

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2103 - Funding Summary

	Base Budget	Final Legislative Action	Comparison To Base Budget
Department of Transportation			
State transportation infrastructure		\$450,000,000	\$450,000,000
Distributions to counties		352,000,000	352,000,000
		<hr/>	<hr/>
Total all funds	\$0	\$802,000,000	\$802,000,000
Less estimated income	0	802,000,000	802,000,000
General fund	<hr/> \$0	<hr/> \$0	<hr/> \$0
FTE	0.00	0.00	0.00
Bill Total			
Total all funds	\$0	\$802,000,000	\$802,000,000
Less estimated income	0	802,000,000	802,000,000
General fund	<hr/> \$0	<hr/> \$0	<hr/> \$0
FTE	0.00	0.00	0.00

Senate Bill No. 2103 - Department of Transportation - House Action

	Base Budget	Senate Version	House Changes	House Version
State transportation infrastructure		\$300,000,000	\$150,000,000	\$450,000,000
Distributions to counties			352,000,000	352,000,000
		<hr/>	<hr/>	<hr/>
Total all funds	\$0	\$300,000,000	\$502,000,000	\$802,000,000
Less estimated income	0	300,000,000	502,000,000	802,000,000
General fund	<hr/> \$0	<hr/> \$0	<hr/> \$0	<hr/> \$0
FTE	0.00	0.00	0.00	0.00

Department 801 - Department of Transportation - Detail of House Changes

	Increases Funding for State Transportation Infrastructure¹	Adds Funding for Distributions to Counties²	Total House Changes
State transportation infrastructure	150,000,000		150,000,000
Distributions to counties		352,000,000	352,000,000
		<hr/>	<hr/>
Total all funds	\$150,000,000	\$352,000,000	\$502,000,000
Less estimated income	150,000,000	352,000,000	502,000,000
General fund	<hr/> \$0	<hr/> \$0	<hr/> \$0
FTE	0.00	0.00	0.00

¹ Funding of \$150 million is added to provide a total of \$450 million from the highway fund for state transportation infrastructure. The Senate version provided \$300 million from the highway fund for state highway transportation infrastructure.

² Funding of \$352 million from the strategic investment and improvements fund is added for distributions to counties by the Department of Transportation. The Senate version provided \$440.8 million from the strategic investment and improvements fund for direct distributions to counties by the State Treasurer. The House version provides for distributions by the Department of Transportation based on contract approvals.

The amounts shown in the schedule above reflect 2015-17 biennium appropriations. The Senate version provided a total of \$1,136.25 million from the strategic investment and improvements fund, of which \$836.25 million was for the 2013-15 biennium and

\$300 million was for the 2015-17 biennium. The House version provides a total of \$1,100 million from the strategic investment and improvements fund, of which \$598 million is for the 2013-15 biennium and \$502 million is for the 2015-17 biennium.

The schedule below compares the funding included in Engrossed Senate Bill No. 2103 (Senate version) and Engrossed Senate Bill No. 2103 with amendments (House version).

	Senate Bill No. 2103 (Senate Version)	Senate Bill No. 2103 (House Version)	House Version Increase (Decrease) to Senate Version
Oil-producing areas			
Hub cities and other eligible cities			
Williston	\$80,000,000	\$64,000,000	(\$16,000,000)
Dickinson	55,000,000	44,000,000	(11,000,000)
Minot	40,000,000	32,000,000	(8,000,000)
Watford City	40,000,000	32,000,000	(8,000,000)
Total hub and other eligible cities	\$215,000,000	\$172,000,000	(\$43,000,000)
Counties	300,000,000	240,000,000	(60,000,000)
Certain eligible cities	21,250,000	10,000,000	(11,250,000)
Other cities	140,000,000	100,000,000	(40,000,000)
Total oil-producing areas	\$676,250,000	\$522,000,000	(\$154,250,000)
Non-oil-producing areas			
Counties	\$140,800,000	\$112,000,000	(\$28,800,000)
Townships	19,200,000	16,000,000	(3,200,000)
Total non-oil-producing areas	\$160,000,000	\$128,000,000	(\$32,000,000)
Other appropriations			
Department of Transportation state highway projects	\$300,000,000	\$450,000,000	\$150,000,000
Total other appropriations	\$300,000,000	\$450,000,000	\$150,000,000
Total all funding (strategic investment and improvements fund)	\$1,136,250,000	\$1,100,000,000	(\$36,250,000)

The schedule below compares the detail of the sections included in Engrossed Senate Bill No. 2103 (Senate version) and in Engrossed Senate Bill No. 2103 with amendments (House version).

Engrossed Senate Bill No. 2103 (Senate Version)	Engrossed Senate Bill No. 2103 with Amendments (House Version)
<p>The distributions by the State Treasurer in Section 1 of Engrossed Senate Bill No. 2103 include:</p> <ul style="list-style-type: none"> • \$300 million to 10 counties with the highest total oil and gas gross production tax allocations for fiscal year 2014 (subsection 1). The 10 counties include McKenzie, Mountrail, Williams, Dunn, Divide, Bowman, Stark, Burke, Billings, and Bottineau. This subsection requires counties to construct major roadway projects to a posted legal load limit of 105,500 pounds if the county uses the funding received in this bill for a major roadway project. • \$140 million to the cities within the 10 counties with the highest total oil and gas gross production tax allocations for fiscal year 2014 (subsection 2). The distributions are based on the cities' populations. • \$140.8 million to non-oil-producing counties based on data compiled by the Upper Great Plains Transportation Institute (subsection 3). Non-oil-producing counties include counties that did not receive oil and gas gross production tax allocations and counties that received total oil and gas gross 	<p>The distributions in proposed changes to Engrossed Senate Bill No. 2103 include:</p> <ul style="list-style-type: none"> • \$240 million to 10 counties with the highest total oil and gas gross production tax allocations for fiscal year 2014. The 10 counties include McKenzie, Mountrail, Williams, Dunn, Divide, Bowman, Stark, Burke, Billings, and Bottineau. This funding will be distributed by the Department of Transportation based on data compiled by the Upper Great Plains Transportation Institute, and guidelines are included for the use of the funding. • \$100 million by the State Treasurer to the cities within the 10 counties with the highest total oil and gas gross production tax allocations for fiscal year 2014. The distributions are based on the cities' populations. • \$112 million to non-oil-producing counties based on county major collector roadway miles as defined by the Department of Transportation. Non-oil-producing counties include counties that did not receive oil and gas gross production tax allocations and counties that received total oil and gas gross production tax

<p>production tax allocations of less than \$5 million for fiscal year 2014. This subsection requires counties to construct major roadway projects to a posted legal load limit of 105,500 pounds if the county uses the funding received in this bill for a major roadway project.</p> <ul style="list-style-type: none"> • \$19.2 million to non-oil-producing counties for the benefit of organized and unorganized townships within the county (subsection 4). The distributions to each county are based on data compiled by the Upper Great Plains Transportation Institute. Organized and unorganized townships receive distributions proportional to their road miles within their county. Non-oil-producing counties include counties that did not receive oil and gas gross production tax allocations and counties that received total oil and gas gross production tax allocations of less than \$5 million for fiscal year 2014. • \$21.25 million to certain cities in eligible counties based on the population of each city (subsection 5). The eligible counties include Adams, Golden Valley, Hettinger, McLean, Mercer, Morton, Renville, Slope, and Ward. Some of the cities within the eligible counties are excluded from the distributions based on population criteria. • \$215 million to hub cities and other eligible cities based on oil and gas gross production tax allocations for fiscal year 2014 (subsection 6). The distributions include \$80 million to Williston, \$55 million to Dickinson, \$40 million to Minot, and \$40 million to Watford City. <p>Engrossed Senate Bill No. 2103 provides for a transfer of \$300 million from the strategic investment and improvements fund to the highway fund and provides an appropriation of \$300 million from the highway fund to the Department of Transportation for state transportation infrastructure (Sections 2 and 3).</p>	<p>allocations of less than \$5 million for fiscal year 2014. This funding will be distributed by the Department of Transportation based on county major collector roadway miles, and guidelines are included for the use of the funding.</p> <ul style="list-style-type: none"> • \$16 million by the State Treasurer to non-oil-producing counties for the benefit of organized and unorganized townships within the county. The distributions to each county must provide for an allocation of \$10,000 to each organized and unorganized township within the county. Non-oil-producing counties include counties that did not receive oil and gas gross production tax allocations and counties that received total oil and gas gross production tax allocations of less than \$5 million for fiscal year 2014. • \$10 million by the State Treasurer to certain cities in eligible counties based on the population of each city. The eligible counties include Adams, Golden Valley, Hettinger, McLean, Mercer, Morton, Renville, Slope, and Ward. Some of the cities within the eligible counties are excluded from the distributions based on population criteria. • \$172 million by the State Treasurer to hub cities and other eligible cities based on oil and gas gross production tax allocations for fiscal year 2014. The distributions include \$64 million to Williston, \$44 million to Dickinson, \$32 million to Minot, and \$32 million to Watford City. <p>The proposed changes to Engrossed Senate Bill No. 2103 provide for a transfer of \$450 million from the strategic investment and improvements fund to the highway fund and provide an appropriation of \$450 million from the highway fund to the Department of Transportation for state transportation infrastructure.</p>
--	--

Senate Bill No. 2103 - Department of Transportation - Senate Action

The Senate concurred with the House.