

2019 SENATE TRANSPORTATION

SB 2176

2019 SENATE STANDING COMMITTEE MINUTES

Transportation Committee
Lewis and Clark Room, State Capitol

SB 2176
1/18/2019
31043

- Subcommittee
 Conference Committee

Committee Clerk: Liz Stenehjem

Explanation or reason for introduction of bill/resolution:

A bill for an Act to provide for a road train pilot program; to provide for a legislative management study of a road train pilot program; to provide an appropriation; to provide an expiration date; and to declare an emergency.

Minutes:

4 Attachments

Chairman Rust: Reconvene committee. Open hearing on SB 2176.

Senator Luick: See **Attachment #1** for information. A little history about this to start with, about 6½ years ago I started looking at this and I have done quite a bit of research into it. I didn't push it right away, but 4 years ago at the International Legislators' Forum in Deadwood, SD we had a program dealing with transportation for freight movement at that time. A federal Department of Transportation individual that was putting on the program and I had a chance to visit afterwards and I brought this idea to him and he basically said, "you have got to push this," because at that time (close to 4½ years ago now) he said we are approximately 200,000 CDL truck drivers short in the United States. So at that time we could see some changes in freight going on, but I still didn't do a whole lot with it, I just continued to find out more about the road train idea itself. If you google it on your own time, you will find that Australia has a lot of these and Europe is picking up more and more of those right now. In Europe they're doing more of the platooning idea where they have one vehicle that controls two or three vehicles behind it. I think that this is more efficient and safer. So the concept has been there, they've had road trains in Australia for many, many years, back into the WWI and WWII era. It's nothing new, it's just new to this state, United States, this continent in fact, because there isn't anything here in the United States. After I visited with the ILF in Deadwood, SD 4 years ago, of course I continued to look at this. I was going to bring it out 2 years ago and then decided not to do it because I hadn't had the opportunity to talk with Department of Transportation agencies, Highway Patrol and Upper Great Plains Institute to get my ducks in a row as far as getting opinions about this because I want this to be a state effort, not just a one-person effort to push this. I want the people of North Dakota to understand what these are, how beneficial they could be and to attack this as an effort by everyone. I don't want to cause safety issues; I don't want to cause any type of Roadway harm. But, one of the issues I brought up with the federal DOT individual in Deadwood was that I was concerned about the bridge deck safety, the weight limits on the decks. he said Senator you don't have to

worry about that because the decks on the bridges, if they're in a federal program, if they have federal dollars in them, they are designed for every axle on that as long as you don't go above the axle weight that's designed for bridge deck. Even if you had two of these crossing at the same time, just one next to the other, those bridge decks are designed for that times three. Because, that's a safety factor of those bridge decks. He said the biggest problem you're going to have in this whole program is the national union truck drivers. Well, at that time we were 200,000 CDL truck drivers short. So now jump to this last summer, the last report I have gotten on the number of CDL truck drivers nationally is we are today more than 900,000 CDL truck drivers short and Canada is proportionately the same way. So, I've been visiting through the ILF up in Winnipeg, the Ag Minister from Manitoba and the Ag Minister from Saskatchewan want to be a part of this. I told them I was thinking about putting a pilot program together for the state of North Dakota and they said they immediately wanted to be a part of this. I said I'm sorry, but, not until I have it in North Dakota, I want it here first. So, right now I'm on deck to put a presentation on in our next ILF, which is in Sioux Falls, SD in June and one in Alberta, Canada up in Calgary in July of this next year. I really don't want to give out any more information to these folks if we don't have it here in North Dakota, because I want it here first. There also is a possibility of manufacturing these things here in the state if we so choose, but I'll leave that up to the industry that either looks at this seriously and wants to build these things here or whatever they wish. My whole intention is to look at the program as ok, so can we max these thing out at X number of feet, so many units and then anything shorter than that? Of course I know there's going to be training and safety things. This a whole new section of transport here, of moving freight. I'm not doing this to get in competition with the CDL truck drivers that are out there today or the railroads, to me it's an in-between that is necessary because of the shortage of the semi drivers that we have today. If you look at the benefits of it, fewer trucks on the road. There are things here with the pilot program that I did not include that if I see these things on the road, if we do accept these types of vehicles in North Dakota there will be a different type of look to these things in the future. Because there are better ways to make these more efficient than what is on the road today and I'll go into those later if we have time. This compensates for a CDL truck driver shortage, improved time limits of freight movement, third option of freight and the autonomous controls. 2½ years ago I had this figured out to be autonomous. But, for me to present an autonomous vehicle like this to you guys here, I think would be too advanced for the people of North Dakota. The platooning technology that they use in the platooning operations would be incorporated into this today because this would have lane sensing technology that would be on the drive axles on the power unit and then later on back in that train someplace there would be steering axles that would be mimicking the same lane travel as where that drive axle would go. So that technology is what they use in platooning. As far as the usages, anything that you see on the road today or anything on the railroad rails today could be hauled on one of these units. Grain, livestock, timber, oil, gas, containers and eventually (it's a way away though) but there's a possibility of going into people movers. Because, like Amtrak you have beautiful trips along scenic views, but I look at all of these buses going past my yard on the interstate going down Frisco, from NDSU every year and there could be a train load of these people being hauled, but that's in the future. So today there's a tremendous advantage and/or advancements in the breaking systems of everything that's on the roads today compared to what it was years ago of course. So these would have that, steering lift axles, driving axles, I'm looking at a different type of lighting system, it will be making a constant audible sound as well, lane sensing software in full circumference cameras with digital screens inside to view everything. The technology out there to run these

things is not new stuff, (my wife's 2014 Ford Explorer has that lane sensing horn on it, so if you get off to the side of the road it lets you know you're off to the side of the road. We disabled that thing about three months into the time we got that car because it's a nuisance, but you don't have to have the audible sound). Like I said earlier, I want everybody to be on board with this thing. North Dakota because of its terrain and low population area I think this is an excellent place to consider trying these things. If we find that they are not what we want, we will shut it down, but I think it's worth a shot to take a look and see if this is something we would want to have here.

Chairman Rust: What does your bill do?

Senator Luick: My bill allows for the Legislative Assembly to allow for a study to go on and find out if this is something that the Highway Patrol and the DOT (both federal and state) are agreeable to.

Chairman Rust: That's in Section 2?

Senator Luick: Actually it's in both parts. To allow this study to go forward. In collaboration with that, what would happen is; so let's say that and I don't think it's going to take very long to get the information that we need because I've got a lot of it already and I can steer people to these places that do have these. It's not like we're trying to reinvent the wheel here. These things are already in Australia and in Europe, so to find out how we need to take the information that they already have and incorporate it into what we want in North Dakota. I included Minnesota and South Dakota in this study because I want to be able to get to the Duluth Harbors and to Shakopee with grain, because it's expensive to haul this by a single semi-truck load. (gave personal example)

Chairman Rust: Senator Luick as I see it, your Section 1, you're looking at shall establish a statewide road train pilot program and Section 2 is to study the feasibility of creating a road train pilot program. I kind of thought it was interesting that we were going to establish it in Section 1 and then study it in Section 2. Can you elaborate on that just a little bit?

Senator Luick: I sure will. I wanted language incorporated into this bill that states; let's say all these agencies, these groups, the governor's office all of the involved people here say we are ready to put this on the road, one year from the end of session this year. So what could happen then with this is that, maybe we should consider pulling one of these on the road, start with the physical aspect of seeing something happening with this. That's the language I'm assuming is Section 1. Because that's the language I wanted, so that we didn't have to wait for the legislature two years from now to determine whether this would be put into effect, I had already waited two sessions to get this to this point and I decided I don't want to wait two more years to actually incorporate the program.

Senator Bakke: I have a couple of questions. These travel on the road and it looks from the pictures they are quite lengthy what is their safety record? I think about coming back to Bismarck just a couple of weeks ago and the black ice by Jamestown and all the cars in the ditches. How much control do they have on those types of situations because of just the length of the vehicles?

Senator Luick: That is something that we have to find out. I grew up with semi-trucks I did a tremendous amount of over-width, over-weight, over-length hauling out of Minneapolis and this doesn't scare me at all. If you look at those pictures, they were taken off the internet. The reason I chose those pictures was to show you the axle configuration. The one shows you that a Jeep Wrangler is actually pulling, that bottom picture there. If you look at those axles on there, the technology that is available for lane identification or lane control, maybe about half way or a third of the way back on a train like that you would have those axles on ones of those, I call them steering jeeps, that would actually take that axle and steer it in the exact same path as what the pulling axles are of that front truck. So if you had that type of a steering axle on there even multiple of those if necessary depending upon how long you get. If you look at the videos; and that's all I have to go by as far as seeing them in action, you can see some of these road trains where they're going into town that actually go around square block corners, around buildings and there isn't a lot of out of lane travel but it all depends on the length and if you have that steering axle incorporated into that unit.

Senator Clemens: I've driven tractor trailers before. It's already getting to be a substantial problem with the ELD where these units park during their 10-hour off duty requirement. Truck stops are full, there aren't enough places outside of the truck stop to even park, rest areas are full, a lot of places are having reserved parking spots, so now when you do come in to a truck stop a lot of them are already reserved so you can't get into them anyway, if you do find a truck stop with room a lot of times it's difficult to even get into that spot because of the configuration of the truck stop. So, in light of that, where are these trucks going to park on their 10-hour off duty period?

Senator Luick: Well, that needs to be figured out. I can't tell you that. A few years ago I thought as I'm driving by these abandoned rest stops on the interstate that would be a great place to set up shop for these things. I mean a true shop so that you can go in there and service them or do whatever you needed to do. There could be extra income for the federal government as far as the rent going to those things, but it could be an absolute private pull off area that they would be serviced in and taken care of, just like a railroad siding somewhere.

Senator Clemens: So this could involve substantial transportation costs for the DOT if we allow these to go through our state. We will need some kind of fueling station for one, repair stations and rest stop stations. So this is going to get quite involved, I'm not down-talking this, I'm just bring up some points that are going to be substantial.

Senator Luick: what I'm after is opinions and all of the ideas that you can bring at me, because that's what the purpose of the study is.

Senator Patten: Are they used typically on 2-lanes or 4-lanes and if they are used on 2-lanes what about passing risk and so forth. You look at western North Dakota there's a lot of heavy truck traffic and already there's issues with that, so I'm sure how this would fit into that level of traffic and also the road system we presently have.

Senator Luick: Again, looking at the videos from Australia they are on 2-lane highways, some videos on 4-lane highways they are passing vehicles, they are being passed, they are being intercepted, they are being met on the highways. Some are on dirt roads and some of

those on dirt roads are very, very long and they're doing it with the same horsepower I'm talking about here for pulling a shorter unit on pavement and concrete.

Senator Clemens: Right now a train would be considered anything longer than what the current DOT limit is on length? Also, according to these pictures a train could probably reach lengths of 400 feet, is that reasonable?

Senator Luick: That is correct.

Senator Bakke: So we do the study to see if we like this mode of transportation, and then would the state build these or would they contract with someone? If we want them do we have to build some kind of infrastructure to accommodate a vehicle of this size? Are we studying just the impact it would have on North Dakota to use them?

Senator Luick: The study would cover, again I don't want to do any damage to affecting safety or damage to the roads. The axle weight limits on these things I proposed to the Highway Patrol if necessary even taking a ton per axle weight off of these until we knew just what kind of impacts we had. I've been to there shouldn't be any negative impacts on concrete, however, because of the response time of the asphalt there could be negative impacts but we can look at staggering the imprints of the wheels themselves. As far as the state building these things. No, that is up to industry.

(30:45) Doug Goehring, Agriculture Commissioner, North Dakota Department of Agriculture: See **Attachment #2** for testimony.

Senator Dwyer: Do you need the funding to do the study?

Mr. Goehring: We would need the money to look at this overall concept system. Working with Department of Transportation to understand the bridge layouts, the weights that may be allowed and acceptable in the system and I guess the thing that intrigued me when Senator Luick brought this forward was he showed some different areas in Europe and Australia. It'd be interesting to see the different types of trucks, trailers, different configurations and understand if that can work here.

(34:25) Senator Clemens: It looks like the pilot program would be started prior to the study, I'm just wondering if that's common procedure or if this is a little unusual?

Mr. Goehring: I'm not sure I guess I was aware of the study and that was the main part I was being supportive of. I know that what Senator Luick has proposed would be if the study looked to be beneficial and viable, I thought I was under the understanding then pilot program could be implemented. But there are so many questions that need to be answered before you ever put a truck on the road.

(35:32) Mike Gerhart, North Dakota Motor Carrier Association: See **Attachment #3** for Testimony

Senator Clemens: Does the current CDL license cover the drivers of a Road Train?

Mr. Gerhart: I believe there would have to be another endorsement; that would be something that I'm guessing would be gleaned from the study.

Senator Luick: I wanted to just make sure you were aware in that language there I absolutely agree with Commissioner Goehring and the system that the study goes first. It's up to those agencies on that bill, it's up to them until this is all setup and ok'ed by their agencies, if that happens within the next two-years that's when they would be allowing this to happen.

Chairman Rust: The intent is not to establish that statewide pilot program until the study has been completed and there seems to be some agreement that this looks like it can work.

Dan Zink, Red River Valley & Western Railroad Company: See **Attachment #4** for testimony.

Chairman Rust: Hearing no further Testimony the Hearing on SB 2176 is closed.

2019 SENATE STANDING COMMITTEE MINUTES

Transportation Committee
Lewis and Clark Room, State Capitol

SB 2176
1/24/2019
31416

- Subcommittee
 Conference Committee

Committee Clerk: Liz Stenehjem

Explanation or reason for introduction of bill/resolution:

A bill to provide for a road train pilot program; to provide for a legislative management study of a road train pilot program; to provide an appropriation; to provide an expiration date; and to declare an emergency.

Minutes:

No Attachments

Chairman Rust: This is the bill introduced by Senator Luick dealing with road trains. It is for a study of road trains and pilot program for road trains.

Brief discussion about whether or not bill has a fiscal note, which it does not. There is an appropriation and therefore must be re-referred to Appropriations.

Senator Clemens: I'd like to see something in here which was the consent of those presenting and testifying that the study must take place before the pilot program.

Senator Fors: Why do we need \$200,000 to study something that's already existing in other countries?

Chairman Rust: I don't know. I presume they want to use it to get information from outside sources.

Senator Bakke: What I understand is that they weren't sure that this would work on North Dakota roads year round. They were concerned about how they would operate in the colder climates, if I remember correctly.

Chairman Rust: If you look on page two of the bill, line three it says "to the legislative council for the purpose of contracting consulting services to assist the legislative management in conducting a study of the feasibility and desirability of creating a road train pilot program." So it is for contracting consulting services. I know there are some people that consider this to be a fairly important bill, if you want to do something with saying that the study must be first Senator Clemens and then the pilot project, do you want to get an amendment?

Senator Clemens: After us looking at Section 3 my question was pretty well answered there. It's asking for the study of the feasibility of the pilot program. I don't think it would be necessary.

Senator Dwyer: I move a **DO PASS and Rerefer to Appropriations**. I think it's a good idea and Appropriations will decide if there's enough money, if it's a priority enough and if they don't fund it that will be their call.

Senator Clemens: Second Motion.

Roll Call Vote Taken: 6-0-0 Passed Rerefered to Appropriations.

Carrier: Clemens

REPORT OF STANDING COMMITTEE

SB 2176: Transportation Committee (Sen. Rust, Chairman) recommends DO PASS and BE REREFERRED to the Appropriations Committee (6 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). SB 2176 was rereferred to the Appropriations Committee.

2019 SENATE APPROPRIATIONS

SB 2176

2019 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Harvest Room, State Capitol

SB 2176
2/5/2019
Job # 32144

- Subcommittee
 Conference Committee

Committee Clerk: Rose Laning/ Meghan Pegel
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Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide for a road train pilot program; to provide for a legislative management study of a road train pilot program; to provide an appropriation; to provide an expiration date; and to declare an emergency.

Minutes:

Testimony Attached # 1 – 2.

Legislative Council: **Chris Kadrmas**
OMB: **Becky Keller**

Chairman Holmberg called the committee to order on SB 2176. Roll call was taken, a quorum was established and he gave a brief summary of the day for the committee.

(2:10) Larry Luick, District 25 Senator, testifies in favor (see attachment #1)

Senator Luick: This bill is a study request to see if North Dakota is interested in allowing road trains within the state. Originally it was looked at only in North Dakota, and in visiting with some federal DOT individuals, they would prefer it to be more of a regional type program. I would love to see it in South Dakota, North Dakota and Minnesota so we can actually get these road trains to be hauling freight over to the Duluth harbors and Shakopee. Road trains have been used in Australia from before WWI. Europe now has several countries that are using them and from that has spawned the use of platooning. Technology now allows us to move into something where you have one vehicle as the lead that would have control of vehicles behind it in controlling every movement of the vehicle behind that first vehicle.

I believe that road trains would be more acceptable and adaptable in this state because of the low population and the flat terrain so we can find out if it's something that we want to allow within this state and region. At an ILF conference in Deadwood, South Dakota 4.5 years ago, I first started talking with the federal DOT individual about these and questioning them about the availability and possibility of doing this. He said the concerns were of the union truck driving pushback. At that time were about 200,000 CDL truck drivers short across the United States. Canada is proportionately the same as far as CDL truck drivers short. This last summer in the report I got, we were at 900,000+ short in the nation.

With ELD (electronic logging devices) requirements from the federal government, we are having a difficult time moving freight like we should be. This session in visiting with the Agriculture ministers from Manitoba and Saskatchewan, they wanted to be involved with it immediately. I said I won't do that until I get it first into North Dakota. I am on deck to put on a presentation on road trains in Sioux Falls coming up in June for the ILF then also in Alberta, Canada in July at a Conference. The hope is that with the incorporation with the new technology that is available, we can make these things safer than what regular semis are on the road today. There's lots of new things out there such as steering and lift axles and different arrangements of adapted pieces that can be put onto these trucks. We can make these things tremendously safe.

I have had several meetings with Department heads from the highway patrol, motor carriers, DOT federal and state and Governor's office. We're all gathering information and what I'm hoping is that this is something that will be embraced by the state. I'm not pushing it; I'm offering it up here first because it will make a difference as to the reception it gets here as to how I present it in South Dakota and Alberta, Canada.

The advancements of technology on these platooning vehicles can be incorporated right into the road train vehicles. There are ways you can have steering axles for example half-way, one-third or two-thirds of the way back in these road trains so that that particular "steering jeep" I call them, those axels would fall in the exact same footprint as what the driving axels of the pulling unit travel in. That's the same type of technology that's used in the platooning efforts.

If you look at the bottom picture of the handout I gave you, on the front of that there's a Jeep Wrangler pulling that truck. I want to draw your attention to the configuration of the axels. The top picture shows you triple axels throughout the vehicle. The reason I like that type of arrangement is because it takes the whip out of the vehicle that long. If you marry those up with steering axels and controls and third or half of the way back depending on how long the vehicle is, you can take those axels drive in the exact same footprint of what the semi-tractor drives in. When you pull on the lane of the highway or road, there are cameras and sensing equipment that identifies exactly where you want that vehicle to travel per inch. It's not working off of RTK or GPS; it's working off the sensing equipment. If you want to nudge over an inch and travel outside of that existing lane, you just nudge it over just like your auto steer on our tractors today.

This is just a more efficient way to move freight. It compensates for the lack of drivers that we have today. In my area we have a grain handling facility that their corporate offices are right across the border into Minnesota. They have warehouses elevators in North Dakota, South Dakota and Minnesota. They have 33 semi hopper trailers to haul grain around, 14 different elevators, 28 tractor trucks and 13 drivers. That's what we're up against. With the ELD requirements today, it really puts a hamper on moving freight. I'm an organic farmer and I get Chilean nitrate delivered to me from Chile. The same load I got a year ago to what I got this January was \$500 more than the exact same load a year ago all because the driver had to pull off and stop. Even though he was only short a few hours from getting to my destination, it cost me a lot more money because of that ELD requirement.

We can move freight faster. It's an in between, between the railroad rail and the semi-trucks. It is not in competition with semi-trucks. In my opinion it is a benefit and an addition to what the railroad services need and should want. On the two maps I provided, it shows you the rail road tracks that were in ND in 1914 and what they are in 2003. On the 2003 map, if you eliminate the yellow lines of borderlines or rivers, you can see how we've decreased in miles in the state of railroad tracks. It's further to get to those railroads in the first place and then with the amount of material that we're moving, those short line railroad tracks would have a difficult time moving as much as we have available to move. I think we need to work hand in hand in all of this to get freight moved more efficiently and effectively across and throughout the state. I wished that we were processing more in the state, but until that happens, we have to move it somewhere.

It's compatible with all types of freight, so anything you see going down the highway or the interstates today, there can be trailers made. As a pilot program, of course they're going to be looking at some shorter length vehicles to start with. I don't want the idea thrown out the window of total length of these; I'm hoping to see approximately 400 feet in certain cases like if you're picking up grain and hauling it from western ND to Duluth harbor going down the interstate where it's a two lane situation. I've passed the tripled up FedEx and UPS trucks where there's been three of them in a row and the space that's been between those trucks put it pretty much of what I was expecting to see as far as a full length unit. I estimate that there's going to be about 60% use of something that's tremendously shorter, and maybe that 25% would be the full length units that would be hauling for longer types of hauls.

(15:55) Senator Bekkedahl: Short Line Rail Impact- is it positive, negative or neutral?

Senator Luick: In the Transportation committee, the Short Line testified in favor.

Senator Bekkedahl: So that will be part of the study as well then. Are these long haul or short haul? If they're long haul, are they restricted to multilane highways versus 2 lanes?

Senator Luick: It can be nearly anything. When we started using semi-trucks for our field operations 30-40 years, we still have land that is even 20 miles away. We're running semi-trailers that far away, singles, and I can see how if that was just doubled or tripled up, it would be beneficial to do that because we're so short of help. If there's availability and consideration of how you load it and how you unload it and the quality of the roads in between. The weight of these units will be the same or less per pounds per square inch on those axel weights than a regular semi, and they're even less than most of the tandem trucks. In this study, the Great Plains Transportation Institute is part of this to make sure that we don't damage roads and help with safety. I offered that perhaps in the study for instance it's a 7 or 8-ton load limit on a road, take a ton off per axel for the study and see how it works.

Senator Bekkedahl: Out West, we already have what locally we call "frack trains". Basically the frack crews go out with anywhere from 6 to 10 vehicles in a convoy and if you go to pass those on highway 85, you put your life at risk. I'm curious about passing issues with these. It's a real unsafe issue; that's my concern.

Senator Luick: I agree. It's going to be up to HP or DOT to determine what roads these would be acceptable use on, the hours they would be used on these roads and speeds. I

don't want to bring something here that will be a problem. I'm looking at this as a collaboration of whether we want this here and make this work.

Senator Robinson: Are these road trains in operation elsewhere today? Do we have systems in place and do we know what the total impact has been in those areas?

Senator Luick: These road trains are absolutely in use today in Australia and Europe, not in this nation. This would be an absolute first for this entire continent.

Senator Robinson: What has been the track record of those road trains in those locations? What issues have they had, how are they working, how long have they been in place?

Senator Luick: They have been in place since before WWI. I'm sure they've created accidents, it is just as what you see on the road today with any truck, trailer, vehicle or anything else. There are good stories and there are bad stories, I'm very confident about that. This study would find out exactly what you're asking: find out what that record is, talk with those people, find out what the damages or how well they work. To me it seems that if they were a damnable thing, they wouldn't be using them today. I'm hopeful that the study will tell us how well we work and how to improve them if they come to ND and this region.

Senator Mathern: How did you arrive at \$200,000 and how do you see it being spent?

Senator Luick: The \$200,000 came from one of our meetings with Ag Commissioner Doug Goehring. He suggested that number for the changing of length or weight requirements. The money is there to find out what is happening and how well they are working. I would suggest that the department heads that are listed in this grouping and others that needed to be included actually go to Europe or Australia and find out how these are working and what the problems are instead of reinventing the wheel and fighting with a lot of unknowns.

(23:55) Senator Krebsbach: A lot of the grain in our area goes to the west coast. Was there any discussion with Montana and further?

Senator Luick: No there has not been any discussion of that. Last summer I took two trips out to Washington state and looking at the passes that we go through on the interstate there, I would not be afraid. I've driven semi through the passes in the wintertime and I would not be afraid of this going through on the interstates that we have today. That would be absolutely plausible to me.

Senator Wanzek: This would not only be possible for long hauls but also for farmers' short hauls to elevators?

Senator Luick: Absolutely.

Senator Wanzek: Do you feel that there will be some need for adaptive changes within elevators to be able to facilitate dumping road train?

Senator Luick: I do. In Canada they weigh their net product that goes into a hopper train, for example, above scale; their vehicles are not weighed out. It's all metered out so you must

know what your truck weighs. On the receiving end, the new elevator that was just put up in my area has two dump pits and it takes less than one minute. When you pull in with a semi, the driver jumps out, the truck is weighed and he dumps the truck- it is less than one minute that that semi is out the door again. There's different ways that things could possibly be changed.

Senator Wanzek: I find it fascinating that the trailers were following the same footprint.

Senator Luick: If you google this, you will see some of the trains in action on videos. One site shows one of these trains, probably as long as I would like to see it be, going down a city street and taking a left turn and a right turn. It's really surprising how well that that travels in the same turning radius. However, a steering jeep can be even more accurate; we can incorporate that technology in there and it would work just fine.

(28:08) Doug Goehring, ND Agriculture Commissioner, testifies in support (see attachment #2)

Vice Chair Wanzek ended the discussion on SB 2176.

2019 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Harvest Room, State Capitol

SB 2176
2/5/2019
JOB 32160(47:20-55:29) & 32161

- Subcommittee
 Conference Committee

Committee Clerk Signature Alice Delzer

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide for a road train pilot program. Do Pass as Amended.

Minutes:

1.Proposed Amendment # 19.0885.02001

Chairman Holmberg: called the Committee to order on SB 2176. All committee members were present. Adam Mathiak, Legislative Council and Joe Morriesette, OMB were also present. The JOB # 32160 was the recording of the ITD Briefing hearing.(00.01-47:20)

Chairman Holmberg: JOB # 32160 (47:22) We have some subcommittees coming up. There was discussion regarding other bills that need to be acted on.(49:32)The bill you had this morning, I was unable to be here for that. That SB 2176, I didn't hear the testimony, is it a concept that you think should go forward, that's number one, and number two, should it go forward without the appropriation and the reason I say that is because they are appropriating \$200,000 to the legislature and we will have that budget the next half, and if this bill is moving along, the money can be added, if that's the priority. We have two options, 3 options, kill it, pass it or pass it without the appropriation because we will have a second whack at that.

Senator Gary Lee: In listening to this road trains, I think it has some merit at least in terms of study. I don't think we would be giving it the service it needs in terms at taking a look at this kind of concept. It seems a little bit scary to me in some ways of having those kinds of things on the road. But countries are doing it. I think we really ought to take a look at it. In terms of the money where else would you suggest putting it if it wasn't in that bill?

Chairman Holmberg: (51.17) In the Legislative Council budget because that's where the money is going. And the Legislative Council has some funds that we already have built in for study. We typically do, last time we didn't spend it all. There is an amount in the budget.

Senator Gary Lee: This would probably be a way to manage that money better than if it was on it's own out there. I maybe suggest we put it in the Legislative Council, but I think we should study the concept.

Chairman Holmberg: the legislature might be able to study it for less. Sometimes when you have it as an item by itself and you go out to try and get someone to help you with the study, they always seem to come in pretty close to what it is. The dollar amount available. Whereas the money is within the Legislative Council budget, it's a little less dicey.

V. Chairman Wanzek: I sense when Senator Mathern asked the question about the \$200,000 it kind of seemed like an arbitrary number that was offered up and I do agree with Senator Gary Lee that this is a very intriguing concept. The fact that they are doing it in other countries, it does tell me there must be some degree of safety in doing this. It would have a significant impact. As a farmer, I sit here and think about what kind of impact that would have on us? This last fall, we had corn that was running as well as it was, it was hard to keep up with trucks and we had a lot of trucks on the road, and combines were sitting sometimes where if we had a few trucks like this we wouldn't probably had to stop and wait. It is significant in how it could impact our ag and energy industry, and all of our industries. I think it has merit. I am willing to maybe take the money out until we get a better concept or idea of what that might cost or we let the Legislative Council make that determination.

Chairman Holmberg: (53.47) Did anyone from the Legislative Council come and say this is what we could do. We didn't have any comments.

Senator Mathern: I thought that it was appropriate study that we do. The amount was kind of pulling from the air from another study we did in the past. I suspect the best thing we do is we pass the study as it is, figure out the exact dollar amount, and put it into the Legislative Council budget.

Senator Hogue: We ought to be willing to invest in just because of the, we've identified the workforce is one of our top one or two issues and this a technology that offers to help solve that. I think we ought to support it. It is not something that's going to be deployed over the next 2 or 4 years, but it's one of those long-term projects that could be a solution for our workforce.

Senator Mathern: Why don't we move it out?

Chairman Holmberg: You were making a motion that we move it out, weren't you, that we move it out without the money in it?

Senator Mathern: That was my motion.

Chairman Holmberg: We've got to change the Job.

JOB # 32161 (continuation on SB 2176)

Senator Dever: Jokingly made comments regarding travel regarding SB 2176.

Chairman Holmberg: We had a motion to have Levi amend the bill to take out the funding but also pass it. Do we have a second?

Senator Gary Lee: 2nd the motion.

Chairman Holmberg: This is SB 2176. Would you call the roll on a Do Pass as Amended.

A Roll Call vote was taken. Yea: 14; Nay: 0; Absent:0. Senator Wanzek will talk to Senator Luick and might carry the bill if Senator Luick prefers not to. **(V. Chairman Wanzek will carry the bill.)**

The hearing was closed on SB 2176.

Chairman Holmberg: Led discussion regarding other bills but no action was taken.

19.0885.02001
Title.03000

Prepared by the Legislative Council staff for
the Senate Appropriations Committee
February 5, 2019

82
1061

PROPOSED AMENDMENTS TO SENATE BILL NO. 2176

Page 1, line 2, remove "to provide an appropriation;"

Page 2, remove lines 1 through 6

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

This amendment removes the appropriation of \$200,000 for the study of a road train pilot project.

Date: 2-5-2019
Roll Call Vote #: 1

2019 SENATE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. 2176

Senate Appropriations 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 Mather Seconded By Lee

Senators	Yes	No	Senators	Yes	No
Senator Holmberg	✓		Senator Mather	✓	
Senator Krebsbach	✓		Senator Grabinger	✓	
Senator Wanzek	✓		Senator Robinson	✓	
Senator Erbele	✓				
Senator Poolman	✓				
Senator Bekkedahl	✓				
Senator G. Lee	✓				
Senator Dever	✓				
Senator Sorvaag	✓				
Senator Oehlke	✓				
Senator Hogue	✓				

Total (Yes) 12 No 0

Absent 0

Floor Assignment Wanzek

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

REPORT OF STANDING COMMITTEE

SB 2176: Appropriations Committee (Sen. Holmberg, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (14 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). SB 2176 was placed on the Sixth order on the calendar.

Page 1, line 2, remove "to provide an appropriation;"

Page 2, remove lines 1 through 6

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

This amendment removes the appropriation of \$200,000 for the study of a road train pilot project.

2019 HOUSE TRANSPORTATION

SB 2176

2019 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee
Fort Totten Room, State Capitol

SB 2176
3/7/2019
#33370

- Subcommittee
 Conference Committee

Committee Clerk: Jeanette Cook

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide for a road train pilot program; to provide for a legislative management study of a road train pilot program; to provide an expiration date; and to declare an emergency.

Minutes:

Attachment #1-2

Chairman Ruby opened the hearing on SB 2176.

Senator Larry Luick, District 25, introduced SB 2176 and provided written testimony in support of the bill. See attachment #1. This bill asks for a study for the consideration of bringing road trains to the state of North Dakota and to the regional as well. There is no such thing yet on this continent. There are some in Australia and Europe. There is a problem getting freight hauled with the shortage of drivers and the cost being very high.

Chairman Ruby: Was the money that was in the bill for pilot program or was it also for Legislative Council to contract for consulting services?

Senator Luick: The funding was for the study, and this bill was kind of put together backwards. Section 1 should be 2 and Section 2 should be 1.

Chairman Ruby: I did wonder about that since the pilot program was before the study. It is a "shall" study, isn't it, not a "shall consider"?

Senator Luick: It is.

Chairman Ruby: Is there a reason for the pilot program at all right now. Should that be delayed and the study done first?

Senator Luick: The emergency clause is so that if they determine through the study that this is a feasible proposition, then we can start to do some of this on-road part of the study before the next biennium. I think it could be put together rather quickly.

Representative Paulson: Did you say the Federal Government was going to fund the legislative study?

Senator Luick: No.

Representative Hager: How do the people in North Dakota benefit with this bill?

Senator Luick: Nearly everyone will benefit. We will be able to move product around the state easier and for less cost.

Representative Grueneich: Would these road trains be limited to just interstates? How would a person pass one of these on the two lane roads? I would be concerned about these navigating on the rural roads.

Senator Luick: These things are what the study will work out. We want this to be as safe as possible and not do any damage to roads. If the pilot program goes through, there is technology out there today that will allow all of the trailers to follow the same as the pulling tractor's drive axle. The new technology will make this better yet.

21:45

Doug Goering, Agriculture Commissioner, North Dakota Department of Agriculture, spoke to support SB 2176 and provided written testimony. See attachment #2.

24:18

There was no further testimony to support SB 2176.

There was no testimony in opposition to SB 2176.

There was no neutral testimony on SB 2176.

The hearing was closed on SB 2176.

Representative Owens: This has been helpful to Australia to cross the outback, where there is little traffic. But, it said in the handout that it is similar to platooning. It is not! Even the platooning trucks have humans in each one, and they can control them if need be. These are all connected. One hundred sixty- feet would be like passing 8 cars. I don't have an objection to the study, but I don't know why you would do a pilot project prior to the study. There are still a lot of questions to be answered about something like this. I think using these trucks on the roads would really beat up the roads. We may save on shipping, but we will be paying for it by maintenance on our roads. I support the study, but I am not in favor of the pilot project.

Representative Grueneich: When you have a semi hooked up to five or six trailers do you see an impact on our roadways if something like this were to be implemented?

Brad Darr, State Maintenance Engineer for North Dakota Department of Transportation: We just went through this process four and two years ago with the 129,000-pound large truck network. We did two years of studying, came up with the results, and the legislature body implemented it two years ago. There would be a lot of challenges and cost with this, but it would all have to come out in the study.

Representative Westlind: You already see three trailers with Fed Ex. I can envision four or five of those. On the single roads in South Dakota, I believe you can haul two full sized semi-trailers when moving commodities and have a net of 60,000 pounds per trailer. That would help increase the farmer's movement of product. I can see three trailers doing this. I don't think that we have to look at it with 7 trailers. It could be 3 trailers on single roads, and maybe 5 on a four-lane road.

Representative Paulson move an amendment to reverse the order of Section 1 and 2.

Vice Chairman Rick C. Becker: One is not contingent on the other. Your goal would have to come by way of amending Section 1 out, I think. (no second)

Representative Owens: I believe that we would have to say that Section 1 takes effect only upon the completion of the study and approval.

Representative Grueneich moved an amendment to remove Section 1.

Representative Owens seconded the motion.

Representative Kading: I don't have a strong opinion on this. I think that road trains are coming in the future. If Department of Transportation can do the pilot program for no fiscal note, that is a plus. I like the idea of making Section 1 contingent on Section 2. I will vote against the amendment.

Representative Jones: I will resist the amendment. I think Section 1 is appropriate to leave in.

Representative Owens: Then why does there need to be money for the pilot project?

Vice Chairman Rick C. Becker: The bill in its original form stated that what the money was for.

Representative Hanson: It said, "\$200,000 to be used for the purpose of contraction consulting services to assist Legislative Management in conducting the study." The money was for the study, not the pilot.

A voice vote was taken on the amendment.

The motion failed.

Representative Kading moved the amendment. (Pilot program will be contingent upon a favorable recommendation by Legislative Management and the completion of the study with removal of the Emergency Clause.)

Representative Paulson seconded the motion.

A roll call vote was taken: Aye 7 Nay 5 Absent 2

Representative Nelson moved a DO PASS as amended on SB 2476.

Representative Kading seconded the motion.

A roll call vote was taken: Aye 9 Nay 3 Absent 2 The motion carried.

Representative Nelson will carry SB 2476.

2019 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee
Fort Totten Room, State Capitol

SB 2176
3/8/2019
#33441

- Subcommittee
 Conference Committee

Committee Clerk: Jeanette Cook

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide for a road train pilot program; to provide for a legislative management study of a road train pilot program; to provide an expiration date; and to declare an emergency.

Minutes:

Chairman Ruby brought SB 2176 back before the committee. He questioned the committee if they thought it should be a “may study”.

Representative Weisz moved to reconsider SB 2176.

Representative Owens seconded the motion.

A voice vote was taken. The motion carried.

Chairman Ruby: I think that some legislators would rather see a “may consider” than “shall consider” and would support the bill that way.

Representative Hanson moved to amend Line 14 to insert “shall consider” a study.

Representative Nelson seconded the motion.

A voice vote was taken. The motion carried.

Representative Nelson moved a DO PASS as amended on SB 2176.

Representative Hanson seconded the motion.

A roll call vote was taken: Aye 9 Nay 3 Absent 2

The motion carried.

Representative Nelson will carry SB 2176.

DP 3/7/19

19.0885.03001
Title.04000

Adopted by the House Transportation
Committee

March 7, 2019

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2176

Page 1, line 2, after the first semicolon insert "and"

Page 1, line 2, remove "; and to declare"

Page 1, line 3, remove "an emergency"

Page 1, line 12, after the period insert "The pilot program is contingent on a favorable recommendation from the legislative management and completion of the study in section 2 of this Act."

Page 2, remove line 3

Re-number accordingly

March 8, 2019

DA 3/8/19

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2176

Page 1, line 2, after the first semicolon insert "and"

Page 1, line 2, remove "; and to declare"

Page 1, line 3, remove "an emergency"

Page 1, line 12, after the period insert "The pilot program is contingent on the favorable recommendation of legislative management and completion of the study in section 2."

Page 1, line 14, replace "study" with " consider studying"

Page 2, remove line 3

Renumber accordingly

Date: 3-7-19
 Roll Call Vote #: 1

**2019 HOUSE STANDING COMMITTEE
 ROLL CALL VOTES
 BILL/RESOLUTION NO. SB 2176**

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 Grueneich Seconded By Owens

Representatives	Yes	No	Representatives	Yes	No
CHAIRMAN RUBY			REP LAURIEBETH HAGER		
VICE CHAIR BECKER			REP KARLA ROSE HANSON		
REP JIM GRUENEICH			REP MARVIN NELSON		
REP TERRY JONES					
REP TOM KADING					
REP EMILY O'BRIEN	A				
REP MARK OWENS					
REP BOB PAULSON					
REP GARY PAUR					
REP ROBIN WEISZ					
REP GREG WESTLIND					

*Vote 10-20
 Failed*

Total (Yes) _____ No _____

Absent _____

Floor Assignment _____

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

Remove, Sec. 1

Date: 3-7-19
 Roll Call Vote #: 2

2019 HOUSE STANDING COMMITTEE
 ROLL CALL VOTES
 BILL/RESOLUTION NO. SB 2176

House Transportation Committee

Subcommittee

Amendment LC# or Description: 19.0885.03001

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 Kading Seconded By Paulson

Representatives	Yes	No	Representatives	Yes	No
CHAIRMAN RUBY	X		REP LAURIEBETH HAGER	X	
VICE CHAIR BECKER	X		REP KARLA ROSE HANSON	X	
REP JIM GRUENEICH		X	REP MARVIN NELSON		X
REP TERRY JONES	X				
REP TOM KADING	X				
REP EMILY O'BRIEN	A				
REP MARK OWENS		X			
REP BOB PAULSON	X				
REP GARY PAUR		X			
REP ROBIN WEISZ		X			
REP GREG WESTLIND	X				

Total (Yes) 7 No 5

Absent 2

Floor Assignment _____

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

See amendment Pilot program (Sec. 1) be contingent on favorable recommendation by Interim Comm. LC
 Tape to proceed with pilot program. Remove Emergency Clause.

Date: 3-7-19
 Roll Call Vote #: #3

**2019 HOUSE STANDING COMMITTEE
 ROLL CALL VOTES
 BILL/RESOLUTION NO. SB 2176**

House Transportation Committee

Subcommittee

Amendment LC# or Description: 19.0885.03001

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 Nelson Seconded By Kading

Representatives	Yes	No	Representatives	Yes	No
CHAIRMAN RUBY	A		REP LAURIEBETH HAGER		X
VICE CHAIR BECKER	X		REP KARLA ROSE HANSON	X	
REP JIM GRUENEICH		X	REP MARVIN NELSON	X	
REP TERRY JONES	X				
REP TOM KADING	X				
REP EMILY O'BRIEN	A				
REP MARK OWENS		X			
REP BOB PAULSON	X				
REP GARY PAUR	X				
REP ROBIN WEISZ	X				
REP GREG WESTLIND	X				

Total (Yes) 9 No 3

Absent 2

Floor Assignment Nelson

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

Date: 3-8-19
 Roll Call Vote #: 1

**2019 HOUSE STANDING COMMITTEE
 ROLL CALL VOTES
 BILL/RESOLUTION NO. SB 2176**

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 Weisz Seconded By Owens

Representatives	Yes	No	Representatives	Yes	No
CHAIRMAN RUBY			REP LAURIEBETH HAGER		
VICE CHAIR BECKER			REP KARLA ROSE HANSON		
REP JIM GRUENEICH			REP MARVIN NELSON		
REP TERRY JONES					
REP TOM KADING					
REP EMILY O'BRIEN					
REP MARK OWENS					
REP BOB PAULSON					
REP GARY PAUR					
REP ROBIN WEISZ					
REP GREG WESTLIND					

*Vote
Vote
Carried*

Total (Yes) _____ No _____

Absent _____

Floor Assignment _____

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

Date: 3-8-19
Roll Call Vote #: 2

2019 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2176

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 Hanson Seconded By Nelson

Representatives	Yes	No	Representatives	Yes	No
CHAIRMAN RUBY			REP LAURIEBETH HAGER		
VICE CHAIR BECKER			REP KARLA ROSE HANSON		
REP JIM GRUENEICH			REP MARVIN NELSON		
REP TERRY JONES					
REP TOM KADING					
REP EMILY O'BRIEN					
REP MARK OWENS					
REP BOB PAULSON					
REP GARY PAUR					
REP ROBIN WEISZ					
REP GREG WESTLIND					

*Vote
Vote
Carried*

Total (Yes) _____ No _____

Absent _____

Floor Assignment _____

If the vote is on an amendment, briefly indicate intent:
change shall to may

Date: 3-8-19
 Roll Call Vote #: 3

**2019 HOUSE STANDING COMMITTEE
 ROLL CALL VOTES
 BILL/RESOLUTION NO. SB 2176**

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 Nelson Seconded By Hanson

Representatives	Yes	No	Representatives	Yes	No
CHAIRMAN RUBY	✓		REP LAURIEBETH HAGER		✓
VICE CHAIR BECKER	✓		REP KARLA ROSE HANSON	✓	
REP JIM GRUENEICH		✓	REP MARVIN NELSON	✓	
REP TERRY JONES	✓				
REP TOM KADING	✓				
REP EMILY O'BRIEN	A				
REP MARK OWENS		✓			
REP BOB PAULSON	✓				
REP GARY PAUR	✓				
REP ROBIN WEISZ	A				
REP GREG WESTLIND	✓				

Total (Yes) 9 No 3

Absent 2

Floor Assignment Nelson

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

REPORT OF STANDING COMMITTEE

SB 2176, as engrossed: Transportation Committee (Rep. D. Ruby, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (9 YEAS, 3 NAYS, 2 ABSENT AND NOT VOTING). Engrossed SB 2176 was placed on the Sixth order on the calendar.

Page 1, line 2, after the first semicolon insert "and"

Page 1, line 2, remove "; and to declare"

Page 1, line 3, remove "an emergency"

Page 1, line 12, after the period insert "The pilot program is contingent on the favorable recommendation of legislative management and completion of the study in section 2."

Page 1, line 14, replace "study" with " consider studying"

Page 2, remove line 3

Renumber accordingly

2019 TESTIMONY

SB 2176

SB2176 #1
11/8/19 pg1

Road Trains

Senator Larry Luick

lluick@nd.gov



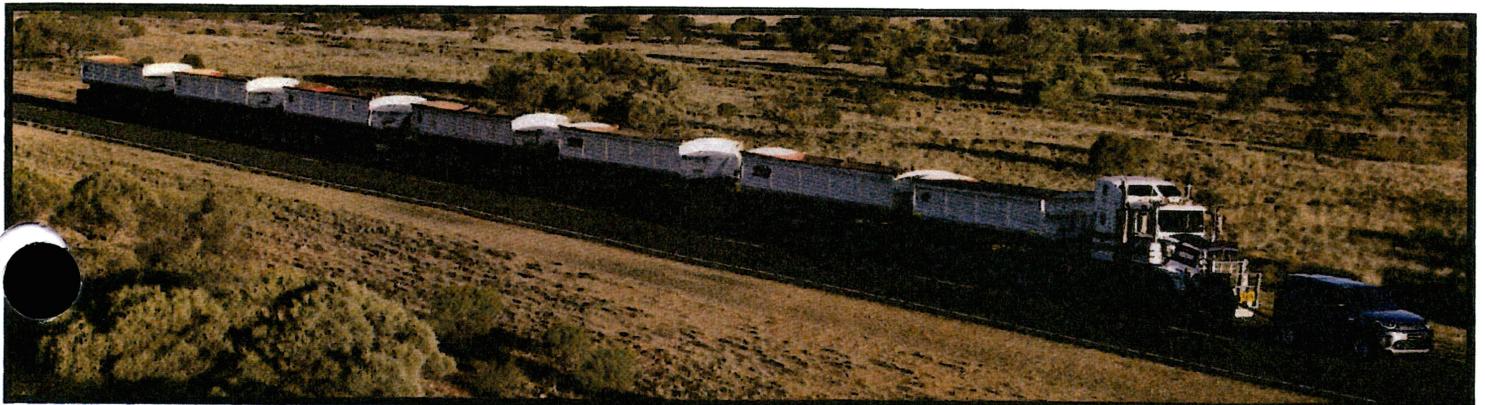
Proposed Regional Pilot Program

Benefits

- * Safer than more numerous trucks on roadways
- * A more energy efficient way to move freight
- * Compensates for huge shortage of CDL'd drivers in the US and Canada
- * Improves timeliness of freight movement
- * A third option to move freight other than rail train and semi-truck
- * Coordinated technology with autonomous controls similar to "platoon" trucking concepts
- * Compatible with all types of freight seen on today's highways

Enhanced Safety Features

- * Latest technology in braking systems
- * Steering axles, lift axles, and drive axles with advanced technologies
- * Latest lighting and audible notification systems
- * Lane sensing software including full-circumference cameras



COMMISSIONER
DOUG GOEHRING



ndda@nd.gov
www.nd.gov/ndda

SB 2176 #2
1/18/19 pg1

**NORTH DAKOTA
DEPARTMENT OF AGRICULTURE**

STATE CAPITOL
600 E BOULEVARD AVE DEPT 602
BISMARCK, ND 58505-0020

**Testimony of Doug Goehring, Agriculture Commissioner
North Dakota Department of Agriculture
Senate Bill 2176
Senate Transportation Committee
Lewis & Clark Room
January 18, 2019**

Chairman Rust and members of the Senate Transportation Committee, I am Agriculture Commissioner Doug Goehring. Thank you for the opportunity to appear before the committee. I am here today in support of SB 2176, which would provide funding for a study on a road train pilot program.

Unlike neighboring states, North Dakota lacks a water resource to navigate and use to reach the world's consumers. That being said, transportation of both raw and finished agricultural products are critical to the success of our state's number one industry. Farmers and ranchers face many issues and limitations when it comes to transportation of products to and from the farm. With an existing nationwide shortage of over 900,000 truck drivers, the recent federal regulation of electronic logging devices (ELD) has added yet another obstacle for farmers to overcome to be able to transport their products to compete in a global economy. This program may be a way for producers to efficiently and cost effectively, move supplies and products. Any research that can be done to support new and resourceful ways to assist in transporting products to and from rail should be supported.

This road train pilot program will allow the necessary funds to research a system that has become successfully adopted in many other parts of the world. This program would allow not only raw commodities to be shipped with this system, but containers could be filled with finished

products to be shipped across the state, potentially allowing producers access to markets that were never feasible with their current transportation system.

As many ag producers are faced with doing more with less, we recognize that we must leverage the resources we have. This study would allow producers to do just that. Chairman Rust and committee members, thank you for your consideration, and I would be happy to answer any questions.

SB 2176 #3
1/18/19 791

**TESTIMONY
SENATE BILL 2176
TRANSPORTATION COMMITTEE
JANUARY 18, 2019**

Mr. Chairman and members of the Senate Transportation committee my name is Mike Gerhart, Executive Vice President of the North Dakota Motor Carriers Association. I support Senate Bill 2176.

Senate Bill 2176 studies the benefits of a road train and the impacts on our state. The NDMCA would only support the implementation of a road train program if it was safe, fiscally prudent, and kept the motor carrier industry in compliance with state and federal regulations.

I ask that you give SB 2176 favorable consideration and a DO PASS recommendation.
Mr. Chairman, this concludes my testimony.

SB 2176 #4
1/18/19 Pg1

From: Dan Zink <dan.zink@rrvw.net>
Date: January 19, 2019 at 1:21:09 PM CST
To: "Rust David (drust@nd.gov)" <drust@nd.gov>
Cc: "Luick Larry (lluick@nd.gov)" <lluick@nd.gov>
Subject: SB 2176 testimony on Friday January 18

Chairman Rust:

At your Transportation Committee hearing yesterday, I testified on SB 2176, and did not have written testimony to submit to your committee. I promised I would forward my comments to you by email:

My name is Dan Zink, with the Red River Valley & Western Railroad Company, headquartered in Wahpeton, ND. The RRVW is a short line railroad which serves 37 rural communities in Central and Southeast North Dakota. The RRVW is one of 4 short line railroads in North Dakota, and we collectively operate about 38 percent of all the railroad track miles in ND. We haul mostly grain and grain products from these rural communities. Short line railroads like the RRVW perform mostly the "first-mile" or "last-mile" part of a shipment, with the remainder of the shipment provided by the larger Class 1 railroads such as the BNSF Railway. A typical shipment on RRVW is a carload of corn that is loaded in Oakes, for example, which is handed off to the BNSF Railway at Casselton, where the BNSF then takes the car for the remainder of its shipment to the Pacific Northwest ports for export.

Railroads are typically opposed to larger truck legislation, because the trucking industry is our direct competitor and any advantage provided to our competitor diverts business away from railroads onto the highways. Since Senator Luick's "Road Train" bill (SB 2176) is a proposal to research and study the concept of the larger and longer trucks, we can support this bill as long as the study is done with credibility and is based on good science and engineering. We are especially concerned that the study identifies any extra costs borne by the highways and pavements that would widen the gap between what trucks pay for their highway use compared to the pavement damage they inflict on our roads and highways. RRVW supports any study that will provide more and better information regarding freight shipments, and helps provide for a level playing field in the transportation of North Dakota's products.

We therefore support this bill to study the concept of Road Trains in North Dakota.

Thank you.
Respectfully Submitted,
Daniel L. Zink
Red River Valley & Western Railroad Co.
701-642-8257 (office)
701-261-6937 (cell)



#1 SB 2176
2-5-2019 pg 1

Road Trains

Senator Larry Luick

lluick@nd.gov

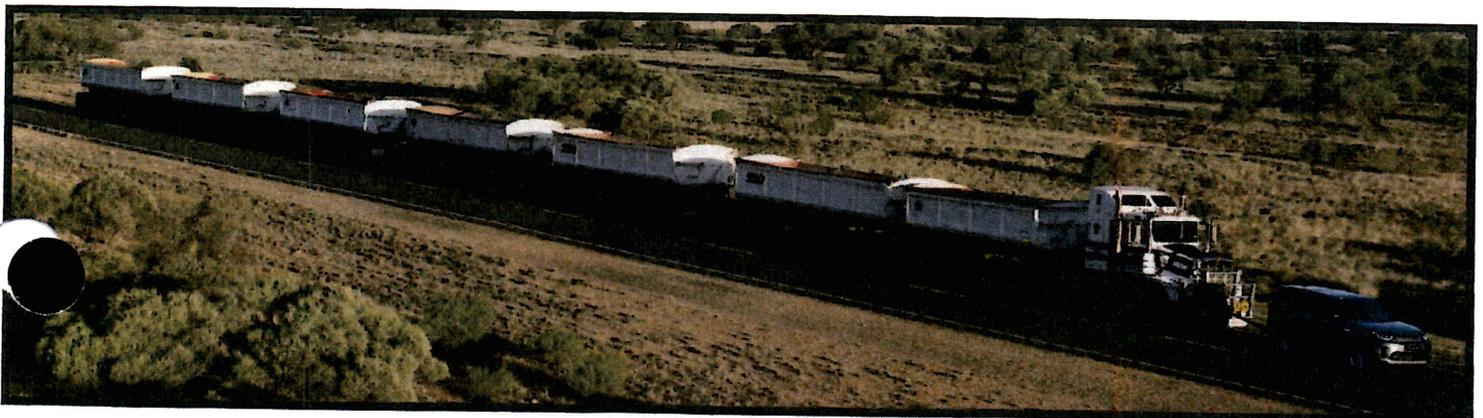
Proposed Regional Pilot Program

Benefits

- * Safer than more numerous trucks on roadways
- * A more energy efficient way to move freight
- * Compensates for huge shortage of CDL'd drivers in the US and Canada
- * Improves timeliness of freight movement
- * A third option to move freight other than rail train and semi-truck
- * Coordinated technology with autonomous controls similar to "platoon" trucking concepts
- * Compatible with all types of freight seen on today's highways

Enhanced Safety Features

- * Latest technology in braking systems
- * Steering axles, lift axles, and drive axles with advanced technologies
- * Latest lighting and audible notification systems
- * Lane sensing software including full-circumference cameras

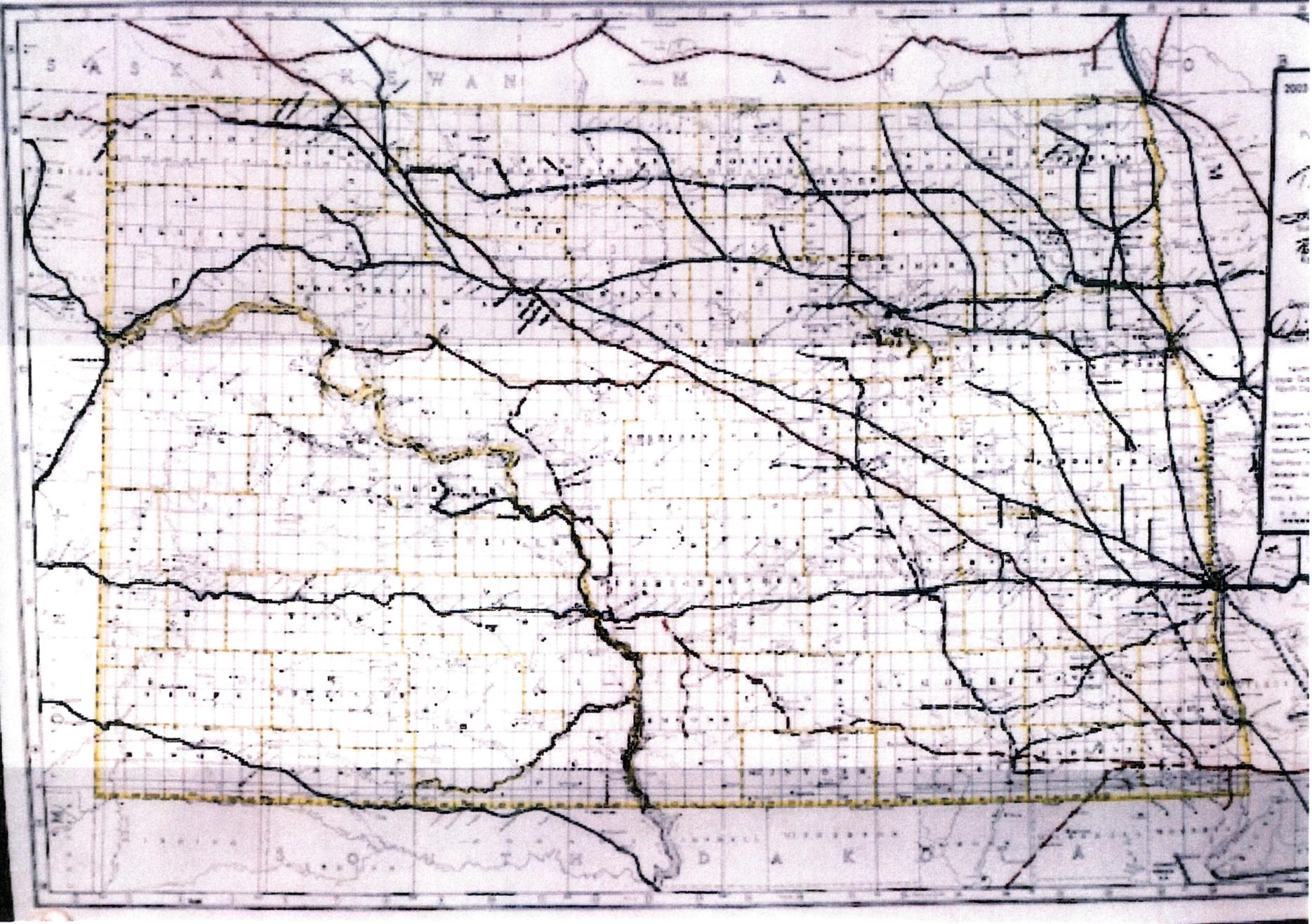




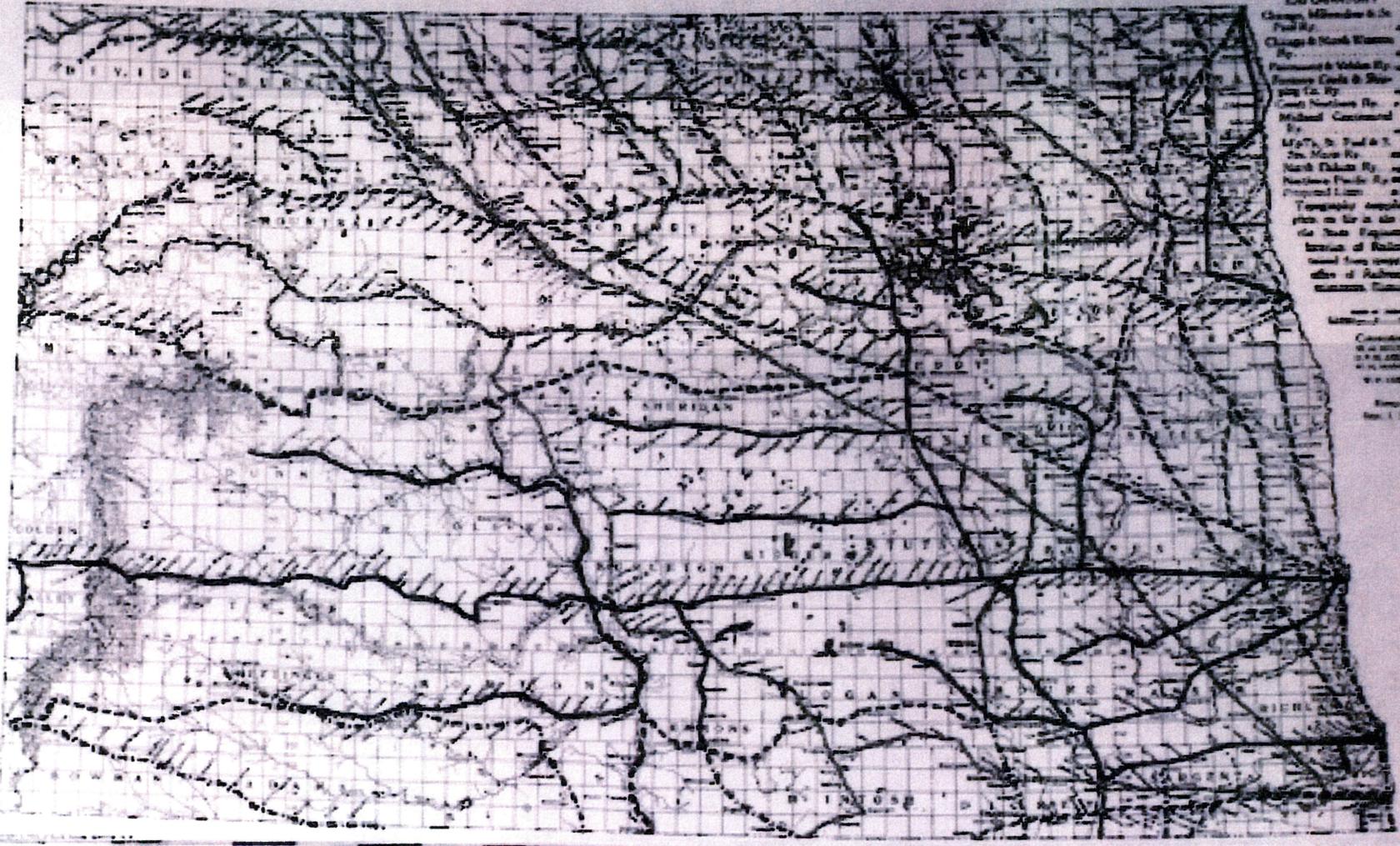
2003 North Dakota Railroad Map



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Railroad Commissioners' Map of North Dakota - 1914



EXPLANATORY

Chicago, Milwaukee & St. Paul Ry. ————

Chicago & North Western Ry. ————

Minnesota & Dakota Ry. ————

Northern Coal & Steaming Co. Ry. ————

Great Northern Ry. ————

Midland Commercial Ry. ————

Wyo., St. Paul & N. Pac. Ry. ————

St. Mary Ry. ————

North Dakota Ry. ————

Northwestern Pacific Ry. ————

Proposed Lines. - - - - -

Topography supplied from photos in the office of the State Engineer. The location of Railroads obtained from maps filed in office of Railroad Commissioners District.

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 Engineer, N. D.
 Dec. 1, 1914

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COMMISSIONER
DOUG GOEHRING



#2

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**NORTH DAKOTA
DEPARTMENT OF AGRICULTURE**

STATE CAPITOL
600 E BOULEVARD AVE DEPT 602
BISMARCK, ND 58505-0020

**Testimony of Doug Goehring, Agriculture Commissioner
North Dakota Department of Agriculture
Senate Bill 2176
Senate Appropriations Committee
Harvest Room
February 5, 2019**

Chairman Holmberg and members of the Senate Appropriations Committee, I am Agriculture Commissioner Doug Goehring. Thank you for the opportunity to appear before the committee. I am here today in support of SB 2176, which would provide funding for a study on a road train pilot program.

Unlike neighboring states, North Dakota lacks a water resource to navigate and use to reach the world's consumers. That being said, transportation of both raw and finished agricultural products are critical to the success of our state's number one industry. Farmers and ranchers face many issues and limitations when it comes to transportation of products to and from the farm. With an existing nationwide shortage of over 900,000 truck drivers, the recent federal regulation of electronic logging devices (ELD) has added yet another obstacle for farmers to overcome to be able to transport their products to compete in a global economy. This program may be a way for producers to efficiently and cost effectively, move supplies and products. Any research that can be done to support new and resourceful ways to assist in transporting products to and from rail should be supported.

This road train pilot program will allow the necessary funds to research a system that has become successfully adopted in many other parts of the world. This program would allow not only raw commodities to be shipped with this system, but containers could be filled with finished

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products to be shipped across the state, potentially allowing producers access to markets that were never feasible with their current transportation system.

As many ag producers are faced with doing more with less, we recognize that we must leverage the resources we have. This study would allow producers to do just that. Chairman Holmberg and committee members, thank you for your consideration, and I would be happy to answer any questions.

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#1

Road Trains

Senator Larry Luick

lluick@nd.gov



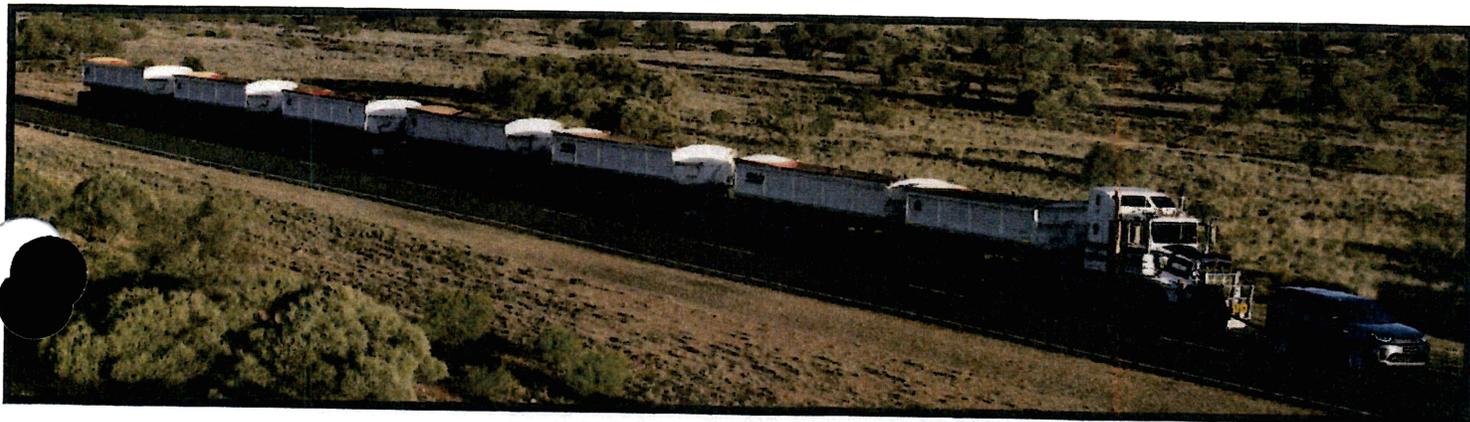
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COMMISSIONER
DOUG GOEHRING



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**Testimony of Doug Goehring, Agriculture Commissioner
North Dakota Department of Agriculture
Senate Bill 2176
House Transportation Committee
Fort Totten Room
March 7, 2019**

Chairman Ruby and members of the House Transportation Committee, I am Agriculture Commissioner Doug Goehring. Thank you for the opportunity to appear before the committee. I am here today in support of SB 2176, which would provide funding for a study on a road train pilot program.

Unlike neighboring states, North Dakota lacks a water resource to navigate to reach the world's consumers. That being said, transportation of both raw and finished agricultural products are critical to the success of our state's number one industry. Farmers and ranchers face many issues and limitations when it comes to transportation of products to and from the farm. With an existing nationwide shortage of over 900,000 truck drivers, the recent federal regulation of electronic logging devices (ELD) has added yet another obstacle for farmers to overcome to be able to transport their products to compete in a global economy. This program may be a way for producers to efficiently and cost effectively, move supplies and products. Any research that can be done to support new and resourceful ways to assist in transporting products to and from rail should be supported.

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As many ag producers are faced with doing more with less, we recognize that we must leverage the resources we have. This study would allow producers to do just that. Chairman Ruby and committee members, thank you for your consideration, and I would be happy to answer any questions.