

**Interim Transportation Committee
Thursday, November 12, 2015 - Roughrider Room**

Truck Size and Weight Harmonization Study

**North Dakota Department of Transportation
Ron Henke, P.E. – Deputy Director for Engineering**

Mr. Chairman and members of the committee - I'm Ron Henke, Deputy Director for Engineering for the North Dakota Department of Transportation (DOT or Department). I am here to provide information as requested.

Truck Size and Weight Harmonization Study:

The Department is working with Upper Great Plains Transportation Institute (UGPTI) and the committee to develop a scope of work for the Truck Size and Weight Study. Please see attached scope of work for the study.

The committee met in September, with another meeting set in November. *Members of the committee and the organization they represent is listed below:*

NAME	AGENCY
Paul Mathiason	ND AG COALITION
Dick Johnsen	NDMCA - Motor Carriers Assoc.
Capt. Eldon Mehrer	NDHP
Jackie Darr	NDHP
Larry Syverson	NDTOA - Township Officers Assoc
Jason Benson	NDACo
Mark Berg	ND League of Cities
Terry Weckerly	ND Grain Growers Association
Alexis Brinkman- Baxley	ND Petroleum Council
Kevin Sonsalla	ND Dept. of Commerce
John Mittleider	ND Dept. of Commerce
Denver Tolliver	UGPTI
Russ Ormiston	Doosan

Thank you for the opportunity to present information to you today.

Scope of Work: Truck Size and Weight Study

The purpose of the study is to assess the potential benefits and impacts of harmonizing truck size and weight regulations between North Dakota and several surrounding states. The study will encompass an agreed upon set of scenarios, including one in which changes are made that would allow the operation of 129,000-lb double trailer trucks.

The primary objectives of the study are to:

1. conduct a comprehensive analysis of currently legal truck configurations in North Dakota, and;
2. analyze the effects of potential changes to current configurations and/or legal weight limits, including the use of double trailer combinations and tridem and spread axle tractor-semitrailer trucks.

A comprehensive set of benefits and costs will be estimated for each existing and potential new (or modified) truck configuration. The primary benefits will include

1. operating cost savings
2. energy efficiency gains (and resultant air quality benefits),
3. improvements in safety leading to reductions in crash and fatality risks
4. improvements in highway levels of service as a result of reduced traffic interference between trucks and passenger cars
5. potential savings in pavement and bridge costs

These primary benefits will serve as the starting point for a comprehensive analysis of economic impacts which considers the effects of cost savings on economic productivity in the state and benefits to major industry groups (using Regional Economic Models Inc. (REMI) and/or input/output tables)).

The potential effects of traffic diversions from one type of truck to another will be considered, as well as potential diversions from rail to truck. The potential benefits and impacts will also be analyzed and discussed for the industries of agriculture, energy and manufacturing.

Several scenarios will be analyzed involving the Rocky Mountain Double (operating at 105,500 pounds) and the 129,000-pound double trailer configuration, including: (1) movements on the National Truck Network (NTN) in North Dakota, (2) movements in select corridors, (3) movements over the entire highway system including county major collector (CMC) routes, and (4) movements requiring connectivity between jurisdictions of state routes, county routes and city delivery points.

Any changes in truck sizes, lengths or weights that may be enacted by Congress during the course of the study (e.g., the use of twin 33-foot trailers on the (NTN) will be analyzed. Spring load restriction issues will also be studied and discussed.