rating of all NBI length structures. This was a multi-year effort which included load rating experts both from within the NDDOT and through our consultant partners. If this bill were passed, the NDDOT would again need to re-load all NBI length structures (4,076, excluding closed bridges) to remain fully compliant with Metric 13. Failure to do so, may result in another PCA which may also result in loss of federal funding if not completed within the prescribed timeframe. The cost of this effort would be significant.

Motor Vehicle

To change the current vehicle registration fee schedule (for up to 105,500 lbs. GVW) and to allow GVW more than 105,500 lbs. would require legislative approval.

Roadway and Bridge Impacts

All of the factors listed under the Truck Configuration are there to protect the infrastructure. Increasing the legal weight on our highways can result in several impacts to the system of highways. From potential diminished service life to needing to increase our pavement design thicknesses. For bridges the increase in gross vehicle weight can impact the long-term accumulation of fatigue damage.

Programs Needing Updating

Several programs would need to be updated if the legal weight is increased to 113,000 lb. Those are included at the end of the testimony.

Conclusion

There is already an avenue to get to a weight over 105,500 lbs. up to 129,000 lbs., on our state's highway system, and that is our Large Truck Network. Some roadways may not be selected for inclusion, but this determination is made after a thorough evaluation. The process includes a detailed study of the segment, input gathered during a public hearing, and a review by the Large Network Committee, which provides a recommendation to our director for the final decision.

This concludes my testimony. Thank you.

Supplemental Information

Sections of Century Code dealing with the Federal Bridge Formula on US and State highways.

- 39-12-05: Change to allow for 113,000 lbs. and following Federal Bridge Formula on US and State highways.
- 39-12-05.3: Eliminate most of Subsection 2 except for local authority language.

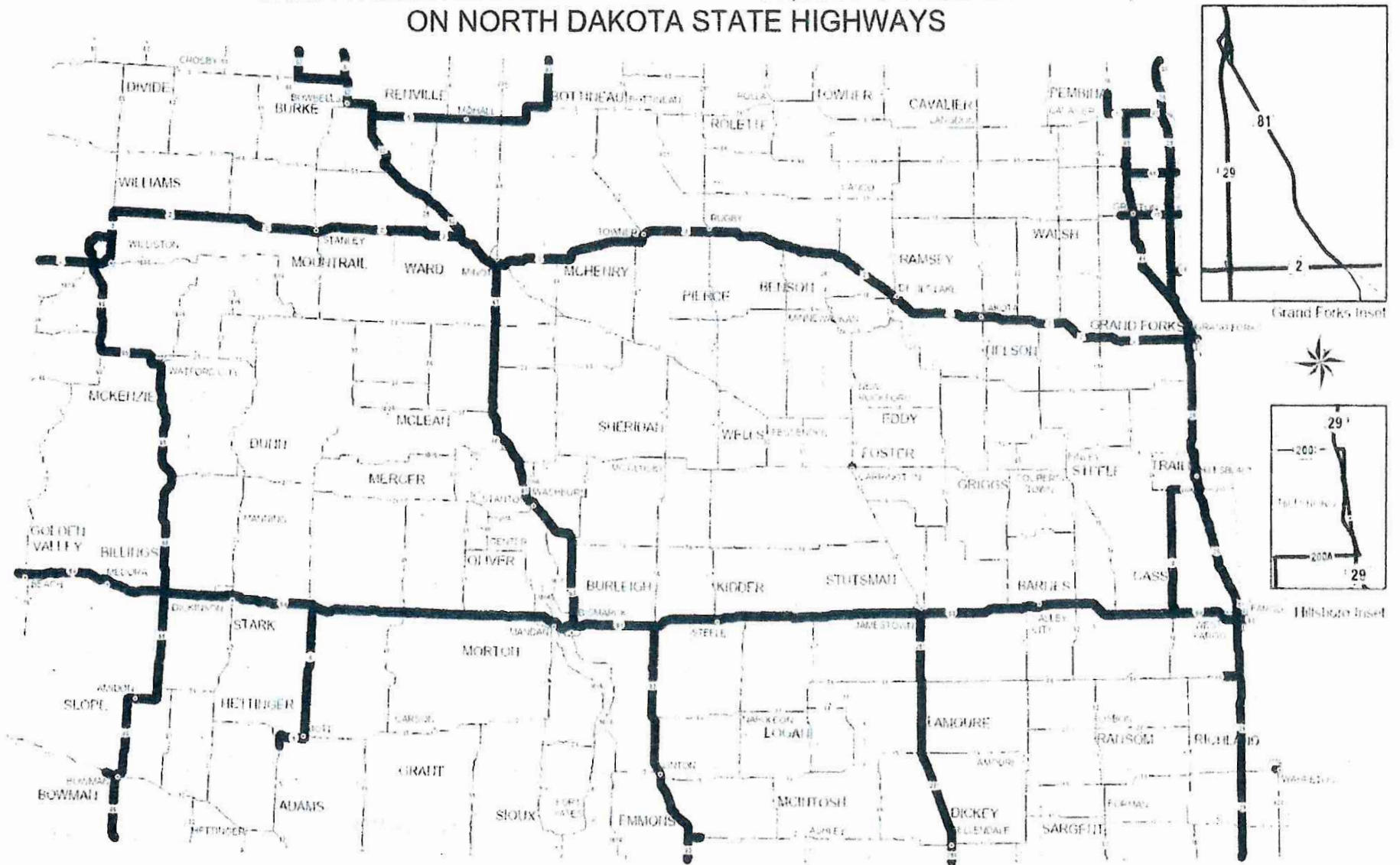
Sections of Century Code that may need to be updated include, but are not limited to, the following:

- 39-15-05.3: 10% permits are limited to 105,500 pounds. The department would have concerns if the 10% were allowed on a 113,000-pound load.
- 39-12-05.3: Number 6 – Will need a wording change on the 129,000 portion -105,500 to 113,000.
- 39-12-05.3: Number 7. seasonal permits fertilizer spreaders to increase from 105,500 lbs. to 113,000 lbs.
- 24-18-06: This chapter does not modify or authorize any change to the existing weight limitations for trucks with gross vehicle weight up to one hundred five thousand five hundred pounds [47854 kilograms] excluding the interstate system.

Programs needing updating:

- The Truck Weight Calculator will need to be reprogrammed.
- NDHP Permitting System, and the Ton Mile Fees for Non-Divisible loads would also need to be updated.

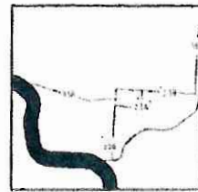
DESIGNATED PERMITTABLE ROUTES EXCEEDING 105,500 POUNDS UP TO 129,000 POUNDS ON NORTH DAKOTA STATE HIGHWAYS



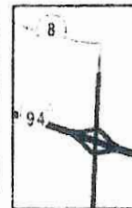
— Vehicles may be permitted up to what is allowed by inner and outer bridge formula not to exceed 129,000 pounds

NOTE 1: For information on overall length allowed see NDHP Policy 9-1 Annex B.

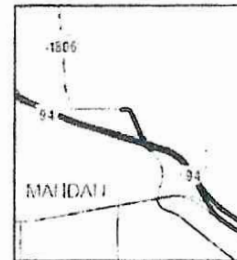
NOTE 2: No individual trailer can exceed 53 feet.



Waford City Inset



Red Trail Energy
Richardson Inset



Mandan Inset

APPROVED:

Matt Lammeman 9/24/24
NDDOT DIRECTOR DATE
9-28 ANNEX A

129,000 Permits are allowed on the following roads segments

Road	Mile Points	Road Descriptions
I-29	0-217.847	SD-MB
I-94	0-352.464	MT-MN
US 2	0-358.090	MT-MN
US 12	30.440-33.207	149th Ave - US 85
US 52	0-82.969	SK- Jct of US 2
US 52	267.488-267.510	Jct of 281 & 94- jct of 94 & 52 N side of ramp
US 81	163.105-228.353	N jct of 81 & 29-S jct of 81 & 29
US 81	945.105-949.222	Jct of 2 & 81-jct of 29 & 81
US 83	0-198.581	SD- Jct of US 2
US 83	237.020-265.980	Jct of 5 & 83- MB Border
US 85	0-196.705	SD- Jct of 85 & 85b Williston
US 281	0-67.488	SD Border - Jct of 94 & 281 interchange n side
ND 11	0-3.60	Jct 83 & 11- East end of Hauge City Limits
ND 5	99.605-135.563	Jct of 5 & 52-Jct 5 & 83
ND 5	317.185-322.180	E Jct 18 & 5 - W jct 81 & 5
ND 8	35-80.420	Mott- Jct of 94 & 8 N Ramp
ND 8	80.200-80.868	Jct of 94 & 8 - Red Trail Energy Turn on ND 8
ND 8	203.888-211.361	Jct of US 52 - SK
ND 17	124.310-146.372	Jct 18 & 17 - MN border
ND 18	73-106.7	.2 miles S of jct 94 & 18 -S jct of 18 ND 200A
ND 18	223.609-233.609	1 mile S of jct 18 & 5 - 11 S of jct 18& 5
ND 46	113.768-120.318	1 mile E of Kindred-.2 E Jct of 29 & 46
ND 54	7.695-7.895	Jct of 29 & .2 E of jct of 29
ND 66	122.450-122.947	1/2 mile E of US 81 & 66 - Jct of 81 & 66
ND 66	124.950-138.720	Jct of ND 66 & 18 - MN border
ND 200	399.000-406.526	N jct of 200 & 29 - S jct of 200 & 29
ND 200A	951.347-959.790	S jct of 18 & 200a- Jct of 29 & 200a
ND 1806	71.140-71.715	Jct of I-94 - Mandan Refinery

2025 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee Room JW327E, State Capitol

HB 1407
1/24/2025

Relating to weight limitations for vehicles on the interstate system and weight limitations for vehicles on highways other than the interstate system.

9:35 a.m. Chairman D. Ruby opened the meeting.

Members Present: Chairman D. Ruby, Representatives Christianson, Dressler, Finley-DeVille, Frelich, Johnston, Hendrix, Kasper, Koppelman, Maki, Morton, Osowski, Schatz
Members Absent: Vice Chairman Grueneich

Discussion Topics:

- Committee action

9:35 a.m. Representative Frelich moved a Do Not Pass.

9:35 a.m. Representative Koppelman seconded the motion.

Representatives	Vote
Representative Dan Ruby	Y
Representative Jim Grueneich	AB
Representative Nels Christianson	Y
Representative Ty Dressler	Y
Representative Lisa Finley-DeVille	Y
Representative Kathy Frelich	Y
Representative Jared Hendrix	Y
Representative Daniel Johnston	Y
Representative Jim Kasper	Y
Representative Ben Koppelman	Y
Representative Roger A. Maki	Y
Representative Desiree Morton	Y
Representative Doug Osowski	Y
Representative Mike Schatz	Y

9:37 a.m. Motion passed 13-0-1.

9:37 a.m. Representative Maki will carry the bill.

9:37 a.m. Chairman D. Ruby closed the meeting.

Janae Pinks, Committee Clerk

REPORT OF STANDING COMMITTEE
HB 1407 ([25.1122.01000](#))

Transportation Committee (Rep. D. Ruby, Chairman) recommends **DO NOT PASS** (13 YEAS, 0 NAYS, 1 ABSENT AND NOT VOTING). HB 1407 was placed on the Eleventh order on the calendar.