

2013 SENATE TRANSPORTATION

SB 2328

2013 SENATE STANDING COMMITTEE MINUTES

Senate Transportation Committee Lewis and Clark Room, State Capitol

Senate Bill 2328
February 7, 2013
Recording job number 18483

Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

To provide an appropriation to the department of transportation for a county and township road bridge rehabilitation and reconstruction program; to provide an appropriation to the upper Great Plains transportation institute to continue the studies of county and township road and bridge needs; to provide an exemption; to provide for a budget section report; and to declare an emergency.

Minutes:

Attached testimony: 9

Chairman Oehlke opened the hearing on SB 2328

Senator Terry Wanzek District 29 He introduced the bill and handed out written testimony #1 discussing the Upper Great Plains Transportation Institute interim studies, which used the National Bridge Inventory data for North Dakota (it classified 474 bridges as structurally deficient). Submitted amendment reducing the appropriation from ninety five million to twenty five million dollars (testimony #2)

Representative Keith Kempenich District 39 co-sponsor of the bill, in favor. (20)

Scott Rising representing the North Dakota Soybean Growers Association, written testimony #3 in support of this bill and what he calls Upper Great Plains "brief look at bridges", testimony #4. He explained the amendment to the committee. We are rebuilding infrastructure in the state, we have to do it right the first time and this bill adds an ingredient that was not in the mix before. The idea is not to waste money

Terry Traynor, Association of Counties There is obvious statewide support for this bill from county officials who will talk about how bridge replacement takes place and how this bill will help us continue that. Regarding Vice Chairman Armstrong's concern for inequity among counties, there is a bridge program already in place. The federal government has always put a small amount of money into county and township bridges. It is managed by North Dakota Department of Transportation (DOT) and generally managed to the agreement of the counties to be equitable in project prioritization

Jason Benson Cass County North Dakota Engineer, testimony #5, providing information about number of bridges in the county and their current condition. Requests do pass on this bill, the additional funding will allow repair and improvement of the bridges.

Sharon Lipsh, Walsh County Highway Superintendent Distributed written testimony # 6, in support of this bill. In her written testimony she provided: county statistics, planning, funding, transportation needs, transportation safety and concerns with the bill wording.

Donn O. Diederich Executive Vice President, Industrial Builders, Fargo North Dakota. In favor of this bill. He provided three pictures to give a visual feeling of problem at hand (testimony # 7). Picture 1 of 2012 bridge repair project in Cass County shows parts of bridge needing repairs after 2009 floods. Picture 2 shows a bridge project in 1962, when you compare the pictures there is not much difference in the structural members of the same bridge. After fifty years it remained virtually the same. Think if the changes around that bridge. Picture 3 shows the bridge after FEMA funded restoration. Definitely not a vision of what it should be because of the current weights on the state highway system. County bridges need to be brought into the twenty first century.

Aaron Lande, Road Superintendent, Traill County Distributed written testimony # 8 supporting this bill. He provided a description of the county's transportation network, explained the condition of the bridges and the funding issues that affect the repair/replacement of these bridges. The approval of this bill will provide the needed funding.

Larry Syverson, Mayville farmer and Chairman of Roseville Township of Traill County, President, North Dakota Township officers Association. Provided written testimony # 9 in favor of this bill.

No additional testimony in favor. No testimony in opposition. No neutral testimony.
Chairman Oehlke closed the hearing.

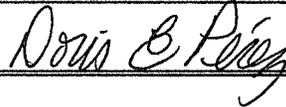
2013 SENATE STANDING COMMITTEE MINUTES

Senate Transportation Committee
Lewis and Clark Room, State Capitol

Senate Bill 2328
February 7, 2013
Recording Job Number 18489

Conference Committee

Committee Clerk Signature



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Minutes:

Attached testimony: 2

Chairman Oehlke opened the discussion on SB 2328

Jason Benson, Cass County Engineer, addressed concerns from the committee members about additional amendments. Amendment 13.0810.02001 (testimony #1) regarding the definitions of a bridge and a culvert. Also requested that in page 1, lines 16-21, of the bill draft add to "serious" and "critical" the word "poor"

Chairman Oehlke requested the record show that **Terry Traynor**, Association of Counties, gave a thumbs-up to this amendment from the back of the room.

Vice Chairman Armstrong moved do pass amendment 13.0810.02001 as amended.

Senator Flakoll We are expanding the categories beyond the most severe. If we look at the critical one the state's portion comes to about twenty six point five million dollars. Should we change the fiscal note appropriation to twenty seven million dollars, that way we can say that we provided enough funds to say that we paid for all the bridges in critical condition? Vice Chairman Armstrong agreed.

Senator Campbell seconded

Voice vote on the amendment: Yes 7 No 0 Absent 0

Additional discussion followed:

Senator Sitte requested a sunset on this bill, maybe ten years.

Senator Flakoll pointed that the carry-over authority extends to June 30,, 2017

Senator Sinner thinks the study should address establishing sources for permanent funding.

Chairman Oehlke I doesn't think that is something we need to work in bill at this time. It should be in the North Dakota Department of Transportation (DOT) funding bill

Senator Flakoll There should be a seven mils minimum in addition to the ten percent match.

Senator Axness The mill requirement wouldn't it be part of the study to find the funding formulas? Is it necessary for this bill at this time to address this?

Chairman Oehlke I don't think adding this will affect any of the jurisdictions out there.

Senator Sitte read and moved the amendment (testimony # 2)

Senator Flakoll seconded

Senator Axness The understanding is then that all counties shall have at least seven mils

Chairman Oehlke yes

Voice vote on amendment Yes 7 No 0 Absent 0

Vice Chairman Armstrong Moved do pass on SB 2328 as amended and re-refer to appropriations

Senator Campbell seconded

Roll call vote: Yes 7 No 0 Absent 0

Carrier Senator Campbell

February 7, 2013

1st
2/8/13
TD

PROPOSED AMENDMENTS TO SENATE BILL NO. 2328

Page 1, line 10, replace "\$95,700,000" with "\$27,000,000"

Page 1, line 15, remove ". Funding allocations to counties are to be made by the"

Page 1, replace lines 16 through 21 with " needed for the safe conveyance of persons and commerce in this state. The director of the department of transportation shall distribute the funding provided under this section based on data available from studies conducted by the upper great plains transportation institute."

Page 1, line 24, remove "The request must include a"

Page 2, remove line 1

Page 2, line 2, remove "road bridges in the county."

Page 2, line 3, replace the first "the plan" with "a project"

Page 2, line 3, replace the second "the plan" with "a project"

Page 2, after line 3, insert:

- "a. Funding must be distributed for projects based on data available from upper great plains transportation institute studies, actual road conditions, and the the level of integration with state highway and other county road projects.
- b. Funding may not be distributed for the routine maintenance of bridges."

Page 2, line 5, replace "the" with "an"

Page 2, line 5, replace "projects" with "project"

Page 2, line 6, remove ", not to exceed the funding available for that county"

Page 2, line 7, replace "plan" with "project"

Page 2, line 9, replace "plan" with "project"

Page 2, line 12, after "for" insert "the"

Page 2, line 12, remove the second "county"

Page 2, line 13, replace "and township road bridge rehabilitation and reconstruction projects" with "bridge project"

Page 2, after line 20, insert:

- "8. For purposes of this section, a "bridge" is a structure that extends over a river, stream, depression, or other obstacle and has an end area of fifty square feet [4.65 square meters] or greater.
- 9. To be eligible to receive a grant under this section, the county or township road bridge project must be located within a county that levies a combined

2 of 2

total of seven or more mills for county road and bridge, farm-to-market and federal aid road, and county road purposes."

Renumber accordingly

Date: 2/7/13
Roll Call Vote #: 3

2013 SENATE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. 2328

Senate TRANSPORTATION Committee

Check here for Conference Committee

Legislative Council Amendment Number _____

Action Taken: Do Pass Do Not Pass Amended Adopt Amendment
 Rerefer to Appropriations Reconsider

Motion Made By Senator Armstrong Seconded By Senator Campbell

Senators	Yes	No	Senator	Yes	No
Chairman Dave Oehlke	X		Senator Tyler Axness	X	
Vice Chairman Kelly Armstrong	X		Senator George Sinner	X	
Senator Margaret Sitte	X				
Senator Tim Flakoll	X				
Senator Tom Campbell	X				

Total (Yes) 7 No 0

Absent 0

Floor Assignment Senator Campbell

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

REPORT OF STANDING COMMITTEE

SB 2328: Transportation Committee (Sen. Oehlke, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** and **BE REREFERRED** to the **Appropriations Committee** (7 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). SB 2328 was placed on the Sixth order on the calendar.

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- 9. To be eligible to receive a grant under this section, the county or township road bridge project must be located within a county that levies a

combined total of seven or more mills for county road and bridge,
farm-to-market and federal aid road, and county road purposes."

Renumber accordingly

2013 SENATE APPROPRIATIONS

SB 2328

2013 SENATE STANDING COMMITTEE MINUTES

Senate Appropriations Committee Harvest Room, State Capitol

SB 2328
02-14-2013
Job 18967

Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

County and township road bridge rehabilitation

Minutes:

See attached testimony

Chairman Holmberg called the committee to order on Thursday, February 14, 2013 in regards to SB 2328. All committee members were present.

Adam Mathiak - Legislative Council
Sheila Peterson - OMB

Chairman Holmberg: Bill 2328 has been amended in the policy committee; you will have a first engrossment. I will send the bill to the subcommittee on North Dakota Department of Transportation (DOT): Senator Gary Lee, Chairman Holmberg, Senator Wanzek and Senator O'Connell.

Senator Wanzek District 29, Jamestown Introduced the bill and provided Testimony attached # 1. The intent is to provide funding to compliment the efforts we have been making in addressing general road infrastructure in our counties and townships. We also want to be sure there are also adequate funds available for bridge repairs on these same roads. I believe it is a wise long term investment of our surplus dollars. Many roads and bridges were built by our parents, let us put the money to fix and improve them for our children.

Vice Chairman Bowman we've been building concrete bridges, box culverts, steel bridges, there is a tremendous difference in price, who will make determination as to what bridge to build?

Senator Wanzek: the DOT will essentially be the one. They are being instructed to follow the Great Plains study. The local subdivisions have to buy in and mills levied. The state id putting money into it, the wise decisions will be made. The intent is for the DOT to have some flexibility. They helped us put language in and getting the money there faster. How they direct these funds.

Scott Rising, ND Soybean Growers Association in support of 2328 Walked the committee through the bill. Provided Testimony attached # 2. Top page 2 injects North Dakota Department of Transportation (DOT) in the process to insure that it fits, it is workable and if it aligns with the previous road studies, it puts local money in the project, the North Dakota Department of Transportation (DOT) will release some engineering and planning dollars with a plan and construction dollars with a formalized bid acceptance. There is a definition of a bridge that is basically required from the stand point of offering flexibility and having a definition means we are not using a federal definition that requires some additional work and takes longer to do. Page 3 item 9 talks about the no levy item that the Senate Transportation Committee amended into the bill. Section 2 requires a study to align the future bridge needs with future road needs. Section 3 is an emergency clause.

Vice Chairman Bowman is there a map that shows all the bridges that we are talking about?

Scott Rising I have not seen a map, I have seen a spread sheet that lists them all. Per North Dakota Department of Transportation (DOT) there are some that probably don't need to be rebuilt. North Dakota Department of Transportation (DOT) inspects bridges.

Jason Benson, Cass County Engineer in supports this bill. Testimony attached # 3. Provided an overview of the county's road and bridges. Stated the agriculture industry is growing, there is a need for good bridges. DOT goes out every 2 years and inspects the bridges. As a county we have been out and trying to maintain the bridges we have. Our goal is to get all bridges on the County Highway System to the equivalent weight standard as the adjacent roadway. With this bill we would be working hand in hand with DOT concerning the funds we would have for these bridges. I support this bill and additional funding for our bridges.

Senator Gary Lee in the definition of bridge in section 1-08, is that a limiting factor at all?

Jason Benson: No I think it gives a lot of flexibility to the counties to determine what's best. By using this definition and working with North Dakota Department of Transportation (DOT) it can be determined which ones should be replaced first, instead of going by the "most critical" in the report. One may have more traffic, or maybe school buses.

Donn Diederich, Ex Vice President of Industrial Builders, Inc. in Fargo Testified in favor of SB 2328 and provided Testimony attached # 4. The agricultural community is stretched to find county routes that will carry equipment and products on count bridges that will carry weights that are legal on the state highway system. We need to upgrade the county bridges to these standards and that is what this bill addresses.

Senator Holmberg closed the hearing on SB 2328.

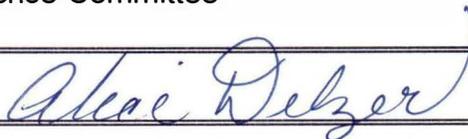
2013 SENATE STANDING COMMITTEE MINUTES

Senate Appropriations Committee
Harvest Room, State Capitol

SB 2328 Subcommittee
02-19-2013
Job #19175

Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

A Subcommittee hearing for DOT

Minutes:

Vote

Chairman Lee called the subcommittee hearing to order at 11:00 am on Tuesday, February 19, 2013 in regards to SB 2328. Members present are Senator Holmberg, Senator Wanzek, and Senator O'Connell. Brady Larson from Legislative Council and Tammy R. Dolan from OMB were also present.

Senator Lee explains the engrossed bill and how it takes \$27M from the Strategic Investment and Improvements Fund for use on a county and township bridge rehab and reconstruction program. He goes on to say there is a \$350,000 appropriation from that same fund for a continuing look by the Upper Great Plains to look at the work they are doing and how future needs may be done. He mentions that there is an emergency clause. The committee discusses the emergency clause would carry over in the amendment.

Senator Wanzek makes a do pass motion (vote 1)
Senator Holmberg seconded
Vote - all yes, motion carries

Senator Wanzek moves the amendment #13.8162.01018
Intent of this amendment is to roll SB2328 into SB2012 the DOT budget
Senator O'Connell seconded

Vote - all yes - motion carries

Senator Wanzek comments he will follow up with House members on the railway issue.

Hearing was closed.

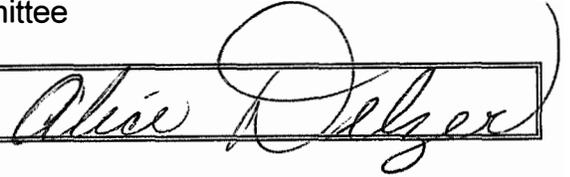
2013 SENATE STANDING COMMITTEE MINUTES

Senate Appropriations Committee Harvest Room, State Capitol

SB 2328
02-20-2013
Job # 19228

Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

A BILL re: county & township road bridge rehab & reconstruction program and to declare an emergency. (Do Not Pass).

Minutes:

You may make reference to "attached testimony."

Chairman Holmberg called the committee to order on Wednesday, February 20, 2013. All committee members were present.

Brady Larson -Legislative Council
Joe Morrissette-OMB

Chairman Holmberg: stated we should dispose of this bill so we can get the committee report done and out of the way.

Senator Wanzek moved a DO NOT PASS since we have it folded into the DOT budget.

2nd by Senator Robinson.

Chairman Holmberg: We have a Do Not Pass motion on 2328. Would you call the roll on a DO NOT PASS ON 2328.

A Roll Call vote was taken. Yea:13; Nay: 0; Absent: 0.

Senator Wanzek will carry the bill.

The hearing was closed on SB 2328.

Date: 2-19-13

Roll Call Vote # 1

**2013 SENATE STANDING COMMITTEE
ROLL CALL VOTES**

BILL/RESOLUTION NO. 2328

Senate Appropriations Sub Committee

Check here for Conference Committee

Legislative Council Amendment Number Do pass

Action Taken _____

Motion Made By _____ Seconded By _____

Senators	Yes	No	Senator	Yes	No
Chariman Ray Holmberg	✓		Senator Tim Mathern		
Co-Vice Chairman Bill Bowman			Senator David O'Connell	✓	
Co-Vice Chair Tony Grindberg			Senator Larry Robinson		
Senator Ralph Kilzer			Senator John Warner		
Senator Karen Krebsbach					
Senator Robert Erbele					
Senator Terry Wanzek	✓				
Senator Ron Carlisle					
Senator Gary Lee	✓				

Total (Yes) _____ No _____

Absent Carried

Floor Assignment _____

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

Date: 2-19-13

Roll Call Vote # 2

**2013 SENATE STANDING COMMITTEE
ROLL CALL VOTES**

BILL/RESOLUTION NO. 2328

Senate Appropriations Sub. Committee

Check here for Conference Committee

Legislative Council Amendment Number Amend # 13. -01018

Action Taken _____

Motion Made By _____ Seconded By _____

Senators	Yes	No	Senator	Yes	No
Chariman Ray Holmberg	✓		Senator Tim Mathern	✓	
Co-Vice Chairman Bill Bowman			Senator David O'Connell		
Co-Vice Chair Tony Grindberg			Senator Larry Robinson		
Senator Ralph Kilzer			Senator John Warner		
Senator Karen Krebsbach					
Senator Robert Erbele					
Senator Terry Wanzek	✓				
Senator Ron Carlisle					
Senator Gary Lee	✓				

Total (Yes) _____ No _____

Absent Passed

Floor Assignment _____

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

Date: 2-20-13

Roll Call Vote # 1

2013 SENATE STANDING COMMITTEE
ROLL CALL VOTES

BILL/RESOLUTION NO. 2328

Senate Appropriations Committee

Check here for Conference Committee

Legislative Council Amendment Number _____

Action Taken DNP

Motion Made By Wanzek Seconded By Robinson

Senators	Yes	No	Senator	Yes	No
Chairman Ray Holmberg	✓		Senator Tim Mathern	✓	
Co-Vice Chairman Bill Bowman	✓		Senator David O'Connell	✓	
Co-Vice Chair Tony Grindberg	✓		Senator Larry Robinson	✓	
Senator Ralph Kilzer	✓		Senator John Warner	✓	
Senator Karen Krebsbach	✓				
Senator Robert Erbele	✓				
Senator Terry Wanzek	✓				
Senator Ron Carlisle	✓				
Senator Gary Lee	✓				

Total (Yes) 13 No _____

Absent _____

Floor Assignment Wanzek

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

REPORT OF STANDING COMMITTEE

SB 2328, as engrossed: Appropriations Committee (Sen. Holmberg, Chairman)
recommends **DO NOT PASS** (13 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING).
Engrossed SB 2328 was placed on the Eleventh order on the calendar.

2013 TESTIMONY

SB 2328

Testimony on SB 2328 Senator Terry Wanzek

Chairman Oehlke and members of the Senate Transportation Committee, my name is Terry Wanzek representing district 29. SB 2328 is a bill seeking funding for bridge rehabilitation and reconstruction costs on our county and township roads. The intent is to provide funding to compliment the efforts we have been making in addressing general road infrastructure in our counties and township. Where we are providing state funds to repair or restore roads, we want to be sure there are also adequate funds available for bridge repairs on these same roads.

As many of you might know the Upper Great Plains Transportation Institute has conducted studies this past interim that provided an assessment of county and township road infrastructure needs. Their report was presented to the Budget Section during the interim. It outlined a need in the state, for the 2013-2015 biennium, of \$835 million dollars for county and township roads. The Budget Section in the September 2012 meeting asked the UGPTI whether this road study also included the costs of bridge needs on these same roads. The response was no. So a report was prepared by UGPTI and presented to the Budget Section in December 2012 providing a synopsis of the infrastructure investment needs of county and township bridges in North Dakota.

The study uses the National Bridge Inventory data for ND. According to NBI there are 3150 bridges owned and maintained by county and township or town governments in ND. Altogether 2667 county and township bridges have been analyzed. The focus of the study is on 474 bridges that are classified as structurally deficient - in poor, serious or critical condition. The report shows \$29.5 million cost to replace bridges in the critical condition. Replacing bridges that are in the serious or critical condition would cost \$95.7 million. In total it would cost \$288 million to replace all bridges in the poor, critical and serious condition category. Of these 474 bridges, classified as structurally deficient, 75% are 60 years or older and 25 % are 85 years old or older. This study is how we arrived at the dollar amount in the bill, \$95.7 million is equal to the study reference of cost needs for bridges in the critical and serious condition category.

The bridge study done this past interim was a quick response to the Budget Section request. A more detailed study is needed that will examine the conditions of specific structural elements that may be causing structural deficiency ratings. Also a more detailed study could assess the economic value of each bridge or the

network value of a bridge on the commerce of particular industries and alternative routes necessary if bridges are closed. Also included in the study could be strategies for less traveled bridges and trade offs between restricted weights and economic productivity. Thus the request for further study on county and township bridges in the next biennium.

Mr. Chairman and Senate Transportation members, one thing I have heard these past few years, across the state, is for the need to help with infrastructure. "Help fix our roads" has been heard over and over again, especially with our prosperity. Many of us talked about infrastructure during our campaigns and how we view it to be a priority to our communities and our economic future. We also talked about property tax relief and how we want to send some money back home to the taxpayers. Well, in a sense, the effort to help local jurisdictions with infrastructure funding needs can accomplish all three of these goals; fix roads, provide property tax relief and send money back home. Many of these roads and bridges out in the country were built and designed by our parents or even grandparents. They are in need of updating and now is the time to provide the one time funds when we have the money to do so. Our chairman of Appropriations often talks about the time as a kid when they had such a big beat crop on the farm, I believe it was 1958, where it allowed them to not only paint the barn, but also fix the roof on the barn! We want to not only fix the road but the bridge too! I believe it is a wise long term investment of our surplus dollars that will provide returns for many years to come.

13.0810.02001
Title.

Prepared by the Legislative Council staff for
Senator Wanzek

February 6, 2013

PROPOSED AMENDMENTS TO SENATE BILL NO. 2328

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Page 2, after line 20, insert:

- "8. For purposes of this section, a "bridge" is a structure that extends over a river, stream, depression, or other obstacle and is 20 feet [6.096 meters] or longer as measured along the centerline of the roadway. A "bridge" may also include a group of culverts used to divert water under a roadway providing the distance between the edge of each culvert in the group is less than one-half of the diameter of the smallest culvert in the group."

Re-number accordingly



**NORTH DAKOTA
SOYBEANS GROWERS
ASSOCIATION**



Testimony 3

SB2328 Testimony

Good morning Chairman Oehlke and Senate Transportation Committee members. I'm Scott Rising representing the North Dakota Soybean Growers Association.

I am respectfully seeking your support for SB2328. As you may well know we have been advocating for the reconstitution of our state's rural infrastructure for the last three sessions. SB2328 is critically important because it is the first bill to identify the funding needs for rural bridge infrastructure.

We have in our possession several comprehensive road studies completed by the Upper Great Plains Transportation Institute. Yet, last fall when they presented their initial look at the road funding needs to the Interim Budget Section, we discovered that their projections did not include bridges. I was more than a little surprised by this, until in December when I read their initial bridge study that identified the cost to fix our state's bridges in the "Critical" and "Serious" categories totaled \$289 million.

The intended goal of SB2328 is to align bridge funding to road funding priorities so that as we reconstruct our road infrastructure we have a prescription for success. To that end, BS2328 funds a comprehensive bridge study and analysis to align future efforts. In the meantime, we know we have "low hanging fruit" available to start with in the 2013-15 biennium. It is well known that we have both "million dollar" roads with "39 cent" bridges and we have "million dollar" bridges with "39 cent" roads. SB2328 intends to get at the "low hanging fruit" working in concert with the Department of Transportation to maximize system benefit.

We have an achievable opportunity to rebuild the infrastructure of our grandfather's generation for our children and beyond. It will take a committed, patient and confident strategic approach that connects each project to its place and time or we will waste billions of dollars. We do not have a "failure" option. Rural Roads require \$832 Million dollars this biennium. Now we know that Rural Bridges require \$289 million. Our state highways require somewhere in the neighborhood of \$2 Billion dollars. The last thing we believe we know is that these costs are not going down anytime soon . . . Please lend your support to this critical work.

Thank You for your time and attention. I'll be happy to answer questions you may have of me.

Scott Rising
grwbeans@earthlink.net
701-527-1073

**Infrastructure Investment Needs of County and Township
Bridges in North Dakota**

Report to the North Dakota Legislative Council and Budget Section

**By the Upper Great Plains Transportation Institute
North Dakota State University**

December 5, 2012

Synopsis

This report responds to the request of the Budget Section for an analysis of county and township bridge investment needs. It utilizes the National Bridge Inventory for North Dakota and bridge replacement costs synthesized from bridge reconstruction projects in 2011 and 2012.

Altogether, 2,667 county and township bridges have been analyzed. However, the focus of this study is on the 474 bridges that are classified as structurally deficient—i.e., in poor, serious, or critical condition. The classification of a bridge as structurally deficient does not mean that the bridge is unsafe. Rather, it means that its serviceability is diminished, the weights of vehicles using the bridge may have to be restricted, and more frequent inspections and higher maintenance costs can be expected.

Replacement costs are estimated for bridges in poor or worse condition by assuming that bridges ≤ 40 feet in length will be replaced by culvert structures. However, bridges that are longer than 40 feet in length will be replaced by modern bridges. Specifically, a deficient bridge that is less than 30 feet in length is assumed to be replaced by a culvert structure costing \$350,000. A deficient bridge between 30 and 40 feet in length is assumed to be replaced by a culvert structure costing \$450,000. Costs for bridges longer than 40 feet are estimated from the square footage of the structure and an average replacement cost of \$205 per square foot, which has been derived from recent bridge replacement jobs in North Dakota.

Typically, when older substandard bridges are replaced by modern ones the lengths and widths of the structures increase. According to recent bridge replacement projects in North Dakota, a new structure is roughly 70% longer than the original one. A replacement width of 32.5 feet is assumed in this study to allow clearances for wider loads.

As shown in the report, the replacement cost of bridges in critical condition is \$29.5 million. Replacing bridges that are in serious or critical condition would cost \$95.7 million. In total, it would cost \$288 million to replace all bridges in poor, critical, or serious condition. In addition to these costs, annual maintenance expenditures will be needed. An estimated biennial maintenance cost of \$2.37 million is shown in the report, which assumes biennial inspection of each bridge, along with routine maintenance such as the removal of debris from channels and spot maintenance. The report shows a break out of estimated replacement and maintenance cost needs by county.

Note that the decision to replace an existing bridge with a culvert or a new bridge structure is based on many considerations, including the surrounding terrain and total drainage area, the potential risk of flooding, and the likelihood of channel debris becoming an issue. Further note that many of the bridges classified as structurally deficient have very low traffic levels.

The infrastructure needs shown in this report have not been prioritized. One way to prioritize needs is to rank the bridges according to the additional vehicle-miles of travel that would result from closing the bridge—i.e., detour vehicle-miles. However, this simple approach does not consider the condition of (or the potential presence of weight restrictions) at the nearest alternative bridge, or the fact that a trip may be rerouted at origin and take a different path altogether. The development a new model is recommended in which the effects of bridge restrictions and closures on commerce can be quantified.

Introduction

This report responds to the request of the legislature for an analysis of county and township bridge infrastructure needs. It utilizes the National Bridge Inventory (NBI) dataset for North Dakota. According to the NBI, there are 3,150 bridges in North Dakota owned and maintained by county, township, or town governments. Of this total, 483 are culverts. All but two of these bridges are owned and maintained by county governments.¹

The age distribution of county and township bridges (excluding culverts) is summarized in Table 1. As shown in Table 1, roughly 37% of the bridges are older than 50 years. Another 44% are between 26 and 49 years of age. Nearly 300 bridges were built more than 75 years ago.

Table 1: Age Distribution of County and Township Bridges in North Dakota

Age (Years)	Frequency of Bridges	Percent	Cumulative Frequency	Cumulative Percent
≤ 10	113	4.2%	113	4.2%
> 10 and ≤ 25	392	14.7%	505	18.9%
> 25 and ≤ 50	1,169	43.8%	1,674	62.8%
> 50 and ≤ 75	704	26.4%	2,378	89.2%
> 75	289	10.8%	2,667	100.0%

Age is the elapsed time since original construction or reconstruction

The condition assessment scale used in the National Bridge Inventory is shown in Table 2. In this scale, a brand-new bridge element deteriorates from excellent condition to failure via eight interim steps or levels. Independent ratings are developed for three major elements – deck, superstructure, and substructure. In this approach, it is possible for a bridge to have three different condition ratings.

Condition of County and Township Bridges

The distributions of the 2012 condition ratings are shown in Tables 3, 4, and 5 for substructures, superstructures, and decks, respectively. As shown in Table 3, the substructure conditions of 364 county and township bridges are rated as poor or worse. Of these substructures, 127 are in serious or worse condition. As shown in Table 4, 200 superstructures are in poor or worse condition. Of these superstructures, 50 are in serious or worse condition. As shown in Table 5, the decks of 121 county and township bridges are in poor or worse condition. Of these decks, 29 are in serious or worse condition.

¹ The two remaining bridges are located in West Fargo.

Table 2: Bridge Condition Ratings

Code	Meaning	Description
9	Excellent	
8	Very Good	No problems noted.
7	Good	Some minor problems.
6	Satisfactory	Structural elements show some minor deterioration.
5	Fair	All primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
4	Poor	Advanced section loss, deterioration, spalling or scour.
3	Serious	Loss of section, deterioration, spalling or scour has seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2	Critical	Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
1	Imminent Failure	Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put back in light service.
0	Failed	Out of service -- beyond corrective action.

Table 3: Substructure Condition Ratings of County and Township Bridges in North Dakota

Condition Rating	Frequency of Bridges	Percent	Cumulative Frequency	Cumulative Percent
0	3	0.1%	3	0.1%
1	8	0.3%	11	0.4%
2	23	0.9%	34	1.3%
3	93	3.5%	127	4.8%
4	237	8.9%	364	13.7%
5	473	17.7%	837	31.4%
6	493	18.5%	1,330	49.9%
7	655	24.6%	1,985	74.4%
8	563	21.1%	2,548	95.5%
9	119	4.5%	2,667	100.0%

Overall bridge condition is determined from the lowest rating for the deck, superstructure, or substructure. Altogether, 474 bridges are in poor or worse condition, while 161 bridges are in serious or worse condition.

Table 4: Superstructure Condition Ratings of County and Township Bridges in North Dakota

Condition Rating	Frequency of Bridges	Percent	Cumulative Frequency	Cumulative Percent
0	3	0.1%	3	0.1%
2	8	0.3%	11	0.4%
3	39	1.5%	50	1.9%
4	150	5.6%	200	7.5%
5	359	13.5%	559	21.0%
6	524	19.7%	1083	40.6%
7	740	27.8%	1823	68.4%
8	722	27.1%	2545	95.4%
9	122	4.6%	2667	100.0%

Table 5: Deck Condition Ratings of County and Township Bridges in North Dakota

Condition Rating	Frequency of Bridges	Percent	Cumulative Frequency	Cumulative Percent
0	1	0.1%	1	0.1%
1	1	0.1%	2	0.1%
2	8	0.4%	10	0.5%
3	19	1.0%	29	1.5%
4	92	4.7%	121	6.2%
5	310	15.9%	431	22.1%
6	461	23.7%	892	45.8%
7	579	29.7%	1,471	75.6%
8	397	20.4%	1,868	95.9%
9	79	4.1%	1,947	100.0%

Deck condition ratings are missing for 720 bridges

Estimated Bridge Replacement and Maintenance Costs

Replacement costs are estimated for bridges in poor or worse condition using unit costs and factors from 2011 and 2012 bridge construction projects in North Dakota and assumptions about the type of replacement structure that will be built. It is assumed that bridges ≤ 40 feet in length will be replaced with culvert structures. However, bridges > 40 feet in length are assumed to be replaced by modern bridges.

Specifically, a deficient bridge that is less than 30 feet in length is assumed to be replaced by a culvert structure costing \$350,000. A deficient bridge between 30 and 40 feet in length is assumed to be replaced by a culvert structure costing \$450,000. Costs for bridges longer than 40 feet are estimated from the square footage of the structure and an average replacement cost of

\$205 per square foot, which has been estimated from recent bridge replacement projects in North Dakota.

When older substandard bridges are replaced by new modern ones the lengths and widths of the structures typically increase. According to recent bridge replacement projects in North Dakota, the average length of a new structure is roughly 70% greater than the length of the original one. The replacement width is assumed to be 32.5 feet, which will allow clearances for wider loads.

As shown in Table 6, the replacement cost of bridges in critical or worse condition is \$29.5 million. Alternatively, it would cost \$95.7 million to replace all bridges in serious or worse condition (including bridges in critical condition). Moreover, it would cost \$288 million to replace all bridges in poor or worse condition (including bridges in critical and serious condition).

Table 6: County and Township Replacement Costs for Bridges in Deficient Condition

Current Condition	Number of Bridges	Replacement Cost
Poor or Worse	474	\$ 288,090,837
Serious or Worse	161	\$ 95,703,018
Critical or Worse	46	\$ 29,530,611

In addition to replacement costs, a total biennial maintenance cost of \$2.37 million has been estimated for all 2,667 county and township bridges. This estimate assumes biennial inspection of each bridge, along with routine maintenance such as the removal of debris from channels and spot maintenance. If all of the replacement needs are addressed in the upcoming biennium, the total estimated need is roughly \$290.5 million, including maintenance.

Variations and Uncertainties in Cost Estimates

Several alternative assessments (other than the ones presented in this report) are possible, based on variations in practices and costs.

1. A few of the bridges with deficient decks (i.e., decks with condition ratings of 4 or lower) do not yet have deficient superstructures or substructures. Nevertheless, the condition ratings of these components are approaching poor and may transition from fair to poor in the very near future. While it is possible to replace only the decks of these bridges in 2013-2015, it may not be practical or cost-effective to do so; since the superstructures or substructures are likely to become deficient in the near future.
2. Some of the bridges rated in fair condition may transition to poor in the near future. However, most of these needs are expected to occur beyond the 2013-2014 biennium.
3. The decision as to whether a culvert or bridge structure is selected is based on many considerations, including the surrounding terrain, design discharge frequency, total drainage area, potential risk of flooding, potential effects of flooding on nearby structures and buildings, and the likelihood of channel debris becoming an issue based on trees and vegetation in the vicinity. For these and many other reasons, decisions as to whether a

culvert or bridge is the most desirable and cost-effective structure require detailed assessments that reflect a variety of design factors.

Estimated Needs by County

The near-term needs estimates are presented by county in Table 7.

Table 7: Near-Term County and Township Bridge Costs in Thousands of 2012 Dollars

County	Bridge Replacement Cost			Biennial Maintenance Cost	Total Cost
	Condition Level				
	Critical	Serious	Poor		
Adams	\$970	\$2,766	\$5,368	\$26	\$5,394
Barnes	.	.	\$800	\$29	\$829
Benson	\$350	\$1,390	\$3,485	\$20	\$3,505
Billings	.	\$691	\$691	\$23	\$714
Bottineau	.	.	\$4,692	\$89	\$4,781
Bowman	.	.	.	\$38	\$38
Burke	.	\$758	\$2,008	\$10	\$2,018
Burleigh	\$350	\$2,250	\$3,202	\$52	\$3,254
Cass	\$2,152	\$7,876	\$28,530	\$183	\$28,713
Cavalier	\$1,050	\$4,131	\$10,239	\$50	\$10,288
Dickey	.	.	.	\$24	\$24
Divide	\$520	\$1,320	\$1,670	\$8	\$1,678
Dunn	\$800	\$1,989	\$5,769	\$41	\$5,810
Eddy	.	\$1,925	\$1,925	\$14	\$1,939
Emmons	.	\$613	\$1,483	\$32	\$1,515
Foster	.	\$1,720	\$1,720	\$11	\$1,731
Golden Valley	\$680	\$2,398	\$2,398	\$17	\$2,415
Grand Forks	.	\$2,323	\$12,522	\$206	\$12,728
Grant	\$1,350	\$2,150	\$3,300	\$39	\$3,339
Griggs	.	.	\$1,156	\$11	\$1,167
Hettinger	\$862	\$3,405	\$12,976	\$44	\$13,020
LaMoure	\$800	\$800	\$4,659	\$37	\$4,696
Logan	.	.	\$800	\$8	\$808
McHenry	.	\$702	\$7,802	\$72	\$7,874
McIntosh	.	.	.	\$7	\$7
McKenzie	.	\$826	\$3,323	\$62	\$3,384
McLean	.	\$450	\$1,502	\$24	\$1,526
Mercer	.	.	.	\$41	\$41

Table 7: Near-Term County and Township Bridge Costs in Thousands of 2012 Dollars

County	Bridge Replacement Cost			Biennial Maintenance Cost	Total Cost
	Condition Level				
	Critical	Serious	Poor		
Morton	\$914	\$3,049	\$8,904	\$156	\$9,060
Mountrail	.	.	\$2,568	\$14	\$2,582
Nelson	.	.	\$884	\$14	\$899
Oliver	\$951	\$951	\$951	\$14	\$965
Pembina	.	\$2,890	\$9,749	\$119	\$9,867
Pierce	.	.	\$350	\$2	\$352
Ramsey	.	\$1,693	\$5,646	\$34	\$5,680
Ransom	.	\$1,564	\$3,943	\$17	\$3,960
Renville	.	.	\$1,405	\$13	\$1,417
Richland	\$5,452	\$11,417	\$22,858	\$110	\$22,967
Rolette	.	.	.	\$9	\$9
Sargent	.	\$350	\$1,500	\$21	\$1,521
Sioux	.	.	.	\$5	\$5
Slope	.	\$758	\$1,458	\$23	\$1,481
Stark	.	\$2,400	\$8,823	\$76	\$8,899
Steele	\$769	\$1,219	\$3,514	\$70	\$3,583
Stutsman	\$565	\$565	\$1,018	\$26	\$1,044
Towner	\$700	\$1,050	\$5,961	\$35	\$5,996
Traill	\$5,165	\$9,657	\$38,399	\$105	\$38,504
Walsh	\$3,783	\$11,174	\$28,038	\$171	\$28,209
Ward	.	\$543	\$2,439	\$50	\$2,490
Wells	.	\$769	\$1,695	\$20	\$1,715
Williams	\$1,346	\$5,169	\$15,967	\$48	\$16,015
Statewide	\$29,529	\$95,701	\$288,090	\$2,370	\$290,456

Effects of Potential Bridge Closures

The needs shown in Table 7 have not been prioritized. Several factors are important when assessing funding urgencies. (1) Some of the bridges classified as structurally deficient (i.e., in poor or worse condition) have very low traffic levels. (2) The classification of a bridge as structurally deficient does not mean that the bridge is unsafe. Rather, it means its serviceability is diminished, the weights of vehicles using the bridge may have to be restricted, and more frequent inspections and higher maintenance costs can be expected.

One way to prioritize investment needs is to rank the bridges according to the additional vehicle-miles of travel that would result from closing the bridge—i.e., detour vehicle-miles. This factor reflects two components: (1) the number of vehicles crossing the bridge each day, and (2) the detour distance to the nearest bridge. However, the detour distance in the NBI does not necessarily reflect the condition of or the potential presence of weight restrictions at the nearest alternative bridge, or the fact that a trip may be rerouted at origin and take a different path altogether.

Five percent of the bridges reflected in Table 6 have detour vehicle-miles of greater than 900. One-fourth of the bridges have estimated detour vehicle-miles of 145 or greater. Roughly half of the bridges have estimated detour vehicle-miles of 60 or more.

Conclusion

The purpose of this report is to quickly respond to the Budget Section's request for an assessment of the investment and maintenance needs of county and township bridges. In this study, condition ratings from the 2012 National Bridge Inventory have been used to identify bridges that are structurally deficient. These bridges are not necessarily unsafe, but are candidates for replacement. Seventy-five percent of these bridges are more than 60 years old. One-fourth of the bridges are 85 years of age or older. However, many of them have relatively low traffic levels.

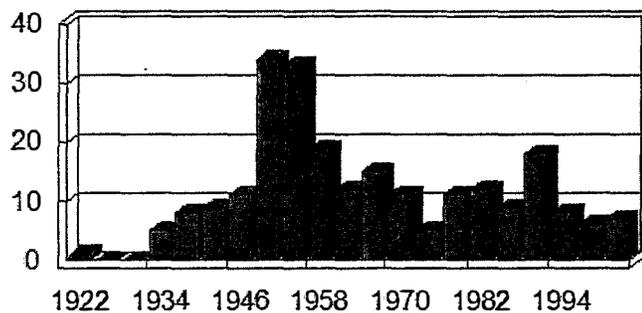
Although the study has identified structurally deficient bridges, a more detailed study is needed which examines the conditions of specific structural elements (e.g., trusses, girders, abutments, etc.) that may be causing structural deficiency ratings. While detour vehicles-miles are useful indicators of the impacts of bridge closures, they do not tell the network value of a bridge or its effects on the commerce of particular industries. A more detailed study is recommended in which the economic value of each bridge and the effects of rerouting traffic on other roads are considered. A detailed GIS model can be developed that considers several alternative routes with different weight restrictions and potential costs to more precisely predict the effects of potential closures on commercial traffic. In a longer-term study, piecemeal rehabilitation strategies may be envisioned for less traveled bridges and tradeoffs analyzed between restricted vehicle weights and economic productivity.

**Senate Bill No. 2328 – Senate Transportation Committee Hearing, February 7th, 2013
County and Township Road Bridge Rehabilitation and Reconstruction Program
Cass County Highway Department:**

County and Township Bridge Overview – February 7th, 2013

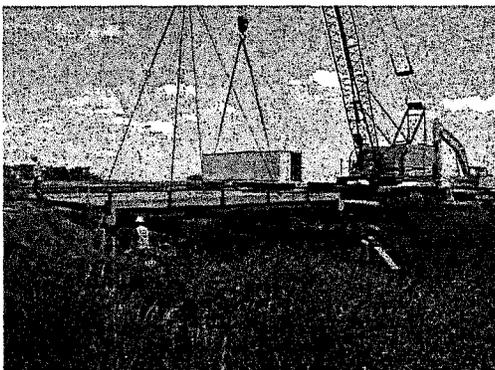
The Cass County highway system consists of nearly 650 miles of roadway covering an area of 1,766 square miles. Cass County maintains nearly 500 structures and bridges on both the County and Township road networks, with 268 bridges spanning a distance of 20 feet in length or greater. Of our over 20 foot bridges, they average 79 feet in length and 27 feet in width.

In Cass County the average age of a bridge is 40 years old. Of the nearly 500 structures, over 1/3 were built before 1960.



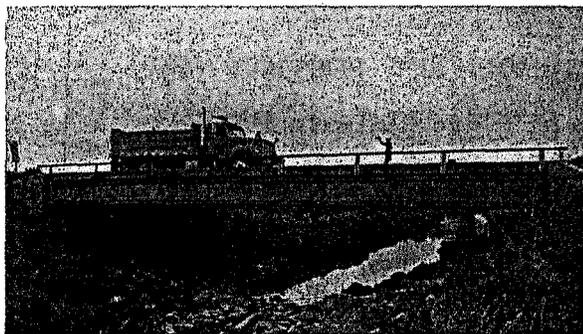
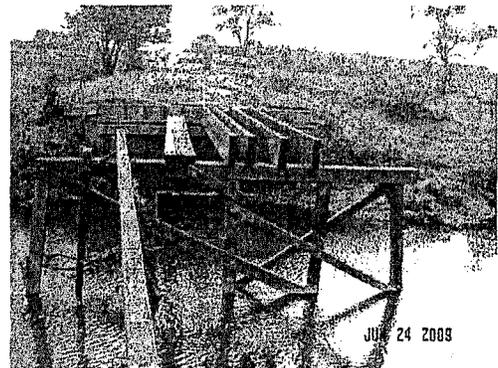
Age of Cass County Bridges

Agriculture continues to lead North Dakota's economy with an economic impact to Cass County of over \$455 million. Since 1960, statewide agricultural production has increased from 17.1 billion pound to 89.4 billion pounds, a 422% increase. Cass County now produces over 4 billion pounds of agricultural products. Adding in the loads of seed and fertilizer, it equals 56,000 truck loads of agricultural products at 80,000 pounds per load.



As agricultural production increase, so does the load on our bridge network. Although Cass County has both Interstate 94 and Interstate 29, nearly all agricultural products travel on the township and county road network to get from the field to the market. With an average of ten bridges per township, nearly every truck load travelling in Cass County crosses over a County maintained bridge.

As our bridge network has aged and deteriorated, Cass County has worked diligently to maintain these bridges. In the last 10 years we have spent over \$18.8 million repairing and replacing bridges. Besides the increase in vehicle loads, the six major floods in the last 15 years have added significant damage. Combining an aging bridge system with back to back major floods has taken a toll on our bridge network. Since 2009 we have spent over \$3 million repairing over 40 flood damaged bridges using FEMA or Federal Emergency Relief funds with local match.



Cass County has also looked at ways to reduce cost to repair or replace bridges. In addition to bridge repairs, Cass County has used diagnostic bridge testing to evaluate two load restricted bridges. These bridges were in good condition but a lack of plans or shop drawings resulted in the NDDOT using field measurements to load

rate the bridges. Our goal is to get all bridges on the County Highway System to the equivalent weight standard as the adjacent roadway. Load testing served as a cost saving method to analyze these bridges.

With a significant investment in bridges and utilizing innovative designs and load testing, Cass County still struggles to keep up with its bridge demands. Because such a large number of bridges built in the 1950s and 1960s, we are seeing many of them now reaching the end of their service life and becoming structurally deficient. Additional funding from the State of North Dakota will go a long way in addressing our aging bridge network. This funding will also allow us to not only repair these bridges, but to improve them to meet the increased traffic loads of today.

Cass County North Dakota

Bridge Inventory Major and Minor Structures



Bridge Sufficiency Rating Categories Based on ND DOT 2011/2012 Bridge Inspection & Appraisal

- ▲ 80 + Sufficiency
- ▲ 50-79.9 Sufficiency
- ▲ 0-49.9 Sufficiency
- ★ Code Three Structure
- Minor Structures (under 20')
- Low Water Crossings

- County
- Interstates
- US Routes
- 18 State
- Exit 0 Exit Ramps
- County Roads
- Paved
- Gravel
- City Limits
- FARGO
- WEST FARGO
- Villages
- Drain/Coulee/Ditch
- Perennial Stream
- Intermittent Stream
- Railway

Jason Benson
County Engineer, P.E.



Cass County Hwy. Dept.
1201 West Main Ave.
West Fargo, ND 58078

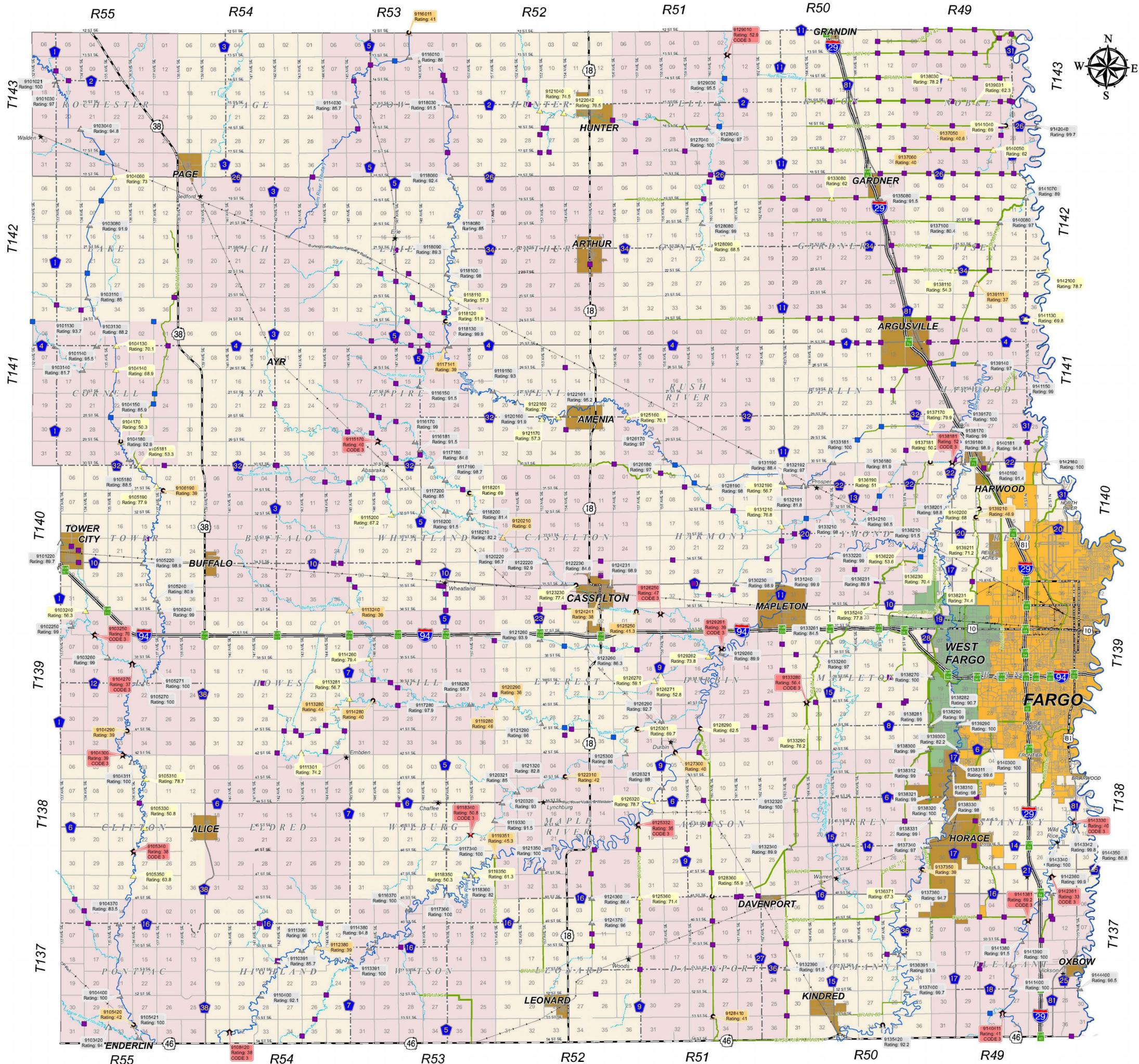
(701) 298-2370 - phone

(701) 298-2395 - fax

Web: <http://www.casscountynd.gov>
Email: highway@casscountynd.gov

Date: February, 2013

Disclaimer: As with all public information derived from variable sources, this data may contain errors or faults. Therefore, Cass County does not provide any warranty express or implied, as to the accuracy of this data. The recipient is encouraged to make an independent investigation of verification of the data. If an error is found, it is requested the County Engineer be advised of the particulars so the data can be examined and corrected. THIS MAP IS NOT A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.



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Testimony for Public Hearing
Senate Transportation Committee
February 7, 2013
Sharon Lipsh, Walsh County Highway Superintendent

Testimony in support of S.B. No. 2328 (Committee)

Good Morning Mr. Chairman and members of the Senate Transportation Committee. For the record my name is Sharon Lipsh and I am the Walsh County Highway Superintendent. I am here today to testify in support of Senate Bill 2328. As the Walsh County Highway Superintendent I am responsible for maintaining 174 miles of paved roadways, 277 miles of gravel roadways and approximately 540 structures.

Walsh County statistics:

- Approximately 540 structures in various condition
 - o 232 greater than 20 feet in length and eligible for Federal Aid
 - This equates to approximately 11,250 feet of bridges over 20 feet
 - o 308 less than 20 feet in length and not eligible for Federal Aid
 - This equates to approximately 5,570 feet of bridges under 20 feet
- Average cost to replace 1 foot of bridge equal to \$6,200
- If we were to replace all of bridges in Walsh County this is what it would cost:
 $11,250 + 5,570 = 16,820$ feet (over 3 miles of bridges) x \$6,200/Foot = \$104,284,000

Walsh County Planning:

- Developed Tier Road System in 2007 to help in determining what will be considered for replacement and what will be considered for closure.
 - o Tier 1 Roadway: Main roadway network, structures on these roads will be replaced with structures. These are all the county roads.
 - o Tier 2 Roadway: Secondary roadway network, structures on these roads will be replaced with structures or low-water crossings.
 - o Tier 3 Roadway: The structures on these roadways will be closed or replaced with low water crossings.

Walsh County Funding:

- Currently use Federal Aid and Local funds
- Limited Federal Aid available
 - o Plan for 1 structure replacement every 3 years with Federal Aid
 - o Lately have been able to program 1 per year
- Use local funds to match Federal
- Use local funds to repair structures
 - o By overwhelming vote of the people we were able to increase our mills by 10 mills to have funds available for road and bridge projects.

Walsh County Transportation Needs:

- Walsh County is large farming county, our Farm to Market Roadway system is vital in making sure the crops are transported.
- Farm equipment and trucks are increasing in size and weight and many structures are posted creating inefficient travel.

Transportation Safety:

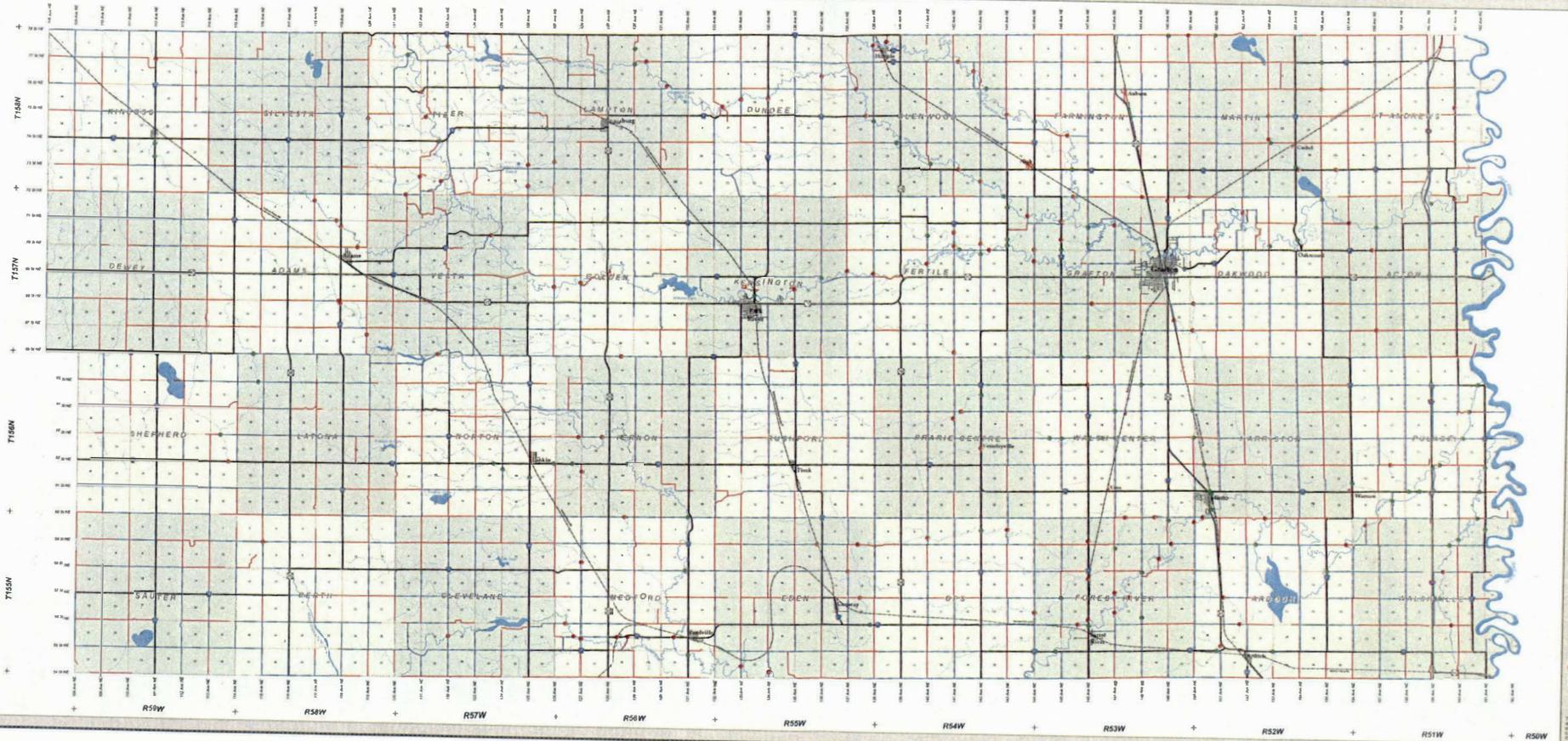
- County is responsible to utilize the funds we have to keep our transportation system safe for the traveling public. Well maintained structures are vital to the reliability of our transportation system for farmers, emergency vehicles and the general traveling public.
- With the passing of this bill we can be more proactive in our approach to maintaining our structures.

Concerns with the bill wording:

- Please ensure the bill allows for those bridges in poor condition and for those under 20 feet in length. Poor structures can quickly change to serious or critical.

This bill would provide much needed assistance in maintaining our structures within our local transportation system. Thank you on behalf of Walsh County for allowing me to testify in support of Senate Bill 2328.

Walsh County Road Inventory



Road & Bridge

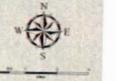
Road Tier Level

- 1 Structures Replaced With Structures
- 2 Structures Replaced With Structures Or Low Water Crossings
- 3 Structures Will Be Closed Or Replaced With Low Water Crossings
- City
- State

Bridge Sufficiency Rating

- Less Than 50
- 50 To 80
- 80 To 100

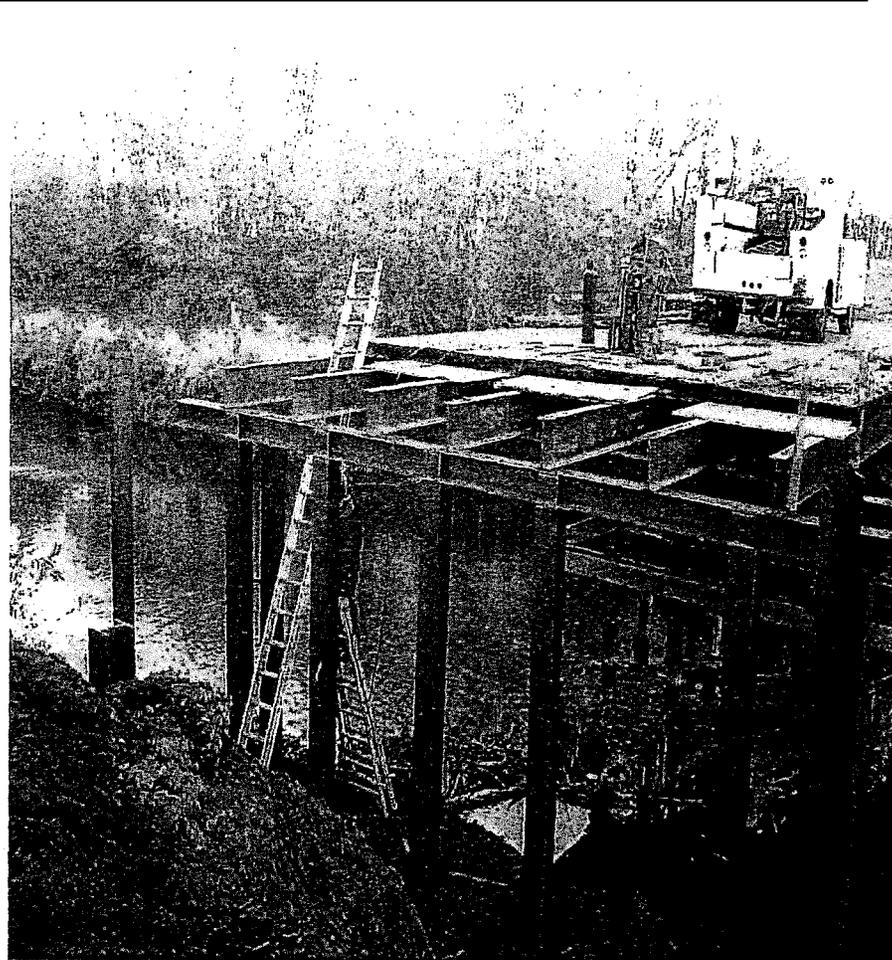
- Water Features
- Railroad



The map is for general information only and should not be used for legal purposes. It is not a warranty, representation, or agreement by the State of North Dakota.

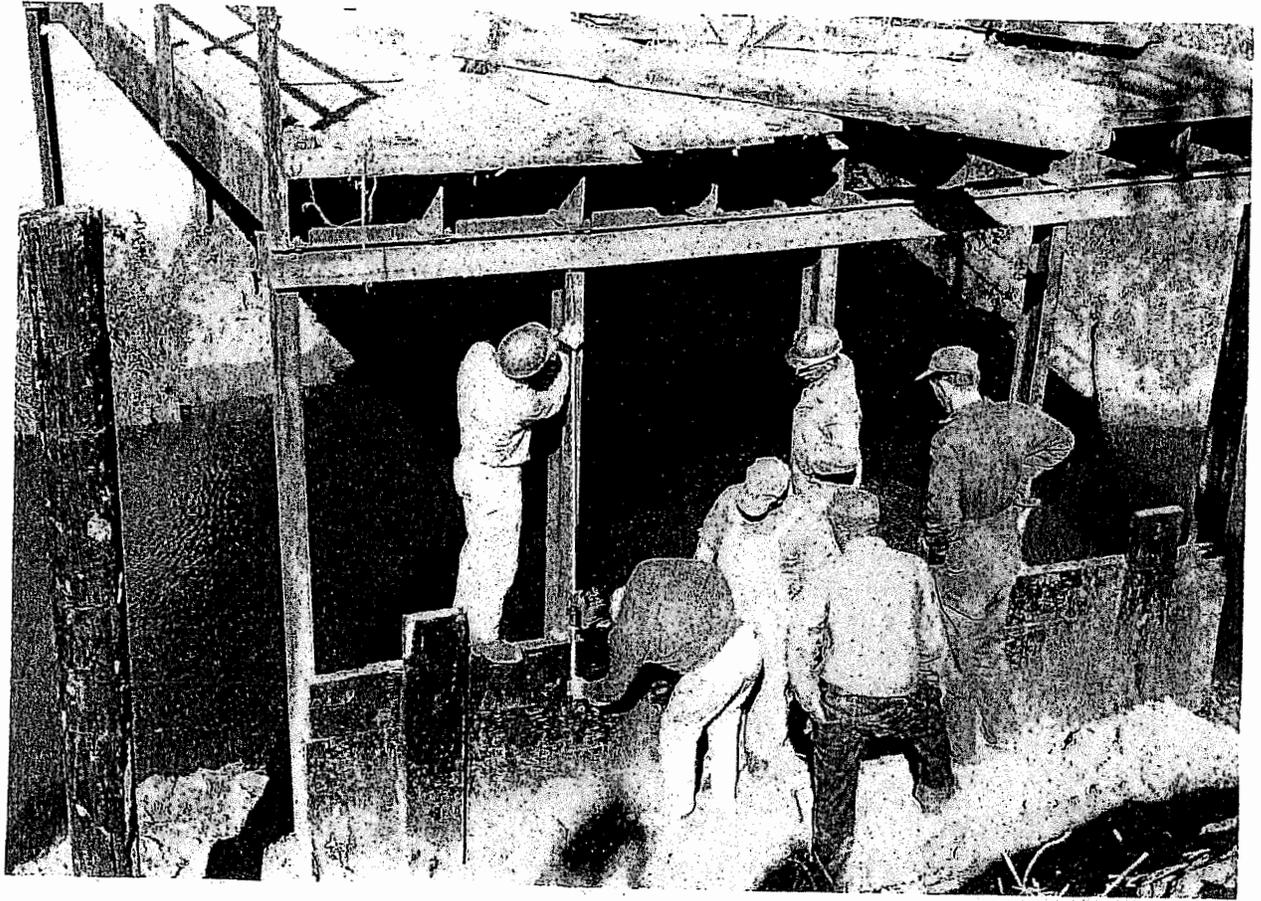
SECTION 13 MAPLE RIVER TOWNSHIP
SECTION 18 ADDISON TOWNSHIP
BRIDGE REPAIR

- ❑ **PROJECT NO:** FL1103 – SITE 105
- ❑ **CONSTRUCTION TYPE:**
BRIDGE REPAIR
- ❑ **CONSTRUCTION DATES:**
NOVEMBER 6-30, 2012
- ❑ **ESTIMATED COSTS:** \$186,659.00
- ❑ **TRAFFIC IMPACT:** CLOSED
- ❑ **DETOUR:** NO
- ❑ **PROJECT MANAGER:**
FRANK PODOLL
- ❑ **DESIGNER:** CASS COUNTY
- ❑ **CONTRACTOR:** INDUSTRIAL
BUILDERS, INC.
- ❑ **LOCATION:** SECTION 13 MAPLE
RIVER/SECTION 18 ADDISON
TOWNSHIPS
- ❑ **STATUS:** WEST ABUTMENT PILING
PLACED. PLACING TIMBER
BACKING PLANKS.



2012

Testimony 7 pages



1962

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SECTION 13 MAPLE RIVER TOWNSHIP
SECTION 18 ADDISON TOWNSHIP
BRIDGE REPAIR

- ❑ **PROJECT NO:** FL1103 – SITE 105
- ❑ **CONSTRUCTION TYPE:**
BRIDGE REPAIR
- ❑ **CONSTRUCTION DATES:**
NOVEMBER 6-DECEMBER 7, 2012
- ❑ **ESTIMATED COSTS:** \$186,659.00
- ❑ **TRAFFIC IMPACT:** NONE
- ❑ **DETOUR:** NO
- ❑ **PROJECT MANAGER:**
FRANK PODOLL
- ❑ **DESIGNER:** CASS COUNTY
- ❑ **CONTRACTOR:** INDUSTRIAL
BUILDERS, INC.
- ❑ **LOCATION:** SECTION 13 MAPLE
RIVER/SECTION 18 ADDISON
TOWNSHIPS
- ❑ **STATUS:** COMPLETED



Traill County Testimony in support of SB2328

Good Morning, thank you for granting me the opportunity to speak to you on behalf of Traill County in support of Senate Bill 2328. My name is Aaron Lande; I am the Road Superintendent for Traill County.

Traill County is located on the eastern part of North Dakota in the heart of the Red River Valley and the former Lake Agassiz. Traill County is 863 square miles in size with the majority of the land characterized as prime farmland. We have a population of 8,121 people who make their homes within the 8 cities and 25 townships. Traill County has a transportation network that consists of approximately 1,700 miles of roadways. In Traill County we have 3 rivers systems the Red River, Goose River and Elm River and over 50 legal drains where roads crossings become crucial for connectivity for our farm to market transportation system.

In our transportation system we have 420 bridges to maintain. Of these 420 Bridges, only 140 bridges are eligible for federal funding for rehabilitation or replacement. 21 of the 140 are on county roadways and 119 are on township roadways. 32 of those bridges fall into the critical or serious categories.

Maintaining a transportation network that consists of 420 bridge crossings has presented very challenging decisions at both the County and Township levels. Decisions on closing a structure permanently, repairing or replacing have to be an educated decision with several factors to consider with funding issues being the greatest factor on all bridge decisions.

Traill County maintains another 280 bridges on township roadways that are not eligible for federal funding with a bridge fund of \$200,000. This bridge fund is funded from a bridge loan that we apply for and repay with our appropriated money approximately every 2 years.

The average costs for bridge repairs for Traill County the past 3 years are \$99,285.80 a year.

These repairs are primarily on wood/timber bridges; with the repairs mainly being the replacement of the timber decking materials or decking supports using county forces and equipment. All major repairs or replacement would have to be contracted out and costs would be significantly greater than those done in house.

With the costs to replace bridge structures starting at over \$250,000 dollars the funding issue becomes very relevant on those 280 bridge structures where federal funding is not available.

Having a bridge repair budget of \$200,000 every 2 years for these off system bridges and an average yearly bridge repair costs of \$99,000 dollars we don't have much funding to replace any of those 280 bridge structures.

Traill County realizes that we will have to make very important decisions on our transportation system and bridges in the future, and we realize that we will have to close some of these bridge structures due to the fact that we cannot continue to maintain or replace all of these bridge structures within the current funding levels. However having a funding mechanism in place like this Senate Bill will greatly affect the overall transportation system of Traill County and many other counties alike by allowing us to replace or rehabilitate bridges more often. Thank you again on behalf of Traill County for allowing me to testify on Senate Bill 2328.

In support of SB 2328

Senate Transportation Committee

February 7, 2013

Chairman Oehlke and Committee Members,

I am Larry Syverson a farmer from Mayville, where I grow soybeans on our family farm. I am the chairman of Roseville Township of Traill County. I am also the President of the North Dakota Township Officers Association. NDTOA represents the 6,000 officers that serve in more than 1,300 dues paying member townships.

Recognizing the importance of bridges to rural transportation we support SB 2328 and thank the sponsors of this bill for bringing it forward. We also thank the county officers and employees that have come to speak in support of this bill.

Since rural bridges are the domain of the counties I will defer to their personnel that have come to testify for this bill.

Thank you Chairman Oehlke and Committee members, I ask that you give SB2328 a do pass recommendation and I will try to answer any questions

13.0810.02001
Title.

Prepared by the Legislative Council staff for
Senator Wanzek

February 6, 2013

PROPOSED AMENDMENTS TO SENATE BILL NO. 2328

Page 1, line 10, replace "\$95,700,000" with "\$25,000,000"

Page 1, line 15, remove ". Funding allocations to counties are to be made by the"

Page 1, replace lines 16 through 21 with "needed for the safe conveyance of persons and commerce in the state. The director of the department of transportation shall distribute the funding provided under this section based on data available from studies conducted by the upper great plains transportation institute."

Page 1, line 24, remove "The request must include a"

Page 2, remove line 1

Page 2, line 2, remove "road bridges in the county."

Page 2, line 3, replace the first "the plan" with "a project"

Page 2, line 3, replace the second "the plan" with "a project"

Page 2, after line 3, insert:

- "a. Funding must be distributed for projects based on data available from upper great plains transportation institute studies, actual road conditions, and the integration with state highway and other county road projects.
- b. Funding may not be distributed for the routine maintenance of bridges."

Page 2, line 5, replace "the" with "an"

Page 2, line 5, replace "projects" with "project"

Page 2, line 6, remove ", not to exceed the funding available for that county"

Page 2, line 7, replace "plan" with "project"

Page 2, line 12, after "for" insert "the"

Page 2, line 12, remove the second "county"

Page 2, line 13, replace "and township road bridge rehabilitation and reconstruction projects" with "bridge project"

Page 2, after line 20, insert:

- "8. For purposes of this section, a "bridge" is a structure that extends over a river, stream, depression, or other obstacle and is 20 feet [6.096 meters] or longer as measured along the centerline of the roadway. A "bridge" may also include a group of culverts used to divert water under a roadway providing the distance between the edge of each culvert in the group is less than one-half of the diameter of the smallest culvert in the group."

Renumber accordingly

Testimony #2

Prepared by the Legislative Council staff for
Senator Flakoll

January 31, 2013

PROPOSED AMENDMENTS TO SENATE BILL NO. ~~2328~~ ²³²⁸ *(same thing)*

; insert "To be eligible to receive a grant under this section, the county or township road project must be located within a county that levies a combined total of seven or more mills for county road and bridge, farm-to-market and federal aid road, and county road purposes."

Renumber accordingly

✓ VOTE #2

2-14-13

Testimony on SB 2328
Appropriations Committee
Senator Terry Wanzek
District 29 State Senator

Chairman Holmberg and members of the Senate Appropriations Committee SB 2328 is a bill seeking funding for bridge rehabilitation and reconstruction costs on our county and township roads. The intent is to provide funding to compliment the efforts we have been making in addressing general road infrastructure in our counties and township. Where we are providing state funds to repair or restore roads, we want to be sure there are also adequate funds available for bridge repairs on these same roads.

As many of you might know the Upper Great Plains Transportation Institute has conducted studies this past interim that provided an assessment of county and township road infrastructure needs. Their report was presented to the Budget Section during the interim. It outlined a need in the state, for the 2013-2015 biennium, of \$835 million dollars for county and township roads. The Budget Section in the September 2012 meeting asked the UGPTI whether this road study also included the costs of bridge needs on these same roads. The response was no. So a report was prepared by UGPTI and presented to the Budget Section in December 2012 providing a synopsis of the infrastructure investment needs of county and township bridges across ND.

The study uses the National Bridge Inventory data for ND. According to NBI there are 3150 bridges owned and maintained by county and township or town governments in ND. Altogether 2667 county and township bridges have been analyzed. The focus of the study is on 474 bridges that are classified as structurally deficient - in poor, serious or critical condition. The report shows \$29.5 million cost to replace bridges in the critical condition. Replacing bridges that are in the serious or critical condition would cost \$95.7 million. In total it would cost \$288 million to replace all bridges in the poor, critical and serious condition category. Of these 474 bridges, classified as structurally deficient, 75% are 60 years or older and 25 % are 85 years old or older.

In the original bill the dollar amount was \$95.7 million, equal to the study reference of cost needs for bridges in the critical and serious condition category. After discussion with DOT and further contemplation we decided it would not be

practical to fix every bridge in these two categories of classification; serious and critical. We want this to work; we want it to be legitimate and structured so the DOT can correlate the funds in this bill for bridge needs to the roads that we are also funding for repairs and rehabilitation. So the bill was amended with language that provides more flexibility to the DOT to carry out this mission and also reduced the appropriation level to \$27 million to be more in line with what can realistically be done in the next biennium.

The bridge study done this past interim was a quick response to the Budget Section request. A more detailed study is needed that will examine the conditions of specific structural elements that cause structural deficiency ratings. Also a more detailed study could assess the economic value of each bridge or the network value of a bridge on commerce of particular industries and alternative routes necessary if bridges are closed. Also included in the study could be strategies for less traveled bridges and tradeoffs between restricted weights and economic productivity. Thus the request for further study on county and township bridges in the next biennium.

Mr. Chairman and Senators, one thing I have heard these past few years, across the state, is a need to help with infrastructure. "Help fix our roads" has been heard over and over again, especially with our state's prosperity. Many of us talked about infrastructure during our campaigns and how we view it to be a priority to our communities and our economic future. We also talked about property tax relief and how we want to send some money back home to the taxpayers. Well, in a sense, this effort to help local jurisdictions with infrastructure funding needs can accomplish all three of these goals; fix roads, provide property tax relief and send money back home. Many of these roads and bridges out in the country were built and designed by our parents or even grandparents. They are in need of updating and now is the time to provide the one time funds, when we have the money to do so.

Mr. Chairman, I have heard you mention on occasion about the time, as a kid, when you had a big beat crop on the farm, I believe it was 1958, where it allowed your family to not only paint the barn, but also fix the roof on the barn! Mr. Chairman and Senators we want to not only fix the road but the bridge too! I believe it is a wise long term investment of our surplus dollars that will provide returns for many years to come.



**NORTH DAKOTA
SOYBEANS GROWERS
ASSOCIATION**



2-14-13

SB2328 Testimony

Good morning Chairman Holmberg and Senate Appropriations Committee members. I'm Scott Rising representing the North Dakota Soybean Growers Association.

I am respectfully seeking your support for SB2328. As you may well know we have been advocating for the reconstitution of our state's rural infrastructure for the last three sessions. SB2328 is critically important because it is the first bill to identify the funding needs for rural bridge infrastructure.

We have in our possession several comprehensive road studies completed by the Upper Great Plains Transportation Institute. Yet, last fall when they presented their initial look at the road funding needs to the Interim Budget Section, we discovered that their projections did not include bridges. I was more than a little surprised by this, until in December when I read their initial bridge study that identified the cost to fix our state's bridges in the "Critical" and "Serious" categories totaled \$288 million.

The intended goal of SB2328 is to align bridge funding to road funding priorities so that as we reconstruct our road infrastructure we have a prescription for success. To that end, BS2328 funds a comprehensive bridge study and analysis to align future efforts. In the meantime, we know we have "low hanging fruit" available to start with in the 2013-15 biennium. It is well known that we have both "million dollar" roads with "lesser" bridges and we have "million dollar" bridges with "lesser" roads. SB2328 intends to get at the "low hanging fruit" working in concert with the Department of Transportation to maximize system benefit.

We have an achievable opportunity to rebuild the infrastructure of our grandfather's generation for our children and beyond. It will take a committed, patient and confident strategic approach that connects each project to its place and time. We do not have a "failure" option. Rural Roads require \$835 Million dollars this biennium. Now we know that Rural Bridges require \$288 million. Our state highways require somewhere in the neighborhood of \$2 Billion dollars. We also believe the cost to precede will not go down anytime soon . . . Please lend your support to this critical work and send SB2328 on to the appropriations process.

Thank You for your time and attention. I'll be happy to answer questions you may have of me.

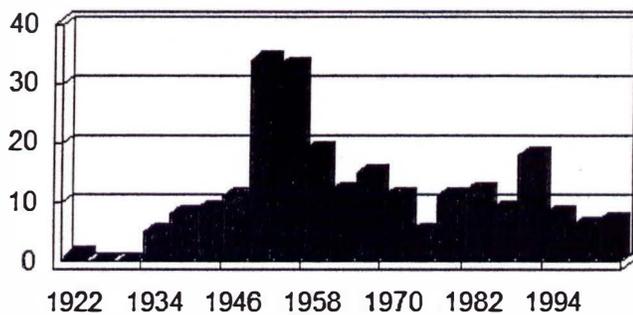
Scott Rising
grwbeans@earthlink.net
701-527-1073

2-14-12

**Senate Bill No. 2328 – Senate Transportation Committee Hearing, February 7th, 2013
County and Township Road Bridge Rehabilitation and Reconstruction Program
Cass County Highway Department:**

County and Township Bridge Overview – February 7th, 2013

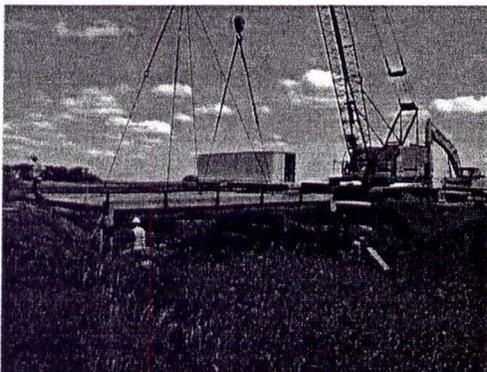
The Cass County highway system consists of nearly 650 miles of roadway covering an area of 1,766 square miles. Cass County maintains nearly 500 structures and bridges on both the County and Township road networks, with 268 bridges spanning a distance of 20 feet in length or greater. Of our over 20 foot bridges, they average 79 feet in length and 27 feet in width.



Age of Cass County Bridges

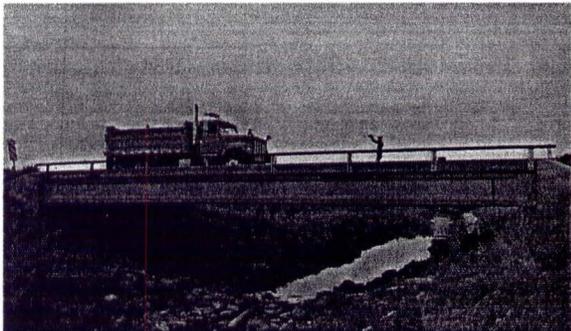
In Cass County the average age of a bridge is 40 years old. Of the nearly 500 structures, over 1/3 were built before 1960.

Agriculture continues to lead North Dakota's economy with an economic impact to Cass County of over \$455 million. Since 1960, statewide agricultural production has increased from 17.1 billion pound to 89.4 billion pounds, a 422% increase. Cass County now produces over 4 billion pounds of agricultural products. Adding in the loads of seed and fertilizer, it equals 56,000 truck loads of agricultural products at 80,000 pounds per load.



As agricultural production increase, so does the load on our bridge network. Although Cass County has both Interstate 94 and Interstate 29, nearly all agricultural products travel on the township and county road network to get from the field to the market. With an average of ten bridges per township, nearly every truck load travelling in Cass County crosses over a County maintained bridge.

As our bridge network has aged and deteriorated, Cass County has worked diligently to maintain these bridges. In the last 10 years we have spent over \$18.8 million repairing and replacing bridges. Besides the increase in vehicle loads, the six major floods in the last 15 years have added significant damage. Combining an aging bridge system with back to back major floods has taken a toll on our bridge network. Since 2009 we have spent over \$3 million repairing over 40 flood damaged bridges using FEMA or Federal Emergency Relief funds with local match.



Cass County has also looked at ways to reduce cost to repair or replace bridges. In addition to bridge repairs, Cass County has used diagnostic bridge testing to evaluate two load restricted bridges. These bridges were in good condition but a lack of plans or shop drawings resulted in the NDDOT using field measurements to load

rate the bridges. Our goal is to get all bridges on the County Highway System to the equivalent weight standard as the adjacent roadway. Load testing served as a cost saving method to analyze these bridges.

With a significant investment in bridges and utilizing innovative designs and load testing, Cass County still struggles to keep up with its bridge demands. Because such a large number of bridges built in the 1950s and 1960s, we are seeing many of them now reaching the end of their service life and becoming structurally deficient. Additional funding from the State of North Dakota will go a long way in addressing our aging bridge network. This funding will also allow us to not only repair these bridges, but to improve them to meet the increased traffic loads of today.

Senate Bill 2328

Senate Appropriations Committee

February 14 2013

Mr. Chairman and Members of the Senate Appropriations committee good morning, I am very pleased to be here this morning to testify in favor of Senate Bill 2328.

My name is Donn Diederich. I am the Executive Vice President of Industrial Builders, Inc. a highway heavy contractor from Fargo. IBI's history is based in bridge construction. My father Warren Diederich passed away in 2008. The Forums editorial cartoonist showed Warren's arrival at the pearly gates. Where upon meeting St Peter, Warren said, "I understand your streets are paved with gold but what are the condition of your bridges?" Mr. Chairman and committee members, township and county bridge conditions is a need funding has forgot.

I have provided the committee with three photographs today that visually provide you a feeling for the problem at hand. The first is a picture of a 2012 bridge repair project IBI did in Cass County. The picture shows the parts of the bridge that needed repairing after the flood of 2009. There are piling, beams stringers' and a wood plank roadway surface in the picture. The second picture is a bridge repair project IBI did in Cass County in 1962, the man at the bottom of the tape measure is my father. As you can see , not much has changed in bridge technology in those two pictures. The piling, beams and stringers are not that much different, and both bridges still have a wood plank roadway surface. But think of what has changed in the 50 years of life those two pictures span. The implements of production the farming community has today versus those of 50 years past - the combines' and cultivation equipment, and the continuing need to carry products from field to market. The third picture shows what a rehabilitated bridge looks like with FEMA funding as the guideline. The bridge of 2012 has been upgraded to its pre flood condition with a 12 ton weight restriction, an old guardrail system, the 50 plus year old structure is ready for a new life.

The agricultural community is stretched to find a county route that will carry production equipment and products to markets on a county bridge that will carry weights that are legal on the state highway system. A need to upgrade county bridges to 21st century standards is what Senate Bill 2328 is addressing.

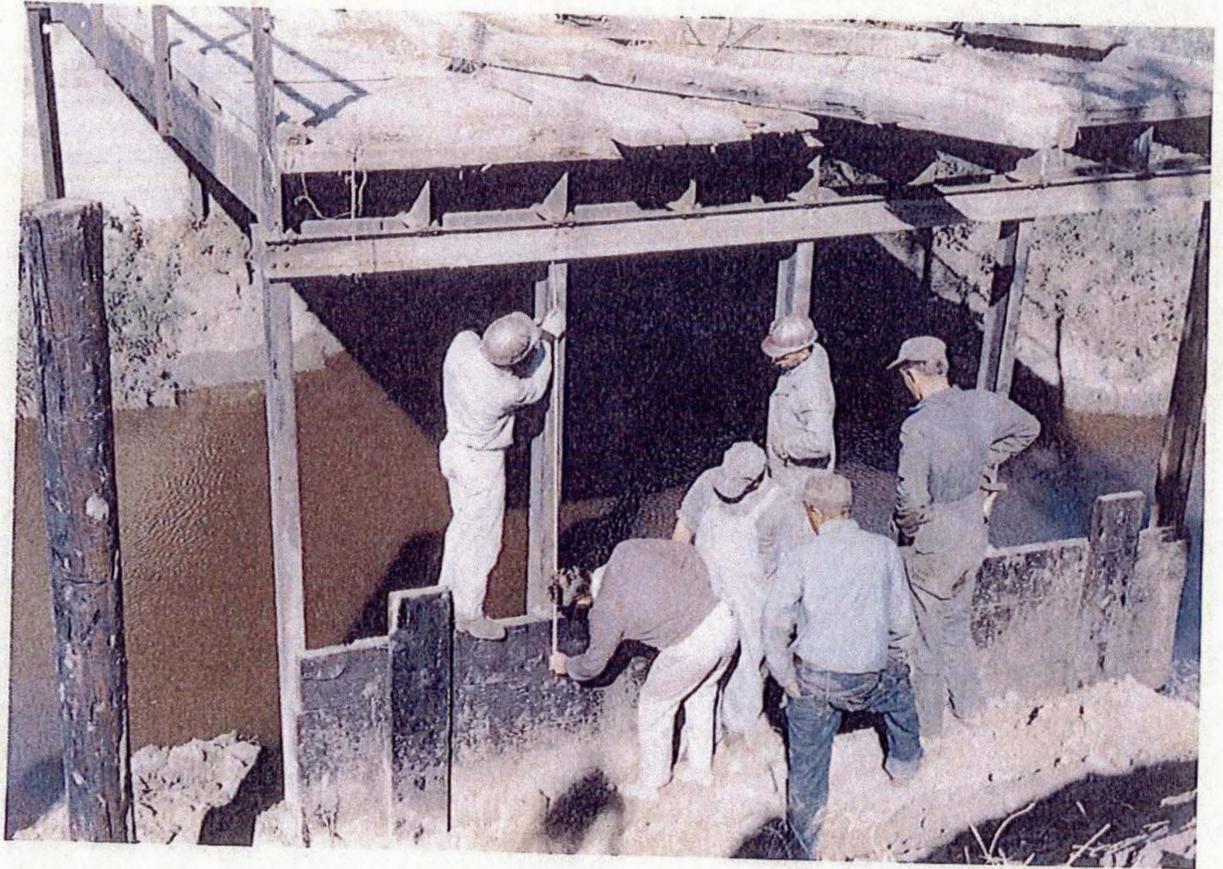
Mr. Chairman that concludes my remarks, I am available to answer any questions if there are any at this time.



SECTION 13 MAPLE RIVER TOWNSHIP
SECTION 18 ADDISON TOWNSHIP
BRIDGE REPAIR

- ❑ **PROJECT NO:** FL1103 – SITE 105
- ❑ **CONSTRUCTION TYPE:**
BRIDGE REPAIR
- ❑ **CONSTRUCTION DATES:**
NOVEMBER 6-30, 2012
- ❑ **ESTIMATED COSTS:** \$186,659.00
- ❑ **TRAFFIC IMPACT:** CLOSED
- ❑ **DETOUR:** NO
- ❑ **PROJECT MANAGER:**
FRANK PODOLL
- ❑ **DESIGNER:** CASS COUNTY
- ❑ **CONTRACTOR:** INDUSTRIAL BUILDERS, INC.
- ❑ **LOCATION:** SECTION 13 MAPLE RIVER/SECTION 18 ADDISON TOWNSHIPS
- ❑ **STATUS:** WEST ABUTMENT PILING PLACED. PLACING TIMBER BACKING PLANKS.





THIS IS A
**KODACHROME
ENLARGEMENT**

Made by
Kodak

OCTOBER 1962 RB

SECTION 13 MAPLE RIVER TOWNSHIP
SECTION 18 ADDISON TOWNSHIP
BRIDGE REPAIR

- ❑ **PROJECT NO:** FL1103 – SITE 105
- ❑ **CONSTRUCTION TYPE:**
BRIDGE REPAIR
- ❑ **CONSTRUCTION DATES:**
NOVEMBER 6-DECEMBER 7, 2012
- ❑ **ESTIMATED COSTS:** \$186,659.00
- ❑ **TRAFFIC IMPACT:** NONE
- ❑ **DETOUR:** NO
- ❑ **PROJECT MANAGER:**
FRANK PODOLL
- ❑ **DESIGNER:** CASS COUNTY
- ❑ **CONTRACTOR:** INDUSTRIAL
BUILDERS, INC.
- ❑ **LOCATION:** SECTION 13 MAPLE
RIVER/SECTION 18 ADDISON
TOWNSHIPS
- ❑ **STATUS:** COMPLETED



PROPOSED AMENDMENTS TO SENATE BILL NO. 2012

Page 1, line 3, after "distributions" insert "; to provide an appropriation to the upper great plains transportation institute"

Page 1, line 3, after "exemptions" insert "; to provide for budget section reports"

Page 1, after line 17, insert:

"County and township bridge reconstruction program"	0	27,000,000	27,000,000
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Page 1, replace lines 19 and 20 with:

"Total all funds	\$1,146,903,884	\$1,585,799,694	\$2,732,703,578
Less estimated income	<u>1,146,903,884</u>	<u>1,575,799,694</u>	<u>2,722,703,578"</u>

Page 2, after line 7, insert:

"County and township bridge reconstruction	0	27,000,000"
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Page 2, replace lines 13 and 14 with:

"Total all funds	\$608,000,575	\$1,340,600,000
Total special funds	<u>602,150,575</u>	<u>1,330,600,000"</u>

Page 4, after line 8, insert:

"SECTION 5. COUNTY AND TOWNSHIP BRIDGE RECONSTRUCTION PROGRAM - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND - EXEMPTION.

The county and township bridge reconstruction program line item in section 1 of this Act contains the sum of \$27,000,000 from the strategic investment and improvements fund which must be used by the department of transportation for a county and township road bridge rehabilitation and reconstruction program, for the period beginning with the effective date of this Act and ending June 30, 2015, as follows:

1. The funding must be used to rehabilitate or reconstruct county and township road bridges needed for the safe conveyance of persons and commerce in this state. The director of the department of transportation shall distribute the funding based on data available from studies conducted by the upper great plains transportation institute.
2. Each county requesting funding for a county or township road bridge project or for multiple projects shall submit the request in accordance with criteria developed by the department of transportation. The department of transportation, in consultation with the county, may approve a project or approve a project with amendments.
 - a. Funding must be distributed for projects based on data available from upper great plains transportation institute studies, actual road

conditions, and the level of integration with state highway and other county road projects.

- b. Funding may not be distributed for the routine maintenance of bridges.
3. The funding may be used to provide up to ninety percent of the cost of an approved bridge project, including engineering and plan development costs.
4. Upon approval of a project, the department of transportation shall transfer to the county the approved funding for engineering and plan development costs. The funding provided for construction, engineering, and project development costs may be applied to costs incurred as of January 1, 2013.
5. Upon execution of a construction contract by the county, the department of transportation shall transfer to the county the funding to be used for the approved bridge project.
6. Each recipient county shall report to the department of transportation upon awarding each contract and upon completion of each project in a manner prescribed by the department.
7. Section 54-44.1-11 does not apply to funding included in the county and township bridge reconstruction program line item in section 1 of this Act. Any funds not spent by June 30, 2015, may be continued into the biennium beginning July 1, 2015, and ending June 30, 2017, and may be expended only for county and township road bridge rehabilitation and reconstruction projects.
8. For purposes of this section, a "bridge" is a structure that extends over a river, stream, depression, or other obstacle and has an end area of fifty square feet [4.65 square meters] or greater.
9. To be eligible to receive a grant under this section, the county or township road bridge project must be located within a county that levies a combined total of seven or more mills for county road and bridge, farm-to-market and federal aid road, and county road purposes.

**SECTION 6. APPROPRIATION. - UPPER GREAT PLAINS
TRANSPORTATION INSTITUTE - STRATEGIC INVESTMENT AND
IMPROVEMENTS FUND - BUDGET SECTION REPORTS.**

There is appropriated out of any moneys in the strategic investment and improvements fund in the state treasury, not otherwise appropriated, the sum of \$350,000, or so much of the sum as may be necessary, to the upper great plains transportation institute for the purpose of updating and maintaining reports for transportation infrastructure needs for all county and township roads and bridges in the state, for the biennium beginning July 1, 2013, and ending June 30, 2015. While updating and maintaining the reports, the upper great plains transportation institute shall review options to most efficiently use resources through the integration of road and bridge projects identified in the reports along with other associated infrastructure needs. During the 2013-14 interim, the upper great plains transportation institute shall report at least annually to the budget section of the legislative management regarding the status of the reports."

Page 5, line 25, replace "and 6" with ", 7, and 8"

Page 5, line 26, replace "and" with a comma

Page 5, line 27, after "item" insert ", and \$27,000,000 in the county and township bridge reconstruction program line item"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2012 - Summary of Senate Action

	Executive Budget	Senate Changes	Senate Version
Transportation Institute			
Total all funds	\$0	\$350,000	\$350,000
Less estimated income	0	350,000	350,000
General fund	\$0	\$0	\$0
Department of Transportation			
Total all funds	\$3,389,303,578	\$27,000,000	\$3,416,303,578
Less estimated income	2,695,703,578	27,000,000	2,722,703,578
General fund	\$693,600,000	\$0	\$693,600,000
Bill total			
Total all funds	\$3,389,303,578	\$27,350,000	\$3,416,653,578
Less estimated income	2,695,703,578	27,350,000	2,723,053,578
General fund	\$693,600,000	\$0	\$693,600,000

Senate Bill No. 2012 - Transportation Institute - Senate Action

	Executive Budget	Senate Changes	Senate Version
Transportation reports		\$350,000	\$350,000
Total all funds	\$0	\$350,000	\$350,000
Less estimated income	0	350,000	350,000
General fund	\$0	\$0	\$0
FTE	0.00	0.00	0.00

Department No. 627 - Transportation Institute - Detail of Senate Changes

	Adds Funding for Transportation Reports ¹	Total Senate Changes
Transportation reports	\$350,000	\$350,000
Total all funds	\$350,000	\$350,000
Less estimated income	350,000	350,000
General fund	\$0	\$0
FTE	0.00	0.00

¹ Funding of \$350,000 from the strategic investment and improvements fund is appropriated to the Upper Great Plains Transportation Institute to update and maintain transportation infrastructure reports. The institute is to provide reports to the Budget Section regarding the status of the report.

Senate Bill No. 2012 - Department of Transportation - Senate Action

	Executive Budget	Senate Changes	Senate Version
Salaries and wages	\$198,822,626		\$198,822,626
Operating expenses	456,821,715		456,821,715
Capital assets	1,810,511,207		1,810,511,207
County and township road program	142,000,000		142,000,000
Grants	97,548,030		97,548,030
General fund transfer to highway fund	683,600,000		683,600,000
County and township bridge program		27,000,000	27,000,000
Total all funds	\$3,389,303,578	\$27,000,000	\$3,416,303,578
Less estimated income	2,695,703,578	27,000,000	2,722,703,578
General fund	\$693,600,000	\$0	\$693,600,000
FTE	1079.50	0.00	1079.50

Department No. 801 - Department of Transportation - Detail of Senate Changes

	Adds Funding for County and Township Bridge Program¹	Total Senate Changes
Salaries and wages		
Operating expenses		
Capital assets		
County and township road program		
Grants		
General fund transfer to highway fund		
County and township bridge program	27,000,000	27,000,000
Total all funds	\$27,000,000	\$27,000,000
Less estimated income	27,000,000	27,000,000
General fund	\$0	\$0
FTE	0.00	0.00

¹Funding is added from the strategic investment and improvements fund for a county and township bridge reconstruction program. A section is also added to provide guidelines for the program.