

Testimony of Arik Spencer
Interim Transportation Committee
Uniform Truck Permitting Study
November 12, 2015

Mr. Chairman and members of the Interim Transportation Committee my name is Arik Spencer, Executive Vice President of the North Dakota Motor Carriers Association. Thank you for the opportunity comment on the Uniform Truck Permitting Study.

The North Dakota Motor Carriers Association was involved with the creation of the state's current online permitting system. It's proven itself to be very effective for our industry, making the purchase of an oversized or overweight truck permit efficient and convenient. The current system also allows the state to manage these large loads so damage to infrastructure can be mitigated through requiring configurations that better distributes the weight of loads or by requiring alternate routes that provide the needed clearance. We have been very satisfied with the Highway Patrol's management of this system and the work the North Dakota Department of Transportation (DOT) and the Highway Patrol do to accommodate the needs of the transportation industry.

When I ask our members for their thoughts regarding incorporating county level permitting into the states permitting system, I get two answers. For counties that do not participate in the oil and gas counties' Uniform County Permit Program, there is strong consensus in favor of this idea. This would provide a single point of access for most permits and would improve compliance.

In regard to the Uniform County Permit Program there is no consensus. Some of our members like the current system while others would like one point of contact for all permits. The only consistent comment I hear is related to the high costs of some permits. For example, based on the different formulas used by each system, the cost per mile for a 300,000 pound load would be \$2.50/mile (in addition to an \$85.00 fee) for a ND permit vs \$486.25/mile for a county permit. That's a difference of \$483.75/mile when transitioning from a state road to a county road which seems rather excessive.

Minimum fees for overweight vehicles are set in statute (N.D.C.C. 39-12-02) however there is no cap on the fees. The state uses the minimum fee established by law to gain greater compliance while the oil and gas producing counties have gone above and beyond that level for funding reasons.

The North Dakota Motor Carriers Association will continue to visit with our members on this issue and participate in the discussions created by this study.

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

**Attachment A: North Dakota Motor Carriers Association
 Cost of State Permitting Fees vs Uniform County Permit System
 Interim Transportation Committee: 11-12-15**

State System

Gross Vehicle Weight	Permit	Service Fee	Total
Up to 150,000	\$ 20.00	\$ 15.00	\$ 35.00
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150,001-160,000	\$ 30.00	\$ 15.00	\$ 45.00
160,001-170,000	\$ 40.00	\$ 15.00	\$ 55.00
170,001-180,000	\$ 50.00	\$ 15.00	\$ 65.00
180,001-190,000	\$ 60.00	\$ 15.00	\$ 75.00
190,001-200,000	\$ 70.00	\$ 15.00	\$ 85.00
Over 200,001	\$ 70.00	\$ 15.00	plus .05/ton/mile

County System (Truck/Trailers)

Gross Vehicle Weight	Permit	Difference
Under 105,500 but oversized	\$ 20.00	\$ (15.00)
105,501-110,000	\$ 30.00	\$ (5.00)
110,001-115,000	\$ 40.00	\$ 5.00
115,001-120,000	\$ 50.00	\$ 15.00
120,001-125,000	\$ 60.00	\$ 25.00
125,001-130,000	\$ 70.00	\$ 35.00
130,001-135,000	\$ 80.00	\$ 45.00
135,001-140,000	\$ 90.00	\$ 55.00
140,001-145,000	\$ 100.00	\$ 65.00
145,001-150,000	\$ 110.00	\$ 75.00
Over 150,000	\$5.00/ton/mile	

**Cost Comparison: State vs County Oversized Cost Formula
 Permit for a 300,000 pound load**

	State	County
Gross Vehicle Weight	300,000	300,000
Weight Deduction	-200,000	-105,500
Total Excess Tons	100,000	194,500
Divide by 2,000	5,000	97.25
Ton Mile Fee	\$ 0.05	\$ 5.00
Cost Per Mile	\$ 2.50	\$ 486.25