

Skoe truck weights language now in Senate Omnibus Bill



More axles on 53-ft. semi-trailer trucks will do less damage on roads. The axles evenly distribute the added weight, like hiking on snow in snow shoes.



SF 1213 focuses only on six and seven-axle 53' semi-trailer trucks used to haul crops, timber, aggregate, construction supplies, manufactured products, rail containers, and general freight.

SF 1213 helps cities, construction, ag, retail, manufacturing & more

From April 8, 2013 testimony at Transportation and Public Safety Division meeting

- **Frazee, Minn.** - Jonathan Smith, city administrator, told the committee that **200 to 300 new jobs** would be created in **his town of 1500 people** if Menard's builds a new manufacturing and distribution center. The company is hesitating because it can't load more than 80,000 lbs. of products on its trucks.
- **St. Peter, Minn.** - Joe Lorentz, owner and president of Myles Lorentz Trucking, testified that his **six axle trucks have a full-size set of brakes on every axle so the trucks are easier to slow down and stop.** His accident rates and insurance costs have decreased.
- **Ortonville, Minn.** - Rob Everest, Vice President of LG Everist, testified that his aggregate mining and production company **in Ortonville is often uncompetitive with other producers in South Dakota due solely to the transportation component of his bids.**
- **Eau Claire, Wisc.** - Al Rowland, general manager of distribution of Menard, Inc., testified via a letter to Senator Rod Skoe that Minnesota is not competitive with neighboring states on the issue of weight limits, **which puts an otherwise equal development site in a Minnesota community at a disadvantage versus a site in the Dakotas.** He wrote that the weight limit that applies to truck freight is one of the most important factors he considers when looking at expansion.
- **St. Paul, Minn.** - Fred Corrigan, executive director of the Aggregate & Ready Mix Association of Minnesota, testified about the history of exceptions and exemptions for agricultural, paper products and timber. To date, there has been no evidence of increases in crashes, injuries or fatalities caused by permitted trucks; the first truck weights exceptions began in 2005.

Permit fees are used to fund local bridge inspections; 90,000 trucks pay \$300 for an annual permit, and 97,000 trucks pay \$300.

"SF 1213 is good public policy," said bill author Senator Rod Skoe, (DFL-Clearbrook). "It ends the yearly requests for truck weight exceptions and makes Minnesota more competitive for business and jobs."