

129,000 LB. Large Truck Meeting
Tuesday, March 29, 2022 3:00 P.M.
Teams Meeting

The Committee has not had an advisory committee meeting since the start of Covid. The 129,000 LB. Large Truck Network started in 2019. We have added segments to the system, the last two updates were added from the committee/leadership. Doug Goehring submitted a couple that made sense for industry. We have had no requests since. We have added the Long Combination Vehicle Pilot project that is of interest to everyone on the committee.

We have had a change of at least one advisory committee member.

Introductions/attendee's.

Brad Darr State Maintenance Engineer, non-voting member, Chair of the Committee

Ron Henke is the NDDOT Chief Engineer, voting member

Erik Spencer Greater ND Chamber

Doug Goehring ND Agriculture Commissioner

Melanie Goebe ND Agriculture Policy Analyst

Kevin Sonsalla, Value Added Ag, Business Development Manager ND Commerce

Dave Wolf, NDHP Motor Carrier Permitting office

Tom Soucy North Dakota County Highway Dept.

Dan Zink, VP of Economic Development & Community Affairs Red River Valley & Western Rail Road Company

Paul Gibree ND Motor Carriers Association – Strata Corporation

Technical Advisory council is comprised of all State agency employee's

Jackie Darr - NDHP Permit office

Matt Luger - NDDOT Bridge Division.

Scott Zainhofsky - Planning and Asset Management

Derek Pfeiffer - Design Division

Kirk Hoff - Design Division

Craig Faul-NDDOT Maintenance

1. Discussion 129,000 LB Large Truck Network, no new applications, have been successful adding segments to map. Red Trail Energy, Dixon Brothers, Transsystems, Pipeline Foods, State Mill, JQL -General Mills have all had segments added. Lt. Wolf said he was contacted by Minnesota to add the same weights we have around the Sugar Beet industries. He sent all information we

have available to the public. Did hear that American Crystal Sugar is working with MNDOT for 129,000 Network, will require a law change but are working towards it. Have heard that a Soybean Mill up to 106,000 was being considered as well. Jackie state the Soybean Mill has already been approved as of February, no one has requested a permit yet, just started in January, does not go up to 129,000. Everything is limited to 90% or less, this is as of February 23rd.

2. LCV Discussion – during the 2021 session, there was a senate bill 2026 asking the dept. to put into place a study on LCV in addition to the opportunity for a pilot program for LCV. That is in the process, the Advisory committee does double up a little with the 129,000 committee, UPGTI was hired to manage and put requirements in place for the study, advertising and a website was created, to date there has been no community interest for the pilot program, UPGTI continues to work on the study, so we can present at next legislative session. With no interest, Senator Luick, has worked with the Dept. and held an industry meeting, some industry did get up to speak, but there did seem to be some interest in 2-53 foot trailers which is not allowed, and some potential interest, but only on the higher classifications of our roadways, the interstates and our 4 lanes. The catch there is that it is not allowed by Federal Law, the pilot program would have to be on our lower classification roadways. There was a resolution by Legislature during the 2021 session asking our congress to consider making changes to the life limits on our higher volume roads. We have not heard of any movement on this. The Committee also briefed the Transportation and Ag. Committee on Feb. 15 the status on program, we committed to keeping the Pilot Opportunity Program open, as of February we still have no applications. Reviewed the SB2026 Requirements. Dan Zink stated it would seem difficult for UPGTI to complete their work without participants to the program, what is the pathway forward if there are no applications. Indicates the interest level, what is the end point with absent completion of the pilot study due to no applications. Brad stated there is a big chunk of the study that can not be completed without someone coming in with their trucks, as part of that study there are plans to video trailer combinations going around corners, but there are pieces of the study that carry over from the original Truck Harmonization Study that UPGTI did and UPGTI did our 129,000-pound study in 2017 ahead of this. So, they are putting a report together with all that information is where we will be left. I believe there is some information on federal regulations, surrounding states regulations, geometric analysis, and looking at adjacent states and Federal legislation and demonstrating what existing combinations that are already operating out there. Currently there are 2 and 3 trailer combinations out on our system already, that are just limited by length. Dan Zink states it will be very difficult for Denver Tolliver and his group to fulfil the requirements of the legislation. Eric Spencer attended the meeting with Senator Luick. The senator is very passionate about trying to maximize freight capacity, the method is a little backwards. To pass the law with such a big issue federally we may need a different approach, there is not a lot of interest from commercial carriers on routes that it could be allowed on. Jackie Darr said a company out of Grand Forks, believe it is Britain Transport that is running these up in Canada. They are bringing the 250-300 footers down to the border, Canada has imposed numerous restrictions and limitations on the trucks and Drivers to include the number of years of experience required of the driver.