

2023 HOUSE TRANSPORTATION

HB 1181

2023 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee
Room JW327E, State Capitol

HB 1181
1/20/2023

A bill relating to special permits for vehicles of excessive size.

Chairman D. Ruby opened the hearing at 10:31AM.

Members present: Chairman Ruby, Vice Chairman Grueneich, Representatives Anderson, Christensen, Dyk, Frelich, Hauck, Koppelman, Murphy, Timmons, Wagner, Weisz, Dakane, Dobervich. No members absent.

Discussion Topics:

- Over width permits
- Oversized equipment
- Annual permits

Representative VanWinkle introduced the bill in support (#14773).

Douglas Thompson, CDL driver with General Equipment and Supplies Inc., testified in support (#14774).

Jackie Darr, Permit Office Supervisor with the North Dakota Highway Patrol, testified in support (#14617).

Russ Hanson, Associated General Contractors, verbally testified in support.

Steve Farden, Farden Construction, testified in support (#14776).

Arik Spencer North Dakota Motor Carriers Association, testified in support (#14791)

Kayla Pulvermacher, North Dakota Association of Builders, verbally testified in support.

Tom Schimelfenig, Contractor in Bowdon, North Dakota, testified in support (#14779)

Jackie Darr answered questions from the committee.

Chairman D. Ruby closed the hearing at 10:52am.

Representative Grueneich moves a do pass.

Representative Christensen seconds.

Roll call vote:

Representatives	Vote
Representative Dan Ruby	Y
Representative Jim Grueneich	Y
Representative Karen A. Anderson	Y
Representative Cole Christensen	Y
Representative Hamida Dakane	Y
Representative Gretchen Dobervich	Y
Representative Scott Dyk	Y
Representative Kathy Frelich	Y
Representative Dori Hauck	Y
Representative Ben Koppelman	Y
Representative Eric James Murphy	Y
Representative Kelby Timmons	Y
Representative Scott Wagner	Y
Representative Robin Weisz	Y

Motion carries: 14-0-0

Bill carrier: Representative Christensen

Additional written testimony: Chris Smith (#14618)

Meeting adjourns: 10:54 AM

Mary Brucker, Committee Clerk By: Leah Kuball

REPORT OF STANDING COMMITTEE

HB 1181: Transportation Committee (Rep. D. Ruby, Chairman) recommends **DO PASS** (14 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). HB 1181 was placed on the Eleventh order on the calendar.

2023 SENATE TRANSPORTATION

HB 1181

2023 SENATE STANDING COMMITTEE MINUTES

Transportation Committee
Fort Totten Room, State Capitol

HB 1181
3/16/2023

Relating to special permits for vehicles of excessive size.

10:30 AM Chairman Clemens opened hearing.

Senators Present: **Clemens, Conley, Rummel, Paulson, Larsen.**

Discussion Topics:

- Road width
- Light regulations
- Driving speed

10:31 AM Representative VanWinkle introduced HB 1181.

10:32 AM Doug Thompson, Commercial Driver's License (CDL) Driver, testified in favor.
#25570

10:36 AM Jackie Darr, Permit Office Supervisor for ND Highway Patrol, testified in favor.
#24199

10:43 AM Tom Schimelfenig, Contractor, testified in favor. #25575

10:48 AM Russ Hanson, Associated General Contractors of ND, verbally testified in favor.

10:49 AM Amanda Remyse, ND Motor Carriers Association (NDMCA), testified in favor.
#25354

10:49 AM Brad Darr, ND Department of Transportation Maintenance Engineer, testified verbally in favor.

Additional written testimony:

Scott Meske, #25512

10:50 AM Chairman Clemens adjourned hearing.

Nathan Liesen, Committee Clerk

2023 SENATE STANDING COMMITTEE MINUTES

Transportation Committee
Fort Totten Room, State Capitol

HB 1181
3/17/2023

Relating to special permits for vehicles of excessive size; and to provide a penalty.

9:55 AM Chairman Clemens opened the meeting.

Chairman Clemens, Senators Conley, Larsen, Paulson, Rummel were present.

Discussion Topics:

- Committee Action

10:00 AM Senator Paulson moved Do Pass.

10:00 AM Senator Conley seconded.

Roll call vote.

Senators	Vote
Senator David A. Clemens	Y
Senator Cole Conley	Y
Senator Doug Larsen	Y
Senator Bob Paulson	Y
Senator Dean Rummel	Y

Passed 5-0-0

Senator D. Larsen will carry the bill.

10:02 AM Chairman Clemens closed the meeting.

Nathan Liesen, Committee Clerk

REPORT OF STANDING COMMITTEE

HB 1181: Transportation Committee (Sen. Clemens, Chairman) recommends **DO PASS** (5 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). HB 1181 was placed on the Fourteenth order on the calendar. This bill affects workforce development.

TESTIMONY

HB 1181



68th Legislative Assembly

Testimony in **Support** of
House Bill No. 1181
Transportation Committee

January 20, 2023

TESTIMONY OF

Jackie Darr, Permit Office Supervisor ND Highway Patrol

Good morning, Chairman Ruby and members of the House Transportation Committee. My name is Jackie Darr and I am the Permit Office Supervisor for the North Dakota Highway Patrol. I am here to provide testimony in support of House Bill 1181.

This bill amends N.D.C.C. 39-12-02, subsection 5, relating to 24- hour over width travel.

This change would allow industry to move loads up to 12' wide 24-hours a day. This is an increase from the 10' wide that was added in 2011 with House Bill 1254. No negative impact occurred by allowing the 10' travel at night.

This will also help North Dakota with concerns from the Federal Highway Administration (FHWA). FHWA has concerns nationally with truck parking and congestion. Oversize loads can take more than one spot when parking. If we can move oversize loads at night when less traffic is on the roadway it will have a positive impact to the traveling public for congestion as well. We currently have some issues with congestion during the rush hours in the urban areas.

All bordering states and provinces except South Dakota currently allow 24-hour travel at 12' wide. This could bring positive economic benefits to North Dakota by allowing industry to keep moving at night.

This concludes my testimony. I am happy to answer any questions you may have.



January 19, 2023

The Honorable Dan Ruby
 Chair, House Transportation Committee
 North Dakota Legislative Council
 State Capitol
 600 East Boulevard Avenue
 Bismarck, North Dakota 58505

RE: HB 1181 – Relating to special permits for vehicles of excessive size

Dear Chair Ruby:

On behalf of the nearly 1400 international members of the Specialized Carriers & Rigging Association (SC&RA), including our members headquartered in the State of North Dakota and the many more doing business there daily, we write to urge your support of House Bill 1181, relating to special permits for vehicles of excessive size.

SC&RA is a trade association involved in crane and rigging operations, specialized transportation, machinery moving and erecting, industrial maintenance, millwrighting, concrete pumping, manufacturing, and rental. Our members execute some of the most complex, multi-modal moves imaginable to deliver cargo safely and on-time. They also manufacture, deliver, and operate the crane and rigging equipment that lift and move North Dakota’s communities and businesses.

Our members lift and move the world!

HB 1181 amends Subsection 5 of section 39-12-02 of the North Dakota Century Code to permit nighttime travel of commercial motor vehicle loads with proper lighting up to twelve feet (12’) wide. HB 1181 builds upon the success of previous legislation authorizing nighttime travel for loads up to ten (10’) wide, and which demonstrated no negative public safety impact in the twelve years since its enactment.

Permitting nighttime travel up to 12’ wide offers numerous public safety and economic benefits, including:

- Increased safety and decreased congestion for all motorists through additional off-peak travel times.

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OUR MEMBERS **LIFT & MOVE** THE WORLD

- Promotion of interstate and international economic competitiveness in North Dakota through uniformity with its neighboring states and Canadian provinces.
- Decreased demand on North Dakota truck parking facilities due to the geospatial constraints of wide loads.

SC&RA thanks the North Dakota Legislative Council for its consideration of and the North Dakota Highway Patrol's support for HB 1181. We urge its passage in this Committee and throughout the duration of the 2023 Legislative Assembly session.

If you have any questions or concerns, please do not to contact me anytime at 703-698-0291 or csmith@scranet.org.

Sincerely,

Chris Smith
Vice President Transportation

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PERMITS FOR OVERSIZE AND OVERWEIGHT VEHICLES AND/OR LOADS
EXCLUDING WORKOVER RIGS
NDHP Motor Carrier Division
Ref: 9-6 (1/2016)

PURPOSE

To establish guidelines when permits will be issued for vehicles or loads exceeding legal size and/or weight for movement on the state highway system.

POLICY STATEMENT

As authorized by section 39-12-02 NDCC and Article 38-06 NDAC, the NDHP will issue single trip permits, when good cause is shown, for the movement of oversize and/or overweight vehicles and loads.

The following procedures outline the requirements and methods for issuing permits for oversize and overweight vehicles.

PROCEDURE

A. Permit Requirements

1. Permits must be in possession prior to starting any movement. They shall designate the route to be traveled and may contain such other restrictions as deemed necessary by the NDHP or NDDOT engineers. The NDHP has the authority to revoke permits when the holder violates or abuses the privilege or conditions of the permits.
2. General travel restrictions.
 - a. Single trip permits shall not be issued authorizing overdimensional movements from ½ hour after sunset to ½ hour before sunrise unless:
 - 1) Ten feet or less in width, or
 - 2) Approved by the superintendent.
 - b. Single trip permits for overwidth movements that exceed 16 feet shall not be issued authorizing movements on Saturday after 12 noon, all day Sunday, and on holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.
 - 1) No overwidth permit exceeding 16 feet will be valid from 12 noon the day before the holiday until sunrise the day after the holiday.
 - c. Single trip permits shall not authorize movements when inclement weather prevails, highways are slippery, or when visibility is poor.
 - d. Single trip permits do not authorize travel on shoulders of road.
 - e. Oversize vehicle and load movements shall allow traffic to pass.
 - f. Single trip permits shall apply to movement of one vehicle or one vehicle combination only.
 - g. All permits shall require a minimum distance of 1,000 feet between vehicles in a convoy of two or more vehicles.
 - h. A single trip permit is valid for a one-way load movement made within a three day period. For a self-propelled fixed vehicle, a single trip permit is valid for multiple movements made within one 24-hour period, or a one-way movement made within a three day period.
3. General safety requirements.
 - a. All overdimensional vehicles and loads shall have minimum 18 inches by 18 inches red or bright orange flags displayed on the traffic side front and rear.
 - b. When the overall length of an overdimensional movement exceeds 75 feet in length and/or 8 feet 6 inches in width, there shall be at least a 12" x 60" **OVERSIZE LOAD** sign on the front and rear. The lettering shall be black on yellow background. Letters shall be at least 8 inches high with 1-inch brush stroke. When the movement is overlength only, exceeding 75 feet in overall length, a **LONG LOAD** sign that is a minimum 12" x 60" in size may be used in lieu of the **OVERSIZE LOAD** sign. The lettering shall be black on yellow background. The letters shall be at least 8 inches high with 1-inch brush stroke. The sign shall be covered or removed when the movement is not overdimensional.
 - c. Authorized overwidth movements made from ½ hour after sunset to ½ hour before sunrise shall require:
 - 1) Clearance lights visible from the front, rear, and side marking the outermost portion of the vehicle and load which extends beyond 8 feet 6 inches.

Testimony
House Bill 1181
January 20, 2023

Chairman Ruby, and members of the Transportation Committee. My name is Douglas Thompson, I reside in Minot, ND and I am a CDL driver currently employed with General Equipment & Supplies INC. a longtime North Dakota company. I haul heavy equipment throughout the state of North Dakota. I appear before you today to provide testimony regarding House Bill 1181..

The current law (located in ND oversized regulations) Procedure A, Section 2, Subsection A states

Permit requirements 1.2. Permits must be in possession prior to starting any movement. They shall designate the route to be traveled and may contain such other restrictions as deemed necessary by the NDHP or NDDOT engineers. The NDHP has the authority to revoke permits when the holder violates or abuses the privilege or conditions of the permits. General travel restrictions A single trip permit shall not be issued authorizing over dimensional movements from ½ hour after sunset to ½ hour before sunrise unless: 1) ten feet in width and one hundred twenty feet or less in length, or 2) Approved by the superintendent.

Source: PERMITS FOR OVERSIZE AND OVERWEIGHT VEHICLES AND/OR LOADS EXCLUDING WORKOVER RIGS NDHP motor Carrier Division Ref. 9-6 (4/2022)

I am here today to request a change in House Bill 1181 to adopt a wider restriction at all times of the day to Twelve feet wide, at this width a driver will be within our lane of travel with an oversized load. As we all know being in the midwest, fall and winter leads to shorter days. For example in the month of December we average 8.5 hours of daylight. For example, if a driver was to leave Minot, ND with an oversized load to deliver in Fargo, ND, it takes on average 4.5 hours to drive to Fargo. Once there the driver then is required to take a .5 hour break that leaves 3.5 hours for the driver to get almost back to Minot, ND. This leaves the driver 1 hour from home, having to stop at a local truck stop for the evening. This then in turn increases the amount of trucks in the already overcrowded truck stops, and in the scenario above there are often no truck stops within an hour of Minot, ND to safely stop. There are other states that have offered for oversized loads to be within higher width regulations. Our neighboring state of Minnesota offers the oversized load to be 16 wide which in turn helps the driver to maximize their logbooks. Wisconsin has 12 foot restrictions for night. I believe that widening our oversized load regulations would be extremely beneficial for the entire state.

Thank you Chairman Ruby and members of the committee, I will now stand for any questions.

Testimony HB 1181
Senate Transportation Committee
January 20, 2023

Mr. Chairman and members of the Senate Transportation committee, my name is Steve Farden. My wife and I own and operate Farden Construction in Maxbass, North Dakota. Our Family has been in the trucking business for 105 years. My Grandfather drove an ammunition truck on the front lines during WWI and returned to Maxbass, North Dakota. We are a third-generation family business and look forward to passing it along to a fourth generation at some future point. We offer our support of HB 1181 along with other stakeholders here today.

In peak season, we employ over 100 employees out of a town's population of about 80 people. We are an active contractor in the heavy/highway arena – particularly in the oil patch. We transport a lot of oversized equipment in our business. We believe the changes proposed in HB 1181 will improve the business environment, allow greater efficiency, and improve safety with more transport possibly occurring at night when there is less road traffic.

Because of our state's proximity to Canada, there is a lot of cross-border commerce. Our friends and customers to the north in Saskatchewan allow for 14' width and Alberta is 12' 6" width requirements.

With the coming adoption and implementation of Daylight Savings Time and if this 10-to-12-foot width allowance bill is not passed, we will be greatly hindered, particularly so in the winter months by not being able to leave with certain loads until one hour later in the mornings. This greatly impedes commerce. Modern lights, equipment and road conditions allow this to be safe and not put the traveling public in danger.

We at Farden Construction average around 7 permits per day during the construction season, which equates to moving about 1,400 pieces of equipment around our state. A copy of the North Dakota Highway Patrol E-Permits System Permit Requirement is included with my testimony. As you will see, the various safety requirements already in place allow for the safety of the public and roadways. One of the benefits of passage of this bill is to allow for the movement of heavier loads which are wider during nighttime hours when the roads have cooled to protect our road system.

Mr. Chairman and members of the committee, thank you for the opportunity to testify today. I encourage you to give HB 1181 a Do Pass Recommendation and I will attempt to address any questions the committee may have.

Thanks again.



North Dakota Highway Patrol
Official Permit

PERMIT #

Issued By: 888 - w. user

38-06-04-01. NDAC. Liability of permit applicant: 1) The applicant or permittee, as a condition for obtaining an oversize or overweight, or both, permit, shall assume all responsibility for accidents, damage, or injury to any persons or damage to public or private property caused by the movement of any oversize or overweight, or both, vehicle or load covered by the permit while upon public highways of the state. 2) The applicant or permittee agrees to indemnify and hold harmless the North Dakota Department of Transportation, the North Dakota Highway Patrol, their officers, and employees from any and all claims resulting directly or indirectly from the movement of an oversize or overweight, or both, vehicle or load on any public highway of the state of North Dakota.

PERMISSION FOR THIS MOVEMENT IS HEREBY GRANTED subject to compliance with provisions of North Dakota laws of the State of North Dakota and under the terms, conditions and restrictions contained herein, and subject to revocation upon noncompliance.

The NDHP permit system authorizes movement on state, interstate, and U.S. roadways only. Contact local authorities for travel on local roadways. Speed restrictions listed under the driving directions supersede all other speed requirements.

Remarks

Requirements:

1. Require 18" x 18" red flags, front & rear, traffic side of load.
2. No travel, except on interstate roads I-94 and I-29, when the temperature exceeds 90 F.
3. No travel when inclement weather prevails, if visibility is 1/2 mile or less, or highway is slippery.
4. Must display a 12" x 60" 'OVERSIZE LOAD' sign.
5. No travel in hours of darkness. Movement must occur within 1/2 hour prior to Sunrise through 1/2 hour after Sunset.
6. Allow all traffic to pass.
7. No travel on shoulders of road.
8. All vertical clearances are the responsibility of the permittee.
9. Towing vehicle must have 2 mirrors which reflect a rear-view of 200 feet to the driver.
10. For road construction, size and weight restrictions, and travel conditions visit: <https://travel.dot.nd.gov/> or call 511
11. Truck parking and rest areas are not to be used as staging areas for doliying down load.
12. Speed not to exceed 40 MPH on all highways (excluding I-94 & I-29) when the GVW exceeds 120,000 lbs or an axle group is more than 5,000 lbs over legal weight.
13. Steerable axles under trailer must be engaged and steered when entering or exiting interchanges on I-94 or I-29.
14. Permit policies can be found at <https://www.nd.gov/ndhp/motor-carrier-operations/permit-policies>
15. Must display a 12" x 60" 'OVERSIZE LOAD' sign front and rear.
16. Nighttime travel allowed if 10ft wide and 120ft long or less and when properly lighted (Height must be legal)

Testimony in Favor of HB1181

Good morning Chairman Representative Don Ruby and members of House Transportation Committee.

I am Tom Schimelfening From Bowdon North Dakota. I have been a contractor for over 40 years.

I am in favor of HB1181 as it allows us to move larger equipment after sun down especially in the fall of year and during winter. I thank you for your time and stand for any questions

Tom Schimelfening

TESTIMONY
HOUSE BILL 1181
TRANSPORTATION COMMITTEE
JANUARY 20, 2023

Mr. Chairman and members of the House Transportation Committee, my name is Arik Spencer. I appear on behalf of the North Dakota Motor Carriers Association (NDMCA) in support of HB 1181.

This bill would allow trucking companies to move loads up to 12' wide 24 hours a day, harmonizing North Dakota with our bordering states and provinces (except South Dakota), which also currently allow 24-hour travel at 12' wide. NDMCA has long advocated harmonizing truck size and weight laws between states to increase efficiency without sacrificing safety.

Oversize loads moved at night when less traffic is on the roadway will also have a positive impact to the traveling public, reducing congestion in certain areas and minimizing truck parking needs.

This concludes my testimony. NDMCA urges a do pass on HB 1181, and I would be happy to answer any questions.



68th Legislative Assembly

Testimony in **Support** of
House Bill No. 1181

**Transportation
Committee**

March 16, 2023

TESTIMONY OF

Jackie Darr, Permit Office Supervisor ND Highway Patrol

Good morning, Chairman Clemens and members of the Senate Transportation Committee. My name is Jackie Darr and I am the Permit Office Supervisor for the North Dakota Highway Patrol. I am here to provide testimony in support of House Bill 1181.

This bill amends N.D.C.C. 39-12-02, subsection 5, relating to 24- hour over width travel.

This change would allow industry to move loads up to 12' wide 24-hours a day. This is an increase from the 10' wide that was added in 2011 with House Bill 1254. No negative impact occurred by allowing the 10' travel at night.

This will also help North Dakota with concerns from the Federal Highway Administration (FHWA). FHWA has concerns nationally with truck parking and congestion. Oversize loads can take more than one spot when parking. If we can move oversize loads at night when less traffic is on the roadway it will have a positive impact to the traveling public for congestion as well. We currently have some issues with congestion during the rush hours in the urban areas.

All bordering states and provinces except South Dakota currently allow 24-hour travel at 12' wide. This could bring positive economic benefits to North Dakota by allowing industry to keep moving at night.

This concludes my testimony. I am happy to answer any questions you may have.



HB 1181
Senate Transportation Committee
Chairman D. Clemens
March 16, 2023

Mr. Chairman and members of the Committee, my name is Amanda Remyse, and I am speaking to you on behalf of the North Dakota Motor Carriers Association (NDMCA), **in support** of HB 1181.

This bill would allow trucking companies to move loads up to 12' wide 24 hours a day, harmonizing North Dakota with our bordering states and provinces (except South Dakota), which also currently allow 24-hour travel at 12' wide. NDMCA has long advocated harmonizing truck size and weight laws between states to increase efficiency without sacrificing safety.

Oversize loads moved at night when less traffic is on the roadway will also have a positive impact to the traveling public, reducing congestion in certain areas and minimizing truck parking needs.

NDMCA urges a do pass on HB 1181, and I would be happy to answer any questions.



Advocating for North Dakota's Integrated Infrastructure Network

March 16, 2023

Testimony in SUPPORT of House Bill 1181

Chairman Clemens and Members of the Committee:

I'm Scott Meske, representing the North Dakota Transportation Coalition and offer our support for House Bill 1181.

The North Dakota Transportation Coalition consists of the largest twenty statewide and regional trade associations, agriculture groups, political subdivisions and business entities in the State – all of whom have a vested interest in moving goods, services and people as efficiently and safely as possible. Our purpose is to advance and enhance North Dakota's Transportation infrastructure through advocacy and education efforts resulting in sustainable funding and sound public policy solutions.

Previous testimony submitted provided more details on the rationale for this bill, and I'd like to emphasize the need for consistency in our trucking permitting process. We believe HB 1181 improves these regulations without sacrificing safety measures. North Dakota's economy relies on our integrated infrastructure network.

The NDTC requests a DO PASS recommendation on HB 1181.

Thank you

North Dakota Transportation Coalition Legislative Priorities



Primary Priorities

Funding:



Prioritize the political subdivision infrastructure fund (OPD) bucket over the Strategic Investment and Improvement Fund bucket in the oil and gas tax distribution formula, to ensure long-term and consistent funding from this revenue source.

Support utilizing a portion of the Legacy Fund earnings for transportation infrastructure in one-time projects.



Support the Infrastructure Revolving Loan Fund.

Generally, support appropriating general fund dollars to match federal funds when needed.



Ensure NDDOT has the administrative capacity to apply for and manage federal funds, including discretionary funds contained within the Infrastructure Investment and Jobs Act.

Regulatory Environment:



Where appropriate, ease burdensome regulations to ensure fair and balanced oversight of overweight fees and permitting.

Secondary Priorities



Continued support for UGPTI.

Support the utilization of Motor Vehicle Excise Tax revenues for transportation infrastructure projects.



Testimony
House Bill 1181
January 20, 2023

Chairman David Clemons, and members of the Transportation Committee. My name is Douglas Thompson, I am a CDL driver currently employed with a North Dakota company. I haul heavy equipment throughout the state of North Dakota. I appear before you today to provide testimony regarding House Bill 1145.

The current law (located in ND oversized regulations) Procedure A, Section 2, Subsection A states

- Permit requirements 1.2. Permits must be in possession prior to starting any movement. They shall designate the route to be traveled and may contain such other restrictions as deemed necessary by the NDHP or NDDOT engineers. The NDHP has the authority to revoke permits when the holder violates or abuses the privilege or conditions of the permits. General travel restrictions A single trip permit shall not be issued authorizing over dimensional movements from ½ hour after sunset to ½ hour before sunrise unless: 1) ten feet in width and one hundred twenty feet or less in length. or 2) Approved by the superintendent.
- Source: PERMITS FOR OVERSIZE AND OVERWEIGHT VEHICLES AND/OR LOADS EXCLUDING WORKOVER RIGS NDHP motor Carrier Division Ref: 9-6 (4/2022)

I am here today to request a change in House Bill 1181 to adopt a wider restriction at all times of the day to Twelve feet wide, at this width a driver will be within our lane of travel with an oversized load.

As we know being in the midwest, fall and winter leads to shorter days. For example in the month of December we average 8.5 hours of daylight. For example, if a driver was to leave Minot, ND with an oversized load to deliver in Fargo, ND, it takes on average 4.5 hours to drive to Fargo. Once there the driver then is required to take a .5 hour break that leaves 3.5 hours for the driver to get almost back to Minot, ND. This leaves the driver 1 hour from home, having to stop at a local truck stop for the evening. This then in turn increases the amount of trucks in the already overcrowded truck stops, and in the scenario above there are no truck stops within an hour of Minot, ND to safely stop. There are other states that have offered for oversized loads to be within higher width regulations. Our neighboring state of Minnesota offers the oversized load to be 16 wide which in turn helps the driver to maximize their logbooks. I believe that widening our oversized load regulations would be extremely beneficial for the entire state.

Thank you Chairman David Clemons and members of the committee I will now stand for any questions.

March 16, 2023

**Senate Transportation Committee
House Bill 1181**

Good morning Chairman Clemens and members of the Senate Transportation Committee:

My name is Tom Schimelfenig from Bowdon. I have been a contractor for more than 40 years.

I am here in support of House Bill 1181, as it allows us to move larger equipment after sundown, especially in the fall and winter of the year when there are fewer daylight hours.

I urge a "do pass" on HB 1181.

Thank you for allowing me to speak, and I will stand for any questions.