2017 SENATE APPROPRIATIONS

SB 2012

2017 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Harvest Room, State Capitol

SB 2012/SB 2072
1/9/2017
Job # 26682

☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature Mary Munder for Rose Laning

Explanation or reason for introduction of bill/resolution:

An appropriation for defraying the expenses of the department of transportation

Minutes: Testimony Attached # 1-5

Legislative Council: Chris Kadrmas
OMB: Becky Keller

Chairman Holmberg: Called the committee to order on SB 2012/SB 2072. Roll call was taken. All members were present.

Chris Kadrmas: Update on SB 2072. Error made in 2072 –total amount of funds is correct it's just how the dollar amount is classified. The base level in 2012 is what it should be. That is correct.

Chairman Holmberg: 2012/2072 budget. New sub-committee this session.
Sub-committee is: Senators G. Lee, (Chairman) Oehlke, and Grabinger.
DOT budgets is where every district is impacted. Please reserve comments and questions for private discussion.

Grant Levi, Director, Department of Transportation, State of North Dakota
Testimony Attached # 1. Along with me there will be several others testifying.
DOT has not generally been funded by general funds, but they did get one-time money based on the Highway Tax Distribution Fund. We have made significant reductions in our budget. They are not general fund reductions other than the one time. They are a result from the 13% reduction from the Highway Tax Distribution Fund. That reduction impacts all our partners, cities, towns, counties, and townships. (5:58) Before we get into the budget details we thought we should remind you of what we are about. (Attachment #1)

Senator Robinson: You said costs are going down, it shows costs going up? Reconcile that for me if you would.

Grant Levi: Costs were going down from their peak. Where we are comparing our expenditures, costs are still going up.

(34:40) Chairman Holmberg: Asked about GARVEE bonds.

Grant Levi: Very fortunate it was 4 lane traffic so we could use those funds.

(43:00) Senator Robinson: Whole nation going thru challenge, expensive corn, how long can we go before we start slipping backwards? Everything you're doing needs to be done, but are we losing ground?

Grant Levi: 2 parts: We need to find a way to do things differently. Served as Chair of National Materials Committee. Looking at using different products. Our system can be held together telling us that.

Senator Robinson: This has been a discussion for years. But feds will have to bite the bullet, gas taxes could be a 3-4% increase.

Grant Levi: Federal government has put together commissions on how to fund transportation in the future. We need to raise the user fee. The federal government hasn't moved in that direction. They have piece-mailed a bill that goes thru 2020 – comes from other pots.
The newly elected president has talked about new investments in infrastructure. We need some unique financing methods. We're talking to congressional delegation about it.

Senator Grabinger: (49: 50) Those eliminations you are talking about, are you laying people off or are they through attrition?

Grant Levi: Had a number of vacancies occur. We are creating an opportunity to outsource. We did not eliminate any fulltime FTE. We cut our temporary base.

(59:51) Senator Robinson: $14 million is a lot of money for ongoing maintenance.

Grant Levi: Sometimes we have resources in a category that we struggle how to name it. Fuel prices are a major portion of that (Attachment #1 pg. 38-39) We have buildings that have asbestos. We reduced expenditures for building improvements by $6.8 million. We want to reduce by 6.9 million.

(1:04:42) **Senator Sorvaag**: You have stated that the funding of the new administration would not work for you. Can you expand on that? Expand on the funding for major projects through P3 down the road.

Grant Levi: The problem is in the way they are financing it, and part of it is the P3. We may take advantage of it for some projects but we don't have that ability presently in state statue. We've introduced a bill, HB 1110 to work with private businesses.
The approach being discussed is for P3 partnership – long term. This legislative body should look at the way they approach the very large projects that are coming up in the state. We know they are looking to change highway 85 into a four lane. We are in the process of doing the environmental document for that.

Senator Bowman: In dealing with the federal dollars, you said you set aside $12 million to match. Is that for sure we are going to get those federal dollars and if we do are they already included in this budget?

Grant Levi: It's for sure as it can be when you are working with the federal government. It's the numbers we used in our budget that we need to match. I am fairly confident that Congress will carry through with the plan they have in place all thru 2020.

Senator Bowman: As we start to see fracking picking up, we'll see traffic starting to pick up again. Is that money available when collected?

Grant Levi: We do not have continuing appropriation authority as it relates to the Highway Distribution Tax Fund. So no it is not available to us.

Senator Wanzek: I've not seen the results of a study for needs based on the township or county roads, oil and non-oil. I've heard that they have positive investments. Could you elaborate?

Grant Levi: We'll put together some information for you. The investments we made, especially in pavements is showing improvements but I will say that the overall needs are still significant. We'll share with committee what the cities asked us to participate in also.

Ron Henke, Deputy Director of Engineering, Department of Transportation
I will cover the maintenance section that they plan to consolidate and also the rest areas. Continuing on pg.41 of Attachment #1

(1:19:58) Senator Erbele: Explain Gackle closure.

Ron Henke: Area 46 would be covered by Jamestown and Wishek covers 56-the short stretch from 34 to 46.

Senator Erbele: So Wishek does 30,34,46.

Ron Henke: Correct.

Senator Robinson: Who would cover 46 at Litchville?

Ron Henke: It would be Valley City.

Senator G. Lee: Does the triangle with the black dots mean it is reconstructed?

Ron Henke: Yes, 6-8-10 years ago we replaced the old building with a new one. We were hoping not to use a new location but to put up new building.

Senator Bowman: When you change or discontinue area, are you going to take employee and equipment and go to another location.

Ron Henke: I will answer shortly what we're doing with the building, equipment and staff.

Let's go to slide 49. Starkweather is a side light section to Cando.
FTE would go to Cando, Starkweather property will be sold off and the roadways will still be covered by Cando. Savings comes when we don't have to rebuild the building, not build a salt shed.
Finley would go to Cooperstown; sell that property, not have to build another building and salt building.
Fessenden – that person would go to Harvey section. Harvey would take over more of Hwy 52.

Senator Sorvaag: Do they have to live in the town they are stationed in?

Ron Henke: No, just be able to get to their area in 30 minutes. Sometimes stay overnight to be able to get to their plow

Senator Erbele: You are proposing to close and sell the property. Are you putting a value on that property?

Ron Henke: No, but communities are coming forward saying our building was in better shape than theirs and they wanted ours so they didn't have to rebuild.

Senator Dever: Some of the costs are paid for by federal government to keep missile roads open?

Ron Henke: We do gravelling operations, but they are not roadways that we maintain. We do not use federal dollars to maintain them.

Senator Mathern: Is that real dollars on the savings you project on not having to build buildings or salt sheds?

Ron Henke: No, the projected savings are on a future expense. It is not a savings for this budget.

(1:31:19) Senator Wanzek: What do you mean when you say you might have to return one person?

Ron Henke: Returning a person to a funded position if we need to so we can offer a better service to that area.

Chairman Holmberg: I saw so many snowplows on the road from Fargo to Grand Forks during that big storm after Christmas. Were they all from that area?

Ron Henke: We try to have seamless boundaries. Generally, I say they stay within that 50-60-mile radius. If there's a need they will go outside their boundaries.

Senator Grabinger: Talking about the salt – in Courtenay are you going to build a salt building. Do we have to have a salt building?

Ron Henke: We don't need them, but it's an efficiency thing for us. Before we had the buildings, we had to tarp them.

Grant Levi: There's a difference between satellite location and where we store salt. We are needing the salt building from an environmental perspective.

(1:37:50) Senator Robinson: Do the dollars cover the cost of the truck or the snowplow.

Ron Henke: That is just the coverage of a truck. New ones are bi-directional, which means they can swing left or right.

Senator Robinson: In terms of the number of trucks on the road, where are we at with total numbers.

Ron Henke: We have 355 plow trucks. We added some when we started 4-laneing.

Senator Robinson: There are overtime hours in the winter. What do you do with mowing in summer? Are they the same people or do you hire new ones?

Ron Henke: Same people summer/winter. They'll fix fences, seal crack, pipe work, fill holes on the roadway.

Senator Robinson: Mowing tractors leased?

Ron Henke: Some are, but some purchased. We were limited to 250 hours and we could lease them for a penny an hour. Now those tractors are close to $20/hour.

Senator Bowman: I have a question on your operating costs; is that strictly by closing down the facility? Your'e going to increase your costs when someone has to drive farther down the road.

Ron Henke: I'll have to get back to you with broken down costs.

Senator Oehlke: When they close the Starkweather going to Cando, and your plow is in Cando, where do you drop the plows?

Ron Henke: We drop the plows wherever we are driving. We've allowed employees to take a truck closer to where they live, so they can provide service. We don't do it often but we have done it.

Senator Wanzek: Do we usually contract the maintenance out or does each section have a person with mechanical maintenance.

Ron Henke: We ask employees to take care of their vehicles. In our 8 district headquarters, we also have mechanics and do contracts and work with other area shops. Some are under warranty; some we don't have the expertise to fix. We also haul those trucks, like in Williston where we have struggled to hire mechanics, we haul those trucks to Minot.

Continuing on page 57 of Attachment #1.

(1:51:45) Chairman Holmberg: Is Crystal Springs west bound still closed?

Ron Henke: Yes we have to update the lagoon system.

Chairman Holmberg: We will not do anything near Jamestown until Crystal Springs is taken care of.

Ron Henke: Jamestown will be open for many years.

Senator Grabinger: In your policy, you don't take into account the number of customers or traffic that comes into play. Was there any consideration of how much they are being used put into your data?

Grant Levi: We did discuss today's present day use and this is a long range plan. When we looked at this, we looked at the spacing. We only picked the higher volume corridors. There are other truck stops to take into consideration.

Senator Oehlke: What do you do with the rest areas that are going to be closed down?

Ron Henke: We first go back to the people where the land was taken. We will go back to you or your heirs first. If no heirs, then to public auction or to adjacent land owners.

Senator Oehlke: How about in the middle of four lanes?

Ron Henke: We will tear it down and let someone hay it.

Senator Kilzer: As you close some of the snow plowing centers, do you have coordination with counties and cities, and they can do some of that work?

Ron Henke: In some of our larger communities, we will plow the snow, but ask the community to remove the snow. We can't plow in the cities into county roadways with the dollars we have available to us.

Senator Kilzer: Can the county plow city streets and state roads?

Ron Henke – I don't know.

Grant Levi – During a major bad snowstorm, do we coordinate with cities, yes we do. If it's a bad storm there are no boundaries and yes, there is coordination between us.

Mark Nelson, Deputy Director Driver and Vehicle Services, Department of Transporation continuing on page 63 of Attachment #1.

(2:09:20) Senator Sorvaag: If I had an ID – I'd have to give up old one?

Mark Nelson: Yes.

(2:11:13) Senator Wanzek: We won't be able to get on a plane.

Mark Nelson: No that is not correct. Our waiver is through October 2017. It goes into effect in 2020.

Senator Wanzek: Would you be able to get a new license?

Mark Nelson: Yes. Starting in 2018, they would be able to get an ID.

(2:24:40) Darcy Rosendahl, Deputy Director for Business Support, State Department of Transportation: continuing on page 76 of Attachment #1

(2:26:40) Senator Robinson: Asked for clarification on Technicians and engineers.

Darcy Rosendahl: Can't hire engineering technicians – can't find them.

(2:30:51) Grant Levi – Has suggestions for adoption into the final bill on pages 82-83.

(2:32:40) Chairman Holmberg: Section 7 would only be reflected in session laws?

Darcy Rosendahl: Yes.

(2:33:30) Shannon Sauer, Chief Finance Officer, State Department of Transportation continuing on page 85 of Attachment #1.

(2:36:20) Chairman Holmberg: Does that require statutory change – of having customers pay for credit card merchant fees.

Shannon Sauer: No I don't believe so but I am not positive on that.

(2:38:22) Terry Traynor, North Dakota Association of County: Testified in favor of SB 2012/2072. Testimony Attached # 2.

Rob Rebel, VP, Knife River Corporation; president of Associated General Contractors of North Dakota: Testified in favor of SB 2012/2072. Attachment # 3.

(2:46:00) Cal Klewin, Executive Director, Theodore Roosevelt Expressway Association (TREA)
Testified in favor of SB 2012/2072. Attachment # 4.

(2:50:23) Blake Crosby, Executive Director, League of Cities.
Testified in favor of SB 2012/2072. No written testimony. I will get a summary of my testimony to the clerk.
League of Cities contracted with Upper Great Plains and have data and analysis for non-urban roads in ND.
Snow removal is eating up everyone's budgets. It will be interesting by spring.

Chairman Holmberg: I'm sure the cities will keep us informed of costs.

(2:52:56) Pat Hansen, Executive Director, South Central Adult Services in Valley City; member of ND Senior Service Providers and Dakota Transit Association:
Testified in favor of SB 2012/207. Attachment # 5.

(2:59:30) Scott Rising, ND Soybean Growers,
Testified in favor of SB 2012/2072. No written testimony. We are in favor of the bill. Sometime we need to look at how we fund transportation.

Chairman Holmberg: Closed the hearing on SB 2012/2072.

2017 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Harvest Room, State Capitol

SB 2012 & 2072
1/23/2017
JOB # 27232

☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature Alicia Delzer

Explanation or reason for introduction of bill/resolution:

The Department of Transportation Committee Discussion

Minutes:

0.01 – 0.08.12) Chairman Holmberg: We have two subcommittees that are starting tomorrow. We all were here at the hearings. Are there any particular areas that the committee would like them to delve deeper or do you have some suggestions? (At 8:30 am on 01-23-17 the Appropriations Committee heard testimony from Sheila Peterson, OMB regarding the Revised Executive Budget Recommendation 2017-2019 biennium) (Job # 27231)

Senator Robinson had concerns about the closure of highway shops in rural North Dakota. We heard from farmers and ranchers concerns about school bus traffic, ability to get to work in communities like Jamestown that they are already challenged from time to time. The issue is compounded by the proposed budget to reduce significantly part-time labor or over-time labor. These folks have visited with Highway Department employees and they are not trying to be insubordinate but they are suggesting it is a stretch at best to cover the area as their being asked to do. These folks realize we are in a tough fiscal condition. Some of these folks work in a medical facility and they have to be there on time. I would ask the subcommittee to delve into, the part-time, the over-time and the closure of the highway offices. I didn't hear anything on the closure of driver's license. We have one in our area, the other is in Senator Wanzek's district. That's supposed to be served in a three-way sharing. The concern is real out there.

Chairman Holmberg: The question of the license places has been on the table. I was on that committee last year and the year before. They have their kiosk that they talked about. Does that give the subcommittee some direction as far as what they might want to look at?

Senator Gary Lee: I have that written down as well to talk with DOT as we meet. In terms of removing those shops They have an estimate of savings and that would be the 5 FTE reduction. In the Burgum budget proposals another 5 FTE's below what they are suggesting in the Dalrymple budget. There's quite a few changes in here. He listed several

driver's license sites where you wouldn't exactly use the personnel in some of those areas but they may have to travel to a particular place such one in Mayville would go over to Hillsboro, come out of Hillsboro to work and cover it from going east to west as opposed to west to east, that's quite a change.

Senator Robinson: It did come up during the course of presentation and Senator Lee if you and your committee would come up with the issue of reducing over-time and part- time. Several folks indicated that the travel involved as a result of these changes is going to increase costs in many areas as well for people to get to and from and the equipment to and from. I appreciate it. Thank you.

Senator Wanzek: Along the same lines as Senator Robinson I heard from some of the shops part of the savings that they are exhibiting in the budget is the money for the new buildings in just about every shop area and now visiting with those people out there they're saying they don't know what 'that's all about. They are saying they don't need new buildings. You need to look into that and question if that's a real savings or not. And with the added over-time and extra work and the distance they are going to cover I am questioning if we really are going to save that much.

Chairman Holmberg: I am not sure it is policy but when you have an issue with probate and you are dealing with vehicles I was told by someone that the most difficult thing to work with getting the transfers done with DOT. I have a daughter in law whose mother died and she just got the title change. It was a very slow process. I don't know if they are up to date as far as electronic kinds of things. That might be something to ask them about. Any other questions on DOT budget? The discussion was closed on SB 2012.

2017 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Harvest Room, State Capitol

SB 2012
1/24/2017
Job #27333

☒ Subcommittee
☐ Conference Committee

Committee Clerk Signature Emmerson Grotberg for Alicia Delzer

Explanation or reason for introduction of bill/resolution:

A Subcommittee Hearing on the Department of Transportation (DOT)

Minutes: 1-Summary of SB 2072 & with Attachments

Chairman Gary Lee: Opened the subcommittee hearing on SB 2012 & SB 2072, DOT budget at 3:00 pm. Roll call was taken. Senator Oehlke and Senator Grabinger were present. Chris Kadrmas, Legislative Council and Becky J. Keller, OMB were also present. SB 2072 will probably be merged with SB 2012. I asked Mr. Levi to give us a highlight and give us an update in Governor Burgum's recommendation.

Senator Grabinger: Where is the $34M that is removed for the operating expenses mentioned in the green sheets?

Grant Levi: We can cover it in our presentation.

(2:45 – 7:30) **Grant Levi, Director, Department of Transportation:** Mr. Levi gave the subcommittee a summary of the presentation he shared with the senate appropriation committee. Mr. Levi said he was going to base his comments off of SB 2072 and he understood the committee was intending on consolidating into SB 2012. He provided the committee with a copy of SB 2072 and his testimony (See Attachment #1).
Mr. Levi presented his testimony (See Page 1, Attachment #1).

(7:32) **Senator Gary Lee:** Do you service the driver license service sites with personnel coming from here or do you have people in those locations?

Grant Levi: They are serviced from the various sites we have throughout the state. For example, we have FTEs in Minot, Williston, Dickinson, Bismarck, Jamestown, Devil's Lake, and Grand Forks. The rest are serviced from those sites and there is a lot of time spent on transportation. We believe it is more productive to have them stay at the major site. We also have a bill to allow online renewal once in a cycle to negate the need to add additional staffing to driver's license.

Senator Gary Lee: Is there a cap on the age? Will you have to renew more often as you age?

Grant Levi: There is no cap on the age for renewal every six years. In the bill we presented for online renewal, there are some caps that exist for the online renewal.

Senator Grabinger: How are you going to manage these cuts? If you cut Carrington, are you going to expand the hours in Jamestown to provide the additional service that is needed for the people that are now being serviced in Carrington?

Grant Levi: By not servicing other sites, we will have more time in our main sites. The reason some of the sites are closed presently is because they are traveling to other sites. So yes, we will be expanding the service at the major sites; the amount of hours and team members available.

Senator Grabinger: Will you be open 5 days a week in Jamestown?

Grant Levi: There will still be some traveling days because we haven't closed all sites.

Senator Gary Lee: Is there some staff reduction?

Grant Levi: We did not reduce our staffing in driver's license; we will have repurposed them to deal with additional that will be required as a result of the implementing of REAL ID.
Mr. Levi continued with his testimony (See Page 1, Attachment #1).

Senator Gary Lee: You say $160,000 budget savings without inclusion of REAL ID savings. Can you explain that?

(13:22) Grant Levi: If we kept all the sites open, it would require additional hardware purchases for us in order for them to work with the customers to gather the information for REAL ID. We didn't include that savings because our budget proposed to close those service centers.
Mr. Levi continued with his testimony (See Page 1, Attachment #1).

Senator Gary Lee: Looking at the $12.6M, looking back at session law it says there are $500M which OMB will transfer to the highway fund beginning July 1st, 2015 ending June 30th, 2017. This is one-time money. So you are asking that we that one-time money and move it forward into the 17-19 budget?

Grant Levi: We already have the ability to expend those resources this upcoming biennium because the bill last year also contained a provision which allowed it to be carried forward. That is why we use the term repurposing it because if we didn't use it for federal match, we would use it for projects and we still have projects to do with the resources you gave to us. We thought it would be in the best interest rather than cutting services more, we thought it would be best to repurpose those resources you already gave to us which were intended for projects to leverage those dollars to match federal dollars.

Senator Gary Lee: What were you going to use the $500M in the last budget?

Grant Levi: Those resources were to make improvements on western ND and we leverage dollars because we didn't spend federal dollars on Western ND, we moved it to the central and eastern part of the state. What occurred this biennium is better prices than we anticipated. We were able to do more and we also have some resources we could use for projects that are still need in western ND but we thought it was best to leverage them and use federal dollars to get that return. Keep in mind, we had an increase of federal dollars of $56.9M.

Senator Gary Lee: Even though there is work in western ND which this money was intended for, you are going to use it for matching federal dollars to do what?

Grant Levi: To complete some of the work that was needed in western ND but also to leverage it to use it for match for other projects throughout the state. We are leveraging the $12.6M so we get a 4 to 1 return on it.

Senator Gary Lee: In the past several years you've used state money in the west and federal money in the east; is this is a change in that strategy?

Grant Levi: Yes. Our budget this time will be a change. We will be using federal dollars across the state for state highway work.
(18: 25 – 21:00) Mr. Levi offered Governor Burgum's amendment (See Page 7, Attachment #1) to the committee and continued with his testimony (See Page 2, Attachment #1).

Senator Oehlke: If we reduce engineering staff, does that mean you will be using more contract engineers?

Grant Levi: When we grew to take on all the additional one-time funding, we changed the business model in our organization. We started to become more overseers because we ended up outsourcing 75% of the work. We started to become more overseers of consulting engineers and less doers. As our budget decreased, we are reducing our engineering workforce because of that philosophical change. I can assure you that we are keeping sufficient team members in engineering to provide adequate oversight of contracts and of the consulting firms. We talked considerably as an organization and we are comfortable with this change because it does reflect a change in philosophy that we undertook. It does result in more work being outsourced out of that total; but it also provides more stability for a consulting industry that at one time, took 75% of our work and now that will be reduced to reflect what we used to do in the past.

(23:08 – 24:50) **Grant Levi:** Mr. Levi continued with his testimony (See Page 2, Attachment #1).

Senator Gary Lee: I think you included the reduction in maintenance sites so this is in addition to that?

Grant Levi: Everything I am discussing here is in addition to the proposed budget.
(26:00 – 27:30) Mr. Levi continued with his testimony (See Page 3, Attachment #1).

Senator Gary Lee: Can you tell us where that $588,122 is coming from?

Grant Levi: It is a movement of resources that would have been used to fund some of those positions we talked about moving. Instead of using the money for individuals in our organization, we are going to use them for roadway construction.
(28:28 – 29:27) Mr. Levi continued with his testimony (See Page 3, Attachment #1).

Senator Oehlke: Is $5M enough to work with matching federal funds?

Grant Levi: We will still need to repurpose some of the enhanced highway funds.

Senator Gary Lee: The money you are using out of section 4, is that all that is left?

Grant Levi: No, there will be some additional resources that will carry into the biennium for projects that still to be built out west. Just because you bid a project doesn't mean you've tied up your resources. We reimburse contractors for work completed and sometimes the process takes a few years before the project is complete.

Senator Grabinger: Can you elaborate on the status of the projects?

Grant Levi: The projects are well into development. The first step is to complete the environmental process which can take up to 2 years. We are well into the environmental process on both projects. For example, the New Town bypass project is far enough along that it is our hope to bid that sometime this fall. The way things are moving with the Long X bridge, it would be our hope to bid it this year but in all likelihood it will probably happen in 2018. These projects are well into their development stage and we have spent considerable resources already to get there.
(33:00 – 35: 30) Mr. Levi continued with his testimony (See Page 3, Attachment #1).

(35:40) **Senator Oehlke:** Have these projects been established or are they open for grant applications?

Grant Levi: The program is in the process of being started; we would open it up for opportunities with the communities to work with them. We have not solicited any applications.

Senator Gary Lee: So it would be modeled after the special road fund in terms of the application process but a different purpose than what the special road fund would be?

Grant Levi: I just use the special roads fund as a reference to show that the legislative body has done something similar to this. We didn't intend to model it by establishing the same committee or putting together a committee, we would obviously take and renew the grants with the set of criteria we have developed and then determine the appropriate application of the funds.

Senator Gary Lee: What kind of projects might be considered in this.

Grant Levi: It would be transportation related projects. I could be some street improvements, it could be some efforts to do some traffic calming, it could be a transit project, it could be a bikeway facility, it could be widening sidewalks. It could be all or some of those things.

Senator Gary Lee: So a community public transit service would make it eligible for some additional grant funding?

Grant Levi: That's correct if it fits into the intent of reestablishing the communities by taking care of all the existing investments that are in place.

Senator Gary Lee: So it would be more infrastructure rather than transportation?

Grant Levi: That was not our intent.

Senator Grabinger: You know about the desire in Jamestown to put the road from the hospital past Menards. Would that be something you are talking about here?

Grant Levi: That would be a conversation we would need to have but the intent was to take care of places and help rebuild rather than building something new.
(39:00 – 42:15) Mr. Levi continued with his testimony (See Page 3-4, Attachment #1).

Senator Grabinger: Who would be making the decision of whether you fund it or not?

Grant Levi: The way it is proposed right now; it would like with the DOT much like the project we already make decisions on and they will be done in an open and transparent environment.
(42:50 – 45:15) Mr. Levi continued with his testimony (See Page 4-5, Attachment #1).

(45.17) **Senator Oehlke:** How do you propose to address that urban sprawl mentality?

Grant Levi: In our business, there comes times of major philosophical shifts and this conversation is already happening in Fargo. The reason we are implementing this program is to provide some incentive to continue to move forward and help them move forward with some resources. That is why it is done in an environment that is in cooperation with programs throughout all state agencies. That is why I tried to make the point that we need to leverage it with other things that are occurring.
We believe it is our role as an agency to support communities in their efforts to continue to prosper economically. That is why we are proposing to take a portion of those highway funds to help all communities and all roadways. We will leverage that $5M against some federal dollars that are also coming to at least twelve of the major communities. As a result of the proposed changes, that $12.6M even with the $5M we are recommending that goes into the state highway funds, becomes $5.7M to match because as you recall, we are using $5M of the adjustments we have made in our budget to match federal funds. That is reflected in the amendment as well.
Mr. Levi referred to charts he included with his testimony (See Page 8-9, Attachment #1).

Senator Gary Lee: These dollars were in the Dalrymple budget and you are repurposing them to the Burgum budget to the community enhancement program. What were they used for in the Dalrymple budget?

(5:12) **Grant Levi:** They would have been used for a transportation related project. As we have repurposed them here, they will still be used for a transportation related project but we have expanded their eligibility for use so that it extends into communities for roadways that are not in the state highway system.

Senator Gary Lee: Is it delaying the projects that it was originally planned for?

Grant Levi: Yes, it is forcing us to prioritize those projects.

Senator Grabinger: This appears to help the big cities and there is going to be pushback from rural communities who are losing substations, etc. and there is a lot concern about that and that is going to have a detrimental effect to some of those communities. We are cutting there but we are asking to put it in over here so we can invest in other communities. What would your comment be to those who would suggest that?

Grant Levi: While I used large cities as an example, this program isn't just limited to large cities. For example, the city of Mayville shared in conversations that they used $200,000 for a renaissance project. We could be doing this in smaller communities as well. As I look at this, there are two independent issues because the reason for us to suggest to you that we change the way we are doing business in snow and ice control is because of a long term operating and capital cost that the state will incur. That business model was put in place at the time when we operated with a single axle truck. Today, we are operating with a tandem axle truck, with a wing and underbody and sometimes behind that a tow plow. Those changes are going to come and have to be discussed. The operation base for funding will also have to be revisited. They are two separate things. This is taking capital that was intended for projects and repurposing them. In the long term, unless the business model for funding the operational base which those maintenance sections are changes, we will have an additional $50M of cuts we will have to make next biennia because we shored up this budget by using savings from past biennium that we didn't expend and received more revenue than we had anticipated.

Senator Gary Lee: We have been receiving questions about the section optimization plan that you put in place. In your previous comments, you said it is $2.1M in savings. Can you identify each of the eight sections?

Grant Levi: If you go back to the original testimony we provided starting on page 49 and 57 we started outlining the saving for each section.

(56:45 – 1:03:00) **Committee Discussion:** The committee discussed with Mr. Levi the previous testimony and Gackle expenditures on page 52.

Senator Gary Lee: Adjourned the subcommittee.

2017 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Harvest Room, State Capitol

SB 2012
1/31/2017
Job # 27672

☒ Subcommittee
☐ Conference Committee

Committee Clerk Signature Emmery Stolberg for Alicia Delzer

Explanation or reason for introduction of bill/resolution:

A Subcommittee hearing for the Department of Transportation (DOT)

Minutes:

1.cover letter from Mr. Levi with attach #A,B,C
2.Public Transportation Funding History with Attach B
3.Base Level Funding Changes

Chairman Gary Lee: Called the subcommittee hearing to order at 3:00 pm in the Harvest Room. Roll call was taken: Chairman Lee, Senators Oehlke and Grabinger were present. Chris Kadrmas, Legislative Council and Becky J. Keller, OMB were also present. Ask Chris to run through the Base Level Funding Changes.

Chris Kadrmas, Legislative Council: This sheet explains what the legislative base budget looks like in comparison to the Governor Dalrymple's executive recommendation and the Governor Burgum recommendation.
(1:30 – 3:30) Mr. Kadrmas explained the Base Level Funding Changes (See Attachment # 3).

(3:30 – 8:30) **Committee Discussion:** Senator G. Lee asked about the difference between the numbers on Attachment #3 and previous testimony provided by Mr. Levi. Mr. Levi said the $10.7M is the revenue shortfall that needs to be made up by the enhanced state highway grant funds. He said he hadn't had an opportunity to see legislative council's summary but the budget as presented in SB 2012 and in SB 2072 does not include carry-over funds.

Grant Levi: Provided testimony to correct a mistake made on previous testimony (See Page 3, Attachment #2).
Mr. Levi presented his testimony (See Attachments #1 and #2).

(12:10) **Senator Oehlke:** We are anticipating an increase of $56.9M in federal funds. Do we know the total?

Grant Levi: The total funds including all federal funds we are anticipating $673.4M which includes some resources for transit and safety, but that is the total.
Mr. Levi continued with testimony (See Page 1, Attachment #2).

Senator Gary Lee: Lee is that section 5 on the worksheet

Committee Discussion: In response to a question from Senator G. Lee, Chris Kadrmas clarified section 4 and 5 (See Attachment #3).

(14:28 – 20:42) **Grant Levi:** Mr. Levi continued with his testimony (See Question #2, Page 1-2, Attachment #2).

Senator Gary Lee: Are you anticipating federal funds to continue to grow?

Grant Levi: Correct. We anticipate continued growth in transit federal funding.
Mr. Levi continued with his testimony (See Question #3, Page 2, Attachment #2).

(22:25) **Senator Grabinger:** On the graph you were showing me it shows the actual highway tax distribution fund at 5.0 for 2015-2017 is only for nineteen months. Is there a projection for the 24-month biennium?

Grant Levi: Yes. We are anticipating about $8.1M.

Senator Oehlke: I noticed the words mobility manager and there is only one and it is in Grand Forks; why doesn't every community get a mobility manager?

Grant Levi: Mobility manager helps them coordinate activities with transit within their community. That is a decision made by those communities and it is a title that is given to them and they can use 5310 funds for that employee. They are not a state employee. 5311 funds are the ones closest to the resources that can be used for some of the transit provider's concerns; some can be used for capital and some of administration. There are no limits to the categories; when you are given those funds you can use them for any of those three but if you do use it for operating, it still requires a 50% match. So the federal government is discouraging the use of those resources for operating because they do allow a 20% match with both capital and administrative activities. The 5339 funds can be used to purchase vehicles or facilities.

(25.40) **Senator Oehlke:** the transit idea seems to fit hand in glove with the new governor's main street initiative. Are there things he or his staff have mentioned to you relative to that?

Grant Levi: You are correct in that transit is a key component of functioning and moving people in the main street initiative. We haven't gotten into specific details about that program but I will offer that in the larger communities which receive a portion of the federal dollars, they have the ability to convert them into transit resources. For example, Fargo/Moorhead area is already doing that. Every other year, they are $1M - $1.5M of federal funds that are given to them through the federal highway administration for transit purposes. So there are some opportunities to leverage other resources. Those resources are typically used for capital expenditures and they offset some of these other resources like the 5311.

Senator Gary Lee: Might you use some of that $5M for public transit if that was seen as a good place to put it?

Grant Levi: Yes. We could use some of the $5M for transit. There are more than just the bus and the driver, there has to be pull outs and stops that need to be funded as well.

Senator Oehlke: It seems logical that communities on the red river, Fargo and Grand Forks for instance, would want to cooperate with the cities across the river from them in ventures like this. Does that happen? Do they share some of that federal funding?

Grant Levi: There is cooperation between the communities with services. The relationship between how funding is shared across state lines gets to be more challenging in how that occurs. I am not sure if they do anything with respect to funding using local funds. If it were federal funds, it has to have some tie back to the state to help execute some of that which we do. For example, when we build a bridge, we do at times transfer some of our federal highway resources to MN when they are taking the lead and they do the same thing with us so we are sharing resources when there is a common purpose and intent.
Last legislative session, part of DOT appropriations bill requested that we do a transit legislative study which asked us to take a look at how those resources are being used. We did complete the study and the legislative council has a copy of the study. Some of them are struggling to meet operating, some of them have more ability to make capital expenditures. That goes back to the way the formula is weighed out in state statute and how funds are distributed. I believe that was part of the intent when you asked last legislative session for that study.

Senator Gary Lee: The 1.5% that they get.

Grant Levi: The 1.5 is distributed by a very prescriptive formula in state statute and how it goes to the transit providers.

Senator Gary Lee: You said some of them get money differently or spend it differently?

Grant Levi: The reason we did the study was because some of transit providers said they were barely able to survive and meet operating expenses. Others said that with the way the formula worked, they were able to make some capital purchases.

Grant Levi: Mr. Levi continued with his testimony (See Page 2, Attachment #2).

Senator Gary Lee: I don't think section 7 is included on page 83.

Grant Levi: That correct.

Chris Kadrmas, Legislative Council: on the worksheet that I handed out section 7 became section 8 and that is because of the bill request for the amendment regarding the $5M. In section 4 (See Attachment #3), the recommendation of Governor Burgum is that that it says $5.7M instead of $12.6M. That will be corrected on the next worksheet that is handed out.

Grant Levi: If you would also look at legislative council's section 6, I believe our reference was asking for the state highway investments be continued into the 1921 biennium.

Chris Kadrmas: They are correct. They are asking for it to be carried into the 2019-21 biennium; but in the actual bill itself, it is not reflected, but I am aware you are asking for that.

(35:00) **Grant Levi:** Does HB 1128 cover all of the issues related to REAL ID and this bill doesn't need to cover it in anyway?

Grant Levi: HB 1128 contains the policy provisions which enhances to DOT's ability to go forward with REAL ID. HB 1128 contains provisions for the committee's benefit that allows the customer coming up to either opt in to REAL ID or not. The House is still considering that bill.

Senator Gary Lee: So we may need a placeholder for that?

Grant Levi: I just provided a summary document of what REAL ID is to the house members. I can provide that to you as well.

Senator Gary Lee: Can you offer a description about what the dollars reference on the trucks and highways attachment columns that reference motor pool fleet trucks and attachments?

Grant Levi: When you have an employee and you equip that employee with that truck, annually based on the usage of that truck, we make a payment to fleet. Even though we operate fleet for the state, we still make payments to fleet so that reflects the payments that could occur by the use of that vehicle.

Senator Gary Lee: Why isn't in the first 3 of them?

Grant Levi: In some instances, we are not eliminating an FTE. It only corresponds where we are reducing a position. For example, the reason you don't see it in New England is because in New England we are actually transferring the two individuals who work in New England to the headquarter shop in Dickinson and we are not filling a position which works out of our sign shop because we are changing the way we are doing business there.

Senator Grabinger: For example, Courtney, it seems like a shell game because there are two FTEs there; you are going to put one in Cooperstown and one in Jamestown and you are going to eliminate one in Larimore as justification. That seems like a shell game because you are not getting rid of the two employees who are there; you are eliminating one somewhere else. That being said, when you take those two employees and move them, they still need trucks and equipment and they are going to have to do the same roads you are taking them off of. I don't understand how you are going to keep those jobs and not have equipment for them.

Grant Levi: We are discussing this on an individual basis for each particular section we are dealing with. We approached it from a global basis and how we can optimize services throughout the region. As a result of that, because of the way we are rearranging activities and because of a changing of equipment we had over time, we are comfortable moving FTEs. We have laid out a plan for each one of these and how services will still be covered. Snow and ice control is a very important part of our service but we don't have the efficiencies we should have by having two person sections in the rest of our operations because eyou can't

go out and do much with just two people in other parts of the operation. So this is a comprehensive approach on the part of our organization to basically reposition our organization to fit the tools we have today and provide the service we need today. The business model that existed was based on a single axle truck with one payload and plow in front. We are still going to reach Courtenay and Gackle is an example: it only takes us thirty minutes longer to get to Gackle to provide service.

Senator Grabinger: I received several emails on this issue and there are a lot of people concerned. People who work in larger communities like Jamestown who travel these highways. When we had the section people there we had one guy stay overnight if there was a storm coming to make sure he could get the roads open so these people could get where they needed to get. You just gave an example where you are half an hour later to service and I struggle with that from the city of Jamestown to Courtenay while plowing snow; I don't think you could make it that fast. That being said, it could be critical when people need to get to their jobs or anything.

Grant Levi: I appreciate your comments. From our perspective, it is a proposal to match resources with services we are able to provide. I would suggest to you that we have over 350 cities in ND, we do not have snow plows in each city. I cannot tell you the service will be the same as before but I can tell you will still have service much like communities of similar size that are located along the state highway system who do not have a section there today. The other thing we did when we put this plan together is to optimize resources where services are needed. We have high volume corridors that we are moving some of the effort to. It is really a philosophical discussion and it is what we presented to this legislative body for discussion.

Senator Gary Lee: Looking at Courtney, there would be change there of 2 FTE's and the $200,000 would be a vehicle we wouldn't need to purchase?

Grant Levi: What we did in Courtney is include some changes we are making overall with this plan by reducing a staff person in another location. WE included that in the Courtenay numbers. With Courtenay, we are taking the two employees and we are placing them in separate locations.

Senator Gary Lee: So the $200,000 are trucks you wouldn't need to purchase?

Grant Levi: That is correct.

Senator Gary Lee: So you would be able to manage that truck workload with a different vehicle?

Grant Levi: Yes. We reduce our truck fleet by four with this plan.

Senator Gary Lee: So in Courtenay's case, instead of going from Courtenay to Jamestown, you would be going Jamestown to Courtenay. Lee you wouldn't need to purchase new vehicles.

Grant Levi: We have a layout for services.; it is on page 48 in the original testimony.

Senator Gary Lee: Are you looking into repurposing the building in Gackle and is there authority you have to allow that kind of exchange?

Grant Levi: We have the ability through state statute to enter into cooperative agreements with local jurisdictions when it benefits the state. But if we get into a situation where one of those communities want to purchase that building, statutes require us to an appraisal from cities and counties. We do have the ability to do a cooperative agreement but not a transfer of ownership.

Senator Gary Lee: In the Fessenden case, do you have a lease agreement with the county? Are there or your vehicles stored in there?

Grant Levi: It's a combination; there's a sharing that occurs and that is a concept we could pursue. I would like to add, I have been getting many emails on this subject and right now, nothing has changed with the exception that we have not filled a position in Gackle. Until we finish the conversations here, we don't want to proceed with placing and individual there and then end up ending that position. There are no final decisions; the only thing we have done is placed a hold on filling the position in Gackle.

Senator Grabinger: Up in Courtney, you have a building there. If you did this, that building will still be there and you are talking about just using it for a salt site. What are the plans for the building that is there? I have heard it is a well maintained building.

Grant Levi: For salt sand stockpile site, we don't need a building of that size. We don't need to keep it operational, nor do we need to keep it heated. So we would go in and over time, we would end up eliminating the building because it does have an operational cost for us to have it. At some point, just pointing in a tractor storage shed. I can appreciate the very detailed questions about each facility and that is necessary. But I will go back to the point that we have a very philosophical conversation here about how wide and spread-out we should be and how we continue to operate with a reduced budget. We all have some tough decisions to make.

Senator Grabinger: This is going to impact a lot of people in my area and we are very concerned that the roads get cleared in time to afford them the same service they've had up to now.

Committee Discussion: In response to Senator Grabinger's concerns that Courtenay would not receive the same level of service. Mr. Levi said they would not but they were trying to provide the best services with the available resources.

Senator Gary Lee: There were some reductions in driver's license issuing locations. I have had no feedback on those changes. I do have a question about the special road fund, was this cleared to take money out of the general fund to support those projects? Is that the first session we have taken it out of general fund?

Grant Levi: To the best of my knowledge, yes. Over the years, there have changes in the percent of funds for this program but adjusting the percentage of drawdown from the interest

by increasing it. To the best of my knowledge, this is the first time it has been general fund money.

Committee Discussion: Senator Gary Lee discussed when the subcommittee would meet again.

Senator Gary Lee: Adjourned the subcommittee hearing on SB 2012.

2017 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Harvest Room, State Capitol

SB 2012 (DOT) Subcommittee
2/7/2017
JOB # 28010

☒ Subcommittee
☐ Conference Committee

Committee Clerk Signature Alice Delzer by Emmery Brothers

Explanation or reason for introduction of bill/resolution:

A Subcommittee hearing for DOT

Minutes:

1.Base Level Funding Changes
2.Proposed Amendments to SB 2012

Chairman Gary Lee: called the Subcommittee to order on SB 2012 at 3:00 pm in the Senate Conference Room. All conferees were present: Senator Oehlke and Senator Grabinger. Chris Kadrmas, Legislative Council and Becky J. Keller, OMB were also present.

Chris Kadrmas, Legislative Council: The worksheet it breaks out Governor Burgum's recommendation – Base Level Funding Changes. (See Attachment #1).

Senator Gary Lee: Are the numbers different?

Chris Kadrmas: Yes, we brought over the health insurance increase.

Senator Gary Lee: The salaries are 0% increase, correct? He was told yes.

Committee Discussion: The committee discussed which was the correct biennium. Mr. Levi said Section 5 was for 2017 – 2019, Section 6 is 2019 – 2021, and Section 4 is 2017 - 2019. Chris Kadrmas explained the changes in the sheet to reflect Governor Burgum's recommendation (See Attachment #1).

Senator Gary Lee: I think we are looking at the point of looking at the amendments individually and see which ones we want to include as the budget goes forward. We have a proposed amendment that has to do with the $5M in section 5. Section 4 has matching funds to the federal highway dollars.

Senator Grabinger: Moved Do Pass on Section 4 of Base Level Funding.

Senator Oehlke: Seconded the motion.

A Roll Call Vote Was Taken. Yea: 3; Nay: 0; Absent: 0. Motion carries.

Senator Gary Lee: Section 6 – carry over for the enhanced state highway investments. This just allows them to carry over the leftovers that haven't been spent or obligated to the next biennium.

Senator Grabinger: Moved Do Pass on Section 6 of Base Level Funding.

Senator Oehlke: Seconded the motion.

A Roll Call vote was taken. Yea: 3; Nay: 0; Absent: 0. Motion carried.

Senator Gary Lee: Section 7 - general fund transfer of $2M to special roads fund.

Senator Oehlke: Moved Do Pass on Section 7 of Base Level Funding.

Senator Grabinger: Seconded the motion.

Senator Grabinger: Can you explain that section?

Grant Levi: Last legislative session, the legislative body appropriated $2M of resources of general fund money to the DOT for the special roads fund which is a fund that is established in state statute and is administrated by the DOT. Those resources are used to construct road ways to boat ramps and other recreational projects. There is actually a process that is established in state statute, a committee established to assist in the selection of projects. Basically, the projects come to the DOT through a solicitation to different entities and they submit them. Because we have allocated those resources to projects, not all projects have been completed. This project basically allows us to carry those resources in the upcoming 2017 – 2019 biennium.

Senator Grabinger: All we are doing is finishing up projects that were already started last biennium? Will this money create new projects?

Grant Levi: The resources that were made available to us have been allocated to projects so it would not be the intent to start new projects with this money. The only exception to that would be if some project came in under cost and some of these resources would come back and we would take them to the committee and resolicit. The committee also has other resources available to it, it is basically a drawdown of the interest funds that are obtained from the deposits in the highway fund which is the departments fund. So there will be new projects that will occur, but not necessarily with these resources unless there is some savings in some project along the way.

Senator Grabinger: If we come back in two years, we will have to do this again because we have to finish more projects?

Grant Levi: No, that should not occur. These resources should be expended.

A Roll Call vote was taken. Yea: 3; Nay: 0; Absent: 0. Motion carried.

Senator Gary Lee: Section 8 – the payback and reallocation of the federal aid and repurpose some of the federal funds.

Senator Oehlke: Moved Do Pass on Section 8 of Base Level Funding.

Senator Grabinger: Seconded the motion.

A Roll Call vote was taken. Yea: 3; Nay:0; Absent: 0. Motion carried.

Senator Gary Lee: Section 5 – we asked Grant to look at a possibility of an amendment that looked like the special road fund and see proposed Amendments to SB 2012 (See Attachment #2). It basically follows the format of the roads fund with the exception of some different members.

Grant Levi: Per your request, this amendment establishes a committee which would assist the department in reviewing project requests for funds that would be dedicated to the community enhancement program. The process works similar to what already exists in state statute for the special roads fund where the department would solicit projects from communities for projects that would be eligible for the community enhancement program, we would receive those projects, bring them to this committee which consists of one member from the senate and one from the house as appointed by the chair of legislative management, the executive directive of the League of Cities, the director of the Department of Commerce, and the Director of the Department of Transportation. That committee then would make decisions on which projects would be funded from this fund. The fund as requested in this amendment would be $5M which is basically repurposing some of the enhanced state highway funds.

Senator Grabinger: I don't think this is a good time to do something like this. We are cutting across the state and this is unnecessary. The way the committee is set up, the chances of the minority party having a seat on this committee is slim. I can't support this proposal at this time.

Senator Gary Lee: asked about this amendment.

Senator Grabinger: It clearly states in his amendment how he wants to set it up with one member of the senate and one member of the house appointed by the chairman of legislative management. That is not to say the chairman couldn't appoint a minority leader, but it doesn't specify that they need to so therefore, the representation would likely only fall to the majority.

Senator Gary Lee: So you disagree with the proposed amendment?

Senator Grabinger: Yes, but I also disagree with the funding of this. I would like to see Section 5 removed from the bill.

Senator Oehlke: I was wondering where the road goes with the $5M. I know it is for a main street initiative type of projects but we don't know what those are and maybe you wouldn't know them until they came out of committee. I would also like to mention that I have participated in a $2M program that awards community dollars for road improvements in the

special roads fund and it is not partisan there happens to be two republicans that have been on that committee the last two sessions but I would suspect that the determination of where the projects have gone has nothing to do with politics. You can look back at the history of that series of projects over the last few years, and find that to be a true statement. There was at least one time I recall that I told the community to forget a project in my immediate area because it was not what this community needs. They were decided on their merit, not on whose district they might be in. The thing about roads is that they are important to everybody. I never noticed that the DOT cares if you are republican or democrat when you are driving down the road. When I was Chair of the transportation committee and when Senator Lee was Chair of the transportation committee, we had great committee members who were almost always on the same page because they cared about the roads in ND.

Grant Levi: This $5M that we are repurposing, if you were to elect not go forward with this amendment, would still go into roadway work, it would just be different roadway work. The money will not be used anywhere else because it is just repurposing money you already gave us for roadway work to allow us to use it in this manger. I just wanted the committee to have that for your consideration as you have this conversation.

Senator Grabinger: Maybe we can repurpose it to keep some of the sections open.

Grant Levi: With respect to the sections, they are funded from an operating base which is shrinking and that conversation, even if you were to repurpose it this biennium, is an inevitable conversation we would have to have with the legislative body unless the way our operation base is funded, changes. If we shored up the operating base of our budge by taking $50M from resources that we did not expend in previous biennia from those highway tax distribution fund resources that we do not expand or bring them into this biennium to shore it up. Unless something changes, there will have to be some significant reductions and changes in the way we do business in the upcoming biennium. I offer to the committee that we could shore it up for a short period of time, but we have a longer term operating issue. We believe this is also an efficiency issue for the way we do business and I appreciate that there are many who do not agree with that.

Senator Gary Lee: In terms of how we do the funding, there will need to be a change in terms of where the revenue is coming from in the future because the highway tax distribution fund is not going to support us long-term. It is a diminishing source and we continue to get more efficient in the terms of our vehicles. But in terms of section 5, if we don't use this language, that $5M is useable dollars for other projects is what you said, correct? The department will still use them for roadways or other things in terms of building and fixing.

Grant Levi: That is correct. The intent of this program is to give us the ability to take some of those resources and go off the state highway system in some communities in ND to assist them with the challenges they have with the growth in their community and to use the funds to compliment the other programs that exist and we shared some of them that exist in commerce and to work in those communities to assist them to revitalize those communities and the intent was to help them fix existing infrastructure in communities to allow them to grow in those areas. This is a repurposing of money that would be used on roadways anyway off of the state highway systems in communities.

Senator Gary Lee: Is this changing your mission in terms of what your long term responsibilities have been to moving off of the highway system and moving into cities and counties and communities in a way you haven't in the past?

Grant Levi: I would submit to you that the legislative body had us work with the counties with $867M approximately to help administer funds off of the state highway system. Part of our mission to ensure that we have a viable transportation system in the state including road ways off of the state highway system. So we are already assisting cities with planning activities with their networks and community groups already. So it would not be a change in mission but it is changing our ability to extend resources. It gives us some authority to do that in cities similar to what you did with counties when you laid out in the last few sessions some very prescriptive language and it is for an intended purpose.

Senator Gary Lee: Any other thoughts on section 5 or the purposed amendment?

Committee Discussion: The committee discussed how to proceed if they were unable to get a second to the motion.

Senator Oehlke: Moved Do Pass on Section 5 of Base Level Funding.

Senator Grabinger: Seconded the motion.

A Roll Call vote was taken. Yea: 2; Nay: 1; Absent: 0. Motion carried.

Senator Gary Lee: Is there anything else we should consider in relation to your budget?

Grant Levi: HB 1128 came out of house transportation with a vote of 10 to 1 with a Do Pass recommendation. I believe this covers what we discussed. Yes.

Senator Gary Lee: Is there anything else we need to do in terms of council?

Chris Kadrmas: The only thing we have to do is verify the dollar amounts so the committee could either agree with either Governor's recommendations or we could go by line item.

Senator Gary Lee: Asked if the budget we will end up with are the Burgum numbers with the exception of health care? He was told that was correct.

Grant Levi: So you are looking to reinstate the compensation package for the health care? As I understand it, something else would have to be reduced for that to be accomplished. Our recommendation to you is to offset that from operating.

Senator Gary Lee: We will take that amount of dollars out of the operating line.

(35:01) Chris Kadrmas: Asked Mr. Grant to clarify what the amount required for the health care was from the operating line.

Grant Levi: Part of the offset that occurred with revenues was when we repurposed part of these resources for match. If you recall, we had originally asked for $12.7M in repurposing

dollars, we reduced that figure with the amendments this committee passed at 5.7. Now there may be some things we haven't calculated yet because a portion of the health care will be eligible for federal dollars.

Committee Discussion: The committee continued to discuss the employee health insurance.

Grant Levi: As I stated, there is a possibility that there could be minimum amounts of state funds left after you make this because of the relationship with federal funding but the bigger portion of it, in answering Chris's question was because of the fact that we repurposed the state aid available to match federal funds which allowed us to reduce the repurposing to 5.7. But at this point and time we're comfortable.

Senator Gary Lee: Chris, you will redo this page, and will we have to come back again and approve the whole works to take to the committee?

Chris Kadrmas: I can have the amendment drafted. I could have the worksheet and the amendment drafted.

Senator Gary Lee: Do we have to come back here and approve it or can we just do it at committee?

Chris Kadrmas: If the committee was comfortable with approving it you could approve it with the understanding that you'll review it and come back if there is anything that needed to be corrected.

Senator Gary Lee: We'll take a motion to approve what the recommendations have been thus far for the 2012 budget including the sections and the changes in the health care.

Senator Oehlke: made a motion to approve what the recommendations have been thus far for the 2012 budget including the sections and the changes in the health care.

Senator Grabinger: Seconded the motion.

A Roll Call vote was taken. Yea: 3; Nay: 0; Absent: 0. Motion carries.

Senator Gary Lee: Adjourned the subcommittee meeting on SB 2012.

2017 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Harvest Room, State Capitol

SB 2012
2/14/2017
JOB # 28320

☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature Alice Dekker

Explanation or reason for introduction of bill/resolution:

A DO PASS AS AMENDED for DOT

Minutes:

1.Amendment # 17.0520.012002 (Senator Gary Lee)
2.Amendment # 17.0520.01003 (Senator Wanzek)

Chairman Holmberg: called the Committee to order on SB 2012. All committee members were present. Levi Kinnischtzke, Legislative Council and Lori Laschkewitsch, OMB were also present. I know we have amendments coming so let's do 2012. By the way you have been notified all appropriation bills that make it to the 6th order will be rolled over to the 11th order. 2012 is the budget for DOT. That was a subcommittee of Senator Gary Lee, Senator Oehlke and Senator Grabinger.

(0.01.34-0.05.28) Senator Gary Lee: explained Testimony attached #1- amendment # 17.0520.01002. **He moved the amendments. 2nd by Senator Oehlke.**

Chairman Holmberg: Discussion on the amendment?

Senator Robinson: Where did we put the issue of public transit in this package compared to the current biennium?

Senator Gary Lee: The dollar numbers. they are not in the amendments, we are not changing anything because they get a flow of the highway distribution fund plus federal money. That's about $500,000 down from current budget.

Chairman Holmberg: Call the roll on the amendments as presented.

A Roll Call vote was taken. Yea: 12; Nay: 2; Absent: 0. It carried.

(0.08.10-Senator Wanzek: I would like to move the amendment # 17.0520.01003. (attachment # 2) and explained the amendment. What the amendment does it requires the DOT to continue the operation of the highway maintenance shops at least for the next two years and then provides a study to consider the proposed closure of these shops and also the potential possibility of collaboration and coordination with other political subdivisions would be part of that study. I don't feel really excited about trying to micromanage the DOT

but the outcry that I have heard from our district, it is overwhelming. There is money in the last amendments that go to community enhancement or main stream initiative. This request is coming from main street. It is coming from those folks that are really concerned about their shops closing. They are really struggling with seeing the savings that incur, that have been said they would incur, I just feel this is something in representing the people in my district that I have to bring forward and have to give some consideration to. I do appreciate the opportunity to present this to the committee. **2nd by Senator Grabinger.**

Senator Mathern: Was this brought to the subcommittee and what would be the cost?

Senator Wanzek: It was discussed. I don't think the subcommittee would have accepted it. They are aware of it. He shared the concerns from his folks in his district about the roads being impassable and people not being able to get to school, to work, for instance in Jamestown in the medical field. I heard from safety for kids on the bus.

Senator Gary Lee: I do applaud Senator Wanzek's efforts to try to advocate for his constituents. I am going to resist the amendment. I do think the DOT has worked hard to bring the budget to us. We move on and do the best we can. I think the Department worked very hard to bring forth a budget and I think we should support them and move this budget forward.

Senator Robinson: expressed he is going to support this amendment and shared his concerns about less plows on the road, the needs that might arise in emergency situations, his constitutes are concerned and he feels the issue is complex and lends itself to more study.

(0.18.29) Senator Oehlke: There was made mention of emergency services of these areas. I don't think it has anything to do with that. People who rely on these roads in the morning, now are usually going to town to go to work. when it comes to emergency services, those emergency people will find a way to get there as fast as they can, whether the roads are blocked or not. You cannot tell when there will be an emergency, but they'll use whatever means they can to reach the people who need help.

Senator Grabinger: The only thing I would add I sat on the subcommittee one of the reasons I opposed the budget. For the small communities this is grass roots for them. They have signed petitions trying to persuade Grant Levi or us to go along with them. It is important to these people. Give us two more years to look into this. Give us an opportunity to work with the counties on these shops. I would ask everybody to please support this amendment # 17.0520.01003. 01003.

Chairman Holmberg: Call the roll on Amendment # 17.0520.01003.

A Roll Call vote was taken. Yea: 5; Nay: 9; Absent: 0. The motion failed.

Senator Gary Lee: Moved a Do Pass as Amended. 2nd by Senator Oehlke.

Chairman Holmberg: I would not be overly shocked if we did not see a floor amendment on this budget. Call the roll on a Do Pass as Amended on SB 2012.

A Roll Call vote was taken. Yea: 11; Nay: 3; Absent: 0. Senator Gary Lee will carry the bill.

The hearing was closed on SB 2012.

Department of Transportation - Budget No. 801
Senate Bill No. 2012
Base Level Funding Changes

	Burgum Executive Budget Recommendation (Changes to Dalrymple Budget in Bold)				Senate Version				Senate Changes to Revised Executive Budget Increase (Decrease) - Executive Budget			
	FTE Position	General Fund	Other Funds	Total	FTE Position	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2017-19 Biennium Base Level	1,080.50	$0	$1,266,540,461	$1,266,540,461	1,080.50	$0	$1,266,540,461	$1,266,540,461	0.00	$0	$0	$0
2017-19 Ongoing Funding Changes												
Base payroll changes			($2,584,831)	($2,584,831)				$0			$2,584,831	$2,584,831
Salary increase				**0**				0				0
Health insurance increase			2,913,485	2,913,485			2,913,485	2,913,485				0
Employee portion of health insurance			**(1,526,251)**	**(1,526,251)**				0			1,526,251	1,526,251
Removes vacant FTE positions	(21.50)		(3,427,063)	(3,427,063)				0	21.50		3,427,063	3,427,063
Consolidates maintenance sections	(5.00)		(1,286,619)	(1,286,619)				0	5.00		1,286,619	1,286,619
Removes 5 additional FTE positions	**(5.00)**		**(1,935,958)**	**(1,935,958)**				0	5.00		1,935,958	1,935,958
Reduces funding for driver's license field sites			(160,293)	(160,293)				0			160,293	160,293
Adjusts funding for expenses, capital assets, and grants			14,067,380	14,067,380				0			(14,067,380)	(14,067,380)
Reduces funding for operating expenses			**(3,487,475)**	**(3,487,475)**				0			3,487,475	3,487,475
Adds funding for capital assets			**588,122**	**588,122**				0			(588,122)	(588,122)
Adds funding for grants			**5,000,000**	**5,000,000**				0			(5,000,000)	(5,000,000)
Total ongoing funding changes	(31.50)	$0	$8,160,497	$8,160,497	0.00	$0	$2,913,485	$2,913,485	31.50	$0	($5,247,012)	($5,247,012)
One-time funding items												
No one-time funding items				$0				$0				$0
Total one-time funding changes	0.00	$0	$0	$0	0.00	$0	$0	$0	0.00	$0	$0	$0
Total Changes to Base Level Funding	(31.50)	$0	$8,160,497	$8,160,497	0.00	$0	$2,913,485	$2,913,485	31.50	$0	($5,247,012)	($5,247,012)
2017-19 Total Funding	1,049.00	$0	$1,274,700,958	$1,274,700,958	1,080.50	$0	$1,269,453,946	$1,269,453,946	31.50	$0 N/A	($5,247,012) (0.4%)	($5,247,012) (0.4%)

Other Sections in Department of Transportation - Budget No. 801

	Burgum Executive Budget Recommendation (Changes to Dalrymple Budget in Bold)	Senate Version
Line item transfers	Section 3 authorizes the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.	Section 3 authorizes the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.
Designation of funds for another purpose	Section 4 authorizes the Department of Transportation to use ~~$12.6~~**$5.7** million in funding provided by the Legislative Assembly in 2015 House Bill No. 1012, as matching funds for federal highway funding provided by the Federal Highway Administration during the 2019-21 biennium.	
North Dakota Community Enhancement Program	**Section 5 provides $5 million from the enhanced state highway funds be used to improve North Dakota's economic climate by reinvesting and fortifying a community's transportation assets, for the 2017-19 biennium.**	

Other Sections in Department of Transportation - Budget No. 801

	Burgum Executive Budget Recommendation (Changes to Dalrymple Budget in Bold)	Senate Version
Carryover authority - Enhanced state highway investments	Section **6** provides that unexpended 2015-17 biennium appropriations for enhanced state highway investments must be continued into the 2019-21 biennium.	
Exemption - Contingent transfer - General fund to special road fund	Section **7** provides that a $2 million transfer from the general fund to the special road fund and an appropriation to the Department of Transportation by the 2015 Legislative Assembly is exempt from Section 54-44.1-11 and is continued into the 2017-19 biennium.	
Payback and reallocation of federal aid	Section **8** amends Section 24-02-37 relating to the state highway fund to authorize the Department of Transportation to repay the United States Department of Transportation for previous related expenditures from current biennium appropriations.	

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17.0520.01002
Title.02000
Fiscal No. 1

Prepared by the Legislative Council staff for
Senate Appropriations Committee
February 14, 2017

PROPOSED AMENDMENTS TO SENATE BILL NO. 2012

Page 1, line 2, after the semicolon insert "to amend and reenact section 24-02-37 of the North Dakota Century Code, relating to state highway fund expenditures;"

Page 1, line 2, remove "and"

Page 1, line 2, after "transfer" insert "; and to provide exemptions"

Page 1, replace lines 11 through 16 with:

"Salaries and wages	$207,778,278	($5,692,586)	$202,085,692
Operating expenses	295,762,751	(66,381,105)	229,381,646
Capital assets	700,081,402	70,624,188	770,705,590
Grants	62,918,030	9,610,000	72,528,030
Total special funds	$1,266,540,461	$8,160,497	$1,274,700,958
Full-time equivalent positions	1,080.50	(31.50)	1,049.00"

Page 2, after line 12, insert:

"**SECTION 4. ADDITIONAL FUNDING FOR FEDERAL HIGHWAY MATCHING FUNDS.** The department of transportation may use up to $5,700,000 of the funding transferred, pursuant to section 4 of chapter 12 of the 2015 Session Laws, from the general fund to the highway fund to provide state matching funds for federal highway construction funding provided by the federal highway administration during the biennium beginning July 1, 2017, and ending June 30, 2019.

SECTION 5. FUNDING FOR NORTH DAKOTA COMMUNITY ENHANCEMENT PROGRAM. Notwithstanding any other provision of law, the department of transportation may use up to $5,000,000 of the funding transferred, pursuant to section 4 of chapter 12 of the 2015 Session Laws, from the general fund to the highway fund to improve North Dakota's economic activity by reinvesting and enhancing transportation assets of communities, for the biennium beginning July 1, 2017, and ending June 30, 2019.

SECTION 6. EXEMPTION - ENHANCED STATE HIGHWAY INVESTMENT FUNDING. Section 54-44.1-11 does not apply to funding of $503,115,558 in the capital assets line item relating to enhanced state highway investments in section 1 of chapter 12 of the 2015 Session Laws. Any funds continued into the 2017-19 biennium but not spent by June 30, 2019, must be continued into the biennium beginning July 1, 2019, and ending June 30, 2021, and may be expended only for enhanced state highway investments.

SECTION 7. EXEMPTION - SPECIAL ROADS FUND PROJECTS. Funding of $2,000,000 appropriated to the department of transportation for special road projects, as contained in section 1 of chapter 12 of the 2015 Session Laws, is not subject to the provisions of section 54-44.1-11. Any unexpended funds from this appropriation are available to the department of transportation for special road projects during the biennium beginning July 1, 2017, and ending June 30, 2019.

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SECTION 8. AMENDMENT. Section 24-02-37 of the North Dakota Century Code is amended and reenacted as follows:

24-02-37. State highway fund - Priorities for expenditure - Use of investment income.

The state highway fund, created by law and not otherwise appropriated and allocated, must be applied and used for the purposes named in this section, as follows:

1. Except for investment income as provided in subsection 3, the fund must be applied in the following order of priority:

   a. The cost of maintaining the state highway system.

   b. The cost of construction and reconstruction of highways in the amount necessary to match, in whatever proportion may be required, federal aid granted to this state by the United States government for road purposes in North Dakota. Notwithstanding any other provision of law, the department of transportation may repay the United States department of transportation for previous related expenditures from current biennium appropriations to allow the department to reobligate the federal aid to other federal aid projects.

   c. Any portion of the highway fund not allocated as provided in subdivisions a and b may be expended for the construction of state highways without federal aid or may be expended in the construction, improvement, or maintenance of such state highways.

2. All funds heretofore appropriated or hereafter appropriated or transferred to the department, whether earmarked or designated for special projects or special purposes or not, must be placed or transferred into a single state highway fund in the office of the state treasurer and any claims for money expended by the department upon warrants prepared and issued by the office of management and budget and signed by the state auditor under this title must be paid out of the state highway fund by the state treasurer; provided, however, that the commissioner shall keep and maintain complete and accurate records showing that all expenditures have been made in accordance with legislative appropriations and authorizations.

3. The state treasurer shall deposit the moneys in the state highway fund in an interest-bearing account at the Bank of North Dakota. The state treasurer shall deposit eighty percent of the income derived from the interest-bearing account in a special interest-bearing account in the state treasury known as the special road fund. The special road fund may be used, within the limits of legislative appropriation, exclusively for the construction and maintenance of access roads to and roads within recreational, tourist, and historical areas as designated by the special road committee. A political subdivision or state agency may request funds from the special road fund by applying to the committee on forms designated by the committee. The committee may require the political subdivision or state agency to contribute to the cost of the project as a condition of any expenditure authorized from the special road fund. Any moneys in the fund not obligated by the special road committee by June thirtieth of each odd-numbered year must be held for an additional two years after which the funds revert to the state highway fund."

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Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

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

	Base Budget	Senate Changes	Senate Version
Salaries and wages	$207,778,278	($5,692,586)	$202,085,692
Operating expenses	295,762,751	(66,381,105)	229,381,646
Capital assets	700,081,402	70,624,188	770,705,590
Grants	62,918,030	9,610,000	72,528,030
Total all funds	$1,266,540,461	$8,160,497	$1,274,700,958
Less estimated income	1,266,540,461	8,160,497	1,274,700,958
General fund	$0	$0	$0
FTE	1080.50	(31.50)	1049.00

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

	Adjusts Funding for Base Payroll Changes[1]	Adds Funding for Health Insurance Increase[2]	Removes FTE Positions[3]	Consolidates Highway Maintenance Sections[4]	Reduces Funding for Driver's License Field Sites[5]	Adds Funding for a Community Enhancement Program[6]
Salaries and wages	($2,584,831)	$2,913,485	($5,363,021)	($658,219)		
Operating expenses				(628,400)	(160,293)	
Capital assets						
Grants						5,000,000
Total all funds	($2,584,831)	$2,913,485	($5,363,021)	($1,286,619)	($160,293)	$5,000,000
Less estimated income	(2,584,831)	2,913,485	(5,363,021)	(1,286,619)	(160,293)	5,000,000
General fund	$0	$0	$0	$0	$0	$0
FTE	0.00	0.00	(26.50)	(5.00)	0.00	0.00

	Adjusts Base Level Funding[7]	Total Senate Changes
Salaries and wages		($5,692,586)
Operating expenses	(65,592,412)	(66,381,105)
Capital assets	70,624,188	70,624,188
Grants	4,610,000	9,610,000
Total all funds	$9,641,776	$8,160,497
Less estimated income	9,641,776	8,160,497
General fund	$0	$0
FTE	0.00	(31.50)

[1] Funding is adjusted for cost-to-continue 2015-17 biennium salaries and benefit increases and for other base payroll changes.

[2] Funding is added for increases in health insurance premiums from $1,130 to $1,249 per month.

[3] Salaries and wages funding is reduced relating to the removal of FTE positions, including 21.50 vacant FTE positions ($3,427,063) as recommended by Governor Dalrymple and 5.00 additional FTE positions ($1,935,958) as recommended by Governor Burgum.

[4] Salaries and wages ($658,219) and 5 FTE positions and related operating expenses ($628,400) are reduced relating to the planned consolidation of 8 highway maintenance sections as recommended by Governor Dalrymple.

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[5] Operating expenses funding is reduced by $160,293 by discontinuing operations at 9 driver's license field sites as recommended by Governor Dalrymple.
[6] Funding of $5,000,000 is provided for a North Dakota community enhancement program as recommended by Governor Burgum.

[7] Base level funding is adjusted as follows:

	Other Funds
Reduces operating expenses	($65,592,412)
Increases capital assets	70,624,188
Increases grants	4,610,000
Total	$9,641,776

This amendment also:

- Adds a section authorizing the use of $5.7 million in enhanced state highway investment funding transferred from the general fund to the highway fund by the 2015 Legislative Assembly for matching federal highway construction funds during the 2017-19 biennium.
- Adds a section authorizing the use of $5 million in enhanced state highway investment funding transferred from the general fund to the highway fund by the 2015 Legislative Assembly for the North Dakota community enhancement program during the 2017-19 biennium.
- Provides an exemption from North Dakota Century Code Section 54-44.1-11 for funds appropriated for enhanced state highway investments for the 2015-17 biennium to allow the funds to continue to be spent in the 2019-21 biennium.
- Provides an exemption from Section 54-44.1-11 for $2 million of funds appropriated for special roads projects in the 2015-17 biennium to continue and be spent in the 2017-19 biennium.
- Adds a section to amend Section 24-02-37, relating to state highway fund expenditures.

Prepared by the Legislative Council staff for
Senator Wanzek
February 13, 2017

PROPOSED AMENDMENTS TO SENATE BILL NO. 2012

Page 1, line 2, remove "and"

Page 1, line 2, after "transfer" insert "; to provide for the operation of highway maintenance shops; and to provide for a legislative management study"

Page 2, after line 12, insert:

"SECTION 4. HIGHWAY MAINTENANCE SHOP SITE OPERATIONS. The department of transportation shall continue the operation of all highway maintenance shop sites in operation on January 1, 2017, through June 30, 2019.

SECTION 5. LEGISLATIVE MANAGEMENT STUDY. During the 2017-18 interim, the legislative management shall consider studying the proposed closure of highway maintenance shop sites and the impact of services in the areas affected. The study must also consider the possibility of operations in cooperation with affected political subdivisions."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

A section is added to require the Department of Transportation to continue the operation of all highway maintenance shop sites in operation on January 1, 2017, through June 30, 2019, and to provide for a legislative management study of the proposed closure of highway maintenance shop sites and the impact of services in the areas affected. The study is also to consider the possibility of operations in cooperation with affected political subdivisions.

Date: 2/7/2017
Roll Call Vote #: 1

2017 SENATE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2012

Senate Appropriations Committee

☒ Subcommittee

Amendment LC# or Description: Section 4 of Base Level Funding Changes submitted 02-07-17

Recommendation: ☐ Adopt Amendment
☒ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Grabinger Seconded By Oehlke

Senators	Yes	No	Senators	Yes	No
Chairman Holmberg			Senator Mathern		
Vice Chair Krebsbach			Senator Grabinger	Y	
Vice Chair Bowman			Senator Robinson		
Senator Erbele					
Senator Wanzek					
Senator Kilzer					
Senator Lee	Y				
Senator Dever					
Senator Sorvaag					
Senator Oehlke	Y				
Senator Hogue					

Total (Yes) 3 No 0

Absent 0

Floor Assignment _____

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

Date: 2/7/2017
Roll Call Vote #: 2

2017 SENATE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2012

Senate Appropriations Committee

☒ Subcommittee

Amendment LC# or Description: Section 6 of Base Level Funding Changes submitted 02-07-17

Recommendation: ☐ Adopt Amendment
☒ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Grabinger Seconded By Oehlke

Senators	Yes	No	Senators	Yes	No
Chairman Holmberg			Senator Mathern		
Vice Chair Krebsbach			Senator Grabinger	Y	
Vice Chair Bowman			Senator Robinson		
Senator Erbele					
Senator Wanzek					
Senator Kilzer					
Senator Lee	Y				
Senator Dever					
Senator Sorvaag					
Senator Oehlke	Y				
Senator Hogue					

Total (Yes) 3 No 0

Absent 0

Floor Assignment _____

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

Date: 2/7/2017
Roll Call Vote #: 3

2017 SENATE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2012

Senate Appropriations Committee

☒ Subcommittee

Amendment LC# or Description: Section 7 of Base Level Funding Changes submitted 02-07-17

Recommendation: ☐ Adopt Amendment
☒ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Oehlke Seconded By Grabinger

Senators	Yes	No	Senators	Yes	No
Chairman Holmberg			Senator Mathern		
Vice Chair Krebsbach			Senator Grabinger	Y	
Vice Chair Bowman			Senator Robinson		
Senator Erbele					
Senator Wanzek					
Senator Kilzer					
Senator Lee	Y				
Senator Dever					
Senator Sorvaag					
Senator Oehlke	Y				
Senator Hogue					

Total (Yes) 3 No 0

Absent 0

Floor Assignment _____

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

Date: 2/7/2017
Roll Call Vote #: 4

2017 SENATE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2012

Senate Appropriations Committee

☒ Subcommittee

Amendment LC# or Description: Section 8 of Base Level Funding Changes submitted 02-07-17

Recommendation: ☐ Adopt Amendment
☒ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Oehlke Seconded By Grabinger

Senators	Yes	No	Senators	Yes	No
Chairman Holmberg			Senator Mathern		
Vice Chair Krebsbach			Senator Grabinger	Y	
Vice Chair Bowman			Senator Robinson		
Senator Erbele					
Senator Wanzek					
Senator Kilzer					
Senator Lee	Y				
Senator Dever					
Senator Sorvaag					
Senator Oehlke	Y				
Senator Hogue					

Total (Yes) 3 No 0

Absent 0

Floor Assignment _____

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

Date: 2/7/2017
Roll Call Vote #: 5

2017 SENATE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2012

Senate Appropriations Committee

☒ Subcommittee

Amendment LC# or Description: Section 5 of Base Level Funding Changes submitted 02-07-17

Recommendation: ☐ Adopt Amendment
☒ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Oehlke Seconded By Grabinger

Senators	Yes	No	Senators	Yes	No
Chairman Holmberg			Senator Mathern		
Vice Chair Krebsbach			Senator Grabinger		X
Vice Chair Bowman			Senator Robinson		
Senator Erbele					
Senator Wanzek					
Senator Kilzer					
Senator Lee	X				
Senator Dever					
Senator Sorvaag					
Senator Oehlke	X				
Senator Hogue					

Total (Yes) 2 No 1

Absent 0

Floor Assignment _____

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

Date: 2/7/2017
Roll Call Vote #: 6

2017 SENATE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2012

Senate Appropriations Committee

☒ Subcommittee

Amendment LC# or Description: Motion to approve what the recommendations have been thus far for the 2012 budget including the Sections and the changes in the health care.

Recommendation: ☐ Adopt Amendment
☒ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Oehlke Seconded By Grabinger

Senators	Yes	No	Senators	Yes	No
Chairman Holmberg			Senator Mathern		
Vice Chair Krebsbach			Senator Grabinger	Y	
Vice Chair Bowman			Senator Robinson		
Senator Erbele					
Senator Wanzek					
Senator Kilzer					
Senator Lee	Y				
Senator Dever					
Senator Sorvaag					
Senator Oehlke	Y				
Senator Hogue					

Total (Yes) 3 No 0

Absent 0

Floor Assignment _____

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

Date: 2-14-17
Roll Call Vote #: 1

2017 SENATE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. 2012

Senate Appropriations Committee

☐ Subcommittee

Amendment LC# or Description: 17.0520.01002

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Lee Seconded By Oehlke

Senators	Yes	No	Senators	Yes	No
Chairman Holmberg	✓		Senator Mathern	✓	
Vice Chair Krebsbach	✓		Senator Grabinger		✓
Vice Chair Bowman	✓		Senator Robinson	✓	✓
Senator Erbele	✓				
Senator Wanzek	✓				
Senator Kilzer	✓				
Senator Lee	✓				
Senator Dever	✓				
Senator Sorvaag	✓				
Senator Oehlke	✓				
Senator Hogue	✓				

Total (Yes) 12 No 2

Absent 0

Floor Assignment _____

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

Budget for DOT

Date: 2-14-17
Roll Call Vote #: 2

2017 SENATE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. 2012

Senate Appropriations Committee

☐ Subcommittee

Amendment LC# or Description: 17.0520.01003 Wanzek amendment

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Wanzek Seconded By Grabinger

Senators	Yes	No	Senators	Yes	No
Chairman Holmberg		✓	Senator Mathern	✓	
Vice Chair Krebsbach		✓	Senator Grabinger	✓	
Vice Chair Bowman		✓	Senator Robinson	✓	
Senator Erbele	✓				
Senator Wanzek	✓				
Senator Kilzer		✓			
Senator Lee		✓			
Senator Dever		✓			
Senator Sorvaag		✓			
Senator Oehlke		✓			
Senator Hogue		✓			

Total (Yes) 5 No 9

Absent 0

Floor Assignment _____

Failed

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

continue highway maintenance shops

Date: 2-14-17
Roll Call Vote #: 3

2017 SENATE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. 2012

Senate Appropriations Committee

☐ Subcommittee

Amendment LC# or Description: _____

Recommendation: ☐ Adopt Amendment
☒ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☒ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Lee Seconded By Oehlke

Senators	Yes	No	Senators	Yes	No
Chairman Holmberg	✓		Senator Mathern	✓	
Vice Chair Krebsbach	✓		Senator Grabinger		✓
Vice Chair Bowman	✓		Senator Robinson		✓
Senator Erbele	✓				
Senator Wanzek	✓	✓			
Senator Kilzer	✓				
Senator Lee	✓				
Senator Dever	✓				
Senator Sorvaag	✓				
Senator Oehlke	✓				
Senator Hogue	✓				

Total (Yes) 11 No 3

Absent 0

Floor Assignment Lee

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

REPORT OF STANDING COMMITTEE

SB 2012: Appropriations Committee (Sen. Holmberg, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (11 YEAS, 3 NAYS, 0 ABSENT AND NOT VOTING). SB 2012 was placed on the Sixth order on the calendar.

Page 1, line 2, after the semicolon insert "to amend and reenact section 24-02-37 of the North Dakota Century Code, relating to state highway fund expenditures;"

Page 1, line 2, remove "and"

Page 1, line 2, after "transfer" insert "; and to provide exemptions"

Page 1, replace lines 11 through 16 with:

"Salaries and wages	$207,778,278	($5,692,586)	$202,085,692
Operating expenses	295,762,751	(66,381,105)	229,381,646
Capital assets	700,081,402	70,624,188	770,705,590
Grants	62,918,030	9,610,000	72,528,030
Total special funds	$1,266,540,461	$8,160,497	$1,274,700,958
Full-time equivalent positions	1,080.50	(31.50)	1,049.00"

Page 2, after line 12, insert:

"**SECTION 4. ADDITIONAL FUNDING FOR FEDERAL HIGHWAY MATCHING FUNDS.** The department of transportation may use up to $5,700,000 of the funding transferred, pursuant to section 4 of chapter 12 of the 2015 Session Laws, from the general fund to the highway fund to provide state matching funds for federal highway construction funding provided by the federal highway administration during the biennium beginning July 1, 2017, and ending June 30, 2019.

SECTION 5. FUNDING FOR NORTH DAKOTA COMMUNITY ENHANCEMENT PROGRAM. Notwithstanding any other provision of law, the department of transportation may use up to $5,000,000 of the funding transferred, pursuant to section 4 of chapter 12 of the 2015 Session Laws, from the general fund to the highway fund to improve North Dakota's economic activity by reinvesting and enhancing transportation assets of communities, for the biennium beginning July 1, 2017, and ending June 30, 2019.

SECTION 6. EXEMPTION - ENHANCED STATE HIGHWAY INVESTMENT FUNDING. Section 54-44.1-11 does not apply to funding of $503,115,558 in the capital assets line item relating to enhanced state highway investments in section 1 of chapter 12 of the 2015 Session Laws. Any funds continued into the 2017-19 biennium but not spent by June 30, 2019, must be continued into the biennium beginning July 1, 2019, and ending June 30, 2021, and may be expended only for enhanced state highway investments.

SECTION 7. EXEMPTION - SPECIAL ROADS FUND PROJECTS. Funding of $2,000,000 appropriated to the department of transportation for special road projects, as contained in section 1 of chapter 12 of the 2015 Session Laws, is not subject to the provisions of section 54-44.1-11. Any unexpended funds from this appropriation are available to the department of transportation for special road projects during the biennium beginning July 1, 2017, and ending June 30, 2019.

SECTION 8. AMENDMENT. Section 24-02-37 of the North Dakota Century Code is amended and reenacted as follows:

24-02-37. State highway fund - Priorities for expenditure - Use of investment income.

The state highway fund, created by law and not otherwise appropriated and allocated, must be applied and used for the purposes named in this section, as follows:

1. Except for investment income as provided in subsection 3, the fund must be applied in the following order of priority:

   a. The cost of maintaining the state highway system.

   b. The cost of construction and reconstruction of highways in the amount necessary to match, in whatever proportion may be required, federal aid granted to this state by the United States government for road purposes in North Dakota. Notwithstanding any other provision of law, the department of transportation may repay the United States department of transportation for previous related expenditures from current biennium appropriations to allow the department to reobligate the federal aid to other federal aid projects.

   c. Any portion of the highway fund not allocated as provided in subdivisions a and b may be expended for the construction of state highways without federal aid or may be expended in the construction, improvement, or maintenance of such state highways.

2. All funds heretofore appropriated or hereafter appropriated or transferred to the department, whether earmarked or designated for special projects or special purposes or not, must be placed or transferred into a single state highway fund in the office of the state treasurer and any claims for money expended by the department upon warrants prepared and issued by the office of management and budget and signed by the state auditor under this title must be paid out of the state highway fund by the state treasurer; provided, however, that the commissioner shall keep and maintain complete and accurate records showing that all expenditures have been made in accordance with legislative appropriations and authorizations.

3. The state treasurer shall deposit the moneys in the state highway fund in an interest-bearing account at the Bank of North Dakota. The state treasurer shall deposit eighty percent of the income derived from the interest-bearing account in a special interest-bearing account in the state treasury known as the special road fund. The special road fund may be used, within the limits of legislative appropriation, exclusively for the construction and maintenance of access roads to and roads within recreational, tourist, and historical areas as designated by the special road committee. A political subdivision or state agency may request funds from the special road fund by applying to the committee on forms designated by the committee. The committee may require the political subdivision or state agency to contribute to the cost of the project as a condition of any expenditure authorized from the special road fund. Any moneys in the fund not obligated by the special road committee by June thirtieth of each odd-numbered year must be held for an additional two years after which the funds revert to the state highway fund."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

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

	Base Budget	Senate Changes	Senate Version
Salaries and wages	$207,778,278	($5,692,586)	$202,085,692
Operating expenses	295,762,751	(66,381,105)	229,381,646
Capital assets	700,081,402	70,624,188	770,705,590
Grants	62,918,030	9,610,000	72,528,030
Total all funds	$1,266,540,461	$8,160,497	$1,274,700,958
Less estimated income	1,266,540,461	8,160,497	1,274,700,958
General fund	$0	$0	$0
FTE	1080.50	(31.50)	1049.00

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

	Adjusts Funding for Base Payroll Changes[1]	Adds Funding for Health Insurance Increase[2]	Removes FTE Positions[3]	Consolidates Highway Maintenance Sections[4]	Reduces Funding for Driver's License Field Sites[5]	Adds Funding for a Community Enhancement Program[6]
Salaries and wages	($2,584,831)	$2,913,485	($5,363,021)	($658,219)		
Operating expenses				(628,400)	(160,293)	
Capital assets						
Grants						5,000,000
Total all funds	($2,584,831)	$2,913,485	($5,363,021)	($1,286,619)	($160,293)	$5,000,000
Less estimated income	(2,584,831)	2,913,485	(5,363,021)	(1,286,619)	(160,293)	5,000,000
General fund	$0	$0	$0	$0	$0	$0
FTE	0.00	0.00	(26.50)	(5.00)	0.00	0.00

	Adjusts Base Level Funding[7]	Total Senate Changes
Salaries and wages		($5,692,586)
Operating expenses	(65,592,412)	(66,381,105)
Capital assets	70,624,188	70,624,188
Grants	4,610,000	9,610,000
Total all funds	$9,641,776	$8,160,497
Less estimated income	9,641,776	8,160,497
General fund	$0	$0
FTE	0.00	(31.50)

[1] Funding is adjusted for cost-to-continue 2015-17 biennium salaries and benefit increases and for other base payroll changes.

[2] Funding is added for increases in health insurance premiums from $1,130 to $1,249 per month.

[3] Salaries and wages funding is reduced relating to the removal of FTE positions, including 21.50 vacant FTE positions ($3,427,063) as recommended by Governor Dalrymple and 5.00 additional FTE positions ($1,935,958) as recommended by Governor Burgum.

[4] Salaries and wages ($658,219) and 5 FTE positions and related operating expenses ($628,400) are reduced relating to the planned consolidation of 8 highway maintenance sections as recommended by Governor Dalrymple.

[5] Operating expenses funding is reduced by $160,293 by discontinuing operations at 9 driver's license field sites as recommended by Governor Dalrymple.

[6] Funding of $5,000,000 is provided for a North Dakota community enhancement program as recommended by Governor Burgum.

[7] Base level funding is adjusted as follows:

	Other Funds
Reduces operating expenses	($65,592,412)
Increases capital assets	70,624,188
Increases grants	4,610,000
Total	$9,641,776

This amendment also:

- Adds a section authorizing the use of $5.7 million in enhanced state highway investment funding transferred from the general fund to the highway fund by the 2015 Legislative Assembly for matching federal highway construction funds during the 2017-19 biennium.
- Adds a section authorizing the use of $5 million in enhanced state highway investment funding transferred from the general fund to the highway fund by the 2015 Legislative Assembly for the North Dakota community enhancement program during the 2017-19 biennium.
- Provides an exemption from North Dakota Century Code Section 54-44.1-11 for funds appropriated for enhanced state highway investments for the 2015-17 biennium to allow the funds to continue to be spent in the 2019-21 biennium.
- Provides an exemption from Section 54-44.1-11 for $2 million of funds appropriated for special roads projects in the 2015-17 biennium to continue and be spent in the 2017-19 biennium.
- Adds a section to amend Section 24-02-37, relating to state highway fund expenditures.

2017 HOUSE APPROPRIATIONS

SB 2012

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee
Roughrider Room, State Capitol

SB 2012
3/1/2017
28576

☐ Subcommittee
☐ Conference Committee

L Bjerggaard

Explanation or reason for introduction of bill/resolution:

Defraying the expenses of the department of transportation; relating to state highway fund expenditures

Minutes: Att. 1

Chairman Delzer: We will come back to order; this is just an over view for the DOT, tomorrow will be the hearing.

1:00- 1:14:00 Grant Levi, Director of DOT: (see attachment 1)

3:45 Chairman Delzer: (page 4 of attachment 1) You took those allotments straight across the board?

Mr. Levi: Yes, we did, we could have done it differently but we thought that was the fairest.

5:45 Growth Population: (page 6 of attachment 1) Mr. Levi: Population growth dose effect the budget of the DOT. Bismarck is the only location that is staffed with state employees.

7:10 Licensed Drivers (page 9 of attachment 1)

7:45 Chairman Delzer (page 10 of attachment 1) That 8,614 roadway miles, that's up quite a bit from before?

Mr. Levi: You are correct, 254 additional lane miles, that's because we added bypasses and 4 lane roadways.

9:00 Representative J. Nelson: How does our state, in traffic fatalities, rate with South Dakota?

Mr. Levi: In 2012 we were close, now we are below, I wouldn't say significantly but we are below.

Representative J. Nelson: South Dakota doesn't use center rumble strips?

Mr. Levi: No South Dakota doesn't use rumble strips, but I would share that they do save lives.

Chairman Delzer: The 170 from 2012, (page 11 of attachment 1) do you have a number of road miles from 2012 compared to 2016?

Mr. Levi: We peaked in about 2014, at that time truck traffic was about 80-90% above 2008 and we are still declining. (**14:15** Came back to this question with exact numbers)

11:30 Technology (page 12 of attachment 1)

12:50 Snow and Ice Control Technology (page 13 of attachment 1)

14:15 Mr. Levi: To your traffic question; When we peaked with total traffic on the state system, we were about 41% above 2008. We have dropped down in 2016 to 29% above 2008, with truck traffic, when we peaked we were about 95% above the 2008, now or 2016 we are at 55%.

15:25 North Dakota DOT Budget (page 15 of attachment 1)

16:45 State Transportation User revenue (page 19 of attachment 1)

17:30 Mr. Levi: (page 19 of attachment 1) What you see here isn't accurate, we have projected a 13% decline, we are looking at about 16% decline.

21:00 Chairman Delzer: What's your required match on the 673? (page 22 of attachment 1) And you get that out of the highway funds?

Mr. Levi: That's about 110.4 million dollars, and yes that's part of our challenge, it comes from the highway tax distribution fund and the highway fund are the ones that fund the salaries & wages and operating and the match funds capital construction.

Representative J. Nelson: Most of the short fall is from less gas tax? Is there a slide of how that's trending? If registrations are increasing, then the short falls must be from the gas tax?

Mr. Levi: A lot of it is truck traffic, diesel fuel. Two parts; one is fuel sales and traffic decreased, car are getting more efficient. The second part is the truck regulatory fees, as the truck track slowed down the other side is in the fees not being given out.

24:30 Representative Nathe: The president's trillion-dollar infrastructure; have you had any conversations about how that may affect North Dakota? Also, does your department have a wish list that you would like to tackle?

Mr. Levi: The president has proposed a very global program; congress is engaging in those conversations. We belong to a 5 state group; we help to provide testimony to make the point that some has to be investments because rural states like ours a won't benefit from public/private. I am just happy the conversation is occurring. It's would be a while out yet.

26:15 Representative Martinson: If this did happen, are you going to be presenting to the committee, options on what we will do? We won't be in session, we won't be able to have matching money, are there some options on what we could do now incase this did come up?

Mr. Levi: We didn't anticipate this session presenting options. We think it'll be a while to take shape, if there is money coming in earlier we would have some challenges with the matching funds.

28:45 Representative Nathe: If we had to put matching money a side, what would we have to set aside?

Mr. Levi: That's part of our challenge, until we know how they shape it.

29:30 NDDOT Resources by funding category (page 24 of attachment 1)

Mr. Levi: These number on page 25 will change, that 541 million will change.

31:30 Engrossed SB 2012 (page 28 of attachment 1)

32:30 Chairman Delzer: (page 29 of attachment 1) 822 million, that's a combination of your federal money and the match? Can't that be used as matched?

Mr. Levi: It is a combo of all those things and some of the highway tax distribution tax goes in to roadway maintenance. Some of the highway maintenance activities are not conducive to using federal funds. So we need sore resources that aren't federally funded.

Chairman Delzer: The first year we put any state money in the DOT budget was in 2009 or 2011?

Mr. Levi: If you go back to page 23 of attachment 1, this shows that when you really started adding resources, it was 2013, 2013-15 and 2015-17.

34:50 Legislation (page 30 of attachment 1)

Mr. Levi: This is Governor Burgum plan with the added health care costs.

36:50 NDDOT District & Maintenance (page 34 of attachment 1) This shows lanes miles the earlier slide showed roadway miles.

39:25 Proposed Changes (page 37 of attachment 1)

41:15 Representative Boe: Do you have the data for different sites like Rolla and Bottineau? How much more does Bottineau have then Rolla? They have 1600 and you are going to close it?

Mr. Levi: (page 40 of attachment 1) That shows when we are open and the amount of activity. It's our proposal to do that, we have other sites that are available.

Chairman Delzer: Is Bottineau and Devil's Lake going to be able to pick up this without causing problems?

Mr. Levi: We are confident because one of the challenges we have now is a lot of time on the road, so we will pick up those hours of service, page 38, there's an additional 290 additional counter hours or 880 additional class D tests. One of the things that will occur is as we move into Real ID, if you go to one of our satellite locations, we won't be able to issue a Real ID at those locations. You will have to have it mailed to you.

44:00 Representative Boe: This saves 160 thousand dollars out of a budget this size?

45:20 Chairman Delzer: How many could do the real ID? Just the blue sites on page 39?

Mr. Levi: That's correct.

47:45 Representative Pollert: Carrington should be in red on page 39 not green?

Mr. Levi: That is correct, Carrington is on the list

Representative J. Nelson: Every other license you can do online? How does that work? Same picture for 12 years?

Mr. Levi: Yes

50:25 Chairman Delzer: Are the CDL's out there right now considered Real ID?

Mr. Levi: No, although they do bring in the information that's required for Real ID we weren't required to create the data base that will be needed for Real ID.

51:00 Rest Area Information (page 41 of attachment 1)

53:45 Chairman Delzer: Isn't there some federal requirements with federal money?

Mr. Levi: That is correct, when we built some of the some of the rest areas we were in a situation with strings attached to federal money, it had to be used to upgrade facilities, visitor centers, rest stops or it needed to be used for tree planting or something else. At that time, we made the decisions to upgrade some rest areas. We now have to use roadway dollars for rest areas.

Chairman Delzer: There are areas that you may be able to get fuel but there wouldn't be an area that you could pull off to park.

Mr. Levi: We took a look and we felt that we have adequate places to stop but there will be some challenges for truck parking.

Representative J. Nelson: What is the regional stand point? I would think having a place to pull off and get the rest that is needed. Also those towns that are not open in the night hours, there's a lot of areas. I think we need to have a conversation about this.

Mr. Levi: We did look at other state and what their practices are and it comes down to where we want to spend our dollars.

59:15 Representative Monson: I also wondered the logic on the rest areas right out of a major city?

Mr. Levi: That is because we had some terrible things happening at some of our rest stops and so the decision was made to have them closer to major cities because of respond time of law enforcement.

1:00:45 Representative Boehning: Is there any way in some of these areas we could work on a public/private partnership so there's a truck stop and a rest area?

Mr. Levi: We have had those conversations; we've tried to engage in that in certain areas. As a state agency our authority with respect to public/private partnerships is limited, and along the interstate there would also be some federal restrictions.

Chairman Delzer: The stop on I-29, are you talking about right where you have the weigh station in the middle?

Mr. Levi: We haven't gotten into lose details yet. We are still talking at a policy level. We could look at the idea of only having one in the middle rather than having two.

Representative Holman: We are talking all about the idea of taking away services that are there for the people that use those services, give me a little on the priorities of using that rather then something else. What's the trade off?

Mr. Levi: When it comes to the maintenance section that we proposed, we are confident that we can reach out and take care of those areas because of technology changes and things like the bigger larger trucks. With driver's licenses, we looked at the numbers, we looked at the efficacies and it just becomes how much resources do you expand to provide services to people. With priorities, if we don't take care of our roads system and bridge system we shut down the state's economy.

1:05:20 Grant Line Item (page 44 of attachment 1)

Chairman Delzer: Did you guys put in the 5 million for community enhancement or did the senate? What do you visualize it being?

Mr. Levi: The 5 million dollars was a recommendation from Governor Burgum amendment, we brought it forward. It's part of the main street initiative. The intent of the main street initiative and the intent of the DOT's role is to use a portion of our resources to come into communities and use existing infrastructures to help to retool that existing infrastructure for a different look and a different community environment. That allows an enhancement to that community to allow businesses to prosper. The 5 million that was suggested was repurposing some of the dollars rather than spending it on an urban project someplace using state dollars. This would help communities plan to help them look at the

way they do business and to look at whether or not enhancements could be made to make their business areas more conducive to growth. That was the intent.

1:07:30 Representative Boe: What is the source of the 5 million?

Mr. Levi: The source of the 5 million was using a portion of the enhanced state highway funds that you made available to us this biennium and repurposing them for this.

Chairman Delzer: If this did not proceed would this be turn back?

Mr. Levi: If this didn't proceed we would have carry over authority for it, but only to be used on road work.

1:09:05 Representative Boe: I would like to point out that some field offices would make a great community enhancement.

Mr. Levi: We will be offering an amendment tomorrow; we will be suggesting an amendment tomorrow to take the 5 million dollars off the table. We don't have the resources after our revised revenue projections.

Representative Meier: What is the pilot program costing for the tab machines? I have heard good things.

Mr. Levi: There's a fee structure that we have established per transaction with the company, offhand I am not positive how that is established.

1:11:50 Engrossed SB 2012 (page 46 of attachment 1)

1:12:20 Audit Findings (page 47 of attachment 1)

1:12:55 Summary (page 48 of attachment 1)

Representative Holman: What will you be using those work sites, that are being closed, for**?**

Mr. Levi: We have plan for each site which we intended to share with the section committee **and** for emergency response, we are out there leading those emergency response vehicles.

1:17:45 Representative Monson: I am looking at your maintenance and services if we eliminate 5 FTEs how will you provide that service? I think you'll be putting on a lot more miles driving out there then if you had someone there to do the job already.

Mr. Levi: We were given a challenge to present you a budget with the revenue that we have available to us and here is our plan.

Chairman Delzer: We also have some real challenges not just DOT

Further questions? Comments?

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee - Government Operations Division
Medora Room, State Capitol

SB2012
3/2/2017
Recording Job# 28631

☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide for a transfer.

Minutes: Attachments A through H

Chairman Brandenburg: Opened the hearing on SB2012.

Grant Levi, Director, ND Department of Transportation: See testimony attachment A.

Representative Nathe: That community enhancement program for $5 million, that was not in your original budget. Did the Senate amend that in?

Grant Levi: Yes, the Senate amended that in at the request of the department of transportation on behalf of Governor Burgum's amendment to the budget. As part of that amendment, we cut our budget another $7.1 million and returned an additional 5 FTE's to get to the 31.5.

Chairman Brandenburg: We understand it wasn't your idea.

Grant Levi: The department of transportation intends to go forward with a program to work with communities.

Grant Levi continued with his testimony.

Representative Nathe: In regards to the user fees, how do our user fees compare with the neighboring states right now? With everything that funds your department, how do we compare with our neighboring states?

Grant Levi: There is a lot of activity by states right now in this area with respect to adjusting their user fees. There are 20 states that are presently in conversations about making adjustments up in their user fees. South Dakota raised its user fee for gasoline and diesel to $.30; North Dakota is at $.23. North Dakota's last adjustment was in 2005 in the user fee.

Representative Nathe: Is that for all user fees or just the gas tax user fee?

Grant Levi: That's a comparison of user fees for gasoline and diesel. Montana is at $.27.7 for gasoline and diesel is at $.28.5. Montana is in a conversation about raising their user fees. Minnesota presently sits at about $.28.6 for both. The national average is $.28.22 for gasoline and $.28.99 for diesel fuel. For an example of a registration fee, in Minnesota for a commercial truck that weighs 80,000 lbs., the registration fee is $1,760.00; and in North Dakota for that same truck the registration fee is $1,059.00. A farm truck in South Dakota would be $511.00 for a truck that weighs 44,000 lbs.; and in North Dakota the same truck would be $219.00. These fees vary throughout the state.

Representative Nathe: These are 2005 levels as far as the user fees. You've been charging the same price for the last 12 years but your expenses have gone up. Have you had any discussions about increasing these user fees?

Grant Levi: One of the things our department has done is we've looked to the legislative body to establish fee structures.

Grant Levi continued with his testimony.

Chairman Brandenburg: You're short about $10.4 million. You have the federal money but you can't use on the state side; and that's where the problem is in your budget. That's the issue we have today.

Grant Levi continued with his testimony.

Chairman Brandenburg: Was that $50.4 million in projects that came in under bid; that you had some extra money? Where did that $50.4 million come from? It probably won't be here going into the next biennium.

Grant Levi: It's revenue that won't be here for the 2019-2021 biennium. When we were in an incline of revenue collections because of increased diesel use; we did not spend all of that revenue. We had more coming in than what was appropriated to us to spend. You appropriate all expenditures to us; we're not a continuing appropriations agency.

Chairman Brandenburg: Because of less truck traffic, oil rigs, fracking and those issues, there's less field tax coming in.

Grant Levi: Yes. We had to readjust and we're coming down another $10.6 million; and that's what we need to talk to you about.

Chairman Brandenburg: We've already found $5 million.

Grant Levi: We've already taken that $5 million off the table.

Grant Levi continued with his testimony.

Representative Nathe: President Trump talked the other night about trillion dollars in infrastructure. Can you address where your department is at with that? Are you planning anything? If that were to go forward, how affect the state and how would it affect your department?

Grant Levi: What's important is that the federal government recognizes the needs of rural states. It can't just be a public/private partnership type program. We work with 5 states; South Dakota, Wyoming, Montana, and Idaho. We were able to get one of the individuals from the five state group out of Wyoming to testify before Congress. We made it very clear that a comprehensive federal investment needs to include states like us to take care of some of these issues. We don't see Congress moving so quickly that it will impact our budget that we're talking about now. It also takes time to deliver those projects from those resources. Our team of engineers is already looking at what we can do.

Representative Nathe: You mentioned that you could use another $450 million. Do you foresee this infrastructure plan that the President has to maybe helping offset some of that?

Grant Levi: That's our hope. Typically, it would require a match and that would be 20%.

Vice Chairman Boehning: Let's go back to that $450 million per year. In ten years we've doubled the cost. Would we be better off looking at $450 million with incremental increases over time?

Grant Levi: Your insight is correct. What we've talked about is presenting this in today's dollars.

Vice Chairman Boehning: Could you put together a chart together to see where that would end up in the future?

Grant Levi: Yes we could. There are other variables that get involved; because if our traffic goes back up, that changes it.

Vice Chairman Boehning: I would also like to see how we would pay for it. If we would want to increase user fees to project out and show what kind of increase those would be.

Grant Levi: We can do that as well.

Grant Levi continued with his testimony.

Vice Chairman Boehning: You talked about the $1.4 million for the 3 day blizzard. That $1.4 million is actually the low number, you have a lot more expenses from the other storms we've had as well.

Grant Levi: Yes, that's true. We just depicted those three days; however it cost us much more than that.

Grant Levi continued with his testimony.

Chairman Brandenburg: So what you're saying is you might be short some money for some projects? We may have to back some of these off?

Grant Levi: Some of those resources you made available to us in the present biennium are committed; but have not been spent. What we're suggesting to you is to allow us to use those resources in this upcoming biennium to match federal dollars so we can leverage a 4:1 return.

Chairman Brandenburg: We're going to have to make some decisions fairly soon; because I'm sure you're going to bid some of these projects.

Grant Levi: We need to work through this this session.

Representative Nathe: The President's plan, if things happen quickly and you need money to match those federal dollars, does your department set aside in case this happens? Do we need to get money appropriated to match those federal dollars that would be available?

Grant Levi: The way our budget is structured today, we difficulty matching the federal dollars we're getting. If additional resources were needed to match, we'd have to come up with some plan. We have some provisions in state statute to borrow resources; I'm not sure if that would cover this or not.

Ron Henke, Deputy Director Engineering, ND Department of Transportation: See testimony attachment A.

Vice Chairman Boehning: What year does this map pertain to?

Ron Henke: I would guess that it would be for 2015.

Ron Henke continued with his testimony.

Representative Nathe: By closing 8 maintenance sections, you're saving $2.1 million. Correct?

Ron Henke: That's correct.

Representative Nathe: Is it your intention to use those savings for other road projects?

Ron Henke: No. Those savings are to help balance our budget because we're already short.

Ron Henke continued with his testimony.

Vice Chairman Boehning: Those five FTE's that were included, were those 5 FTE's out of those shops that are vacant?

Ron Henke: If you give me a little time I'll get into each one of those sections.

Ron Henke continued with his testimony.

Representative Nathe: Are you saying with new technology that you have you're able to cover that appropriately?

Ron Henke: With the new technology and equipment they can go a longer distance before they have to reload and cover that roadway. Yes, it will help us get to that roadway quicker.

Representative Nathe: Faster than what they're doing currently?

Ron Henke: I won't say faster than what they're doing currently; because many of these tools we have in place already. We are implementing more tow plows and equipment like that so we can get there quicker.

Representative Nathe: Has it been your experience in other parts of the state that this has come true? Is this something new that we're tackling?

Ron Henke: This is newer to our fleet, the tow plows; but we're constantly switching. We do more salt now than a salt sand mix; because it's more effective.

Ron Henke continued with his testimony.

Chairman Brandenburg: Has there been any discussion with the counties? Have the counties stepped forward to talk to you?

Ron Henke: We've had some correspondence from a few counties that are interested in the locations. We've had correspondence come in from Gackle where they might have an interest in that building.

Ron Henke continued with his testimony.

Vice Chairman Boehning: We're moving these people from one town to another town. Are we going to provide them with a vehicle to get back and forth? Would we provide them moving costs to get them to where they're at? If the roads are blocked, they're not going to get there to run a plow. What are we going to do?

Grant Levi: This conversation centered around a snow event and we do much more than that. We already have many of our team members who do not live in the community where our shop is located throughout the state. There are occasions during storms where we do send plows home with individuals to be able to address those issues.

Ron Henke continued with his testimony.

Chairman Brandenburg: In the past we've had some of the same discussions about some of these sections and we were able to maintain these sections. The issue that we have is that we have to find a solution for taking care of these communities. I think we can find a solution but everyone is going to have to put some effort into it.

Ron Henke: I think we already do a very good job of providing service to all of those areas. If you look at the one person sections that we're proposing to optimize and close, if that individual gets injured, gets sick or has a death in the family; we're already covering those roadways already.

Mark Nelson, Deputy Director Driver and Motor Vehicle Services, Department of Transportation: See testimony attachment A.

Vice Chairman Boehning: With our driver's license renewals; now we're going to go to 8 years. Fifteen dollars for 6 years is fairly cheap. How do we compare to Minnesota and South Dakota? If it's costing us money, I think we're going to have to be revenue neutral on these things.

Mark Nelson: Minnesota charges $24.00 for a driver's license; this is not a CDL and this is for 4 years. Montana charges $40.00 for 8 years, Wyoming is $20.00 for 4 years and South Dakota is $20.00 for 5 years.

Vice Chairman Boehning: If we go to the Real ID, how much is that going to cost versus the ones we have now?

Mark Nelson: We have no cost increases proposed for Real ID; so those costs will remain where they currently are today.

Mark Nelson continued with his testimony.

Vice Chairman Boehning: With the driver's license will that also apply to the regular ID card; the non-driver's license? Can you make that a Real ID as well?

Mark Nelson: That's correct.

Mark Nelson continued with his testimony.

Vice Chairman Boehning: If we're having someone driving five hours to work 3 hours, wouldn't it be better to send them out for 2 days so they can work 2 half days and come back the following day?

Mark Nelson: We're taking these people from the main location. To take them out for 2 days you're pulling those resources out of the facilities where we're servicing the bulk of our population.

Vice Chairman Boehning: If you're going out twice a month; we go out once a month, we'd be at the same position then. Correct?

Mark Nelson: I'll get into how often we visit these sites.

Mark Nelson continued with his testimony.

Chairman Brandenburg: So you have about 9 different locations.

Mark Nelson: Correct.

Mark Nelson continued with his testimony.

Vice Chairman Boehning: If we have 560,000 driver's licenses, if we do a simple fee increase, we could keep all of the driver's license areas whole. Correct?

Mark Nelson: You have a window of opportunity to renew ten months prior to the expiration of your driver's license. The trip is one time every 6 years or one time every 8 years. We've been operating with our manpower levels and trying to maintain customer service. Without an increase in any staffing levels, we would struggle to get out and be able to maintain the service levels we currently provide.

Vice Chairman Boehning: The rural population is more elderly; and probably don't know that they can renew their license 10 months ahead of time. That time is irrelevant in my opinion. I think it's the service we need to provide out there. If it's costing us money, I think we need to look at a fee increase to make us whole. You're not open on Saturdays, maybe that's an option we should look at.

Mark Nelson: That's why we're having this discussion.

Representative Nathe: If they renew every 8 years versus every 6; what's the revenue effect?

Mark Nelson: Starting in 2021 it's just over $1 million per biennium.

Representative Nathe: Is it $1 million in the red?

Mark Nelson: Yes, $1 million in the red that we would lose. Currently, we charge $2.50 per year and that revenue loss would be $5.00; because you're adding the 2 years at the end. You're taking a $5.00 hit for each person that renews.

Representative Vigesaa: If the proposed closings happen with the maintenance shops, is there going to be room for those trucks in the section they will be moving to so that they can be inside?

Ron Henke: Some of the locations will have room for them and others are section shops that need to be rebuilt. Some may not be able to accommodate them.

Representative Vigesaa: In those positions where they may need to be rebuilt, is that part of your ultimate goal?

Ron Henke: It's our hope that we can get to every section shop that has to be rebuilt; but, that's going to be years.

Representative Vigesaa: If a plan moved forward where either a city or county would take position of the current state building, would there be any problem with a city or county housing state equipment; if that was an arrangement made between the city, county and the state?

Ron Henke: We have one of those in Fessenden; we own the building, the county rents it from us and we have an agreement that we can have a snow plow there. I believe we can work something out with the county if they own the facility and we needed to put something there.

Ron Rebel, Vice President, Knife River Corporation: See testimony attachment B.

Vice Chairman Boehning: You said your costs have gone down for supplies, etc. I'm assuming your labor costs have increased over the years. It's the products that are less versus the labor?

Ron Rebel: I made a list of a couple things that affect it. The things that are important to think about as far as what cost builds up is royalty. Labor never goes down. We're seeing a soft market right now. Asphalt oil and diesel fuel are down.

Representative Nathe: When things were booming the local construction companies had a hard time keeping up; things have slowed down now. Is your industry in North Dakota ready for an infrastructure plan if it comes out of DC? Would your industry be able to meet all the needs if that comes to fruition?

Ron Rebel: That was a big concern when the budget was given to us in 2015-2016. The biggest concern was if we could get the work done; and we did. We still have people and still the same amount of equipment.

Cal Klewin, Executive Director, Theodore Roosevelt Expressway Association: See testimony attachment C.

Pat Hansen, Executive Director, South Central Adult Services Valley City: See testimony attachment D.

Aaron Updahl, Fessenden Fire Department: Testified in opposition of the bill.

Senator Jerry Klein, District 14, ND Legislative Assembly: Testified in opposition of the bill.

Representative Nathe: Did you have any discussions in the Senate concerning this? Were there any other options besides what we're looking at today?

J erry Klein: There's a point where we have to stand and say this isn't right. We had an amendment to create a study to maintain that the shops would stay open and the cost savings. That failed by a handful of votes. We relied on the House to make the right decision to keep those shops open.

Warren Zenker, Gackle ND: See testimony attachments E and F.

David Holwig Jr, Marion, ND: Testified in opposition to the bill.

Representative Nathe: In your opinion, would your community support an increase in gas tax to pay for the very things we're talking about today? It comes down to revenue and I'm not an advocate of increasing taxes. I'm throwing it out there as something to talk about. These user fees haven't been touched for 12 years and if we do something next session, it will be 14 years. Do you think they'd support an increase in taxes to keep the services that you currently have?

David Holwig: None of us wants to have increased costs. I think if you could justify this, I think it would be more receptive to people; as long as they saw value in it.

Kelly Kochran, Principle, New England School: Testified in opposition to the bill.

Lilly Norgard, Student, Courtenay ND: Testified in opposition to the bill. See attachment G.

John Bruce, Principal, Barnes County: Testified in opposition to the bill.

Representative Nathe: When the weather is bad, how do you determine whether to do two hours late or have a snow a day? Do you contact the department of transportation?

John Bruce: I go out and look at the roads for starters, I look at the forecast and I do call around.

Representative Nathe: Do you call DOT?

John Bruce: On occasion, yes. I'm not the sole person calling within my district. Some of our bus routes run 40 miles in one direction. From that standpoint, it's a process of driving the roads and it may be that night or the next morning when we make a decision; depending on what the weather situation is.

Vice Chairman Boehning: Where is your school at? What are the roads?

John Bruce: It's on Highway 9; which runs North and South, but it also goes East and West. In our case, it's the East/West crossing from just North of Rodgers, going back into Wimbledon.

Vice Chairman Boehning: You're on Highway 1?

John Bruce: It's Highway 9.

Don Mullen, Mayor, Mayville ND: Testified in opposition to the bill.

Senator Terry Wanzek, District 29, ND Legislative Assembly: Explained the changes to the bill on the Senate side.

Vice Chairman Boehning: We haven't raised our fuel tax in 10 or 12 years. How would your constituents feel about an increase in the fuel tax?

Senator Wanzek: For me personally, with equipment today and the efficiencies in operating them, we need to take a look at maybe even a study to provide some of the options to provide funding to make sure our roads up to date and up to speed.

Vice Chairman Boehning: Maybe that's something we can add to your study.

Senator Wanzek: I think we all understand that if we want good roads, we have to pay for them.

Chairman Brandenburg: Recessed the hearing.

Attachment H was submitted but not discussed.

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee - Government Operations Division
Medora Room, State Capitol

SB2012
March 2, 2017
Recording Job# 28639

☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide for a transfer.

Minutes: See attachments A through M

Chairman Brandenburg: Re-opened the hearing on SB2012.

Representative Schatz, District 36, ND Legislative Assembly: See testimony page 30 of attachment A from recording# 28631.

Representative Holman, District 20, ND Legislative Assembly: See testimony attachments A and B.

Representative Headland, District 29, ND Legislative Assembly: Testified in opposition to SB2012.

Vice Chairman Boehning: How would your constituents feel about a small gas tax increase?

Representative Headland: I would take a real good look at the impacts of doing that. I think when you're doing taxation, increases generally result in less usage. You may not gain what you anticipate gaining.

Vice Chairman Boehning: We were looking at possibly doing a study over interim because we haven't raised gas taxes in 10 or 12 years.

Representative Headland: I think the way we'd work through that is growing our economy.

Representative Satrom, District 12, ND Legislative Assembly: Testified in opposition to SB2012.

Don Moen, Mayville: Testified in opposition to driver's license.

Brian Schmofenig, Fessenden: Testified in opposition to SB2012.

Roy Musland, Gackle: See testimony attachment C.

Jack Formal, Litchville: Testified in opposition to SB2012.

Marty Updahl, New England: Testified in opposition to SB2012.

Chairman Brandenburg: Have you visited with the counties at all to look at some sort of a partnership or anything at all to work something out?

Marty Updahl: There hasn't been any of those discussions as of yet.

Brenda Thoms, Courtenay: See testimony attachment D.

Please note that attachments E through G were submitted but not discussed.

Senator Arne Osland, District 20, ND Legislative Assembly: Testified in opposition to SB2012.

George Kaning, Gackle Ambulance Service: See testimony attachment H.

Representative Nathe: How does it work now if we get a heavy snowstorm and the plows aren't out yet; and you get a call where you have to go, do you call DOT? How do you get to that house?

George Kaning: I haven't been in that position yet.

Representative Nathe: How does the ambulance service do it now?

George Kaning: So far, the roads have always been cleared. Most of our calls are after 7:00 in the morning. We have a four-wheel drive ambulance.

Representative Nathe: What if the roads were completely blocked and you get a call?

George Kaning: We'd call the person stationed at Gackle.

Senator Erbele, District 20, ND Legislative Assembly: Testified in opposition to SB2012

Lyle Kovar, New England: Testified in opposition to SB2012.

Robin Barnes, Courtenay: See testimony attachment I.

Chairman Brandenburg: Have you talked to your county commissioner?

Robin Barnes: I have not.

JD White, Gackle: Testified in opposition to SB2012.

Jeff Mitchell, Courtenay: Testified in opposition to SB2012.

Katie Osbourne, Wimbledon: Testified in opposition to SB2012.

Mary Beth Olombel, Wimbledon: See testimony attachment J.

Ann Osbourne, Wimbledon: Testified in opposition to SB2012.

Kayla Pulvermacher, North Dakota Farmers Union: See testimony attachment K.

James Zenker, Gackle: See testimony attachment L.

Attachment M was submitted but not discussed.

Chairman Brandenburg: Recessed the hearing.

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee - Government Operations Division
Medora Room, State Capitol

SB2012
3/2/2017
Recording Job# 28655

☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide for a transfer.

Minutes: Attachment A.

Chairman Brandenburg: Re-opened the hearing on SB2012.

Representative Vigesaa: Can you explain again where the enhanced state dollars are? How much are they and what are they?

Grant Levi, Director, ND Department of Transportation: Last legislative session and the session before, you made resources available to us to address the transportation needs that did exist and still do exist in western North Dakota. We used the dollars there to offset what we spent on the federal side and used the federal dollars to take care of the needs across the rest of the state; and those were enhanced state funds. We still have projects we need to do and we're going to carry over about $338 million; of that is resources you gave us which was $991 million and then it was adjusted down because of the allotment. We ended up with about $956 million that was available to us. We'd like to repurpose them to match federal dollars. In SB2072 we had proposed $12.7 million and in the Senate we cut our budget $7.1 million. We also introduced the community enhancement program.

Representative Vigesaa: The enhanced state dollars would be in addition to what we provided with the SURGE funding.

Grant Levi: That's correct. You provided SURGE funding through the SIIF Fund and in addition to that you provided resources through the general fund.

Grant Levi continued with his testimony from attachment A recording # 28631.

Chairman Brandenburg: What are you going to do with it?

Grant Levi: We'll get to that in a minute.

Grant Levi continued with his testimony.

Representative Vigesaa: If it was the wish of this committee to restore the funding to keep all of the maintenance sections open, what would you do to make it happen?

Grant Levi: That would be your decision on how you would like to handle that. One of the other options would be to repurpose more of the enhanced state highway funds for match and we'd take what's in our existing budget that's matching and use that to cover operating.

Representative Nathe: You said you have carryover. I was wondering if you could take some carryover money and restore the funding for the sections if we decide to go down that road. Can you use carryover for that or is it designated for rural projects?

Grant Levi: If you wanted to do that, I would suggest that you take some more of the enhanced state highway funds and use that for match. In other words, increase the $16.3 million and we won't have to use as much of the state transportation user funds for match. By doing that, you would be dealing with it this biennium; there's another $50 million that needs to be covered somewhere down the road.

Representative Nathe: If you could come up with some more suggestions along these lines.

Grant Levi: We'll do whatever the committee wishes. What I'm hearing you say is not cut anything anywhere else.

Representative Nathe: What I think needs to be a serious conversation about the fees. Maybe that would be a study grant that we looked at in the interim.

Grant Levi: If we don't take care of it we'll be in a position where we'll be laying people off.

Vice Chairman Boehning: If driver's licenses are costing us $15.00 and costing you $20.00, and it's costing us money to send license plates out; we have to take a look at both of those issues. We need to look at what it would cost us to hold us harmless. Do you know how much we're paying for bank fees for credit cards?

Grant Levi: What is proposed by the DOT is that we set up a means to recoup some of those losses.

Vice Chairman Boehning: When I go to the office in Fargo to get my plates, is that a $3.00 charge? I'm not sure if they even take debit cards there.

Grant Levi: We have established a fee structure that those private businesses can charge for services they provide. The fee structure is based on state statute and we set that up through administrative rules. It depends upon the type of transaction you undertake, there's a certain fee they're allowed to charge you. We don't charge any fees at the DOT. We also moved the self-service centers and that's costing us some money; and we did that so we wouldn't need to add additional team members.

Vice Chairman Boehning: You should take a look at what they're charging you for that. We're getting into a situation where we may need to dig deeper after the revenue forecast and it's only going to get worse next biennium possibly. We need to right size some of this at this time.

Grant Levi: What I hear that you're looking for us is if you were to restore the sections, what would be a means to do that. Also what fee increases would be necessary to cover the costs of motor vehicle and driver's license. Lastly, what would be an appropriate charge back to the public with our self-service centers.

Vice Chairman Boehning: On page 42 of your testimony, are we looking at purchasing trucks?

Grant Levi continued with his testimony.

Representative Brabandt: If those eight locations are sold, what is the value of those 8 locations?

Grant Levi: I wouldn't speculate because when we sell property, we're required to do two appraisals. The other option we have is to lease it to local governments.

Representative Brabandt: What is the acreage of those total 8 locations?

Grant Levi: I'll get that to you.

Representative Vigesaa: Would that Findley individual's truck be housed in the Cooperstown?

Grant Levi: We've retained our existing facility there as well.

Chairman Brandenburg: If we could provide these buildings to the county and come up with a lease or sale arrangement should be a discussion with the counties.

Grant Levi: We did not talk very much on how we would provide service.

Vice Chairman Boehning: Could private people do plowing for us?

Grant Levi: We have tried in the past to get private sectors to get into the snow and ice control business. We've put out a request for proposal to do some work in western North Dakota; and we've never gotten a response.

Representative Brabandt: Are the DOT shops insulated metal buildings?

Grant Levi: In Bismarck we have a building that was built in the 1930's.

Chairman Brandenburg: Closed the hearing.

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee - Government Operations Division
Medora Room, State Capitol

SB2012
3/7/2017
Recording Job# 28830

☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide for a transfer.

Minutes: Attachment A.

Chairman Brandenburg: Opened the hearing on SB2012.

Scott Rising, ND Soybean Growers Association: Testified in support of SB2012.

Grant Levi, Director, ND Department of Transportation: See testimony attachment A.

Chairman Brandenburg: How many dollars were in sections 4 and 5?

Grant Levi: What came out of the Senate was section 5 that provided $5 million to the department of transportation for the community enhancement program. With this bill, that section gets removed.

Chairman Brandenburg: That will go to the match?

Grant Levi: By removing that bill that makes those resources that were taken from the enhanced state highway funds available for a match. By revising section 4 to increase that from $5.7 million to $16.3 million; it provides $10.6 million dollars and covers the shortfall that is a result of the revised revenue forecast.

Representative Vigesaa: Have you had any conversations with the Senate regarding this amendment with the revenue shortfall?

Grant Levi: No we have not.

Representative Delmore: So the dollars would come from a special fund of general dollars? Where specifically is the money coming from?

Grant Levi continued with his testimony.

Representative Nathe: In the far southeast corner there's 5 or 6 sheds versus where New England is. Can you tell us why that is?

Grant Levi: A number of those crews are presently taking a portion of their crews and moving to I-29.

Chairman Brandenburg: For all practical purposes Gackle is already closed.

Grant Levi: For all practical purposes we have not filled the position in Gackle which vacated in January.

Representative Nathe: Was that January of this year?

Grant Levi: Yes.

Vice Chairman Boehning: Where is the county seat in Mayville? In Mayville/Portland you have 2,500 people living there with a college, hospital, nursing home; is there a county plow in that town?

Grant Levi: I am not sure where the county resources are placed. The county seat is Hillsboro.

Representative Vigesaa: It doesn't look like Cooperstown takes on any additional roadways to cover the Finley area.

Grant Levi: Right now Mayville already travels over; Hillsboro would in the future. We didn't show anything for Finley because technically Finley is a satellite section.

Representative Vigesaa: No additional roadways for the person that was stationed in Finley?

Grant Levi: The service would come out of Cooperstown; but the roadways would be covered.

Vice Chairman Boehning: Going back to Mayville, would it be possible to have the person stationed there and have the plow there during the winter months? When spring comes you could transition and go back over to Hillsboro.

Grant Levi: The point we're trying to make is that we believe we can reach the distance between the two communities and provide service with the resources we have.

Vice Chairman Boehning: It is a real concern to me.

Grant Levi: That is something we could discuss and work out a relationship.

Representative Nathe: Is there coordination between your department and the schools? Do you see that continuing if we go through with this plan?

Grant Levi: The schools have many different challenges they deal with and the state system is only a part of that. Our district personnel do have relationships with schools and they do have conversations during storms.

Grant Levi continued with his testimony.

Chairman Brandenburg: They look to be all 5 acres.

Grant Levi: Yes.

Grant Levi continued with his testimony.

Vice Chairman Boehning: What kind of cost are on those sites to cleanup?

Grant Levi: Years ago we started to move away from storing fuel across the state. We started to purchase our fuel from service stations. We're fairly confident the property that we have is clean to the best of our knowledge. We do store salt and have containment facilities for that.

Vice Chairman Boehning: What would our obligation be if we sold the property and there was some of these hazards on there?

Grant Levi: Depending on the issue and intent of use, we'd probably have to get into clean up if there were issues.

Representative Kempenich: Why can't you lease to the county with a maintenance type arrangement?

Grant Levi continued with his testimony.

Chairman Brandenburg: You have a $3,000.00 per year lease?

Grant Levi: Yes. In 2014 we signed a 5 year agreement; which both parties can revisit and come back.

Grant Levi continued with his testimony.

Representative Kempenich: You're just paying the insurance bill?

Grant Levi: Yes, we feel that has worked well for us.

Representative Kempenich: If they live in town X and have to go to town Y, can they do that?

Grant Levi: The team members that are working for us will have to report to work at a different location.

Grant Levi continued with his testimony.

Representative Boehning: Why can't you sell it to one and they can take and resell it?

Grant Levi: I'm not sure OMB's charge given the budget authority to purchase.

Representative Kempenich: What's your inventory of what you're getting rid of now?

Grant Levi continued with his testimony.

Chairman Brandenburg: Let's go to Gackle, that snow plow is valued at $87,600.00?

Grant Levi: That is what we would pay through a biennium to fleet to operate that plow.

Chairman Brandenburg: What does a snow plow go for?

Grant Levi: They're about $200,000.00.

Chairman Brandenburg: That's when you put on auction?

Grant Levi: The $200,000.00 was in reference to purchasing a new one.

Representative Kempenich: I think what we should look at is if the counties are interested in a lease arrangement.

Chairman Brandenburg: I did have a conversation with the commissioner from Logan county and they were interested.

Representative Kempenich: I think there should be a conversation where council or someone contacts the counties and get something in writing that they're interested in pursuing this before we get too far down the road on this.

Vice Chairman Boehning: Why don't we have the League of Cities contact them?

Representative Vigesaa: That's a good idea.

Grant Levi continued with his testimony.

Vice Chairman Boehning: How many of those license plates do we sell?

Grant Levi: About 1 million.

Vice Chairman Boehning: I'm talking about if I would like a new plate.

Grant Levi: We'll get an average.

Vice Chairman Boehning: On the driver's license, is that pretty flat?

Grant Levi: Referenced his testimony from page 48 attachment A on March 2, 2017

Vice Chairman Boehning: So we have about 1/6 of them coming in every year?

Grant Levi: It's appropriate to look at it from that perspective; but you also have to keep in mind that we continue to grow.

Representative Nathe: How long have you been selling the licenses at a loss?

Grant Levi: That's been going on for many years. It's supplemented through other revenues for the highway tax distribution fund.

Representative Delmore: Part of the reason we went to 6 years was to try to save some money wasn't it?

Grant Levi: Yes.

Grant Levi continued with his testimony.

Representative Delmore: As far as the plate itself being $5.00, we have special plates that we charge more for.

Grant Levi: You are correct, if you do not come in to Bismarck to get your plate there is also a service fee that is added on by that private entity and that's governed by state statute. In addition, if you do get a special plate, that's $25.00 per year.

Representative Kempenich: Those remote sells like from Bowman, how much are those costing?

Grant Levi: We have distribution costs that are associated with it but we do it by bulk. That gets absorbed into the motor vehicle costs that we incur.

Vice Chairman Boehning: Going back to the Real ID, if you have 4 years left on the 6 years, does my cycle restart?

Grant Levi: We need to talk about how we're going to manage that.

Chairman Brandenburg: How much is the state paying for on plates, drivers license

Grant Levi: We'll gather that information.

Grant Levi continued with his testimony. See testimony attachment A from March 2, 2017.

Chairman Brandenburg: You have that authority, but we've talked to other agencies we've talked to don't have that authority.

Grant Levi: State agencies have the authority to do it, it's been philosophical in whether or not to do it.

Grant Levi continued with his testimony.

Representative Delmore: We're looking at millions not just thousands of dollars.

Vice Chairman Boehning: Were you going to do a flat fee or are you going to do that as a percentage?

Grant Levi: We're still trying to work through that with the Bank of North Dakota. There are different fees associated with different credit cards used.

Vice Chairman Boehning: I would just as soon stick with a flat fee.

Chairman Brandenburg: Recessed the hearing.

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee - Government Operations Division
Medora Room, State Capitol

SB2012
3/7/2017
Recording Job# 28838

☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide for a transfer.

Minutes: See attachment A

Chairman Brandenburg: Brought the committee to order.

Grant Levi, Director, ND Department of Transportation: See testimony attachment A.

Representative Nathe: How's it going so far?

Grant Levi: It's working well.

Chairman Brandenburg: You're getting your costs covered? You're looking at that credit card thing with that, right?

Grant Levi: Right now we're not charging that $3.00 fee we're paying. We could recoup that as well as the credit fee.

Chairman Brandenburg: I don't think anyone is going to complain about a $3.00 fee.

Grant Levi: We just wanted to move in a direction to get them introduced.

Grant Levi continued with his testimony.

Chairman Brandenburg: You might want to go to the emergency commission.

Grant Levi: Right now we don't have the authority to do that unless it's an emergency.

Grant Levi continued with his testimony.

Chairman Brandenburg: How much were those?

Grant Levi: The salary line item was increased $658,219.00.

Chairman Brandenburg: So the salaries $658,000.00?

Grant Levi: The operating capital was about $1.4 million between the two.

Chairman Brandenburg: So $2.1 million is between wages and the operating?

Grant Levi: Yes.

Grant Levi continued with his testimony.

Chairman Brandenburg: You have the money for the match for 2017-2019. But you're looking at 2019-2021; and you think you're going $66 million if it stays where we're at.

Grant Levi: Yes.

Grant Levi continued with his testimony.

Vice Chairman Boehning: On the fuel tax match when we get the federal money, how does that match work?

Grant Levi: It's an 80/20 relationship. The federal government provides 80% and it takes a 20% match. It varies on the type of project.

Vice Chairman Boehning: On the $4.5 million we'd gain about $18 million from the federal government?

Grant Levi: Correct.

Representative Brabandt: What does it cost to convert a two-lane gravel road to a paved road per mile?

Grant Levi: It depends whether or not the width exists and how much asphalt needs to be put on for the traffic that's there.

Representative Delmore: Are there any general funds in your budget?

Grant Levi: What's in this budget is zero general funds. What we have available to us yet is carry over authority for some general funds that you gave us. We're anticipating that being about $338 million that we still have and will be put in to roadway construction projects.

Chairman Brandenburg: Those are the projects that aren't done?

Grant Levi: That's correct. Some of those projects are in different stages of development.

Grant Levi continued with his testimony.

Vice Chairman Boehning: With the testing for your license, how many people do you need to have if you were to offer this on Saturday? How many people would you need in a Fargo or Grand Forks office?

Grant Levi: Much of it would depend on what we would want to do. We would have to decide if we would do a different shift work schedule.

Representative Kempenich: What sites do CDL's now?

Grant Levi: We have individuals going to the site and if we have individuals scheduled we can work through it. Right now we have the eight main sites. It does take a facility for them to test.

Representative Kempenich: What are your rates on state fleet?

Grant Levi: We set an average fuel of about $2.98. The rates have come down because operating costs have lowered.

Chairman Brandenburg: Closed the hearing.

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee - Government Operations Division
Medora Room, State Capitol

SB2012
3/10/2017
Recording Job# 29020

☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide for a transfer.

Minutes: Attachments A through C

Chairman Brandenburg: Opened the hearing on SB2012.

Grant Levi, Director, ND Department of Transportation: See testimony attachments A and B.

Chairman Brandenburg: That must be for buildings and vans?

Grant Levi: Primarily those funds are used to purchase vehicles. They make up about 9% of the total.

Grant Levi continued with his testimony.

Chairman Brandenburg: The $16.3 million is money there to be matched with the state portion; but we don't have enough to match it.

Grant Levi: There are sometimes opportunities to apply for discretionary grants from the federal government. We haven't been successful lately as we were in the past and part of the reason is there is less resources put there. We don't compete very well with larger states when it comes to discretionary programs.

Grant Levi continued with his testimony.

Chairman Brandenburg: Is the $17.9 million going to match up with the $16 million of federal funding? Is that going to connect the dots? We're dropping about $1.4 million.

Grant Levi: I think our transit providers can speak to that better than I can.

Vice Chairman Boehning: On the 2017-2019 funding on the federal side, the $8 million, is that a pretty firm number for those two years?

Grant Levi: We believe it is. On the highway side of our programs, they have a bill through 2020 and there's a considerable amount of discussion about investing in infrastructure. We believe they'll carry through with the resources.

Grant Levi continued with his testimony.

Vice Chairman Boehning: On the federal distribution fund, if the federal funding goes down, will ours stay the same? Does that vary also?

Grant Levi: I would hope that we have hit the bottom of the revised forecast. I'm fairly confident in the tools we have; but it's very difficult to predict some of those things right now in North Dakota. I would hope it would be available; but it's only an estimate.

Vice Chairman Boehning: But our numbers don't have anything to do with the federal numbers?

Grant Levi: No, they are not. They're based on our forecast for highway tax distribution revenues of which transit gets a portion of.

Representative Kempenich: We don't really have any restrictions on our side.

Grant Levi: We don't; but we reimburse them based on their billings.

Pat Hansen, Executive Director, South Central Adult Services: See testimony attachment C.

Chairman Brandenburg: Some districts have money, some districts don't have any money and it's basically because of the rides and the mileage. With the budget we have, we're going to have issues with that. Is there a way that we can make this work?

Pat Hansen: Wages are a big thing. I have 47 drivers. If we don't get enough funding, we're going to have to stop doing some of this.

Vice Chairman Boehning: What does it cost to ride your bus per ride?

Pat Hansen: It varies from county to county and city to city. If you're in Valley City and just getting your hair done, it's $2.00 one way. In most of the rural areas like in town Cooperstown, in town Edgeley and in town Kulm; those places it's $1.00. We're charging $10.00 round trip to Fargo. We charge $5.00 round trip to Jamestown. From Linton to Bismarck it's $10.00. From the western part of McIntosh to Bismarck it's $13.00; and western McIntosh to Bismarck it's $15.00. Lamoure to Fargo it's $15.00.

Vice Chairman Boehning: So you do have a pretty good rate structure. When you transfer somebody with the VA, are you getting paid mileage by them?

Pat Hansen: No. They do pay the fare if we bill them.

Vice Chairman Boehning: Some I hear are getting paid mileage to go to the veteran's clinic. Is that just for certain patients or is that for all of them?

Pat Hansen: That's if they chose to go on their own.

Vice Chairman Boehning: Have you talked with the Veteran's Affairs to see if there's anything on their side that they might be able to reimburse a little bit more for that?

Pat Hansen: We worked pretty closely with them but we've never asked them if they're willing to pay a different fare than whatever everybody else pays.

Vice Chairman Boehning: I know they have quite a few busses around the state that they use. I don't know if you asked them if there was anything extra they'd be willing to pay?

Pat Hansen: I have not asked that.

Representative Vigesaa: When was the last time you changed your rate structure?

Pat Hansen: It's been about 5 years. We did increase the Valley City to Fargo. Jamestown only goes to Fargo one day per week; and only medical. We've been having to run to Jamestown and get people from the nursing homes and taking them to Fargo on our bus. We do charge them $25.00.

Representative Vigesaa: You provide the senior meals also, so there's some revenue there. Are you able to line item transfer from the meal program to the transit program at all or do you have to stay within those buckets?

Pat Hansen: No. They are very specific of what we can and cannot charge. We do use one of my transit drivers and transit vehicle that we use to transport the meals to Cooperstown. The meals program pays 531/2 cents a mile plus the driver's wages; and that's contract income that we can use towards federal match. Fare income can't be used to match the federal dollars.

Brian Rick, Superintendent, Minot Transit System: Testified in support of SB2012.

Carol Anderson, West River Transit: Testified in support to SB2012.

Chairman Brandenburg: How are we going to fix this?

Grant Levi: A number of years back a decision was made to group all entities to receive a portion of the highway tax distribution fund. There was a period of time when transit received a portion of their funds from a dollar amount added to motor vehicle registration.

Grant Levi continued with his testimony.

Representative Kempenich: I don't think we can depend on fuel taxes to be the driver on this. This is a social issue it's not our highway issue.

Representative Nathe: User fees haven't been changed in 12 years. We need to take a good hard look at that.

Grant Levi continued with his testimony.

Representative Kempenich: What if we hold these vehicles 1 or 2 years longer? How do we get those costs down?

Grant Levi: The manner and timing in which we replace vehicles is based on an analysis of what's the best return. If you run a vehicle to the ground, it's worth nothing when you get rid of it.

Grant Levi continued with his testimony.

Representative Kempenich: We've set up some guidelines with computer equipment and just about every budget has a travel budget associated with it.

Grant Levi: We understand the concerns and we're challenging our team to revisit everything and develop some additional performance metrics.

Vice Chairman Boehning: How many vehicles are you looking at replacing in this next biennium approximately?

Grant Levi: I wouldn't know. We can get that for you.

Representative Vigesaa: Is what you charge per mile considered to offset the value of the vehicle or does that just offset the operating of the vehicle?

Grant Levi: The final rate is a combination of the operating cost, depreciation and replacement. The depreciation is charged differently. If it's an agency assigned vehicle, the depreciation gets charged separate from the mile/hour rate. If it's a fleet vehicle, it's put into the mile/hour rate.

Representative Vigesaa: It seems like the monthly depreciation is quite low. For example, on a car $158.00 per month is only $1,800.00 per year; and we know vehicles depreciate much faster than that. How do you come out when it's time to take them to the auction? How do you do in relation to the value that's remaining on the vehicle?

Grant Levi: That's one of the reasons why we sell them when we do. We turn out fairly well through that process to offset those costs; because there's that salvage value that comes in as well.

Grant Levi continued with his testimony.

Representative Nathe: On plates, is that loss of $230,000.00 per year?

Grant Levi: Yes.

Representative Vigesaa: What's the projected life expectancy on this new flat plate?

Grant Levi: The vendor we used stated that after about 5 years it starts to lose some reflectivity; it's about 50% loss. From there it will continue to deteriorate. They say typically around that 10 to 12 year life.

Representative Vigesaa: As we go forward to issue a new plate again, is it going to be less expensive because we'll have the equipment for the printing?

Grant Levi: Yes from an equipment perspective. No from a cost perspective if we don't charge the public for it.

Grant Levi continued with his testimony.

Chairman Brandenburg: What you're saying is the person from Bismarck is going to Carson and the person from Fargo is going to Mayville.

Grant Levi: Yes. Because they just don't have enough appointment time.

Grant Levi continued with his testimony.

Vice Chairman Boehning: If we do the Real ID are you going to need FTE's to handle that load?

Grant Levi: Yes. We've reassigned individuals within driver's license by taking some of them out of the field area. We preparing ourselves to re-shift resources within driver's license to deal with it.

Representative Vigesaa: If we could go back to the Rolla office. How many people go up to the Rolla office on that one day?

Grant Levi: We send two individuals to a site.

Representative Vigesaa: With one day a month it's going to be 133 total transactions a day including 10 road tests. I think that two member staff is going to be very busy in Rolla.

Grant Levi: Therein lies the reason for our decision.

Chairman Brandenburg: Recessed the hearing.

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee - Government Operations Division
Medora Room, State Capitol

SB2012
3/10/2017
Recording Job# 29029

☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide for a transfer.

Minutes: Attachment A

Chairman Brandenburg: Brought the committee to order.

Grant Levi, Director, ND Department of Transportation: See testimony attachment A.

Vice Chairman Boehning: In Subsection 2 bullet point A. Would we want to put the county and/or the city or is this going to be general enough for you if the city wants the shop or the plow?

Grant Levi: The way I read this is it's pretty specific to the county.

Chairman Brandenburg: The county should have that first option, but if the county doesn't want to do that the city should have the second option.

Grant Levi: If the legislative body goes down this path, we'll work with any entity.

Terry Traynor, Association of Counties: Testified in support of the amendment.

Representative Vigesaa: With regard to adding some language that would include cities or townships, would you prefer something like political subdivision or local jurisdiction be satisfactory to the counties?

Terry Traynor: Either would be fine.

Vice Chairman Boehning: Does the county have any contract services with cities to plow them?

Terry Traynor: Yes.

Terry Traynor continued with his testimony.

Eric Spencer, Motor Carrier Association: Testified in support of SB2012.

Vice Chairman Boehning: We've been looking at the fees for license plates and driver's license; would there be any heartache if we raised both of them this session.

Eric Spencer: We wouldn't have any heartache on raising the driver's license fee or license plate fee. I think it would be wise to make the adjustment now.

Eric Spencer continued with his testimony.

Grant Levi continued with his testimony.

Representative Vigesaa: Can you give us an update about any states that have been experimenting with BMT?

Grant Levi: There has been some work done in Oregon. They're having pilot projects to have certain vehicles pay on a BMT basis; rather than the traditional method. They're trying to establish a business model for those that are gasoline driven vehicles to try to hold even.

Representative Vigesaa: Back to the amendment, if this coordination effort with the counties or cities would prove successful, would there be other locations within the state that you would look at shifting to that model?

Grant Levi: That's why we support section 10 of this bill. We would take a look at how successful this effort is and incorporate it into our entire study.

Representative Brabandt: On section 8, subsection 2, subsection B. You didn't say or city. Is it your intention to leave it only at the county at this point and exclude the cities? If so, why?

Grant Levi: The department is willing to work with any entity. I think the reason that the county was put here to start with in conversations is that they handle the rural system like the department does.

Chairman Brandenburg: I think the county should come first because we don't want a competitive war.

Representative Brabandt: It wouldn't make any difference to you if it said county and city?

Grant Levi: My personal preference is that I like the option of establishing a priority.

Chairman Brandenburg: Closed the hearing.

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee - Government Operations Division
Medora Room, State Capitol

SB2012
3/15/2017
Recording Job# 29255

☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide for a transfer.

Minutes: See attachment A

Chairman Brandenburg: Opened the hearing on SB2012.

Grant Levi, Director, ND Department of Transportation: See testimony attachment A.

Chairman Brandenburg: Right now we're collecting $5.00 and it's costing us $10.00. We're losing $5.00 for every plate.

Grant Levi: The way statute is set up, there are occasions where there are not provisions to charge for the plates at all.

Chairman Brandenburg: We're losing money and in past sessions we went along with it because we could do it.

Grant Levi: The last time fees were adjusted for that plate was in 2005.

Grant Levi continued with his testimony.

Representative Delmore: We've already seen another charge added in another bill in appropriations pretty much without a hearing. I'm wondering why you didn't come in with a stand-alone bill to do this. Did you think about doing that as a bill?

Grant Levi: We're answering your questions as a committee. The department is not advocating this fee increase. We shared with you as a committee the cost and the loss of revenue we had. If the legislative body elected to change those fees, this is what they'd have to do.

Chairman Brandenburg: We had the hearing and we had over 100 people for the snow plow issue and the sections being closed. Numerous of them came up with the idea that we

should increase fuel tax, gas tax and license plates. We've started looking at how much it is costing us.

Representative Delmore: When we've been running that short on those plates all the time, why has the department brought in something to address that situation?

Grant Levi: The department of transportation has balanced its budget and taken care of these fees through increased highway tax distribution revenues as we grew. At other points the legislative body brought other resources to the department. At this point, we came forward and the decision was made not to ask for any additional fee increases.

Chairman Brandenburg: We're just having discussions about how much is it costing us.

Grant Levi continued with his testimony.

Chairman Brandenburg: That would bring in the $1.9 million?

Grant Levi: Yes.

Grant Levi continued with his testimony.

Chairman Brandenburg: It's $1.9 million and would be raised. The $3.95 million would be the biennium?

Grant Levi: You also have that $150,000.00.

Grant Levi continued with his testimony.

Chairman Brandenburg: That's the average of all these fees?

Grant Levi: With the $21.25, if you raised it to $22.00, that doesn't make driver's license total independent. There's other things that occur there. It would be closer to $27.45 per license.

Grant Levi continued with his testimony.

Vice Chairman Boehning: If we go to the Real ID, that could be a very big spike in the next two years as well as this biennium. Correct?

Grant Levi: That's correct.

Vice Chairman Boehning: This is just an average on six. There will could be a real spike if Real ID passes.

Grant Levi: We would have a real spike.

Chairman Brandenburg: The Real ID is going to happen. The urgency is that we could very easily have a lot of licenses asked for; the state is subsidizing $10.00 to $15.00 of it. I can see this being even more of a loss.

Grant Levi: When we determined the loss that was occurring, we went back to our expenses. We took that expense and compared it to our revenue collections. If revenue collections come in higher, than your per transaction costs are lower. If Real ID starts in July 2018, we'll have more people coming in to renew.

Grant Levi continued with his testimony.

Chairman Brandenburg: What do we do when we come back next session and you've lost $500,000.00 on Real ID?

Representative Delmore: How much does the actual plate itself cost?

Grant Levi: The plate from Roughrider Industries is $5.95 per plate. That doesn't include the handling costs and the distribution costs. There is a cost just for the driver's license that we pay. Just for that driver's license card, there is a cost that we pay a vendor.

Chairman Brandenburg: What do you have for the driver's license fees? How much are we losing there?

Grant Levi: One of the reasons we didn't put a cost to it because we're struggling there.

Grant Levi continued with his testimony.

Vice Chairman Boehning: Is that Real ID going to be good for eight years also? Is there anything in the federal statute that says we have to renew those earlier?

Grant Levi: Yes. The reason we provided comments on the initial bill, it now changes it to eight years at one time it was 12 years. The federal requirements only allow eight years.

Vice Chairman Boehning: We would have to reissue that ID; we couldn't just go online? We'd have to get a picture taken so that they'd have that?

Grant Levi: If you wanted to come in early and it wasn't your time to renew, we're going to keep you on your original renewal schedule.

Vice Chairman Boehning: Once you get your Real ID, you have it for eight years, do you have to come back in and get a new picture?

Grant Levi: Once we're in the cycle, and you're on your renewal date, there's nothing in Real ID that requires that picture to be updated at that eight year point. I believe we can just carry through with the renewal online.

Mark Nelson, Deputy Director Driver and Motor Vehicle Services, ND Department of Transportation: If you are in your cycle, you renew your license and come in to get a Real ID, you're going to pay a duplicate fee.

Vice Chairman Boehning: If I come in and get mine, once you're into your right cycle, with the Real ID would you have to come in and get a new picture?

Mark Nelson: Our hope is that we'd be able to do that online.

Chairman Brandenburg: How many driver's licenses do we have in the state?

Grant Levi: In 2016 we had 560,000 licensed drivers.

Grant Levi continued with his testimony.

Chairman Brandenburg: You could probably lose $1 million.

Grant Levi: That relationship could vary some because we have a fixed base cost that will be there no matter what. That was included in that initial fee.

Chairman Brandenburg: If we have an opportunity not to lose $1 million and we have to raise the license to $10.00, the world is not going to end.

Grant Levi continued with his testimony.

Vice Chairman Boehning: What's the utilization of these vehicles?

Grant Levi: We rotate until we get to that 70,000 to 80,000 miles per vehicle on the sedans. Other vehicles are different mileage that we achieve so that we get to that cycle.

Grant Levi continued with his testimony.

Vice Chairman Boehning: How many can we get by without?

Grant Levi: That's evaluated with agencies and they're the ones who give an indication of need. Each of those agencies go through the legislative process to develop their budgets. We supply what the agencies indicate are needed.

Representative Brabandt: I thought you said you trade vehicles off at 100,000 miles?

Grant Levi: Some of it depends on the type of vehicle. Some are run a little bit longer. For sedans it's around that 70,000 to 80,000 miles.

Representative Brabandt: I'm assuming that in the sedans you're running V6's?

Grant Levi: I'm not sure. We try to optimize the efficiencies for fuel, travel, rate of return, etc.

Representative Brabandt: Whether it driver's license or license plates, I think we need to recover our costs.

Representative Vigesaa: On the number of vehicles, with telecommuting and technology, have we reduced the numbers of vehicles in our fleet?

Grant Levi: We'll take a look at that over the years. In our organization, we've reduced our travel by use of that technology.

Representative Vigesaa: What kind of process do you have for evaluating your per mile charge, fuel charge or the monthly depreciations? How often do you evaluate the pricing structures?

Grant Levi: It's reviewed on a quarterly basis. We take three factors into consideration; one of them being operating. We review those and make adjustments if necessary.

Representative Vigesaa: Has there been a period in the recent passed where you've gone through an evaluation of the whole fleet services you provide?

Grant Levi: One of the things that occurs is that we're audited on a regular basis by the federal government; because we're requesting reimbursement from them.

Representative Vigesaa: We had a legislative study done, do you recall how long ago that was?

Grant Levi: I'm thinking that might have been 3 or 4 years ago.

Representative Vigesaa: Did anything come out of that legislatively or did any legislators make any recommendations of how you could change your process?

Grant Levi: I don't recall any major modifications that came from that. We've just completed an internal audit as well.

Representative Vigesaa: When you visit with the agencies about their needs, is there any negotiating between you and the agency? Do you just give them the rate and monthly depreciation?

Grant Levi: The rate is established through a very formal process. When we sit with agencies, we do negotiate with them on what they put on that vehicle. Some may want some things that cause the price of the vehicle to go up that we don't feel is appropriate.

Vice Chairman Boehning: Do you have any electric or hybrid cars in the fleet?

Grant Levi: Yes, we do.

Vice Chairman Boehning: Do agencies request them? Are there some agencies that want them?

Grant Levi: There are times we do have agencies that request electric vehicles; they want to try it out.

Vice Chairman Boehning: If you do electric vehicles, do you have to put a special charger in at the site?

Grant Levi: There are some modifications but we'll check.

Representative Brabandt: I'm assuming that when you buy vehicles, you put them out on bids. Are they North Dakota dealers and anyone can bid on them?

Grant Levi: Yes. We go through a formal bidding process as required by state statute.

Representative Brabandt: But it's limited to North Dakota dealers?

Grant Levi: No.

Representative Brabandt: It's not.

Grant Levi: No. The statute allows an open bidding process.

Representative Brabandt: So you have dealers from Minneapolis or Chicago bidding on them?

Grant Levi: Sometimes.

Representative Vigesaa: There may not be any dealers in North Dakota that want the business or can afford to do the business.

Vice Chairman Boehning: How much have they been cut this last time for transit?

Grant Levi referenced testimony from March 10, 2017 attachments A and B. Recording job# 29020.

Vice Chairman Boehning: In 2013-2015 they had $26.6 million and it went down to $24.9 million; now it's down to $23.9 million. They'll have $1 million less.

Grant Levi: Yes. Based on the distributions as they stand today. One of things to keep in mind, federal dollars come with strings.

Vice Chairman Boehning: With these fees maybe we can reinforce the transit a little bit more.

Russ Hanson, Associated General Contractors of ND: Testified in support of SB2012.

Eric Spencer, ND Motor Carrier's Association: Testified in support of user fees on SB2012.

Vice Chairman Boehning: What kind of fees are they charging? Is it something we should take a look at here?

Eric Spencer: I don't have the answer to that question today.

Vice Chairman Boehning: What if they sell it? That would change again.

Eric Spencer: You're right.

Chairman Brandenburg: Recessed the hearing.

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee - Government Operations Division
Medora Room, State Capitol

SB2012
3/15/2017
Recording Job# 29258

☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature Shirley Lei

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide for a transfer.

Minutes: Attachments A through D

Chairman Brandenburg: Brought the committee to order.

Grant Levi, Director, ND Department of Transportation: See testimony attachment A.

Vice Chairman Boehning: Do we need to get some language in here in case Trump's plan does come to fruition?

Grant Levi: Referenced March 7, 2017 testimony recording job# 28830.

Vice Chairman Boehning: It's the authority to borrow?

Grant Levi: Yes.

Chairman Brandenburg: What that would do is give you the authority to go to the emergency commission and get the authority to make those transfers?

Grant Levi: If the emergency commission agreed, we'd have the authority to go to the Bank of North Dakota to obtain the necessary match.

Chairman Brandenburg: Then to the budget section with an explanation?

Grant Levi: I'm sure that's the intent.

Vice Chairman Boehning: Discussed amendment 17.0520.02006 attachment B.

Chairman Brandenburg: Explained attachment C.

Chairman Brandenburg: Discussed amendment 17.0520.02005. Attachment D.

Representative Vigesaa: Made a motion to move amendment 17.0520.02005.

Representative Brabandt: Seconded the motion.

Roll Call Vote: 4 Yeas 0 Nays 3 Absent.

Motion Carried.

Representative Brabandt: The one on the license plate and license; they will be as per the DOT?

Chairman Brandenburg: Yes.

Vice Chairman Boehning: We'll use the license fees prescribed in section 3 versus the $27.00.

Grant Levi, Director, ND Department of Transportation: What I heard is to follow the chart in our testimony for the $22.00.

Representative Brabandt: We're not doing the $27.45 which is the cost?

Chairman Brandenburg: The $27.45 was the average of all of these?

Grant Levi: The reason we the $27.45 is if the committee wanted to cover all of the functions in driver's license.

Chairman Brandenburg: Shouldn't this $1.3 million supplement with the Real ID?

Grant Levi: That's correct.

Vice Chairman Boehning: We talked with the bank today and it looks like we're going to do a pilot project with five or six agencies for credit card fees. It's going to be a little bit of a cost; but we're waiting to get those numbers. That will help you recoup some of this money.

Grant Levi: As the budget has been shared with you, it includes us already recouping those costs. We believed we had authority to move forward already.

Chairman Brandenburg: You have $3 million in here for credit cards?

Grant Levi: The credit card fees are about $2 million of that $3 million. There's another $1 million in there for other adjustments we would be making.

Chairman Brandenburg: Record access fees and credit card fees. It's a combination of both?

Grant Levi: What the record access fee is that companies come to us seeking access to certain records and our fees haven't been changed for many years. We believe we can change that in our organization.

Chairman Brandenburg: Closed the hearing.

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee - Government Operations Division
Medora Room, State Capitol

SB2012
3/16/2017
Recording Job# 29324

☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide for a transfer.

Minutes:

Chairman Brandenburg: Opened the discussion on SB2012.

Representative Kempenich: Made a motion to reconsider amendment 17.0520.02005.

Representative Vigesaa: Seconded the motion.

Chairman Brandenburg: Explained amendment 17.0520.02005.

Vice Chairman Boehning: Made a motion to remove section 12 from amendment 17.0520.02005.

Representative Vigesaa: Seconded the motion.

Representative Vigesaa: There's going to be an amendment that's going to be put on the legislative council budget and it's included in the new revenue advisory committee. Part of that charge for that committee will be to review and assess state fleet and ITD rates.

Representative Nathe: Will that pertain to the user fees?

Representative Vigesaa: What's going to go on that legislative council amendment is just studying the rates of fleet services and the rates that ITD charges other agencies.

Representative Kempenich: I've never been real supportive of taking highway money into transit.

Representative Nathe: I'm a little uncomfortable at removing section 12.

Chairman Brandenburg: I don't disagree with you but what we could do is take this out of this amendment and make a separate stand alone amendment.

Vice Chairman Boehning: You would be wanting to study the transit services and funding for that?

Representative Nathe: Yes. If we can keep this language and put it someplace else, I don't have a problem with that.

Vice Chairman Boehning: When Pat came in she has seven vans that are at 200,000 miles each. Their expenses are going up and their funding is going down. We have to come up with some funding source for them.

Voice Vote made.

Motion Carried.

Vice Chairman Boehning: Made a motion to move amendment 17.0520.02005 as amended.

Chairman Brandenburg: Closed the discussion

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee - Government Operations Division
Medora Room, State Capitol

SB2012
3/20/2017
Recording Job# 29417

☐ Subcommittee
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Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide for a transfer.

Minutes:

Chairman Brandenburg: Opened the hearing on SB2012.

Shannon Sauer, Financial Director, ND Department of Transportation: Referenced testimony attachment A from March 2, 2017 recording # 28631.

Chairman Brandenburg: The county and city portion, do you have a methodology of how that happens?

Shannon Sauer: That is prescribed in century code. That is based on population and numbers of vehicles that are registered for those counties. The state treasurer has a program that handles that.

Shannon Sauer continued with his testimony.

Chairman Brandenburg: That railroad revolving loan program involves state money as well as federal money?

Shannon Sauer: That's correct.

Chairman Brandenburg: So you have a place to park it?

Shannon Sauer: That's correct.

Shannon Sauer continued with his testimony.

Vice Chairman Boehning: What are the ER funds and the missile roads?

Shannon Sauer: The ER funds are emergency relief funds, when we have an unusual situation that damages our roadways that we need to respond to. Often times the federal highway administration will step up and provide some funding for those. I believe that's all related to the Devil's Lake situation. The missile road funds are funds that we get to provide some basic maintenance services; snow removal and such on roads that lead to the missile sites. We receive a small amount to do some maintenance on those roads.

Vice Chairman Boehning: Does that take you down some back roads also? Do you go up to the missile site themselves?

Shannon Sauer: That's correct.

Representative Vigesaa: With regard to the safety funds, are they designated by the federal government on how those must be spent?

Shannon Sauer: Yes. There are rules that deal with how we must spend those.

Representative Vigesaa: We see the DOT sponsor certain events, like the basketball tournaments that have been on T.V.; are those federal funds that are being spent for advertising?

Shannon Sauer: That's correct.

Representative Brabandt: The federal highway administration, the $615 million, what is that number based on?

Grant Levi, Director, ND Department of Transportation: The federal highway administration funding that we receive is a portion of the US DOT distribution of the resources that come to us through the transportation bills. There is a formula within the transportation bill that provides resources to us by various categories.

Representative Delmore: I see you have in here the credit card record access fees. Can you tell me a little more about how you're collecting those?

Shannon Sauer: This is the first time we have done this. We recognize we spend a lot of money on credit card fees. The determination has been made that the time has come to start looking at those; so we included those in here. It is built in to the expenditure piece as well, you're not going to see it separately, and it has been ever since we began accepting credit cards.

Representative Delmore: It's interesting that talk of credit cards didn't come up until not long ago.

Chairman Brandenburg: Which line advertises for the basketball game?

Shannon Sauer: On the revenue side, the money provided for that most likely would be the safety money. On the expenditure side, you're not going to see safety advertising at

basketball games; but it would be in the driver and vehicle services program and it would be in part of their operating expenses.

Shannon Sauer continued with his testimony.

Chairman Brandenburg: Are we losing $3 million or $1.5 million with the driver's license fees?

Shannon Sauer: The driver's license fees were calculated at $1.5 million.

Chairman Brandenburg: Where are the license plates in here?

Shannon Sauer: That's a component of the motor vehicle off the top. The revenues that are generated from the motor vehicle licensing activities, including the costs of plates, flows into the highway tax distribution fund.

Chairman Brandenburg: There's $3 million that we're short on that?

Shannon Sauer: That's correct.

Chairman Brandenburg: If that $3 million would be collected, it would be part of the $24.7 million?

Shannon Sauer: That's correct.

Representative Nathe: In regards to the $24.7 million. You're saying we're losing about $4.5 million on license plates and driver's registration. That loss is figured in the $24.7 milion?

Chairman Brandenburg: Out of the $24.7 million, if we were just holding even on the cost, you would have to add $3 million to the $24.7 million to go to $27.7 million.

Shannon Sauer: The $24.7 million would include all of the costs that we anticipate for the coming biennium. That would include the $3 million of the license plates where we're not collecting enough revenue.

Chairman Brandenburg: Then you're only collecting $21.7 million? Where's the other $3 million coming from? Somewhere we're short $3 million for plates. How does it show up?

Shannon Sauer: The way that works is if we were assuming that the additional $3 million makes everything whole, that $195.9 million would go up $3 million. If there was an increase in those fees, that would read $198.9 million. The amount available for distribution would be increased by $3 million.

Chairman Brandenburg: The $3 million comes in the registration fees for the license plate. What about the driver's license?

Shannon Sauer: The driver's license fees flow straight into the highway tax distribution fund, they do not get shared. In that case, if the driver's license fees were increased $1.5 million; that $8 million would go up to $9.5 million.

Chairman Brandenburg: To match the tax distribution fund and the federal highway fund, that $3 million would go into that figure and that match? We had to add in $10.6 million to make the match work and that could have been reduced with that $3 million so we would have been down to $7.6 million.

Shannon Sauer: That's correct.

Chairman Brandenburg: But the driver's license fees actually go into the highway fund side; it doesn't go into the match.

Shannon Sauer: That's correct.

Representative Nathe: What about all the other user fees outside the plates and registration? We've heard that some of the user fees haven't been touched for 12 years. Where would those be in the revenue picture?

Shannon Sauer: If they are related to motor vehicle, they would be going into the motor vehicle registration fees. If they're related to driver's license, they would be going into the $8 million driver's license fees.

Representative Delmore: Do you have any information for us on what fees are charged for licenses and plates in other states; especially surrounding states?

Grant Levi: Referenced testimony from March 2, 2017 recording# 28631.

Representative Delmore: Part of the problem is raising these fees without a public hearing. This wasn't brought forth to the transportation committee and recommended when we knew there was going to be the short fall there is.

Vice Chairman Boehning: On the motor vehicle fees and fuel tax, you have gasoline and gasohol; can you break that out?

Shannon Sauer: The gasoline is gasoline. Gasohol is gasohol.

Vice Chairman Boehning: Is the gasoline the stuff being sold without the ethanol in it?

Shannon Sauer: That's correct.

Vice Chairman Boehning: Special fuels would be the diesel?

Shannon Sauer: That's correct.

Vice Chairman Boehning: What is the difference in tax rate between the gasohol and the gasoline?

Shannon Sauer: They're both $.23 per gallon.

Shannon Sauer continued with his testimony.

Representative Nathe: How long can the hay bales sit in the ditch? Do they have to be out of the ditch by a certain time?

Shannon Sauer: November 1.

Vice Chairman Boehning: Who's liable if someone drives into the ditch and they're not stored 60 feet back from the road? Who's liable if someone hits the bail and is killed?

Grant Levi: That would be for the courts to decide. We try to place the blame on the person who's haying and try to go forward with that. We do have our sections monitored and try to give the landowner adjacent to the right of way notice to move it out. The revenue collected for haying is along the interstate system. Off of the interstate system, typically the landowner adjacent to the right of way is the one that does the haying.

Vice Chairman Boehning: If they don't have the bales out, do we move them or do we just leave them sit there? What's the process with that?

Grant Levi: The first thing we do is recognize the value of that commodity. If they don't have them out, we go back to where we know the landowner is getting notice again. On occasion, we've gone out and placed signs on the bales. If they create a problem, if they're on the outside of right away, eventually we at times do take them out.

Representative Nathe: A lot of these ditches get cut in July, so why let them set there until November?

Grant Levi: Many times in the agricultural community they have a lot of things going on. Typically, we don't have major winter events to then; that's why we picked November 1. You don't want to bring all of your hay home to one place in case you have a storm or fire.

Representative Brabandt: Do you lease the ditch acreage out to farmers and ranchers for haying? Do you charge them a certain amount or nothing at all?

Grant Levi: Off of the interstate system, there is no charge. On the interstate system, we go for a contracting process. We take sections of the interstate and we put it out for contract. We take the best bid for that.

Shannon Sauer continued with his testimony.

Chairman Brandenburg: Is that where we work on trying to make sure that the roads that are built; it has a place to go? It isn't a road that's built and ends at the county and nothing happens in the other county?

Grant Levi: It's our planning activities with local governments as well as some of our oversight activities on projects that we're required to do. We don't charge the local governments for that service. When this formula was changed, the department's percentage was lowered to bring it down to 61.3%; we had an expense and that's where the $5.5 million came from.

Shannon Sauer continued with his testimony.

Chairman Brandenburg: That's why we're short $10.6 million. We needed a match for the federal funding but without that $50 million it would have been worse.

Shannon Sauer: That's correct.

Shannon Sauer continued with his testimony.

Chairman Brandenburg: What are the total dollars in the highway fund? What are the total dollars in the highway tax distribution fund?

Shannon Sauer: The simplest way is to take the $321.5 million. That is what DOT gets from the highway tax distribution fund. If you take those other categories and add those up and add those to the $321.5 million; you should come up $1,253.3 billion.

Shannon Sauer continued with his testimony.

Representative Delmore: That's just an estimate of what they think will come in for the coming biennium; they haven't seen any money yet. Have you seen any revenue coming in from what you're charging with some of your machines right now?

Shannon Sauer: We're in a pilot project phase on that and there is a $3.00 fee. The DOT is covering that fee for purposes of the pilot project. As we move forward and look at expanding that program, there would be some consideration to that fee going elsewhere.

Representative Delmore: You still are collecting that fee now?

Shannon Sauer: No.

Representative Delmore: Not on any of the machines?

Grant Levi: We felt that to introduce that concept, we would not charge the public that $3.00 fee that we're charged. We're paying for that cost right now. At this point it's a reduction of revenue. At some point we need to hold ourselves harmless there as well. We'll look at how we expand what we do.

Vice Chairman Boehning: What are they charging us then to use the machines? What is our cost?

Grant Levi: Right now it's $3.00 plus we're losing the credit card fee to it. Depending upon the amount of the transaction, that's what we're losing in that transaction. We need to revisit all of that as we look to the next biennium. It was just to get it introduced to try a pilot.

Vice Chairman Boehning: In the long run it's going to save us more time and probably save us bodies. It's probably going to come out a wash in the long run.

Grant Levi: That was our thoughts. We were experiencing and we still do, long lines. Our thought was instead of adding additional people we need to find a new way to do business. That's why we put these out as a pilot. We have one in our headquarters in Bismarck and two other ones located in Bismarck. It's reducing some of that work activity that comes to our counter.

Shannon Sauer continued with his testimony.

Chairman Brandenburg: Are we short again?

Grant Levi: Referenced page 57 from attachment A dated March 2, 2017 recording # 28631.

Chairman Brandenburg: We made the motion to take that out of there.

Grant Levi: Dropping the community enhancement program makes up $5 million and then repurposing $16.3 million to get to the $21.3 million.

Grant Levi continued with his testimony.

Representative Nathe: Did this $10.6 million, did this pop up after the Senate had your budget? Is that correct in the timing?

Grant Levi: That's correct. During crossover, we were watching our revenue very close and our forecasted revenue for the biennium wasn't right.

Representative Brabandt: We're consolidating our state shops. Are we doing or thinking about doing anything regarding consolidation on different district offices?

Grant Levi: We have eight district office locations. At the present time, we are not looking at consolidating those offices. The department needs to be fluid and look for efficiencies all the time.

Chairman Brandenburg: Recessed the hearing.

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee - Government Operations Division
Medora Room, State Capitol

SB2012
3/20/2017
Recording Job# 29432

☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide for a transfer.

Minutes: Attachments A through C

Chairman Brandenburg: Brought the committee to order.

Chairman Brandenburg: Explained amendment 17.0520.02009.

Representative Delmore: Can you tell me a little more about that fund we seem to be raiding?

Chairman Brandenburg continued with his explanation.

Representative Nathe: Made a motion to move amendment 17.0520.02009.

Representative Vigesaa: Seconded the motion.

Roll Call Vote: 6 Yeas 0 Nays 1 Absent.

Motion Carried.

Chairman Brandenburg: Explained amendment 17.0520.02010.

Representative Nathe: This is the amendment that has DOT ready in case the Trump administration comes through with any infrastructure funding?

Chairman Brandenburg: Yes.

Chairman Brandenburg: Explained amendment 17.0520.02011. Attachment A.

Representative Vigesaa: With regard to making suggestions about raising fuel taxes or registration fees, does the department ever come forward to anyone to say we should be looking at things or does it come strictly from the legislature to you?

Grant Levi: Our approach to this has basically been to present information to the legislative body and let the legislative body make a policy decision.

Chairman Brandenburg: Does the budget section have to approve it or do they just want the report?

Chris Kadrmas, Fiscal Analyst, ND Legislative Council: It requires them to go to the emergency commission for the loan; but they are already appropriated any of those funds that they would receive from the loan proceeds and be matching funds for the federal dollars. They wouldn't have to seek approval through budget section for that because it's already in that section.

Representative Vigesaa: I believe most of the time we have to approve what the emergency commission has recommended.

Grant Levi: We mirrored existing statute related to emergency relief funds. That was taking it to the emergency commission.

Representative Nathe: If we do the grant approval route, and you have to wait for the budget section to meet next time, will this delay things as far as getting the federal match?

Grant Levi: From the departments prospective, the quicker the better.

Vice Chairman Boehning: Made a motion to move amendment 17.0520.02010.

Representative Nathe: Seconded the motion.

Roll Call Vote: 6 Yeas 0 Nays 1 Absent.

Motion Carried.

Chairman Brandenburg: Explained amendment 170520.02008. Attachment B.

Grant Levi: Explained amendment 17.0520.02008.

Representative Nathe: Would this amendment do anything with the vanity plates?

Grant Levi: It does not address the special license plate which has a fee of $25.00. It does not address or change that.

Representative Nathe: Is that fee, in your estimation, appropriate? We're not producing that at a loss also are we?

Grant Levi: That fee is an annual fee that gets added on each year.

Vice Chairman Boehning: With the fire fighter's association points, how come this one is called out in statute? Are there any others called out in statute?

Grant Levi: What we attempted to do is apply state statute where it had a specific charge for the plates. There are other organizational plates that are there. We didn't see a need to change the revenue structure for that because the way the charges were made to those other organizational plates. This one was a specific fee of $5.00; that's why it became $10.00.

Vice Chairman Boehning: Basically, we have one called out in statute? The others with the NDSU logo, etc; that's all basically in rules or is that some law?

Grant Levi: It's also in state statute; but the charges for those are different in the way they are broke out and how much the organization gets. It's not a specific $5.00 for the plate; it has a different charge for it.

Representative Delmore: I'm still getting emails on the closures that you've done. Were you under administrative rule authority where you had to hold hearings and have public input on that?

Grant Levi: What we ended up doing in the present biennium, because we had a $70 million revenue shortfall, we reported to the legislative body what our intent was at an interim committee. Our intent was to close rest areas. We did not hold a public meeting. It was open conversation in a hearing.

Chairman Boehning: Explained amendment 17.0520.02007. Attachment C.

Representative Nathe: That's making home rule cities on the same playing field as what we passed with the parking meter bill?

Chairman Boehning: That's correct.

Representative Nathe: So all of the revenue that the cities generate; 20% of that goes to the state public transportation?

Vice Chairman Boehning: Correct. That would help bus systems and transit needs in the rural areas as well.

Representative Vigesaa: Can you remind us briefly of what the Senate did on your budget with regard to FTE's? There's 31.5 FTE's and operating of $66 million and salaries and wages of about $5.7 million that they reduced. With regard to the FTE's, where are you at currently with any unfunded positions?

Grant Levi: Referenced attachment A from March 2, 2017 page 3 Recording job# 28631.

Representative Vigesaa: How many unfilled FTE positions do you currently have?

Grant Levi: We're somewhere in the neighborhood of between10 and 15 positions open.

Chairman Brandenburg: What is the $8.1 million enhancement?

Grant Levi: Referenced testimony attachment A from March 2, 2017 recording job# 28631. See pages 3, 4, and 5.

Chairman Brandenburg: The increase in federal funds was where?

Grant Levi: $56.9 million federal dollars.

Grant Levi: Referenced testimony attachment A from March 2, 2017 recording job# 28631. See page 8.

Chairman Brandenburg: Where is the $50.4 million?

Grant Levi referenced pages 13 and 14 of attachment A from March 2, 2017 recording job# 28631.

Chairman Brandenburg: Why did we have that drop? Was it because we had less fuel tax and gas tax because activity was less?

Grant Levi referenced pages 10 and 11 of attachment A from March 2, 2017 recording job# 28631.

Chairman Brandenburg: Some of that is the carryover of that money?

Grant Levi: Yes.

Chairman Brandenburg: If we continue on this pace with agriculture and oil, we're on track to being about $60 million to $70 million short next biennium.

Grant Levi: That $66.3 million figure assumes that our revenue line flat.

Representative Nathe: Is that because we won't have that $50.4 million left?

Grant Levi: That's correct. In addition, we won't have the ability to take some of that enhanced state highway funds to bring it in for a match.

Chairman Brandenburg: That $66 million could be even more?

Grant Levi: That's correct, depending on what happens at the federal level.

Grant Levi continued with his testimony.

Representative Vigesaa: One of the Senate changes was a reduction in operating at the driver's license sites. You've made a decision to retain Rolla for a day. Do we need to have that in a way of amendment? How is that going to be reflected in the House changes when we go to full committee?

Grant Levi: It was our intent to reshuffle days in other areas to cover that.

Vice Chairman Boehning: When was the last time besides the last 5 or 6 years that we had a real big ramp up of building of roads or re-building of roads? Is this a cycle as you see it?

Grant Levi: The country has taken certain initiatives over time. The federal highway tax distribution fund was bringing in money. Just a few years back we received ERA funds. We share $2.1 billion on the state highway system and $850 million on county roads. 2018's construction season will be closer to about 2003; we haven't been that small for some time.

Chairman Brandenburg: Closed the hearing.

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee – Government Operations Division
Medora Room, State Capitol

SB2012
3/23/2017
Recording Job# 29582

☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the information technology department; and to provide for transfers.

Minutes: Attachments A and B

Chairman Brandenburg: Opened the hearing on SB2012.

Grant Levi, Director, ND Department of Transportation: See testimony attachment A.

Chairman Brandenburg: After the allotment, just going back to the highway fund, there's $505 million and the carry forward is $328 million. As of today, you have $191,200,000.00 that's under contract. The $120 million is under bid right now.

Grant Levi: The $120 million is still under development. We're still working through that environmental process.

Chairman Brandenburg: At the end of the day, you only have $16.8 million left.

Grant Levi: Right and $16.3 million we're asking you to repurpose to use to match federal funds.

Grant Levi continued with his testimony.

Chairman Brandenburg: At the end of the day on the highways, this money

Grant Levi: The $16.3 million will be leveraged against federal dollars which will be on a statewide basis.

Chairman Brandenburg: The $328 million, is that all going west?

Grant Levi: That's correct. That was the intent of those resources.

Chairman Brandenburg: You have a $500,000.00 cushion.

Grant Levi: Yes. We're also holding some resources because we have claims.

Chairman Brandenburg: It's going to those roads and if you have any environmental issues with the Long X bridge, you're going to eat that $500,000.00 very possibly.

Grant Levi: The things that we're still uncertain about, like on the Long X bridge, in order to proceed we need to obtain an easement from the park. As part of that there are usually conditions attached to those easements. One of the things that will occur is that we will be building wildlife crossings.

Chairman Brandenburg: It could be more.

Grant Levi: Yes. It could be more.

Grant Levi continued with his testimony.

Representative Brabandt: Is the Long X bridge the bridge that doesn't exist?

Grant Levi: The Long X bridge is the Highway 85 bridge that is south of Watford City along the corridor.

Representative Brabandt: Where is the bridge that doesn't exist?

Grant Levi: There are roads to that today. There was a bridge along Highway 22 that was called the lost bridge.

Representative Delmore: Theoretically, you could use the $16 million plus the $5 million for matching? That second $5 million is also unencumbered so you could slide it where you need it; it doesn't have to go to the rail line?

Grant Levi: We as an agency could not do that. You've dedicated that to the short line rail program. You could make that decision.

Representative Delmore: The $16 million will be adequate to meet your match?

Grant Levi: That's correct.

Chairman Brandenburg: That $1.2 million is under bid?

Grant Levi: They're committed, but they're in different stages.

Representative Brabandt: Do you ever do a design build where you call three or four contractors who design and build roadways?

Grant Levi: There are many projects we do not design because we outsource them. The DOT does not have the statutory authority to do design build. The legislative body did give us the opportunity to do two very small design projects.

Representative Vigesaa: Back to the special road funds, those projects that are committed, are those spread throughout the state?

Grant Levi: The legislative body through statute has established a committee. That group looks at it and tries to provide equitable distribution over time throughout the state.

Grant Levi continued with his testimony.

Chairman Brandenburg: There are some projects that aren't done yet.

Grant Levi: With the county programs, there are some projects that are about to be bid, some are still under development and some that haven't requested it yet.

Chairman Brandenburg: I think the counties have to come up with their money to do these projects.

Grant Levi: That's right.

Chairman Brandenburg: It wasn't that they could take the money and bank it; they had to have a project they could do that matched the money.

Grant Levi: Yes.

Vice Chairman Boehning: What is our match with the counties or does it vary?

Grant Levi: I think it was 20% match requirement for these programs.

Grant Levi continued with his testimony.

Vice Chairman Boehning: There was $7 million appropriated, how much money is in that fund that we have loaned out?

Grant Levi: I don't recall how much is out in loans. With the railroad program and other funds, we're anticipating about $11.3 million being available in the upcoming biennium.

Vice Chairman Boehning: How much money is waiting to get paid back?

Grant Levi: I don't think I can speculate on that.

Vice Chairman Boehning: Are the railroads been pretty good in making timely payments?

Grant Levi: We have never defaulted on a loan.

Chairman Brandenburg: Went through changes see attachment B.

Grant Levi continued with his testimony.

Representative Nathe: How does section 9 affect what your original proposal was with the maintenance sites? Does this mean the sites will stay open or it's all subject to negotiation with the counties and cities?

Grant Levi: We didn't have the authority to offer a snow plow and we couldn't have. We would have still approached the counties and other jurisdictions; but there was state statute in place that we would have had to follow if we had intended to sell it. The sale would have been challenging to get through. This requires us work through a process with them; it requires us not to proceed until we do that.

Representative Nathe: Right now the maintenance shops will stay where they're at until you're talking to these subdivisions.

Grant Levi: The shops will. Our relocation and allocation of people; we don't see this impacting that.

Representative Nathe: The shops will stay for now?

Grant Levi: The shops will stay for now.

Representative Nathe: In Gackle is there someone living in there?

Grant Levi: In Gackle, the person that worked there retired in early January. We have not filled that position. We do not intend to fill that position. We intend to provide services out of Medina, Jamestown and Wishek for those roadways that were covered.

Representative Nathe: But the shop will stay open?

Grant Levi: Until we work through this.

Chairman Brandenburg continued with his explanation.

Grant Levi continued with his testimony.

Chairman Brandenburg: An example would be the bypass around Williston. Didn't you start that with federal money and it ended up being state money in the end?

Grant Levi: I don't recall. We did do others throughout the state.

Grant Levi continued with his testimony.

Vice Chairman Boehning: How do we handle this on the reservations?

Grant Levi: What was passed this legislative session will make it different for us in the future. In the past, if you came within a reservation boundary, we had to negotiate those agreements

with the tribal government that established the terms in which the tribal government would be paid. There are also labor requirements when you come within a tribal. We do that upfront and include that as part of a contract so that contractors know how to bid. With the law that was passed, we can enter into those agreements with state funds and keep the federal government out of it.

Vice Chairman Boehning: I've worked on the reservation before and you have to have so many Natives within the projects. A friend of mine had to pay $200.00 to bring his personal vehicle onto the well sites.

Grant Levi: That's why we take care of it upfront.

Chairman Brandenburg: Closed the hearing.

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee – Government Operations Division
Medora Room, State Capitol

SB2012
3/23/2017
Recording Job# 29589

☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the information technology department; and to provide for transfers.

Minutes: Attachment A

Chairman Brandenburg: Brought the committee to order.

Chairman Brandenburg: Explained amendment 17.0520.02013 which replaces 17.0520.02011. Recording problem- not recorded. Attachment A.

Representative Delmore: Would you be looking at the distribution within those funds as well?

Chairman Brandenburg: It talks about the highway tax distribution fund and the state highway fund. Whoever interprets that, it will probably lead to that discussion.

Chairman Brandenburg: Closed the hearing.

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee – Government Operations Division
Medora Room, State Capitol

SB2012
3/27/2017
Recording Job# 29709

☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide for a transfer.

Minutes: Attachment A.

Chairman Brandenburg: Opened the hearing on SB2012.

Chairman Brandenburg: Went through the changes to the budget. See attachment A.

Vice Chairman Boehning: Made a motion to remove section 6 of the amendment.

Representative Nathe: Seconded the motion.

Roll Call Vote: 6 Yeas 0 Nays 1 Absent

Motion Carried.

Chairman Brandenburg continued with his explanation.

Chairman Brandenburg: Explained amendment 17.0520.02008.

Representative Delmore: I'm going to oppose this amendment as they did not have a public hearing. I don't think that's a very good way to set policy in the legislature.

Vice Chairman Boehning: Made a motion to move amendment 17.0520.02008.

Representative Nathe: Seconded the motion.

Vice Chairman Boehning: When we had our big hearing that day, there were people that would support this. We haven't had a fee increase in 10 or 12 years. It's a small increase to $22.00 from $15.00. We maybe haven't had a hearing on it but there are a lot of times we

don't have hearings on a lot of amendments that get put onto bills. If we wait two more years, the dollar amounts are going to go up significantly.

Representative Nathe: I agree with Representative Boehning. I think as Representative Boehning said in light of our financial situation, things don't always work out timing wise. I was unaware that we were selling these license plates at a loss.

Representative Kempenich: There are services and fees that aren't charged for a lot of things. We should have DOT bring this forward when they are doing their budget. Do we want to address this in that study?

Representative Nathe: We're talking about going from $5.00 to $10.00. What is it costing the state right now by selling these at a loss?

Chairman Brandenburg: It's $3 million for the plates and $1.5 million for the license.

Representative Kempenich: It gets in the same debate as the credit cards. The cost of doing this is a cost and gets to be a lot of money. In a way, I probably will support this.

Representative Delmore: I realize raising fees and fines is not a real popular thing to do. I really would prefer that this would go to a policy meeting and be given a hearing; not just setting up a trigger type thing.

Representative Kempenich: This is all money. Money drives policy and policy drives the money. These fee increases have always been triggered by something else. That's one of the problems; this would be money that would go into the highway road fund.

Representative Delmore: I would not oppose that type of study.

Representative Vigesaa: I'll oppose the amendment. While we're not covering the cost on this particular item, they pay sales tax and income tax, etc. This should have been a separate bill that should have been introduced.

Roll Call Vote: 3 Yeas 4 Nays 0 Absent.

Motion Failed.

Representative Boehning: Explained amendment 17.0520.02007.

Representative Delmore: I concur with where he wants to put the money; but I oppose the parking meters. It's hard enough for me to find a parking place in downtown Grand Forks or Bismarck without having to also put money in to park there. I'm going to oppose this amendment.

Vice Chairman Boehning: This would help you out in Grand Forks because they have a home rule and this would have to go to the vote of the people.

Representative Delmore: I that's already going on with what the intent was in the original bill.

Vice Chairman Boehning: Made a motion to move amendment 17.0502.02007.

Representative Kempenich: Seconded the motion.

Representative Kempenich: You're aiming this at transit?

Vice Chairman Boehning: That's correct. If we're going to allow parking meters, I think that's a revenue source. The city of Fargo is always looking for revenue sources for busses.

Representative Delmore: Is there a reason that you had in the state public transportation fund rather than for the city to use in their own funds for their city?

Vice Chairman Boehning: If Wahpeton would put this in, they don't really have a transit system. A rural area doesn't always have a transit system; so it's basically going to the transit system as a whole and they can distribute it however they want to distribute it. It's no money until someone puts in parking meters. I'd be ok with this if 50% went to the city and 50% to the state public transportation system as well.

Representative Vigesaa: I'm going to try to avoid policy in the appropriations committee if I can. In my mind this is strictly policy and I can't support the amendment. If it had been part of the original bill, it might have been a little easier to support.

Roll Call Vote: 5 Yeas 2 Nays 0 Absent.

Motion Carried.

Chairman Brandenburg: Explained amendments 17.0520.0211 and 17.0520.0213.

Representative Delmore: Would this second one be a good place for you to put in something with the fees?

Representative Kempenich: It's not so much a study but a requirement. Studies are good places to put things that you don't want to do.

Representative Delmore: I was thinking more of the fees that are charged.

Representative Kempenich: I think that's the intent of what the study would entail without actually naming it.

Representative Nathe: Amendment .0213 is a shall consider. We've heard from DOT that our funding mechanism is broken and .0211 addresses what Representative Kempenich and Representative Delmore have already talked about.

Vice Chairman Boehning: Sometimes I wish that DOT were special funds and we would not be looking at raising fees. We have general funds in here and we don't pay as close

attention as we should to our fees. We seem to keep putting these back and when we do have a fee increase, it's a huge increase.

Representative Vigesaa: I would remind the committee that DOT is special funds.

Chairman Brandenburg: $1.2 billion is special funds but then there's a general fund transfer to the highway fund of $486 million. That's the one-time funding from last session. This session there's not a transfer.

Representative Nathe: Made a motion to move amendment 17.0502.02011.

Vice Chairman Boehning: Seconded the motion.

Roll Call Vote: 5 Yeas 2 Nays 0 Absent.

Motion Carried.

Chairman Brandenburg: Is this broad enough so we can talk about the license fees in this study?

Representative Kempenich: We don't have to have a study; all we need to do is require them to give us an update on the green sheet or in the bill itself.

Chairman Brandenburg: Are you looking for language to give DOT the authority to deal with those costs? Where are you going with that?

Representative Kempenich: Yes. It's not that we have to appropriate the money. We'd have that either brought forward so we're understanding early on instead of trying to ad hoc this on. It would be that the DOT either brings forward a bill or recommendation of fee increases. It would be a requirement that they'd bring it in the bill itself and you could have a hearing on that.

Chris Kadrmas, Fiscal Analyst, ND Legislative Council: The committee can request that information from the DOT without it being written in law or legislation. We could put it in session law that the DOT be required to provide a cost analysis of their fees and bring those to the legislative body for the 2019-2021 session.

Representative Nathe: Couldn't we have them bring it in front the budget section before next session.

Chris Kadrmas: We could set up a requirement that they would have do that quarterly or annually. It'd probably be better to do annually.

Representative Kempenich: Just so it doesn't get forgotten. The money drives the issue and that's what we're dealing with here.

Chairman Brandenburg: It's already been defeated as an amendment.

Representative Kempenich: You could do it that way. You need to know the numbers and have some policy set.

Vice Chairman Boehning: They should come before us on an annual basis. I think that should be something we have from them so we know and can put a bill in to raise fees.

Representative Delmore: The department can put the bill into the transportation committee.

Vice Chairman Boehning: They could; but it's something I think we should take a look at.

Representative Kempenich: There was a discussion about agencies introducing bills like this. I think we should have it that legislators take the initiative.

Chairman Brandenburg: I just wanted to see how much this is costing us and it's costing $4.5 million on license plates.

Representative Delmore: I would certainly hope that we don't limit agencies in their ability to draft bills. I would think with justification that it should be brought by the agency.

Representative Nathe: I would like to see this thing be addressed right away and not wait.

Chairman Brandenburg: I can't disagree with you. I'm a little concerned about Real ID coming in.

Representative Vigesaa: I'm just wondering if the amendment brought forward is broad enough to able to include those mechanisms.

Representative Kempenich: I think that the House is going to be under represented in the interim committees. You're missing my point. I think the DOT should give a report at some time during the interim.

Chris Kadrmas: The fact that it says "shall study" means that they will have to include it in the studies. It means that one of the ones they can consider won't be selected; there be a number set of how many studies they can do. This will be one that they'll have to do.

Representative Kempenich: I think we only need to add a section that the study will be reported to the budget section.

Vice Chairman Boehning: Made a motion that DOT shall take a look at their fees and report to the budget section on an annual basis.

Representative Nathe: Seconded the motion.

Roll Call Vote: 6 Yeas 1 Nay 0 Absent.

Motion Carried.

Representative Kempenich: Explained amendment 17.0520.02014.

Representative Kempenich: Made a motion to move 17.0520.02014.

Vice Chairman Boehning: Seconded the motion.

Vice Chairman Boehning: I think it maybe should have gone a little farther as to they are subject to all the laws on the books. The city of Fargo wants to get more bicycles on the road; but you see them driving through stop signs and if someone hits them, we're at fault.

Representative Kempenich: Technically, they are supposed to abide to the traffic laws because DOT does treat bicycles like motor vehicles. I didn't put any fines in here by not doing it. I wanted to get it out there so that they're aware and if they aren't compliant, then we start looking at fines.

Representative Nathe: This is just for at night.

Representative Kempenich: This is from dawn to dusk; not during the day.

Roll Call Vote: 3 Yeas 4 Nays 0 Absent

Motion Failed.

Vice Chairman Boehning: Made a motion for a "Do Pass as Amended".

Representative Vigesaa: Seconded the motion.

Roll Call Vote: 7 Yeas 0 Nays 0 Absent.

Motion Carried.

Chairman Brandenburg: Closed the hearing.

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee – Government Operations Division
Medora Room, State Capitol

SB2012
3/29/2017
Recording Job# 29778

☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide for a transfer.

Minutes:

Chairman Brandenburg: Opened the hearing on SB2012.

Representative Vigesaa: Made a motion to reconsider actions.

Vice Chairman Boehning: Seconded the motion.

Roll Call Vote: 6 Yeas 1 Nay 0 Absent.

Motion Carried.

Chairman Brandenburg: Explained proposed changes.

Representative Delmore: We pass a lot of things off onto studies that we really don't want to decide. It seems to me that this is a pretty important study to do. Why do we have to have a "shall consider" study?

Vice Chairman Boehning: Made a motion to further amendment 17.0502.0211 to add "shall consider" to the study.

Representative Nathe: What would that do?

Vice Chairman Boehning: It will be up to legislative management to either study or not study.

Representative Nathe: "Shall study" would do the same thing wouldn't it?

Vice Chairman Boehning: They would have to study it.

Representative Vigesaa: Seconded the motion.

Roll Call Vote: 4 Yeas 3 Nays 0 Absent.

Motion Carried.

Vice Chairman Boehning: Made a motion to further amend 17.0502.02007 section 3 to replace 20% with 50%.

Motion failed for lack of a second.

Representative Vigesaa: Made a motion for a "Do Pass as Amended".

Vice Chairman Boehning: Seconded the motion.

Roll Call Vote: 7 Yeas 0 Nays 0 Absent

Motion Carried.

Chairman Brandenburg: Closed the hearing.

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee
Roughrider Room, State Capitol

SB 2012
March 30th 2017
#29855

☐ Subcommittee
☐ Conference Committee

Jeanette Cook

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the Department of Transportation.

Minutes:

Representative Brandenburg reviews the bill.

Chairman Delzer: Did you take carry-over general fund money and put it in there?

Representative Brandenburg: There was about $50 million carry-over left. They were about $66 million short. Then we took out the $5 million that was in there for Main Street Initiative and used that. We repurposed money from the roads fund, over $503 million, which is all going to Hwy. 85 and 1804 in New Town. To get the match we had to take a total of $21.3 million. $16.3 is what we moved because the Senate put in the $5.7 million.

Chairman Delzer: Is 1804 at New Town the bypass?

Representative Brandenburg: 1804 is the highway and the bypass.

Continued review of bill, Section 8. (3:03)

Continued review of bill, Section 10 (5:25)

Continued review of bill, Section 11 (5:50)

Continued review of bill, Section 12 (6:05)

Continued review of bill, Section 14 (6:50)

Looking at this budget, there are no general fund dollars, they are all special funds. The Senate version was $1.274 million and the House version was $1.269 million, a reduction of $5 million.

8:00

Chairman Delzer The bill itself has a number of carry forwards?

Representative Brandenburg: Yes, you will have to have a carry forward for the highway matching funds, also for the community exemptions, investment, and special road fund projects-funding for Department of Transportation. Also in here, notwithstanding any provisional blowout, the Department of Transportation will repay the US Department of Transportation for previously (inaudible word) expenditures from the current appropriations. It allows the Department to re-obligate the federal aid to federal aid projects.

Chairman Delzer: Explain what they are trying to do there?

Representative Brandenburg: If there is a project from a previous biennium that had money left over, some of it was a federal match that may have to be paid back. This allows them (Department of Transportation) to do that.

Chris, Legislative Council: That language was included last biennium. If there is a project that has federal dollars, the Department of Transportation could repay that funding to the federal government in order to avoid specific regulations that are involved with federal funding in order to move a project along. The funding ends up going back into North Dakota's pool of funding, so the state doesn't lose those federal dollars. It can be applied to another project.

Chairman Delzer: You said that this was in last biennium, but it is all underlined language.

Chris: It was in last biennium, but it was only in Session Laws. This is codifying.

Chairman Delzer: Questions on the amendment 17.0520.02015?

Representative J. Nelson: The $16.3 million that is needed for matching funds, if that transfer doesn't take place, would we meet the total federal match?

Representative Brandenburg: No, we wouldn't have enough to meet the match. We are actually short $21.3 million; we added an additional $6.3 million. The Senate had $5.7 million.

Representative J. Nelson: I thought it was said that we had enough in this biennium to meet the federal match.

Representative Brandenburg: That was what they thought. But then some more federal dollars came in. That is why we changed it from the Senate version. When we had the overview in this committee, it came in shortly after that. Then we had to come up with more money to meet the federal match.

Representative J. Nelson: Was this the only option to meet that match? Did you consider a gas tax increase or another method of meeting that match?

Representative Brandenburg: Yes, we talked about all of those things.

Chairman Delzer: Section 10, will that match up with what the Senate passed? Did the Senate pass what the House passed?

Chris LC: Section 10 includes the home rule counties and cities. That is one item that was different from what was originally passed, which did not allow cities and counties to do that. The other difference is the 20% that would go to the public transportation fund.

Chairman Delzer: I thought the one that we passed also struck "claimed their tokens".

Chris LC: You are correct; there is a difference in there.

Chairman Delzer: So, what happens?

Brady Larson, Legislative Council: They work together. They technically aren't conflicting because one is deleting language, and the other is silent on whether the language should be deleted or not.

Representative Pollert: Was there any discussion or motions about the 2.1 with the county shops? Were there any votes to try to restore the county shops?

Representative Brandenburg: We spent a lot of time discussing that. It always came back to the discussion that this issue has been around for a couple of sessions. We had money, so we just kept funding them. Right now, a lot of the employees were already taken out of the $2.1 million. You have about $628,000 for the operating line, and $800,000 for the capital assets. For the salaries it is $658,000 for the $2,086,000. The issue is with this deal you are getting a nice building, a snow plow to take care of emergency situations, and you still have the state Department of Transportation going out and plowing the roads. They realize that there may be a situation where there is an emergency, and that the state can't get there immediately. Here you have a situation that the locals have to put something into it, but you have something that meets halfway to take care of that void. Whether we like it or not, the section shops are going to close down someday. This is a transition phase to do that.

We had endless time in discussion. We did talk about putting them back in, but then you have to dig up $2.1 million. The other problem was that the Senate didn't pass it. We could pass this, and take it to conference committee to see if we can get it, but that is going to be difficult. We came up with an alternate plan that we thought might work. We think that this is a compromise for the future, because some of these employees are already pulled. There are positions that are moving, and some are not being filled.

19:00
Representative Brandenburg moved amendment 17.0520.02015.
Representative Kempenich seconded the motion.

A voice vote was taken on the amendment.
The motion carried. (Vote sheet #1)

Representative Streyle: The only thing that I don't like in this budget is the lack of FTE drop. Looking at the projects that they have done in the last couple of biennia, it a significant amount of money that the budget is being reduced. Yet we reduced the FTEs by 2.5%. If we can cut almost 10% out of DPI and not cut any money out of their budget, I would think that we should cut at least 50 more out of this agency.

Representative J. Nelson: This amendment would require that those maintenance shops stay open through the biennium. I will say that my last amendment will have a revenue generating piece to pay for some of these as an option. There's a lot of public outcry for the care and maintenance of roadways in rural North Dakota. There were a number of people that had the opportunity to testify in these hearings. I think we, as a committee, should have the opportunity to weigh in on it. That is what he amendment does.

Chairman Delzer: Will this amendment cause the shop in Gackle, that is closed, to be opened again?

Representative J. Nelson: I can amend it to take Gackle out if that is the case.

Representative Brandenburg: The Gackle position is being dropped. Five of these are the ones that are being dropped, others are being repositioned.

Chairman Delzer: Is that the only one that currently doesn't have someone there?

Representative Brandenburg: As far as I know. When you put them back in, you have to put FTEs back in too, not the money.

Chairman Delzer: If this was to pass, what does it do to the bill because there are conflicting things in the bill?

Chris LG: If this amendment was to pass, it could stay in the bill, and the Department could work on it.

Chairman Delzer: It is just a session law, and it will be gone in two years.

Representative J. Nelson: I would be open to that; I am not quite understanding the five positions.

Chairman Delzer: If they do what they proposed, it would reduce the staff by five.

Representative J. Nelson: The compromise position would be for those shops that were ....

Representative Pollert: Of the eight, are there any...

Representative Brandenburg:

- Employee from Starkweather to Cando
- Employee from Fessenden to Harvey instead of Carrington
- Employee from Finley to Cooperstown

- Gackle is vacant and will not be filled. (A position is returned.)
- Employee from Litchfield to Valley City
- Employee from Forman to Oakes (A position in Oakes is being returned.)
- Two employees in Courtney - One will be reassigned and report to Jamestown and one will be reassigned and report to Cooperstown.
- A position in Larimore will be returned.
- Two employees in New England – Both will be reassigned and report to Dickinson.
- A position in Dickinson will be returned.
- Three employees in Mayville – All will be reassigned and report to Hillsboro.
- A position in Fargo will be returned. That makes 5 FTEs.

If you place them back in these shops, then you have to replace the positions in the other sections.

Chairman Delzer: Would they all have to be done, or could they do some of the shops without all the current employees?

Representative Brandenburg: One of the issues that we discussed is that they don't like having a single employee in a shop.

Chairman Delzer: It is my understanding that the Department could have done this without any language at all, but they came and asked.

Representative Brandenburg: Department of Transportation could have just pulled these sections and not even come to us. They chose to come and work this together. This is a compromise.

30:40
Representative Holman: Where I live, we have two state highways, two fire departments all in this community, a college, a retail center, an ambulance service that serves the western part of the county and part of Steele County, and also the three employees who live in the Portland and Mayville area. They now would be reassigned to Hillsboro. It creates a dilemma. I also have run it by my local people back home. They are not excited about it.

Representative Boehning: Not all of these people that work in those shops live in that city, and some are driving to get to the shop. The Department of Transportation does work with the employees; they make an arrangement that they can take the snow plow home with them instead of having to drive 20 miles to get to the shop. Then they can start plowing right when they leave home.

Representative J. Nelson: I would be open to the prospect of the stand-alone shops in an area being closed, and then the remaining reassignments would not take place in the next biennium.

Chairman Delzer: What about the ones that are driving and want to be reassigned?

35:00

Representative J. Nelson: I wouldn't have a problem with that either. I don't know which shops would be specifically affected by that. It seems to be a workable solution.

Chairman Delzer: We don't know what the amendment would look like. We need some wording.

Representative Nelson: "with the exception of the maintenance shop sites that are scheduled to be returned, the Department of Transportation shall continue the operations of all highway maintenance shop sites in operation on Jan. 1, 2017 – June 30, 2019.

Chairman Delzer: Section 9 would stay in, which is a study for them to…?

Representative Nelson: …to allow the public to have some say in the operations of the maintenance shops that are in the areas being proposed? This is a top down policy and **Rep. Brandenburg** is correct that the Department of Transportation has the authority to close down the sites, but I am saying that they **shouldn't** have that authority. The people in North Dakota have a right to be heard.

Representative J. Nelson moved the amendment 17.0520.02017.
Representative Pollert seconded the motion to amend.

Representative Pollert: So, of the 8 what does this mean?

Chairman Delzer: I would guess that five positions are going to go away. I don't know how it will be read if it is passed.

Representative Brandenburg: I am not sure how this will work either.

Chairman Delzer: I understand the desire to say that everything has to stay open, but I'm not sure that we want to get into micromanaging as much as we are with this amendment. Further discussion?

A Roll Call vote was taken: Yea 7 Nay 12 Absent 2
The motion failed. Vote Sheet # 2

40:00
Representative J. Nelson moved the amendment 17.0520.02018. This amendment is about the driver's licenses service sites closing across the state.
Representative Holman seconded the motion.

Representative Pollert: I am sympathetic to some of these to be open, but not to all of them.

Representative Vigesaa: Rolla will be remaining open 1 day a month, as indicated by the Department.

Representative Brandenburg: Some of these offices are doing somewhere from 300 entries to as high as 600. The highest one, Mayville, was about 800. When they come

from Fargo to Mayville, many times they just come because they can't get an appointment in Fargo.

Representative Streyle: What's the budget impact on this, if we close these?

Chairman Delzer: I don't know if it is a budget impact, or if they stay in their home areas instead of driving and working away from their home area. There would be transportation costs.

Representative Vigesaa: The budget savings was (?). That was when Rolla was going to be completely closed.

Chairman Delzer: I would much rather that money went into snow removal than convenience for some of these towns.

Representative J. Nelson: It seems odd to me that by closing a satellite service site, that it is going to help the over booking in Fargo or other places.

Representative Pollert: What was the cost of these eight?

Representative Brandenburg: The transactions of the sites are:

- Carrington – 353
- Crosby – 68
- Mayville – 579
- Carson – 639
- Langdon – 714
- Lisbon – 853
- Wishek – 541
- Rugby – 796
- Rolla – 1600

Chairman Delzer: The definition of transaction is just a renewal or a test.

Representative Streyle: So, Nelson's amendment would be a total of $40 thousand a year, which is 1/3 of an FTE.

Representative Monson: What if we put something in here about if the number serviced drops below 500, then they can close it?

Chairman Delzer: Do we want to micromanage that much?

Representative Brandenburg: We are going in with the Real ID and the new driver's license. It will take more moving of equipment, which is also a concern.

Representative Boehning: On the Real ID all they can do at the remote site is take the picture. They would have to send it back to one of the regional districts to finish the ID, because they don't have the equipment on site. They then send out the ID. We also lose a lot of hours because of traveling time.

Representative Brandenburg: My point is there are a couple hours of travel time lost every time. For example, in Carrington, they open at 9:40 and close at 3:20. They are not even open a whole day at many sites.

Chairman Delzer: The issue is going to be before the conference committee because of the amendments that we have adopted in 2015. If we can come up with better language to deal with some of this, it could certainly be valid to ask that it be put on in the conference committee.

Representative Holman: Part of what is missing in this conversation is servicing rural areas. We are constantly looking at efficiencies and saving people time, but also when we are saving people time for the state, we costing people time for others. We are always cutting the rural areas and rural services.

Chairman Delzer: Did the Senate pass the extension of the years for the driver's license?

Brady Larson, LG: Inaudible.

Representative Pollert: I can't support this amendment but I could support part of it. Sixty percent of these should be gone, but I can support a couple of them.

Representative J. Nelson offered a Substitute amendment, #17.0520.02018 with the addition that any driver's license service site that doesn't meet the minimum standard of 500 transactions a year could be closed.
Representative Holman seconded the motion for the substitute amendment.

Representative Brandenburg: It would only close two sites.

A Roll Call vote was taken: Yea 12 Nay 7 Absent 2
The motion carried. Vote sheet #3

58:00
Representative J. Nelson: I move this amendment (17.0520.02020) is about the rest areas. The amendment says that in the next biennium the Department of Transportation may not close any public rest area on divided highways. There would be a study during the interim, and the public would have some input about rest areas having public good going forward.

Representative Holman: Second

Representative Delmore: Does that include the rest areas that are already closed on interstate?

Representative J. Nelson: No, it would be the ones that are open currently. The reason I chose the divided highways is because the of flow of traffic. It appears that if it's not on the interstate, it doesn't matter.

Chairman Delzer: I am not sure that saying that they have to study something, means you are going to have public input. I understand the intent, but I think we should allow the Department of Transportation to make these decisions.

Representative Brandenburg: We had some discussion on the rest areas. It came up that on every highway there is a C-store. Rest areas do cost money to have. It is really up to the Department of Transportation's to decide.

Representative J. Nelson: I just don't agree with the statement that it is the call of the Department of Transportation. The people of North Dakota **should have** some input about the decision making that is taking place. We spend safety dollars in some of the most irrational areas that you can think of. If you drive by a rest area, you see truckers that need the time off, so they can drive safely. I think the people of North Dakota need to have some input in the decision making about public rest areas.

Chairman Delzer: This study does say public input.

A Roll Call vote was taken: Yea 7 Nay 12 Absent 2
The motion failed. Vote Sheet #4

1:05:30
Representative J. Nelson moved amendment (17.0520.02019) to not allow any rumble strips to be cut into the center of the road for the next two years to save costs and to save roads.
Representative Pollert seconded the motion.

Chairman Delzer: Further discussion?

Representative Delmore: I there going to be a loss of highway funding if we do this?

Chairman Delzer: I would say no.

A Roll Call vote was taken: Yea 8 Nay 11 Absent 2
The motion failed. Vote Sheet #5

Representative Streyle moved to remove 10 FTEs from the administration side.
Representative J. Nelson seconded the motion.

Representative Brandenburg: Where would these FTEs be?

Chairman Delzer: It would be at their discretion.

Representative Streyle: Thirty is not enough out of this budget. It is 2 ½%. With the amount of funding going down dramatically, what are they going to be doing?

Chairman Delzer: There isn't a lot of saving in money with that because there are a lot of special funds.

Representative Streyle: We will make them put it into more projects.

Representative Vigesaa: For the committee's knowledge they would be proposing 149 positions, that is 3.5 less FTEs than they had in 2007. They are below the 2007 level at this time.

A Roll Call vote was taken: Aye 7 Nay 12 Absent 2
The motion failed. Vote Sheet # 6

We'll pick this up tomorrow.

2017 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee
Roughrider Room, State Capitol

SB 2012
3/31/2017
#29870

☐ Subcommittee
☐ Conference Committee

Jeanette Cook

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the department of Transportation.

Minutes:

Chairman Delzer: We will continue on SB 2012.

Representative Boehning: This would increase fees for plates on your car and semi-trailers, increase operator's license and commercial operator's license fees. We haven't taken an increase in a long time; and we are losing money. If you compare it to the fishing or hunting, it's a lot cheaper for a driver's license or license plates, and they last six years instead of one year.

Representative Boehning moved amendment .02016.
Representative Nathe seconded the motion.

Representative Monson: In Section 16, Page 5, Subsection 4, what is a low speed vehicle?

Representative Boehning: Something like a four-wheeler, but I'm not sure.

Chairman Delzer: I would guess it would be anything that doesn't go over 40 mph.

Representative Streyle: What did you say the cost is? Per plate?

Representative Boehning: They cost us about 10 dollars, but we charge 5 dollars.

Chairman Delzer: This is more of a policy issue even though there is money involved. How much does this raise?

Representative Boehning: It raises about $4.5 million per biennium. It is a fee increase, but it also costs the state of North Dakota $4.5 million to produce the license plates and driver's licenses.

Chairman Delzer: There are certain things that the state should provide for the amount of taxes they pay. I don't have a problem with these fees being cheap. We will be taking $4.5 million out of the pockets of the citizens of North Dakota.

Representative Nathe: I support the amendment. I think the people of the state understand that you have to at least cover your costs. We are not making money on these things. Asking the citizens of North Dakota to cover the cost of a product is not too much to ask.

Chairman Delzer: You're talking five bucks for each vehicle that you've got. You can do this, but it doesn't help the bottom line of the state; it helps DOT a little bit.

Representative Monson: It costs us $4.5 million, and what we charge is a user's fee to drive your car on the roads of North Dakota. If it costs the general tax payers of North Dakota, whether they own a car or not, $4.5 million because we are losing money on the operation, then I would think it is more proper to charge the ones that own vehicles. I don't think we should raise the fee higher than we need to, just break even.

Chairman Delzer: They don't pay; the DOT does. It is all based on all the special distribution money that is in Department of Transportation. So, it's not the general tax payer covering this.

Representative Monson: In a way they are, if we have to kick in some general fund money, then they are helping to pay it. We are losing money.

Chairman Delzer: The only General Fund money that we have put in has been the roads out west in the past few years.

Representative Boe: Will the $4.5 million dollars just cover that loss, or are we going to make a little revenue on this?

Representative Boehning: It will break even at $4.5 million dollars. People are complaining about our roads. They complain about how long it takes at Department of Transportation. Maybe they could look at better service at the Department of Transportation.

Representative J. Nelson: The total income would just go to the Highway Department? Looking at this amendment, there is $16.3 million that is going into the department. That general fund money is real money. Every tax payer in the state of North Dakota pays. The argument for doing this is the same agreement that I would make for raising the fuel tax. We have a declining base for fuel tax in the state. It's a true user tax. If you drive, you pay the tax. It's not just the state of North Dakota and the Department of Transportation that have jurisdiction on road repairs and things. It is the counties and townships, too. We

forget about them in this process. In a declining revenue stream they are strapped as well. It would make more sense to me to look at a fuel tax increase to balance the books.

Representative Brandenburg: Dealing with the tax distribution fund, the registration fees end up going in on that portion of the Highway Tax Distribution Fund. The drivers' license fees end up going right into the Department of Transportation. The plates are part of registration, so that is also the Highway Tax Distribution Fund.

Chairman Delzer: So, the $4.5 million would go out to counties and cities?

Representative Brandenburg: $3 million would, and $1.5 would not.

Chairman Delzer: As far as the $16 million, that is carry over, and what we put out west two years ago.

Representative Brandenburg: The $16.3 came from the Enhancement Road Fund which took $21.3 million, total. It took about ten miles of road off of Hwy. 85.

A Roll Call vote was taken (.02016): Yea: 8 Nay: 11 Absent: 2
Motion Failed - Vote Sheet #1

Chairman Delzer: We did put on an amendment that deals with license sites. We should have discussion about the 500. Is the number right, or should we look at 600.

Representative Brandenburg: Carrington is 353, Crosby is 68, Mayville is 579, Carson is 634, Langdon is 714, Lisbon is 858, Wishek is 541, and Rugby is 796.

Chairman Delzer: So, if you went to 700, you would keep three open?

Representative Brandenburg: That would keep Langdon, Lisbon, and Rugby open.

Chairman Delzer: If we went to 600?

Representative Brandenburg: If we went to 600, there would be one more, Carson. There are only two under 500. They are Carrington and Crosby.

Chairman Delzer: If we go to 600, what would we take out?

Representative Barndenburg: One more, Mayville. If you want to go to 700, there will be two more out.

Representative Brabandt: Where does Carson get all of these?

Chairman Delzer: I would guess that Carson catches a lot of the SW and maybe Fort Yates.

Representative Pollert moved to further amend on the sites and go from 500 to 700.

Representative Schatz seconded the motion.

Representative Brandenburg: That would leave Langdon, Lisbon, and Rugby. Rolla was already passed. There would be four total license sites.

Chairman Delzer: Discussion?

Representative J. Nelson: Between 600 and 700 who do we lose?

Representative Brandenburg: We lose Mayville and Carson.

Representative J. Nelson: I think the 600 make a lot more sense. It is a convenience, and there should be some consideration to the SW part of the state.

Representative J. Nelson moved a substitute motion that 600 will be the threshold.
Representative Kreidt seconded the motion.

Chairman Delzer: There is a substitute motion to change 500 to 600. Discussion?

A Roll Call vote was taken: Yea 11 Nay 8 Absent 2
The motion carried. Vote Sheet #2

Representative Streyle moved to cut 5 FTEs from administration.
Representative Martinson seconded the motion.

Representative Meier: If we cut FTEs down 5 more, what year would the level be at?

Representative Brandenburg: In 2007 the FTEs were at 1052, and now they are at 1049. We are 3.5 FTEs less than in 2007.

A Roll Call vote was taken: Yea 10 Nay 9 Absent 2
The motion carried. Vote Sheet #3

Chairman Delzer: Any further amendments?

Representative Brandenburg moved a DO PASS on 2012 as amended.
Representative Boehning seconded the motion. Vote Sheet #4

A Roll Call vote was taken: Yea 17 Nay 2 Absent 2
The motion carried.

Representative Brandenburg will carry SB 2012.

Prepared by the Legislative Council staff for
Representative Brandenburg
March 10, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 1, line 3, remove "and"

Page 1, line 4, after "exemptions" insert "; to provide for studies; and to provide for reports"

Page 3, after line 6, insert:

"**SECTION 8. DISPOSITION OF MAINTENANCE SECTION SITES.** Notwithstanding any other provision of law, the department of transportation may discontinue operations of department maintenance section sites in New England, Starkweather, Fessenden, Courtenay, Gackle, Litchville, Finley, and Mayville as provided in this section.

1. During the biennium beginning July 1, 2017, and ending June 30, 2019, the department may not dispose of any property assigned to a section site where operations are being discontinued.

2. The department shall consult with representatives of the political subdivisions in which the section site is located, in the following order: first with the county, second with the city, and third with the township. If requested by any of the political subdivisions, the department shall negotiate a lease agreement with that political subdivision regarding the use of the section site and facilities. The lease agreement must address, at a minimum, the following:

   a. The political subdivision may use the department's maintenance site and building, road oil tank, and shop equipment contained in the building. The political subdivision shall be responsible for all routine maintenance and utility costs.

   b. If requested by the political subdivision, the department may transfer ownership of an equipped snow plow to the political subdivision. The snow plow must be one that the department intends to dispose of as part of its equipment replacement schedule.

   c. The department may charge a reasonable fee to the political subdivision under the lease.

   d. The department shall retain the use of salt buildings located on the property, the right to park one vehicle inside the maintenance building during a major winter storm, the use of an electrical outlet to plug in various vehicles for wintertime loading of deicing materials, and the right to use a portion of the site for a salt and sand pile for winter snow and ice control operations.

   e. In the event an emergency occurs in or around a section site, and the department is unable to respond, the political subdivision agrees to have an individual available to respond to the emergency. The political subdivision must establish a process that allows emergency response teams to contact the political subdivision to allow it to respond to an emergency occurring within the area currently served by the section

site. The response may require the political subdivision to provide snow and ice control on the state highway system.

3. If the department does not enter into a lease agreement for a section site during the biennium beginning July 1, 2017, and ending June 30, 2019, the department may dispose of the section site property in accordance with state law."

Page 4, after line 17, insert:

"**SECTION 10. DEPARTMENT OF TRANSPORTATION STUDY - SNOW AND ICE CONTROL SERVICES - REPORT TO LEGISLATIVE MANAGEMENT.** The department of transportation shall study the manner in which it provides snow and ice control services on the state highway system including the existing costs for these services and any potential savings available in providing these services. Based on its findings, the department shall determine the most efficient and effective manner in which snow and ice control services can be provided. The department shall provide a report to the legislative management prior to July 1, 2018, regarding the results of the study.

SECTION 11. DEPARTMENT OF TRANSPORTATION STUDY - CONSOLIDATION OF SERVICES - REPORT TO LEGISLATIVE MANAGEMENT - REPORT TO SIXTY-SIXTH LEGISLATIVE ASSEMBLY. The department of transportation shall study options to consolidate transportation facilities within Williams County and the Williston district headquarters. The department shall provide a report to the legislative management prior to July 1, 2018, regarding the results of the study. The department shall also provide reports to the appropriations committees of the sixty-sixth legislative assembly regarding the study, and if it is determined that it is beneficial to consolidate facilities, the department may proceed with consolidation efforts. Prior to the decision on whether it is effective to consolidate facilities, the department may not construct any new buildings at the Williston district headquarters.

SECTION 12 LEGISLATIVE MANAGEMENT STUDY - TRANSPORTATION FUNDING. During the 2017-18 interim, the legislative management shall study the funding mechanisms and options available to the department of transportation, political subdivisions, and public transportation providers, for road construction, maintenance, other transportation infrastructure needs, and transit services. The legislative management shall report its findings and recommendations, together with any legislation necessary to implement the recommendations, to the sixty-sixth legislative assembly."

Renumber accordingly

Prepared by the Legislative Council staff for
House Appropriations - Government
Operations Division Committee
March 16, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 1, replace lines 16 and 17 with:

"Grants	62,918,030	4,610,000	67,528,030
Total special funds	$1,266,540,461	$3,160,497	$1,269,700,958"

Page 2, line 16, replace "$5,700,000" with "$16,300,000"

Page 2, remove lines 20 through 25

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

The amendment removes $5 million provided in the grants line item of Section 1 of the bill and Section 5 relating to the community enhancement program. The amendment also increases, from $5.7 million to $16.3 million, the amount of funding available from 2015-17 general fund amounts transferred to the highway fund that may be used for matching federal highway funds in the 2017-19 biennium.

Prepared by the Legislative Council staff for
House Appropriations - Government
Operations Division Committee
March 16, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 3, after line 6, insert:

"**SECTION 8. LOAN AUTHORIZATION - EMERGENCY COMMISSION APPROVAL - ADDITIONAL FEDERAL FUNDS - APPROPRIATION.** The department of transportation, subject to emergency commission approval, may obtain a loan from the Bank of North Dakota to match any federal highway funds that become available in addition to the amounts appropriated in section 1 of this Act, for the biennium beginning July 1, 2017, and ending June 30, 2019. Any loan proceeds from the Bank of North Dakota and the related federal highway funds are appropriated to the department of transportation for the purpose of defraying the expenses of highway construction projects for the biennium beginning July 1, 2017, and ending June 30, 2019."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

A section is added authorizing the Department of Transportation, subject to Emergency Commission approval, to obtain a loan from the Bank of North Dakota to match any additional federal highway funds that become available during the 2017-19 biennium. The section also appropriates the loan proceeds and related federal highway funds for highway construction projects during the 2017-19 biennium.

Prepared by the Legislative Council staff for
House Appropriations - Government
Operations Division Committee
March 16, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 1, line 2, replace "section" with "sections"

Page 1, line 2, after "24-02-37" insert ", 39-04-10.11, and 39-04-13, subsections 2 and 4 of section 39-04-19, subsection 2 of section 39-06-49, subsection 2 of section 39-06.2-19, subsection 3 of section 39-29-03, subsection 4 of section 39-29.1-03, and subsection 5 of section 39-29.2-03"

Page 1, line 3, after "expenditures" insert ", fees for duplicate number plate, tab, sticker, or registration card, and registration fees for off-highway, low-speed, and unconventional vehicles"

Page 4, after line 17, insert:

"**SECTION 9. AMENDMENT.** Section 39-04-10.11 of the North Dakota Century Code is amended and reenacted as follows:

39-04-10.11. Firefighter's association plates.

The director, in cooperation with the North Dakota firefighter's association, shall design a decorative decal that contains an insignia representing service in the pursuit of firefighting and which is to be placed on a distinctive number plate. On payment of all other fees required under this chapter for registration of the motor vehicle, and payment of an additional annual fee of fifteen dollars for deposit in the highway fund, the applicant is entitled to issuance of the decals and plates. However, the director may not issue the decal and plates to the owner of a passenger motor vehicle or a truck the registered gross weight of which exceeds twenty thousand pounds [9071.84 kilograms]. A registrant is eligible for distinctive number plates under this section if the registrant is a member of the North Dakota firefighter's association. On request of the director, the North Dakota firefighter's association shall certify those members of the North Dakota firefighter's association eligible to receive the decals and plates. On termination of the registrant's eligibility, the registrant shall return the decals and plates to the director, who shall reissue for a fee of not more than ~~five~~ten dollars another number plate to which that registrant is entitled under this chapter. The director and the North Dakota firefighter's association shall cooperate in establishing procedures to implement this section.

SECTION 10. AMENDMENT. Section 39-04-13 of the North Dakota Century Code is amended and reenacted as follows:

39-04-13. Duplicates to be obtained of number plate, tab, sticker, or registration card if lost, mutilated, or illegible - Fee.

If ~~any~~a number plate, tab, sticker, or registration card issued under the provisions of this chapter is lost, mutilated, or becomes illegible, the person who is entitled thereto shall make immediate application for and obtain a duplicate or substitute upon furnishing information of such fact satisfactory to the department and upon payment of the cost of issuing the duplicate item, not to exceed the sum of ~~five~~ten dollars for each duplicate number plate, tab, sticker, or registration card issued. The

department may issue a duplicate number plate, tab, sticker, or registration card at no cost to the owner when satisfied the vehicle owner did not receive the original number plate, tab, sticker, or registration card which was issued.

SECTION 11. AMENDMENT. Subsection 2 of section 39-04-19 of the North Dakota Century Code is amended and reenacted as follows:

2. Motor vehicles required to be registered in this state must be furnished license plates upon the payment of an initial fee of ten dollars for the plates plus the following annual fees; however, if a motor vehicle, including a motorcycle or trailer, first becomes subject to registration other than at the beginning of the registration period, such fees must be prorated on a monthly basis. The minimum fee charged hereunder must be five dollars:

   a. Passenger motor vehicles:

	YEARS REGISTERED			
Gross Weights	1st, 2nd, 3rd, 4th, 5th, and 6th Years	7th, 8th, and 9th Years	10th, 11th, and 12th Years	13th and Subsequent Years
Less than 3,200	$73	$65	$57	$49
3,200 - 4,499	93	81	69	57
4,500 - 4,999	111	94	79	63
5,000 - 5,999	142	120	98	76
6,000 - 6,999	175	146	117	89
7,000 - 7,999	208	172	137	102
8,000 - 8,999	241	199	157	115
9,000 and over	274	225	177	128

A house car is subject to registration at the rates prescribed for other vehicles under this subdivision modified by using the weight applicable to a vehicle whose weight is forty percent of that of the house car, but not using a weight of less than four thousand pounds [1814.35 kilograms].

A pickup truck is subject to registration at the rates prescribed for other vehicles under this subdivision by applying the shipping weight of the vehicle to the fee schedule. At a minimum, the registered gross weight displayed on the registration card for a pickup truck must be twice the shipping weight of the vehicle. Unless otherwise exempted by this chapter, the owner of a pickup truck shall request the registered gross weight of the pickup truck be increased to ensure the registered gross weight is sufficient to include the total weight of the vehicle and any load transported on or by the vehicle. For purposes of this subdivision, a pickup truck is a motor vehicle with a manufacturer's gross vehicle weight rating of less than eleven thousand five hundred pounds [5216.31 kilograms], with an unladen

weight of less than eight thousand pounds [3628.74 kilograms], and which is equipped with an open box-type bed not exceeding nine feet [2.74 meters] in length.

b. Schoolbuses, buses for hire, buses owned and operated by religious, charitable, or nonprofit organizations and used exclusively for religious, charitable, or other public nonprofit purposes, and trucks or combination trucks and trailers, including commercial and noncommercial trucks, except those trucks or combinations of trucks and trailers which qualify for registration under this subsection or subsection 5:

	YEARS REGISTERED				
Gross Weights	1st Through 6th Years	7th Through 9th Years	10th Through 12th Years	13th Through 19th Years	20th and Subsequent Years
Not over 4,000	$71	$58	$53	$50	$49
4,001 - 6,000	76	63	57	51	50
6,001 - 8,000	81	68	61	52	51
8,001 - 10,000	86	73	65	54	53
10,001 - 12,000	91	78	69	56	55
12,001 - 14,000	96	83	73	59	58
14,001 - 16,000	101	88	77	62	61
16,001 - 18,000	106	93	81	64	63
18,001 - 20,000	109	96	83	65	64

	YEARS REGISTERED		
Gross Weights	1st, 2nd, 3rd, 4th, 5th, 6th, and 7th Years	8th, 9th, 10th, 11th, and 12th Years	13th and Subsequent Years
20,001 - 22,000	$139	$113	$100
22,001 - 26,000	191	161	145
26,001 - 30,000	252	210	188
30,001 - 34,000	318	263	235
34,001 - 38,000	379	312	278
38,001 - 42,000	440	361	320
42,001 - 46,000	501	409	363
46,001 - 50,000	562	458	406

50,001 - 54,000	632	516	457
54,001 - 58,000	693	565	500
58,001 - 62,000	755	614	543
62,001 - 66,000	815	662	586
66,001 - 70,000	876	711	628
70,001 - 74,000	937	760	671
74,001 - 78,000	998	809	714
78,001 - 82,000	1,059	858	757
82,001 - 86,000	1,182	963	844
86,001 - 90,000	1,304	1,067	931
90,001 - 94,000	1,426	1,172	1,018
94,001 - 98,000	1,548	1,277	1,106
98,001 - 102,000	1,670	1,381	1,193
102,001 - 105,500	1,792	1,486	1,280

c. Motorcycles, fifteen dollars.

SECTION 12. AMENDMENT. Subsection 4 of section 39-04-19 of the North Dakota Century Code is amended and reenacted as follows:

4. ~~Every~~A trailer, semitrailer, and farm trailer required to be registered under this chapter must be furnished registration plates upon the payment of an initial fee of ten dollars for the plates plus a twenty dollar annual fee. ~~Every~~A trailer, semitrailer, or farm trailer not required to be registered under this chapter must be furnished an identification plate upon the payment of a fee of five dollars. Upon the request of a person with a trailer or farm trailer to whom a registration or identification plate is provided under this subsection, the department shall provide a plate of the same size as provided for a motorcycle. The department shall provide notification of this option to the person before the replacement or issuance of the plate.

SECTION 13. AMENDMENT. Subsection 2 of section 39-06-49 of the North Dakota Century Code is amended and reenacted as follows:

2. The fee for:

   a. An application for a nondriver photo identification card is eight dollars.

   b. Written testing for an application for an operator's license is five dollars.

   c. Actual ability testing for an application for an operator's license is five dollars.

   d. An application for an operator's license is ~~fifteen~~twenty-two dollars.

   e. An application for a motorized bicycle operator's permit is ten dollars.

f. A substitute operator's license is ~~eight~~ten dollars unless the substitute is for erroneous information due to a change in name or address, then the fee is three dollars.

g. An operator's license renewal is ~~fifteen~~twenty-two dollars.

h. Reinstatement after suspension is fifty dollars unless the suspension was the result of a suspension under subsection 3, 4, or 6 of section 39-06-03 or subdivision b of subsection 1 of section 39-06-32, then the fee is twenty-five dollars, or unless the suspension was a result of a violation under section 39-08-01 or chapter 39-20, then the fee is one hundred dollars.

i. Reinstatement after revocation is fifty dollars, unless the revocation was imposed for a violation of subsection 6 of section 39-06-17 or section 39-06-31, 39-06-43, or 39-20-04, then the fee is one hundred dollars.

SECTION 14. AMENDMENT. Subsection 2 of section 39-06.2-19 of the North Dakota Century Code is amended and reenacted as follows:

2. The fee for:

a. A commercial driver's license test is five dollars.

b. An application for a commercial driver's license or permit is ~~fifteen~~twenty-two dollars.

c. Each endorsement is three dollars.

d. A nonresident commercial driver's license is ~~twenty~~forty dollars.

e. The driving record for an employer or prospective employer is three dollars.

SECTION 15. AMENDMENT. Subsection 3 of section 39-29-03 of the North Dakota Century Code is amended and reenacted as follows:

3. The fee for registration of each off-highway vehicle is ~~five~~ten dollars for a registration period of two years. For a duplicate or replacement registration number or registration card which is lost, mutilated, or becomes illegible, the department may charge a fee of not more than ~~five~~ten dollars. For each off-highway vehicle registered under this chapter, there is an off-highway vehicle trail tax of fifteen dollars.

SECTION 16. AMENDMENT. Subsection 4 of section 39-29.1-03 of the North Dakota Century Code is amended and reenacted as follows:

4. The fee for registration of a low-speed vehicle is twenty dollars for each registration cycle of two years ending on March thirty-first. The department may prorate the initial registration fee. For a duplicate or replacement registration number or registration card that is lost, mutilated, or becomes illegible, the department may charge a fee of not more than ~~five~~ten dollars.

SECTION 17. AMENDMENT. Subsection 5 of section 39-29.2-03 of the North Dakota Century Code is amended and reenacted as follows:

5. The fee for registration of an unconventional vehicle is fifty dollars per year. For a duplicate or replacement registration number plate or registration card that is lost, mutilated, or becomes illegible, the department may charge a fee of not more than ~~five~~ten dollars."

Renumber accordingly

Prepared by the Legislative Council staff for
Representative Boehning
March 16, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 1, line 2, replace "section" with "sections"

Page 1, line 2, after "24-02-37" insert "and 39-01-09"

Page 1, line 3, after "expenditures" insert "and parking meters"

Page 4, after line 17, insert:

"**SECTION 9. AMENDMENT.** Section 39-01-09 of the North Dakota Century Code is amended and reenacted as follows:

39-01-09. Parking meters prohibited - Exemption.

1. It is unlawful for the state of North Dakota, its political subdivisions, counties, or cities, including home rule counties and cities, and the state department of transportation to establish and maintain any mechanical device or devices known as "parking meters", or by whatever name designated, requiring the deposit therein of coins or tokens for the privilege of parking cars or other vehicles upon the streets and highways in the state of North Dakota. Any and all ordinances and resolutions now existing authorizing the establishment and maintenance of such mechanical devices or parking meters, or by whatever name designated, are hereby declared null and void.

2. Notwithstanding subsection 1, if approved by a majority of the voters of the jurisdiction voting on the question at a general election, a political subdivision or an agency, department, or institution of the state may approve the use of parking meters.

3. Except for parking meters located on property owned by state institutions of higher education, twenty percent of all revenue generated from the use of parking meters under this section must be deposited in the state public transportation fund."

Renumber accordingly

Prepared by the Legislative Council staff for
House Appropriations - Government
Operations Division Committee
March 17, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 1, line 3, remove "and"

Page 1, line 4, after "exemptions" insert "; and to provide for a legislative management study"

Page 4, after line 17, insert:

"**SECTION 9. LEGISLATIVE MANAGEMENT STUDY - TRANSPORTATION FUNDING.** During the 2017-18 interim, the legislative management shall study the funding mechanisms and options available to the department of transportation, political subdivisions, and public transportation providers, for road construction, maintenance, other transportation infrastructure needs, and transit services. The legislative management shall report its findings and recommendations, together with any legislation necessary to implement the recommendations, to the sixty-sixth legislative assembly."

Renumber accordingly

Prepared by the Legislative Council staff for
Representative Kempenich
March 24, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 1, line 2, replace "section" with "sections"

Page 1, line 2, after "24-02-37" insert "and 39-10.1-03"

Page 1, line 3, after "expenditures" insert "and riding on a bicycle"

Page 4, after line 17, insert:

"**SECTION 9. AMENDMENT.** Section 39-10.1-03 of the North Dakota Century Code is amended and reenacted as follows:

39-10.1-03. Riding on bicycle.

1. ~~A person~~An individual propelling a bicycle may not ride other than upon or astride a permanent and regular seat attached thereto.

2. An individual operating a bicycle shall wear at least one item of reflective outerwear apparel as approved by the department, such as a reflective vest, jacket, or helmet strip while riding the bicycle on a state-controlled highway or road, and at nighttime while riding on a city or county highway, street, or road.

3. ~~No~~A bicycle may not be used to carry more persons at one time than the number for which ~~it~~the bicycle is designed and equipped."

Renumber accordingly

Prepared by the Legislative Council staff for
House Appropriations - Government
Operations Division Committee
March 28, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 1, line 2, replace "section" with "sections"

Page 1, line 2, after "24-02-37" insert "and 39-01-09"

Page 1, line 3, after "expenditures" insert "and parking meters"

Page 1, line 3, remove "and"

Page 1, line 4, after "exemptions" insert "; to provide for studies; and to provide for reports"

Page 1, replace line 13 with:

"Salaries and wages	$207,778,278	($5,903,676)	$201,874,602"

Page 1, replace lines 16 and 17 with:

"Grants	62,918,030	4,610,000	67,528,030
Total special funds	$1,266,540,461	$2,949,407	$1,269,489,868"

Page 1, after line 18, insert:

"**SECTION 2. HEALTH INSURANCE INCREASE.** The salaries and wages line item in section 1 of this Act includes the sum of $2,702,395 from other funds for increases in employee health insurance premiums from $1,130 to $1,241 per month."

Page 2, line 16, replace "$5,700,000" with "$16,300,000"

Page 2, remove lines 20 through 25

Page 3, after line 6, insert:

"**SECTION 8. DISPOSITION OF MAINTENANCE SECTION SITES.** Notwithstanding any other provision of law, the department of transportation may discontinue operations of department maintenance section sites in New England, Starkweather, Fessenden, Courtenay, Gackle, Litchville, Finley, and Mayville as provided in this section.

1. During the biennium beginning July 1, 2017, and ending June 30, 2019, the department may not dispose of any property assigned to a section site where operations are being discontinued.

2. The department shall consult with representatives of the political subdivisions in which the section site is located, in the following order: first with the county, second with the city, and third with the township. If requested by any of the political subdivisions, the department shall negotiate a lease agreement with that political subdivision regarding the use of the section site and facilities. The lease agreement must address, at a minimum, the following:

   a. The political subdivision may use the department's maintenance site and building, road oil tank, and shop equipment contained in the

building. The political subdivision shall be responsible for all routine maintenance and utility costs.

b. If requested by the political subdivision, the department may transfer ownership of an equipped snow plow to the political subdivision. The snow plow must be one that the department intends to dispose of as part of its equipment replacement schedule.

c. The department may charge a reasonable fee to the political subdivision under the lease.

d. The department shall retain the use of salt buildings located on the property, the right to park one vehicle inside the maintenance building during a major winter storm, the use of an electrical outlet to plug in various vehicles for wintertime loading of deicing materials, and the right to use a portion of the site for a salt and sand pile for winter snow and ice control operations.

e. In the event an emergency occurs in or around a section site, and the department is unable to respond, the political subdivision agrees to have an individual available to respond to the emergency. The political subdivision must establish a process that allows emergency response teams to contact the political subdivision to allow it to respond to an emergency occurring within the area currently served by the section site. The response may require the political subdivision to provide snow and ice control on the state highway system.

3. If the department does not enter into a lease agreement for a section site during the biennium beginning July 1, 2017, and ending June 30, 2019, the department may dispose of the section site property in accordance with state law."

Page 4, after line 17, insert:

"**SECTION 10. AMENDMENT.** Section 39-01-09 of the North Dakota Century Code is amended and reenacted as follows:

39-01-09. Parking meters prohibited <u>- Exemption</u>.

<u>1.</u> It is unlawful for the state of North Dakota, its political subdivisions, counties, <u>or</u> cities, <u>including home rule counties and cities,</u> and the state department of transportation to establish and maintain any mechanical device or devices known as "parking meters", or by whatever name designated, requiring the deposit therein of coins or tokens for the privilege of parking cars or other vehicles upon the streets and highways in the state of North Dakota. ~~Any and all ordinances and resolutions now existing authorizing the establishment and maintenance of such mechanical devices or parking meters, or by whatever name designated, are hereby declared null and void.~~

<u>2.</u> <u>Notwithstanding subsection 1, if approved by a majority of the voters of the jurisdiction voting on the question at a general election, a political subdivision may approve the use of parking meters.</u>

<u>3.</u> <u>Except for parking meters located on property owned by state institutions of higher education, twenty percent of all revenue generated from the use</u>

of parking meters under this section must be deposited in the state public transportation fund.

SECTION 11. DEPARTMENT OF TRANSPORTATION STUDY - SNOW AND ICE CONTROL SERVICES - REPORT TO LEGISLATIVE MANAGEMENT. During the 2017-18 interim, the department of transportation shall study the manner in which it provides snow and ice control services on the state highway system including the existing costs for these services and any potential savings available in providing these services. Based on its findings, the department shall determine the most efficient and effective manner in which snow and ice control services can be provided. The department shall provide a report to the legislative management prior to July 1, 2018, regarding the results of the study.

SECTION 12. DEPARTMENT OF TRANSPORTATION STUDY - CONSOLIDATION OF SERVICES - REPORT TO LEGISLATIVE MANAGEMENT - REPORT TO SIXTY-SIXTH LEGISLATIVE ASSEMBLY. During the 2017-18 interim, the department of transportation shall study options to consolidate transportation facilities within Williams County and the Williston district headquarters. The department shall provide the final report, including the results of the study, to the legislative management prior to July 1, 2018. If the results of the study determine that it is beneficial to consolidate facilities, the department may proceed with consolidation efforts. Prior to the completion of the study and the determination that the consolidation of facilities is beneficial, the department may not construct any new buildings at the Williston district headquarters. The department shall provide reports to the appropriations committees of the sixty-sixth legislative assembly regarding the study and the outcomes of the study.

SECTION 13. LEGISLATIVE MANAGEMENT STUDY - TRANSPORTATION FUNDING. During the 2017-18 interim, the legislative management shall consider studying the funding mechanisms and options available to the department of transportation, political subdivisions, and public transportation providers, for road construction, maintenance, other transportation infrastructure needs, and transit services. The legislative management shall report its findings and recommendations, together with any legislation necessary to implement the recommendations, to the sixty-sixth legislative assembly.

SECTION 14. DEPARTMENT OF TRANSPORTATION FEES - REPORT TO BUDGET SECTION. The department of transportation shall report to the legislative management's budget section by September 30, 2017, and by September 30, 2018, regarding all fees charged by the agency in comparison to the actual cost of providing the services for which the fee is charged."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

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

	Base Budget	Senate Version	House Changes	House Version
Salaries and wages	$207,778,278	$202,085,692	($211,090)	$201,874,602
Operating expenses	295,762,751	229,381,646		229,381,646
Capital assets	700,081,402	770,705,590		770,705,590
Grants	62,918,030	72,528,030	(5,000,000)	67,528,030
Total all funds	$1,266,540,461	$1,274,700,958	($5,211,090)	$1,269,489,868
Less estimated income	1,266,540,461	1,274,700,958	(5,211,090)	1,269,489,868

General fund	$0	$0	$0	$0
FTE	1080.50	1049.00	0.00	1049.00

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

	Adjusts Funding for Health Insurance Increases[1]	Removes Funding for a Community Enhancement Program[2]	Total House Changes
Salaries and wages	($211,090)		($211,090)
Operating expenses			
Capital assets			
Grants		(5,000,000)	(5,000,000)
Total all funds	($211,090)	($5,000,000)	($5,211,090)
Less estimated income	(211,090)	(5,000,000)	(5,211,090)
General fund	$0	$0	$0
FTE	0.00	0.00	0.00

[1] Funding for employee health insurance is adjusted to reflect the updated premium amount of $1,241 per month.

[2] Funding of $5 million for a North Dakota community enhancement program is removed. The Senate included $5 million for this program as recommended by Governor Burgum.

This amendment also:

- Adds a section identifying the cost of the health insurance premium increase.
- Increases the use of enhanced state highway investment funding transferred from the general fund to the highway fund by the 2015 Legislative Assembly for matching federal highway construction funds during the 2017-19 biennium from $5.7 million to $16.3 million. The Senate authorized the use of $5.7 million.
- Removes a section authorizing the use of $5 million in enhanced state highway investment funding transferred from the general fund to the highway fund by the 2015 Legislative Assembly for the North Dakota community enhancement program during the 2017-19 biennium.
- Adds a section directing the department to consult with political subdivisions in the areas where highway maintenance section sites are being closed, before the buildings and vehicles are disposed of.
- Adds a section to amend North Dakota Century Code Section 39-01-09, relating to parking meters, and providing that 20 percent of the revenue generated from parking meters, except those on property of state higher education institutions be deposited in the public transportation fund.
- Adds a section requiring the department to study the manner in which it provides snow and ice control services and to provide a report to the Legislative Management.
- Adds a section requiring the department to study options to consolidate transportation facilities within Williams County and the Williston district headquarters and to provide a report to the Legislative Management, and the 2019 Legislative Assembly.
- Adds a section requiring the Legislative Management to study transportation funding.
- Adds a section directing the department to report annually to the Budget Section during the 2017-18 interim, regarding all fees charged by the agency in comparison to the actual cost incurred for the resulting services provided.

Prepared by the Legislative Council staff for
Representative J. Nelson
March 29, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 1, line 3, after the semicolon insert "to provide for the operation of highway maintenance shops; to provide for a legislative management study;"

Page 3, after line 6, insert:

"**SECTION 8. HIGHWAY MAINTENANCE SHOP SITE OPERATIONS.** The department of transportation shall continue the operation of all highway maintenance shop sites in operation on January 1, 2017, through June 30, 2019.

SECTION 9. LEGISLATIVE MANAGEMENT STUDY. During the 2017-18 interim, the legislative management shall consider studying the proposed closure of highway maintenance shop sites and the impact of services in the areas affected. The study must also consider the possibility of operations in cooperation with affected political subdivisions. The legislative management shall report its findings and recommendations, together with any legislation necessary to implement the recommendations, to the sixty-sixth legislative assembly."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Sections are added to require the Department of Transportation to continue the operation of all highway maintenance shop sites in operation on January 1, 2017, through June 30, 2019, and to provide for a Legislative Management study of the proposed closure of highway maintenance shop sites and the impact of services in the areas affected. The study is also to consider the possibility of operations in cooperation with affected political subdivisions.

Prepared by the Legislative Council staff for
Representative J. Nelson
March 30, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 4, after line 17, insert:

"**SECTION 9. DRIVER'S LICENSE SERVICE SITES.** The department of transportation shall continue operations of the Carrington, Crosby, Mayville, Carson, Langdon, Lisbon, Wishek, Rugby, and Rolla driver's license service sites, but may reduce the amount of time each site is open to the public by up to 50 percent, for the biennium beginning July 1, 2017, and ending June 30, 2019."

Renumber accordingly

Prepared by the Legislative Council staff for
Representative J. Nelson
March 30, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 1, line 3, remove "and"

Page 1, line 4, after "exemptions" insert "; and to provide for a study"

Page 4, after line 17, insert:

"**SECTION 9. PUBLIC REST AREA OPERATIONS.** The department of transportation may not close any public rest areas located on divided highways in operation as of March 29, 2017, during the biennium beginning July 1, 2017, and ending June 30, 2019.

SECTION 10. LEGISLATIVE MANAGEMENT STUDY - PUBLIC REST AREAS. During the 2017-18 interim, the legislative management shall consider studying public rest areas in the state. The study must include consideration of the need for each rest area, public input regarding future closures of public rest areas, and a review of the department of transportation's process for closing public rest areas. The legislative management shall present its findings and recommendations, together with any legislation necessary to implement the recommendations, to the sixty-sixth legislative assembly."

Renumber accordingly

Prepared by the Legislative Council staff for
Representative J. Nelson
March 30, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 4, after line 17, insert:

"**SECTION 9. BUDGET SAVINGS - CENTER-LINE RUMBLE STRIPS PROHIBITION.** In order to reduce costs, the department of transportation may not cut, stamp, or place by any other method indented strips in the center-line of a road surface which are intended to be used as a warning to the operator of a motor vehicle, during the biennium beginning July 1, 2017, and ending June 30, 2019."

Renumber accordingly

Prepared by the Legislative Council staff for
Representative Boehning
March 29, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 1, line 2, replace "section" with "sections"

Page 1, line 2, after "24-02-37" insert ", 39-04-10.11, and 39-04-13, subsections 2 and 4 of section 39-04-19, subsection 2 of section 39-06-49, subsection 2 of section 39-06.2-19, subsection 3 of section 39-29-03, subsection 4 of section 39-29.1-03, and subsection 5 of section 39-29.2-03"

Page 1, line 3, after "expenditures" insert ", fees for duplicate number plate, tab, sticker, or registration card, and registration fees for off-highway, low-speed, and unconventional vehicles"

Page 4, after line 17, insert:

"**SECTION 9. AMENDMENT.** Section 39-04-10.11 of the North Dakota Century Code is amended and reenacted as follows:

39-04-10.11. Firefighter's association plates.

The director, in cooperation with the North Dakota firefighter's association, shall design a decorative decal that contains an insignia representing service in the pursuit of firefighting and which is to be placed on a distinctive number plate. On payment of all other fees required under this chapter for registration of the motor vehicle, and payment of an additional annual fee of fifteen dollars for deposit in the highway fund, the applicant is entitled to issuance of the decals and plates. However, the director may not issue the decal and plates to the owner of a passenger motor vehicle or a truck the registered gross weight of which exceeds twenty thousand pounds [9071.84 kilograms]. A registrant is eligible for distinctive number plates under this section if the registrant is a member of the North Dakota firefighter's association. On request of the director, the North Dakota firefighter's association shall certify those members of the North Dakota firefighter's association eligible to receive the decals and plates. On termination of the registrant's eligibility, the registrant shall return the decals and plates to the director, who shall reissue for a fee of not more than ~~five~~ten dollars another number plate to which that registrant is entitled under this chapter. The director and the North Dakota firefighter's association shall cooperate in establishing procedures to implement this section.

SECTION 10. AMENDMENT. Section 39-04-13 of the North Dakota Century Code is amended and reenacted as follows:

39-04-13. Duplicates to be obtained of number plate, tab, sticker, or registration card if lost, mutilated, or illegible - Fee.

If ~~any~~a number plate, tab, sticker, or registration card issued under the provisions of this chapter is lost, mutilated, or becomes illegible, the person who is entitled thereto shall make immediate application for and obtain a duplicate or substitute upon furnishing information of such fact satisfactory to the department and upon payment of the cost of issuing the duplicate item, not to exceed the sum of ~~five~~ten dollars for each duplicate number plate, tab, sticker, or registration card issued. The department may issue a duplicate number plate, tab, sticker, or registration card at no

cost to the owner when satisfied the vehicle owner did not receive the original number plate, tab, sticker, or registration card which was issued.

SECTION 11. AMENDMENT. Subsection 2 of section 39-04-19 of the North Dakota Century Code is amended and reenacted as follows:

2. Motor vehicles required to be registered in this state must be furnished license plates upon the payment of an initial fee of ten dollars for the plates plus the following annual fees; however, if a motor vehicle, including a motorcycle or trailer, first becomes subject to registration other than at the beginning of the registration period, such fees must be prorated on a monthly basis. The minimum fee charged hereunder must be five dollars:

   a. Passenger motor vehicles:

	YEARS REGISTERED			
Gross Weights	1st, 2nd, 3rd, 4th, 5th, and 6th Years	7th, 8th, and 9th Years	10th, 11th, and 12th Years	13th and Subsequent Years
Less than 3,200	$73	$65	$57	$49
3,200 - 4,499	93	81	69	57
4,500 - 4,999	111	94	79	63
5,000 - 5,999	142	120	98	76
6,000 - 6,999	175	146	117	89
7,000 - 7,999	208	172	137	102
8,000 - 8,999	241	199	157	115
9,000 and over	274	225	177	128

A house car is subject to registration at the rates prescribed for other vehicles under this subdivision modified by using the weight applicable to a vehicle whose weight is forty percent of that of the house car, but not using a weight of less than four thousand pounds [1814.35 kilograms].

A pickup truck is subject to registration at the rates prescribed for other vehicles under this subdivision by applying the shipping weight of the vehicle to the fee schedule. At a minimum, the registered gross weight displayed on the registration card for a pickup truck must be twice the shipping weight of the vehicle. Unless otherwise exempted by this chapter, the owner of a pickup truck shall request the registered gross weight of the pickup truck be increased to ensure the registered gross weight is sufficient to include the total weight of the vehicle and any load transported on or by the vehicle. For purposes of this subdivision, a pickup truck is a motor vehicle with a manufacturer's gross vehicle weight rating of less than eleven thousand five hundred pounds [5216.31 kilograms], with an unladen weight of less than eight thousand pounds [3628.74 kilograms], and

which is equipped with an open box-type bed not exceeding nine feet [2.74 meters] in length.

b. Schoolbuses, buses for hire, buses owned and operated by religious, charitable, or nonprofit organizations and used exclusively for religious, charitable, or other public nonprofit purposes, and trucks or combination trucks and trailers, including commercial and noncommercial trucks, except those trucks or combinations of trucks and trailers which qualify for registration under this subsection or subsection 5:

	YEARS REGISTERED				
Gross Weights	1st Through 6th Years	7th Through 9th Years	10th Through 12th Years	13th Through 19th Years	20th and Subsequent Years
Not over 4,000	$71	$58	$53	$50	$49
4,001 - 6,000	76	63	57	51	50
6,001 - 8,000	81	68	61	52	51
8,001 - 10,000	86	73	65	54	53
10,001 - 12,000	91	78	69	56	55
12,001 - 14,000	96	83	73	59	58
14,001 - 16,000	101	88	77	62	61
16,001 - 18,000	106	93	81	64	63
18,001 - 20,000	109	96	83	65	64

	YEARS REGISTERED		
Gross Weights	1st, 2nd, 3rd, 4th, 5th, 6th, and 7th Years	8th, 9th, 10th, 11th, and 12th Years	13th and Subsequent Years
20,001 - 22,000	$139	$113	$100
22,001 - 26,000	191	161	145
26,001 - 30,000	252	210	188
30,001 - 34,000	318	263	235
34,001 - 38,000	379	312	278
38,001 - 42,000	440	361	320
42,001 - 46,000	501	409	363
46,001 - 50,000	562	458	406

50,001 - 54,000	632	516	457
54,001 - 58,000	693	565	500
58,001 - 62,000	755	614	543
62,001 - 66,000	815	662	586
66,001 - 70,000	876	711	628
70,001 - 74,000	937	760	671
74,001 - 78,000	998	809	714
78,001 - 82,000	1,059	858	757
82,001 - 86,000	1,182	963	844
86,001 - 90,000	1,304	1,067	931
90,001 - 94,000	1,426	1,172	1,018
94,001 - 98,000	1,548	1,277	1,106
98,001 - 102,000	1,670	1,381	1,193
102,001 - 105,500	1,792	1,486	1,280

c. Motorcycles, fifteen dollars.

SECTION 12. AMENDMENT. Subsection 4 of section 39-04-19 of the North Dakota Century Code is amended and reenacted as follows:

4. ~~Every~~A trailer, semitrailer, and farm trailer required to be registered under this chapter must be furnished registration plates upon the payment of an initial fee of ten dollars for the plates plus a twenty dollar annual fee. ~~Every~~A trailer, semitrailer, or farm trailer not required to be registered under this chapter must be furnished an identification plate upon the payment of a fee of five dollars. Upon the request of a person with a trailer or farm trailer to whom a registration or identification plate is provided under this subsection, the department shall provide a plate of the same size as provided for a motorcycle. The department shall provide notification of this option to the person before the replacement or issuance of the plate.

SECTION 13. AMENDMENT. Subsection 2 of section 39-06-49 of the North Dakota Century Code is amended and reenacted as follows:

2. The fee for:

   a. An application for a nondriver photo identification card is eight dollars.

   b. Written testing for an application for an operator's license is five dollars.

   c. Actual ability testing for an application for an operator's license is five dollars.

   d. An application for an operator's license is ~~fifteen~~twenty-two dollars.

   e. An application for a motorized bicycle operator's permit is ten dollars.

f. A substitute operator's license is ~~eight~~ten dollars unless the substitute is for erroneous information due to a change in name or address, then the fee is three dollars.

g. An operator's license renewal is ~~fifteen~~twenty-two dollars.

h. Reinstatement after suspension is fifty dollars unless the suspension was the result of a suspension under subsection 3, 4, or 6 of section 39-06-03 or subdivision b of subsection 1 of section 39-06-32, then the fee is twenty-five dollars, or unless the suspension was a result of a violation under section 39-08-01 or chapter 39-20, then the fee is one hundred dollars.

i. Reinstatement after revocation is fifty dollars, unless the revocation was imposed for a violation of subsection 6 of section 39-06-17 or section 39-06-31, 39-06-43, or 39-20-04, then the fee is one hundred dollars.

SECTION 14. AMENDMENT. Subsection 2 of section 39-06.2-19 of the North Dakota Century Code is amended and reenacted as follows:

2. The fee for:

a. A commercial driver's license test is five dollars.

b. An application for a commercial driver's license or permit is ~~fifteen~~twenty-two dollars.

c. Each endorsement is three dollars.

d. A nonresident commercial driver's license is ~~twenty~~forty dollars.

e. The driving record for an employer or prospective employer is three dollars.

SECTION 15. AMENDMENT. Subsection 3 of section 39-29-03 of the North Dakota Century Code is amended and reenacted as follows:

3. The fee for registration of each off-highway vehicle is ~~five~~ten dollars for a registration period of two years. For a duplicate or replacement registration number or registration card which is lost, mutilated, or becomes illegible, the department may charge a fee of not more than ~~five~~ten dollars. For each off-highway vehicle registered under this chapter, there is an off-highway vehicle trail tax of fifteen dollars.

SECTION 16. AMENDMENT. Subsection 4 of section 39-29.1-03 of the North Dakota Century Code is amended and reenacted as follows:

4. The fee for registration of a low-speed vehicle is twenty dollars for each registration cycle of two years ending on March thirty-first. The department may prorate the initial registration fee. For a duplicate or replacement registration number or registration card that is lost, mutilated, or becomes illegible, the department may charge a fee of not more than ~~five~~ten dollars.

SECTION 17. AMENDMENT. Subsection 5 of section 39-29.2-03 of the North Dakota Century Code is amended and reenacted as follows:

5. The fee for registration of an unconventional vehicle is fifty dollars per year. For a duplicate or replacement registration number plate or registration card that is lost, mutilated, or becomes illegible, the department may charge a fee of not more than ~~five~~ten dollars."

Renumber accordingly

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Prepared by the Legislative Council staff for
House Appropriations Committee
April 3, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 1, line 2, replace "section" with "sections"

Page 1, line 2, after "24-02-37" insert "and 39-01-09"

Page 1, line 3, after "expenditures" insert "and parking meters"

Page 1, line 3, remove "and"

Page 1, line 4, after "exemptions" insert "; to provide for studies; and to provide for reports"

Page 1, replace line 13 with:

"Salaries and wages	$207,778,278	($5,903,676)	$201,874,602"

Page 1, replace lines 16 through 18 with:

"Grants	62,918,030	4,610,000	67,528,030
Total special funds	$1,266,540,461	$2,949,407	$1,269,489,868
Full-time equivalent positions	1,080.50	(36.50)	1,044.00

SECTION 2. HEALTH INSURANCE INCREASE. The salaries and wages line item in section 1 of this Act includes the sum of $2,702,395 from other funds for increases in employee health insurance premiums from $1,130 to $1,241 per month."

Page 2, line 16, replace "$5,700,000" with "$16,300,000"

Page 2, remove lines 20 through 25

Page 3, after line 6, insert:

"**SECTION 8. DISPOSITION OF MAINTENANCE SECTION SITES.** Notwithstanding any other provision of law, the department of transportation may discontinue operations of department maintenance section sites in New England, Starkweather, Fessenden, Courtenay, Gackle, Litchville, Finley, and Mayville as provided in this section.

1. During the biennium beginning July 1, 2017, and ending June 30, 2019, the department may not dispose of any property assigned to a section site where operations are being discontinued.

2. The department shall consult with representatives of the political subdivisions in which the section site is located, in the following order: first with the county, second with the city, and third with the township. If requested by any of the political subdivisions, the department shall negotiate a lease agreement with that political subdivision regarding the use of the section site and facilities. The lease agreement must address, at a minimum, the following:

   a. The political subdivision may use the department's maintenance site and building, road oil tank, and shop equipment contained in the

building. The political subdivision must be responsible for all routine maintenance and utility costs.

b. If requested by the political subdivision, the department may transfer ownership of an equipped snow plow to the political subdivision. The snow plow must be one that the department intends to dispose of as part of its equipment replacement schedule.

c. The department may charge a reasonable fee to the political subdivision under the lease.

d. The department shall retain the use of salt buildings located on the property, the right to park one vehicle inside the maintenance building during a major winter storm, the use of an electrical outlet to plug in various vehicles for wintertime loading of deicing materials, and the right to use a portion of the site for a salt and sand pile for winter snow and ice control operations.

e. If an emergency occurs in or around a section site, and the department is unable to respond, the political subdivision shall agree to have an individual available to respond to the emergency. The political subdivision shall establish a process that allows emergency response teams to contact the political subdivision to allow it to respond to an emergency occurring within the area currently served by the section site. The response may require the political subdivision to provide snow and ice control on the state highway system.

3. If the department does not enter a lease agreement for a section site during the biennium beginning July 1, 2017, and ending June 30, 2019, the department may dispose of the section site property in accordance with state law.

SECTION 9. DRIVER'S LICENSE SERVICE SITES. During the biennium beginning July 1, 2017, and ending June 30, 2019, the department may not discontinue operations at a driver's licenses service site that processed 600 or more transactions during the prior state fiscal year."

Page 4, after line 17, insert:

"**SECTION 11. AMENDMENT.** Section 39-01-09 of the North Dakota Century Code is amended and reenacted as follows:

39-01-09. Parking meters prohibited - Exemption.

1. It is unlawful for the state of North Dakota, its political subdivisions, counties, or cities, including home rule counties and cities, and the state department of transportation to establish and maintain any mechanical device or devices known as "parking meters", or by whatever name designated, requiring the deposit therein of coins or tokens for the privilege of parking cars or other vehicles upon the streets and highways in the state of North Dakota. ~~Any and all ordinances and resolutions now existing authorizing the establishment and maintenance of such mechanical devices or parking meters, or by whatever name designated, are hereby declared null and void.~~

2. Notwithstanding subsection 1, if approved by a majority of the voters of the jurisdiction voting on the question at a general election, a political subdivision may approve the use of parking meters.

3. Except for parking meters located on property owned by an institution under the control of the state board of higher education, twenty percent of all revenue generated from the use of parking meters under this section must be deposited in the state public transportation fund.

SECTION 12. DEPARTMENT OF TRANSPORTATION STUDY - SNOW AND ICE CONTROL SERVICES - REPORT TO LEGISLATIVE MANAGEMENT. During the 2017-18 interim, the department of transportation shall study the manner in which it provides snow and ice control services on the state highway system, including the existing costs for these services and any potential savings available in providing these services. Based on its findings, the department shall determine the most efficient and effective manner in which to provide snow and ice control services. The department shall provide a report to the legislative management before to July 1, 2018, regarding the results of the study.

SECTION 13. DEPARTMENT OF TRANSPORTATION STUDY - CONSOLIDATION OF SERVICES - REPORT TO LEGISLATIVE MANAGEMENT - REPORT TO SIXTY-SIXTH LEGISLATIVE ASSEMBLY. During the 2017-18 interim, the department of transportation shall study options to consolidate transportation facilities within Williams County and the Williston district headquarters. The department shall provide the final report, including the results of the study, to the legislative management before July 1, 2018. If the results of the study determine that it is beneficial to consolidate facilities, the department may proceed with consolidation efforts. Before the completion of the study and the determination whether the consolidation of facilities is beneficial, the department may not construct any new buildings at the Williston district headquarters. The department shall provide reports to the appropriations committees of the sixty-sixth legislative assembly regarding the study and the outcomes of the study.

SECTION 14. LEGISLATIVE MANAGEMENT STUDY - TRANSPORTATION FUNDING. During the 2017-18 interim, the legislative management shall consider studying the funding mechanisms and options available to the department of transportation, political subdivisions, and public transportation providers, for road construction, maintenance, other transportation infrastructure needs, and transit services. The legislative management shall report its findings and recommendations, together with any legislation necessary to implement the recommendations, to the sixty-sixth legislative assembly.

SECTION 15. DEPARTMENT OF TRANSPORTATION FEES - REPORT TO BUDGET SECTION. The department of transportation shall report to the legislative management's budget section by September 30, 2017, and by September 30, 2018, regarding all fees charged by the department in comparison to the actual cost of providing the services for which the fee is charged."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

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

	Base Budget	Senate Version	House Changes	House Version
Salaries and wages	$207,778,278	$202,085,692	($211,090)	$201,874,602
Operating expenses	295,762,751	229,381,646		229,381,646
Capital assets	700,081,402	770,705,590		770,705,590
Grants	62,918,030	72,528,030	(5,000,000)	67,528,030
Total all funds	$1,266,540,461	$1,274,700,958	($5,211,090)	$1,269,489,868
Less estimated income	1,266,540,461	1,274,700,958	(5,211,090)	1,269,489,868
General fund	$0	$0	$0	$0
FTE	1080.50	1049.00	(5.00)	1044.00

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

	Adjusts Funding for Health Insurance Increases[1]	Removes Funding for a Community Enhancement Program[2]	Removes Authorization for 5 FTE Administrator Positions[3]	Total House Changes
Salaries and wages	($211,090)			($211,090)
Operating expenses				
Capital assets				
Grants		(5,000,000)		(5,000,000)
Total all funds	($211,090)	($5,000,000)	$0	($5,211,090)
Less estimated income	(211,090)	(5,000,000)	0	(5,211,090)
General fund	$0	$0	$0	$0
FTE	0.00	0.00	(5.00)	(5.00)

[1] Funding for employee health insurance is adjusted to reflect the updated premium amount of $1,241 per month.

[2] Funding of $5 million for a North Dakota community enhancement program is removed. The Senate included $5 million for this program as recommended by Governor Burgum.

[3] Authorization for 5 FTE administrator positions is removed. The funding for the positions remains in the salaries and wages line item and the department may transfer this funding to other line items as necessary for road projects. The Senate removed 31.5 FTE positions and related funding.

This amendment also:

- Adds a section identifying the cost of the health insurance premium increase.
- Increases the use of enhanced state highway investment funding transferred from the general fund to the highway fund by the 2015 Legislative Assembly for matching federal highway construction funds during the 2017-19 biennium from $5.7 million to $16.3 million. The Senate authorized the use of $5.7 million.
- Removes a section authorizing the use of $5 million in enhanced state highway investment funding transferred from the general fund to the highway fund by the 2015 Legislative Assembly for the North Dakota community enhancement program during the 2017-19 biennium.
- Adds a section directing the department to consult with political subdivisions in the areas where highway maintenance section sites are being closed, before the buildings and vehicles are disposed of.
- Adds a section to amend North Dakota Century Code Section 39-01-09, relating to parking meters, and providing that 20 percent of the revenue generated from parking meters, except those on property of state higher education institutions be deposited in the public transportation fund.
- Adds a section requiring the department to study the manner in which it provides snow and ice control services and to provide a report to the Legislative Management.

- Adds a section requiring the department to study options to consolidate transportation facilities within Williams County and the Williston district headquarters and to provide a report to the Legislative Management, and the 2019 Legislative Assembly.
- Adds a section requiring the Legislative Management to study transportation funding.
- Adds a section directing the department to report annually to the Budget Section during the 2017-18 interim, regarding all fees charged by the agency in comparison to the actual cost incurred for the resulting services provided.
- Adds a section to prohibit the department from closing a driver's license service site that processed 600 or more transactions during the prior state fiscal year.

Date: 03/15/17
Roll Call Vote #: 1

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB2012

House Appropriations - Government Operations Divisin Committee

☐ Subcommittee

Amendment LC# or Description: 17.0520.02005

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Representative Vigesaa Seconded By Representative Brabandt

Representatives	Yes	No	Representatives	Yes	No
Chairman Brandenburg	X		Representative Delmore		
Vice Chairman Boehning	X				
Representative Brabandt	X				
Representative Nathe					
Representative Kempenich					
Representative Vigesaa	X				

Total (Yes) 4 No 0

Absent 3

Floor Assignment _____

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

Date: 03/16/17
Roll Call Vote #: 1

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB2012

House Appropriations - Government Operations Divisin Committee

☐ Subcommittee

Amendment LC# or Description: To remove section 12 from amendment 17.0520.02005

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Vice Chairman Boehning Seconded By Representative Vigesaa

VOICE VOTE

Representatives	Yes	No	Representatives	Yes	No
Chairman Brandenburg			Representative Delmore		
Vice Chairman Boehning					
Representative Brabandt					
Representative Nathe					
Representative Kempenich					
Representative Vigesaa					

Total (Yes) _____ No _____

Absent _____

Floor Assignment _____

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

Date: 03/20/2017
Roll Call Vote #: 1

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB2012

House Appropriations - Government Operations Divisin Committee

☐ Subcommittee

Amendment LC# or Description: 17.0520.02009

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Representative Nathe Seconded By Representative Vigesaa

Representatives	Yes	No	Representatives	Yes	No
Chairman Brandenburg	X		Representative Delmore	X	
Vice Chairman Boehning	X				
Representative Brabandt	X				
Representative Nathe	X				
Representative Kempenich					
Representative Vigesaa	X				

Total (Yes) 6 Yeas No 0

Absent 1

Floor Assignment _____

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

Date: 03/20/17
Roll Call Vote #: 2

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB2012

House Appropriations - Government Operations Divisin Committee

☐ Subcommittee

Amendment LC# or Description: 170520.02010

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Vice Chairman Boehning Seconded By Representative Nathe

Representatives	Yes	No	Representatives	Yes	No
Chairman Brandenburg	X		Representative Delmore	X	
Vice Chairman Boehning	X				
Representative Brabandt	X				
Representative Nathe	X				
Representative Kempenich					
Representative Vigesaa	X				

Total (Yes) 6 No 0

Absent 1

Floor Assignment _____

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

Date: 03/27/17
Roll Call Vote #: 1

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB2012

House Appropriations - Government Operations Division Committee

☐ Subcommittee

Amendment LC# or Description: To remove section 6

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Vice Chairman Boehning Seconded By Representative Nathe

Representatives	Yes	No	Representatives	Yes	No
Chairman Brandenburg	X		Representative Delmore	X	
Vice Chairman Boehning	X				
Representative Brabandt	X				
Representative Nathe	X				
Representative Kempenich					
Representative Vigesaa	X				

Total Yes 6 No 0

Absent 1

Floor Assignment _____

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

Date: 03/27/17
Roll Call Vote #: 2

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB2012

House Appropriations - Government Operations Division Committee

☐ Subcommittee

Amendment LC# or Description: 17.0520.02008

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Vice Chairman Boehning Seconded By Representative Nathe

Representatives	Yes	No	Representatives	Yes	No
Chairman Brandenburg		X	Representative Delmore		X
Vice Chairman Boehning	X				
Representative Brabandt	X				
Representative Nathe	X				
Representative Kempenich		X			
Representative Vigesaa		X			

Total Yes 3 No 4

Absent 0

Floor Assignment _____

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

Date: 03/27/17
Roll Call Vote #: 3

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB2012

House Appropriations - Government Operations Division Committee

☐ Subcommittee

Amendment LC# or Description: 17.0502.02007

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Vice Chairman Boehning Seconded By Representative Kempenich

Representatives	Yes	No	Representatives	Yes	No
Chairman Brandenburg		X	Representative Delmore		X
Vice Chairman Boehning	X				
Representative Brabandt	X				
Representative Nathe	X				
Representative Kempenich	X				
Representative Vigesaa		X			

Total Yes 4 No 3

Absent 0

Floor Assignment _____

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

Date: 03/27/17
Roll Call Vote #: 4

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB2012

House Appropriations - Government Operations Division Committee

☐ Subcommittee

Amendment LC# or Description: 17.0502.02011

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Representative Nathe Seconded By Vice Chairman Boehning

Representatives	Yes	No	Representatives	Yes	No
Chairman Brandenburg		X	Representative Delmore	X	
Vice Chairman Boehning	X				
Representative Brabandt	X				
Representative Nathe	X				
Representative Kempenich	X				
Representative Vigesaa		X			

Total Yes 5 No 2

Absent 0

Floor Assignment _____

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

Date: 03/27/17
Roll Call Vote #: 5

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB2012

House Appropriations - Government Operations Division Committee

☐ Subcommittee

Amendment LC# or Description: DOT shall take a look at their fees and report to the budget section on an annual basis.

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Vice Chairman Boehning Seconded By Representative Nathe

Representatives	Yes	No	Representatives	Yes	No
Chairman Brandenburg	X		Representative Delmore	X	
Vice Chairman Boehning	X				
Representative Brabandt	X				
Representative Nathe	X				
Representative Kempenich	X				
Representative Vigesaa		X			

Total Yes 6 No 1

Absent 0

Floor Assignment _____

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

Date: 03/27/17
Roll Call Vote #: 6

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB2012

House Appropriations - Government Operations Division Committee

☐ Subcommittee

Amendment LC# or Description: 17.0520.02014

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Representative Kempenich Seconded By Vice Chairman Boehning

Representatives	Yes	No	Representatives	Yes	No
Chairman Brandenburg	X		Representative Delmore		X
Vice Chairman Boehning	X				
Representative Brabandt		X			
Representative Nathe		X			
Representative Kempenich	X				
Representative Vigesaa		X			

Total Yes 3 No 4

Absent 0

Floor Assignment _____

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

Date: 3/27/17
Roll Call Vote #: 7

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB2012

House Appropriations - Government Operations Division Committee

☐ Subcommittee

Amendment LC# or Description: _____

Recommendation: ☐ Adopt Amendment
☒ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☒ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Vice Chairman Boehning Seconded By Representative Vigesaa

Representatives	Yes	No	Representatives	Yes	No
Chairman Brandenburg	X		Representative Delmore	X	
Vice Chairman Boehning	X				
Representative Brabandt	X				
Representative Nathe	X				
Representative Kempenich	X				
Representative Vigesaa	X				

Total Yes 7 No 0

Absent 0

Floor Assignment Chairman Brandenburg

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

Date: 03/29/17
Roll Call Vote #: 1

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB2012

House Appropriations - Government Operations Division Committee

☐ Subcommittee

Amendment LC# or Description: To reconsider their actions

Recommendation: ☐ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☒ Reconsider ☐ _____

Motion Made By Representative Vigesaa Seconded By Vice Chairman Boehning

Representatives	Yes	No	Representatives	Yes	No
Chairman Brandenburg	X		Representative Delmore	X	
Vice Chairman Boehning	X				
Representative Brabandt	X				
Representative Nathe	X				
Representative Kempenich		X			
Representative Vigesaa	X				

Total Yes 6 No 1

Absent 0

Floor Assignment _____

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

Date: 03/29/17
Roll Call Vote #: 2

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB2012

House Appropriations - Government Operations Division Committee

☐ Subcommittee

Amendment LC# or Description: 17.0502.02011 to add "shall consider" to studies

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Vice Chairman Boehning Seconded By Representative Vigesaa

Representatives	Yes	No	Representatives	Yes	No
Chairman Brandenburg	X		Representative Delmore		X
Vice Chairman Boehning	X				
Representative Brabandt	X				
Representative Nathe		X			
Representative Kempenich	X				
Representative Vigesaa		X			

Total Yes 4 No 3

Absent 0

Floor Assignment _____

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

Date: 03/29/17
Roll Call Vote #: 3

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB2012

House Appropriations - Government Operations Division Committee

☐ Subcommittee

Amendment LC# or Description: _____

Recommendation: ☐ Adopt Amendment
☒ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☒ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Representative Vigesaa Seconded By Vice Chairman Boehning

Representatives	Yes	No	Representatives	Yes	No
Chairman Brandenburg	X		Representative Delmore	X	
Vice Chairman Boehning	X				
Representative Brabandt	X				
Representative Nathe	X				
Representative Kempenich	X				
Representative Vigesaa	X				

Total Yes 7 No 0

Absent 0

Floor Assignment Chairman Brandenburg

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

Date: 3/30/2017
Roll Call Vote #: 1

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2012

House Appropriations Committee

☐ Subcommittee

Amendment LC# or Description: **17.0520.02015**

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By **Representative Brandenburg** Seconded By **Representative Kempenich**

Representatives	Yes	No	Representatives	Yes	No
Chairman Delzer					
Representative Kempenich			Representative Streyle		
Representative: Boehning			Representative Vigesaa		
Representative: Brabandt					
Representative Brandenburg					
Representative Kading			Representative Boe		
Representative Kreidt			Representative Delmore		
Representative Martinson			Representative Holman		
Representative Meier					
Representative Monson					
Representative Nathe					
Representative J. Nelson					
Representative Pollert					
Representative Sanford					
Representative Schatz					
Representative Schmidt					

Total (Yes) _____ No _____

Absent _____

Floor Assignment _____

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

MOTION CARRIES

Date: 3/30/2017
Roll Call Vote #: 2

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2012

House Appropriations Committee

☐ Subcommittee

Amendment LC# or Description: **17.0520.02017 CAN'T CLOSE OPEN SHOPS OR REASIGN**

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By **Representative J. Nelson** Seconded By **Representative Pollert**

Representatives	Yes	No	Representatives	Yes	No
Chairman Delzer		X			
Representative Kempenich		X	Representative Streyle		X
Representative: Boehning		X	Representative Vigesaa	X	
Representative: Brabandt		X			
Representative Brandenburg		X			
Representative Kading	A		Representative Boe	X	
Representative Kreidt		X	Representative Delmore		X
Representative Martinson		X	Representative Holman	X	
Representative Meier		X			
Representative Monson	X				
Representative Nathe		X			
Representative J. Nelson	X				
Representative Pollert	X				
Representative Sanford		X			
Representative Schatz	X				
Representative Schmidt	A				

Total (Yes) 7 No 12

Absent 2

Floor Assignment _____

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

MOTION FAILS

Date: 3/30/2017
Roll Call Vote #: 3

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2012

House Appropriations Committee

☐ Subcommittee

Amendment LC# or Description: **17.0520.02018 ANY THAT DROP BELOW MINIMUM**

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By **Representative J. Nelson** Seconded By **Representative Holman**

Representatives	Yes	No	Representatives	Yes	No
Chairman Delzer		X			
Representative Kempenich	X		Representative Streyle	X	
Representative: Boehning		X	Representative Vigesaa		X
Representative: Brabandt	X				
Representative Brandenburg		X			
Representative Kading	A		Representative Boe	X	
Representative Kreidt	X		Representative Delmore	X	
Representative Martinson		X	Representative Holman	X	
Representative Meier	X				
Representative Monson	X				
Representative Nathe		X			
Representative J. Nelson	X				
Representative Pollert	X				
Representative Sanford		X			
Representative Schatz	X				
Representative Schmidt	A				

Total (Yes) 12 No 7

Absent 2

Floor Assignment _____

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

MOTION CARRIES

Date: 3/30/2017
Roll Call Vote #: 4

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2012

House Appropriations Committee

☐ Subcommittee

Amendment LC# or Description: **17.0520.02020**

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By **Representative J. Nelson** Seconded By **Representative Holman**

Representatives	Yes	No	Representatives	Yes	No
Chairman Delzer		X			
Representative Kempenich		X	Representative Streyle		X
Representative: Boehning		X	Representative Vigesaa		X
Representative: Brabandt		X			
Representative Brandenburg		X			
Representative Kading	A		Representative Boe		X
Representative Kreidt		X	Representative Delmore	X	
Representative Martinson		X	Representative Holman	X	
Representative Meier	X				
Representative Monson	X				
Representative Nathe		X			
Representative J. Nelson	X				
Representative Pollert	X				
Representative Sanford		X			
Representative Schatz	X				
Representative Schmidt	A				

Total (Yes) 7 No 12

Absent 2

Floor Assignment _____

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

MOTION FAILS

Date: 3/30/2017
Roll Call Vote #: 5

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2012

House Appropriations Committee

☐ Subcommittee

Amendment LC# or Description: **17.0520.02019**

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By **Representative J. Nelson** Seconded By **Representative Pollert**

Representatives	Yes	No	Representatives	Yes	No
Chairman Delzer		X			
Representative Kempenich		X	Representative Streyle	X	
Representative: Boehning		X	Representative Vigesaa		X
Representative: Brabandt		X			
Representative Brandenburg		X			
Representative Kading	A		Representative Boe	X	
Representative Kreidt	X		Representative Delmore		X
Representative Martinson		X	Representative Holman	X	
Representative Meier	X				
Representative Monson	X				
Representative Nathe		X			
Representative J. Nelson	X				
Representative Pollert	X				
Representative Sanford		X			
Representative Schatz		X			
Representative Schmidt	A				

Total (Yes) 8 No 11

Absent 2

Floor Assignment _____

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

MOTION FAILS

Date: 3/30/2017
Roll Call Vote #: 6

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2012

House Appropriations Committee

☐ Subcommittee

Amendment LC# or Description: **REMOVED 10 FTEs**

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By **Representative Streyle** Seconded By **Representative J. Nelson**

Representatives	Yes	No	Representatives	Yes	No
Chairman Delzer		X			
Representative Kempenich		X	Representative Streyle	X	
Representative: Boehning		X	Representative Vigesaa		X
Representative: Brabandt	X				
Representative Brandenburg		X			
Representative Kading	A		Representative Boe		X
Representative Kreidt		X	Representative Delmore		X
Representative Martinson	X		Representative Holman		X
Representative Meier		X			
Representative Monson	X				
Representative Nathe		X			
Representative J. Nelson	X				
Representative Pollert		X			
Representative Sanford	X				
Representative Schatz	X				
Representative Schmidt	A				

Total (Yes) 7 No 12

Absent 2

Floor Assignment _____

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

MOTION FAILS

Date: 3/31/2017
Roll Call Vote #: 1

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2012

House Appropriations Committee

☐ Subcommittee

Amendment LC# or Description: **17.0520.02016**

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By **Representative Boehning** Seconded By **Representative Nathe**

Representatives	Yes	No	Representatives	Yes	No
Chairman Delzer		X			
Representative Kempenich		X	Representative Streyle	X	
Representative: Boehning	X		Representative Vigesaa		X
Representative: Brabandt	X				
Representative Brandenburg		X			
Representative Kading	A		Representative Boe	X	
Representative Kreidt		X	Representative Delmore		X
Representative Martinson		X	Representative Holman	X	
Representative Meier		X			
Representative Monson	X				
Representative Nathe	X				
Representative J. Nelson		X			
Representative Pollert		X			
Representative Sanford	X				
Representative Schatz		X			
Representative Schmidt	A				

Total (Yes) 8 No 11

Absent 2

Floor Assignment _____

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

Motion Failed

Date: 3/31/2017
Roll Call Vote #: 2

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2012

House Appropriations Committee

☐ Subcommittee

Amendment LC# or Description: **Change 500 to 600**

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By **Representative J. Nelson** Seconded By **Representative Kreidt**

Representatives	Yes	No	Representatives	Yes	No
Chairman Delzer		X			
Representative Kempenich	X		Representative Streyle	X	
Representative: Boehning		X	Representative Vigesaa		X
Representative: Brabandt		X			
Representative Brandenburg		X			
Representative Kading	A		Representative Boe	X	
Representative Kreidt	X		Representative Delmore	X	
Representative Martinson	X		Representative Holman		X
Representative Meier	X				
Representative Monson	X				
Representative Nathe		X			
Representative J. Nelson	X				
Representative Pollert		X			
Representative Sanford	X				
Representative Schatz	X				
Representative Schmidt	A				

Total (Yes) 11 No 8

Absent 2

Floor Assignment _____

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

Motion Carries

Date: 3/31/2017
Roll Call Vote #: 3

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2012

House Appropriations Committee

☐ Subcommittee

Amendment LC# or Description: **Remove 5 FTEs from administration**

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By **Representative Streyle** Seconded By **Representative Martinson**

Representatives	Yes	No	Representatives	Yes	No
Chairman Delzer	X				
Representative Kempenich		X	Representative Streyle	X	
Representative: Boehning		X	Representative Vigesaa		X
Representative: Brabandt	X				
Representative Brandenburg		X			
Representative Kading	A		Representative Boe		X
Representative Kreidt	X		Representative Delmore		X
Representative Martinson	X		Representative Holman		X
Representative Meier	X				
Representative Monson	X				
Representative Nathe		X			
Representative J. Nelson	X				
Representative Pollert		X			
Representative Sanford	X				
Representative Schatz	X				
Representative Schmidt	A				

Total (Yes) 10 No 9

Absent 2

Floor Assignment _____

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

Motion Carries

Date: 3/31/2017
Roll Call Vote #: 4

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2012

House Appropriations Committee

☐ Subcommittee

Amendment LC# or Description:

Recommendation: ☐ Adopt Amendment
☒ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☒ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐

Motion Made By **Representative Brandenburg** Seconded By **Representative Boehning**

Representatives	Yes	No	Representatives	Yes	No
Chairman Delzer	X				
Representative Kempenich	X		Representative Streyle	X	
Representative: Boehning	X		Representative Vigesaa	X	
Representative: Brabandt	X				
Representative Brandenburg	X				
Representative Kading	A		Representative Boe	X	
Representative Kreidt	X		Representative Delmore	X	
Representative Martinson	X		Representative Holman		X
Representative Meier	X				
Representative Monson	X				
Representative Nathe	X				
Representative J. Nelson		X			
Representative Pollert	X				
Representative Sanford	X				
Representative Schatz	X				
Representative Schmidt	A				

Total (Yes) 17 No 2

Absent 2

Floor Assignment **Representative Brandenburg**

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

MOTION CARRIES

REPORT OF STANDING COMMITTEE

SB 2012, as engrossed: Appropriations Committee (Rep. Delzer, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (17 YEAS, 2 NAYS, 2 ABSENT AND NOT VOTING). Engrossed SB 2012 was placed on the Sixth order on the calendar.

Page 1, line 2, replace "section" with "sections"

Page 1, line 2, after "24-02-37" insert "and 39-01-09"

Page 1, line 3, after "expenditures" insert "and parking meters"

Page 1, line 3, remove "and"

Page 1, line 4, after "exemptions" insert "; to provide for studies; and to provide for reports"

Page 1, replace line 13 with:

"Salaries and wages	$207,778,278	($5,903,676)	$201,874,602"

Page 1, replace lines 16 through 18 with:

"Grants	62,918,030	4,610,000	67,528,030
Total special funds	$1,266,540,461	$2,949,407	$1,269,489,868
Full-time equivalent positions	1,080.50	(36.50)	1,044.00

SECTION 2. HEALTH INSURANCE INCREASE. The salaries and wages line item in section 1 of this Act includes the sum of $2,702,395 from other funds for increases in employee health insurance premiums from $1,130 to $1,241 per month."

Page 2, line 16, replace "$5,700,000" with "$16,300,000"

Page 2, remove lines 20 through 25

Page 3, after line 6, insert:

"**SECTION 8. DISPOSITION OF MAINTENANCE SECTION SITES.** Notwithstanding any other provision of law, the department of transportation may discontinue operations of department maintenance section sites in New England, Starkweather, Fessenden, Courtenay, Gackle, Litchville, Finley, and Mayville as provided in this section.

1. During the biennium beginning July 1, 2017, and ending June 30, 2019, the department may not dispose of any property assigned to a section site where operations are being discontinued.

2. The department shall consult with representatives of the political subdivisions in which the section site is located, in the following order: first with the county, second with the city, and third with the township. If requested by any of the political subdivisions, the department shall negotiate a lease agreement with that political subdivision regarding the use of the section site and facilities. The lease agreement must address, at a minimum, the following:

   a. The political subdivision may use the department's maintenance site and building, road oil tank, and shop equipment contained in the building. The political subdivision must be responsible for all routine maintenance and utility costs.

b. If requested by the political subdivision, the department may transfer ownership of an equipped snow plow to the political subdivision. The snow plow must be one that the department intends to dispose of as part of its equipment replacement schedule.

c. The department may charge a reasonable fee to the political subdivision under the lease.

d. The department shall retain the use of salt buildings located on the property, the right to park one vehicle inside the maintenance building during a major winter storm, the use of an electrical outlet to plug in various vehicles for wintertime loading of deicing materials, and the right to use a portion of the site for a salt and sand pile for winter snow and ice control operations.

e. If an emergency occurs in or around a section site, and the department is unable to respond, the political subdivision shall agree to have an individual available to respond to the emergency. The political subdivision shall establish a process that allows emergency response teams to contact the political subdivision to allow it to respond to an emergency occurring within the area currently served by the section site. The response may require the political subdivision to provide snow and ice control on the state highway system.

3. If the department does not enter a lease agreement for a section site during the biennium beginning July 1, 2017, and ending June 30, 2019, the department may dispose of the section site property in accordance with state law.

SECTION 9. DRIVER'S LICENSE SERVICE SITES. During the biennium beginning July 1, 2017, and ending June 30, 2019, the department may not discontinue operations at a driver's licenses service site that processed 600 or more transactions during the prior state fiscal year."

Page 4, after line 17, insert:

"**SECTION 11. AMENDMENT.** Section 39-01-09 of the North Dakota Century Code is amended and reenacted as follows:

39-01-09. Parking meters prohibited - Exemption.

1. It is unlawful for the state of North Dakota, its political subdivisions, counties, or cities, including home rule counties and cities, and the state department of transportation to establish and maintain any mechanical device or devices known as "parking meters", or by whatever name designated, requiring the deposit therein of coins or tokens for the privilege of parking cars or other vehicles upon the streets and highways in the state of North Dakota. ~~Any and all ordinances and resolutions now existing authorizing the establishment and maintenance of such mechanical devices or parking meters, or by whatever name designated, are hereby declared null and void.~~

2. Notwithstanding subsection 1, if approved by a majority of the voters of the jurisdiction voting on the question at a general election, a political subdivision may approve the use of parking meters.

3. Except for parking meters located on property owned by an institution under the control of the state board of higher education, twenty percent of all revenue generated from the use of parking meters under this section must be deposited in the state public transportation fund.

SECTION 12. DEPARTMENT OF TRANSPORTATION STUDY - SNOW AND ICE CONTROL SERVICES - REPORT TO LEGISLATIVE MANAGEMENT. During the 2017-18 interim, the department of transportation shall study the manner in which it provides snow and ice control services on the state highway system, including the existing costs for these services and any potential savings available in providing these services. Based on its findings, the department shall determine the most efficient and effective manner in which to provide snow and ice control services. The department shall provide a report to the legislative management before to July 1, 2018, regarding the results of the study.

SECTION 13. DEPARTMENT OF TRANSPORTATION STUDY - CONSOLIDATION OF SERVICES - REPORT TO LEGISLATIVE MANAGEMENT - REPORT TO SIXTY-SIXTH LEGISLATIVE ASSEMBLY. During the 2017-18 interim, the department of transportation shall study options to consolidate transportation facilities within Williams County and the Williston district headquarters. The department shall provide the final report, including the results of the study, to the legislative management before July 1, 2018. If the results of the study determine that it is beneficial to consolidate facilities, the department may proceed with consolidation efforts. Before the completion of the study and the determination whether the consolidation of facilities is beneficial, the department may not construct any new buildings at the Williston district headquarters. The department shall provide reports to the appropriations committees of the sixty-sixth legislative assembly regarding the study and the outcomes of the study.

SECTION 14. LEGISLATIVE MANAGEMENT STUDY - TRANSPORTATION FUNDING. During the 2017-18 interim, the legislative management shall consider studying the funding mechanisms and options available to the department of transportation, political subdivisions, and public transportation providers, for road construction, maintenance, other transportation infrastructure needs, and transit services. The legislative management shall report its findings and recommendations, together with any legislation necessary to implement the recommendations, to the sixty-sixth legislative assembly.

SECTION 15. DEPARTMENT OF TRANSPORTATION FEES - REPORT TO BUDGET SECTION. The department of transportation shall report to the legislative management's budget section by September 30, 2017, and by September 30, 2018, regarding all fees charged by the department in comparison to the actual cost of providing the services for which the fee is charged."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

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

	Base Budget	Senate Version	House Changes	House Version
Salaries and wages	$207,778,278	$202,085,692	($211,090)	$201,874,602
Operating expenses	295,762,751	229,381,646		229,381,646
Capital assets	700,081,402	770,705,590		770,705,590
Grants	62,918,030	72,528,030	(5,000,000)	67,528,030
Total all funds	$1,266,540,461	$1,274,700,958	($5,211,090)	$1,269,489,868
Less estimated income	1,266,540,461	1,274,700,958	(5,211,090)	1,269,489,868
General fund	$0	$0	$0	$0
FTE	1080.50	1049.00	(5.00)	1044.00

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

	Adjusts Funding for	Removes Funding for a	Removes Authorization	Total House Changes

	Health Insurance Increases[1]	Community Enhancement Program[2]	for 5 FTE Administrator Positions[3]	
Salaries and wages	($211,090)			($211,090)
Operating expenses				
Capital assets				
Grants		(5,000,000)		(5,000,000)
Total all funds	($211,090)	($5,000,000)	$0	($5,211,090)
Less estimated income	(211,090)	(5,000,000)	0	(5,211,090)
General fund	$0	$0	$0	$0
FTE	0.00	0.00	(5.00)	(5.00)

[1] Funding for employee health insurance is adjusted to reflect the updated premium amount of $1,241 per month.

[2] Funding of $5 million for a North Dakota community enhancement program is removed. The Senate included $5 million for this program as recommended by Governor Burgum.

[3] Authorization for 5 FTE administrator positions is removed. The funding for the positions remains in the salaries and wages line item and the department may transfer this funding to other line items as necessary for road projects. The Senate removed 31.5 FTE positions and related funding.

This amendment also:

- Adds a section identifying the cost of the health insurance premium increase.
- Increases the use of enhanced state highway investment funding transferred from the general fund to the highway fund by the 2015 Legislative Assembly for matching federal highway construction funds during the 2017-19 biennium from $5.7 million to $16.3 million. The Senate authorized the use of $5.7 million.
- Removes a section authorizing the use of $5 million in enhanced state highway investment funding transferred from the general fund to the highway fund by the 2015 Legislative Assembly for the North Dakota community enhancement program during the 2017-19 biennium.
- Adds a section directing the department to consult with political subdivisions in the areas where highway maintenance section sites are being closed, before the buildings and vehicles are disposed of.
- Adds a section to amend North Dakota Century Code Section 39-01-09, relating to parking meters, and providing that 20 percent of the revenue generated from parking meters, except those on property of state higher education institutions be deposited in the public transportation fund.
- Adds a section requiring the department to study the manner in which it provides snow and ice control services and to provide a report to the Legislative Management.
- Adds a section requiring the department to study options to consolidate transportation facilities within Williams County and the Williston district headquarters and to provide a report to the Legislative Management, and the 2019 Legislative Assembly.
- Adds a section requiring the Legislative Management to study transportation funding.
- Adds a section directing the department to report annually to the Budget Section during the 2017-18 interim, regarding all fees charged by the agency in comparison to the actual cost incurred for the resulting services provided.
- Adds a section to prohibit the department from closing a driver's license service site that processed 600 or more transactions during the prior state fiscal year.

2017 CONFERENCE COMMITTEE

SB 2012

2017 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Harvest Room, State Capitol

SB 2012
4/11/2017
Job # 30036

☐ Subcommittee
☒ Conference Committee

Committee Clerk Signature Mary Munder for Rose Laning

Explanation or reason for introduction of bill/resolution:

An appropriation for defraying the expenses of the department of transportation

Minutes: Testimony Attached # 1 - 2

Legislative Council: Chris Kadrmas
OMB: Becky Keller

Senator G. Lee called the conference committee to order on SB 2012. Conferees were: **Senators Oehlke and Grabinger and Representatives Brandenburg, Kempenich and Delmore.** Attendance taken and all present.
Senator G. Lee: Our responsibility is to look at the bill, the differences between the Senate and the House versions of SB 2012.

Chris Kadrmas: Handed out Dept. of Transportation – Budget No. 801 **Attached # 1.**

Senator G. Lee: Asked **Rep. Brandenburg** to go over the changes to the bill. (Using the marked up version of 17.520.02021 **Attached # 2.**

Rep. Brandenburg: (:55) Basically we took care of the Health Insurance as we did in every agency.
Section 4- Authorized the DOT to transfer funds between salary and wages and report to the OMB.
Section 5 – We did a match for federal funds, we went to $16.3 million.
Section 6 – Dealt with unexpected appropriation for enhanced highways.
Section 7 - $2M transfer from general fund to the special road fund.
Section 8 – We asked the DOT to negotiate with counties, cities and townships regarding the operations of maintenance section studies.
Section 9 – Deals with the DOT and operations of drivers' license sites – 600 at first, left one at Rolla. Went to Appropriations 600, 4 taken out and 4 back in.
Section 10 –DOT Highway fund will repay federal money because we used state money.
Section 11 – Deals with parking meters, need to use home rule so voters can vote on it. 20% of revenue from the meters would go to transit for the public transportation fund.

Section 12 – Provides a study for snow and ice control, services for the highway system, and they report to Legislative management.
Section 13 –Requires the Department in Williams county and Williston District Headquarters to work together and go through a study. They both need new facilities and can they work together and find something to build together, instead of two buildings maybe they can have one building and make it bigger.
Section 14 Requires Legislative management to study transportation funding.
Section 15 – Deals with regarding a report to budget section, by the DOT, regarding all fees. We are talking here about driver's license and also license plates.
Quite a bit of things we have added and I will answer any questions.

Senator G. Lee: Another change is you took out section 5 for community enhancement.

Rep. Brandenburg: Yes, we removed section 5, the $5M for state and highway funds to be used for economic climate.

Senator G. Lee: Ok. Also in section 1 there is a reduction of 5 FTEs.

Rep. Brandenburg: There was a motion to take out 5.

Senator Oehlke: Section 9 on the drivers' license sites, can you tell me the definition of transaction. One person can come in and one or more things are taken care of, so is that one transaction or is it 4, or 2, or however many things get done.

Rep. Brandenburg: I remember us talking about it, but I'll have to ask Chris Kadrmas. Driver's license is one transaction. License plate is another.

Rep. Delmore: It's the number that DOT gave us when we asked about closing some of the sites, so it was the transactions as they figured them.

Senator Oehlke: So we need to ask them what a transaction is. Can we do that Mr. Chairman?

Grant Levi, Director, Department of Transportation: (7:23) For the purposes of tracking our activities we define a transaction as any interaction the person has with our person at the counter. Vision screening (1), issuing a driver's license (2), etc. When doing a renewal, there is vision and issue a new driver's license so most of the time any renewal is at least a minimum of 2 transactions.

Senator G. Lee:So if I come in and get a driver's license, vision, picture, is that 3?

Grant Levi: Yes, that is three transactions

Senator Grabinger: On section 11, we passed a bill yesterday with parking meters. How does that affect this?

Rep. Brandenburg: No, I don't know about that passing bill.

Senator Grabinger: Senate passed a bill to put parking meters in, and who makes the decision to put them in, whether it be city, township, or county and the process to put those meters in.
On section 14, it requires a study of the transportation funding. I am not opposed to that but just wondering if it shouldn't be shall consider instead of require.

Senator G. Lee: It is

Rep. Brandenburg: Yes, it's there. Section 14 will talk about the funding in the transportation.

Senator G. Lee: Any other questions on parking meters in section 11 or 9?
I want to go to section 1 on the 5 FTEs that were reduced. What was the reason?

Rep. Brandenburg: There was a motion to take out 10 and that failed, and also the 5 taken out resisted but it passed.

Senator G. Lee: It looks like you just took the FTEs out and left the money in?

Chris Kadrmas The funding was not removed, it still sits in their salary and wages line. The DOT has authority to move money between lines. So it was just left there in their line with the understanding that if the agency decided to use it for road funding they definitely could.

Senator G. Lee: Were there any positions identified or was it just any FTE's.

Chris Kadrmas: The budget only stressed that it would be administrative type positions but no specific titles.

Rep. Kempenich: Part of them were removed earlier and 10 were removed just going up the line and 30 wasn't enough, but they were getting into the higher up ones, so they made a motion to remove 10 and that failed. Then the removal of 5 passed. With the 55 open they had thought they could go 30.

Senator G. Lee: Where do you get 55 from?

Rep. Kempenich: From FTE chart that OMB puts out. As of Jan.1st there are 55.75 open. Some of them we looked at, engineering 3, open for 19 months, engineering tech 2 has been open for 18 months, highway maintenance coordinator has been open for 12 months, etc.

Senator G. Lee: Any further questions on section 1? Let's look at section 5 where it was 5.7 to 16.3 in highway matching funds.

Rep. Brandenburg: There was more federal money that showed up. To make that match we had to take money from highway enhancement funds to put in another 10.3 I believe to get it to the 16.3.

Senator G. Lee: So just additional federal dollars?

Rep. Brandenburg: Yes, to get to the match.

Senator G. Lee: Studies # 12 with the snow and ice. Are they not doing a decent job?

Rep. Brandenburg: We want to make sure we're doing decent study. We are asking DOT to find savings within their budget. We want to do a decent job with the snow and ice removal, and also keep things safe on the roads.

Senator G. Lee: How about #13 about the consolidation from Willistion?

Rep. Brandenburg: Williston needs something to be built there and Williams County needs something. Can they do it together or just do one. We added a study on it as the state and DOT are in favor of it.

Senator G. Lee: In section 14, the funding piece, does that include all funding?

Rep. Brandenburg: Yes, it does. Looking at DOT, political subdivisions and public transit, for road construction and maintenance, and other transportation needs; that pretty much opens it up. We will have to meet with transportation to work on the federal match for next session. We probably are going to be short $65-$70M next session. We can go to the policy committee and come in with what we are going to do and how are we going to do that. Something that we need to do, I think it is adequate and unless something changes like oil prices goes up or the price of corn goes to $6, I think we're there.

Rep. Kempenich: We had a long discussion about transit and the model not working well. Taking money out of highway fund transit, and through many conversations on how should we go about funding this. That was a driving factor on putting the study in. It's a road issue and also a social issue with this transit thing.

Senator G. Lee: Ok. On section #15 what are we looking for there?

Rep. Kempenich: We found out that we're subsidizing the cost of the plates and license to a tune of $4.5 million right now. So we thought the DOT, rather than having big fee increases, we should have more timely updates instead of waiting until we charge $15 more. Double plates and drivers' license. We rejected the $4.5M fiscal note, basically, and told them we aren't going to do this now. We should be looking at this and seeing cost increases in smaller amounts not a huge jump all at once.

Senator G. Lee: So it says all fees.

Rep. Kempenich: That would include registrations, driver's tests, etc., we didn't get into it that deep. In #14, the whole way we fund DOT is antiquated model, and that gets into the whole conversation about how we should be doing this, but need some numbers.
Rep. Brandenburg: In last session, this budget was $2.7B and it was adequate. This time $1.2B is so much less. So a lot of areas are getting squeezed. Before that it wasn't important as we had the money and we had fuel tax money coming in and now to look at license plates,

it's about $3M that would go to match, but through the discussion there is $4.5M that didn't go through policy commission . These fees need to be taken care of.

Senator Oehlke: The amendment that was proposed, did it fail on the floor or did it fail in the committee?

Rep. Delmore: That was offered in our Gov. Operations committee and in full committee and it was defeated. There wasn't a hearing on it. You don't increase fees and just put it in a budget bill and not give people a chance to testify. Do they need that money, and should it be in there to at least break even? I think most of us felt it was the way it should have been, but the way of going about it and just putting it in the bill without a hearing, many of us objected to it so the amendment failed in both Government Operations and full committee, so it's not there anymore.

Senator G. Lee: Ok. Can you run through section 8 with us on the sites?

Rep. Brandenburg: Section 8 deals with the 8 section sites are being looked at to be closed: New England, Stark Weather, Fessenden, Courtney, Gackle, Richfield, Finley, and Mayville. In the House we put together a plan to work something in between rather than closing them. It would be a program working with the counties first and then the cities, and then the townships. There is an opportunity for local people to be able to receive a new snowplow through the process. They'd also provide training to run that snow plow. Also the building is fully functional and the cost of the lease is basically the cost of the insurance, so the place is covered. The DOT would talk with the county, city and township about when it would pass. The political subdivision may use the site, also as they need a place to store their salt. The snow plow is on the equipment replacement schedule. They can charge a small fee which is basically covering the insurance. They have done this with Fessenden.

Senator Oehlke: If we assume that the average insurable amount of one of these buildings is maybe $200,000., it might be a little high in some cases, the state fire and tornado fund has a very low rate on property insurance, so we are talking about a lease payment of a couple hundred bucks, is this a fair rate or is this just an accommodation?

Rep. Brandenburg: They never really laid down a dollar amount? I think the Fessenden grant amount was around $3000, and that is the number for the lease in Fessenden. We also have tools there, equipment there, nothing is being taken out.
The department retains use of the salt building on the property and the right to park one vehicle inside the maintenance building during a major winter storm or the use of electrical outlet.
Section E- Reading from (Christmas tree bill) Response may require state to respond to ice and snow removal.
If there is an emergency or fire, or a bad accident, they can talk to DOT and have a plan to get them to the hospital or main highway. The third part, July 1, 2017, the department may dispose of the section site properly in accordance with state law. Make something work, if it doesn't work., then you have time to work within the state law to take care of it.

Senator Grabinger: I have an amendment before me to the proposal that they're giving. Maybe we can listen to them today and we'll consider it later. I just wanted to make it known that I have one available.

Senator G. Lee: Ok. We will have to consider it later. What I wanted to do today was just get through the sections. Next time we can go through the sections that were changed or added and decide which ones need further discussion and which ones to eliminate the ones we don't need to go back to.

Senator Grabinger: Will somebody look into that? We passed SB 2247 yesterday.

Chris Kadrmas: They believe that the way it passed, it does include home rule. That part of it matches and it would be recommended that if the committee kept this section in here that it would match SB 2247, so there would be no meshing issues. The other difference is Sub Section 3 of #11 where it allocates 20% of all revenues generated from parking meters going into the state public transportation fund and that is going to be the only difference between SB 2247 and the initial intent for section #11.

Senator G. Lee: Ok. Closed the hearing on SB 2012.

2017 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Harvest Room, State Capitol

SB 2012
4/12/2017
Job # 30083

☐ Subcommittee
☒ Conference Committee

Committee Clerk Signature Pam Dever for Rose Laning

Explanation or reason for introduction of bill/resolution:

An appropriation for defraying the expenses of the department of transportation.

Minutes:

Legislative Council: Adam Mathiak

OMB: Becky Keller

Senator G. Lee called the conference committee to order on SB 2012. Conferees were: **Senators Oehlke and Grabinger and Representatives Brandenburg, Kempenich, Delmore.**

Senator G. Lee: We need to go through the bill where the differences are. See if we agree on some and say we can leave in the bill or take out. I will use .02021 versions (Xmas Tree). Section 2, is the healthcare one. That just needs to stay. Section 5, has to do with the additional funding for federal highway matching grants. $10.6M from the highway fund to provide natural federal dollars. We had it at $5.7M and the House moved it to $16.3M. Part of that is the reduction in highway tax distribution fund money that is coming in as revenues. To me it is good language to put in there. (1.48)

Rep. Brandenburg: The House would concur.

Senators Oehlke and Grabinger: We agree.

Senator G. Lee: In the old section 5 in the Senate bill that had $5M for community enhancement. That would go back into that enhanced money? Grant Levi nodded ok. I am ok with leaving that out. Look at the end of Section 15. It has to do with fees report to the budget section by DOT. It's just a reporting mechanism that we need to report twice by end of Sept 2017-18. The fees are charged by comparison of fees cost. Leave that in?

Rep. Brandenburg: Yes.

Senator G. Lee: Section 14 is the legislative management consider study which is options for infrastructure transit maintenance and where the money would come from.

Rep. Brandenburg: We're in agreement.

Senator G. Lee: Section 13 is a 'shall' study. Looking at Williams County and Williston District headquarters state building office. Working together to have a common facility. Section 12 is the DOT study. It is on page 6 of the Xmas Tree. That's a 'shall 'study as well. They report to legislative management, too. I like that idea.

Senators Oehlke and Grabinger agreed.

Senator G. Lee: Section 11 is the parking meters. When 20% of revenue generated from those goes to state public transit fund. The language is comparable to a bill that was passed on parking meters. The difference was the 20% language. Not sure if this is the best way to raise money. I am ok with taking that out.

Rep. Brandenburg: That was mixed vote. I am not in love with it. This is one that some liked and some don't. On record for discussion.

Rep. Kempenich: That's part of what the study was for. Transit is an issue that we talked a lot about. It is a social issue with a highway component. We have to look at funding in general. This is one avenue that was discussed. How to get local transit money identified.

Senator G. Lee: Leave in for now. Section 9 deals with driver's license locations. I did not hear much about this. We heard they were not going to utilize some locations. This has the 600 transactions. It needs to be that or above in order to discontinue. The language ties their hands in how they operate. Problem for us. (8.13)

Rep. Brandenburg: We had 3-4 different amendments before it was settled. The only one in there was Rolla. They had 1600 entries so it was decided to keep them open. They would go there one time a month. At one time it was 500 sites; then 600 sites and that passed.

Senator G. Lee: Section 9, we need to leave in. Section 8 is the maintenance section and we leave it in for a while. I understand the issues surrounding it and try to find language that accommodates as many as possible. Leave in section 8.

Rep. Brandenburg: We worked hard to get a snow plow for some people. I don't think anything else is going to pass. That is what I'm hearing.

Senator G. Lee: In section 1, there is a 5 FTE difference from what the Senate passed and what the House dealt with. There were 5 FTE left out and we need to talk about that.

Rep. Kempenich: It was in full section. There were 55 and some vacant positions, and they were unfunded. Then we got into the funded ones. The conversation started looking at engineers. We did not identify who or what. Even with removing 30, there were still 20 some vacant. We were getting into driver's license examiners positions, too. DOT went from bottom up.

Senator G. Lee: We can stay on that for a while. We have the FTEs, maintenance sections, parking meters, and service locations are what we have left. Section 1 – Have vacant FTE report. There vacancy rate is extremely low based on over 1000 FTE's. When you look at numbers themselves. These are positions that they are recouping from. The vacancy rate is less than 1%. I don't know that the 5 FTE is worth worrying about. We cut out 31 FTE's and that hurts. Now we're cutting into things that limit the service. (13.59)

Rep. Brandenburg: We are getting into the season they need to be filled. We tried to explain that. We can have discussion about the 5 FTEs and they do need them. We're open to that.

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Senator G. Lee: Parking meters in general and is there something we should do with that language now or eliminate the section?

Rep. Kempenich: We should go through and see what ideas come up in the interim. This may be done of them. If you want to look at transit or fees. Transit is a people movement issue not road issue. To find funding; we can use part of what we are using. Even the small towns go to the larger towns for medical. This might be premature for funding, but can be part at the end of the day. Needs more meat on it. Don't have a problem getting rid of that section.

Senator Grabinger: It's too new. We just passed the bill to allow cities to start using them again. Putting the language in here is way premature. It should be part of the study.

Senator G. Lee: We take it out. We had a little conversation about the Driver's License Service which is in section 9. Further thoughts?

Rep. Delmore: There was a lot more discussion, in full committee, because of the closings of rest areas, and the maintenance change, and the driver's license sites. We heard from lots of Constituents who were upset. There were at least 6 amendments that were offered in the House. That's how it got in there. People not happy with some decisions the dept. made.

Rep. Brandenburg: Let's leave it in and talk later. We took 4 out and added 4 more which is a total of 9. Discussion held and could come back and discuss again.

Senator G. Lee: That leaves us with section 9, 8, driver's license, maintenance sections and FTEs.

Closed the hearing on SB 2012.

2017 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Harvest Room, State Capitol

SB 2012
4/14/2017
Job # 30142

☐ Subcommittee
☒ Conference Committee

Committee Clerk Signature Rose Laning

Explanation or reason for introduction of bill/resolution:

An appropriation for defraying the expenses of the department of transportation

Minutes: Testimony Attached # 1 – 4

Legislative Council: Adam Mathiak
OMB: Becky Keller

Senator G. Lee called the conference committee to order on SB 2012. Conferees were: **Senators Oehlke and Grabinger and Representatives Brandenburg, Kempenich, Delmore. Roll call was taken. All members present.**

Senator G. Lee: (working off of SB 2012 – 17.0520.03000 – attached # 1) The sections we were discussing yesterday that we left in the bill were the 5 FTEs, the maintenance section, the driver's license sections and the parking meters.

Representative Brandenburg: We would be willing to give 3 of those FTEs back and keep two and I think we need to adjust the language so DOT has some latitude in using the FTEs.

Senator G. Lee: If you would also switch the dollars for those 2 FTEs from the salary line to the capital assets line. It would be helpful since there are federal dollars involved.

Vote 1 -
Representative Brandenburg moved to reinstate 3 of the FTEs that were removed and of the two FTEs that were removed, the dollars would be moved from the salary line to the capital assets line.

Representative Kempenich seconded the motion.

A Roll Call Vote was taken: 6 yeas, 0 nays, 0 absent.

Vote 2 – (2:49)
Senator G. Lee: presented Senator Wanzek's amendment **17.0520.02028** –attached # 2.

Representative Brandenburg: Moved to adopt 17.0520.02028.
Senator Grabinger: Seconded the motion.

The committee approved the amendment.

Representative Brandenburg said he likes the amendment and thinks it will be workable for all parties. This takes care of the needs of the people and is a compromise.

Senator Grabinger: I want to thank Senator Wanzek, Senator Robinson and Director Grant Levi for their hard efforts in putting this together. It's not the best as I see it, but I support it.

A Roll Call Vote was taken: 6 yeas, 0 nays, 0 absent.

Vote 3 – (6:01)
Senator G. Lee: Handed out Amendment 17.0520.02026 – Attached #3. It came up in the last couple weeks, from the Dept. of Transportation, and has to do with the telecommunications infrastructure and highway right-of-ways. There's been a company that is looking potentially at providing towers within the state right of ways.
(asked Grant Levi to come to the podium)

Grant Levi, Director, DOT: In the last few weeks, we've had things come into our organization and felt we needed to approach you and ask you to consider this amendment. We're being approached by company right now, and we're concerned it will be companies. They are approaching us and asking to place towers within our highway right of way. Those towers would be 80 feet to 120 feet in length. This same company is working this issue across the country. They come in and are claiming that they are a utility and the purpose of the tower is to put attachments on them to help cellphone companies with the transfer of data. As you get pictures on your cellphone or if you get text messages, it's the transfer of data. When they approached us and said they are a utility, by state statute, we are permitted to allow utilities to come in. They've gone far enough in some states where they have sued the states to allow them to be put in. We at the DOT, in visiting with ITD, believe it's not in the best interest of the state to start going down this path until we study it and have a little more clarity as to what it means and how it will be controlled within the highway right of way. We've requested that you consider this amendment that you have before you.
There are some things the state should consider if it starts allowing towers in to transfer data wirelessly for private sector purposes. Maybe there is some bandwidth within that, that would benefit state government. Right now we don't have statutory authority to do any of that. It is a conversation that we felt should occur with the legislative body, therefor the language to bring it to an interim committee.

Representative Kempenich: When you talk right of way, you're not necessarily looking at the ditch area? In a lot of areas, the right of way extends out a certain width from a road.

Grant Levi: Our right-of-way in "property state owns" will vary from roadway to roadway. Typically, we have a 200-foot band which includes the roadway within it on a rural two-lane road. Within that band, there is obviously the ditch section that is there to remove the water for drainage, and also for snow. We permit all kinds of utilities already but haven't gone down the path yet of allowing towers for this specific purpose. We think it should be studied and looked at before we start down that path. I believe you've concurred on the Highway Patrol's budget and with respect to their budget, there is some wireless technology within that. That is for trucks driving through to transmit data and is controlled by the state. That is why this language is very specific that any non-state owned, controlled or leased - and that is how we believe that is controlled by the state. There are things that we do wirelessly within the highway right of way, but this is something new that we would appreciate having the opportunity to discuss with you before we make any decisions.

Representative Delmore moved 17.0520.02026.
Senator Oehlke: Seconded the motion.
Voice vote carried.

Vote 4 -
Senator G. Lee: going back to Wanzek amendment 17.0520.02028 (attached # 2). I should have corrected the date. In the final paragraph, in sub-section 4, the date should be November 1 instead of December 1.

Representative Brandenburg moved to change the date on amendment 17.0520.02028 to read "from November 1 to March 31".
Senator Grabinger: Seconded the motion.

A Roll Call Vote was taken: 6 yeas, 0 nays, 0 absent.

Vote 5 – (14:02)
Senator G. Lee: (handed out amendment 17.0520.02027 – attached # 4) This is the section on the parking meters where 20 % of the revenue goes to public transit.

Representative Delmore: That was defeated on the House floor. This amendment would make it unlawful for home rule city, county or state to maintain parking meters.

Representative Delmore: Moved amendment 17.0520.02027.
Senator Oehlke: seconded

Representative Brandenburg: This amendment was presented for Rep Boehning. The position in the House is that we don't want the meters. This amendment just puts it back to home rule. Since the House defeated the parking meters by over 70%, we feel we should take this section out.

Senator G. Lee: You're saying we wouldn't pass this amendment because it's different than what is in the bill.

Representative Kempenich: There have been rulings on both sides of the issue with home rule cities. It bans parking meters, but there have been rulings that they could and also that they can't. The Boehning amendment clarifies that if they do it, it would be a vote of the people. Some courts have sided that they could vote on it and still allow parking meters even with the ban that is currently in place. We're getting into a lot of policy when we get into this but it's not supported on the House side.

Representative Brandenburg: We have enough weight in this bill. Let's get rid of it.

A Roll Call Vote was taken: 0 yeas, 6 nays, 0 absent.
Motion fails.

Vote 6 - (18:15)

Senator Grabinger: moved to remove section 11 (parking meters) from 2012 bill.
Senator Oehlke: Seconded the motion.

A Roll Call Vote was taken: 6 yeas, 0 nays, 0 absent.

Vote 7 -
Senator G. Lee: Remove section 9 of driver's license section

Senator Grabinger: Moved to remove section 9.
Representative Brandenburg: Seconded the motion.

Representative Brandenburg: I just want to clarify - by removing that amendment, it still leaves Rolla in there for one time a month? (Adam Mathiak: Yes.) We're in favor of that.

A Roll Call Vote was taken: 6 yeas, 0 nays, 0 absent.

Vote 8 – (20:15)
Senator G. Lee: That concludes everything we planned to do for the agenda of the day.

Representative Brandenburg: I think we've covered all the issues that we had between the Senate and the House. We want to thank the Senators for all the work as well as Senator Wanzek and the DOT.

Representative Brandenburg moved that the House recede from the House amendments and further amend.
Representative Delmore seconded the motion.

Representative Kempenich & Senator G. Lee clarified the bill and amendment.
A Roll Call Vote was taken: 6 yeas, 0 nays, 0 absent.

Senator G. Lee: Closed the hearing on SB 2014.

Prepared by the Legislative Council staff for
Senator Wanzek
April 13, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

That the House recede from its amendments as printed on pages 1208-1211 of the Senate Journal and pages 1331-1335 of the House Journal and that Senate Bill No. 2012 be amended as follows:

Page 3, after line 6, insert:

"**SECTION 8. OPERATIONS OF MAINTENANCE SECTION SITES.** Notwithstanding any other provision of law, the department of transportation may discontinue operations of department maintenance section sites in New England, Starkweather, Fessenden, Courtenay, Gackle, Litchville, Finley, and Mayville as provided in this section.

1. During the biennium beginning July 1, 2017, and ending June 30, 2019, the department may not dispose of any real property assigned to a section site where operations are being discontinued.

2. The department shall consult with representatives of the political subdivisions in which the section site is located, in the following order: first with the county, second with the city, and third with the township. If requested by any of the political subdivisions, the department shall negotiate a lease agreement with that political subdivision regarding the use of the section site and facilities. The lease agreement must address, at a minimum, the following:

   a. The political subdivision may use the department's maintenance site and building, road oil tank, and shop equipment contained in the building. The political subdivision must be responsible for all routine maintenance and utility costs.

   b. If requested by the political subdivision, the department may transfer ownership of an equipped snow plow to the political subdivision. The snow plow must be one that the department intends to dispose of as part of its equipment replacement schedule.

   c. The department may charge a reasonable fee to the political subdivision under the lease.

   d. The department shall retain the use of salt buildings located on the property, the right to park one vehicle inside the maintenance building during a major winter storm, the use of an electrical outlet to plug in various vehicles for wintertime loading of deicing materials, and the right to use a portion of the site for a salt and sand pile for winter snow and ice control operations.

   e. If an emergency occurs in or around a section site, and the department is unable to respond, the political subdivision may agree to have an individual available to respond to the emergency. The political subdivision may establish a process that allows emergency response teams to contact the political subdivision to allow it to respond to an emergency occurring within the area currently served

by the section site. The response may require the political subdivision to provide snow and ice control on the state highway system for an emergency situation.

3. If the department does not enter a lease agreement for a section site during the biennium beginning July 1, 2017, and ending June 30, 2019, the department may dispose of the section site property in accordance with state law after June 30, 2019.

4. If the department has an employee whose home residence is located within the vicinity of the maintenance section the department intends to discontinue, the department shall locate one of its snow plows at or near the maintenance section site during a major winter storm event from December 1 through March 31 of each fiscal year."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

A section is added providing guidance to the department regarding highway maintenance section sites.

Prepared by the Legislative Council staff for
Senator G. Lee
April 12, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

That the House recede from its amendments as printed on pages 1208-1211 of the Senate Journal and pages 1331-1335 of the House Journal and that Senate Bill No. 2012 be amended as follows:

Page 1, line 3, after the second semicolon insert "to provide for a study; to provide for a report;"

Page 4, after line 17, insert:

"**SECTION 9. TELECOMMUNICATIONS INFRASTRUCTURE ON HIGHWAY RIGHTS OF WAY - LIMITATION - DEPARTMENT OF TRANSPORTATION AND INFORMATION TECHNOLOGY DEPARTMENT STUDY - REPORT.** Prior to the department of transportation permitting any nonstate owned, controlled, or leased wireless telecommunication infrastructure used for wireless transmission of voice, data, images, or other signals or information within state highway rights of way, the department of transportation and the information technology department shall study, during the 2017-18 interim, the benefits of allowing wireless telecommunication infrastructure within state highway rights of way and what, if any, requirements of allowing the installation may be in the public interest. The department of transportation and the information technology department shall report the results of the study to the legislative management by June 30, 2018."

Renumber accordingly

Prepared by the Legislative Council staff for
Representative Boehning
April 12, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

That the Senate accede to the House amendments as printed on pages 1208-1211 of the Senate Journal and pages 1331-1335 of the House Journal and that Engrossed Senate Bill No. 2012 be further amended as follows:

Page 1, line 2, replace "section" with "sections"

Page 1, line 2, after "24-02-37" insert "and 39-01-09"

Page 1, line 3, after "expenditures" insert "and the prohibition on parking meters"

Page 4, after line 17, insert:

"**SECTION 9. AMENDMENT.** Section 39-01-09 of the North Dakota Century Code is amended and reenacted as follows:

39-01-09. Parking meters prohibited.

It is unlawful for the state ~~of North Dakota, its political subdivisions, counties, cities, and the state department of transportation~~or a political subdivision, including a home rule city or county, to establish ~~and~~or maintain ~~any~~a mechanical device or devices known as "parking meters", or by whatever name designated, requiring the deposit ~~therein~~ of coins or tokens for the privilege of parking cars or other vehicles upon the streets ~~and~~or highways in the state ~~of North Dakota. Any and all ordinances and resolutions now existing authorizing the establishment and maintenance of such mechanical devices or parking meters, or by whatever name designated, are hereby declared null and void~~."

Renumber accordingly

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17.0520.02029
Title.04000
Fiscal No. 1

Prepared by the Legislative Council staff for
Conference Committee
April 14, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

That the House recede from its amendments as printed on pages 1208-1211 of the Senate Journal and pages 1331-1335 of the House Journal and that Senate Bill No. 2012 be amended as follows:

Page 1, line 3, replace "and" with "to provide for disposition of maintenance section sites;"

Page 1, line 4, after "exemptions" insert "; to provide for studies; and to provide for reports"

Page 1, replace line 13 with:

"Salaries and wages	$207,778,278	($6,299,937)	$201,478,341"

Page 1, replace lines 15 through 18 with:

"Capital assets	700,081,402	71,020,449	771,101,851
Grants	62,918,030	4,610,000	67,528,030
Total special funds	$1,266,540,461	$2,949,407	$1,269,489,868
Full-time equivalent positions	1,080.50	(33.50)	1,047.00

SECTION 2. HEALTH INSURANCE INCREASE. The salaries and wages line item in section 1 of this Act includes the sum of $2,702,395 from other funds for increases in employee health insurance premiums from $1,130 to $1,241 per month."

Page 2, line 16, replace "$5,700,000" with "$16,300,000"

Page 2, remove lines 20 through 25

Page 3, after line 6, insert:

"SECTION 8. DISPOSITION OF MAINTENANCE SECTION SITES. Notwithstanding any other provision of law, the department of transportation may discontinue operations of department maintenance section sites in New England, Starkweather, Fessenden, Courtenay, Gackle, Litchville, Finley, and Mayville as provided in this section.

1. During the biennium beginning July 1, 2017, and ending June 30, 2019, the department may not dispose of any real property assigned to a section site where operations are being discontinued.

2. The department shall consult with representatives of the political subdivisions in which the section site is located, in the following order: first with the county, second with the city, and third with the township. If requested by any of the political subdivisions, the department shall negotiate a lease agreement with that political subdivision regarding the use of the section site and facilities. The lease agreement must address, at a minimum, the following:

   a. The political subdivision may use the department's maintenance site and building, road oil tank, and shop equipment contained in the building. The political subdivision must be responsible for all routine maintenance and utility costs.

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b. If requested by the political subdivision, the department may transfer ownership of an equipped snow plow to the political subdivision. The snow plow must be one that the department intends to dispose of as part of its equipment replacement schedule.

c. The department may charge a reasonable fee to the political subdivision under the lease.

d. The department shall retain the use of salt buildings located on the property, the right to park one vehicle inside the maintenance building during a major winter storm, the use of an electrical outlet to plug in various vehicles for wintertime loading of deicing materials, and the right to use a portion of the site for a salt and sand pile for winter snow and ice control operations.

e. If an emergency occurs in or around a section site, and the department is unable to respond, the political subdivision may agree to have an individual available to respond to the emergency. The political subdivision may establish a process that allows emergency response teams to contact the political subdivision to allow it to respond to an emergency occurring within the area currently served by the section site. The response may require the political subdivision to provide snow and ice control on the state highway system for an emergency situation.

3. If the department does not enter a lease agreement for a section site during the biennium beginning July 1, 2017, and ending June 30, 2019, the department may dispose of the section site property in accordance with state law after June 30, 2019.

4. If the department has an employee whose home residence is located within the vicinity of the maintenance section the department intends to discontinue, the department shall locate one of its snow plows at or near the maintenance section site during a major winter storm event from November 1 through March 31 of each fiscal year."

Page 4, after line 17, insert:

"**SECTION 10. DEPARTMENT OF TRANSPORTATION STUDY - SNOW AND ICE CONTROL SERVICES - REPORT TO LEGISLATIVE MANAGEMENT.** During the 2017-18 interim, the department of transportation shall study the manner in which it provides snow and ice control services on the state highway system, including the existing costs for these services and any potential savings available in providing these services. Based on its findings, the department shall determine the most efficient and effective manner in which to provide snow and ice control services. The department shall provide a report to the legislative management before July 1, 2018, regarding the results of the study.

SECTION 11. DEPARTMENT OF TRANSPORTATION STUDY - CONSOLIDATION OF SERVICES - REPORT TO LEGISLATIVE MANAGEMENT - REPORT TO SIXTY-SIXTH LEGISLATIVE ASSEMBLY. During the 2017-18 interim, the department of transportation shall study options to consolidate transportation facilities within Williams County and the Williston district headquarters. The department shall provide the final report, including the results of the study, to the legislative management before July 1, 2018. If the results of the study determine that it is

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beneficial to consolidate facilities, the department may proceed with consolidation efforts. Before the completion of the study and the determination of whether the consolidation of facilities is beneficial, the department may not construct any new buildings at the Williston district headquarters. The department shall provide reports to the appropriations committees of the sixty-sixth legislative assembly regarding the study and the outcomes of the study.

SECTION 12. LEGISLATIVE MANAGEMENT STUDY - TRANSPORTATION FUNDING. During the 2017-18 interim, the legislative management shall consider studying the funding mechanisms and options available to the department of transportation, political subdivisions, and public transportation providers, for road construction, maintenance, other transportation infrastructure needs, and transit services. The legislative management shall report its findings and recommendations, together with any legislation necessary to implement the recommendations, to the sixty-sixth legislative assembly.

SECTION 13. DEPARTMENT OF TRANSPORTATION FEES - REPORT TO BUDGET SECTION. The department of transportation shall report to the legislative management's budget section by September 30, 2017, and by September 30, 2018, regarding all fees charged by the department in comparison to the actual cost of providing the services for which the fee is charged.

SECTION 14. TELECOMMUNICATIONS INFRASTRUCTURE ON HIGHWAY RIGHTS OF WAY - LIMITATION - DEPARTMENT OF TRANSPORTATION AND INFORMATION TECHNOLOGY DEPARTMENT STUDY - REPORT. Prior to the department of transportation permitting any nonstate owned, controlled, or leased wireless telecommunication infrastructure used for wireless transmission of voice, data, images, or other signals or information within state highway rights of way, the department of transportation and the information technology department shall study, during the 2017-18 interim, the benefits of allowing wireless telecommunication infrastructure within state highway rights of way and what, if any, requirements of allowing the installation may be in the public interest. The department of transportation and the information technology department shall report the results of the study to the legislative management by June 30, 2018."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

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

	Base Budget	Senate Version	Conference Committee Changes	Conference Committee Version	House Version	Comparison to House
Salaries and wages	$207,778,278	$202,085,692	($607,351)	$201,478,341	$201,874,602	($396,261)
Operating expenses	295,762,751	229,381,646		229,381,646	229,381,646	
Capital assets	700,081,402	770,705,590	396,261	771,101,851	770,705,590	396,261
Grants	62,918,030	72,528,030	(5,000,000)	67,528,030	67,528,030	
Total all funds	$1,266,540,461	$1,274,700,958	($5,211,090)	$1,269,489,868	$1,269,489,868	$0
Less estimated income	1,266,540,461	1,274,700,958	(5,211,090)	1,269,489,868	1,269,489,868	0
General fund	$0	$0	$0	$0	$0	$0
FTE	1080.50	1049.00	(2.00)	1047.00	1044.00	3.00

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Department No. 801 - Department of Transportation - Detail of Conference Committee Changes

	Adjusts Funding for Health Insurance Increases[1]	Removes Funding for a Community Enhancement Program[2]	Removes the 2 FTE Administrator Positions[3]	Total Conference Committee Changes
Salaries and wages	($211,090)		($396,261)	($607,351)
Operating expenses				
Capital assets			396,261	396,261
Grants		(5,000,000)		(5,000,000)
Total all funds	($211,090)	($5,000,000)	$0	($5,211,090)
Less estimated income	(211,090)	(5,000,000)	0	(5,211,090)
General fund	$0	$0	$0	$0
FTE	0.00	0.00	(2.00)	(2.00)

[1] Funding for employee health insurance is adjusted to reflect the updated premium amount of $1,241 per month, the same as the House version.

[2] Funding of $5 million for a North Dakota community enhancement program is removed, the same as the House version. The Senate included $5 million for this program as recommended by Governor Burgum.

[3] Two FTE administrator positions are removed. Funding of $396,261 for the positions is transferred from the salaries and wages line item to the capital assets line item. The House removed 5 FTE adminstrative positions but left the funding in the salaries and wages line item.

This amendment also:

- Adds a section identifying the cost of the health insurance premium increase, the same as the House version.
- Increases the use of enhanced state highway investment funding transferred from the general fund to the highway fund by the 2015 Legislative Assembly for matching federal highway construction funds during the 2017-19 biennium from $5.7 million to $16.3 million, the same as the House version. The Senate authorized the use of $5.7 million.
- Removes a section authorizing the use of $5 million in enhanced state highway investment funding transferred from the general fund to the highway fund by the 2015 Legislative Assembly for the North Dakota community enhancement program during the 2017-19 biennium, the same as the House version.
- Adds a section directing the department to consult with political subdivisions in the areas where highway maintenance section sites may be closed. The House included a similar section.
- The conference committee did not include a section included in the House version to amend North Dakota Century Code Section 39-01-09, relating to parking meters, and providing that 20 percent of the revenue generated from parking meters, except those on property of state higher education institutions be deposited in the public transportation fund.
- Adds a section requiring the department to study the manner in which it provides snow and ice control services and to provide a report to the Legislative Management, the same as the House version.
- Adds a section requiring the department to study options to consolidate transportation facilities within Williams County and the Williston district headquarters and to provide a report to the Legislative Management, and the 2019 Legislative Assembly, the same as the House version.
- Adds a section providing for a Legislative Management study of transportation funding, the same as the House version.
- Adds a section directing the department to report annually to the Budget Section during the 2017-18 interim, regarding all fees charged by the agency in comparison to the actual cost incurred for the resulting services provided, the same as the House version.

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- The conference committee did not include a section added by the House to prohibit the department from closing a driver's license service site that processed 600 or more transactions during the prior state fiscal year.
- A section is added requiring the department and the Information Technology Department to study the benefits of allowing wireless telecommunication infrastructure within state highway rights of way before providing permits for the construction of wireless telecommunication infrastructure.

Date: _____
Roll Call Vote #: _____

2017 SENATE CONFERENCE COMMITTEE
ROLL CALL VOTES

Attendance Sheet

BILL/RESOLUTION NO. 2012 as (re) engrossed

Senate Appropriations Committee

Action Taken

- ☐ **SENATE accede to House Amendments**
- ☐ **SENATE accede to House Amendments and further amend**
- ☐ **HOUSE recede from House amendments**
- ☐ **HOUSE recede from House amendments and amend as follows**

☐ **Unable to agree**, recommends that the committee be discharged and a new committee be appointed

Motion Made by: _____ Seconded by: _____

Senators	4/11	4/12	4/14	Yes	No	Representatives	4/11	4/12	4/14	Yes	No
Senator G. Lee	✓	✓	✓			Rep. Brandenburg	✓	✓			
Senator Oehlke	✓	✓	✓			Rep. Kempenich	✓	✓	✓		
Senator Grabinger	✓	✓	✓			Rep. Delmore	✓	✓	✓		
Total Senate Vote						Total Rep. Vote					

Vote Count Yes: _____ No: _____ Absent: _____

Senate Carrier _____ House Carrier _____

LC Number _____ . _____ of amendment

LC Title # _____ . _____ of engrossment

Emergency clause added or deleted

Statement of purpose of amendment

Date: 4/14/2017
Roll Call Vote #: 1

2017 SENATE CONFERENCE COMMITTEE
ROLL CALL VOTES

BILL/RESOLUTION NO. **2012** as (re) engrossed

Senate Appropriations Committee

Action Taken

- ☐ **SENATE accede to House Amendments**
- ☐ **SENATE accede to House Amendments and further amend**
- ☐ **HOUSE recede from House amendments**
- ☐ **HOUSE recede from House amendments and amend as follows**

- ☐ **Unable to agree**, recommends that the committee be discharged and a new committee be appointed

Motion: To reinstate 3 of the FTEs that were removed and of the two FTEs that were removed, the dollars would be moved from the salary line to the capital assets line.

Motion Made by: Representative Brandenburg Seconded by: Representative Kempenich

Senators				Yes	No	Representatives				Yes	No
Senator G. Lee				Y		Representative Brandenburg				Y	
Senator Oehlke				Y		Representative Kempenich				Y	
Senator Grabinger				Y		Representative Delmore				Y	
Total Senate Vote				3	0	Total Rep. Vote				3	0

Vote Count Yes: 6 No: 0 Absent: 0

Senate Carrier _____ House Carrier _____

LC Number _____ . _____ of amendment

LC Title # _____ . _____ of engrossment

Emergency clause added or deleted

Statement of purpose of amendment

Date: 4/14/2017
Roll Call Vote #: 2

2017 SENATE CONFERENCE COMMITTEE
ROLL CALL VOTES

BILL/RESOLUTION NO. 2012 as (re) engrossed

Senate Appropriations Committee

Action Taken
- ☐ **SENATE accede to House Amendments**
- ☐ **SENATE accede to House Amendments and further amend**
- ☐ **HOUSE recede from House amendments**
- ☐ **HOUSE recede from House amendments and amend as follows**

☐ **Unable to agree**, recommends that the committee be discharged and a new committee be appointed

Motion: To accept amendment 17.0520.02028

Motion Made by: Representative Brandenburg Seconded by: Senator Grabinger

Senators				Yes	No	Representatives				Yes	No
Senator G. Lee				Y		Representative Brandenburg				Y	
Senator Oehlke				Y		Representative Kempenich				Y	
Senator Grabinger				Y		Representative Delmore				Y	
Total Senate Vote				3	0	Total Rep. Vote				3	0

Vote Count Yes: 6 No: 0 Absent: 0

Senate Carrier _____ House Carrier _____

LC Number _____ . _____ of amendment

LC Title # _____ . _____ of engrossment

Emergency clause added or deleted

Statement of purpose of amendment

Date: 4/14/2017
Roll Call Vote #: 3

2017 SENATE CONFERENCE COMMITTEE
ROLL CALL VOTES

BILL/RESOLUTION NO. 2012 as (re) engrossed

Senate Appropriations Committee

Action Taken

- ☐ **SENATE accede to House Amendments**
- ☐ **SENATE accede to House Amendments and further amend**
- ☐ **HOUSE recede from House amendments**
- ☐ **HOUSE recede from House amendments and amend as follows**

- ☐ **Unable to agree**, recommends that the committee be discharged and a new committee be appointed

Motion: To accept amendment 17.0520.02026 **Voice vote – all were in favor.**

Motion Made by: Representative Delmore Seconded by: Senator Oehlke

Senators				Yes	No	Representatives				Yes	No
Senator G. Lee						Representative Brandenburg					
Senator Oehlke						Representative Kempenich					
Senator Grabinger						Representative Delmore					
Total Senate Vote						Total Rep. Vote					

Vote Count Yes: _____ No: _____ Absent: _____

Senate Carrier _____ House Carrier _____

LC Number _____ . _____ of amendment

LC Title # _____ . _____ of engrossment

Emergency clause added or deleted

Statement of purpose of amendment

Date: 4/14/2017
Roll Call Vote #: 4

2017 SENATE CONFERENCE COMMITTEE
ROLL CALL VOTES

BILL/RESOLUTION NO. 2012 as (re) engrossed

Senate Appropriations Committee

Action Taken

☐ **SENATE accede to House Amendments**
☐ **SENATE accede to House Amendments and further amend**
☐ **HOUSE recede from House amendments**
☐ **HOUSE recede from House amendments and amend as follows**

☐ **Unable to agree**, recommends that the committee be discharged and a new committee be appointed

Motion: To change the date on amendment 17.0520.02028 to read November 1 to March 31.

Motion Made by: Representative Brandenburg Seconded by: Senator Grabinger

Senators				Yes	No		Representatives				Yes	No
Senator G. Lee				Y			Representative Brandenburg				Y	
Senator Oehlke				Y			Representative Kempenich				Y	
Senator Grabinger				Y			Representative Delmore				Y	
Total Senate Vote				3	0		Total Rep. Vote				3	0

Vote Count Yes: 6 No: 0 Absent: 0

Senate Carrier _____ House Carrier _____

LC Number _____ . _____ of amendment

LC Title # _____ . _____ of engrossment

Emergency clause added or deleted

Statement of purpose of amendment

Date: 4/14/2017
Roll Call Vote #: 5

2017 SENATE CONFERENCE COMMITTEE
ROLL CALL VOTES

BILL/RESOLUTION NO. **2012** as (re) engrossed

Senate Appropriations Committee

Action Taken
- ☐ **SENATE accede to House Amendments**
- ☐ **SENATE accede to House Amendments and further amend**
- ☐ **HOUSE recede from House amendments**
- ☐ **HOUSE recede from House amendments and amend as follows**

☐ **Unable to agree**, recommends that the committee be discharged and a new committee be appointed

Motion: To adopt amendment 17.0520.02027 (parking meters)

Motion Made by: Representative Delmore Seconded by: Senator Oehlke

Senators				Yes	No	Representatives				Yes	No
Senator G. Lee					N	Representative Brandenburg					N
Senator Oehlke					N	Representative Kempenich					N
Senator Grabinger					N	Representative Delmore					N
Total Senate Vote				0	3	Total Rep. Vote				0	3

Vote Count Yes: 0 No: 6 Absent: 0

Senate Carrier _____ House Carrier _____

LC Number _____ . _____ of amendment

LC Title # _____ . _____ of engrossment

Emergency clause added or deleted

Statement of purpose of amendment

Motion fails.

Date: 4/14/2017
Roll Call Vote #: 6

2017 SENATE CONFERENCE COMMITTEE
ROLL CALL VOTES

BILL/RESOLUTION NO. **2012** as (re) engrossed

Senate Appropriations Committee

Action Taken

- ☐ **SENATE accede to House Amendments**
- ☐ **SENATE accede to House Amendments and further amend**
- ☐ **HOUSE recede from House amendments**
- ☐ **HOUSE recede from House amendments and amend as follows**

- ☐ **Unable to agree**, recommends that the committee be discharged and a new committee be appointed

Motion: Remove section 11 from the bill.

Motion Made by: Senator Grabinger Seconded by: Senator Oehlke

Senators				Yes	No		Representatives				Yes	No
Senator G. Lee				Y			Representative Brandenburg				Y	
Senator Oehlke				Y			Representative Kempenich				Y	
Senator Grabinger				Y			Representative Delmore				Y	
Total Senate Vote				3	0		Total Rep. Vote				3	0

Vote Count Yes: 6 No: 0 Absent: 0

Senate Carrier _____ House Carrier _____

LC Number _____ . _____ of amendment

LC Title # _____ . _____ of engrossment

Emergency clause added or deleted

Statement of purpose of amendment

Date: 4/14/2017
Roll Call Vote #: 7

2017 SENATE CONFERENCE COMMITTEE
ROLL CALL VOTES

BILL/RESOLUTION NO. **2012** as (re) engrossed

Senate Appropriations Committee

Action Taken
- ☐ **SENATE accede to House Amendments**
- ☐ **SENATE accede to House Amendments and further amend**
- ☐ **HOUSE recede from House amendments**
- ☐ **HOUSE recede from House amendments and amend as follows**

☐ **Unable to agree**, recommends that the committee be discharged and a new committee be appointed

Motion: Remove Section 9 from the bill.

Motion Made by: Senator Grabinger Seconded by: Representative Brandenburg

Senators				Yes	No		Representatives				Yes	No
Senator G. Lee				Y			Representative Brandenburg				Y	
Senator Oehlke				Y			Representative Kempenich				Y	
Senator Grabinger				Y			Representative Delmore				Y	
Total Senate Vote				3	0		Total Rep. Vote				3	0

Vote Count Yes: 6 No: 0 Absent: 0

Senate Carrier _____ House Carrier _____

LC Number _____ . _____ of amendment

LC Title # _____ . _____ of engrossment

Emergency clause added or deleted

Statement of purpose of amendment

Date: 4/14/2017
Roll Call Vote #: 8

2017 SENATE CONFERENCE COMMITTEE
ROLL CALL VOTES

BILL/RESOLUTION NO. 2012 as (re) engrossed

Senate Appropriations Committee

Action Taken

- ☐ **SENATE accede to House Amendments**
- ☐ **SENATE accede to House Amendments and further amend**
- ☐ **HOUSE recede from House amendments**
- ☒ **HOUSE recede from House amendments and amend as follows**

☐ **Unable to agree**, recommends that the committee be discharged and a new committee be appointed

Motion Made by: Representative Brandenburg Seconded by: Representative Delmore

Senators				Yes	No	Representatives				Yes	No
Senator G. Lee				Y		Representative Brandenburg				Y	
Senator Oehlke				Y		Representative Kempenich				Y	
Senator Grabinger				Y		Representative Delmore				Y	
Total Senate Vote				3	0	Total Rep. Vote				3	0

Vote Count Yes: 6 No: 0 Absent: 0

Senate Carrier G. Lee House Carrier Rep. Brandenburg

LC Number 17.052 . 02029 of amendment

LC Title # 17.052 . 04000 of engrossment

Emergency clause added or deleted

Statement of purpose of amendment

Insert LC: 17.0520.02029
Senate Carrier: G. Lee
House Carrier: Brandenburg

REPORT OF CONFERENCE COMMITTEE

SB 2012, as engrossed: Your conference committee (Sens. G. Lee, Oehlke, Grabinger and Reps. Brandenburg, Kempenich, Delmore) recommends that the **HOUSE RECEDE** from the House amendments as printed on SJ pages 1331-1335, adopt amendments as follows, and place SB 2012 on the Seventh order:

That the House recede from its amendments as printed on pages 1208-1211 of the Senate Journal and pages 1331-1335 of the House Journal and that Senate Bill No. 2012 be amended as follows:

Page 1, line 3, replace "and" with "to provide for disposition of maintenance section sites;"

Page 1, line 4, after "exemptions" insert "; to provide for studies; and to provide for reports"

Page 1, replace line 13 with:

"Salaries and wages	$207,778,278	($6,299,937)	$201,478,341"

Page 1, replace lines 15 through 18 with:

"Capital assets	700,081,402	71,020,449	771,101,851
Grants	62,918,030	4,610,000	67,528,030
Total special funds	$1,266,540,461	$2,949,407	$1,269,489,868
Full-time equivalent positions	1,080.50	(33.50)	1,047.00

SECTION 2. HEALTH INSURANCE INCREASE. The salaries and wages line item in section 1 of this Act includes the sum of $2,702,395 from other funds for increases in employee health insurance premiums from $1,130 to $1,241 per month."

Page 2, line 16, replace "$5,700,000" with "$16,300,000"

Page 2, remove lines 20 through 25

Page 3, after line 6, insert:

"**SECTION 8. DISPOSITION OF MAINTENANCE SECTION SITES.** Notwithstanding any other provision of law, the department of transportation may discontinue operations of department maintenance section sites in New England, Starkweather, Fessenden, Courtenay, Gackle, Litchville, Finley, and Mayville as provided in this section.

1. During the biennium beginning July 1, 2017, and ending June 30, 2019, the department may not dispose of any real property assigned to a section site where operations are being discontinued.

2. The department shall consult with representatives of the political subdivisions in which the section site is located, in the following order: first with the county, second with the city, and third with the township. If requested by any of the political subdivisions, the department shall negotiate a lease agreement with that political subdivision regarding the use of the section site and facilities. The lease agreement must address, at a minimum, the following:

   a. The political subdivision may use the department's maintenance site and building, road oil tank, and shop equipment contained in the building. The political subdivision must be responsible for all routine maintenance and utility costs.

b. If requested by the political subdivision, the department may transfer ownership of an equipped snow plow to the political subdivision. The snow plow must be one that the department intends to dispose of as part of its equipment replacement schedule.

c. The department may charge a reasonable fee to the political subdivision under the lease.

d. The department shall retain the use of salt buildings located on the property, the right to park one vehicle inside the maintenance building during a major winter storm, the use of an electrical outlet to plug in various vehicles for wintertime loading of deicing materials, and the right to use a portion of the site for a salt and sand pile for winter snow and ice control operations.

e. If an emergency occurs in or around a section site, and the department is unable to respond, the political subdivision may agree to have an individual available to respond to the emergency. The political subdivision may establish a process that allows emergency response teams to contact the political subdivision to allow it to respond to an emergency occurring within the area currently served by the section site. The response may require the political subdivision to provide snow and ice control on the state highway system for an emergency situation.

3. If the department does not enter a lease agreement for a section site during the biennium beginning July 1, 2017, and ending June 30, 2019, the department may dispose of the section site property in accordance with state law after June 30, 2019.

4. If the department has an employee whose home residence is located within the vicinity of the maintenance section the department intends to discontinue, the department shall locate one of its snow plows at or near the maintenance section site during a major winter storm event from November 1 through March 31 of each fiscal year."

Page 4, after line 17, insert:

"**SECTION 10. DEPARTMENT OF TRANSPORTATION STUDY - SNOW AND ICE CONTROL SERVICES - REPORT TO LEGISLATIVE MANAGEMENT.** During the 2017-18 interim, the department of transportation shall study the manner in which it provides snow and ice control services on the state highway system, including the existing costs for these services and any potential savings available in providing these services. Based on its findings, the department shall determine the most efficient and effective manner in which to provide snow and ice control services. The department shall provide a report to the legislative management before July 1, 2018, regarding the results of the study.

SECTION 11. DEPARTMENT OF TRANSPORTATION STUDY - CONSOLIDATION OF SERVICES - REPORT TO LEGISLATIVE MANAGEMENT - REPORT TO SIXTY-SIXTH LEGISLATIVE ASSEMBLY. During the 2017-18 interim, the department of transportation shall study options to consolidate transportation facilities within Williams County and the Williston district headquarters. The department shall provide the final report, including the results of the study, to the legislative management before July 1, 2018. If the results of the study determine that it is beneficial to consolidate facilities, the department may proceed with consolidation efforts. Before the completion of the study and the determination of whether the consolidation of facilities is beneficial, the department may not construct any new buildings at the Williston district headquarters. The department shall provide

reports to the appropriations committees of the sixty-sixth legislative assembly regarding the study and the outcomes of the study.

SECTION 12. LEGISLATIVE MANAGEMENT STUDY - TRANSPORTATION FUNDING. During the 2017-18 interim, the legislative management shall consider studying the funding mechanisms and options available to the department of transportation, political subdivisions, and public transportation providers, for road construction, maintenance, other transportation infrastructure needs, and transit services. The legislative management shall report its findings and recommendations, together with any legislation necessary to implement the recommendations, to the sixty-sixth legislative assembly.

SECTION 13. DEPARTMENT OF TRANSPORTATION FEES - REPORT TO BUDGET SECTION. The department of transportation shall report to the legislative management's budget section by September 30, 2017, and by September 30, 2018, regarding all fees charged by the department in comparison to the actual cost of providing the services for which the fee is charged.

SECTION 14. TELECOMMUNICATIONS INFRASTRUCTURE ON HIGHWAY RIGHTS OF WAY - LIMITATION - DEPARTMENT OF TRANSPORTATION AND INFORMATION TECHNOLOGY DEPARTMENT STUDY - REPORT. Prior to the department of transportation permitting any nonstate owned, controlled, or leased wireless telecommunication infrastructure used for wireless transmission of voice, data, images, or other signals or information within state highway rights of way, the department of transportation and the information technology department shall study, during the 2017-18 interim, the benefits of allowing wireless telecommunication infrastructure within state highway rights of way and what, if any, requirements of allowing the installation may be in the public interest. The department of transportation and the information technology department shall report the results of the study to the legislative management by June 30, 2018."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

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

	Base Budget	Senate Version	Conference Committee Changes	Conference Committee Version	House Version	Comparison to House
Salaries and wages	$207,778,278	$202,085,692	($607,351)	$201,478,341	$201,874,602	($396,261)
Operating expenses	295,762,751	229,381,646		229,381,646	229,381,646	
Capital assets	700,081,402	770,705,590	396,261	771,101,851	770,705,590	396,261
Grants	62,918,030	72,528,030	(5,000,000)	67,528,030	67,528,030	
Total all funds	$1,266,540,461	$1,274,700,958	($5,211,090)	$1,269,489,868	$1,269,489,868	$0
Less estimated income	1,266,540,461	1,274,700,958	(5,211,090)	1,269,489,868	1,269,489,868	0
General fund	$0	$0	$0	$0	$0	$0
FTE	1080.50	1049.00	(2.00)	1047.00	1044.00	3.00

Department No. 801 - Department of Transportation - Detail of Conference Committee Changes

	Adjusts Funding for Health	Removes Funding for a Community	Removes the 2 FTE Administrator	Total Conference Committee

	Insurance Increases[1]	Enhancement Program[2]	Positions[3]	Changes
Salaries and wages	($211,090)		($396,261)	($607,351)
Operating expenses				
Capital assets			396,261	396,261
Grants		(5,000,000)		(5,000,000)
Total all funds	($211,090)	($5,000,000)	$0	($5,211,090)
Less estimated income	(211,090)	(5,000,000)	0	(5,211,090)
General fund	$0	$0	$0	$0
FTE	0.00	0.00	(2.00)	(2.00)

[1] Funding for employee health insurance is adjusted to reflect the updated premium amount of $1,241 per month, the same as the House version.

[2] Funding of $5 million for a North Dakota community enhancement program is removed, the same as the House version. The Senate included $5 million for this program as recommended by Governor Burgum.

[3] Two FTE administrator positions are removed. Funding of $396,261 for the positions is transferred from the salaries and wages line item to the capital assets line item. The House removed 5 FTE adminstrative positions but left the funding in the salaries and wages line item.

This amendment also:

- Adds a section identifying the cost of the health insurance premium increase, the same as the House version.
- Increases the use of enhanced state highway investment funding transferred from the general fund to the highway fund by the 2015 Legislative Assembly for matching federal highway construction funds during the 2017-19 biennium from $5.7 million to $16.3 million, the same as the House version. The Senate authorized the use of $5.7 million.
- Removes a section authorizing the use of $5 million in enhanced state highway investment funding transferred from the general fund to the highway fund by the 2015 Legislative Assembly for the North Dakota community enhancement program during the 2017-19 biennium, the same as the House version.
- Adds a section directing the department to consult with political subdivisions in the areas where highway maintenance section sites may be closed. The House included a similar section.
- The conference committee did not include a section included in the House version to amend North Dakota Century Code Section 39-01-09, relating to parking meters, and providing that 20 percent of the revenue generated from parking meters, except those on property of state higher education institutions be deposited in the public transportation fund.
- Adds a section requiring the department to study the manner in which it provides snow and ice control services and to provide a report to the Legislative Management, the same as the House version.
- Adds a section requiring the department to study options to consolidate transportation facilities within Williams County and the Williston district headquarters and to provide a report to the Legislative Management, and the 2019 Legislative Assembly, the same as the House version.
- Adds a section providing for a Legislative Management study of transportation funding, the same as the House version.

- Adds a section directing the department to report annually to the Budget Section during the 2017-18 interim, regarding all fees charged by the agency in comparison to the actual cost incurred for the resulting services provided, the same as the House version.
- The conference committee did not include a section added by the House to prohibit the department from closing a driver's license service site that processed 600 or more transactions during the prior state fiscal year.
- A section is added requiring the department and the Information Technology Department to study the benefits of allowing wireless telecommunication infrastructure within state highway rights of way before providing permits for the construction of wireless telecommunication infrastructure.

Engrossed SB 2012 was placed on the Seventh order of business on the calendar.

2017 TESTIMONY

SB 2012

Department 801 - Department of Transportation
Senate Bill Nos. 2012 and 2072

Executive Budget Comparison to Prior Biennium Appropriations

	FTE Positions	General Fund	Other Funds	Total
2017-19 Executive Budget	1,054.00	$0	$1,276,870,224	$1,276,870,224
2015-17 Adjusted Legislative Appropriations[1]	1,080.50	613,382,959[2]	2,621,156,019	3,234,538,978
Increase (Decrease)	(26.50)	($613,382,959)	($1,344,285,795)	($1,957,668,754)

[1]The 2015-17 biennium agency appropriation amounts reflect general fund budget reductions made in August 2016, but do not include $2,433,072 of allocations from the general fund to the agency from the state agency energy impact funding pool for temporary salary adjustments for agency employees located in areas of the state affected by energy development and $35,186 for temporary employee health insurance.

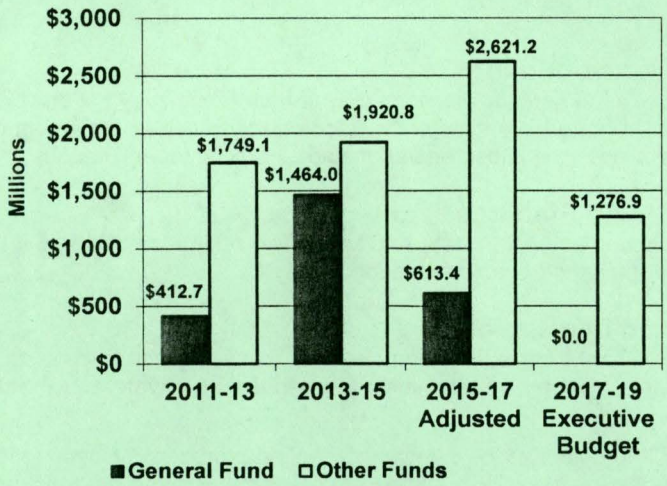
[2]The 2015-17 adjusted general fund appropriation amount includes the following:

- $470.2 million transfer to the highway fund
- $104.7 million for allocations to non-oil-producing counties
- $18.7 million contingent transfer to the highway fund
- $16.8 million transfer to the highway fund
- $1.9 million transfer to the special road fund
- $934,500 for motor coach reimbursement
- $186,900 contingent transfer to public transportation
- $56,070 for a truck size and weight harmonization study

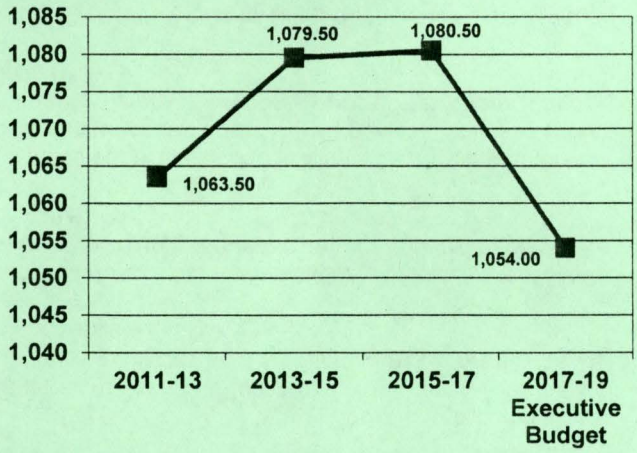
Ongoing and One-Time General Fund Appropriations

	Ongoing General Fund Appropriation	One-Time General Fund Appropriation	Total General Fund Appropriation
2017-19 Executive Budget	$0	$0	$0
2015-17 Adjusted Legislative Appropriations	0	613,382,959	613,382,959
Increase (Decrease)	$0	($613,382,959)	($613,382,959)

Agency Funding



FTE Positions



Executive Budget Comparison to Base Level

	General Fund	Other Funds	Total
2017-19 Executive Budget	$0	$1,276,870,224	$1,276,870,224
2017-19 Base Level	0	1,266,540,461	1,266,540,461
Increase (Decrease)	$0	$10,329,763	$10,329,763

Attached as an appendix is a detailed comparison of the executive budget to the agency's base level appropriations

Executive Budget Highlights

	General Fund	Other Funds	Total
1. Adds funding for state employee salary and benefit increases, of which $807,704 is for salary increases and $2,913,485 is for health insurance increases	$0	$3,721,189	$3,721,189
2. Removes 21.5 vacant FTE positions	$0	($3,427,063)	($3,427,063)
3. Removes 5 FTE positions ($658,219) and related operating expenses ($628,400) through consolidation of the maintenance sections	$0	($1,286,619)	($1,286,619)
4. Reduces funding for operating expenses	$0	($34,455,416)	($34,455,416)
5. Adds funding for capital assets	$0	$43,912,796	$43,912,796
6. Adds funding for grants	$0	$4,610,000	$4,610,000
7. Reduces funding for driver's license field sites	$0	($160,293)	($160,293)

Other Bill Sections Recommended to be Added in the Executive Budget (As Detailed in Senate Bill No. 2072)

Line item transfers - Section 3 authorizes the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.

Designation of funds for another purpose - Section 4 authorizes the Department of Transportation to use $12.6 million in funding provided by the Legislative Assembly in 2015 House Bill No. 1012, as matching funds for federal highway funding provided by the Federal Highway Administration during the 2019-21 biennium.

Carryover authority - Enhanced state highway investments - Section 5 provides that unexpended 2015-17 biennium appropriations for enhanced state highway investments may be continued into the 2017-19 biennium.

Exemption - Contingent transfer - General fund to special road fund - Section 6 provides that a $2 million transfer from the general fund to the special road fund and an appropriation to the Department of Transportation by the 2015 Legislative Assembly is exempt from North Dakota Century Code Section 54-44.1-11 and is continued into the 2017-19 biennium.

Payback and reallocation of federal aid - Section 7 amends Section 24-02-37 relating to the state highway fund to authorize the Department of Transportation to repay the United States Department of Transportation for previous related expenditures from current biennium appropriations.

Continuing Appropriations

Public transportation fund - Section 39-04.2-04 - Consists of a 1.5 percent allocation from the state highway tax distribution fund. The funds received by the public transportation fund are allocated to each county. Each county receives .4 percent base amount plus $1.50 per capita of population in the county, based upon the latest regular or special official federal census.

Significant Audit Findings

The operational audit for the Department of Transportation conducted by the State Auditor's office during the 2015-16 interim identified a significant audit finding for improper reconciliation of the motor vehicle clearing account.

Major Related Legislation

House Bill No. 1110 - Creates a new section to Chapter 24-02 to authorize the Department of Transportation to contract with private entities for the construction of certain items on the state highway system which will benefit the private entity and the traveling public.

House Bill No. 1111 - Creates a new section to Chapter 24-02 to authorize the Director of the Department of Transportation to enter an agreement with the metro flood diversion authority regarding the portion of the Fargo-Moorhead diversion construction project which will impact the state highway system.

House Bill No. 1128 - Creates new sections to Title 39 related to operator's license and nondriver identification cards and the requirement of documentation and retention of that documentation for substitute operator's licenses.

House Bill No. 1138 - Creates a new subsection to Section 39-04-10.3 regarding personalized license plates. The new subsection authorizes a one-time fee of $100 for a specialized license plate which is identical to a registrant's previously issued nonspecialized license plate and any plates issued under the section are exempt from the additional fee of $25 per registration period.

Senate Bill No. 2045 - Amends Section 39-12-14.1 relating to the deposit of voluntary settlement of extraordinary road use fe charges and Section 39-12-20 relating to the deposit of proceeds of sale to allow the fees collected to continue to be retained by the jurisdiction with the road on which the violation occurred rather than be deposited in the state highway fund.

Senate Bill No. 2109 - Amends Section 24-02-02.3 relating to agreements with tribal governments and removes a requirement that the agreements must be limited to those necessary to meet federal highway program spending requirements.

Department of Transportation - Budget No. 801
Senate Bill Nos. 2012 and 2072
Base Level Funding Changes

	Executive Budget Recommendation			
	FTE Position	General Fund	Other Funds	Total
2017-19 Biennium Base Level	1,080.50	$0	$1,266,540,461	$1,266,540,461
2017-19 Ongoing Funding Changes				
Base payroll changes			($2,584,831)	($2,584,831)
Salary increase - Performance			807,704	807,704
Health insurance increase			2,913,485	2,913,485
Removes vacant FTE positions	(21.50)		(3,427,063)	(3,427,063)
Consolidates maintenance sections	(5.00)		(1,286,619)	(1,286,619)
Reduces funding for driver's license field sites			(160,293)	(160,293)
Adjusts funding for expenses, capital assets, and grants			14,067,380	14,067,380
2015-17 biennium line item transfers				0
Total ongoing funding changes	(26.50)	$0	$10,329,763	$10,329,763
One-time funding items				
No one-time funding items				$0
Total one-time funding changes	0.00	$0	$0	$0
Total Changes to Base Level Funding	(26.50)	$0	$10,329,763	$10,329,763
2017-19 Total Funding	1,054.00	$0	$1,276,870,224	$1,276,870,224

Other Sections in Department of Transportation - Budget No. 801

	Executive Budget Recommendation
Line item transfers	Section 3 authorizes the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.
Designation of funds for another purpose	Section 4 authorizes the Department of Transportation to use $12.6 million in funding provided by the Legislative Assembly in 2015 House Bill No. 1012, as matching funds for federal highway funding provided by the Federal Highway Administration during the 2017-19 biennium.
Carryover authority - Enhanced state highway investments	Section 5 provides that unexpended 2015-17 biennium appropriations for enhanced state highway investments must be continued into the 2017-19 biennium.
Exemption - Contingent transfer - General fund to special road fund	Section 6 provides that a $2 million transfer from the general fund to the special road fund and an appropriation to the Department of Transportation by the 2015 Legislative Assembly is exempt from Section 54-44.1-11 and is continued into the 2017-19 biennium.
Payback and reallocation of federal aid	Section 7 amends Section 24-02-37 relating to the state highway fund to authorize the Department of Transportation to repay the United States Department of Transportation for previous related expenditures from current biennium appropriations.

Department 801 - Department of Transportation

Appropriations Comparisons to the Original and Adjusted Base Budgets

General Fund Appropriations Adjustments

(As a result of the August 2016 General Fund Budget Reductions)

	Ongoing	One-Time	Total
2015-17 original general fund appropriations	$0	$656,375,558	$656,375,558
General fund reductions	0	(42,992,599)	(42,992,599)
Adjusted 2015-17 appropriations	$0	$613,382,959	$613,382,959
Executive Budget changes	0	(613,382,959)	(613,382,959)
2017-19 Executive Budget	$0	$0	$0

Summary of August 2016 General Fund Budget Reductions

	Ongoing	One-Time	Total
Reduced funding for truck size and weight harmonization study (HB 1012)	$0	($3,930)	($3,930)
Reduced funding for motor coach reimbursement (HB 1012)	0	(65,500)	(65,500)
Reduced general fund transfer to highway fund for state highway improvements (HB 1012)	0	(32,954,069)	(32,954,069)
Reduced general fund transfer to highway fund for state highway improvements (SB 2015)	0	(1,179,000)	(1,179,000)
Reduced contingent general fund transfer to highway fund for state highway improvements (SB 2015)	0	(1,310,000)	(1,310,000)
Reduced funding for allocations to non-oil-producing counties (HB 1176)	0	(7,336,000)	(7,336,000)
Reduced general fund transfer to special road fund (HB 1012)	0	(131,000)	(131,000)
Reduced contingent general fund transfer to public transportation fund (HB 1012)	0	(13,100)	(13,100)
Total reductions	$0	($42,992,599)	($42,992,599)
Percentage reduction to ongoing and one-time general fund appropriations		6.55%	6.55%

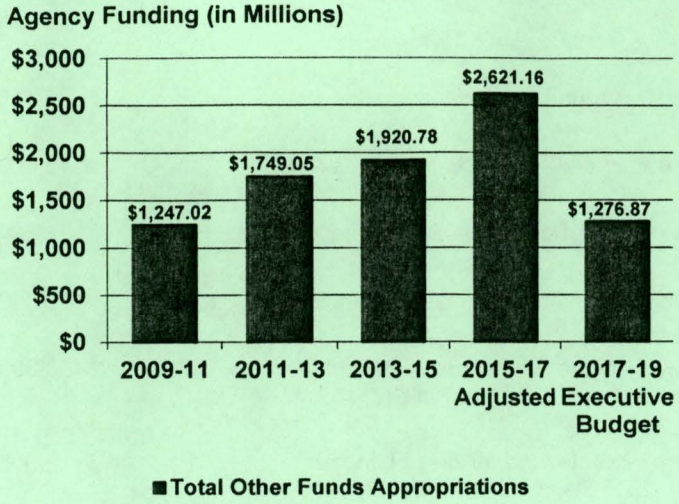
2017-19 Executive Budget Changes to the Original and Adjusted Base Budgets

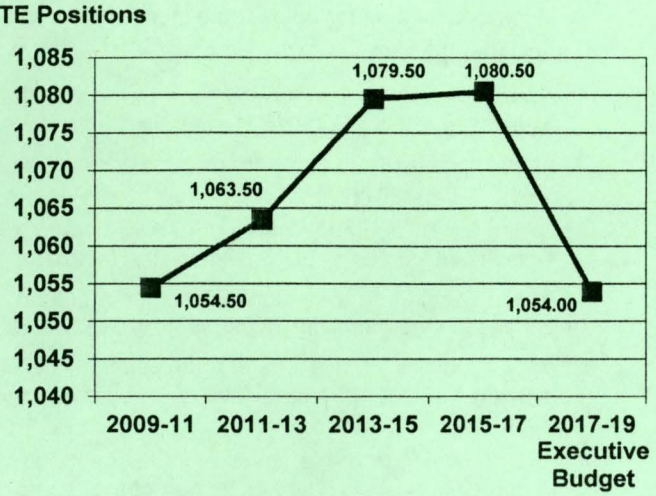
	Changes to Original Budget	Budget Reduction Adjustments	Changes to Adjusted Budget
The Executive Budget does not recommend any general fund appropriations for road projects during the 2017-19 biennium	$0	$0	$0
Total	$0	$0	$0

Department 801 - Department of Transportation

Historical Appropriations Information

Total Other Funds Appropriations Since 2009-11





Total Other Funds Appropriations					
	2009-11	2011-13	2013-15	2015-17 Adjusted	2017-19 Executive Budget
Total other funds appropriations	$1,247,015,588	$1,749,054,459	$1,920,779,434	$2,621,156,019	$1,276,870,224
Increase (decrease) from previous biennium	N/A	$502,038,871	$171,724,975	$700,376,585	($1,344,285,795)
Percentage increase (decrease) from previous biennium	N/A	40.3%	9.8%	36.5%	(51.3%)
Cumulative percentage increase (decrease) from 2009-11 biennium	N/A	40.3%	54.0%	110.2%	2.4%

Major Increases (Decreases) in Other Funds Appropriations

2011-13 Biennium - Ongoing

1. Added funding for 2 motor vehicle licensing specialist FTE positions	$191,948
2. Added funding for 4 driver's license examiner FTE positions	$341,207
3. Added funding for 3 heavy equipment operator FTE positions	$586,959
4. Added funding for roadway maintenance safety items	$15,605,992

2011-13 Biennium - Special Road Funding

1. Added funding from a general fund transfer to the highway fund for extraordinary highway maintenance needs	$228,600,000
2. Added funding from a general fund transfer to the highway fund for road construction in oil-producing counties	$142,000,000

2013-15 Biennium - Ongoing

1. Added funding for 16 FTE positions	$2,357,876

2013-15 Biennium - Special Road Funding

1. Added funding from a general fund transfer to the highway fund for enhanced state highway investments (2013 Senate Bill No. 2012)	$541,600,000
2. Added funding from the general fund for enhanced state highway investments (2013 Senate Bill No. 2176)	$620,000,000
3. Added funding from the general fund for distributions to oil-producing counties (2013 House Bill No. 1358)	$160,000,000

4. Added funding from the general fund for distributions to non-oil-producing counties (2013 House Bill No. 1358)	$120,000,000
2015-17 Biennium - Ongoing	
1. Added funding for 1 environmental scientist III FTE position	$195,143
2. Increased funding for operating expenses	$8,748,743
2015-17 Biennium - Special Road Funding	
1. Added funding from a general fund transfer to the highway fund for enhanced state highway investments (2015 House Bill No. 1012)	$503,115,558
2. Added funding from the general fund for distributions to non-oil-producing counties (2015 House Bill No. 1176)	$112,000,000
3. Added funding from the general fund transfer to the highway fund for enhanced state highway investments (2015 Senate Bill No. 2015)	$18,000,000
4. Added funding from a contingent general fund transfer to the highway fund for enhanced state highway investments (2015 Senate Bill No. 2015)	$20,000,000
5. Added funding from a strategic investment and improvements fund transfer to the highway fund for enhanced state highway investments as part of the "surge" bill (2015 Senate Bill No. 2103)	$450,000,000
6. Added funding from the strategic investment and improvements fund for distributions to non-oil-producing counties as part of the "surge" bill (2015 Senate Bill No. 2103)	$112,000,000
7. Added funding from the strategic investment and improvements fund for distributions to oil-producing counties as part of the "surge" bill (2015 Senate Bill No. 2103)	$240,000,000
2017-19 Biennium - Ongoing	
1. Removes 21.50 vacant FTE positions	($3,427,063)
2. Removes 5 FTE positions ($658,219) and related operating expenses ($628,400) through consolidation of the maintenance sections	($1,286,619)
3. Removes funding for driver's license field sites	($160,293)
4. Reduces funding for operating expenses	($34,455,416)
5. Adds funding for capital assets	$43,912,796
6. Adds funding for grants	$4,610,000

1-9-2017
#1

SB 2012/ SB 2072

TESTIMONY BEFORE SENATE APPROPRIATIONS COMMITTEE

Prepared by
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA

DIRECTOR
Grant Levi, P.E.

JANUARY 9, 2017

Budget Testimony

SB 2012 / SB 2072
January 9, 2017

NDDOT
North Dakota
Department of Transportation

NDDOT's Mission and Vision

Mission:

Safely move people and goods

Vision:

North Dakota's Transportation Leader promoting:

Safe Ways – Superior Service – Economic Growth

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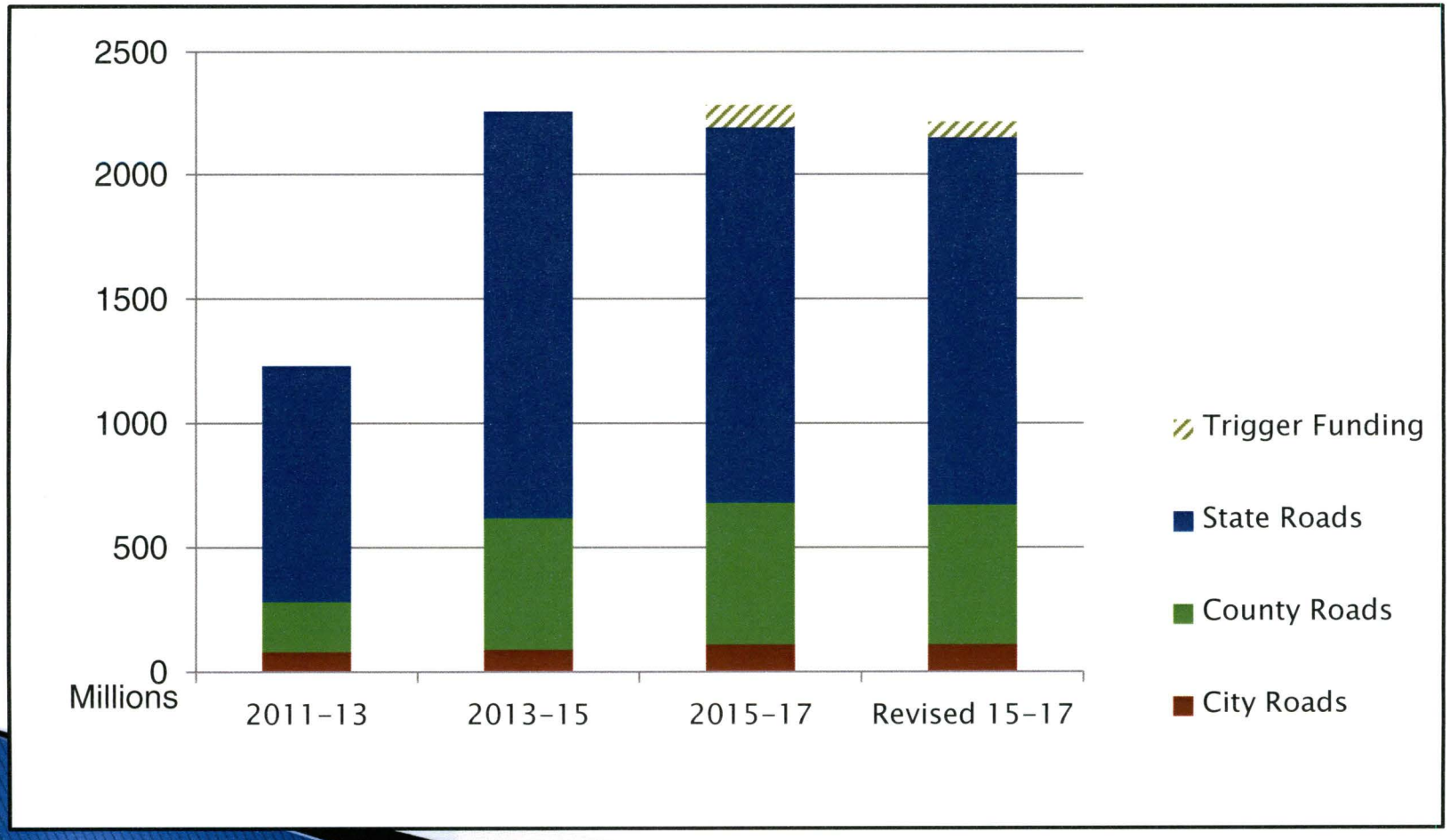
Historic Investments in Transportation

- The state has invested $2.3 billion in one-time state funding for state highways since 2011.
- $879 million of state funding has been invested in county road improvements since 2011.



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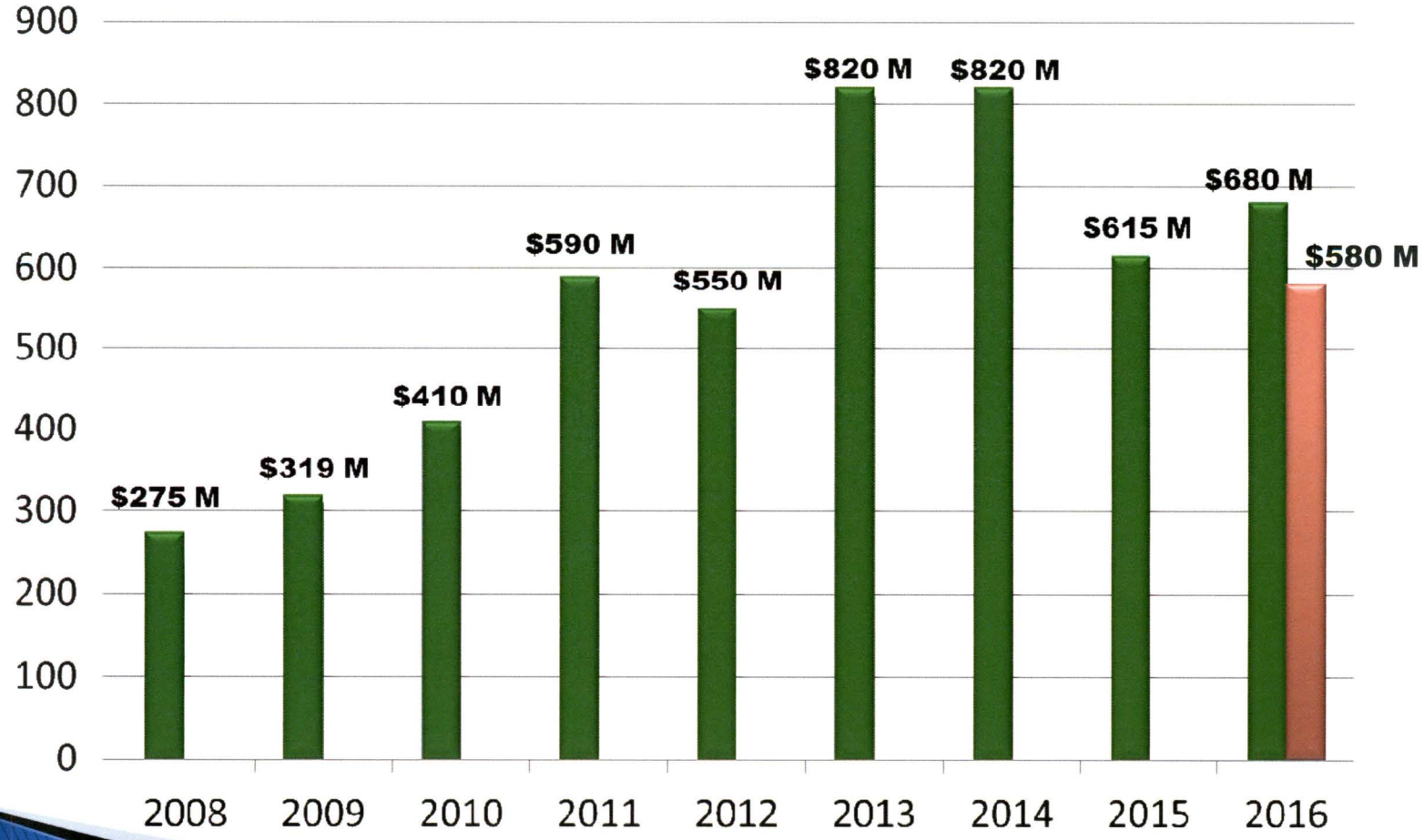
Record Construction Programs

The Department has had some of the largest road construction programs in state history over the past six years.



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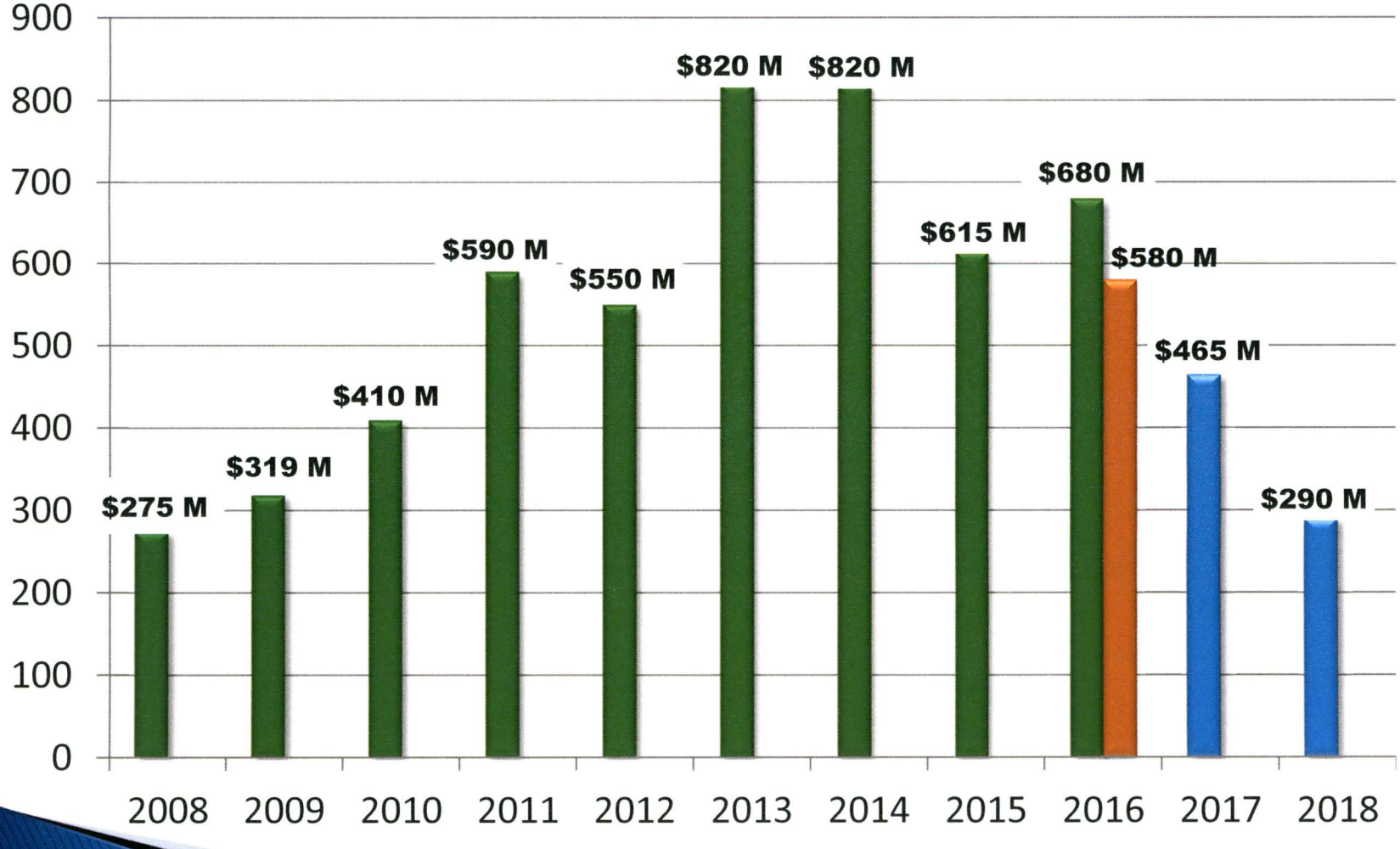
Future Construction Programs



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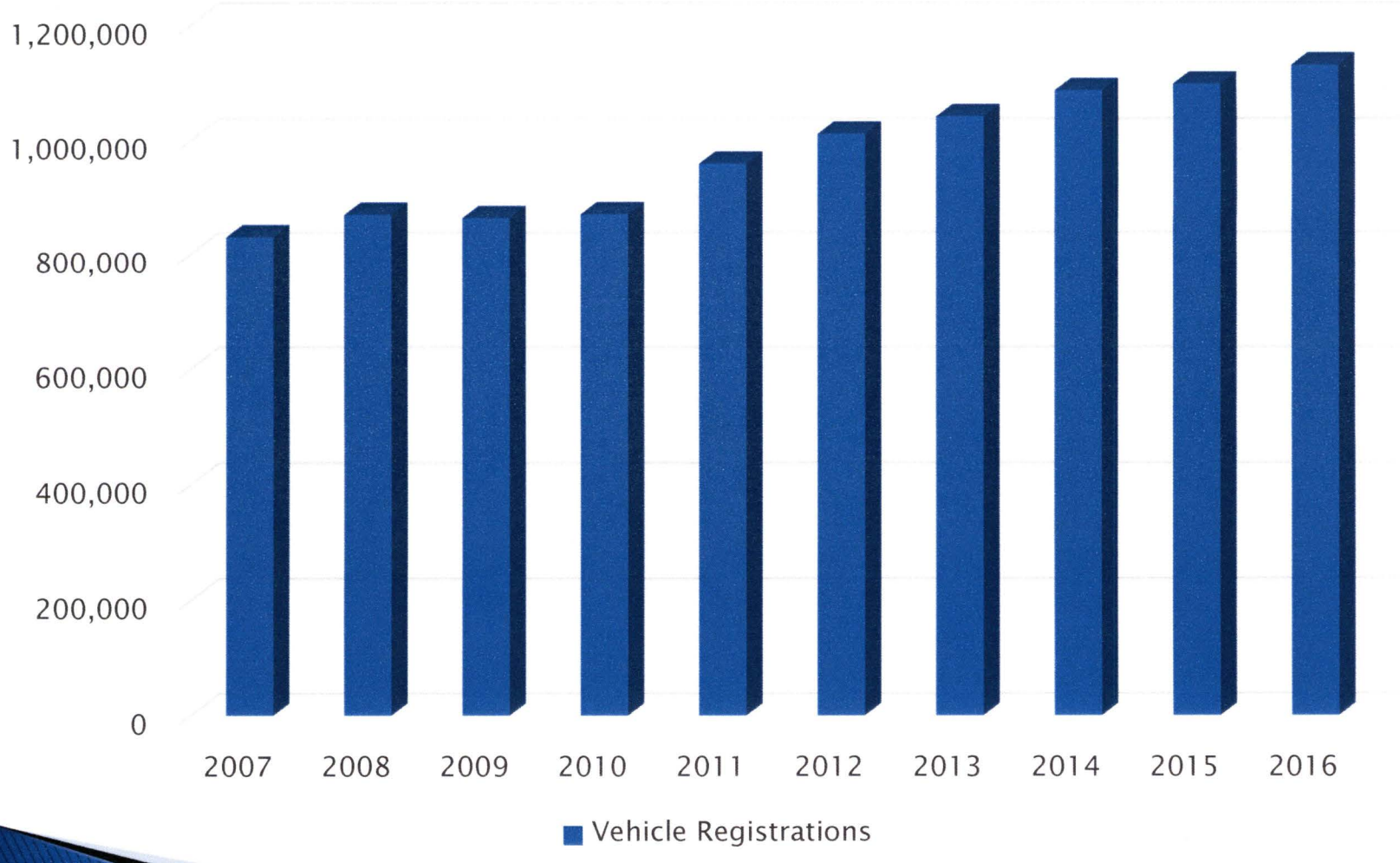
Growing Population

- North Dakota's population is at an all-time high.
- The latest U.S. Census Bureau estimates show 757,952 residents this year, an increase of 1,117 from last year.
- Since the 2010 census, North Dakota is estimated to have grown by 85,361 residents, including just over 28,000 from natural growth and nearly 56,300 in net migration.
- According to the State Census Office - North Dakota remains the state with the highest percentage of growth since the 2010 census at 12.7 percent, followed by Texas at 10.8 percent and Utah at 10.4 percent.

Motor Vehicle Registrations



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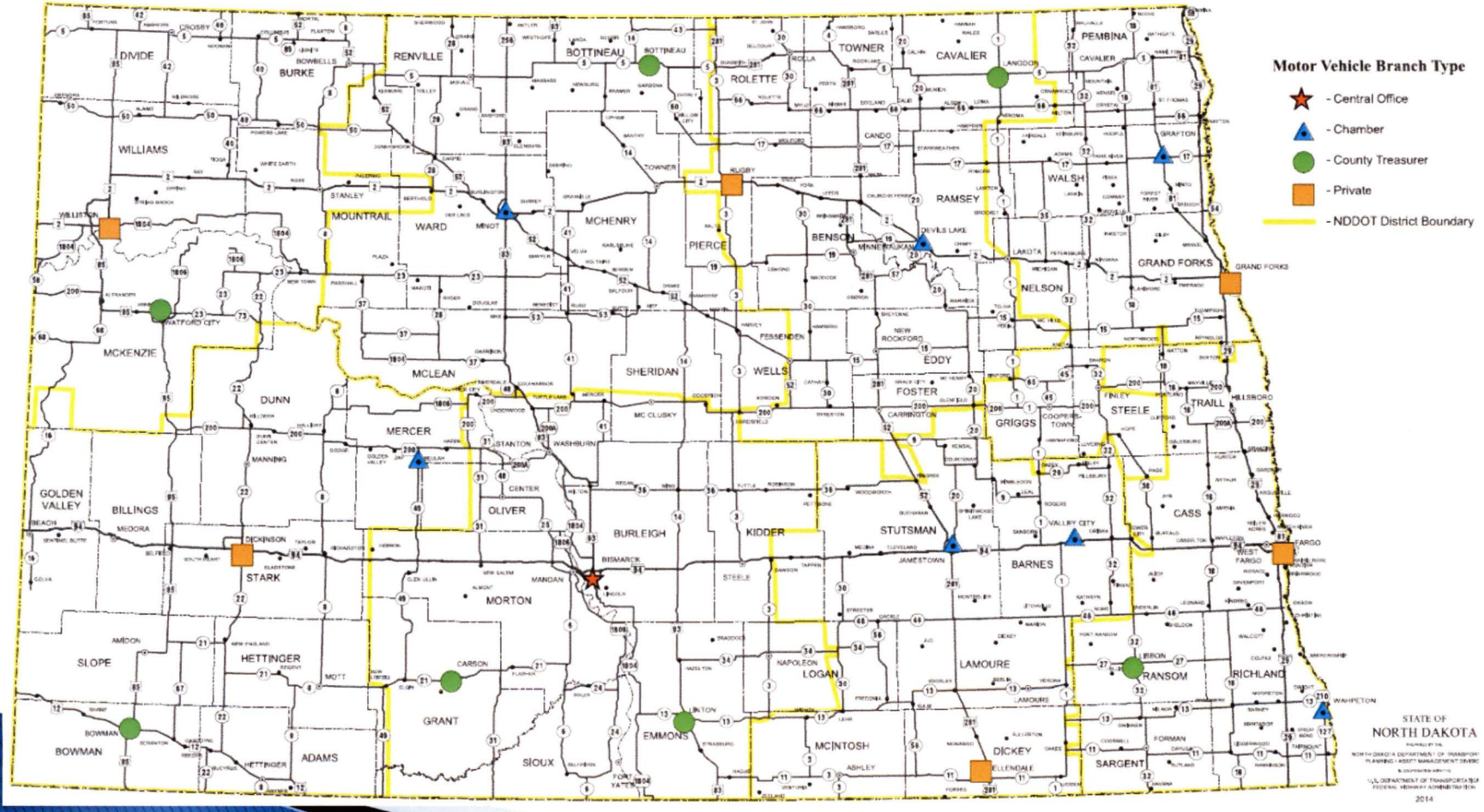
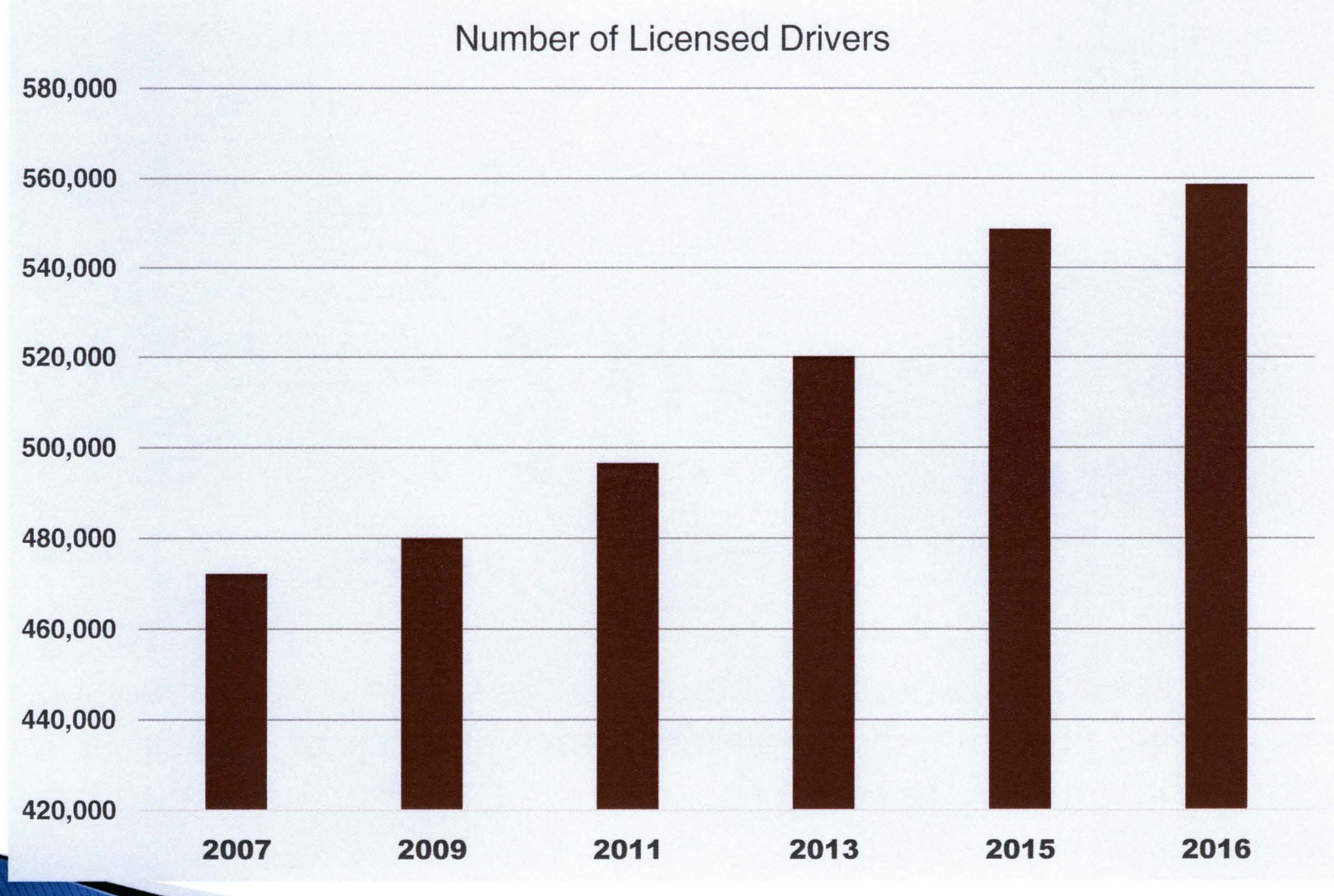
Motor Vehicle Offices

Motor Vehicle services are provided at one main office in Bismarck that is operated by state employees and 20 branch offices (7 chamber sites, 7 county treasurer sites and 6 private business sites) located throughout the state. The branch offices are not operated by state employees and are contracted to various entities on a for profit basis.



Licensed Drivers in North Dakota



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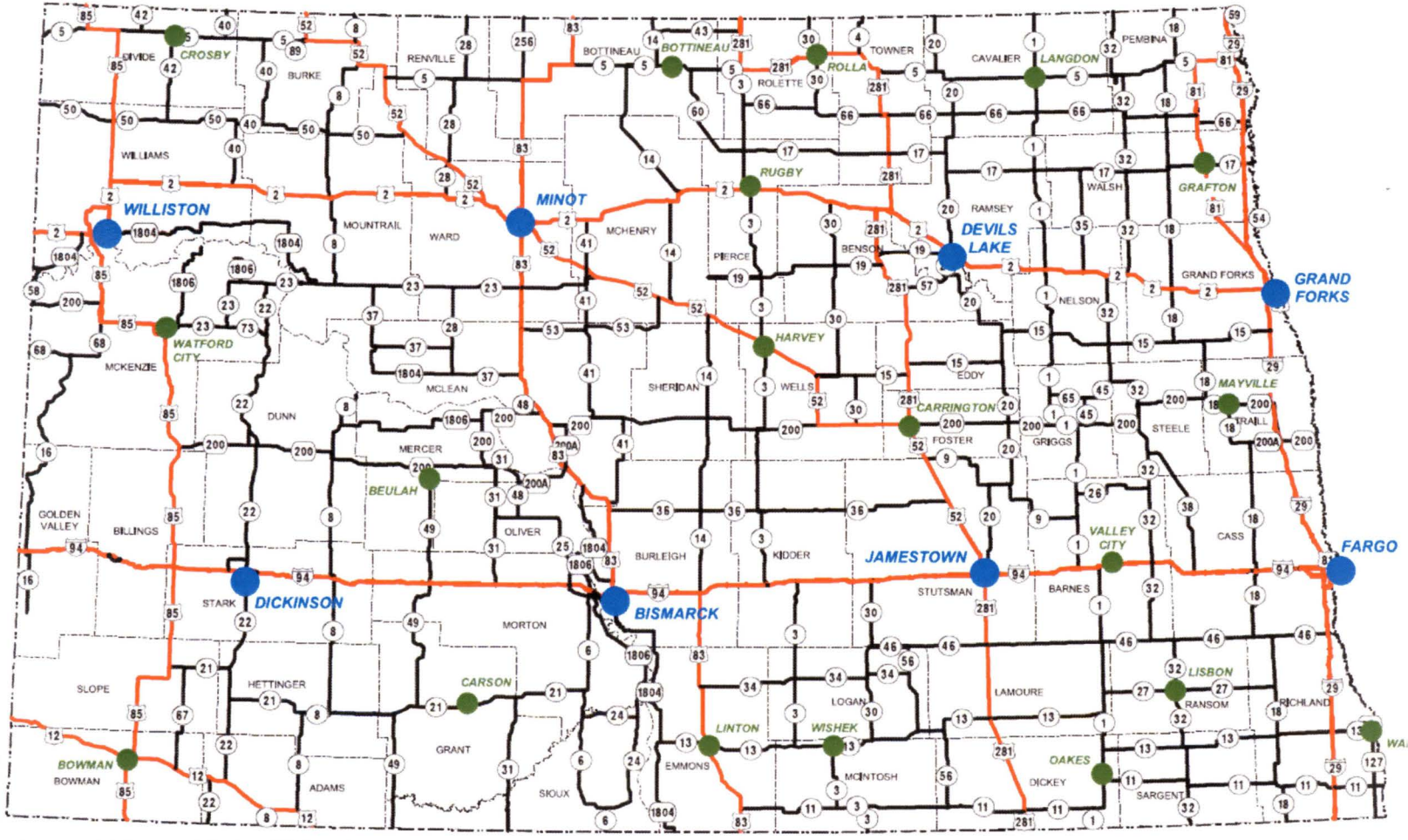
Drivers License Service Sites

The DOT has eight main Drivers License Offices at Bismarck, Dickinson, Minot, Williston, Devils Lake, Grand Forks, Jamestown and Fargo. Plus 19 additional part-time sites located throughout the state.



Highway Maintenance

- Vehicle Miles Traveled (VMT) increased 33% since 2007.
- Truck VMT increased 88% from 2007 to 2015.
- Approximately 158 lane miles have been added to the state highway system since 2007.

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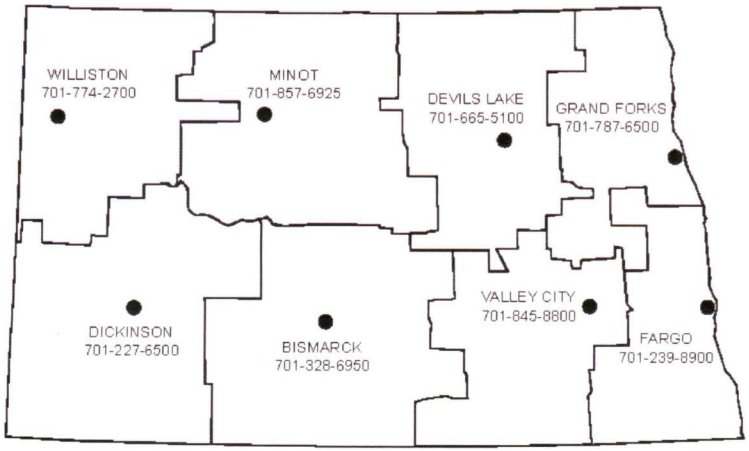
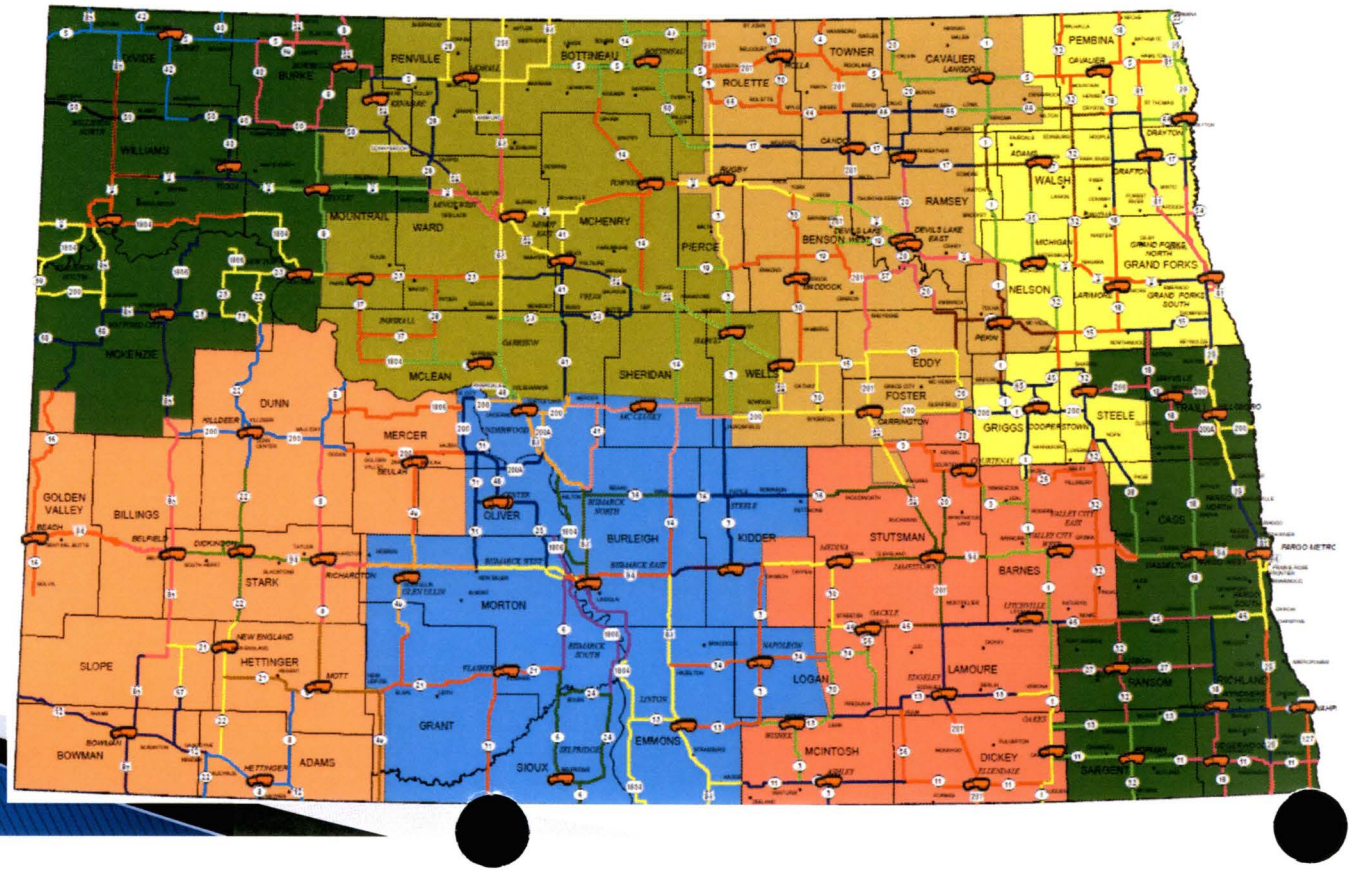
NDDOT Districts and Maintenance Sections



North Dakota's transportation system is divided into eight districts with team members located at district offices and section shops. Each district is responsible for planning, construction and maintenance in its area.

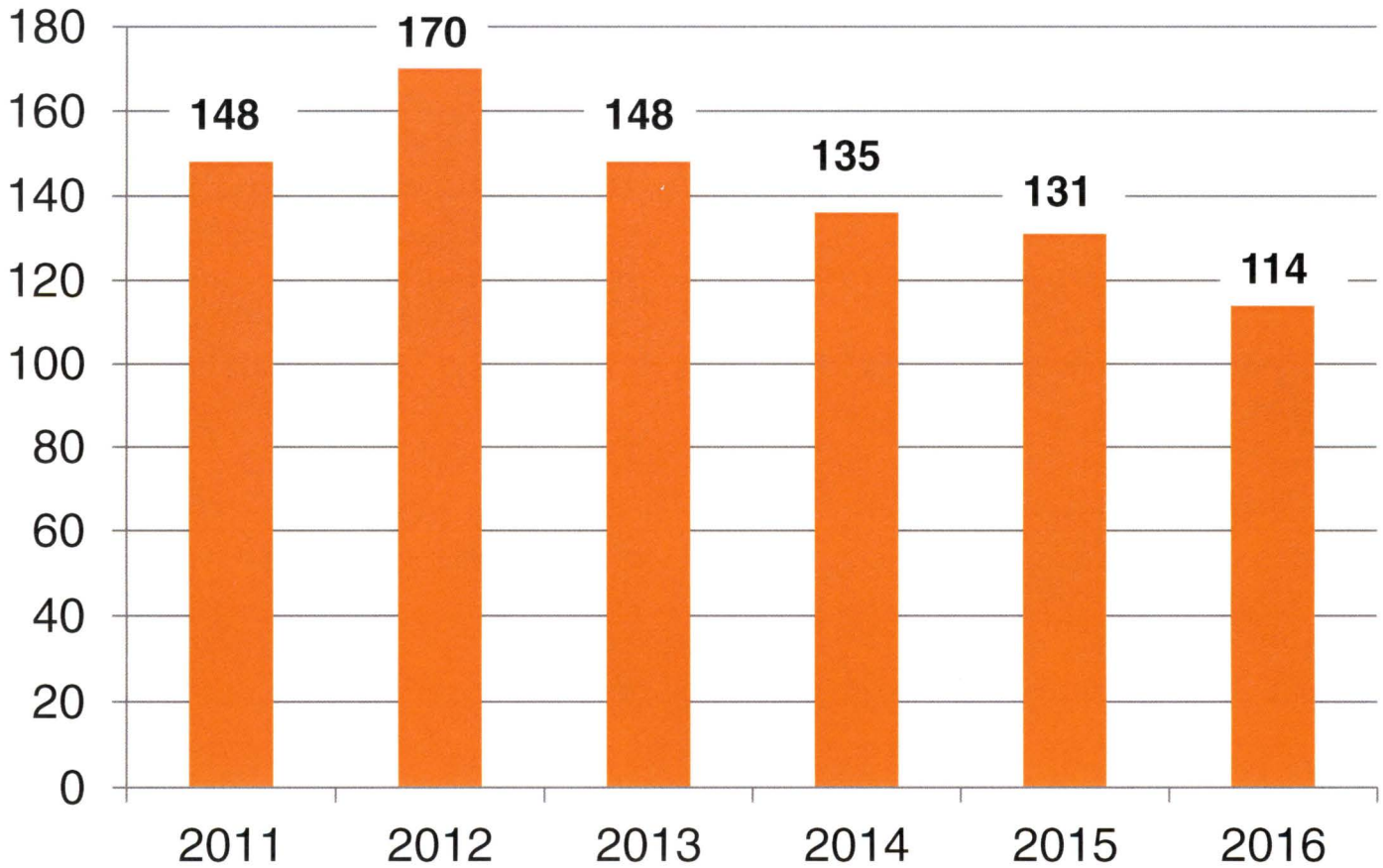


Transportation Facts

- NDDOT maintains more than 8,614 roadway miles of highway. Similar to traveling from Bismarck, ND to Anchorage, Alaska and back.
- North Dakota has the second smallest department of transportation, in terms of employees, in the nation. Only Hawaii's is smaller.
- NDDOT maintains more lane-miles of roads per maintenance employee than any other state in the nation.
- In North Dakota there are more vehicles registered than there are residents of the state.
- For more transportation facts go to http://www.dot.nd.gov/divisions/exec/docs/transportation-hdbk.pdf

Safety

The number of traffic related fatalities in the state have steadily declined since 2012.



Technology

Meeting today's challenges with new ideas using innovation and technology.

- High tech maintenance and snow and ice control equipment – Tow Plows.
- E-Construction – using iPads and more technology in the field.
- Developing Transportation Innovation Program (TRIP)
- Three kiosks/motor vehicle registration Self-Service Terminal machines have been placed in Bismarck as part of a year-long pilot project. The terminals are fully automated motor vehicle registration renewal stations that will dispense license plate renewal registration cards and motor vehicle tabs on the spot.

- Travel information map on our website – provides information on road conditions, load restrictions, work zones, road cameras and weather radar. About 4 million page views last year.
- STARS software program update in Motor Vehicle.

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Global Economy

- North Dakota's transportation system must be interconnected, maintained and enhanced to allow us to be globally competitive.

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Influence State's Economy

Products, services and policies we deliver and adopt must create a transportation system that allows state business to prosper.

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Partnerships

To accomplish our mission DOT partners with several entities:

- Cities
- Counties
- Townships
- Tribal Governments
- Metropolitan Planning Organizations
- Businesses
- Transit Providers
- Contracting Industry
- Consultants

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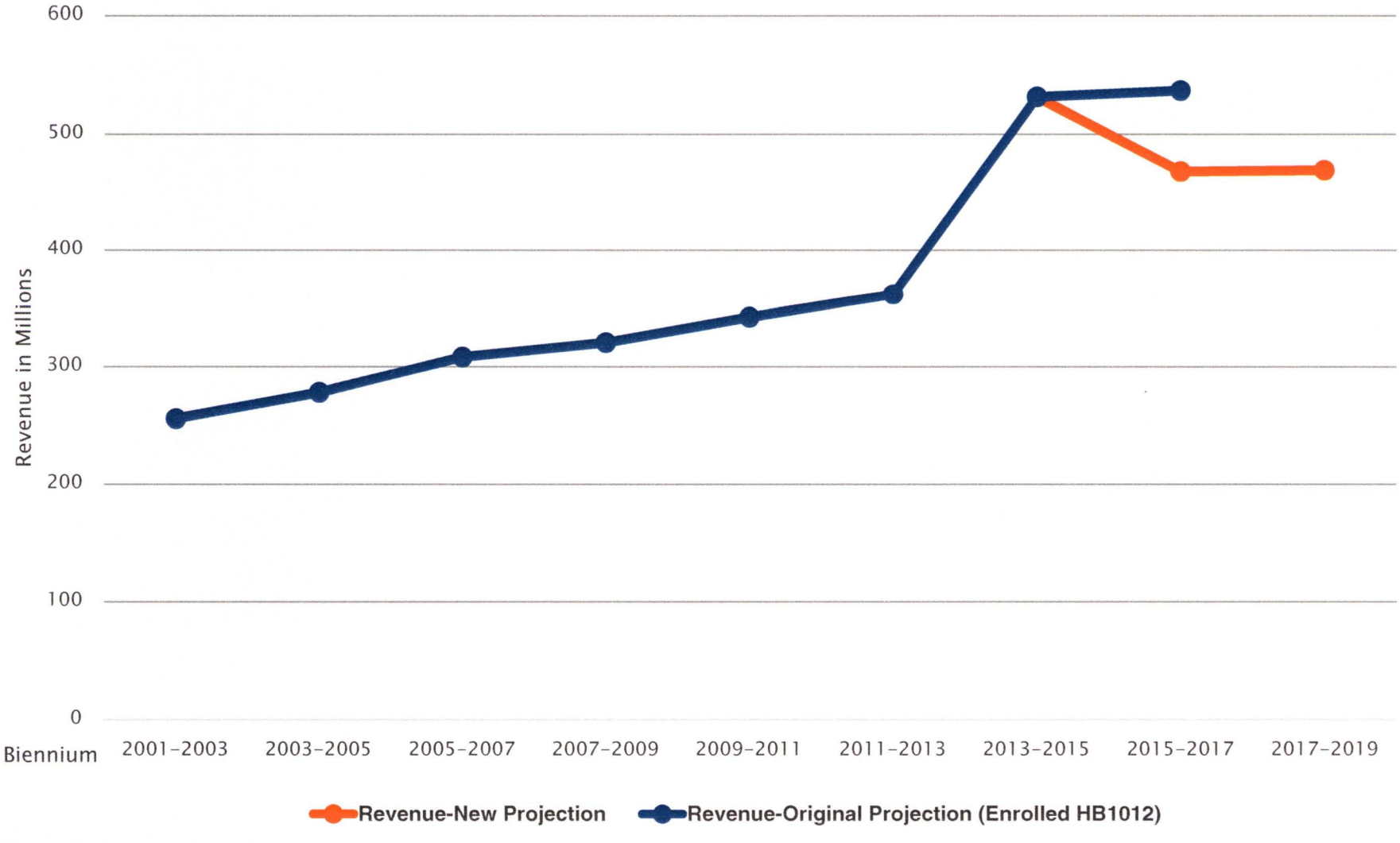
Future

- We recognize that the present business model for funding transportation no longer works.
    - Revenues decline as fuel efficiencies and alternate fuel vehicles increase.

Revenue



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Revenue Shortfall Coverage

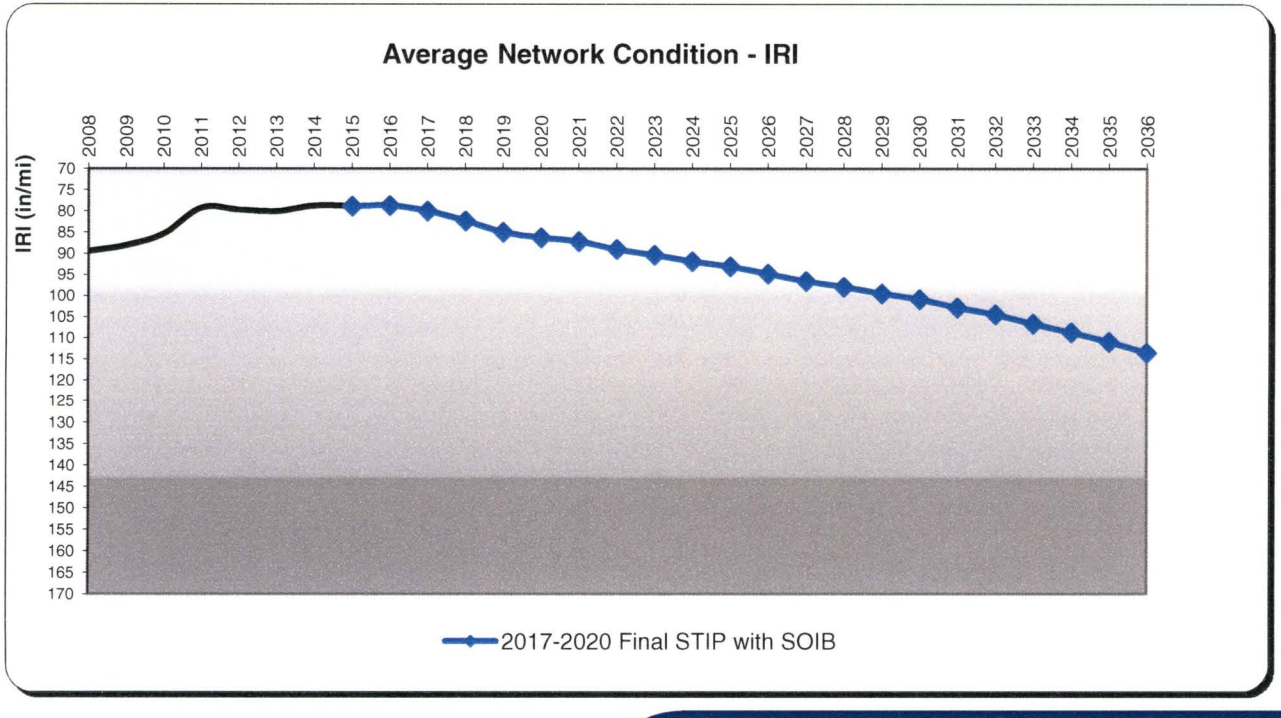
Coverage for State Transportation User Revenue Shortfalls (millions)		
Biennium		
2005-2007		
Shortfall	($20.90)	
Coverage:		
$13 MV Reg Fee		$17.50
Cash Balance		$3.40
2007-2009		
Shortfall	($43.30)	
Coverage:		
$13 MV Reg Fee		$18.20
10% of MV Excise Tax		$12.60
Cash Balance		$12.50
2009-2011		
Shortfall	($77.60)	
Coverage:		
25% MV Excise Tax		$30.50
General Fund Transfer		$4.60
Cash Balance		$42.50
2011-2013		
Shortfall	($103.20)	
Coverage:		
Cash Balance		$61.25
General Fund Transfer		$5.85
Loan for ER		$36.10
2013-2015		
Shortfall	$0.00	
2015-2017 (revised budget)		
Shortfall	($71.70)	
Coverage:		
Cash		$23.60
Budget Reductions		$48.10
2017-2019		
Shortfall	($63.00)	
Coverage:		
Cash		$50.40
Repurpose Enhanced State Highway Funding		$12.60

Resources Not Currently Available to NDDOT to c[illegible] shortfalls

NDDOT
North Dakota Department of [illegible]rtation

Future

Pavement Condition Chart



2015 Bridge System Condition

System	Number of Bridges	Number of S.D. or F.O.*	Percent of S.D. or F.O.*
State	1,715	70	4.1%
Urban	111	16	14.4%
County	3,021	708	23.4%
Total	**4,847**	**794**	**16.4%**

A bridge designated "structurally deficient (S.D.)" does not mean that the bridge is unsafe; it means that either the deck, the superstructure, or the substructure has a condition that warrants attention. A bridge designated "functionally obsolete (F.O.)" means that some part of the bridge does not meet a design standard such as vertical clearance, deck width, etc. It has nothing to do with the structural integrity of the bridge.

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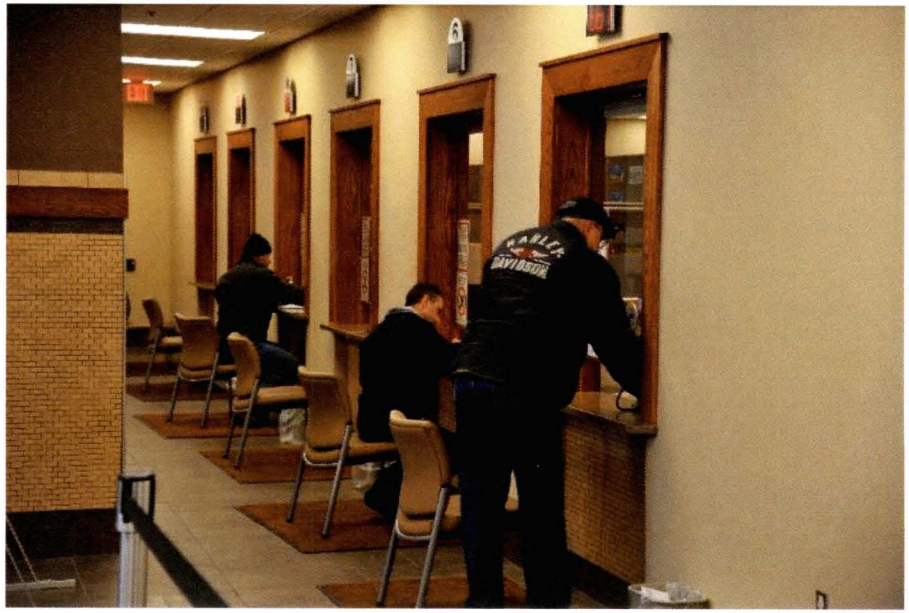
Future

- North Dakota Department of Transportation's base operating costs must be lowered without major impacts to services



Biennium Appropriation Comparison

Appropriation By Line	2007-2009	2009-2011	2011-2013	2013-2015	2015-2017	SB2012/ SB2072 Budget 2017-2019
Salaries and Wages	$127,326,239	$147,373,254	$165,966,396	$194,758,482	$207,778,278	$204,829,354
Operating Expenses	174,697,663	188,805,014	204,090,250	376,721,715	395,822,751	234,395,372
Capital Improvements	548,721,098	661,988,548	1,063,529,831	732,411,207	1,107,696,960	770,117,468
Enhanced State Highway Investment				1,161,600,000	468,000,000	
Grants	52,412,500	69,766,101	69,198,407	89,788,030	70,918,030	67,528,030
County & Township Road Program			142,000,000	160,000,000	240,000,000	
Non-Oil Producing Counties				120,000,000	224,000,000	
Federal Stimulus Funds-2009	0	172,400,138	24,119,575			
General License Plate Issue				6,820,000		
TOTAL	$903,157,500	$1,240,333,055	$1,668,904,459	$2,842,099,434	$2,714,216,019	$1,276,870,224

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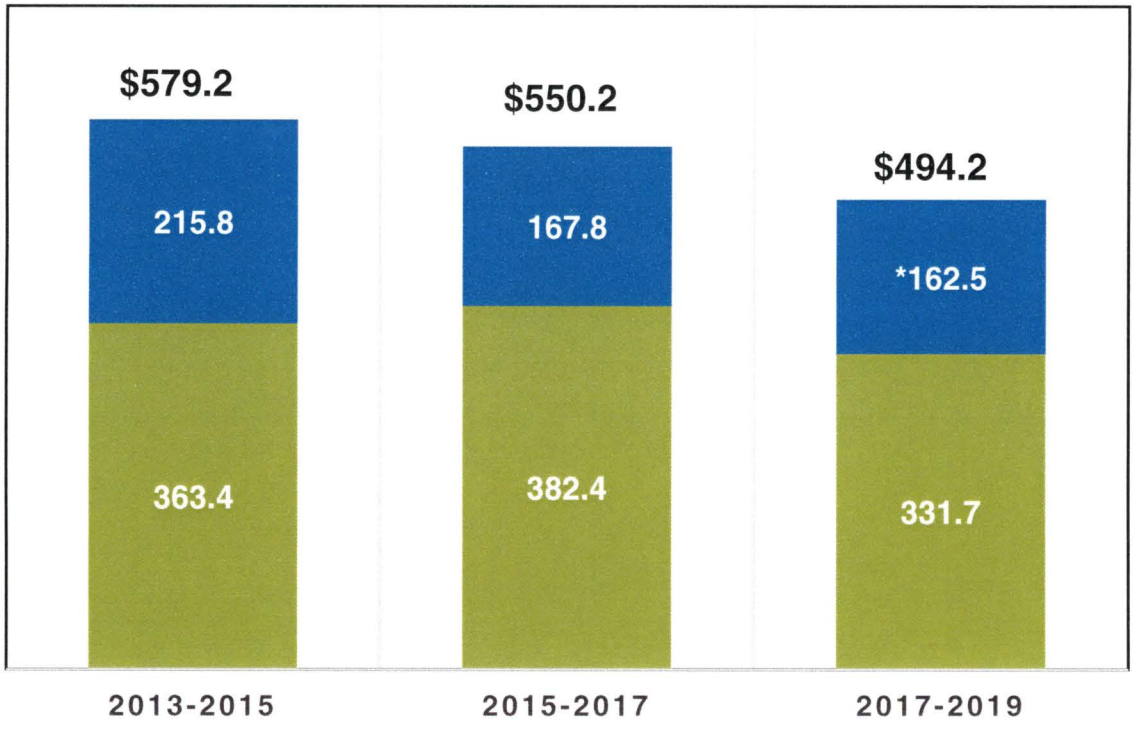
Resources by Funding Category

Funding By Category	2007-2009	2009-2011	2011-2013	2013-2015	2015-2017	SB 2012/ SB2072 Budget 2017-2019
Federal Funds	$481,600,000	$603,500,000	$656,900,000	$691,500,000	$616,500,000	$673,400,000
ARRA-Federal Stimulus Aid		176,082,671	24,119,575			
Remaining Bond Funds	26,000,000					
Highway Tax Distribution Funds	203,900,000	234,200,000	252,900,000	363,400,000	382,400,000	331,700,000
Highway Funds	96,400,000	114,100,000	159,710,000	215,800,000	167,800,000	162,500,000
Fleet Services	54,200,000	65,300,000	65,800,000	85,800,000	87,100,000	71,300,000
Motor Vehicle Operating	9,300,000	11,900,000	13,500,000	26,200,000	23,700,000	25,200,000
One-Time Legislative Funding						
- General Funds (Enhanced St. Hwy. Invest/Cnty. & Twnshp Rd Prog/Non-Oil Cnty)			370,600,000	1,448,420,000	636,160,000	
- Strategic Investment and Improvement Fund (SIIF) Enhanced St. Hwy. Invest/Cnty. & Twnshp Rd Prog/Non-Oil Cnty					809,000,000	
- Borrowing ER for State Hwy. System			120,000,000			
- General Fund Transfer to Hwy. Fund (non-Hwy Fund source)		4,600,000	5,850,000	14,500,000		
- 25% of MV Excise Tax allocated to Hwy. Fund		30,500,000				
- $13 of each registration allocated to Hwy Fund	18,200,000					
- 10% of MV Excise Tax allocated to Hwy. Fund	12,600,000					
TOTAL	$902,200,000	$1,240,182,671	$1,669,379,575	$2,845,620,000	$2,722,660,000	$1,264,100,000

NDDOT Resources by funding category

STATE FUNDING SOURCES BY CATEGORY

BASED ON ENROLLED APPROPRIATION BILL



*Includes $50.4 million of unencumbered cash from 2013-15 biennium.

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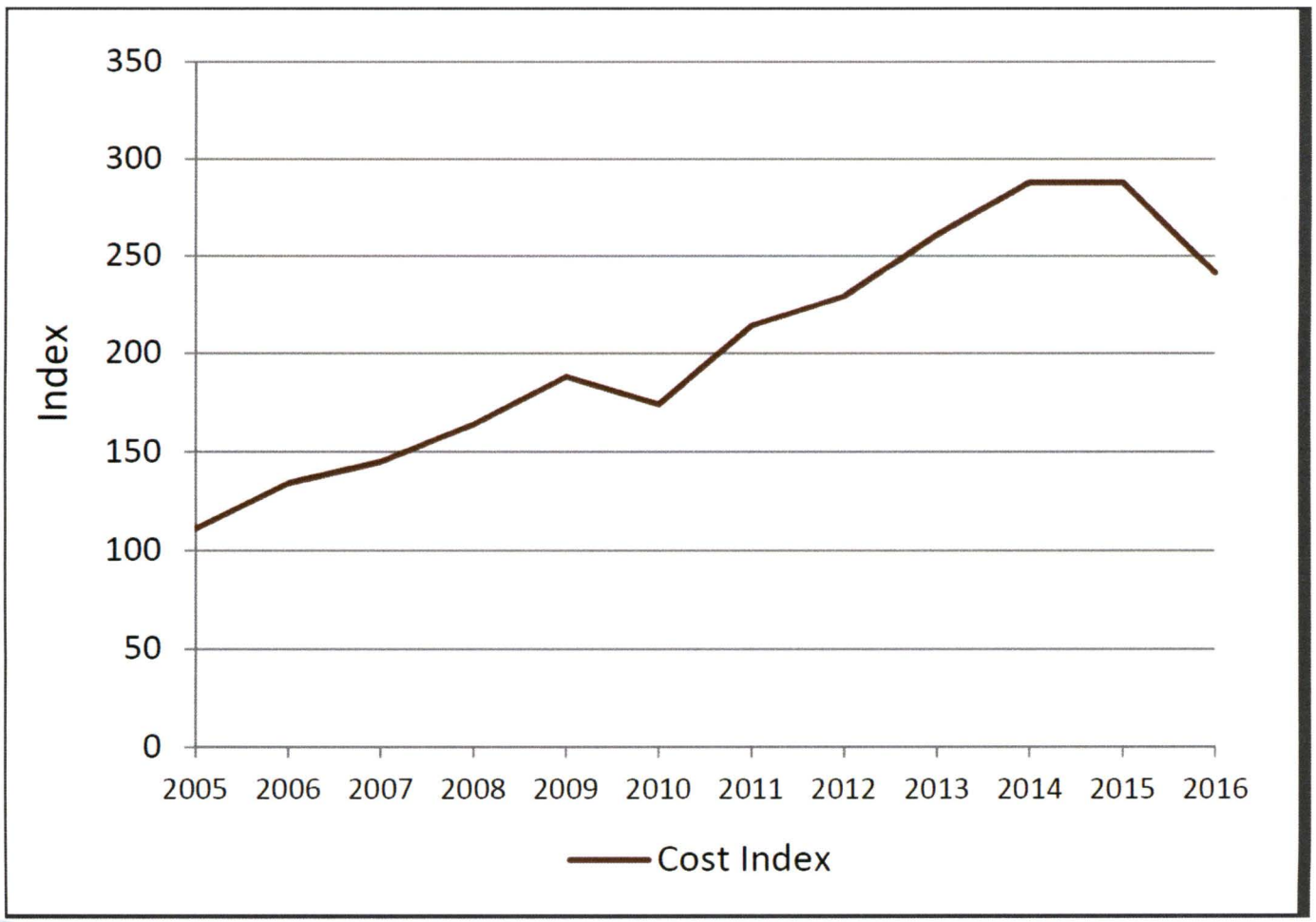
Transportation Funding Comparison

2015-2017 Biennium				
	State Oil Funding	Federal Funding	HTDF*	Total
State	$955,660,000	$461,700,000	$382,400,000	$1,799,760,000
Cities		$74,000,000	$78,000,000	$152,000,000
Counties	$456,664,000	$52,000,000	$137,200,000	$645,864,000
Town-ships	$24,000,000		$16,800,000	$40,800,000
Transit		$15,300,000	$9,400,000	$24,700,000
Totals	$1,436,324,000	$603,000,000	$623,800,000	$2,663,124,000

2017-2019 Biennium				
	State Oil Funding	Federal Funding	HTDF	Total
State		$501,900,000	$331,700,000	$833,600,000
Cities		$81,200,000	$67,600,000	$148,800,000
Counties		$53,700,000	$119,100,000	$172,800,000
Town-ships			$14,600,000	$14,600,000
Transit		$16,000,000	$8,100,000	$24,100,000
Totals		$652,800,000	$541,100,000	$1,193,900,000

*The Highway Tax Distribution Fund Estimation was adjusted to reflect the following: State $332.8 M, Cities $67.9 M, Counties $119.4 M, Townships 14.7 M and Transit $8.1 M. Total = $542.9 M

Construction Costs



Construction Cost Index Chart

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Department of Transportation

Increased Cost

- **Increased costs of doing business**

	2007/09	2015/17
Fleet costs	$24.4M	$31.6M
Salt costs	$56/ton	$81/ton
Bituminous Mix	$44/ton	$70/ton
Utility costs	$3.7M	$5.5M

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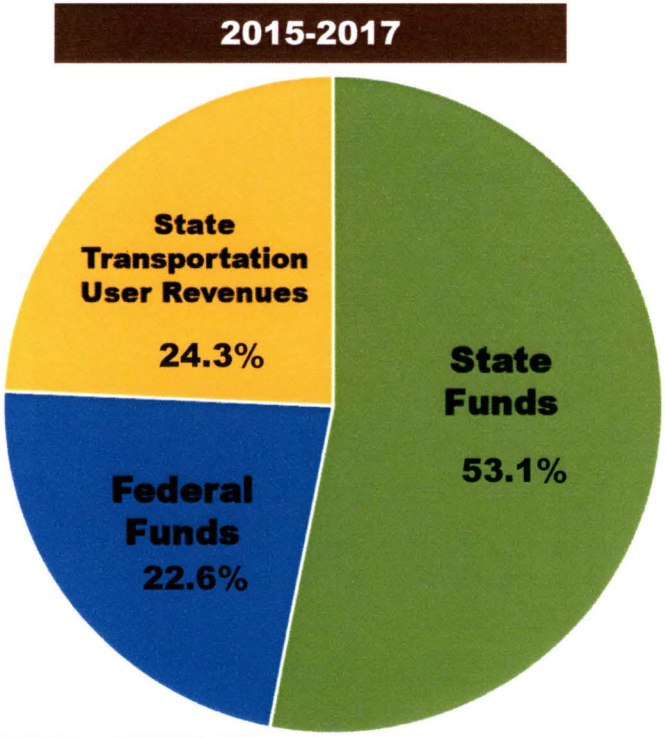
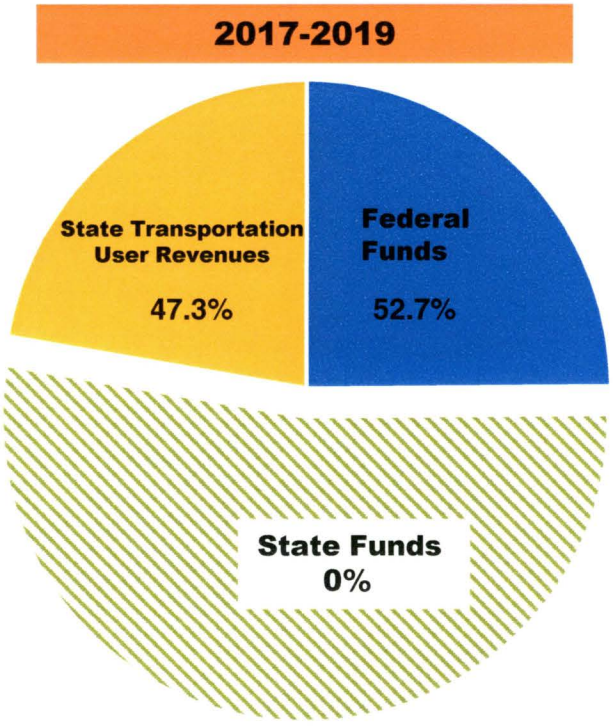
SB2012/SB2072 Recommendations

Recommended Total = $1.277 billion compares to a budget of $2.7 billion for the 2015-17 biennium.

Consists of federal and special funds, no general fund money. (Also, no general funds for cities or counties).

- Federal = $673.4 million (52.7%)
- Special (State Transportation User Revenues) = $603.5 million (47.3%)





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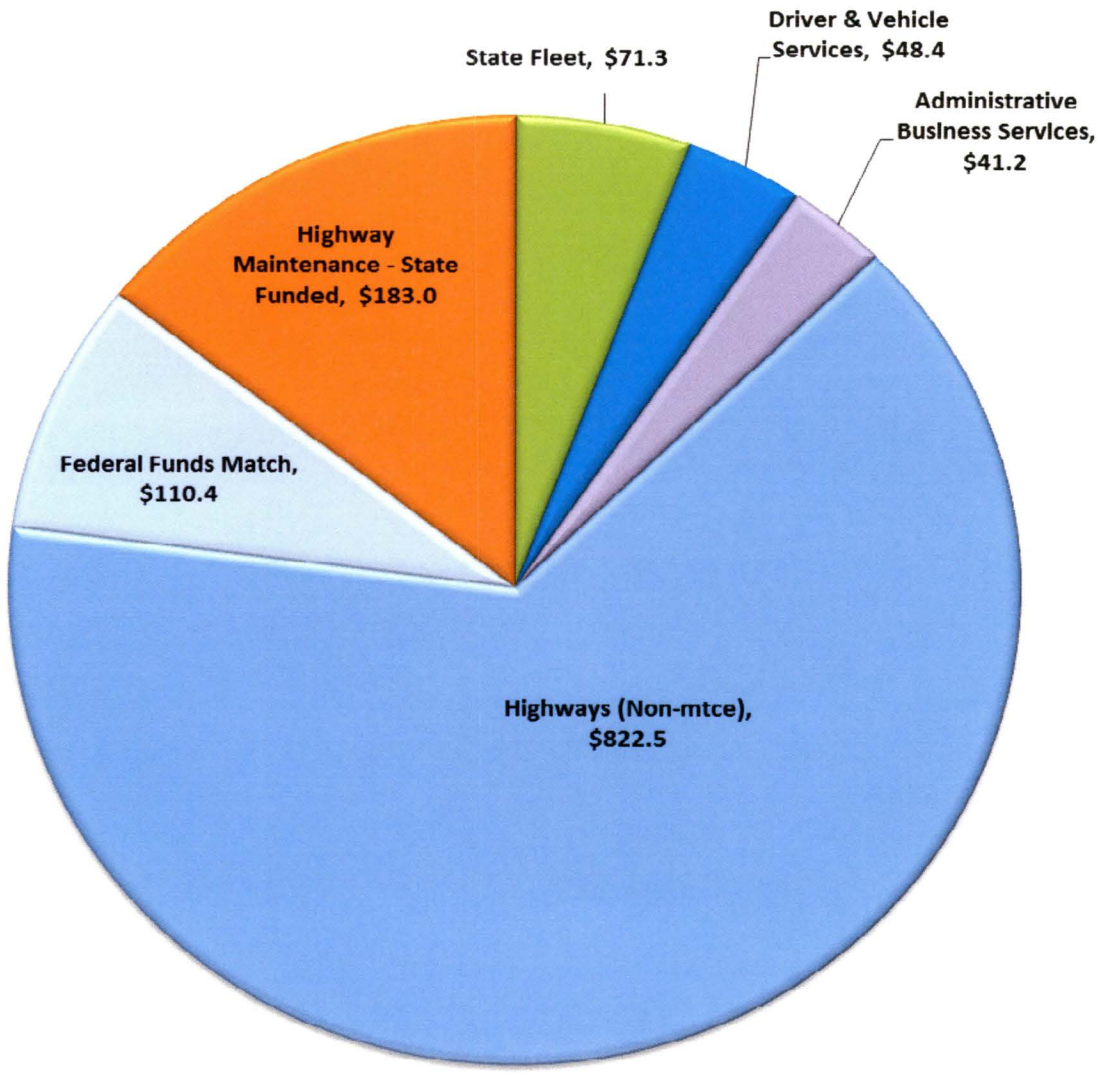
NDDOT Proposed Budget

2017-2019 Executive Budget

(millions)

$1.277 billion total



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Legislation

Agency Appropriations

	Current appropriation 2015-2017	SB2012 base level 2015-2017	SB2072 appropriation 2017-2019
Salaries	$210,080,602*	$207,778,278*	$204,829,354
Operating	373,792,861	295,762,751	234,395,372
Capital Assets	1,841,861,562	700,081,402	770,117,468
Grants	531,739,777	62,918,030	67,528,030
TOTAL	**$2,957,474,802**	**$1,266,540,461**	**$1,276,870,224**

*Includes one-time salary line items such as oil patch add on and temporary health care payments.

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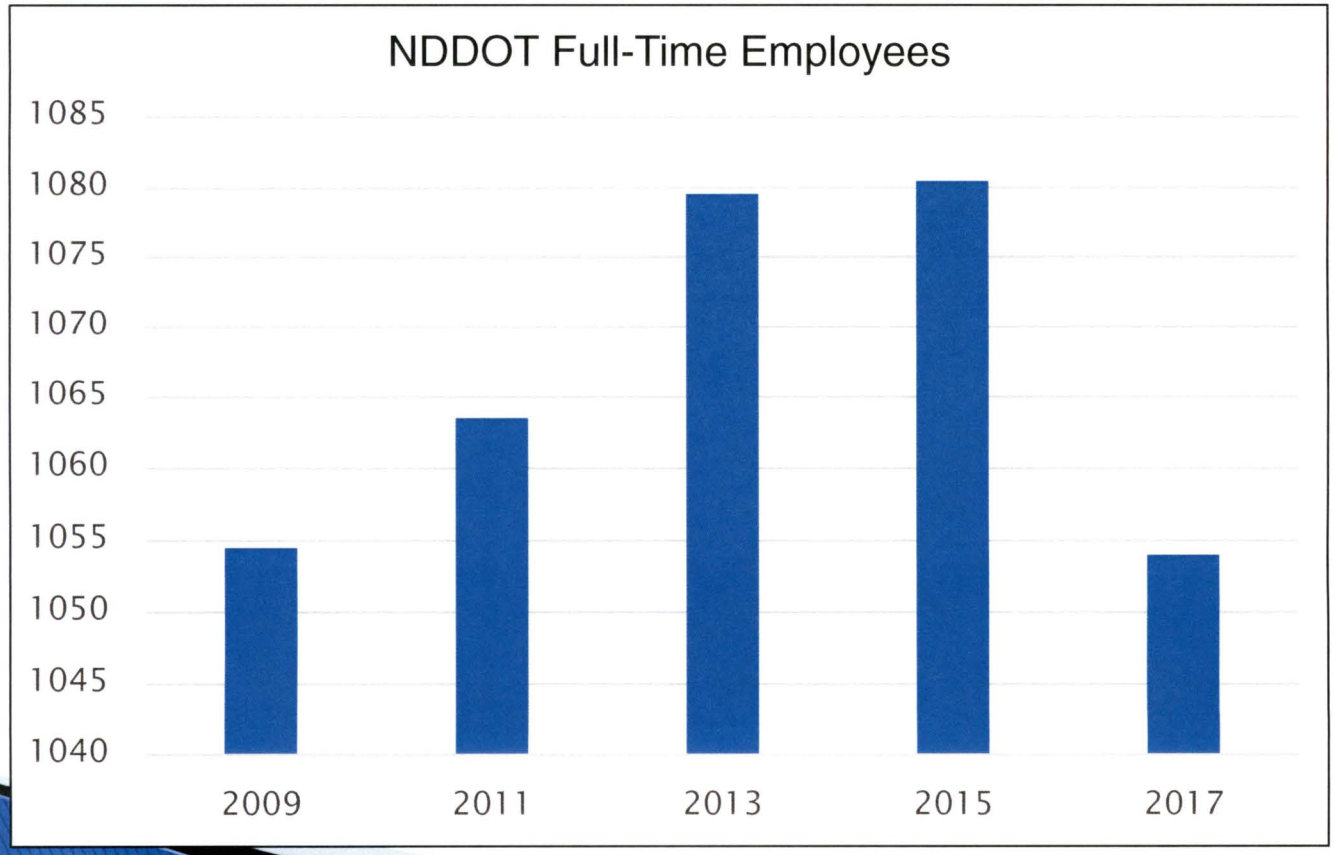
Staffing

- Returning 26.5 FTE's
  - 19 Engineering positions, 5 from Maintenance, 2.5 from Business Support. $4.1 million budget savings
    - Proposed 1,054 positions in 2017 compared to 1,080.5 positions in 2015.
      - 1,054.5 positions in 2009.



SB2012/SB2072 Recommendations

- Maintenance Services - Section Optimization. The optimization of maintenance services would involve consolidating some smaller section shop services into larger section shop areas.
  - The 8 maintenance sections affected include: Starkweather, Finley, Fessenden, Gackle, Litchville, New England, Courtenay, Mayville.
  - $1.4 million budget savings. Plus salary savings for 5 FTEs included in FTE return number.
- Drivers License Services - Site Optimization. The optimization of drivers license services would involve moving the availability of services from satellite sites to main driver's license sites. The 9 drivers license satellite sites affected include:
  - Carrington, Crosby, Mayville, Carson, Langdon, Lisbon, Wishek, Rugby, Rolla.
  - $160,293 budget savings, without inclusion of REAL ID savings.
  - Allows 290 additional counter service hours, or 880 additional Class D tests, or 242 additional CDL tests, or combination of these.
- Rest Area Consolidation
  - Currently 20 rest area facilities across the state.

SB2012/SB2072 Recommendations for NDDOT

- REAL ID
  - $1.3 million to upgrade all systems necessary for compliance.
- Leverage $12.6 million of Enhanced State Highway Funds to match federal funding.
- Carryover of Enhanced State Highway funds approximately $328 million not included in the $1.277 billion total

Appropriation Authority Major Adjustments

Salaries/Benefits	Changes
26.5 Unfunded FTEs	-4,085,282
Reduction in Temp Salaries	-638,448
Reduction in Overtime	-734,763
Recommended Compensation Package	3,721,189

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Appropriation Authority Major Adjustments

Operating Expenses	Changes
Travel	-4,401,430
Information Technology Projects	-10,140,800
Bldg.,Ground, Maintenance	-14,635,050
Utilities	-1,052,660
Professional Services Fees	-7,284,645
Line Item Transfer of Operating to Capital Assets	-26,123,270

Appropriation Authority Major Adjustments

Capital Assets	Changes
Land & Buildings	-6,897,400
Other Capital Payments (federal funds)	50,221,733
Equipment >$5,000	-399,356
Major Highway Equipment/ Fleet Vehicles	-1,852,800
Line Item Transfer of Operating to Capital Assets	26,123,270

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Appropriation Authority Major Adjustments

Grants	Changes
Federal Funds One-time funding has become part of Federal Program	$7,400,000
Special Road Fund (State Funds)	-1,800,000
Highway Rail Grade Crossing Safety (State Funds)	-732,992
Training Reductions (State Funds)	-500,000
Transfers Transfer to Parks & Rec & Forest Svc.	-400,000

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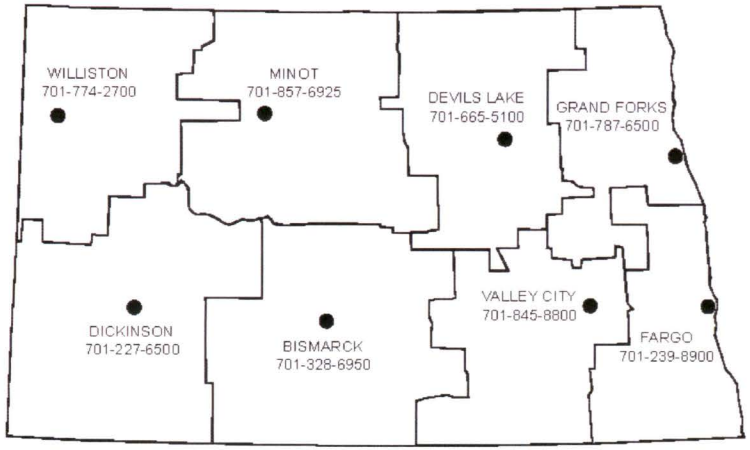
Engineering and Operations

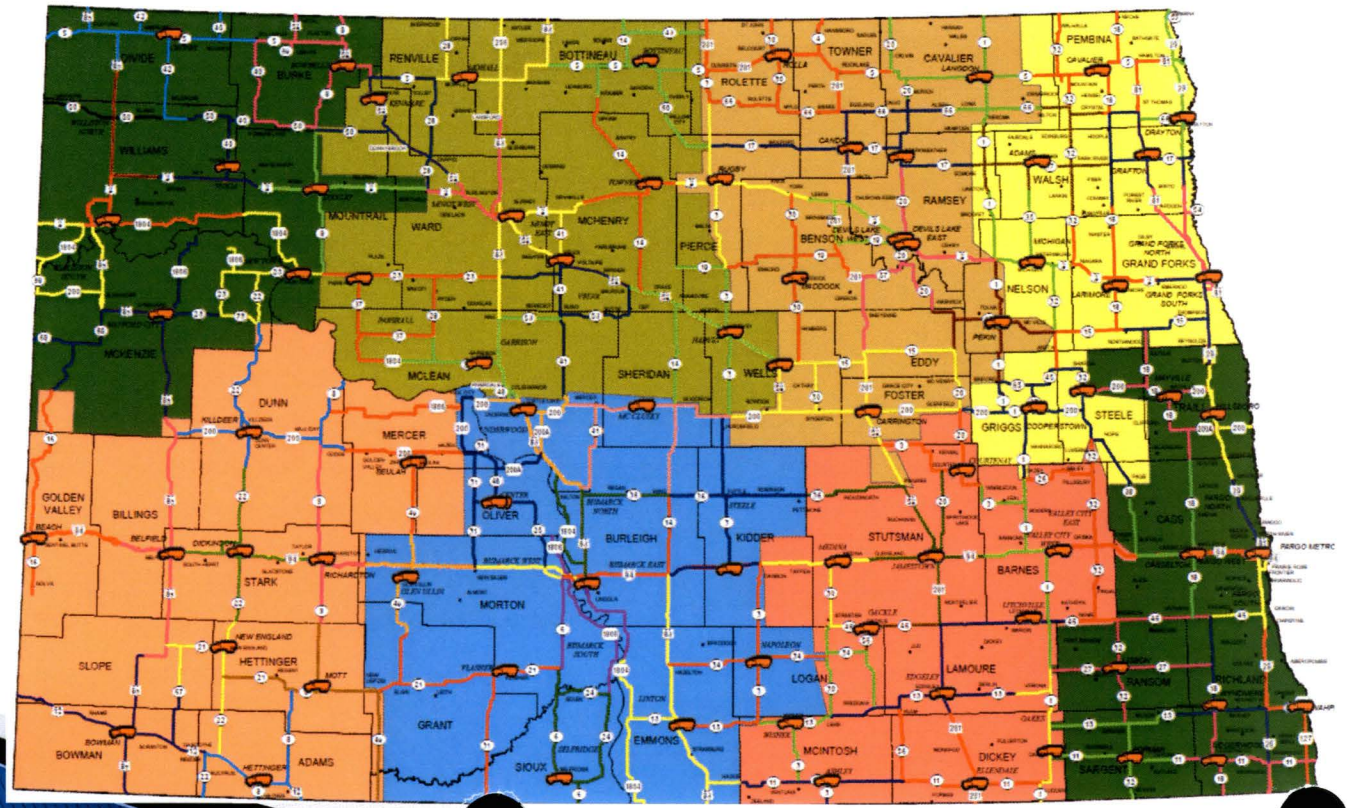
Ron Henke

Deputy Director of Engineering

NDDOT Districts and Maintenance Sections

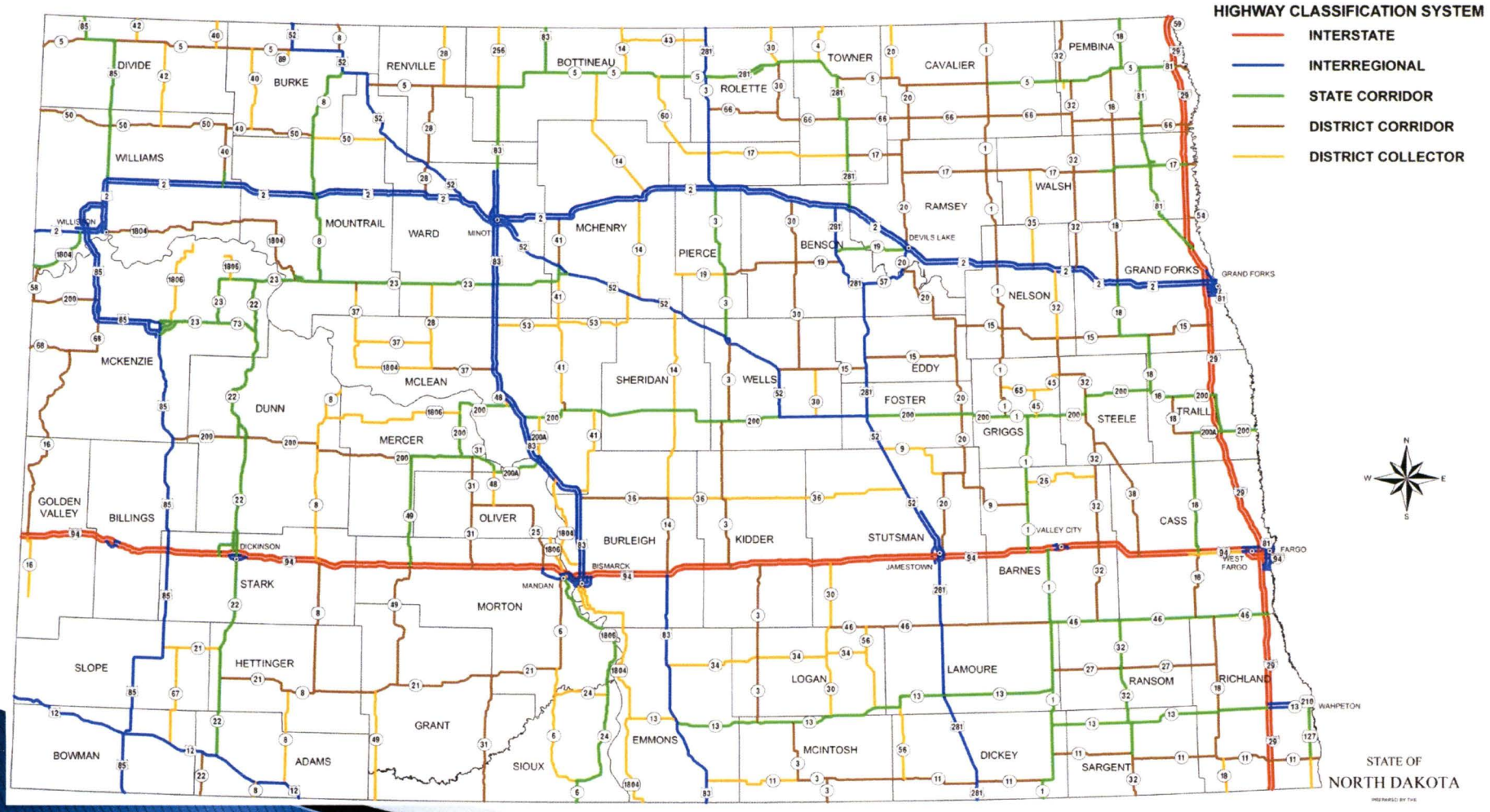


North Dakota's transportation system is divided into eight districts with team members located at district and section shops. Each district is responsible for planning, construction and maintenance in its area.

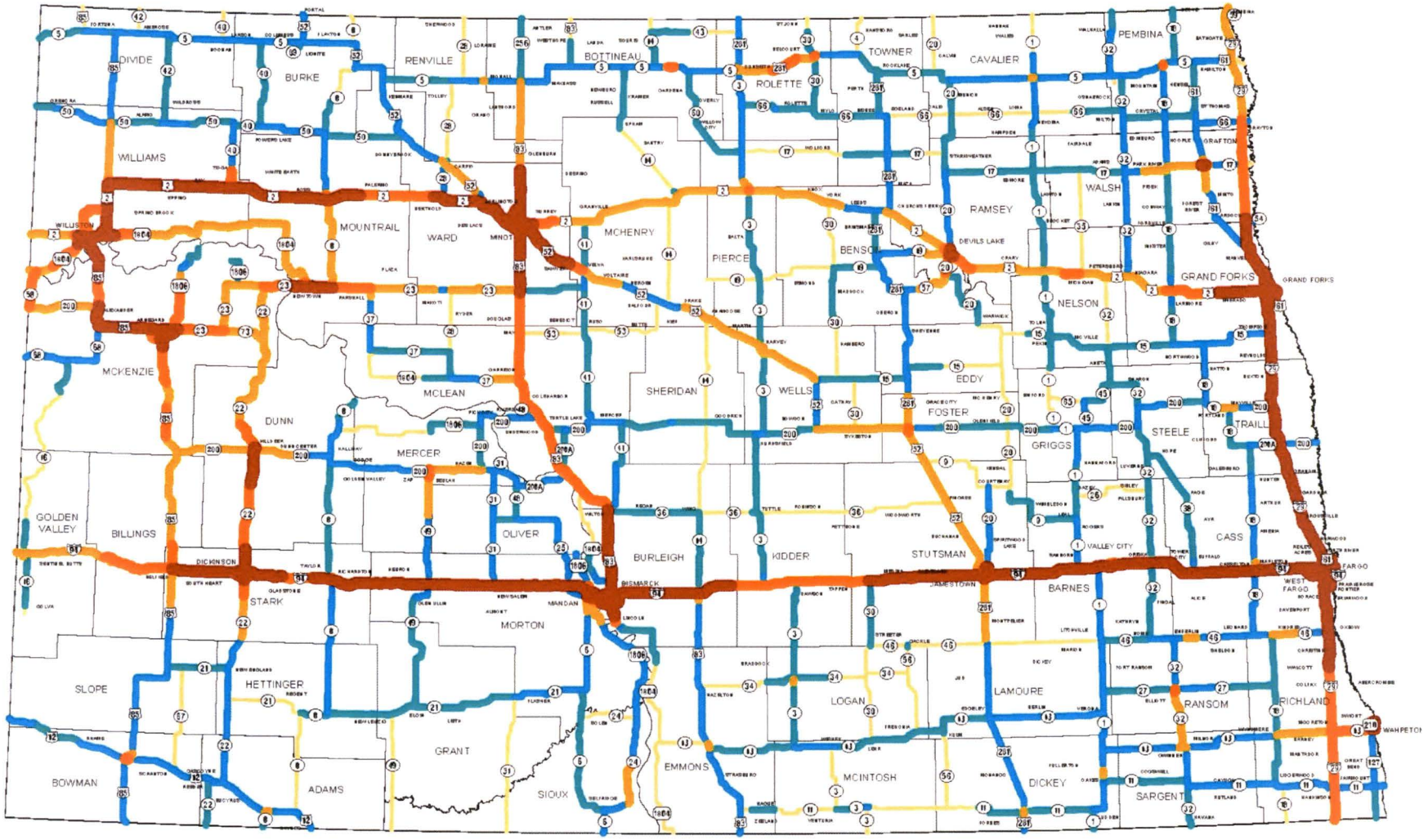


State Highway Performance Classification System

Need to place emphasis on higher level/more traffic corridors per HPCS.



Annual Average Daily Traffic



Annual Average Daily Traffic

- 1 - 349
- 350 - 749
- 750 - 1999
- 2000 - 3999
- 4000 - 6999
- 7000 and greater

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Maintenance Section Optimization

Maintenance Services - Section Optimization. The optimization of maintenance services would involve consolidating some smaller section shop services into larger section shop areas.

- The 8 maintenance sections affected include: Starkweather, Finley, Fessenden, Gackle, Litchville, New England, Courtenay, Mayville.
- $2.1 million budget savings.

Criteria:

- Need to place emphasis on higher level/more traffic corridors per HPCS.
- Buildings are aging and will need to be replaced
- Condition Assessment Ratings indicate need for replacement
- Equipment and maintenance operations have changed
- Crew size is small
  - Need to team up with other sections to perform summer operations
  - Safety concern for one person sections

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Maintenance Section Optimization

The following sections have been identified for optimization:

Section	Year Built	*# of Employees Impacted
• Starkweather	1966	1
• Finley	1969	1
• Fessenden	1968	1
• Gackle	1971	1
• Litchville	1967	1
• New England	1973	2
• Courtenay	1966	2
• Mayville	1968	3

*Some positions returned, some relocated

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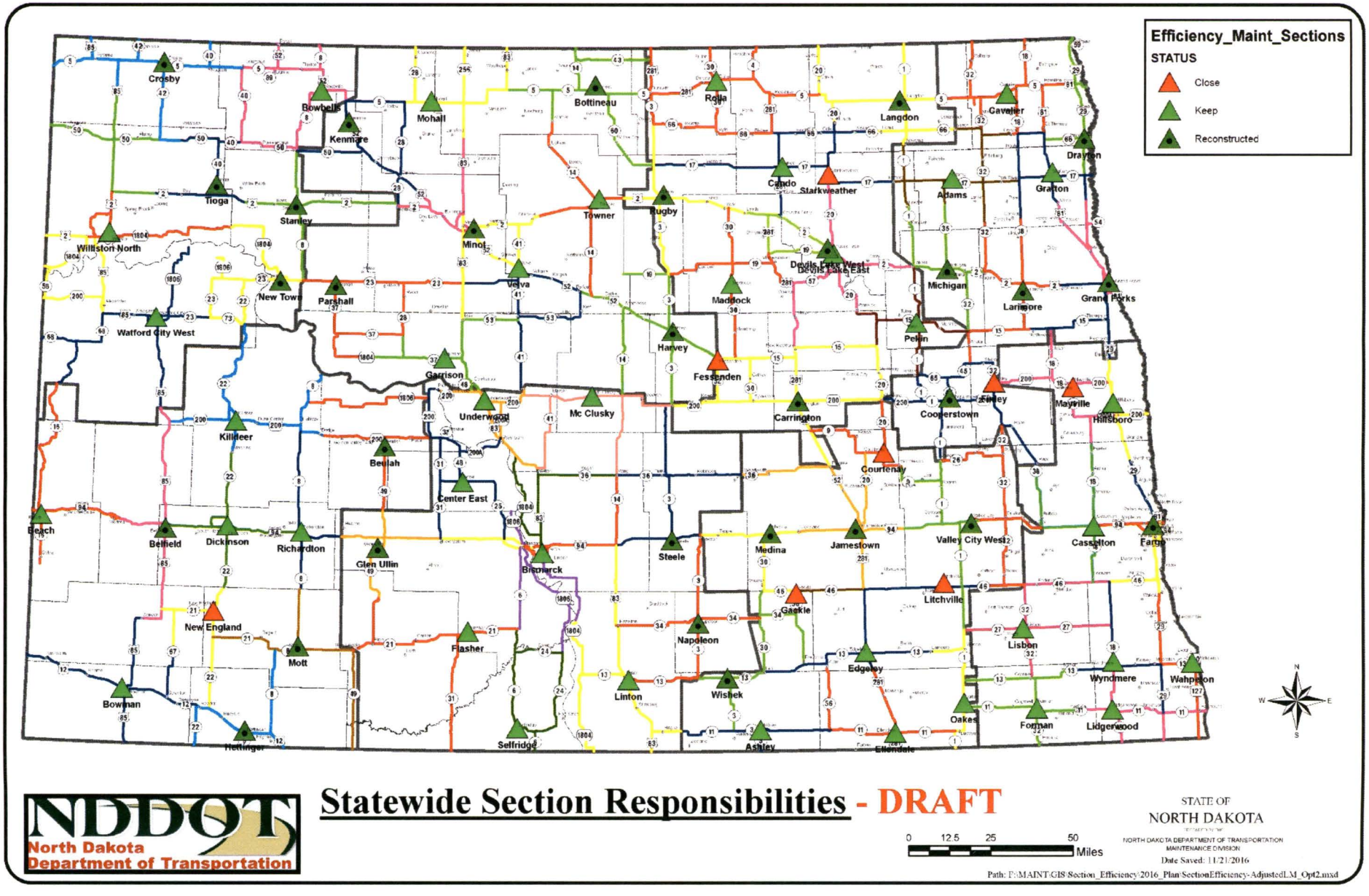
Statewide Section Responsibilities



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Statewide Section Responsibilities - DRAFT

0 12.5 25 50 Miles

STATE OF NORTH DAKOTA
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
MAINTENANCE DIVISION
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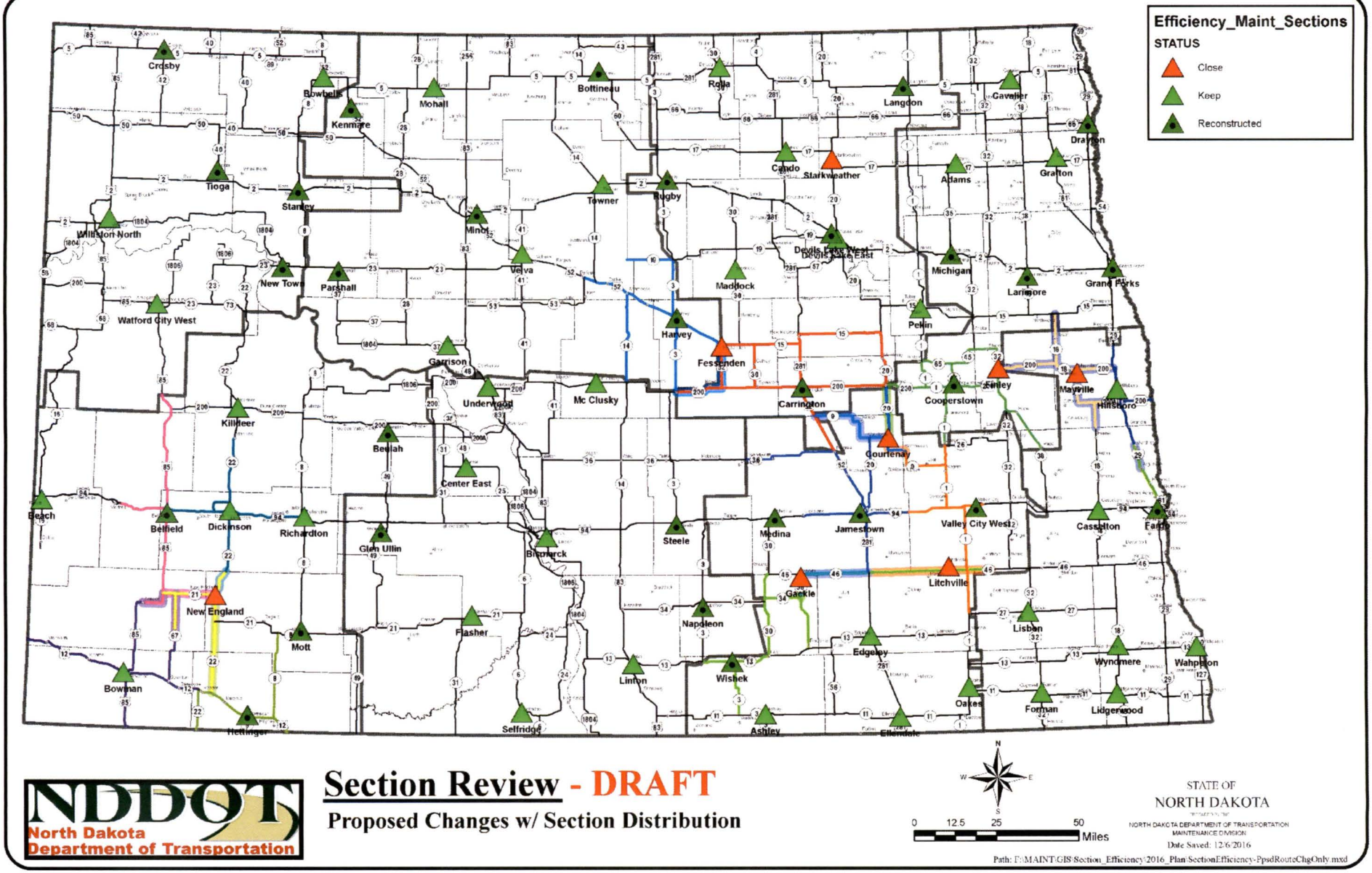
Proposed Changes with Section Distribution



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Section Review - DRAFT

Proposed Changes w/ Section Distribution

N
W
E
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Miles

STATE OF
NORTH DAKOTA
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
MAINTENANCE DIVISION
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Starkweather

Built in 1966

1 Employee

- Currently a satellite of the Cando Section
- One FTE currently assigned to Cando Section
- Propose to close and sell property
- Roadways will continue to be serviced out of Cando Section
- FTE will stay in Cando Section
- Savings
  - Property
    - New Section Building - $300,000 one time cost
    - New Salt Building - $50,000 one time cost

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Finley

Built in 1969
1 Employee

- Currently a satellite of the Cooperstown Section
- One FTE currently assigned to Cooperstown Section
- Propose to close and sell property
- Roadways will continue to be serviced out of Cooperstown Section
- FTE will stay with Cooperstown Section
- Savings
  - Property
    - New Section Building - $300,000 one time cost
    - New Salt Building - $50,000 one time cost

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Fessenden

Built in 1968

1 Employee

- Currently a satellite of the Carrington Section
- One FTE currently assigned to Carrington Section
- Propose to close and sell property
- Roadways would be serviced out of Harvey and Carrington Sections
- FTE would be transferred to Harvey Section
- Savings
  - Property
    - New Section Building - $300,000 one time cost
    - New Salt Building - $50,000 one time cost

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Gackle

Built in 1971

1 Employee

- Current section with one FTE supervised by Litchville Section
- Propose to close and sell property
- Roadways would be serviced out of Jamestown and Wishek Sections
- FTE would be returned
- Savings
  - 1 FTE
    - $65,000 Average Annual Compensation Costs
    - Plow truck - $191,000 one time cost
      - - Annual operating cost - $31,100 per year
  - Property
    - New Section Building - $300,000 one time cost
    - New Salt Building - $50,000 one time cost

Litchville

Built in 1967

1 Employee

- Current section with one FTE
- Propose to close and sell property
- Roadways would be serviced out of Valley City Section
- One FTE in Litchville Section would be transferred to Valley City Section
- One FTE in Oakes Section would be returned and one FTE in Forman Section would be transferred to Oakes Section
- Savings
  - 1 FTE
    - $65,000 Average Annual Compensation Costs
    - Plow truck - $191,000 one time cost
      - Annual operating cost - $31,100 per year
  - Property
    - New Section Building - $300,000 one time cost
    - New Salt Building - $50,000 one time cost

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Courtenay

Built in 1966

2 Employees

- Current section with two FTEs
- Propose to close section and keep property for reload site.
- Roadways would be serviced out of Jamestown, Valley City, Cooperstown and Carrington Sections.
- One FTE would be transferred to Cooperstown Section and one FTE would be transferred to Jamestown Section.
- One FTE from Larimore Section would be returned
- Savings
  - 1 FTE
    - $65,000 Average Annual Compensation Costs
    - Plow truck - $191,000 one time cost
      - Annual operating cost - $31,100 per year
  - Property
    - New Section Building - $300,000 one time cost
    - New Salt Building - $50,000 one time cost

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New England

Built in 1973

2 Employees

- Current section with two FTEs
- Propose to close section and keep property for reload site
- Roadways would be serviced out of Dickinson, Hettinger, Bowman, and Belfield Sections
- Two FTEs would be transferred to Dickinson Section
- One FTE in Dickinson District Sign Shop would be returned
- Savings
  - 1 FTE
    - $65,000 Average Annual Compensation Costs
    - Plow truck - $191,000 one time cost
      - Annual operating cost - $31,100 per year
  - Property
    - New Section Building - $300,000 one time cost
    - New Salt Building - $50,000 one time cost

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Mayville

Built in 1968

3 Employees

- Current section with three FTEs
- Propose to close section and sell property
- Roadways would be serviced out of Hillsboro Section
- Three FTEs would be transferred to Hillsboro Section
- One FTE in Fargo Section would be returned
- Hillsboro Section would help Fargo Section on I-29
- Hillsboro Section Building would need to be sized to accept three FTEs
- Savings
  - 1 FTE
    - $65,000 Average Annual Compensation Costs
    - Plow truck - $191,000 one time cost
      - Annual operating cost - $31,100 per year
  - Property
    - Hillsboro and Mayville sections buildings are scheduled to be replaced
    - New Section Building - $600,000 one time cost
    - New Salt Building - $80,000 one time cost

Maintenance Optimization Savings 2017-2019 Biennium

- SB2072 savings from Maintenance Optimization is $2.1 million in 2017-2019 biennium.

Future savings

SECTION	ONE-TIME SAVINGS SECTION BUILDING	ONE-TIME SAVINGS SALT BUILDING	AVERAGE ANNUAL COMPENSATION LINE ITEM REDUCION	ONE TIME-SAVINGS PLOW TRUCK	Overall Savings
Starkweather	$300,000	$50,000			
Finley	$300,000	$50,000			
Fessenden (Rented)	$300,000	$50,000			
Gackle	$300,000	$50,000	$65,000	$191,000	
Litchville	$300,000	$50,000	$65,000	$191,000	
Courtenay	$300,000	$50,000	$65,000	$191,000	
New England	$300,000	$50,000	$65,000	$191,000	
Mayville	$600,000	$80,000	$65,000	$191,000	
TOTAL	$2,700,000	$430,000	$325,000	$955,000	$4,410,000

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Maintenance Service Levels

- Reallocation of resources and proposed section consolidation result in a higher level of service for higher tier corridors.

- Service in areas that are impacted by the optimization could change.
  - For example, it may take 30 minutes longer to clear roads in the Gackle area.

- Very similar to many communities in North Dakota that do not have a maintenance section located in it.

Rest Area Information

In 2016, the NDDOT projected revenue shortfalls due to the slowing of the state's economy.

At that time, the NDDOT needed to make budget adjustments to address the State Transportation User Revenue shortfall. This included closing five rest areas:

- Norwich – Closed as of May 1, 2016
- Finnish – Closed as of May 1, 2016.
- Germantown – Closed as of May 1, 2016.
- Pleasant Lake – Will remain open during the winter travel season, anticipated to close in the spring of 2017.
- Sykeston – Closed as of May 31, 2016.

Rest Area Policy

Based on current trends and neighboring states' policies, the Department intends to proceed with the following policy.

Rest Area/Visitor Center Policy- Interstate

Interstate rest areas have controlled access. The public should have the opportunity to stop approximately every 75 miles.

Rest Area Policy- Interregional

Interregional highways do not have controlled access. The public should have the opportunity to stop approximately every 70 miles. This includes rest areas as well as truck stops that allow truck parking but are not necessarily open 24 hours/day (Reasonable hours).

Rest Area Information

ADA Updates and Maintenance Repair Costs

Site name	Hwy	Type	Style	Year built	ADA & MT Repair Costs	Update lagoon systems (If required)	Lagoon Permit	Potable Water
Beach	94	NDDOT Visitor Center	Theme	2001	$30,000	City Sewer	NA	City
Hailstone Creek - E. Bound	94	NDDOT Visitor Center	Theme	1996	$10,000	0	yes	Rural
Hailstone Creek - W. Bound	94	NDDOT Visitor Center	Theme	1996	$10,000	0	yes	Rural
Apple Creek - W. Bound	94	NDDOT Visitor Center	Theme	1999	$10,000	0	yes	Rural
Apple Creek - E. Bound	94	NDDOT Visitor Center	Theme	1999	$10,000	0	yes	Rural
Crystal Springs - E. Bound	94	Rest Area	Regular	1988	$30,000	$750,000	No	Rural
Medina - W. Bound	94	Rest Area	Regular	1990	$0	$750,000 *	yes	Rural
Oriska	94	Rest Area	Regular	1990	$30,000	$750,000	No	Rural
Edgeley	281	Rest Area	Theme	1995	$30,000	$750,000	No	Rural
Crary	2	Rest Area	Theme	1995	$30,000	$750,000		Well
Elm River - N. Bound	29	NDDOT Visitor Center	Theme	2003	$80,000	$750,000	No	Well
Elm River - S. Bound	29	NDDOT Visitor Center	Theme	2003	$50,000	Pumped to other Rest Area	NA	Rural
Alexander Henry	29	NDDOT Visitor Center	Theme	1996	$40,000	$750,000	yes	Rural
Lake Agassiz - N. Bound	29	NDDOT Visitor Center	Theme	1996	$30,000	$750,000	yes	rural
Jamestown E. Bound	94	NDDOT Visitor Center	Theme	2000	$30,000	$750,000	No	Rural
Larimore	2	Rest Area	Regular	2000	$10,000	$750,000 leach field	NA	Well
Mapleton	94		Truck	1999	$1,000	Vault toilet	NA	No
Lynchburg	94		Truck	1999	$1,000	Vault toilet	NA	No
Jamestown W. Bound	94	NDDOT Visitor Center	Theme	2000	$1,000	Pumped to other Rest Area	NA	Rural

* Updating costs of lagoon system based on Medina Rest Area project

Estimated costs are $433,000 (ADA & Maintenance Repair) + $7,500,000 (update lagoon systems) Total Cost = $7,933,000

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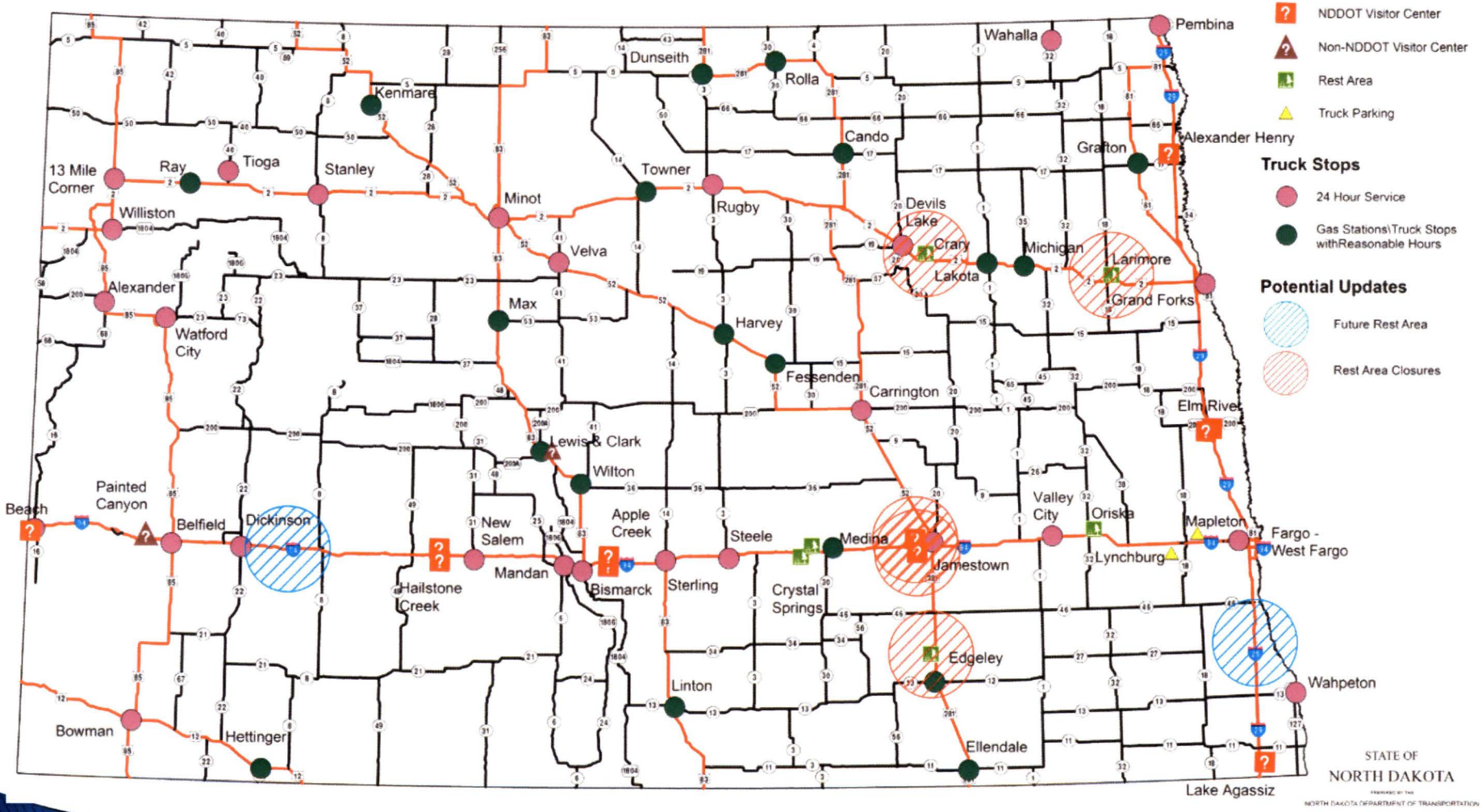
Future Rest Area Services



Drivers License and Motor Vehicle

Mark Nelson
Deputy Director Driver and Vehicle Services

REAL ID – Update

- NDDOT received a $500,000 federal grant from the Department of Homeland Security in 2009 to begin REAL ID Security upgrades including security cameras, alarm systems, restricted access to Drivers License facilities, facial recognition and others.
- ND currently has a valid waiver until October 10, 2017 based on an Executive commitment to continue progress towards compliance with all REAL – ID requirements.
- Failure to comply will result in our citizens not being able to use their driver license to board airplanes, enter federal buildings or nuclear facilities.

REAL ID Legislation- HB 1128

- Recommends ND citizens have ability to opt-in if they desire a REAL ID compliant document.
- Requires additional information be collected for those choosing to opt-in, including:
  - Scanning of primary source documents
  - Verification of resident address (i.e. utility bill)
  - Social Security Number
  - Citizenship Documentation
  - Birth Certificate

- Those citizens choosing to opt-out will see no change in how they currently renew their license.

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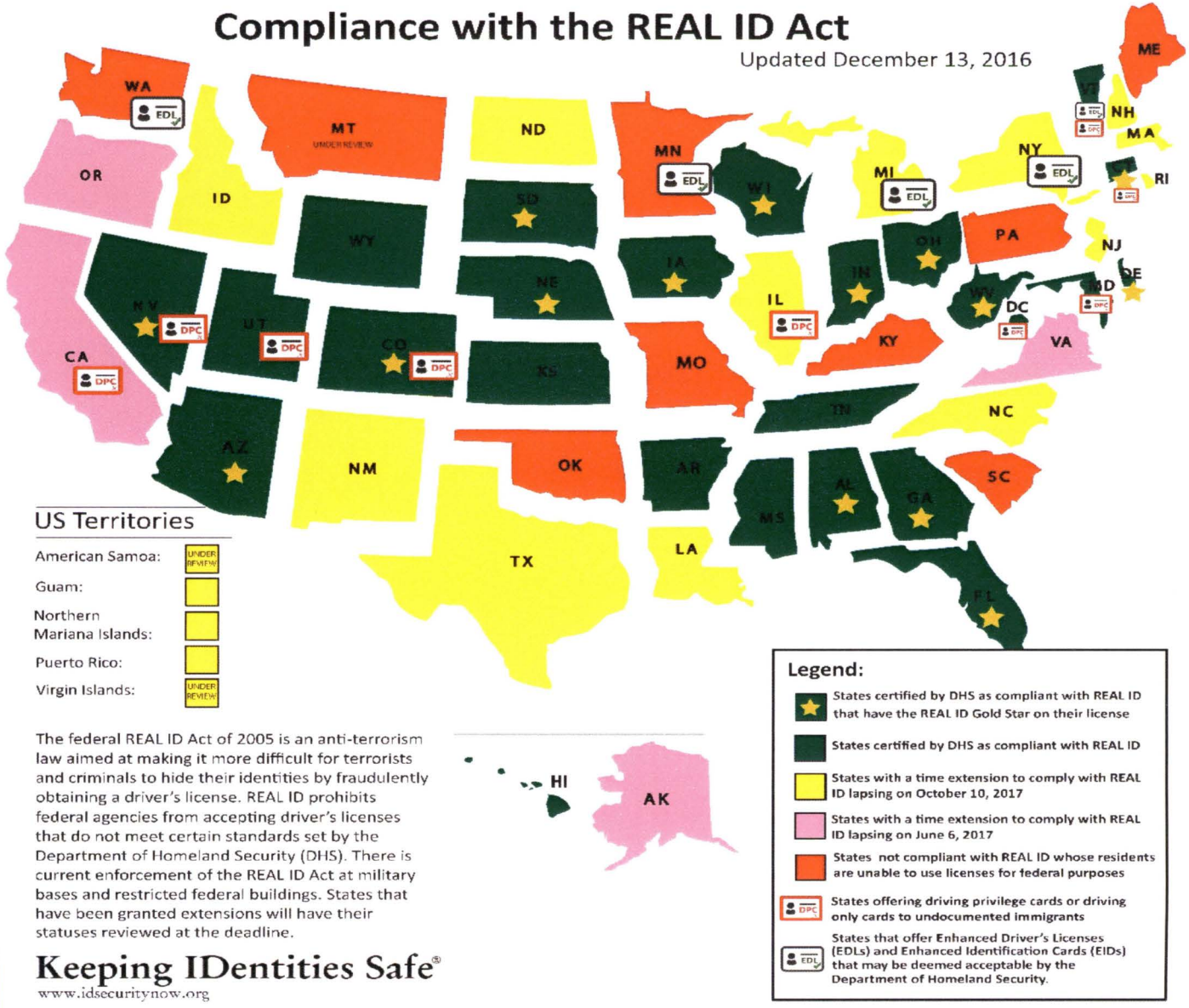
REAL ID Legislation- HB 1128

- It is important to emphasize that all data in the state drivers license system is State Data. The REAL ID Act of 2005 has no requirements that this data be shared with anyone. We will not share personal private information except as is provided in NDCC 39-33.

- REAL ID Act requires that an individual can only possess one valid identity document, that being either a driver's license or an identification card.

- We are estimating that the implementation of REAL-ID will require two FTE positions, however, we have reassigned duties to two individuals within Drivers License to handle the anticipated workload.

States That Are compliant



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Motor Vehicle/Drivers License Costs

Meeting service expectations with available resources

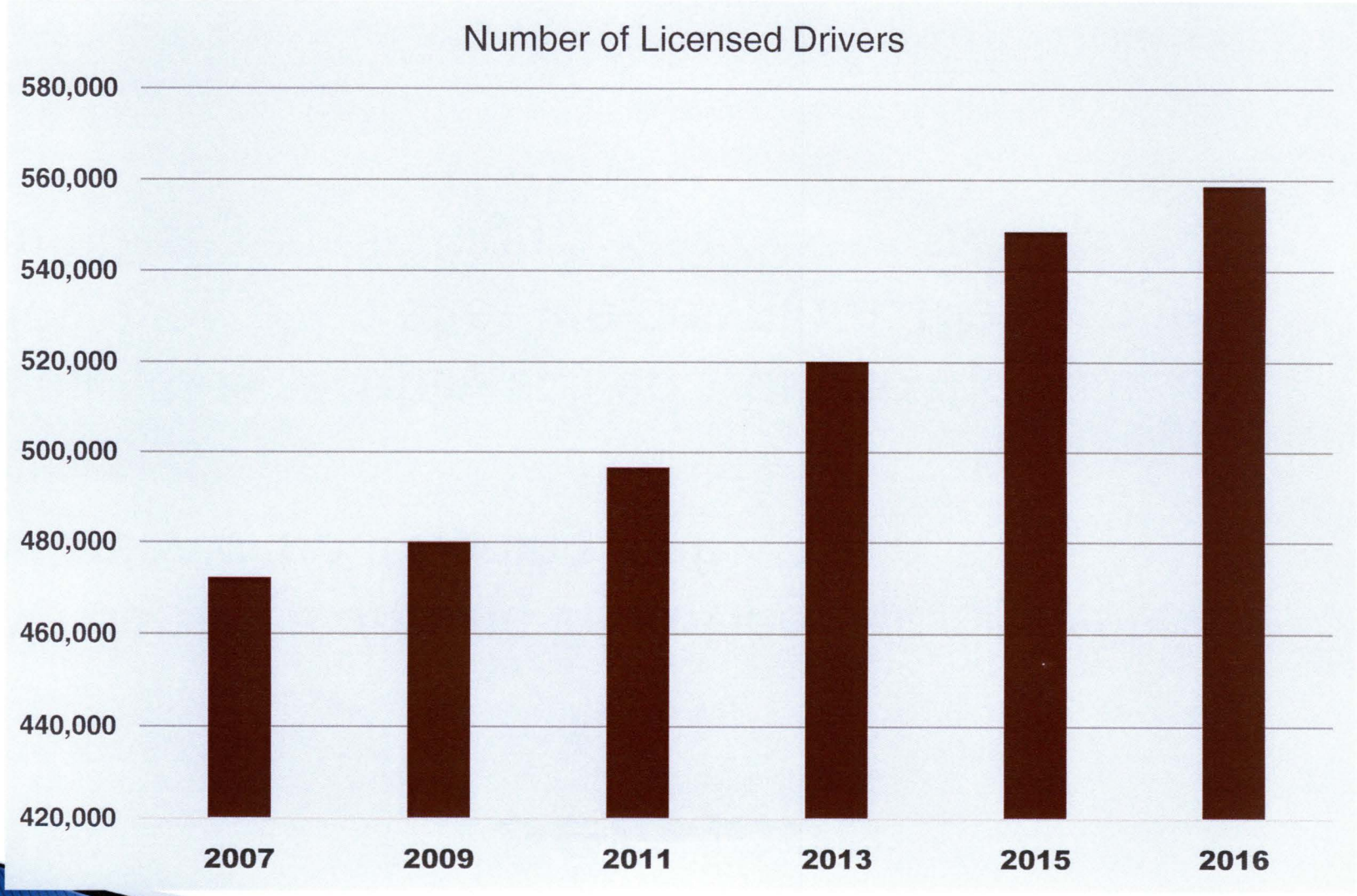
- Fees collected in Motor Vehicle and Drivers License do not cover present costs.
  - A driver's license renewal costs the customer $15 every six years, while it costs the state $21.25 to produce it.
  - A motor vehicle license plate set costs the customer $5.00, while it costs the state $5.95 to produce the set, plus $4.04 for shipping and handling.

Optimizing Drivers License Services

- We need to continue improving efficiency/service delivery without adding staff.

- Wait times recently spiked – due to the oil boom. However, even after the downturn, the road test numbers remain high.

Licensed Drivers in North Dakota



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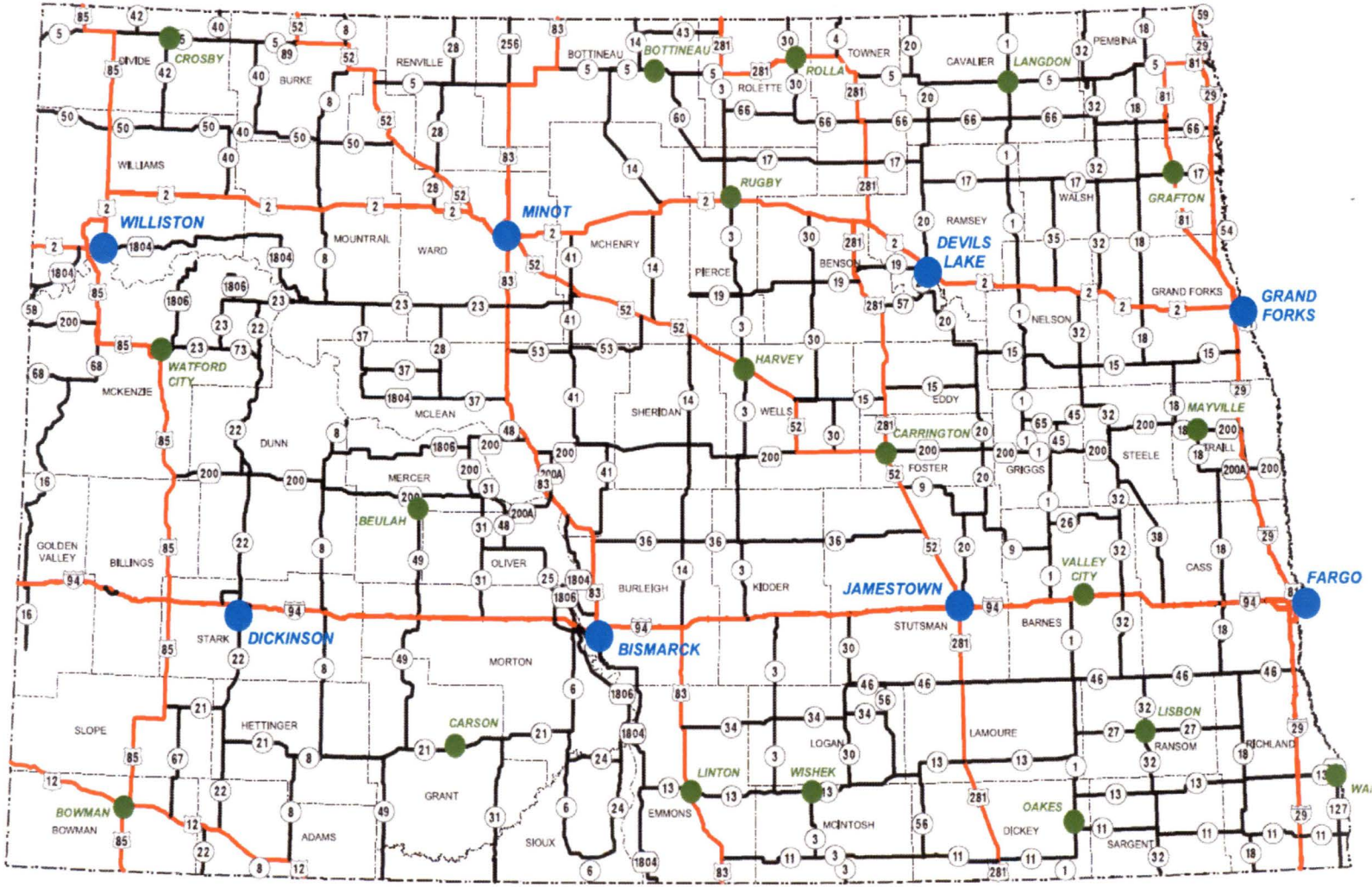
Drivers License Service Optimization

- We must increase examiner production capacity to deliver services at eight main sites without additional FTEs.
  - Reduce travel time for examiners spent in a non-productive capacity.
- We must reduce operational costs to include:
  - Equipment
  - Building rental
  - Data lines
  - Cleaning
  - Other costs

Current Drivers License Sites



Which Sites?

- Selection based on formula of transactions and distance to secondary site.

City	Days Open	Times Open	Transactions 2016
Carrington	1st Wednesday of each month	9:40 a.m. until 3:20 p.m.	353
Crosby	2nd Wednesday in Jan., March, May, July, Sept. & Nov.	9:40 a.m. until 3:20 p.m.	68
Mayville	3rd Wednesday of each month	9:20 a.m. until 3:35 p.m.	579
Carson	1st Wednesday of each month	8:30 a.m. until 2:30 p.m.	634
Langdon	2nd Wednesday of each month	10:20 a.m. until 2:40 p.m.	714
Lisbon	2nd Thursday of each month	9:40 a.m. until 3:20 p.m.	858
Wishek	4th Wednesday of each month	10 a.m. until 3 p.m.	541
Rugby	2nd Wednesday of each month	9:20 a.m. until 3:45 p.m.	796
Rolla	2nd & 4th Tuesday of each month	9:40 a.m. until 3:20 p.m.	1600

Savings / Capacity Impact

- Improved efficiencies could result in:
  - 290 additional counter service hours, or,
  - 880 additional Class D road tests, or,
  - 242 additional CDL road tests, or,
  - Some combination of the above.

Summary

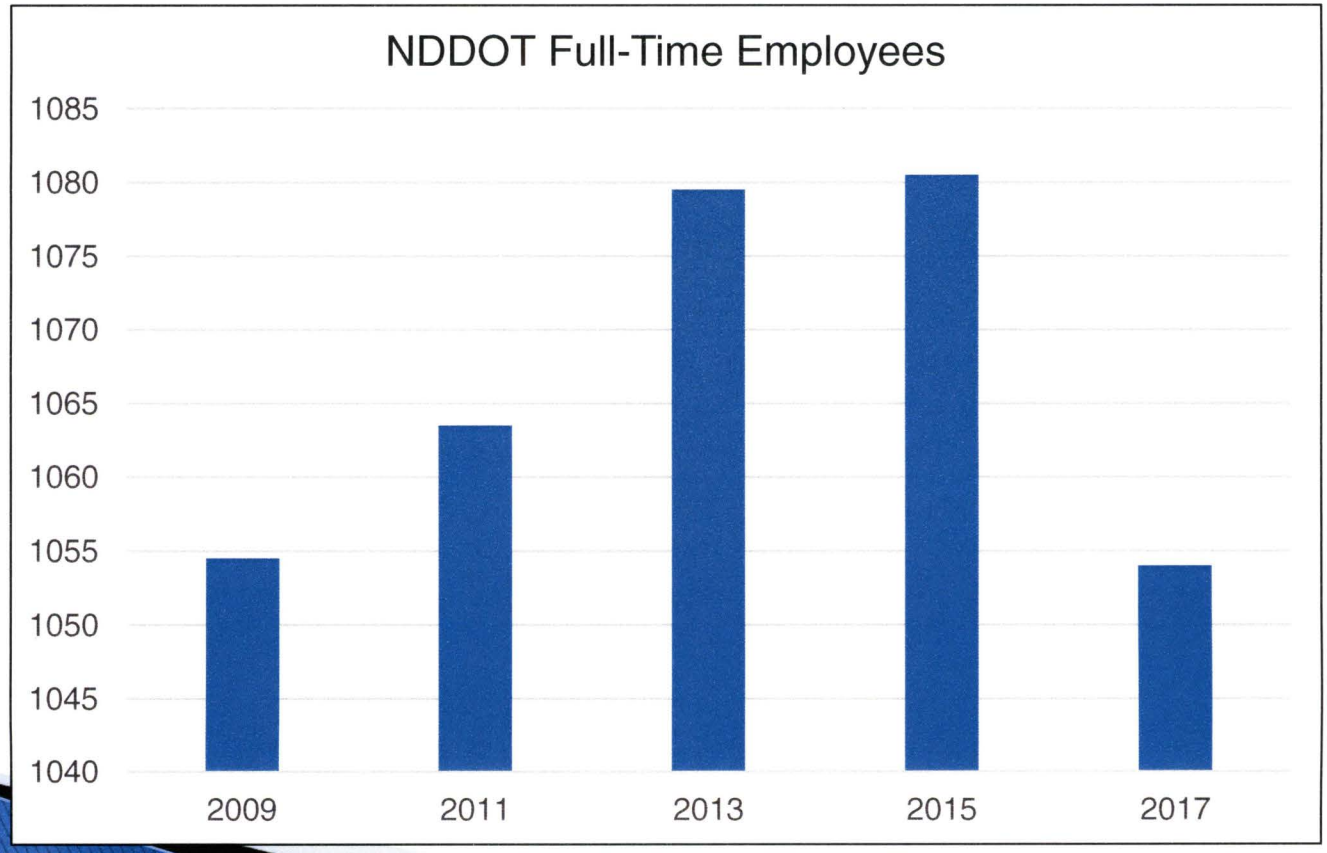
- Elimination of operations at the selected field sites reduce costs and provide enhanced examiner presence to serve our citizens at the eight main sites without increasing staff.
- The population is increasing and service requirements are increasing.
- Effective business application can provide increased efficiency that minimizes the need for additional resources in the short term.
  - Citizens currently renew once every six years and SB 2123 would allow individuals, who so chose, to renew online every other cycle, until age 65.
  - Technology advances occurring in photo apps that could interface with our facial recognition software.

Business Support

Darcy Rosendahl
Deputy Director for Business Support

Business Functions

- Returning 26.5 FTE's
  - 19 Engineering positions, 5 from Maintenance, 2.5 from Business Support. $4.1 million budget savings
    - Proposed 1,054 positions in 2017 compared to 1,080.5 positions in 2015.
      - 1,054.5 positions in 2009.



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Doing Business

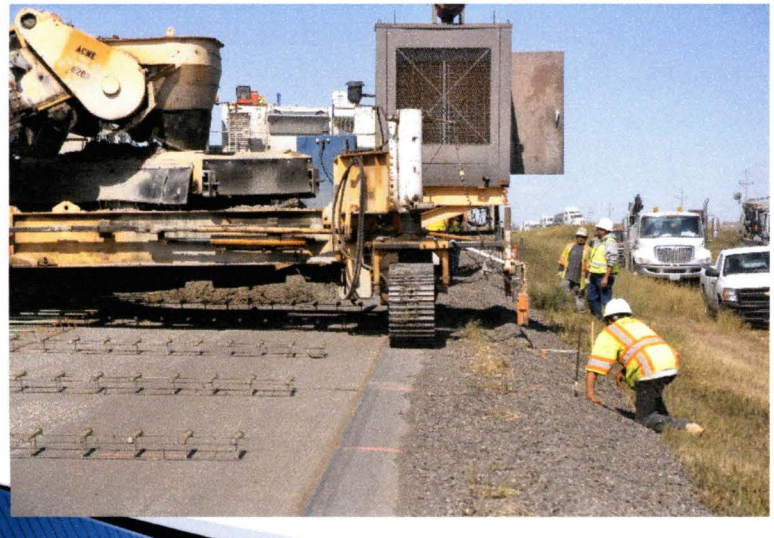
- It's our practice at the NDDOT to constantly evaluate the need for every position in our organization. At this time we are returning 26.5 FTE's which became available due to employee reassignment and reorganization.

- Example of reassignment
  - In our Civil Rights Division we had a retirement and trained and assigned a current employee to take over the retiree's duties.
  - Implementation of REAL-ID will require two FTE positions, however, we have reassigned duties to two individuals within Driver's License to handle the anticipated workload.

Significant Turnover Expected

- 16.3% of NDDOT employees are eligible to retire now.
- 29.2% will be eligible to retire in 5 years.

Currently we are able to fill most open positions, but continue to have difficulty in filling certain areas (i.e. engineering technicians, mechanics, planners)



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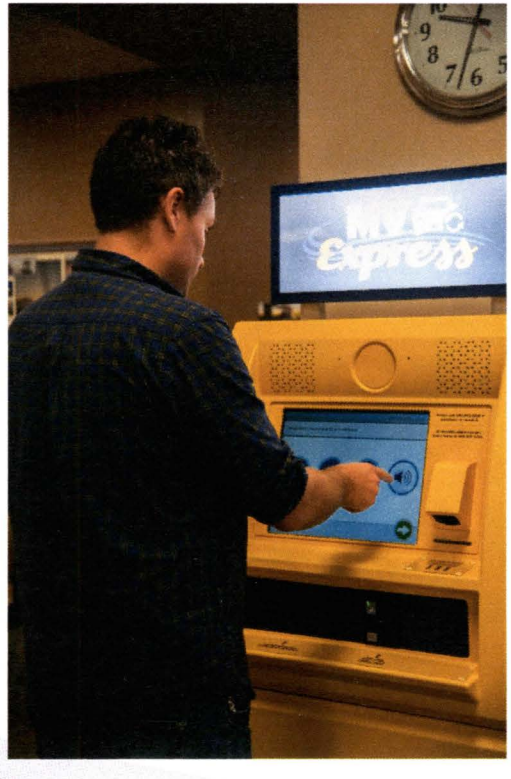
Technology is Key to Future Success

Accomplishments

- E-Construction deploying iPads w/cellular in the field
- iPads = Road conditions reporting
- ND Road Conditions Travel Map
- State cameras
- ND Renewals
- STARS = State titling and registration system
- CDL test banking
- Substitute Drivers License System
- Drivers License Data Verification Service
- S2S = State-to-State Verification Service
- Drivers License and Central Office Motor Vehicle wait times
- RIDE = Records and information from Departments of Motor Vehicles for E-Verify
- DOT.ND.GOV= Internet redesign
- Telecommunications equipment upgrade phase III

Technology

- **Innovation through use of technology**
  - The Department will continue to implement cost saving IT measures, such as the Motor Vehicle Kiosk project.



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Bill Sections
SB 2072

- **Section 1** shows the base level, adjustments or enhancements, and the total appropriation request contained in this bill.
- **Section 2** shows the one time funding items for the 2015-2017 and 2017-2019 biennial appropriations.
- **Section 3** provides the NDDOT with the ability to transfer appropriation authority between various appropriation lines. This flexibility is necessary to enable us to best meet our construction and maintenance responsibilities.
- **Section 4** allows the department to utilize $12.6 million of funding provided by the 2015 Legislature for the purpose of matching federal highway funding in the 2017-2019 biennium.

Bill Sections
SB 2072

- **Section 5** allows the department to continue into the 2019-2021 biennium any portion of the enhanced state highway investment program that was appropriated for the 2015-2017 biennium but not completed by June 30, 2019.
- **Section 6** allows the department to continue in the 2017-2019 biennium the funding provided by the 2015 Legislature to the Department of Transportation from the general fund for special road projects.
- **Section 7** permanently codifies a provision passed by the 2015 Legislature as a part of the NDDOT's appropriation bill allowing the department to repay the US Department of Transportation for previous expenditures from current appropriations. This enables the department to advance projects under federal funding, later convert those projects to state funding as it becomes available, and re-commit the federal funds to other eligible projects. By doing so, we are able to start some projects sooner than would otherwise be possible and also avoid some federal requirements that would otherwise be imposed on some projects.

Revenues/Budget

Shannon Sauer, Chief Finance Officer

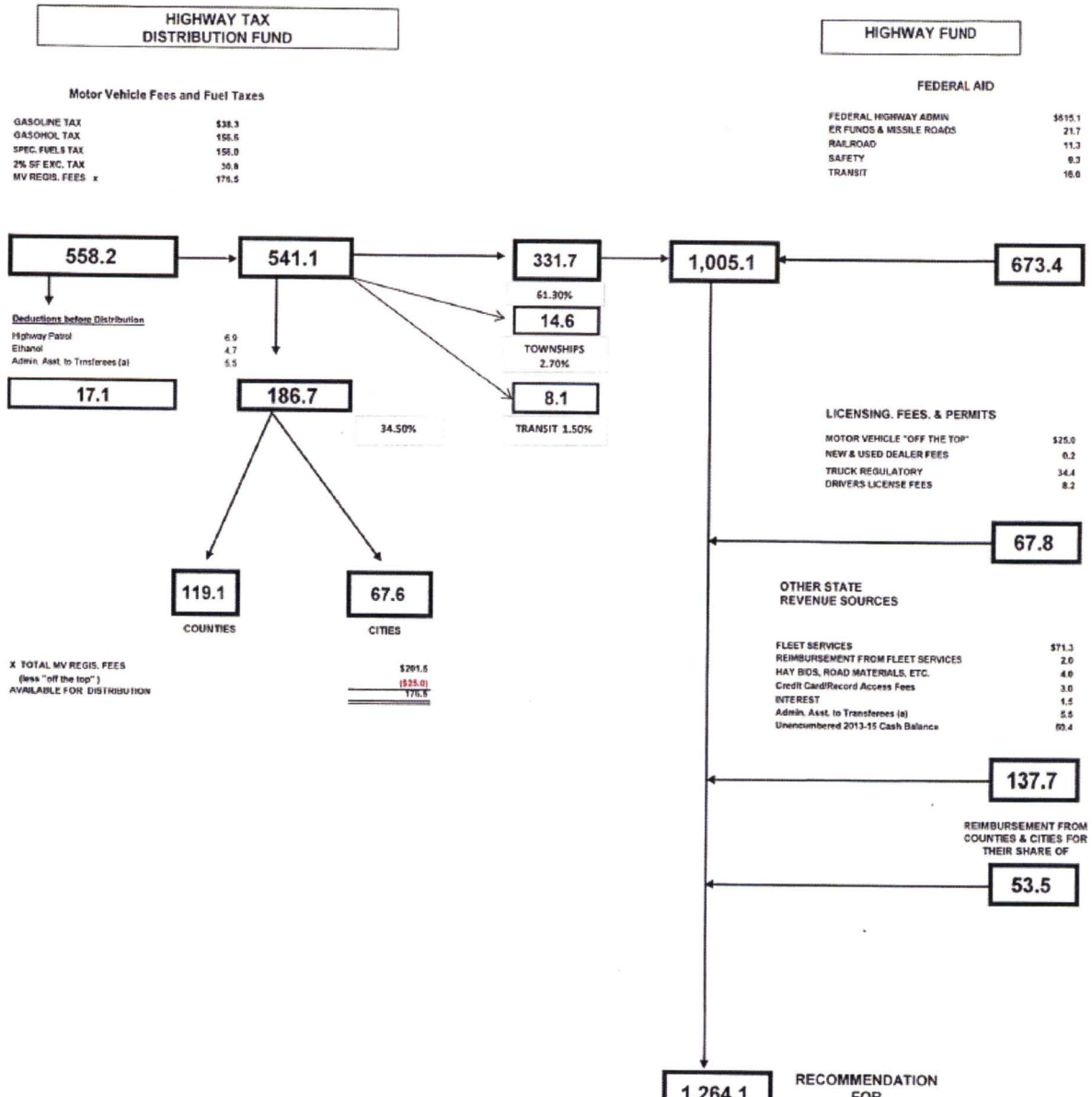
SB 2072

2017-19 Biennium

Revenue

DEPARTMENT OF TRANSPORTATION
SB 2072 EXECUTIVE RECOMMENDATION
2017 - 2019 BIENNIUM REVENUE

(MILLIONS)

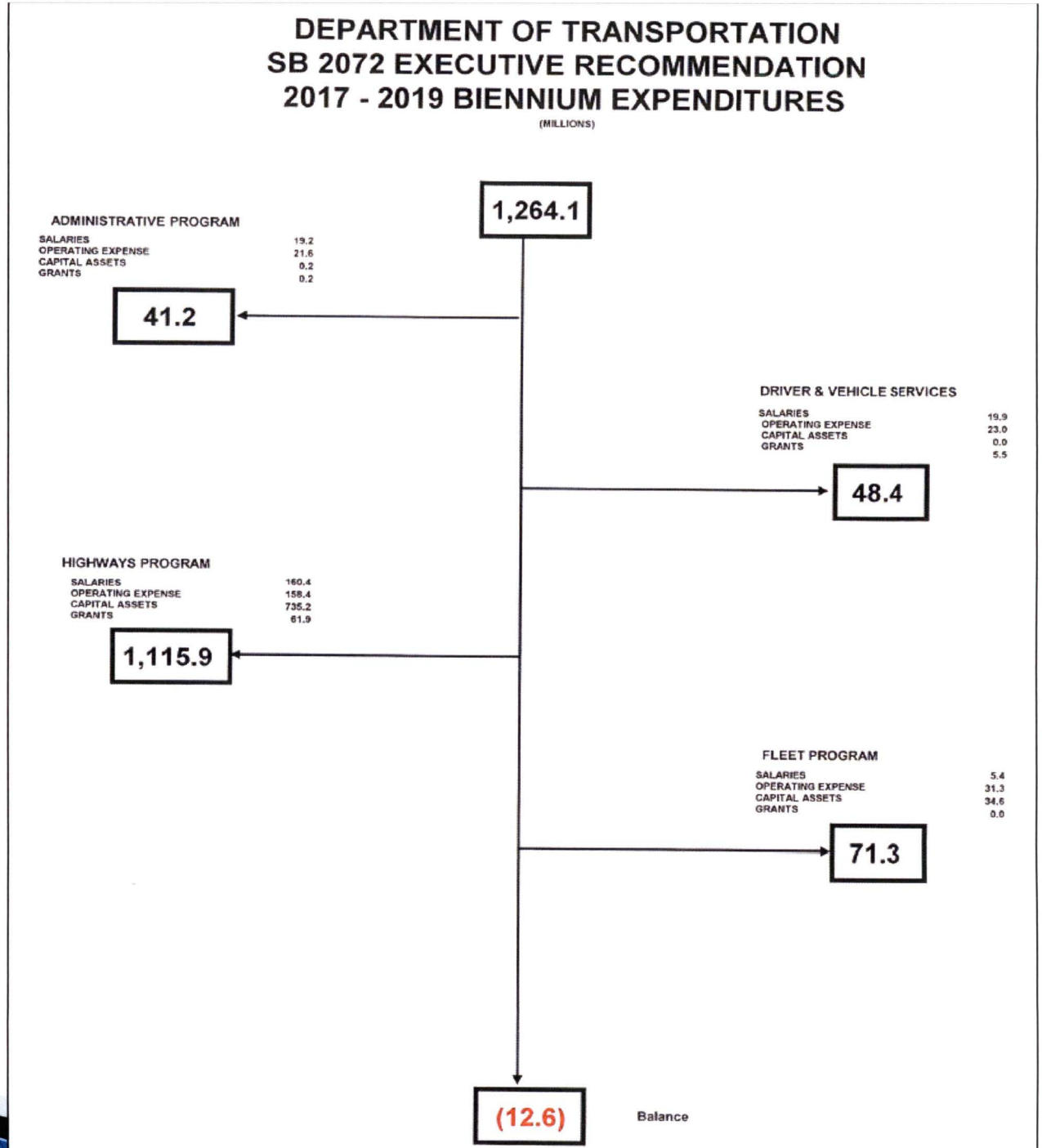


NDDOT
North Dakota Department of Transportation

SB 2072

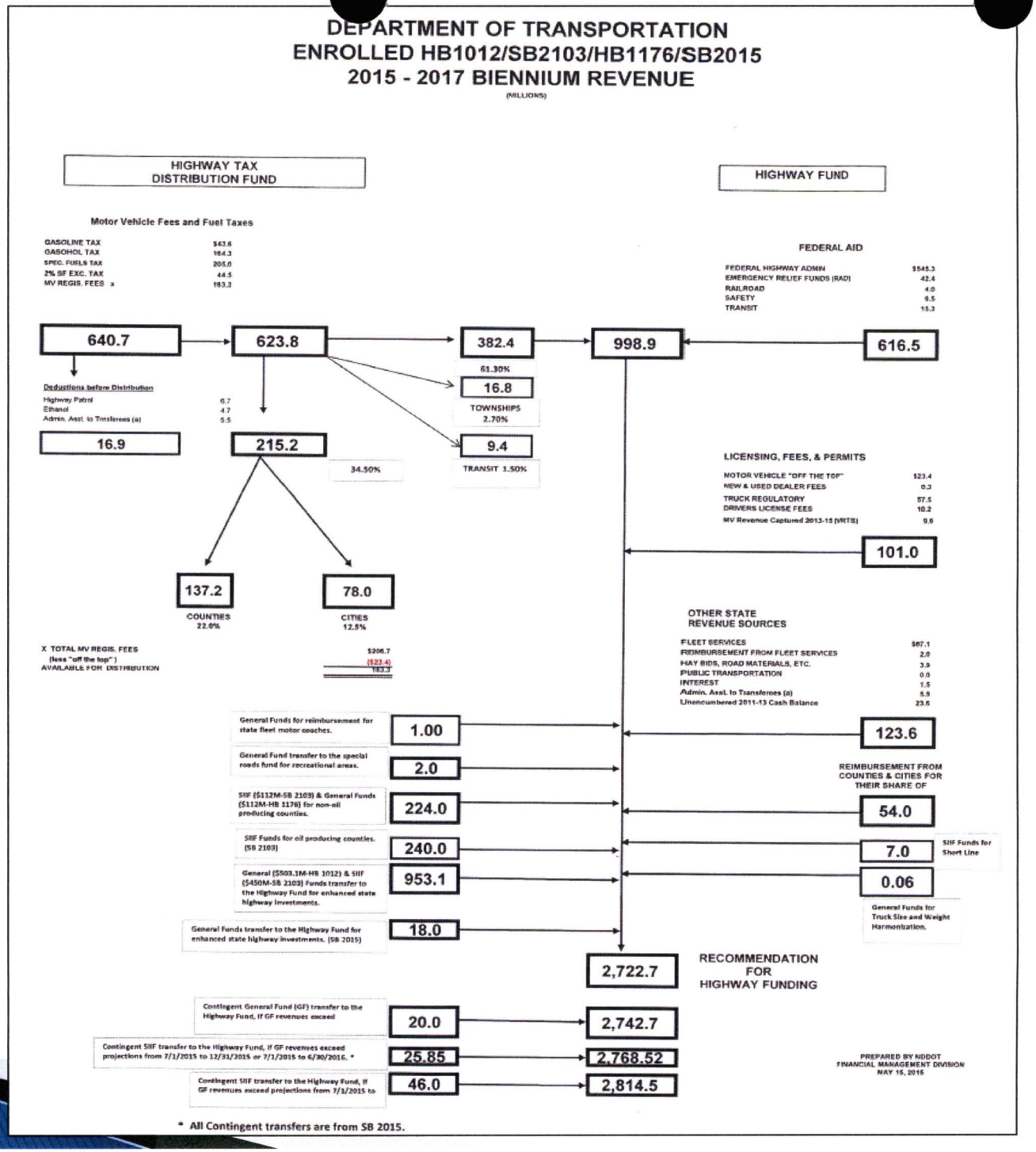
2017-19 Biennium

Expenditures



2015-17 Biennium

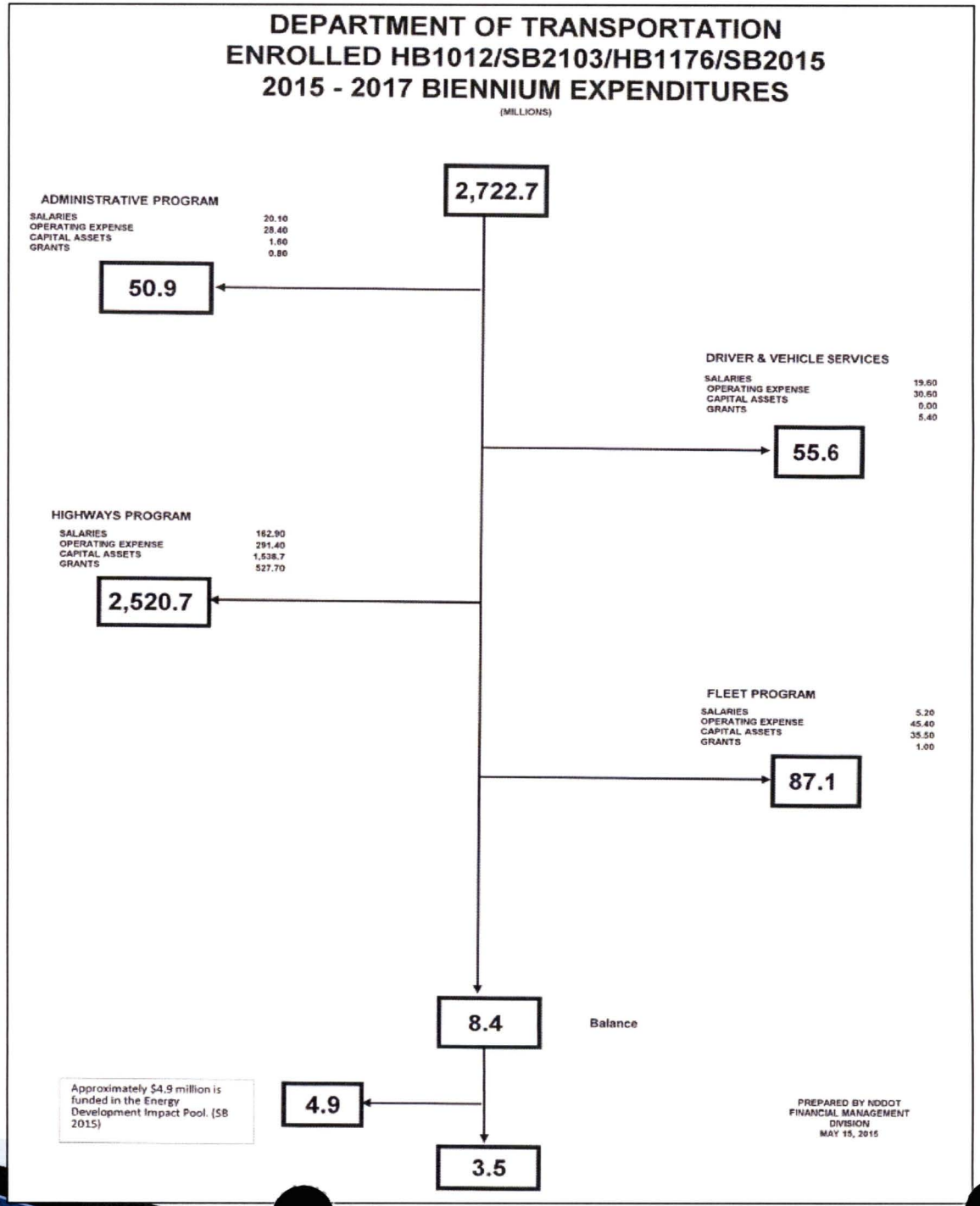
Revenue



NDDOT
North Dakota Department of Transportation

2015-17 Biennium

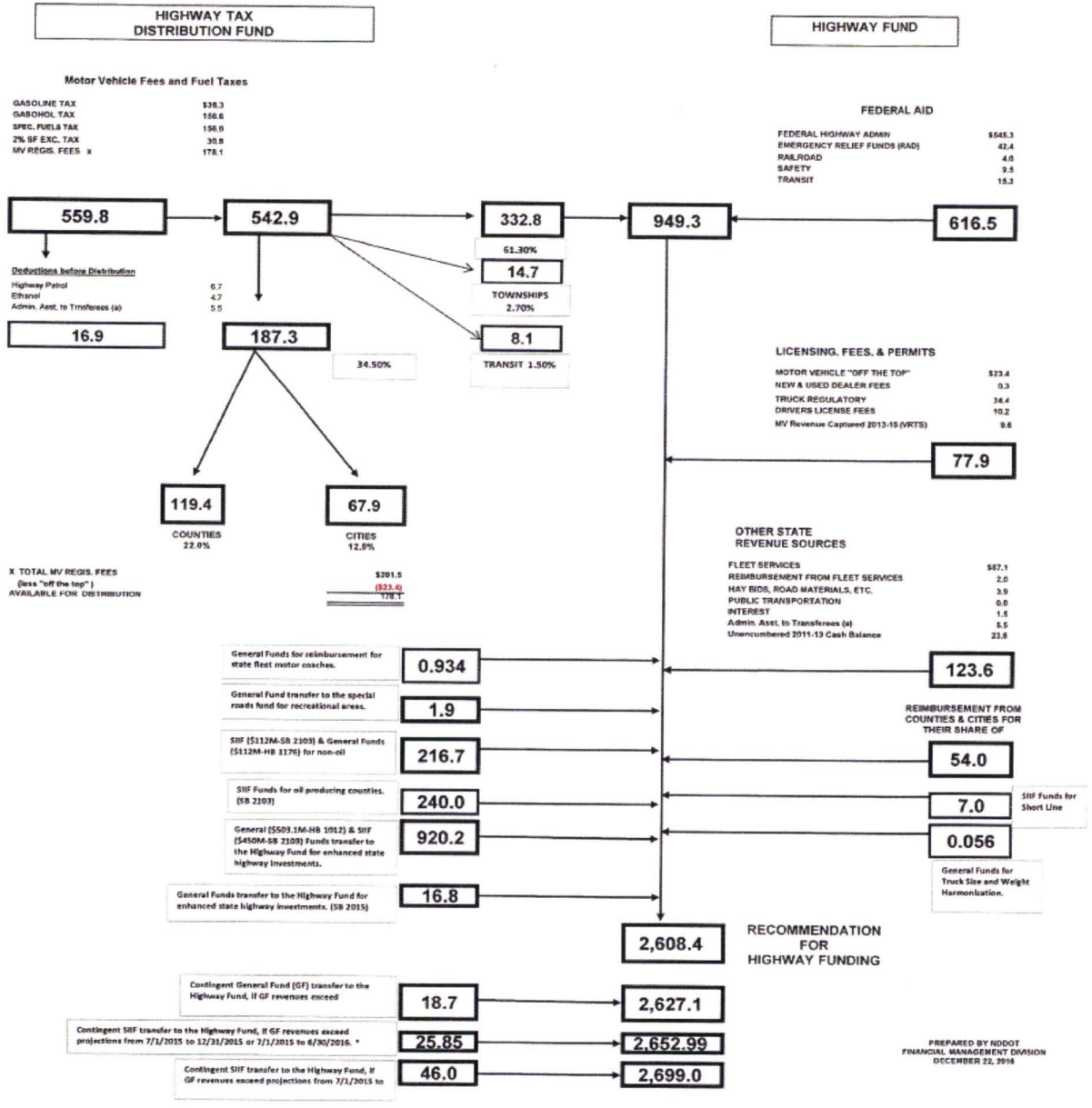
Expenditures



2015-17 Biennium

Revenue Revised

DEPARTMENT OF TRANSPORTATION
ENROLLED HB1012/SB2103/HB1176/SB2015
2015 - 2017 BIENNIUM REVENUE *REVISED 1-2-2016*
Reflects Adjustments for General Fund Allot. & Updated Revenue Forecasts
(MILLIONS)

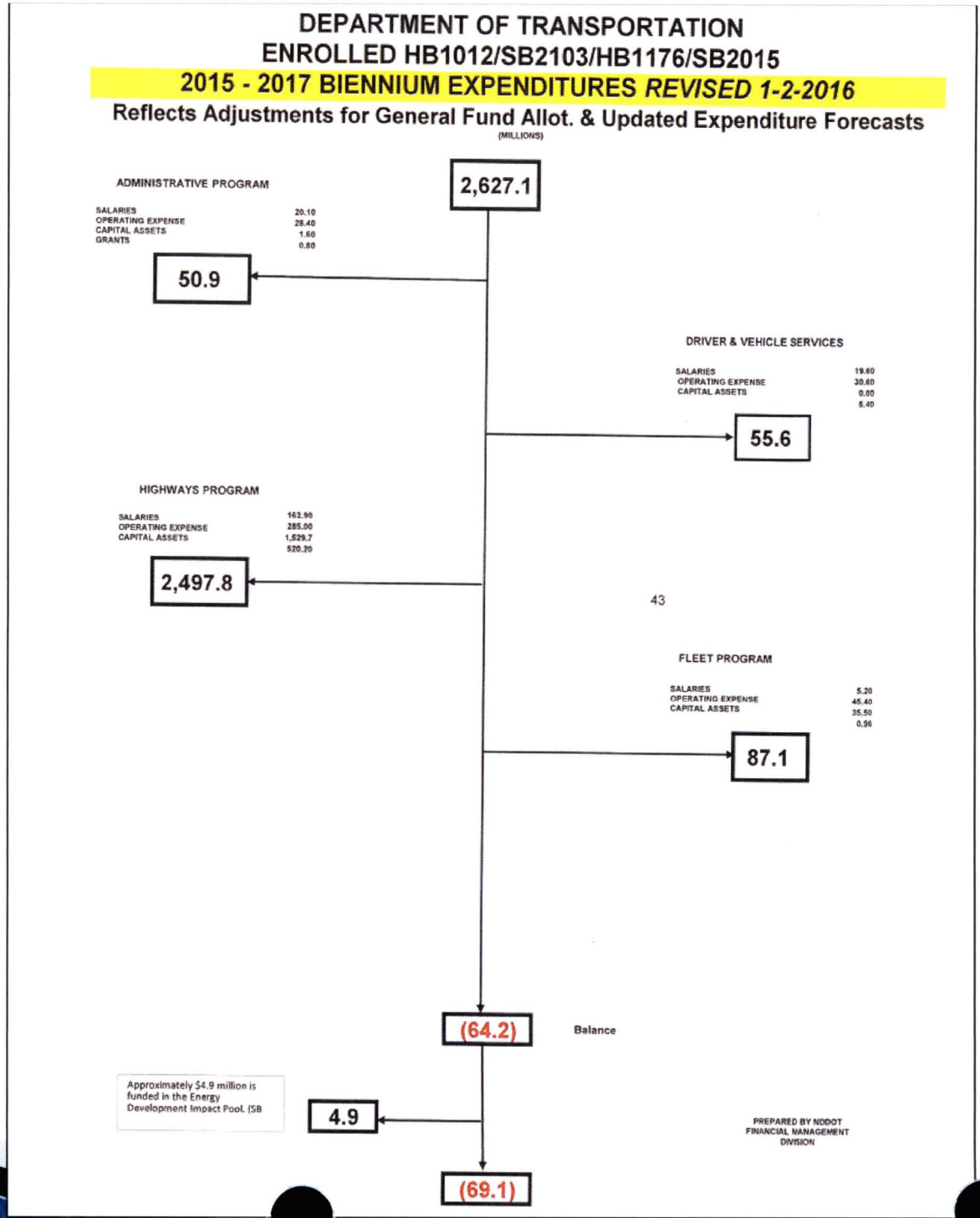


* All Contingent transfers are from SB 2015.

NDDOT
North Dakota Department of Transportation

2015-17 Biennium

Expenditures Revised



Questions?
THANK
YOU
NDDOT
North Dakota
Department of Transportation

DEPARTMENT OF TRANSPORTATION
SB 2072 EXECUTIVE RECOMMENDATION
2017 - 2019 BIENNIUM REVENUE

(MILLIONS)

HIGHWAY TAX DISTRIBUTION FUND

Motor Vehicle Fees and Fuel Taxes

GASOLINE TAX	$38.3
GASOHOL TAX	156.6
SPEC. FUELS TAX	156.0
2% SF EXC. TAX	30.8
MV REGIS. FEES x	176.5

558.2

Deductions before Distribution

Highway Patrol	6.9
Ethanol	4.7
Admin. Asst. to Trnsferees (a)	5.5

17.1

541.1

186.7

34.50%

119.1

COUNTIES 22.0%

67.6

CITIES 12.5%

331.7

61.30%

14.6

TOWNSHIPS 2.70%

8.1

TRANSIT 1.50%

X TOTAL MV REGIS. FEES	$201.5
(less "off the top")	($25.0)
AVAILABLE FOR DISTRIBUTION	176.5

HIGHWAY FUND

FEDERAL AID

FEDERAL HIGHWAY ADMIN	$615.1
ER FUNDS & MISSILE ROADS	21.7
RAILROAD	11.3
SAFETY	9.3
TRANSIT	16.0

673.4

1,005.1

LICENSING, FEES, & PERMITS

MOTOR VEHICLE "OFF THE TOP"	$25.0
NEW & USED DEALER FEES	0.2
TRUCK REGULATORY	34.4
DRIVERS LICENSE FEES	8.2

67.8

OTHER STATE REVENUE SOURCES

FLEET SERVICES	$71.3
REIMBURSEMENT FROM FLEET SERVICES	2.0
HAY BIDS, ROAD MATERIALS, ETC.	4.0
Credit Card/Record Access Fees	3.0
INTEREST	1.5
Admin. Asst. to Transferees (a)	5.5
Unencumbered 2013-15 Cash Balance	50.4

137.7

REIMBURSEMENT FROM COUNTIES & CITIES FOR THEIR SHARE OF

53.5

1,264.1

RECOMMENDATION FOR HIGHWAY FUNDING

PREPARED BY NDDOT
FINANCIAL MANAGEMENT DIVISION
JANUARY 3, 2017

DEPARTMENT OF TRANSPORTATION
SB 2072 EXECUTIVE RECOMMENDATION
2017 - 2019 BIENNIUM EXPENDITURES

(MILLIONS)

1,264.1

ADMINISTRATIVE PROGRAM

SALARIES	19.2
OPERATING EXPENSE	21.6
CAPITAL ASSETS	0.2
GRANTS	0.2

41.2

DRIVER & VEHICLE SERVICES

SALARIES	19.9
OPERATING EXPENSE	23.0
CAPITAL ASSETS	0.0
GRANTS	5.5

48.4

HIGHWAYS PROGRAM

SALARIES	160.4
OPERATING EXPENSE	158.4
CAPITAL ASSETS	735.2
GRANTS	61.9

1,115.9

FLEET PROGRAM

SALARIES	5.4
OPERATING EXPENSE	31.3
CAPITAL ASSETS	34.6
GRANTS	0.0

71.3

(12.6) Balance

PREPARED BY NDDOT
FINANCIAL MANAGEMENT
DIVISION
JANUARY 3, 2017

SB 2012-2072
Terry Traynor
1-9-2017

#2

Testimony for the
Senate Appropriations Committee
Prepared January 9, 2016 by the
North Dakota Association of Counties

RE: SB2012/SB2072 NDDOT BUDGET

To begin, counties have asked that I communicate their appreciation for the support that the Legislature has given over the last several sessions to the NDDOT to improve the state highway system, as well as the similar investment you have made in local roads. Just as Mr. Levi's presentation has shown – it has made a difference. Overall, state, county and township highways have seen an improvement statewide – something that is good for energy, agriculture, and all business, as well as for our citizens and taxpayers.

Just as the State Highway charts have shown the increased quality of our state routes, you can see from the excerpt of the UGPTI local roads study – the pie charts demonstrate a marked improvement in overall local road quality. This would not be the case without the investment you have made.

Likewise, your continued investment in the professional analysis by the UGPTI has facilitated adequate planning as well as allowing for an ongoing assessment, which is crucial to this effort.

I have included several summary tables from their recent draft final report, as well as a county-by-county breakdown of the 20-year transportation investment needs. As you can quickly see, the needs continue. While county officials recognize that this session is unlike the last several, it is important to keep this information before you, for the future.

I have been asked by several legislators to comment on the ongoing battle with snow and ice, and can say for quite a number of counties it is becoming a challenge. As of Friday, I was aware of eleven counties that have declared emergencies, and have begun to dip into their emergency funds for both overtime as well as private contractor support. As quite a number of counties are meeting tomorrow, I expect that number to grow. We have begun to gather cost and condition information, and will keep the legislature informed as the winter's weather continues to unfold.

To conclude, the North Dakota Association of Counties supports the NDDOT Budget and in particular, we urge that sufficient state funding be provided to ensure that all federal funds are matched.

Thank you again for keeping state and local transportation needs at the forefront.

SB 2012/2072 Attachment # 2 pg. 2
1-9-17

NDSU UPPER GREAT PLAINS TRANSPORTATION INSTITUTE

Final Draft

Infrastructure Needs: North Dakota's County, Township and Tribal Roads and Bridges: 2017-2036

Report Requested by North Dakota Legislative Assembly
August 2016

DRAFT

Excerpts only – Complete Report Available at:

http://www.ugpti.org/downloads/road_needs/

SB 2012/2072 1-9-17
Attachment #2 Pg. 3

Total Statewide Needs

As shown in Table H, the combined estimate of infrastructure needs for all county and township roads is $8.8 billion over the next 20 years. Forty percent of this estimate relates to projected needs in the oil and gas producing counties of western North Dakota. Unpaved road funding needs comprise approximately 67% of the total. If averaged over the next 20 years, the annualized infrastructure need is equivalent to $440 million per year.

The values shown in Tables H-I do not include the infrastructure needs of Forest Service roads or city streets within municipal areas. The infrastructure needs of Indian Reservation roads are presented separately in the report and detailed results are presented for county and township roads.

Table H: Summary of All Road and Bridge Investment and Maintenance Needs for Counties and Townships in North Dakota (Millions of 2016 Dollars) (Likely Scenario)

Period	Statewide	Oil Patch	Rest of State
2017-18	$940.8	$378.6	$562.1
2019-20	$906.3	$351.6	$554.6
2021-22	$937.9	$428.5	$509.4
2023-24	$897.7	$408.0	$489.7
2025-26	$836.0	$324.5	$511.5
2027-36	$3,836.6	$1,550.5	$2,286.2
2017-36	**$8,355.2**	**$3,441.5**	**$4,913.7**

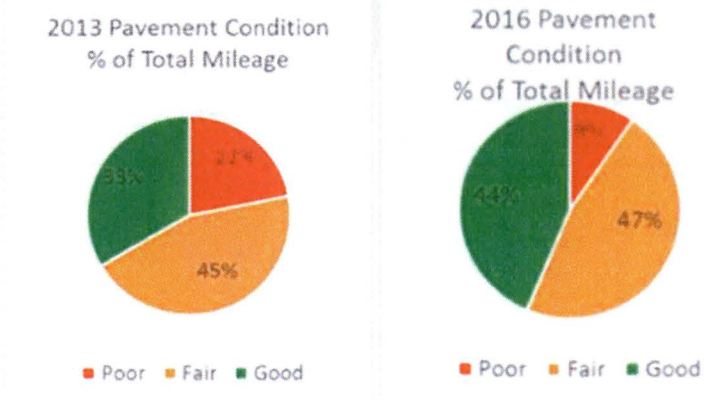
Table I: Summary of All Road and Bridge Investment and Maintenance Needs for Counties and Townships in North Dakota (Millions of 2016 Dollars) (Likely Scenario)

Period	Unpaved	Paved	Bridges	Total
2017-18	$645	$296.1	$88	$1,029
2019-20	$607	$299.3	$88	$994
2021-22	$660	$278.1	$88	$1,026
2023-24	$661	$236.8	$88	$986
2025-26	$603	$233.4	$88	$924
2027-36	$2,915	$920.8	$12	$3,848
2017-36	**$6,091**	**$2,264.5**	**$449**	**$8,807**

General Comparison with 2014 Study

Investments in pavement over the current and previous bienniums have reduced the 20 year costs for pavements and improved overall pavement condition. The charts below in Figure A show how the percentage of poor miles of pavement have decreased and the good miles of pavement have increased between 2013 and 2016.

Figure A. Pavement Condition Change from 2013 to 2016



3

1-9-17
SB 2012/2072
Attachment # 2 pg. 4

Table B.10. Total Estimated Road and Bridge Investment Needs, by County (Millions of 2016 Dollars) - 60 Rigs

County	Unpaved Road Needs	Paved Road Needs	Bridge Needs	Total Needs
Adams	$58.16	$6.88	$2.85	$67.89
Barnes	$132.13	$73.98	$0.82	$206.93
Benson	$75.71	$20.72	$1.23	$97.66
Billings	$90.45	$5.21	$1.21	$96.87
Bottineau	$106.24	$78.30	$27.28	$211.82
Bowman	$84.69	$55.15	$0.87	$140.71
Burke	$141.25	$16.69	$1.64	$159.58
Burleigh	$151.08	$107.43	$2.17	$260.68
Cass	$286.93	$123.99	$34.19	$445.11
Cavalier	$93.25	$21.48	$2.68	$117.41
Dickey	$72.45	$28.53	$0.43	$101.41
Divide	$180.62	$23.31	$1.25	$205.18
Dunn	$316.86	$14.96	$2.61	$334.43
Eddy	$30.06	$23.66	$1.04	$54.76
Emmons	$76.59	$4.24	$2.81	$83.64
Foster	$33.26	$45.61	$1.47	$80.34
Golden Valley	$86.98	$7.76	$3.65	$98.39
Grand Forks	$203.80	$96.64	$27.55	$327.99
Grant	$124.48	$0	$19.04	$143.52
Griggs	$34.10	$13.44	$4.08	$51.62
Hettinger	$66.46	$5.53	$19.00	$90.99
Kidder	$55.03	$16.95	$0.00	$71.98
LaMoure	$76.67	$57.72	$9.17	$143.56
Logan	$48.92	$2.56	$0.70	$52.18
McHenry	$204.35	$39.00	$16.47	$259.82
McIntosh	$47.26	$38.20	$0.62	$86.08
McKenzie	$404.76	$66.21	$4.18	$475.15
McLean	$154.91	$81.19	$1.91	$238.01
Mercer	$90.70	$42.13	$1.59	$134.42
Morton	$125.31	$27.78	$46.02	$199.11
Mountrail	$234.88	$69.74	$2.47	$307.09
Nelson	$57.65	$29.69	$1.67	$89.01
Oliver	$34.61	$8.89	$0.15	$43.65
Pembina	$85.17	$61.92	$14.18	$161.27
Pierce	$108.10	$2.46	$1.71	$112.27
Ramsey	$62.24	$38.94	$4.04	$105.22
Ransom	$56.43	$18.73	$9.15	$84.31
Renville	$59.53	$31.92	$3.80	$95.25
Richland	$167.84	$108.65	$29.02	$305.51
Rolette	$59.23	$16.14	$0.44	$75.81
Sargent	$44.51	$33.62	$2.84	$80.97
Sheridan	$53.78	$7.39	$1.58	$62.75
Sioux	$57.88	$0	$0.35	$58.23
Slope	$63.02	$0	$0.68	$63.70
Stark	$184.35	$48.23	$18.04	$250.62
Steele	$51.18	$25.50	$11.25	$87.93
Stutsman	$112.14	$87.43	$2.41	$201.98
Towner	$72.23	$0	$3.15	$75.38
Traill	$71.90	$58.78	$46.90	$177.58
Walsh	$190.62	$71.02	$36.96	$298.60
Ward	$233.91	$120.13	$8.90	$362.94
Wells	$83.90	$47.74	$1.58	$133.22
Williams	$292.21	$141.97	$9.63	$443.81
Total	$6,090.71	$2,264.53	$449.43	$8,703.91

4

SB 2012-2072
Rob Rebel
1-9-2017
#3 pg. 1

January 9, 2017

Senate Appropriations Committee

DOT Appropriations (SB 2012 & 2072)

Mr. Chairman and Committee Members;

My name is Rob Rebel. I am a vice president with Knife River Corporation and also the 2017 president of the Associated General Contractors of North Dakota. The AGC of ND is a statewide association of approximately 400 contractors performing all forms of commercial construction

I wanted to take just a few minutes of your time to discuss the funding support we had from the ND legislature during the last biennium.

The first thing I want to relay on behalf of the industry is "THANK YOU" for generously funding ND infrastructure in 2015 and 2016. You showed your faith in our industry and we will never forget it. If you have driven around our state over the last few years you could not help but notice the incredible improvements to our highway system.

There are two important points I need to make about the 2015-16 funding:

First point: Two years ago, we were here, in hope and in anticipation of a large infrastructure bill, doing our best to convince you that if you made the money available we could and would get the work done. The NDDOT will tell you that the percentage of work the industry completed, even in consideration of the much higher work volume, was at an all-time high. You delivered the funding and we performed accordingly.

Second point: Two years ago, the industry started gearing up significantly to perform higher volumes of work. Along with what I'll refer to as the "local or ND based contractors" gearing up for more work, it is no secret that ND's oil activity, along with the funding packages, brought a lot of out-of-state contractors to ND as well. When the oil industry started to soften, competition for remaining work, primarily in the infrastructure arena, became very high. The end result of these two issues happening simultaneously was that the DOT got a GREAT value on its spending; a result of many bidders on each project, and bids coming in below the estimated costs. I believe you will hear this same report from the DOT. This perfect storm was a win - win for the State of ND as well as for the industry.

Mr. Chairman and Committee Members, allow me tell you, in all honestly, how I see things from my position: The market prices for services we perform (I'm not talking about commodity prices) are at a level we last saw in the mid to late 1990's. What this means for the state is that given the current situation here in the contracting world, primarily a huge capacity for work volume, the state will likely be able to complete projects at a significant value during this coming biennium.

With that, I'd like to reiterate a sincere "thank you" for your prior funding support for our state's infrastructure, and encourage you, as you begin to roll through the budget process, to consider the value the state will very likely see on any funding dollars allocated for this next biennium.

SB 2012-2072
Cal Klewin
1-9-2017
#4 pg.1

Theodore Roosevelt EXPRESSWAY

TESTIMONY BEFORE THE
NORTH DAKOTA SENATE APPROPRIATIONS COMMITTEE
BY
THEODORE ROOSEVELT REPRESSWAY ASSOCIATION
CAL KLEWIN, EXECUTIVE DIRECTOR
JANUARY 9, 2017

Chairman, Holmberg,

Members of the Senate Appropriations Committee

Good morning. I am Cal Klewin, Executive Director of the **Theodore Roosevelt Expressway Association (TREA).**

The **Theodore Roosevelt Expressway** (Highway 85) is a Federally-Designated High Priority Corridor on the National Highway System. It runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.

The **Theodore Roosevelt Expressway Association** wishes to recognize the significant investment made in western North Dakota by the commitment of General Fund dollars that came from oil and natural gas revenues. The completion of the expansion of U.S. Highway 85 between Williston and Watford City certainly improved the safety and efficiency of the **Theodore Roosevelt Expressway**. The next steps are underway as the Environmental Impact Study for US Highway 85 Project from the I-94 Interchange to the Watford City Bypass (McKenzie County Road 30) continues.

In December, 2016 in the **State of Freight II: Implementing the FAST Act and Beyond,** published by American Association of State Highway and Transportation Officials (AASHTO) and the American Association of Port Authorities (AAPA), the Theodore Roosevelt Expressway was highlighted in a section titled: **Interior State Freight Connectivity: Connecting the Heartland with Our Ports and the World.**

> *Along with providing freight connectivity for manufacturing and agriculture in rural regions of the country, the economy is experiencing growth in the domestic energy sector. In 2014, energy commodities accounted for 54.2 percent of the 1.4 billion short tons of foreign trade cargo handled at U.S. ports and which is moving through our interior states. These energy commodities move almost exclusively in chartered vessels and are unaffected by the*

> *international carrier alliances. Last year Congress lifted a 40-year ban on exporting crude oil. While it is too early to forecast what the national impact will on our economy, the increased energy production has already been felt on the freight network in states like North Dakota.*

Further the **State of Freight II** described the situation along U.S. Highway 85 in North Dakota as **Improvement Through Partnering in North Dakota**.

> *In 2014, the North Dakota Highway Patrol reported oversized truck permits issued for U.S. Highway 85 averaged 200 a day exceeding more than 72,000 overwidth, overheight and/or overweight vehicles on the road. Non-truck traffic averaged 20,900 per day north and south of the Long X Bridge. Traffic increased due to oil and gas development and agriculture production. From 2006-2012, vehicle traffic jumped 454 percent and truck traffic increased 565 percent. All of the growth has been accommodated on a rural two-lane highway.*

While the data is a bit dated in that publication, it is important to note that U.S. 85 through 2016 still experiences significantly more truck permitted loads that alternative north-south corridors in North Dakota.

Year	U.S. 83	I-29	U.S. 85
2014	22,128	32,300	78,367
2015	15,438	25,460	57,637
2016	13,378	25,068	44,484

Additionally, while energy production is down, signs are strong that energy companies are hiring and that the oil and gas industry will be expanding in the future.

This is not the time to lessen consideration of future improvements in western North Dakota. As the AASHTO/AAPA publication pointed out and the permitted load data still indicates, U.S. Highway 85 continues to be an important freight corridor. The FAST Act and its focus on freight movement provide an opportunity for North Dakota in both formula and discretionary funds. As the new federal administration moves forward, infrastructure investment is at the forefront. North Dakota and partners like the Theodore Roosevelt Expressway Association and the Ports-to-Plains Alliance must certainly be a voice for rural America that new opportunities for infrastructure must not be limited to private dollars requiring a payback through tolling.

I know this Committee is fully aware of the immediate transportation infrastructure needs in our state. The Theodore Roosevelt Expressway Association supports long term sustainable state transportation funding for NDDOT.

That concludes my testimony, I will try to answer any questions you may have.

Thank you.

SB 2012 - 2072
Pat Hansen
1-9-2017

#5 pg. 1

Testimony
Senate Bills 2012 & 2072 – Department of Transportation
State Aid for Public Transit Budget
Senate Appropriation Committee
January 9, 2017

Chairman Holmberg and members of the committee, my name is Pat Hansen. I am the executive director of South Central Adult Services in Valley City. I am also a member of the North Dakota Senior Service Providers and Dakota Transit Association. I am testifying in support of State Aid for Public Transit funds in SB 2012 and SB 2072.

The State Aid for Public Transit funding we receive is used to match federal dollars for operating transit services and as local match for purchasing vehicles for use in public transit. If we do not receive adequate state funding for match, we may not be able to access all of the federal dollars we are appropriated.

I am going to talk about what is happening in my agency as an example of what is occurring statewide with public transit services in North Dakota.

Our Agency is seeing huge increases in demand for services. This increases miles driven, creates increases in fuel bills, personnel costs and vehicle maintenance costs. We currently have 10 vehicles with less than 100,000 miles, 10 vehicles with 100,000 – 150,000 miles, 5 with 150,000 – 200,000 miles, 7 over 200,000 miles and 1 over 300,000 miles. Our ridership has increased by 97%, from 62,738 rides in FY 08/09 to 124,203 rides in FY 15/16. South Central Adult Services provides the same service in the very rural areas of North Dakota that are available in the larger cities. The very rural counties we serve, which include LaMoure, Foster, Logan, McIntosh, Griggs and Emmons provided 54,002 rides this past fiscal year. Barnes County

(which is our "urban" county) provided 70,201 rides. Local service is provided to communities within the counties, and transit is available from the southwestern counties to Bismarck 5 days per week, to Jamestown 3 days per week and to Fargo 5 days per week. We are transporting dialysis patients from Strasberg, Linton, Wishek, Ashley, Carrington and Valley City on a regular basis. We have made more than 100 trips to Fargo with patients for radiation treatments and chemotherapy in the last few months.

That is only the tip of the iceberg. We provide rides for local medical appointments, rides to work, school, daycare, Head Start, and many rides for local grocery shopping, hair appointments, rides to senior centers and rides for nursing homes and assisted living facilities. We currently have 13 full-time and 29 part-time transit employees. The cost of personnel has increased dramatically over the past few years. We have had to increase wages in order to complete with other employers in our area and have increased hours to keep up with the demand for services. Even taking the impact on the residents of our counties out of the picture, if we do not receive adequate funding, the staff reductions in these rural counties would be devastating to our employees and to the small rural communities where there are very few jobs available.

I have attached charts indicating our federal and state funds and ride provision for the past six years and our total budget for the fiscal year that ended June 30, 2016.

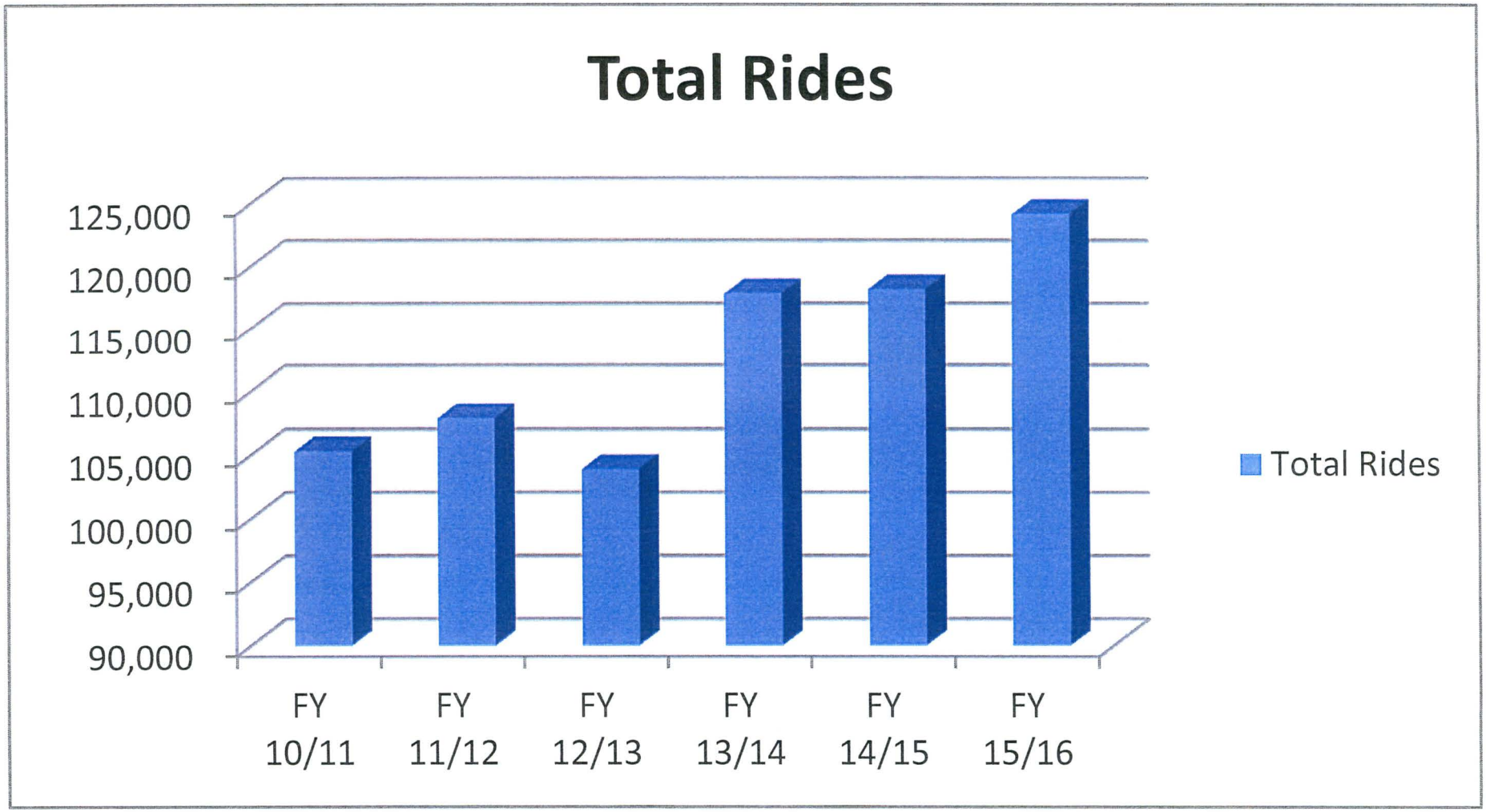
The Executive Budget estimates there will be $8.1 million available in the State Aid for Public Transit fund in the 2017-19 biennium. In the current biennium,

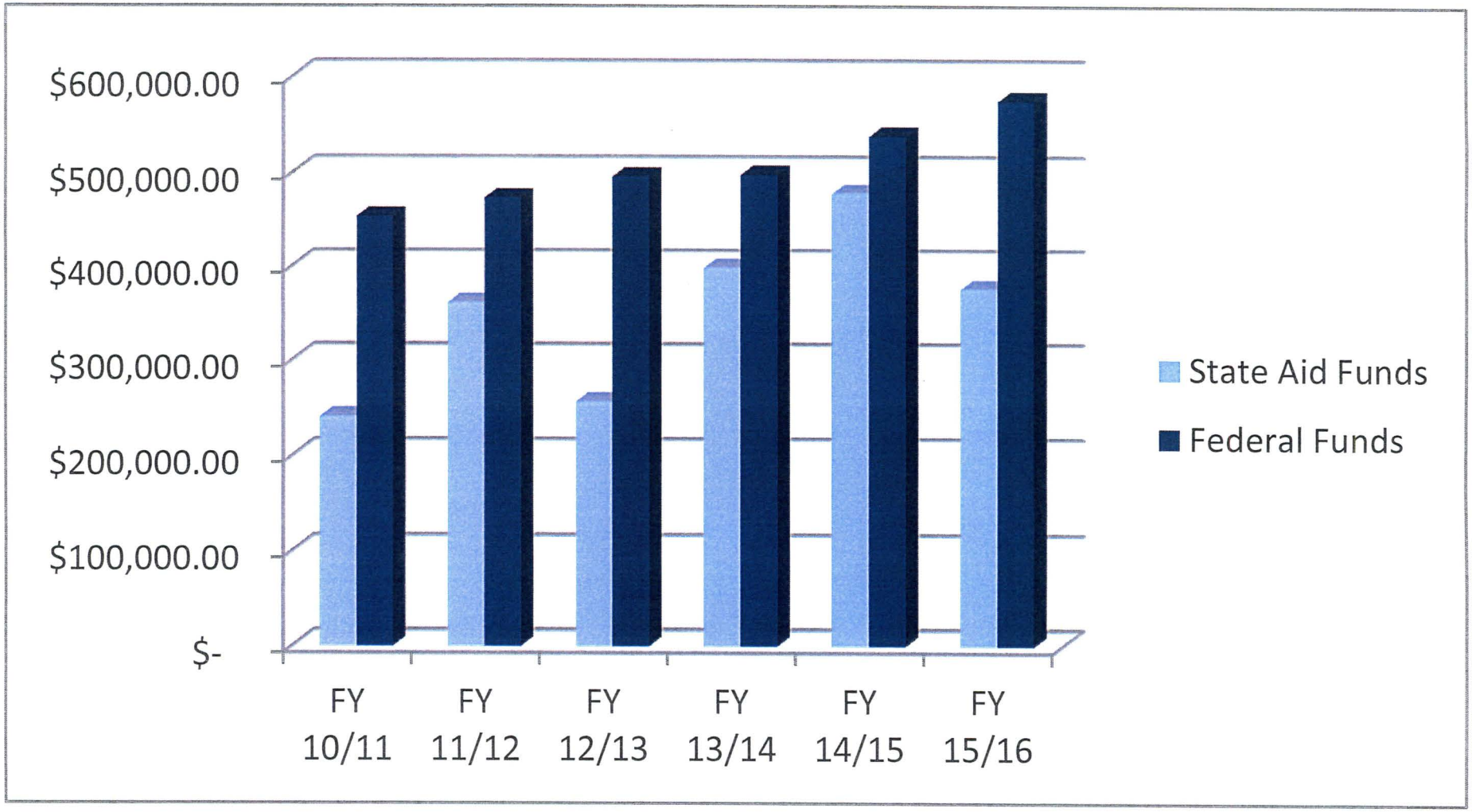
transit providers divided $8.6 million. Even when providers were at the $10 million level, South Central had to provide $160,000, or 13% of our budget in the July 2013-June 2014 fiscal year in local funds to maintain services. Last fiscal year we had to put in $205,193 in local funds. **We cannot continue to provide the same level of services with less money**. This concerns me on several levels as many of the people we serve do not have other options for transportation. Some of our rural riders would be forced to move to locations where medical services such as dialysis and cancer treatments are available. Many of the people we serve do not have vehicles.

We also have capital needs as shown by the age of our vehicles but due to the reduction in projected revenue this biennium we determined that fully funding the need for State Aid is more of a priority at this time than trying to get capital funding. It will not help us to get new vehicles that we cannot afford to operate.

Transit providers would like to see us get back to at least the $ 9.4 million funding level that we received in the 2013-15 biennium.

Thank you for your consideration. I would be happy to answer any questions you may have.


Total Rides
125,000
120,000
115,000
110,000
105,000
100,000
95,000
90,000
FY 10/11
FY 11/12
FY 12/13
FY 13/14
FY 14/15
FY 15/16
Total Rides


$600,000.00
$500,000.00
$400,000.00
$300,000.00
$200,000.00
$100,000.00
$-
FY 10/11
FY 11/12
FY 12/13
FY 13/14
FY 14/15
FY 15/16
State Aid Funds
Federal Funds

Service Provision 2015/2016

South Central Adult Service - Barnes, LaMoure, Foster, Logan, McIntosh, Griggs & Emmons Counties

Meals	Total Cost of Meals	Income Sources		
84,245	$830,224.30	Senior Contributions	$	222,589.41
		Federal/State	$	351,289.01
Cost per Meal:	$9.85	NSIP	$	63,270.00
		Mill Levy/Required to match federal	$	52,115.00
		Additional Local Dollars to meet budget shortfall - Mill Levy & local fundraising	$	140,960.88
			$	830,224.30

Outreach Units	Total Cost of Outreach	Income Sources		
10,138	$148,029.34	Senior Contributions	$	6,413.00
		Federal/State	$	-
		Mill Levy/Required to match federal	$	-
		Additional Local Dollars to meet budget shortfall - Mill Levy & local fundraising	$	141,616.34
			$	148,029.34

Rides	Total Cost of Transit	Income Sources		
124,203	$1,363,957.83	Fare Income	$	116,476.72
		Contract Income	$	32,744.85
Cost per Ride:	$10.98	Federal Operating Funds	$	575,252.01
		Federal Capital Funds	$	52,232.00
		Medicaid Payments	$	5,490.83
		State Aid for Public Transit	$	376,567.99
		Additional Local Dollars to meet budget shortfall - Mill Levy & local fundraising	$	205,193.43
			$	1,363,957.83

Snow Removal/Mowing	Total Cost of Service	Income Sources		
	$11,999.30	Senior Contributions	$	792.50
		Additional Local Dollars to meet budget shortfall - Mill Levy & local fundraising	$	11,206.80
			$	11,999.30

2015/2016
Total Local Dollars To Meet Expenses
$551,092.45
23% of Total Budget

2015/2016
Total Participant Contributions To Meet Expenses
$379,016.48
16% of Total Budget

Total Budget $ **2,354,210.77**

2015/2016
Total Federal Dollars To Meet Expenses
$861,350.85
37% of Total Budget

2015/2016
Total State Dollars To Meet Expenses
$562,750.99
24% of Total Budget

1-24-17 SB2012 + 2072 Subcommittee #1

p1

SENATE APPROPRIATIONS SUBCOMMITTEE
January 24, 2017 – 3 p.m. – Harvest Room

North Dakota Department of Transportation
Grant Levi, P.E., Director

SB 2012/SB 2072

Good afternoon Mr. Chairman and members of the committee. I'm Grant Levi, Director of the North Dakota Department of Transportation (DOT). I'm here today to discuss an Amendment to SB 2072.

Prior to discussing the amendment, I would like to provide a summary of SB 2072.

DOT Appropriation Summary For SB 2072

Recommended Total = $1.277 billion compares to a budget of $2.7 billion for the 2015-17 biennium. Consists of federal and special funds, no general fund money. (Also, no general funds for cities or counties).

- Federal = $673.4 million (52.7%)
- Special = $603.5 million (47.3%)

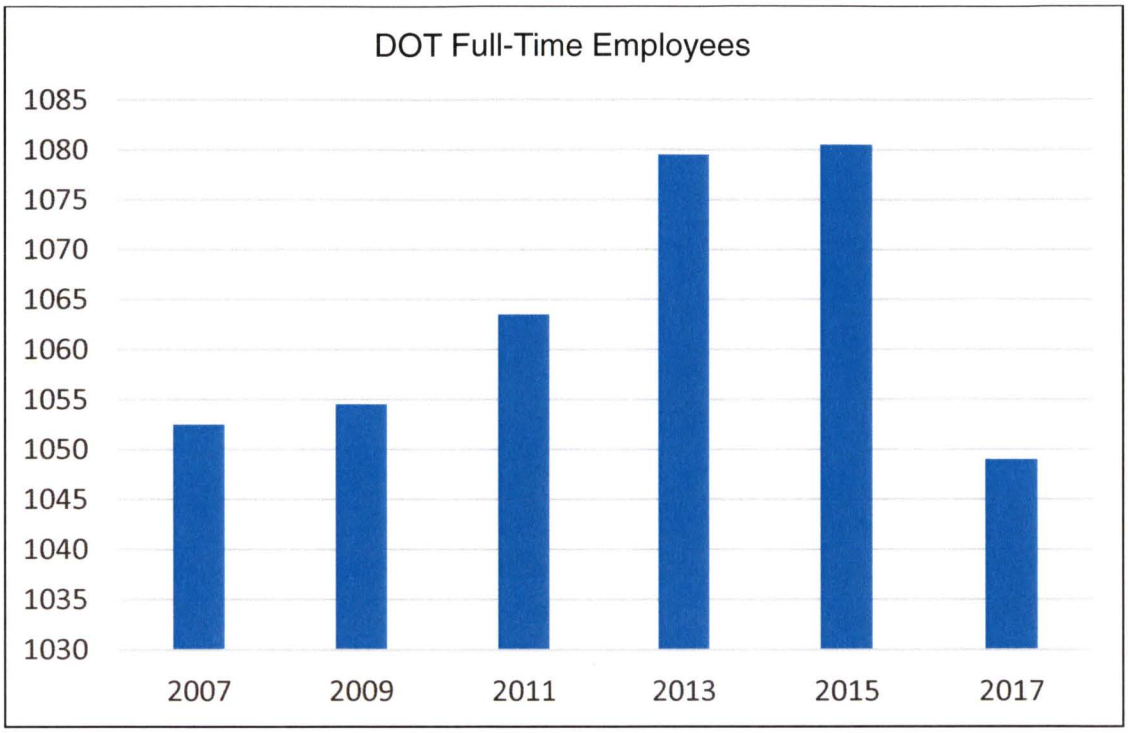
The budget appropriation shows the loss of $1.445 billion in one-time funding and $70.3 million in special funds, and an increase of $56.9 million in federal funds. As a result of these changes SB 2072 recommended the following for your consideration:

- Return 26.5 Full-Time Employees ($4.1 million reduction)
- Maintenance Services - Section Optimization. The optimization of maintenance services would involve consolidating some smaller section shop services into larger section shop areas. The 8 maintenance sections affected include: Starkweather, Finley, Fessenden, Gackle, Litchville, New England, Courtenay, and Mayville.
    - $1.4 million reduction in operating and capital costs, plus $700,000 salary reduction for 5 FTEs included in above FTE return number. ($2.1 million)
- Driver's License Services - Site Optimization. The optimization of driver's license services would involve moving the availability of services from satellite sites to main driver's license sites. The 9 driver's license satellite sites affected include: Carrington, Crosby, Mayville, Carson, Langdon, Lisbon, Wishek, Rugby, and Rolla.
    - $160,293 budget savings, without inclusion of REAL ID savings.
    - Allows 290 additional counter service hours, or 880 additional Class D tests, or 242 additional CDL tests, or combination of these.
- REAL ID: $1.3 million to upgrade all systems necessary for compliance.
- Leverage $12.6 million of Enhanced State Highway Funds to match federal funding. Section 4 of SB 2072.

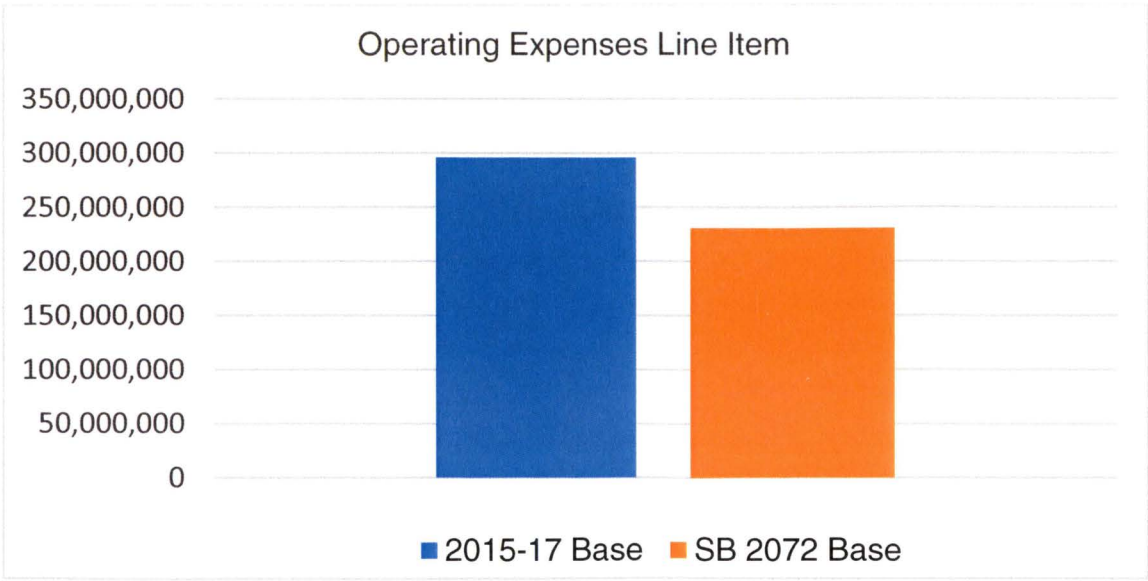
#1
p2

The Amendment (Attachment A) Proposes Additional Changes To SB 2072:

- The Salary line item is further reduced $4,269,912 by returning an additional five FTEs (2 engineering, 3 business support), reducing temporary salaries and overtime, eliminating the 1% salary increase in the second year of the biennium, and reducing the amount budgeted for health insurance to reflect a 5% employee contribution. This is reflected on Attachment A in the Amendment Page 1, Line 13.



- The Operating Expenses line item is further reduced by $3,487,476 through the use of technology in our snow and ice control program, reducing equipment purchases and other operational adjustments throughout the organization. This is reflected on Attachment A in the Amendment Page 1, Line 14.



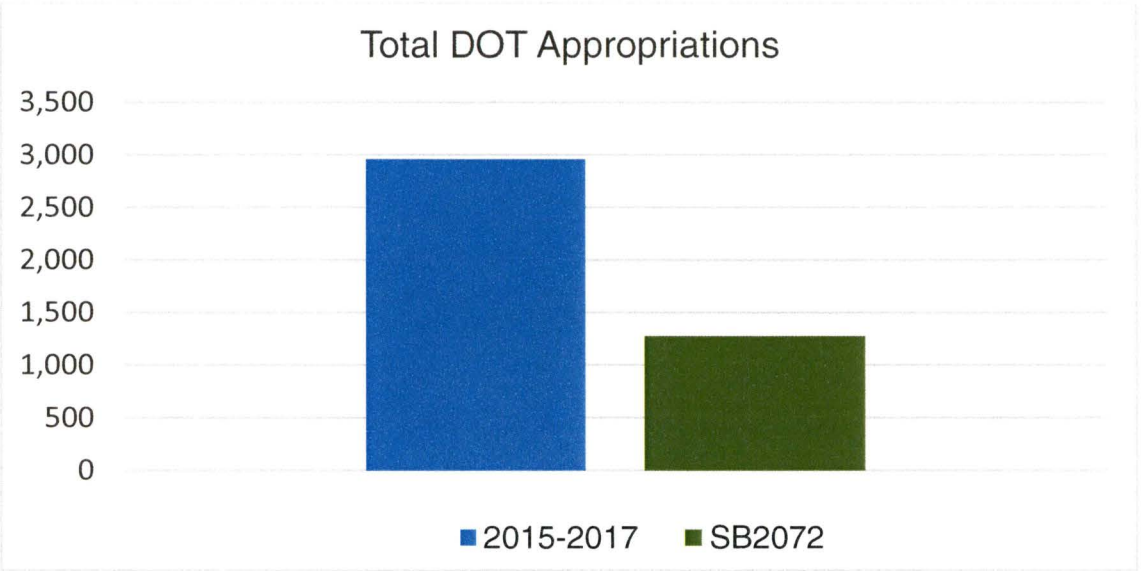
#1
B3

- The Capital Assets line item is increased by $588,122, to ensure all federal funding dollars are used. As we reduced FTEs, a portion is from federal funds, the amendment allows us to expend those federal dollars on roadway projects. This is reflected on Attachment A in the Amendment Page 1, Line 15.

The net results of these adjustments is a reduction of $7,169,266, which is being used as follows:

- $5 million is being used to match federal funds.
- DOT's total appropriation is reduced by $2,169,266.

With overall appropriation reductions and adjustments proposed in the amendment, the DOT's budget is reduced from $1,276,870,224 to $1,274,700,958.



The amendment also proposes to repurpose $5 million of Enhanced State Highway Funds to fund the North Dakota Community Enhancement Program, reflected in Section 5 of the amendment in Attachment A, to allow the Department to use resources for transportation enhancements in communities that are not on the state highway system. The funding will be for a grant based program and $5 million will be moved to the grants appropriation line, as shown on Attachment A in the Amendment Page 1, line 16.

ND Community Enhancement Program To Provide Transportation Improvements

To strengthen North Dakota's economy Governor Burgum has implemented the Main Street Initiative which is built on three pillars of economic success: a skilled workforce; smart, efficient infrastructure; and healthy, vibrant communities.

To accomplish the three pillars of economic success, we believe that it is in the best interest of the state to continue to make the transportation investments recommended in SB 2072. In addition to those investments, it is also essential to the state's success that we find a way to further assist communities in their efforts to prosper, lower their tax burden, and attract future employees. This would be accomplished by making the best use of existing infrastructure to capture investments already made.

#1
p 4

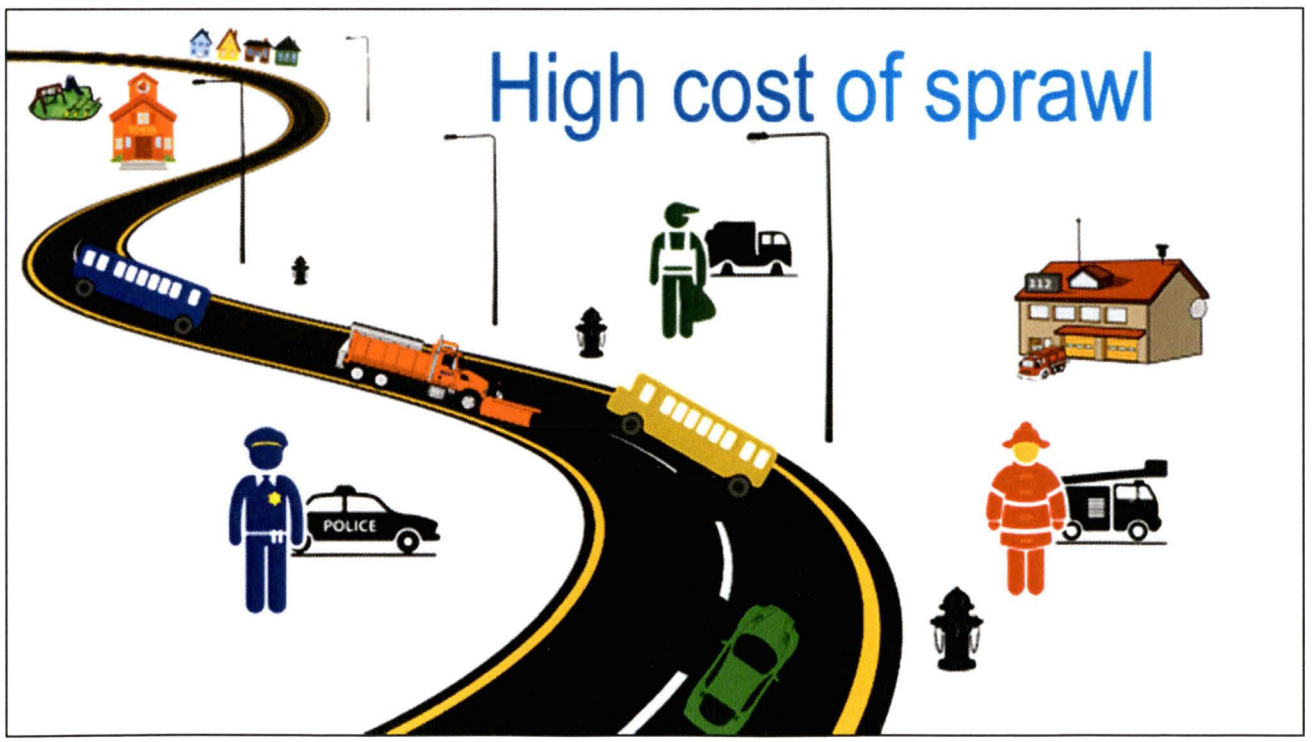
With that as background information, we are respectfully asking you to provide state funding which compliments DOT's Community Enhancement Program.

The program will establish a funding mechanism focused on reinvesting and fortifying a community's transportation assets. It is intended to be focused on multi-modal transportation investments to improve facilities/infrastructure for North Dakota communities.

The program will help communities (urban cities and small towns) achieve locally established visions and reduce their overall costs by supporting economically efficient growth, lessening the need for outward expansion of community transportation infrastructure and services. The program will be grant based. While it focuses on infrastructure that supports community goals, the program may also be used to develop a plan, if one does not already exist.

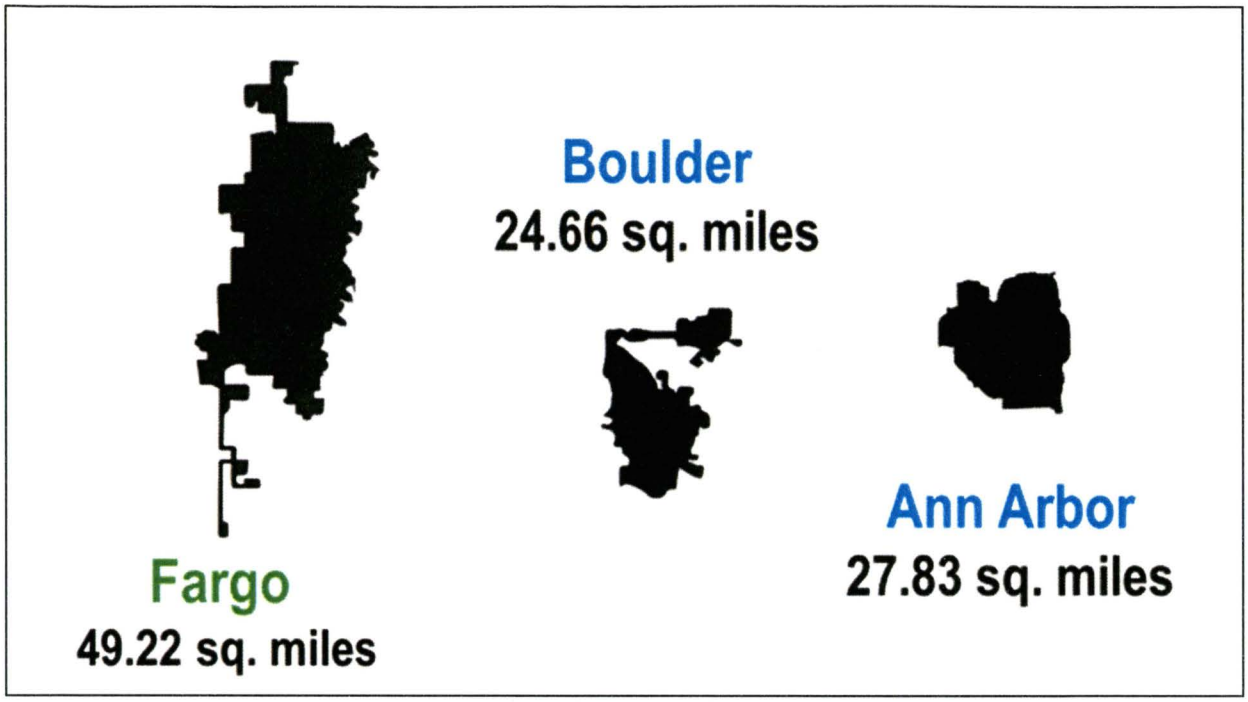
While the Community Enhancement Program focuses on transportation improvements, it also compliments programs that exist or may be developed by other State agencies to support reinvestment within communities. For example, current programs offered through the Department of Commerce such as the Community Development Block Grants, Renaissance Zone, and Rural Development Center or Small Business Development Center programs.

The program is necessary to assist communities in using existing infrastructure to grow rather than continuing outward expansion. Using existing infrastructure requires less resources (police, fire, and public works) to maintain a community than an outward expansion does.

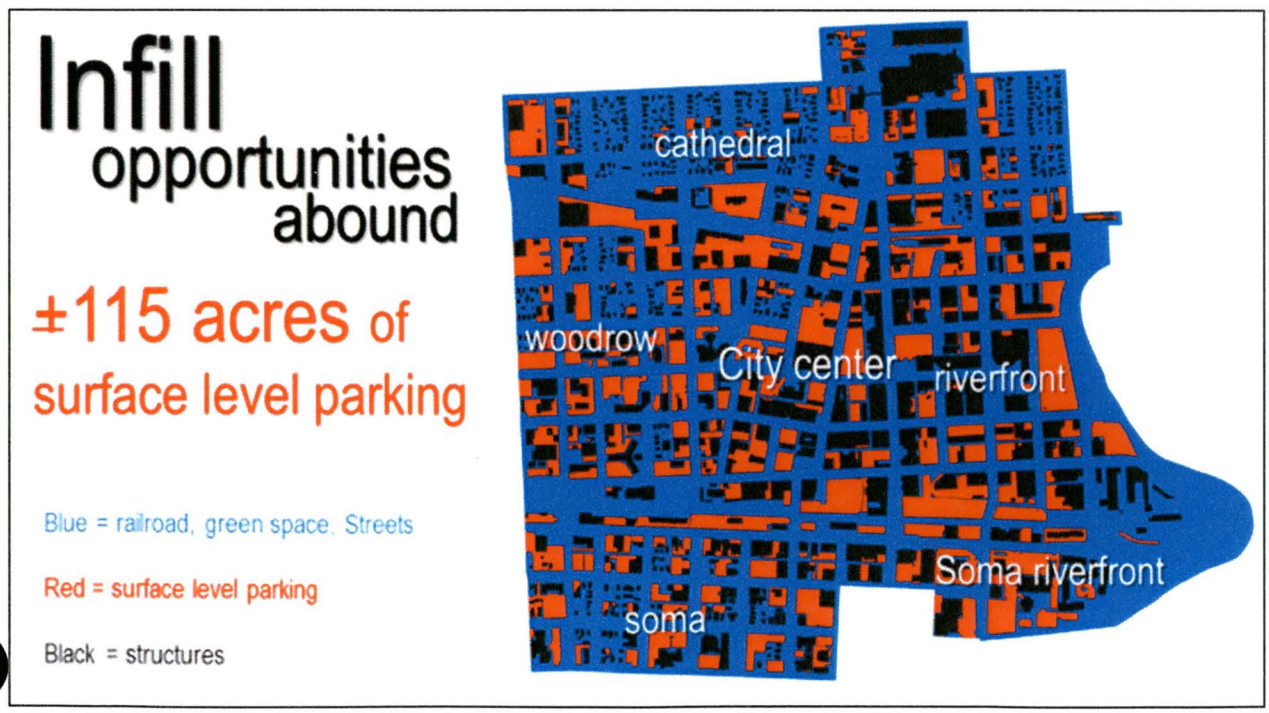


#1 P5

Communities in other states have grown without outward expansion. For example, the images below show how Boulder, Colorado has a similar population base as Fargo, but a smaller base of square miles of impact.

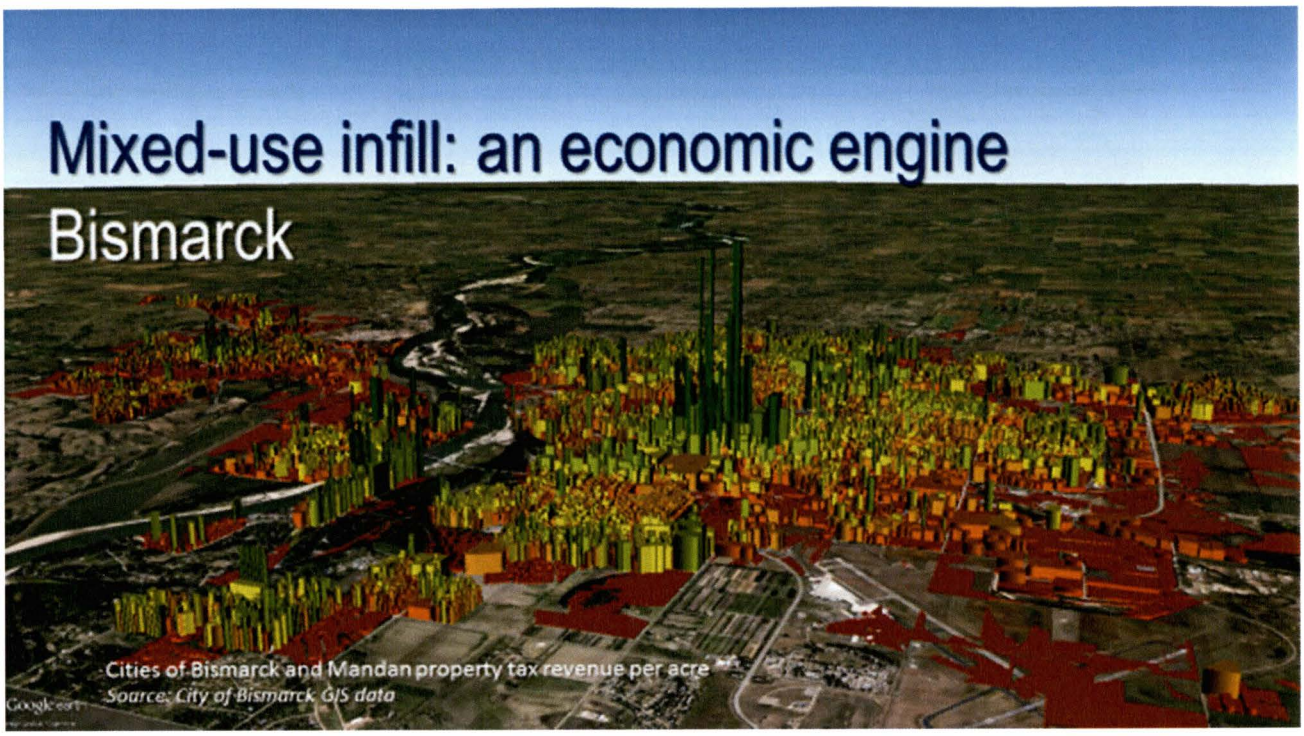


There is plenty of property that exists within the interior of North Dakota communities which can be expanded through the use of current infrastructure. Below illustrates existing areas in Fargo which are available for growth. This is true for many cities in North Dakota.



#1
p6

The heart of a community provides a greater tax base per square foot than many other areas of a city or town.



We believe DOT's role is to support communities and their efforts to continue to prosper economically.

As a result of changes proposed in the Amendment, the $12.6 million in resources needed to match federal funds are reduced to $5.7 million. This is reflected in the Attachment A, Page 2, Line 15.

Please see DOT's revenue and expenditure budget charts (Attachments B and C.) This concludes my testimony and we are available to answer questions the committee may have. Thank You.

#1 pg

ATTACHMENT A

PROPOSED AMENDMENTS TO SENATE BILL NO. 2072

Page 1, line 13, replace "($2,948,924)" with "($7,218,837)"

Page 1, line 13, replace "$204,829,354" with "200,559,441"

Page 1, line 14, replace "(158,867,379)" with "(162,354,854)"

Page 1, line 14, replace "234,395,372" with "230,907,897"

Page 1, line 15, replace "167,536,066" with "168,124,188"

Page 1, line 15, replace "770,117,468" with "770,705,590"

Page 1, line 16, replace "4,610,000" with "9,610,000"

Page 1, line 16, replace "67,528,030" with "72,528,030"

Page 1, line 17, replace "$10,329,763" with "$8,160,497"

Page 1, line 17, replace "$1,276,870,224" with "$1,274,700,958"

Page 1, line 18, replace "(26.50)" with "(31.50)"

Page 1, line 18 replace "1,054.00" with "1,049.00"

Page 2, line 15, replace "$12,600,000" with "$5,700,000"

Page 2, after line 19, insert:

"SECTION 5. FUNDING FOR NORTH DAKOTA COMMUNITY ENHANCEMENT PROGRAM. Notwithstanding sections 24-02-36 and 24-02-37, or any other law governing the use of state highway funds, $5,000,000, or so much of the sum as may be necessary, of the funding provided in section 4 of chapter 12 of the 2015 Session Laws may be used by the department of transportation to improve North Dakota's economic climate by reinvesting and fortifying a community's transportation assets, for the biennium beginning July 1, 2017, and ending June 30, 2019."

Renumber accordingly.

ATTACHMENT B 8

DEPARTMENT OF TRANSPORTATION
SB 2072 EXECUTIVE RECOMMENDATION w/ AMENDMENTS
2017 - 2019 BIENNIUM REVENUE

(MILLIONS)

HIGHWAY TAX DISTRIBUTION FUND

Motor Vehicle Fees and Fuel Taxes

GASOLINE TAX	$38.3
GASOHOL TAX	156.6
SPEC. FUELS TAX	156.0
2% SF EXC. TAX	30.8
MV REGIS. FEES x	176.8

HIGHWAY FUND

FEDERAL AID

FEDERAL HIGHWAY ADMIN	$615.1
ER FUNDS & MISSILE ROADS	21.7
RAILROAD	11.3
SAFETY	9.3
TRANSIT	16.0

558.5

Deductions before Distribution

Highway Patrol	6.9
Ethanol	4.7
Admin. Asst. to Trnsferees (a)	5.5

17.1

541.4

186.8

34.50%

119.1 COUNTIES

67.7 CITIES

331.9

61.30%

14.6 TOWNSHIPS 2.70%

8.1 TRANSIT 1.50%

673.4

1,005.3

LICENSING, FEES, & PERMITS

MOTOR VEHICLE "OFF THE TOP"	$24.7
NEW & USED DEALER FEES	0.2
TRUCK REGULATORY	34.4
DRIVERS LICENSE FEES	8.2

67.5

OTHER STATE REVENUE SOURCES

FLEET SERVICES	$71.2
REIMBURSEMENT FROM FLEET SERVICES	2.0
HAY BIDS, ROAD MATERIALS, ETC.	4.0
Credit Card/Record Access Fees	3.0
INTEREST	1.5
Admin. Asst. to Transferees (a)	5.5
Unencumbered 2013-15 Cash Balance	50.4

137.6

REIMBURSEMENT FROM COUNTIES & CITIES FOR THEIR SHARE OF

53.5

X TOTAL MV REGIS. FEES	$201.5
(less "off the top")	($24.7)
AVAILABLE FOR DISTRIBUTION	176.8

1,263.9 RECOMMENDATION FOR HIGHWAY FUNDING

PREPARED BY NDDOT
FINANCIAL MANAGEMENT DIVISION
JANUARY 17, 2017

DEPARTMENT OF TRANSPORTATION
SB 2072 EXECUTIVE RECOMMENDATION w/ AMENDMENTS
2017 - 2019 BIENNIUM EXPENDITURES

(MILLIONS)

1,263.9

ADMINISTRATIVE PROGRAM

SALARIES	18.7
OPERATING EXPENSE	21.2
CAPITAL ASSETS	0.2
GRANTS	0.2

40.3

DRIVER & VEHICLE SERVICES

SALARIES	19.7
OPERATING EXPENSE	22.6
CAPITAL ASSETS	0.0
GRANTS	5.5

47.8

HIGHWAYS PROGRAM

SALARIES	157.0
OPERATING EXPENSE	155.7
CAPITAL ASSETS	735.7
GRANTS	66.9

1,115.3

FLEET PROGRAM

SALARIES	5.3
OPERATING EXPENSE	31.3
CAPITAL ASSETS	34.6
GRANTS	0.0

71.2

(10.7) Balance

PREPARED BY NDDOT
FINANCIAL MANAGEMENT
DIVISION
JANUARY 17, 2017

SB 2012 1-31-17 Subcommittee #1 p1

North Dakota Department of Transportation

Grant Levi, P.E.
Director

Doug Burgum
Governor

January 30, 2017

Senator Gary Lee
Subcommittee Chair, Senate Appropriations
600 E Boulevard Avenue
Bismarck, ND 58505

SUBJECT: SB2072

Attached is the information you requested at our meeting this past Tuesday, January 24th.

Attachment A gives a detailed breakdown of savings for the maintenance section optimization plan. As discussed in testimony, the following criteria was used to decide which sections to propose for consolidation:

- Need to place emphasis on higher level/more traffic corridors per HPCS
- Buildings are aging and will need to be replaced
- Condition Assessment Ratings indicate need for replacement
- Equipment and maintenance operations have changed
- Crew size is small
    - Need to team up with other sections to perform summer operations
    - Safety concern for one person sections

Attachment B gives additional information for the proposed drivers license site closures and shows the number of hours gained at the main site.

Per your request, we have attached an option (Attachment C) to incorporate the 1% compensation and the 5% health care costs back into our budget, but keep the overall budget total the same. Please note the additional cuts are from our roadway maintenance (operating expenses line item.) While these cuts impact the Department's ability to maintain roadways, further reduction to other operating line items will affect the organization's ability to respond to more immediate service demands in the 2017-2019 Biennium.

Sincerely,

Grant Levi

Grant Levi, PE
NDDOT Director

01/gl/lmm

ATTACHMENT A

DETAILED SECTION OPTIMIZATION SAVINGS

#1 P2

	Salaries	Bldg. & Grounds	Insurance	Motor Pool Fleet Usage	Fleet Trucks & Hwy Attach.	Total
Starkweather						
Salaries	0					0
Operating		27,400	667			28,067
Capital Assets						0
					Starkweather Total	$28,067
The costs above do not reflect the future investment needs to upgrade the building. Estimate costs = $350,000						
Finley						
Salaries	0					0
Operating		27,400	666			28,066
Capital Assets					0	0
					Finley Total	$28,066
The costs above do not reflect the future investment needs to upgrade the building. Estimate costs = $350,000						
Fessenden						
Salaries	0					0
Operating		27,400	667			28,067
Capital Assets					0	0
					Fessenden Total	$28,067
The costs above do not reflect the future investment needs to upgrade the building. Estimate costs = $350,000						
Gackle						
Salaries	126,771					126,771
Operating		27,400	667	87,600		115,667
Capital Assets					200,000	200,000
					Gackle Total	$442,438
The costs above do not reflect the future investment needs to upgrade the building. Estimate costs = $350,000						
Litchville						
Salaries	126,771					126,771
Operating		27,400	667	87,600		115,667
Capital Assets					200,000	200,000
					Litchville Total	$442,438
The costs above do not reflect the future investment needs to upgrade the building. Estimate costs = $350,000						
New England						
Salaries	134,216					134,216
Operating		41,100				41,100
Capital Assets						0
					New England total	$175,316
The costs above do not reflect the future investment needs to upgrade the building. Estimate costs = $350,000						
Courtenay						
Salaries	126,771					126,771
Operating		41,100		87,600		128,700
Capital Assets					200,000	200,000
					Courtenay Total	$455,471
The costs above do not reflect the future investment needs to upgrade the building. Estimate costs = $350,000						
Mayville						
Salaries	143,690					143,690
Operating		54,800	666	87,600		143,066
Capital Assets					200,000	200,000
					Mayville Total	$486,756
The costs above do not reflect the future investment needs to upgrade the building. Estimate costs = $680,000						
Grand Total	$658,219	$274,000	$4,000	$350,400	$800,000	$2,086,619

ATTACHMENT B

Elimination of Field Site Operations: Impact

Main Site	Main Site Currently Supports	Main Site Future Supports	Main Site Currently Open	Main Site Future Open	Main Site Gain (Total hours returned to main Annual)
Fargo	Lisbon, Wahpeton	Wahpeton 1st & 3rd Th	M – F	M – F	300
Grand Forks	Grafton, Langdon, Mayville	Grafton 1st & 3rd Tu	M – F	M – F	574
Devils Lake	Carrington, Harvey, Rugby	Harvey 3rd Wed	M, Tu, Th, F	M – F (Clsd 1st & 3rd Wed)	268
Minot	Bottineau, Rolla	Bottineau 1st & 3rd Wed	M – F	M – F	316
Williston	Crosby, Watford City	Watford City 1st & 3rd Wed	M, Tu, Th, F	M – F (Clsd 1st & 3rd Wed)	100
Dickinson	Beulah, Bowman	Beulah 2nd & 4th Wed, Bowman 1st Wed	M, Tu, Th, F	M, Tu, Th, F	0
Bismarck	Carson, Linton, Wishek	Linton 2nd Wed	M – F	M – F	362
Jamestown	Oakes, Valley City	Oakes 2nd Wed, Valley City 1st & 3rd Wed	M, Tu, Th, F	M, Tu, Th, F	0

Green colored field sites will remain.
Red colored field sites are proposed to be eliminated.

#1 p3

ATTACHMENT C

Recommendation Comparison Summary
801 Department of Transportation
Biennium 2017-2019

Description	Executive Budget Recommendation	Remove Compensation [1]	5% Health Insurance [2]	Remove FTE [3]	Additional Adjustments [4]	Change +/-	Revised Executive Recommendation
By Line Item							
Salaries and wages	$204,829,354	($807,704)	($1,526,251)	(1,935,958)		($4,269,913)	$200,559,441
Operating expenses	234,395,372				(3,487,475)	(3,487,475)	230,907,897
Capital assets	770,117,468				588,122	588,122	770,705,590
Grants	67,528,030				5,000,000	5,000,000	72,528,030
Total Line Items	**$1,276,870,224**	**($807,704)**	**($1,526,251)**	**($1,935,958)**	**$2,100,647**	**($2,169,266)**	**$1,274,700,958**
By Funding Source							
General Funds	$0					$0	$0
Federal Funds	673,386,592	(121,881)	(230,309)	(212,339.00)	564,529	0	673,386,592
Special Funds	603,483,632	(685,823)	(1,295,942)	(1,723,619.00)	1,536,118	(2,169,266)	601,314,366
Total Funding Sources	**$1,276,870,224**	**($807,704)**	**($1,526,251)**	**($1,935,958)**	**$2,100,647**	**($2,169,266)**	**$1,274,700,958**
Total FTE	**1054.00**			**(5.00)**			**1049.00**

Senate Revision - SB 2072
Restoration of Compensation and Health Insurance
801 Department of Transportation
Biennium 2017-2019

Description	Revised Executive Recommendation	Restore Compensation [1]	5% Health Insurance [2]	Additional Adjustments [4]	Change +/-	Revised SB 2072
By Line Item						
Salaries and wages	$200,559,441	$807,704	$1,526,251		$2,333,955	$202,893,396
Operating expenses	230,907,897			(1,981,765)	(1,981,765)	228,926,132
Capital assets	770,705,590			(352,190)	(352,190)	770,353,400
Grants	72,528,030				0	72,528,030
Total Line Items	**$1,274,700,958**	**$807,704**	**$1,526,251**	**($2,333,955)**	**$0**	**$1,274,700,958**
By Funding Source						
General Funds	$0				$0	$0
Federal Funds	673,386,592	121,881	230,309	(352,190)	0	673,386,592
Special Funds	601,314,366	685,823	1,295,942	(1,981,765)	0	601,314,366
Total Funding Sources	**$1,274,700,958**	**$807,704**	**$1,526,251**	**($2,333,955)**	**$0**	**$1,274,700,958**
Total FTE	**1049.00**					**1049.00**

HB #1

SENATE APPROPRIATIONS SUBCOMMITTEE
January 31, 2017 – Harvest Room

#2
P1

North Dakota Department of Transportation
Grant Levi, P.E., Director

SB 2012/SB 2072

Good afternoon Mr. Chairman and members of the committee. I'm Grant Levi, Director of the North Dakota Department of Transportation (Department). I'm here today to discuss questions the committee has pertaining to federal match, Enhanced State Highway funds and transit funding.

Question #1: Can you provide a list of specific projects the $12.6 million requested to be repurposed will be used for and if there are specific projects, are they under contract or committed in any way?

The Department is anticipating an increase of $56.9 million in federal funds during the upcoming 2017-2019 Biennium. In order to use these funds for projects we are required to provide a state match. The additional state match required is $12.6 million. Because of the reduction in state highway tax distribution funding, SB 2072 proposed to use some of the remaining Enhanced State Highway funding to provide the state match for federal funds.

The $12.6 million is not designated for one specific project, but it will be used to provide matching funds for some projects planned in the 2017-19 biennium, which are included in the 2017-2020 STIP located on our website at:
https://www.dot.nd.gov/manuals/programming/STIP/finalstip20172020.pdf

The $12.6 million of Enhanced State Highway Funds was available because of the lower construction costs, changing of the scope of work for some projects, and the delaying of some projects because of the changing traffic conditions out west.

As we shared in previous testimony there are projects in development and under construction using Enhanced State Highway Funds. Because we still have projects underway using Enhanced State Highway Funds, SB 2072 (Section 5) included a provision to carry these funds into the 2019-21 biennium.

Question #2: Is the $5 million in Governor Burgum's Budget recommendation coming from the $12.6 million being requested for repurposing and if not what is its funding source?

Yes, the $5 million for the North Dakota Community Enhancement Program is from the $12.6 million. To obtain the necessary match we reduced other budget line items (salary, operating) by $7.1 million, of which $5 million is used to match federal funds and the remaining $2.1 million reduced the Department's budget from $1,276,870,224 to $1,274,700,958. This was discussed in Budget Testimony on January 24.

After making these budget adjustments and repurposing some of the $12.6 million for the Community Enhancement Program, the balance needed for federal match from the Enhanced State Highway Fund is $5.7 million. The required state match for federal funds is being met in the proposal presented to you on January 24.

1-31-17 SB 2012 Subcomm #2 P2

Question #3: Can you provide a four biennium history of public transit funding to include state and federal funds.

The chart below provides detailed information on public transit funding.

Public Transportation Funding History
Based on Enrolled Budgets 2009-2017 Proposed Request
(amounts displayed in millions)

		Actual Highway Tax Distribution Fund		Estimated Highway Tax Distribution Fund	Federal Transit Administration (FTA)	General Fund	Total Available Funding
2009-2011 Biennium		$6.7		$5.7	$12.8		$19.5 (Actual)
2011-2013 Biennium		8.5		6.2	13.7		$22.2 (Actual)
2013-2015 Biennium X		9.4		8.9	14.8	$1.1	$25.3 (Actual)
2015-2017 Biennium *, Z, B	BTD collections	5.0	C	9.4	15.3	0.2	$24.9 (Estimated)
2017-2019 Budget Estimates				8.1	16.0		$24.1 (Estimated)

** Current highway tax distribution fund biennium estimates have been reduced to $8.1 million.*
X Public Transportation Fund received $550,000 of General Funds per year, if deposits from the Highway Tax Distribution Fund were $5 million or less per year.
Z Public Transportation Fund received $100,000 of General Funds per year, if deposits from the Highway Tax Distribution Fund were $5.2 million or less per year.
B General Fund allotment reduced the funding to $186,900 for the biennium.
C Reflects 19 months of collections.

Transit providers receive funding through a number of avenues which include: federal and state funds through DOT, ridership fees, plus some providers (not all) receive local funding through city or county entities.

The Federal Transit funds come to the State in three funding categories commonly referred to as 5310, 5311, and 5339 funds. The 5310 funds account for approximately 9% of the total, 5311 funds account for approximately 68% and the 5339 funds account for the remaining 23%.

- **5310 funds (9%)** - Can be used to purchase vehicles or pay the salary of a Mobility Manager. Currently only Grand Forks has a mobility manager. These funds require a 20% local match.
- **5311 funds (68%)** - Can be used in three different categories.
  - Operating expenses - Driver Salaries, Gas, Heat, Water, Electricity, IT etc.
  - Capital - Certain maintenance expenses such as tires, vehicle repairs (No vehicle purchases)
  - Administration - Office salaries, insurance, audits etc.

  There is no limit of how much can be used in each of these categories, however, if you use the funds for operating they require a 50% local match. If you use the funds for Capital or Administration they only require a 20% local match.
- **5339 funds (23%)** – Can be used to purchase Vehicles or Facilities. These funds require a 20% local match.

In summary, approximately 68% of all federal funds can be used for operating and the remaining 32% can be used for capital purchases such as busses or facilities. Most of the state funds received are used to match federal funds.

SB 2072

We understand that SB 2072 has been dropped and we respectfully ask that what we proposed in SB 2072 (budget adjustments - FTEs/operating expenses, amendments and sections 4-7) be incorporated into SB 2012. This concludes my testimony and we are available to answer questions the committee may have. Thank You.

Attachment B

#2
P3

Elimination of Field Site Operations: Impact

Main Site	Main Site Currently Supports	Main Site Future Supports	Main Site Currently Open	Main Site Future Open	Main Site Gain (Total hours returned to main Annual)
Fargo	Lisbon, Wahpeton	Wahpeton 1st & 3rd Th	M – F	M – F	300
Grand Forks	Grafton, Langdon, Mayville	Grafton 1st & 3rd Tu	M – F	M – F	574
Devils Lake	Carrington, Harvey, Rugby	Harvey 1st & 3rd Wed	M, Tu, Th, F	M – F (Clsd 1st & 3rd Wed)	268
Minot	Bottineau, Rolla	Bottineau 1st & 3rd Wed	M – F	M – F	316
Williston	Crosby, Watford City	Watford City 1st & 3rd Wed	M, Tu, Th, F	M – F (Clsd 1st & 3rd Wed)	100
Dickinson	Beulah, Bowman	Beulah 2nd & 4th Wed, Bowman 1st Wed	M, Tu, Th, F	M, Tu, Th, F	0
Bismarck	Carson, Linton, Wishek	Linton 2nd Wed	M – F	M – F	362
Jamestown	Oakes, Valley City	Oakes 2nd Wed, Valley City 1st & 3rd Wed	M, Tu, Th, F	M, Tu, Th, F	0

Green colored field sites will remain.
Red colored field sites are proposed to be eliminated.

Department of Transportation - Budget No. 801
Senate Bill No. 2012
Base Level Funding Changes

1-31-17 SB 2012 Subcommittee #3
R1

	Burgum Executive Budget Recommendation (Changes to Dalrymple Budget in Bold)				Senate Version				Senate Changes to Revised Executive Budget Increase (Decrease) - Executive Budget			
	FTE Position	General Fund	Other Funds	Total	FTE Position	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2017-19 Biennium Base Level	1,080.50	$0	$1,266,540,461	$1,266,540,461	1,080.50	$0	$1,266,540,461	$1,266,540,461	0.00	$0	$0	$0
2017-19 Ongoing Funding Changes												
Base payroll changes			($2,584,831)	($2,584,831)				$0			$2,584,831	$2,584,831
Salary increase				**0**				0				0
Health insurance increase			2,913,485	2,913,485				0			(2,913,485)	(2,913,485)
Employee portion of health insurance			**(1,526,251)**	**(1,526,251)**				0			1,526,251	1,526,251
Removes vacant FTE positions	(21.50)		(3,427,063)	(3,427,063)				0	21.50		3,427,063	3,427,063
Consolidates maintenance sections	(5.00)		(1,286,619)	(1,286,619)				0	5.00		1,286,619	1,286,619
Removes 5 additional FTE positions	**(5.00)**		**(1,935,958)**	**(1,935,958)**				0	5.00		1,935,958	1,935,958
Reduces funding for driver's license field sites			(160,293)	(160,293)				0			160,293	160,293
Adjusts funding for expenses, capital assets, and grants			14,067,380	14,067,380				0			(14,067,380)	(14,067,380)
Additional budget adjustments			**2,100,647**	**2,100,647**				0			(2,100,647)	(2,100,647)
Total ongoing funding changes	(31.50)	$0	$8,160,497	$8,160,497	0.00	$0	$0	$0	31.50	$0	($8,160,497)	($8,160,497)
One-time funding items												
No one-time funding items				$0				$0				$0
Total one-time funding changes	0.00	$0	$0	$0	0.00	$0	$0	$0	0.00	$0	$0	$0
Total Changes to Base Level Funding	(31.50)	$0	$8,160,497	$8,160,497	0.00	$0	$0	$0	31.50	$0	($8,160,497)	($8,160,497)
2017-19 Total Funding	1,049.00	$0	$1,274,700,958	$1,274,700,958	1,080.50	$0	$1,266,540,461	$1,266,540,461	31.50	$0	($8,160,497)	($8,160,497)
										N/A	(0.6%)	(0.6%)

Other Sections in Department of Transportation - Budget No. 801

	Burgum Executive Budget Recommendation (Changes to Dalrymple Budget in Bold)	Senate Version
Line item transfers	Section 3 authorizes the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.	Section 3 authorizes the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.
Designation of funds for another purpose	Section 4 authorizes the Department of Transportation to use $12.6 million in funding provided by the Legislative Assembly in 2015 House Bill No. 1012, as matching funds for federal highway funding provided by the Federal Highway Administration during the 2019-21 biennium.	
North Dakota Community Enhancement Program	**Section 5 provides $5 million from the state highway funds be used to improve North Dakota's economic climate by reinvesting and fortifying a community's transportation assets, for the 2017-19 biennium.**	
Carryover authority - Enhanced state highway investments	Section **6** provides that unexpended 2015-17 biennium appropriations for enhanced state highway investments must be continued into the 2017-19 biennium.	

#3
p2

Other Sections in Department of Transportation - Budget No. 801

	Burgum Executive Budget Recommendation (Changes to Dalrymple Budget in Bold)	Senate Version
Exemption - Contingent transfer - General fund to special road fund	Section **7** provides that a $2 million transfer from the general fund to the special road fund and an appropriation to the Department of Transportation by the 2015 Legislative Assembly is exempt from Section 54-44.1-11 and is continued into the 2017-19 biennium.	
Payback and reallocation of federal aid	Section **8** amends Section 24-02-37 relating to the state highway fund to authorize the Department of Transportation to repay the United States Department of Transportation for previous related expenditures from current biennium appropriations.	

SB 2012 2-7-19
Sub-Committee #1
P. 1

Department of Transportation - Budget No. 801
Senate Bill No. 2012
Base Level Funding Changes

	Burgum Executive Budget Recommendation (Changes to Dalrymple Budget in Bold)				Senate Version				Senate Changes to Revised Executive Budget Increase (Decrease) - Executive Budget			
	FTE Position	General Fund	Other Funds	Total	FTE Position	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2017-19 Biennium Base Level	1,080.50	$0	$1,266,540,461	$1,266,540,461	1,080.50	$0	$1,266,540,461	$1,266,540,461	0.00	$0	$0	$0
2017-19 Ongoing Funding Changes												
Base payroll changes			($2,584,831)	($2,584,831)				$0			$2,584,831	$2,584,831
Salary increase				**0**				0				0
Health insurance increase			2,913,485	2,913,485			2,913,485	2,913,485				0
Employee portion of health insurance			**(1,526,251)**	**(1,526,251)**				0			1,526,251	1,526,251
Removes vacant FTE positions	(21.50)		(3,427,063)	(3,427,063)				0	21.50		3,427,063	3,427,063
Consolidates maintenance sections	(5.00)		(1,286,619)	(1,286,619)				0	5.00		1,286,619	1,286,619
Removes 5 additional FTE positions	**(5.00)**		**(1,935,958)**	**(1,935,958)**				0	5.00		1,935,958	1,935,958
Reduces funding for driver's license field sites			(160,293)	(160,293)				0			160,293	160,293
Adjusts funding for expenses, capital assets, and grants			14,067,380	14,067,380				0			(14,067,380)	(14,067,380)
Reduces funding for operating expenses			**(3,487,475)**	**(3,487,475)**				0			3,487,475	3,487,475
Adds funding for capital assets			**588,122**	**588,122**				0			(588,122)	(588,122)
Adds funding for grants			**5,000,000**	**5,000,000**				0			(5,000,000)	(5,000,000)
Total ongoing funding changes	(31.50)	$0	$8,160,497	$8,160,497	0.00	$0	$2,913,485	$2,913,485	31.50	$0	($5,247,012)	($5,247,012)
One-time funding items												
No one-time funding items				$0				$0				$0
Total one-time funding changes	0.00	$0	$0	$0	0.00	$0	$0	$0	0.00	$0	$0	$0
Total Changes to Base Level Funding	(31.50)	$0	$8,160,497	$8,160,497	0.00	$0	$2,913,485	$2,913,485	31.50	$0	($5,247,012)	($5,247,012)
2017-19 Total Funding	1,049.00	$0	$1,274,700,958	$1,274,700,958	1,080.50	$0	$1,269,453,946	$1,269,453,946	31.50	$0	($5,247,012)	($5,247,012)
										N/A	(0.4%)	(0.4%)

Other Sections in Department of Transportation - Budget No. 801

	Burgum Executive Budget Recommendation (Changes to Dalrymple Budget in Bold)	Senate Version
Line item transfers	Section 3 authorizes the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.	Section 3 authorizes the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.
Designation of funds for another purpose	Section 4 authorizes the Department of Transportation to use ~~$12.6~~**$5.7** million in funding provided by the Legislative Assembly in 2015 House Bill No. 1012, as matching funds for federal highway funding provided by the Federal Highway Administration during the 2019-21 biennium.	
North Dakota Community Enhancement Program	**Section 5 provides $5 million from the enhanced state highway funds be used to improve North Dakota's economic climate by reinvesting and fortifying a community's transportation assets, for the 2017-19 biennium.**	

Other Sections in Department of Transportation - Budget No. 801

	Burgum Executive Budget Recommendation (Changes to Dalrymple Budget in Bold)	Senate Version
Carryover authority - Enhanced state highway investments	Section **6** provides that unexpended 2015-17 biennium appropriations for enhanced state highway investments must be continued into the 2019-21 biennium.	
Exemption - Contingent transfer - General fund to special road fund	Section **7** provides that a $2 million transfer from the general fund to the special road fund and an appropriation to the Department of Transportation by the 2015 Legislative Assembly is exempt from Section 54-44.1-11 and is continued into the 2017-19 biennium.	
Payback and reallocation of federal aid	Section **8** amends Section 24-02-37 relating to the state highway fund to authorize the Department of Transportation to repay the United States Department of Transportation for previous related expenditures from current biennium appropriations.	

2-7-17 Sub-committee SB 2012 #2

p1

PROPOSED AMENDMENTS TO SENATE BILL NO. 2012

Page ??, after line ??, insert:

"SECTION ??. FUNDING FOR NORTH DAKOTA COMMUNITY ENHANCEMENT PROGRAM. Notwithstanding sections 24-02-36 and 24-02-37, or any other law governing the use of state highway funds, $5,000,000, or so much of the sum as may be necessary, of the funding provided in section 4 of chapter 12 of the 2015 Session Laws may be used by the department of transportation to improve North Dakota's economic climate by reinvesting and fortifying a community's transportation assets, as designated by the community enhancement program committee, for the biennium beginning July 1, 2017, and ending June 30, 2019. The community enhancement program committee consists of one member of the senate and one member of the house of representatives appointed by the chairman of the legislative management, the executive director of the league of cities, the director of the department of commerce, and the director of the department of transportation. The director of the department of transportation is chairman of the committee. The committee must meet at the call of the director to review requests for funding from the community enhancement program. The committee shall decide which project requests will receive funding. The director shall provide staff services to the committee. The members of the committee who are members of the legislative assembly are entitled to compensation from the department of transportation, from moneys appropriated from the community enhancement program, for attendance at committee meetings at the rate provided for members of the legislative assembly for attendance at interim committee meetings and are entitled to reimbursement for expenses incurred in attending the meetings in the amounts provided by law for other state officers."

Renumber accordingly.

2-14-17 SB 2012

17.0520.01002
Title.
Fiscal No. 1

Prepared by the Legislative Council staff for
Senate Appropriations Committee
February 10, 2017

#1
P1

PROPOSED AMENDMENTS TO SENATE BILL NO. 2012

Page 1, line 2, after the semicolon insert "to amend and reenact section 24-02-37 of the North Dakota Century Code, relating to state highway fund expenditures;"

Page 1, line 2, remove "and"

Page 1, line 2, after "transfer" insert "; and to provide exemptions"

Page 1, replace lines 11 through 16 with:

"Salaries and wages	$207,778,278	($5,692,586)	$202,085,692
Operating expenses	295,762,751	(66,381,105)	229,381,646
Capital assets	700,081,402	70,624,188	770,705,590
Grants	62,918,030	9,610,000	72,528,030
Total special funds	$1,266,540,461	$8,160,497	$1,274,700,958
Full-time equivalent positions	1,080.50	(31.50)	1,049.00"

Page 2, after line 12, insert:

"**SECTION 4. ADDITIONAL FUNDING FOR FEDERAL HIGHWAY MATCHING FUNDS.** The department of transportation may use up to $5,700,000 of the funding transferred, pursuant to section 4 of chapter 12 of the 2015 Session Laws, from the general fund to the highway fund to provide state matching funds for federal highway construction funding provided by the federal highway administration during the biennium beginning July 1, 2017, and ending June 30, 2019.

SECTION 5. FUNDING FOR NORTH DAKOTA COMMUNITY ENHANCEMENT PROGRAM. Notwithstanding any other provision of law, the department of transportation may use up to $5,000,000 of the funding transferred, pursuant to section 4 of chapter 12 of the 2015 Session Laws, from the general fund to the highway fund to improve North Dakota's economic activity by reinvesting and enhancing transportation assets of communities, for the biennium beginning July 1, 2017, and ending June 30, 2019.

SECTION 6. EXEMPTION - ENHANCED STATE HIGHWAY INVESTMENT FUNDING. Section 54-44.1-11 does not apply to funding of $503,115,558 in the capital assets line item relating to enhanced state highway investments in section 1 of chapter 12 of the 2015 Session Laws. Any funds continued into the 2017-19 biennium but not spent by June 30, 2019, must be continued into the biennium beginning July 1, 2019, and ending June 30, 2021, and may be expended only for enhanced state highway investments.

SECTION 7. EXEMPTION - SPECIAL ROADS FUND PROJECTS. Funding of $2,000,000 appropriated to the department of transportation for special road projects, as contained in section 1 of chapter 12 of the 2015 Session Laws, is not subject to the provisions of section 54-44.1-11. Any unexpended funds from this appropriation are available to the department of transportation for special road projects during the biennium beginning July 1, 2017, and ending June 30, 2019.

SECTION 8. AMENDMENT. Section 24-02-37 of the North Dakota Century Code is amended and reenacted as follows:

24-02-37. State highway fund - Priorities for expenditure - Use of investment income.

The state highway fund, created by law and not otherwise appropriated and allocated, must be applied and used for the purposes named in this section, as follows:

1. Except for investment income as provided in subsection 3, the fund must be applied in the following order of priority:

   a. The cost of maintaining the state highway system.

   b. The cost of construction and reconstruction of highways in the amount necessary to match, in whatever proportion may be required, federal aid granted to this state by the United States government for road purposes in North Dakota. Notwithstanding any other provision of law, the department of transportation may repay the United States department of transportation for previous related expenditures from current biennium appropriations to allow the department to reobligate the federal aid to other federal aid projects.

   c. Any portion of the highway fund not allocated as provided in subdivisions a and b may be expended for the construction of state highways without federal aid or may be expended in the construction, improvement, or maintenance of such state highways.

2. All funds heretofore appropriated or hereafter appropriated or transferred to the department, whether earmarked or designated for special projects or special purposes or not, must be placed or transferred into a single state highway fund in the office of the state treasurer and any claims for money expended by the department upon warrants prepared and issued by the office of management and budget and signed by the state auditor under this title must be paid out of the state highway fund by the state treasurer; provided, however, that the commissioner shall keep and maintain complete and accurate records showing that all expenditures have been made in accordance with legislative appropriations and authorizations.

3. The state treasurer shall deposit the moneys in the state highway fund in an interest-bearing account at the Bank of North Dakota. The state treasurer shall deposit eighty percent of the income derived from the interest-bearing account in a special interest-bearing account in the state treasury known as the special road fund. The special road fund may be used, within the limits of legislative appropriation, exclusively for the construction and maintenance of access roads to and roads within recreational, tourist, and historical areas as designated by the special road committee. A political subdivision or state agency may request funds from the special road fund by applying to the committee on forms designated by the committee. The committee may require the political subdivision or state agency to contribute to the cost of the project as a condition of any expenditure authorized from the special road fund. Any moneys in the fund not obligated by the special road committee by June thirtieth of each odd-numbered year must be held for an additional two years after which the funds revert to the state highway fund."

Renumber accordingly

#1

P3

STATEMENT OF PURPOSE OF AMENDMENT:

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

	Base Budget	Senate Changes	Senate Version
Salaries and wages	$207,778,278	($5,692,586)	$202,085,692
Operating expenses	295,762,751	(66,381,105)	229,381,646
Capital assets	700,081,402	70,624,188	770,705,590
Grants	62,918,030	9,610,000	72,528,030
Total all funds	$1,266,540,461	$8,160,497	$1,274,700,958
Less estimated income	1,266,540,461	8,160,497	1,274,700,958
General fund	$0	$0	$0
FTE	1080.50	(31.50)	1049.00

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

	Adjusts Funding for Base Payroll Changes[1]	Adds Funding for Health Insurance Increase[2]	Removes FTE Positions[3]	Consolidates Highway Maintenance Sections[4]	Reduces Funding for Driver's License Field Sites[5]	Adds Funding for a Community Enhancement Program[6]
Salaries and wages	($2,584,831)	$2,913,485	($5,363,021)	($658,219)		
Operating expenses				(628,400)	(160,293)	
Capital assets						
Grants						5,000,000
Total all funds	($2,584,831)	$2,913,485	($5,363,021)	($1,286,619)	($160,293)	$5,000,000
Less estimated income	(2,584,831)	2,913,485	(5,363,021)	(1,286,619)	(160,293)	5,000,000
General fund	$0	$0	$0	$0	$0	$0
FTE	0.00	0.00	(26.50)	(5.00)	0.00	0.00

	Adjusts Base Level Funding[7]	Total Senate Changes
Salaries and wages		($5,692,586)
Operating expenses	(65,592,412)	(66,381,105)
Capital assets	70,624,188	70,624,188
Grants	4,610,000	9,610,000
Total all funds	$9,641,776	$8,160,497
Less estimated income	9,641,776	8,160,497
General fund	$0	$0
FTE	0.00	(31.50)

[1] Funding is adjusted for cost-to-continue 2015-17 biennium salaries and benefit increases and for other base payroll changes.

[2] Funding is added for increases in health insurance premiums from $1,130 to $1,249 per month.

[3] Salaries and wages funding is reduced relating to the removal of FTE positions, including 21.50 vacant FTE positions ($3,427,063) as recommended by Governor Dalrymple and 5.00 additional FTE positions ($1,935,958) as recommended by Governor Burgum.

[4] Salaries and wages ($658,219) and 5 FTE positions and related operating expenses ($628,400) are reduced relating to the planned consolidation of 8 highway maintenance sections as recommended by Governor Dalrymple.

[5] Operating expenses funding is reduced by $160,293 by discontinuing operations at 9 driver's license field sites as recommended by Governor Dalrymple.
[6] Funding of $5,000,000 is provided for a North Dakota community enhancement program as recommended by Governor Burgum.

#1
pg

[7] Base level funding is adjusted as follows:

	Other Funds
Reduces operating expenses	($65,592,412)
Increases capital assets	70,624,188
Increases grants	4,610,000
Total	$9,641,776

This amendment also:

- Adds a section authorizing the use of $5.7 million in enhanced state highway investment funding transferred from the general fund to the highway fund by the 2015 Legislative Assembly for matching federal highway construction funds during the 2017-19 biennium.
- Adds a section authorizing the use of $5 million in enhanced state highway investment funding transferred from the general fund to the highway fund by the 2015 Legislative Assembly for the North Dakota community enhancement program during the 2017-19 biennium.
- Provides an exemption from North Dakota Century Code Section 54-44.1-11 for funds appropriated for enhanced state highway investments for the 2015-17 biennium to allow the funds to continue to be spent in the 2019-21 biennium.
- Provides an exemption from Section 54-44.1-11 for $2 million of funds appropriated for special roads projects in the 2015-17 biennium to continue and be spent in the 2017-19 biennium.
- Adds a section to amend Section 24-02-37, relating to state highway fund expenditures.

2-14-17 SB 2012

17.0520.01003
Title.

Prepared by the Legislative Council staff for
Senator Wanzek
February 13, 2017

#2

P1

PROPOSED AMENDMENTS TO SENATE BILL NO. 2012

Page 1, line 2, remove "and"

Page 1, line 2, after "transfer" insert "; to provide for the operation of highway maintenance shops; and to provide for a legislative management study"

Page 2, after line 12, insert:

"**SECTION 4. HIGHWAY MAINTENANCE SHOP SITE OPERATIONS.** The department of transportation shall continue the operation of all highway maintenance shop sites in operation on January 1, 2017, through June 30, 2019.

SECTION 5. LEGISLATIVE MANAGEMENT STUDY. During the 2017-18 interim, the legislative management shall consider studying the proposed closure of highway maintenance shop sites and the impact of services in the areas affected. The study must also consider the possibility of operations in cooperation with affected political subdivisions."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

A section is added to require the Department of Transportation to continue the operation of all highway maintenance shop sites in operation on January 1, 2017, through June 30, 2019, and to provide for a legislative management study of the proposed closure of highway maintenance shop sites and the impact of services in the areas affected. The study is also to consider the possibility of operations in cooperation with affected political subdivisions.

Department 801 - Department of Transportation
Senate Bill No. 2012

Dalrymple Executive Budget Comparison to Prior Biennium Appropriations

	FTE Positions	General Fund	Other Funds	Total
2017-19 Dalrymple Executive Budget	1,054.00	$0	$1,276,870,224	$1,276,870,224
2015-17 Adjusted Legislative Appropriations[1]	1,080.50	613,382,959[2]	2,621,156,019	3,234,538,978
Increase (Decrease)	(26.50)	($613,382,959)	($1,344,285,795)	($1,957,668,754)

[1]The 2015-17 biennium agency appropriation amounts reflect general fund budget reductions made in August 2016, but do not include $2,433,072 of allocations from the general fund to the agency from the state agency energy impact funding pool for temporary salary adjustments for agency employees located in areas of the state affected by energy development and $35,186 for temporary employee health insurance.

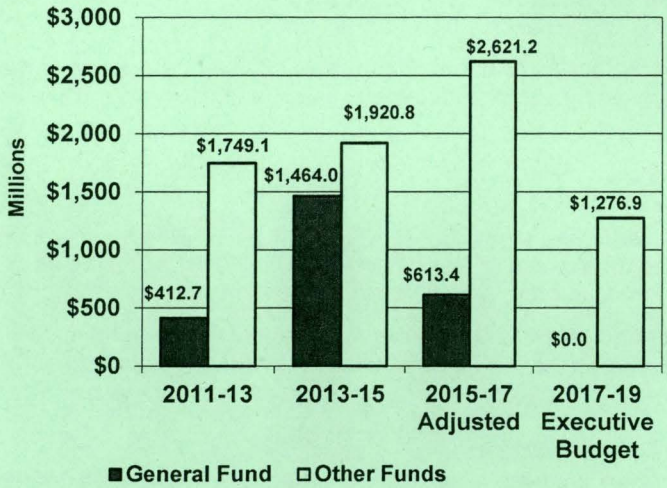
[2]The 2015-17 adjusted general fund appropriation amount includes the following:

- $470.2 million transfer to the highway fund
- $104.7 million for allocations to non-oil-producing counties
- $18.7 million contingent transfer to the highway fund
- $16.8 million transfer to the highway fund
- $1.9 million transfer to the special road fund
- $934,500 for motor coach reimbursement
- $186,900 contingent transfer to public transportation
- $56,070 for a truck size and weight harmonization study

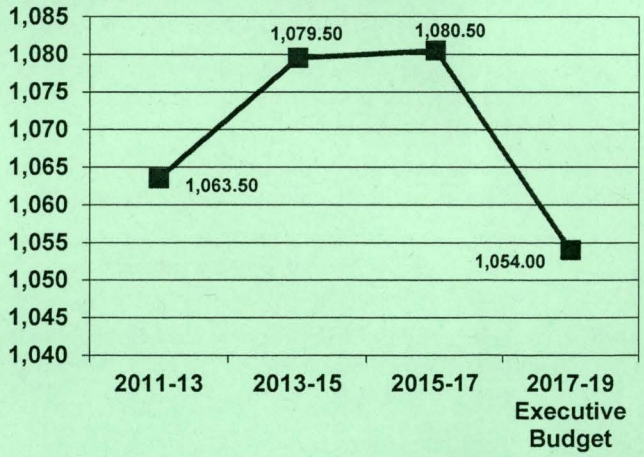
Ongoing and One-Time General Fund Appropriations

	Ongoing General Fund Appropriation	One-Time General Fund Appropriation	Total General Fund Appropriation
2017-19 Dalrymple Executive Budget	$0	$0	$0
2015-17 Adjusted Legislative Appropriations	0	613,382,959	613,382,959
Increase (Decrease)	$0	($613,382,959)	($613,382,959)

Agency Funding



FTE Positions



Dalrymple Executive Budget Comparison to Base Level

	General Fund	Other Funds	Total
2017-19 Dalrymple Executive Budget	$0	$1,276,870,224	$1,276,870,224
2017-19 Base Level	0	1,266,540,461	1,266,540,461
Increase (Decrease)	$0	$10,329,763	$10,329,763

First House Action

Attached is a comparison worksheet detailing first house changes to base level funding and the executive budget.

Dalrymple and Burgum Executive Budget Highlights (With First House Changes in Bold)

	General Fund	Other Funds	Total
1. Adds funding for state employee salary and benefit increases, of which $807,704 is for salary increases and $2,913,485 is for health insurance increases. (The Burgum budget removed funding for salary increases and provided for employees to pay for a portion of health insurance.) **The Senate removed funding for the salary increases.**	$0	$3,721,189	$3,721,189
2. Removes 21.5 vacant FTE positions. (The Burgum budget reduced 5 additional FTE positions and $1,935,958 in funding.)	$0	($3,427,063)	($3,427,063)
3. Removes 5 FTE positions ($658,219) and related operating expenses ($628,400) through consolidation of the maintenance sections	$0	($1,286,619)	($1,286,619)
4. Reduces funding for operating expenses. (The Burgum budget reduced operating expenses by an additional $3,487,475.) **The Senate approved both executive recommendations and removed an additional $1,526,251 from operating expenses.**	$0	($34,455,416)	($34,455,416)
5. Adds funding for capital assets. (The Burgum budget increased funding for capital assets by an additional $588,122.)	$0	$43,912,796	$43,912,796
6. Adds funding for grants. (The Burgum budget increased funding for grants by an additional $5 million for a North Dakota community enhancement program.)	$0	$4,610,000	$4,610,000
7. Reduces funding for driver's license field sites	$0	($160,293)	($160,293)

Other Sections in Senate Bill No. 2012

Line item transfers - Section 3 authorizes the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.

Designation of funds for another purpose - Section 4 authorizes the Department of Transportation to use $5.7 million in funding provided by the Legislative Assembly in 2015 House Bill No. 1012, as matching funds for federal highway funding provided by the Federal Highway Administration during the 2017-19 biennium.

North Dakota community enhancement program - Section 5 provides $5 million from unspent 2015-17 biennium enhanced state highway funding may be used to improve North Dakota's economic climate by reinvesting and fortifying a community's transportation assets for the 2017-19 biennium.

Carryover authority - Enhanced state highway investments - Section 6 provides that unexpended 2015-17 biennium appropriations for enhanced state highway investments may be continued into the 2017-19 biennium.

Exemption - Contingent transfer - General fund to special road fund - Section 7 provides that a $2 million transfer from the general fund to the special road fund and an appropriation to the Department of Transportation by the 2015 Legislative Assembly is exempt from North Dakota Century Code Section 54-44.1-11 and is continued into the 2017-19 biennium.

Payback and reallocation of federal aid - Section 8 amends Section 24-02-37 relating to the state highway fund to authorize the Department of Transportation to repay the United States Department of Transportation for previous related expenditures from current biennium appropriations.

Continuing Appropriations

Public transportation fund - Section 39-04.2-04 - Consists of a 1.5 percent allocation from the state highway tax distribution fund. The funds received by the public transportation fund are allocated to each county. Each county receives .4 percent base amount plus $1.50 per capita of population in the county, based upon the latest regular or special official federal census.

Significant Audit Findings

The operational audit for the Department of Transportation conducted by the State Auditor's office during the 2015-16 interim identified a significant audit finding for improper reconciliation of the motor vehicle clearing account.

Major Related Legislation

House Bill No. 1110 - Creates a new section to Chapter 24-02 to authorize the Department of Transportation to contract with private entities for the construction of certain items on the state highway system which will benefit the private entity and the traveling public.

House Bill No. 1111 - Creates a new section to Chapter 24-02 to authorize the Director of the Department of Transportation to enter an agreement with the metro flood diversion authority regarding the portion of the Fargo-Moorhead diversion construction project which will impact the state highway system.

House Bill No. 1128 - Creates new sections to Title 39 related to operator's license and nondriver identification cards and the requirement of documentation and retention of that documentation for substitute operator's licenses.

House Bill No. 1255 - Creates a new chapter to Title 24 to create a limited transportation network which allows trucks to be permitted for loads up to 129,000 pounds with the proper axle configuration.

House Bill No. 1369 - Creates a new subsection to Section 39-06-14 relating to licenses issued to operators. The new subsection requires the director of the Department of Transportation to issue a unique operator's license to any resident who at the time of application is not a citizen of the United States and who fulfills the proper requirements.

Senate Bill No. 2045 - Amends Section 39-12-14.1 relating to the deposit of voluntary settlement of extraordinary road use fee charges and Section 39-12-20 relating to the deposit of proceeds of sale to allow the fees collected to continue to be retained by the jurisdiction with the road on which the violation occurred rather than be deposited in the state highway fund.

Senate Bill No. 2109 - Amends Section 24-02-02.3 relating to agreements with tribal governments and removes a requirement that the agreements must be limited to those necessary to meet federal highway program spending requirements.

Department 801 - Department of Transportation

Appropriations Comparisons to the Original and Adjusted Base Budgets

General Fund Appropriations Adjustments

(As a result of the August 2016 General Fund Budget Reductions)

	Ongoing	One-Time	Total
2015-17 original general fund appropriations	$0	$656,375,558	$656,375,558
General fund reductions	0	(42,992,599)	(42,992,599)
Adjusted 2015-17 appropriations	$0	$613,382,959	$613,382,959
Dalrymple Executive Budget changes	0	(613,382,959)	(613,382,959)
2017-19 Dalrymple Executive Budget	$0	$0	$0

Summary of August 2016 General Fund Budget Reductions

	Ongoing	One-Time	Total
Reduced funding for truck size and weight harmonization study (HB 1012)	$0	($3,930)	($3,930)
Reduced funding for motor coach reimbursement (HB 1012)	0	(65,500)	(65,500)
Reduced general fund transfer to highway fund for state highway improvements (HB 1012)	0	(32,954,069)	(32,954,069)
Reduced general fund transfer to highway fund for state highway improvements (SB 2015)	0	(1,179,000)	(1,179,000)
Reduced contingent general fund transfer to highway fund for state highway improvements (SB 2015)	0	(1,310,000)	(1,310,000)
Reduced funding for allocations to non-oil-producing counties (HB 1176)	0	(7,336,000)	(7,336,000)
Reduced general fund transfer to special road fund (HB 1012)	0	(131,000)	(131,000)
Reduced contingent general fund transfer to public transportation fund (HB 1012)	0	(13,100)	(13,100)
Total reductions	$0	($42,992,599)	($42,992,599)
Percentage reduction to ongoing and one-time general fund appropriations		6.55%	6.55%

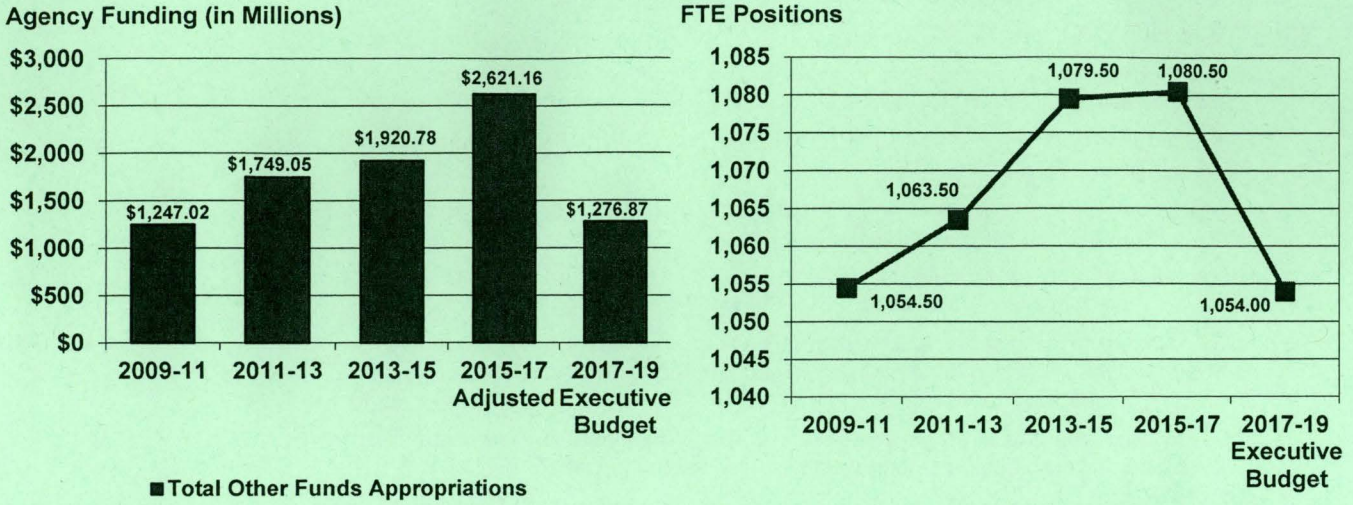
2017-19 Dalrymple Executive Budget Changes to the Original and Adjusted Base Budgets

	Changes to Original Budget	Budget Reduction Adjustments	Changes to Adjusted Budget
The Executive Budget does not recommend any general fund appropriations for road projects during the 2017-19 biennium	$0	$0	$0
Total	$0	$0	$0

Department 801 - Department of Transportation

Historical Appropriations Information

Total Other Funds Appropriations Since 2009-11



Total Other Funds Appropriations					
	2009-11	2011-13	2013-15	2015-17 Adjusted	2017-19 Dalrymple Executive Budget
Total other funds appropriations	$1,247,015,588	$1,749,054,459	$1,920,779,434	$2,621,156,019	$1,276,870,224
Increase (decrease) from previous biennium	N/A	$502,038,871	$171,724,975	$700,376,585	($1,344,285,795)
Percentage increase (decrease) from previous biennium	N/A	40.3%	9.8%	36.5%	(51.3%)
Cumulative percentage increase (decrease) from 2009-11 biennium	N/A	40.3%	54.0%	110.2%	2.4%

Major Increases (Decreases) in Other Funds Appropriations

2011-13 Biennium - Ongoing

1. Added funding for 2 FTE motor vehicle licensing specialist positions	$191,948
2. Added funding for 4 FTE driver's license examiner positions	$341,207
3. Added funding for 3 FTE heavy equipment operator positions	$586,959
4. Added funding for roadway maintenance safety items	$15,605,992

2011-13 Biennium - Special Road Funding

1. Added funding from a general fund transfer to the highway fund for extraordinary highway maintenance needs	$228,600,000
2. Added funding from a general fund transfer to the highway fund for road construction in oil-producing counties	$142,000,000

2013-15 Biennium - Ongoing

1. Added funding for 16 FTE positions	$2,357,876

2013-15 Biennium - Special Road Funding

1. Added funding from a general fund transfer to the highway fund for enhanced state highway investments (2013 Senate Bill No. 2012)	$541,600,000
2. Added funding from the general fund for enhanced state highway investments (2013 Senate Bill No. 2176)	$620,000,000
3. Added funding from the general fund for distributions to oil-producing counties (2013 House Bill No. 1358)	$160,000,000

4. Added funding from the general fund for distributions to non-oil-producing counties (2013 House Bill No. 1358)	$120,000,000
2015-17 Biennium - Ongoing	
1. Added funding for 1 FTE environmental scientist III position	$195,143
2. Increased funding for operating expenses	$8,748,743
2015-17 Biennium - Special Road Funding	
1. Added funding from a general fund transfer to the highway fund for enhanced state highway investments (2015 House Bill No. 1012)	$503,115,558
2. Added funding from the general fund for distributions to non-oil-producing counties (2015 House Bill No. 1176)	$112,000,000
3. Added funding from the general fund transfer to the highway fund for enhanced state highway investments (2015 Senate Bill No. 2015)	$18,000,000
4. Added funding from a contingent general fund transfer to the highway fund for enhanced state highway investments (2015 Senate Bill No. 2015)	$20,000,000
5. Added funding from a strategic investment and improvements fund transfer to the highway fund for enhanced state highway investments as part of the "surge" bill (2015 Senate Bill No. 2103)	$450,000,000
6. Added funding from the strategic investment and improvements fund for distributions to non-oil-producing counties as part of the "surge" bill (2015 Senate Bill No. 2103)	$112,000,000
7. Added funding from the strategic investment and improvements fund for distributions to oil-producing counties as part of the "surge" bill (2015 Senate Bill No. 2103)	$240,000,000
2017-19 Biennium (Dalrymple and Burgum Executive Budget Recommendations)	
1. Removes 21.50 vacant FTE positions. (The Burgum budget reduced 5 additional FTE positions and $1,935,958 in funding.)	($3,427,063)
2. Removes 5 FTE positions ($658,219) and related operating expenses ($628,400) through consolidation of the maintenance sections	($1,286,619)
3. Removes funding for driver's license field sites	($160,293)
4. Reduces funding for operating expenses. (The Burgum budget reduced operating expenses by an additional $3,487,475.) **The Senate approved both executive recommendations and removed an additional $1,526,251 from operating expenses.**	($34,455,416)
5. Adds funding for capital assets. (The Burgum budget increased funding for capital assets by an additional $588,122.)	$43,912,796
6. Adds funding for grants. (The Burgum budget increased funding for grants by an additional $5 million for a North Dakota community enhancement program.)	$4,610,000

Department of Transportation - Budget No. 801
Senate Bill No. 2012
Base Level Funding Changes

	Burgum Executive Budget Recommendation (Changes to Dalrymple Budget in Bold)				Senate Version			
	FTE Position	General Fund	Other Funds	Total	FTE Position	General Fund	Other Funds	Total
2017-19 Biennium Base Level	1,080.50	$0	$1,266,540,461	$1,266,540,461	1,080.50	$0	$1,266,540,461	$1,266,540,461
2017-19 Ongoing Funding Changes								
Base payroll changes			($2,584,831)	($2,584,831)			($2,584,831)	($2,584,831)
Salary increase				***0***				***0***
Health insurance increase			2,913,485	2,913,485			2,913,485	2,913,485
Employee portion of health insurance			***(1,526,251)***	***(1,526,251)***				***0***
Removes vacant FTE positions	(21.50)		(3,427,063)	(3,427,063)	(21.50)		(3,427,063)	(3,427,063)
Consolidates maintenance sections	(5.00)		(1,286,619)	(1,286,619)	(5.00)		(1,286,619)	(1,286,619)
Removes 5 additional FTE positions	***(5.00)***		***(1,935,958)***	***(1,935,958)***	*(5.00)*		*(1,935,958)*	*(1,935,958)*
Reduces funding for driver's license field sites			(160,293)	(160,293)			(160,293)	(160,293)
Adjusts funding for expenses, capital assets, and grants			14,067,380	14,067,380			14,067,380	14,067,380
2015-17 biennium line item transfers				0				0
Reduces funding for operating expenses			***(3,487,475)***	***(3,487,475)***			***(5,013,726)***	***(5,013,726)***
Adds funding for capital assets			***588,122***	***588,122***			***588,122***	***588,122***
Adds funding for grants			***5,000,000***	***5,000,000***			***5,000,000***	***5,000,000***
Total ongoing funding changes	(31.50)	$0	$8,160,497	$8,160,497	(31.50)	$0	$8,160,497	$8,160,497
One-time funding items								
No one-time funding items				$0				$0
Total one-time funding changes	0.00	$0	$0	$0	0.00	$0	$0	$0
Total Changes to Base Level Funding	(31.50)	$0	$8,160,497	$8,160,497	(31.50)	$0	$8,160,497	$8,160,497
2017-19 Total Funding	1,049.00	$0	$1,274,700,958	$1,274,700,958	1,049.00	$0	$1,274,700,958	$1,274,700,958

Other Sections in Department of Transportation - Budget No. 801

	Burgum Executive Budget Recommendation (Changes to Dalrymple Budget in Bold)	Senate Version
Line item transfers	Section 3 authorizes the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.	Section 3 authorizes the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.
Designation of funds for another purpose	Section 4 authorizes the Department of Transportation to use ~~$12.6~~$5.7 million in funding provided by the Legislative Assembly in 2015 House Bill No. 1012, as matching funds for federal highway funding provided by the Federal Highway Administration during the 2017-19 biennium.	Section 4 authorizes the Department of Transportation to use $5.7 million in funding provided by the Legislative Assembly in 2015 House Bill No. 1012, as matching funds for federal highway funding provided by the Federal Highway Administration during the 2017-19 biennium.

Other Sections in Department of Transportation - Budget No. 801

	Burgum Executive Budget Recommendation (Changes to Dalrymple Budget in Bold)	Senate Version
North Dakota Community Enhancement Program	**Section 5 provides $5 million from the enhanced state highway funds be used to improve North Dakota's economic climate by reinvesting and fortifying a community's transportation assets, for the 2017-19 biennium.**	**Section 5 provides $5 million from the enhanced state highway funds be used to improve North Dakota's economic climate by reinvesting and fortifying a community's transportation assets, for the 2017-19 biennium.**
Carryover authority - Enhanced state highway investments	Section **6** provides that unexpended 2015-17 biennium appropriations for enhanced state highway investments must be continued into the 2019-21 biennium.	Section 6 provides that unexpended 2015-17 biennium appropriations for enhanced state highway investments must be continued into the 2019-21 biennium.
Exemption - Contingent transfer - General fund to special road fund	Section **7** provides that a $2 million transfer from the general fund to the special road fund and an appropriation to the Department of Transportation by the 2015 Legislative Assembly is exempt from Section 54-44.1-11 and is continued into the 2017-19 biennium.	Section 7 provides that a $2 million transfer from the general fund to the special road fund and an appropriation to the Department of Transportation by the 2015 Legislative Assembly is exempt from Section 54-44.1-11 and is continued into the 2017-19 biennium.
Payback and reallocation of federal aid	Section **8** amends Section 24-02-37 relating to the state highway fund to authorize the Department of Transportation to repay the United States Department of Transportation for previous related expenditures from current biennium appropriations.	Section 8 amends Section 24-02-37 relating to the state highway fund to authorize the Department of Transportation to repay the United States Department of Transportation for previous related expenditures from current biennium appropriations.

Att. 1
3-1-17

SB 2012

Engrossed SB 2012

TESTIMONY BEFORE HOUSE APPROPRIATIONS COMMITTEE

Prepared by
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA

DIRECTOR
Grant Levi, P.E.

March 1, 2017

Engrossed SB 2012 Testimony

House Appropriations Committee

March 1, 2017

NDDOT
North Dakota
Department of Transportation

NDDOT's Mission and Vision

Mission:

Safely move people and goods

Vision:

North Dakota's Transportation Leader promoting:

Safe Ways – Superior Service – Economic Growth

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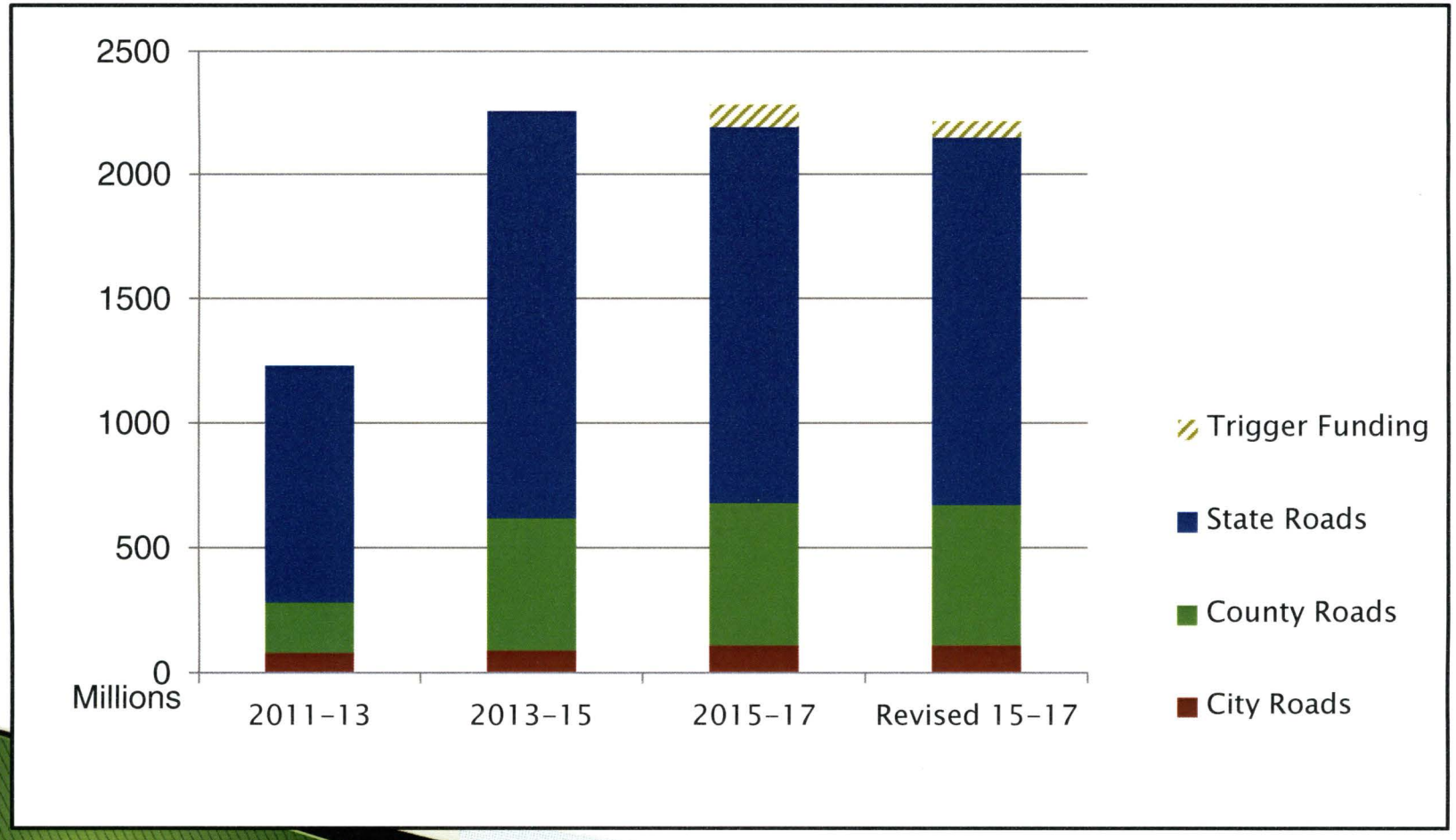
North Dakota Department of Transportation

Historic Investments in Transportation

- The state has invested $2.3 billion in one-time state funding for state highways since 2011.
- $879 million of state funding has been invested in county road improvements since 2011.



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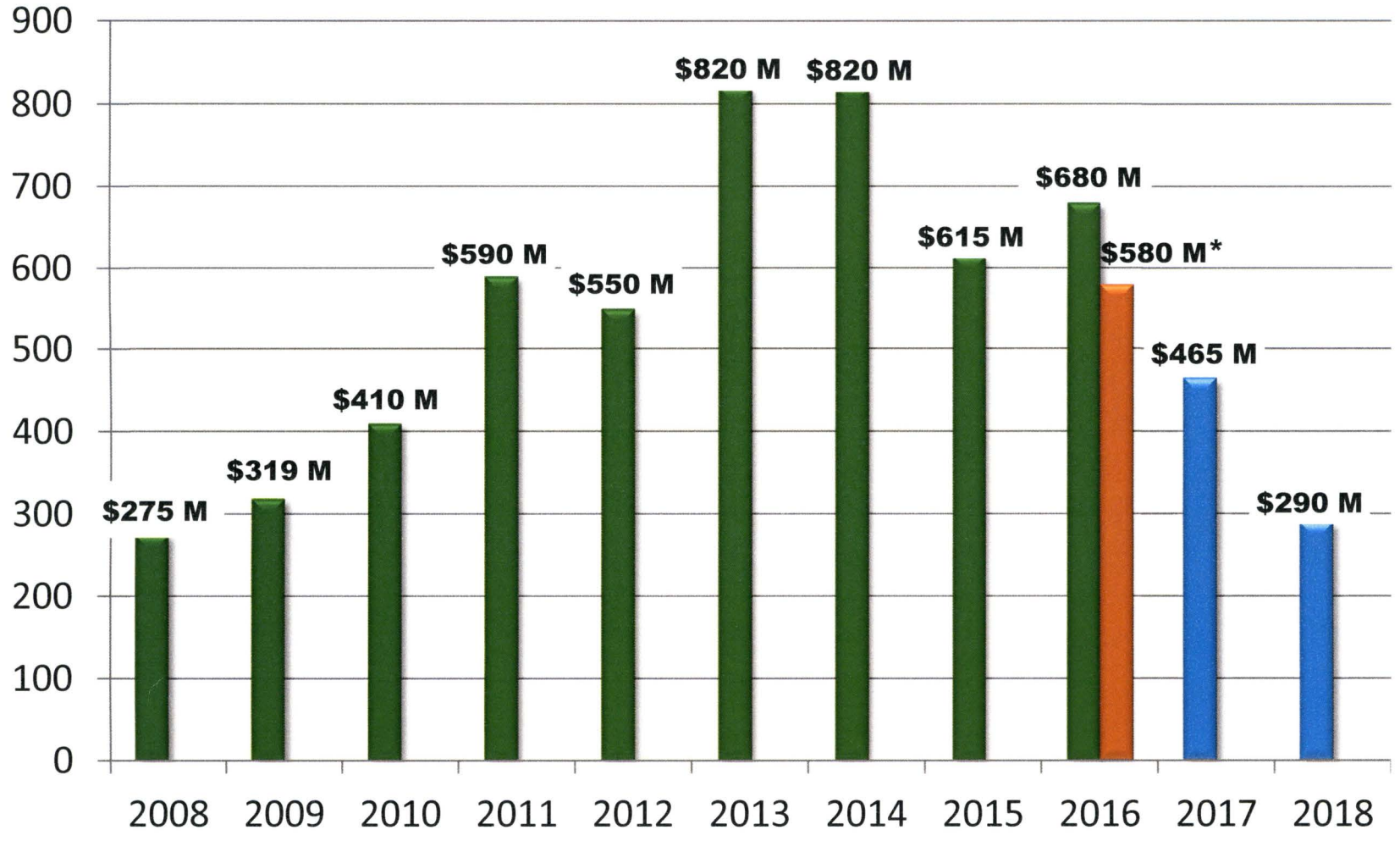
Budget Reductions
2016 Special Session

To meet the State Budget General Fund allotment of 6.50% requirement, NDDOT adjusted its state General Fund expenditures on road construction projects, and allocations to counties and transit providers by approximately $42.9 million.

- Reduction in State Highway projects = $35.6 M
- Reduction in County Road projects = $7.3 M
- Reduction in Special Roads funds = $131,000
- Reduction in Transit funds = $13,000

* *See slide #52 - 2015/2017 Biennium Revenue Revised*

Construction Programs



*Reduced costs reflect lower construction prices and changes in some projects.

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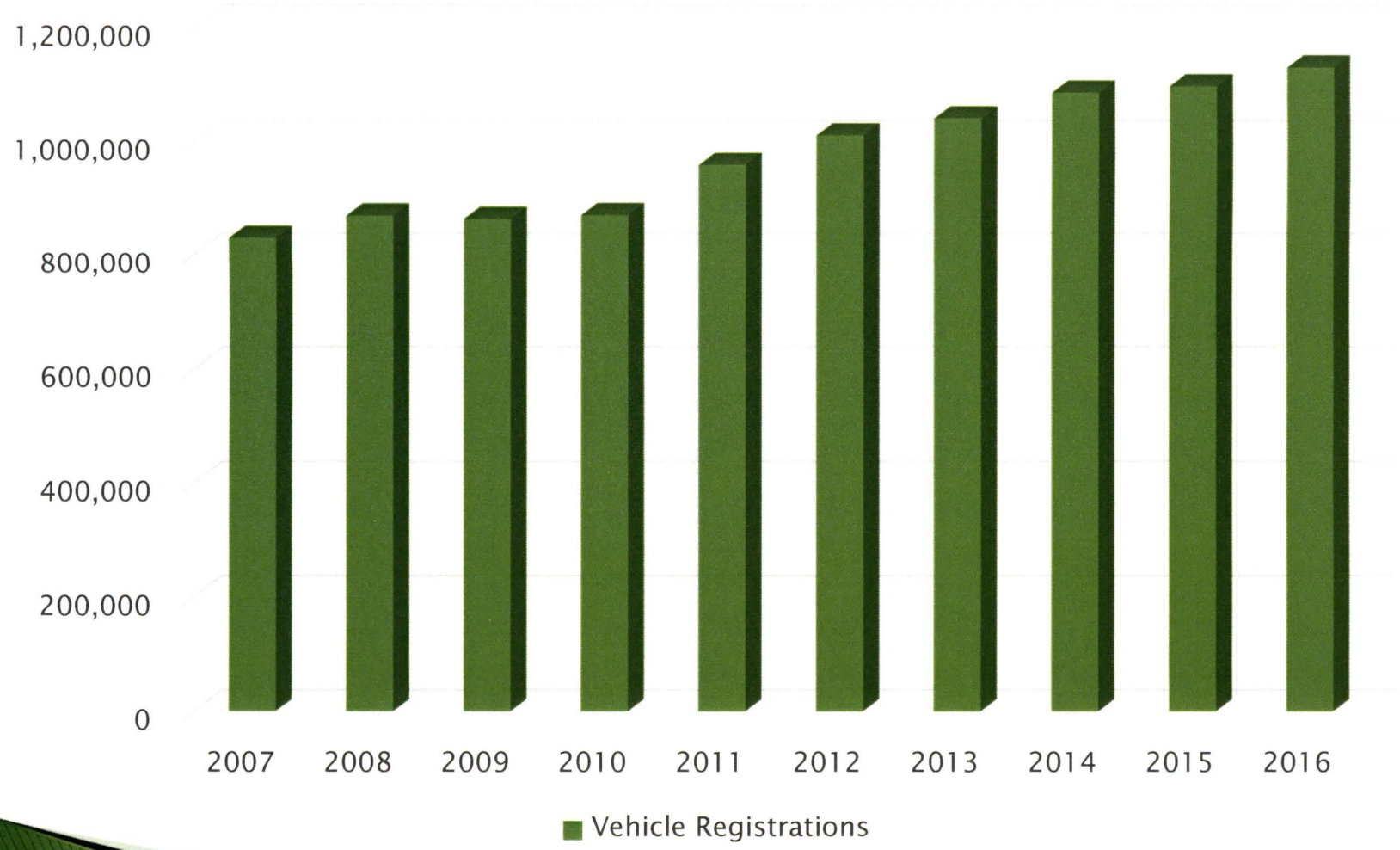
Growing Population

- North Dakota's population is at an all-time high.
- The latest U.S. Census Bureau estimates show 757,952 residents this year, an increase of 1,117 from last year.
- Since the 2010 census, North Dakota is estimated to have grown by 85,361 residents, including just over 28,000 from natural growth and nearly 56,300 in net migration.
- According to the State Census Office - North Dakota remains the state with the highest percentage of growth since the 2010 census at 12.7 percent, followed by Texas at 10.8 percent and Utah at 10.4 percent.

Motor Vehicle Registrations



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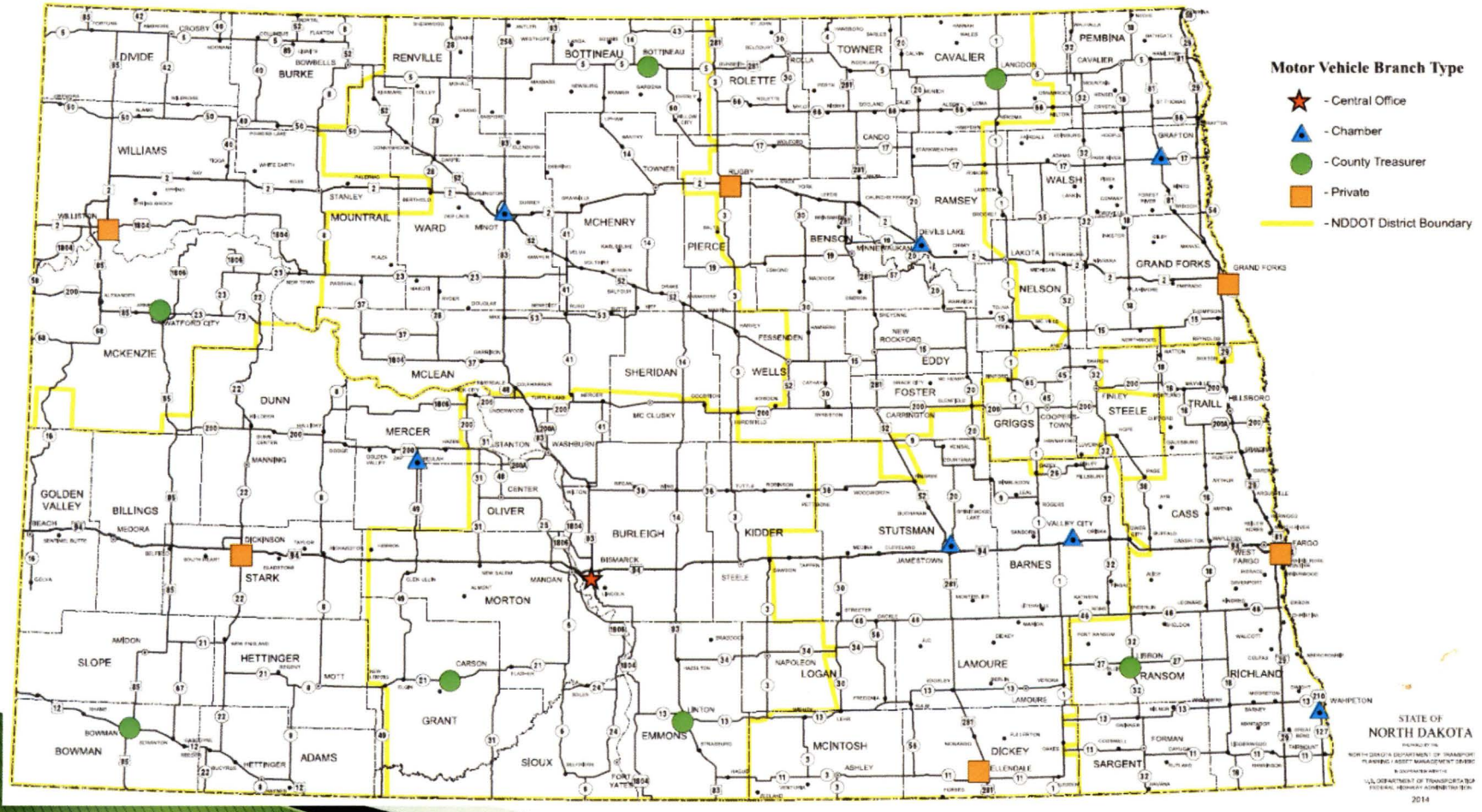
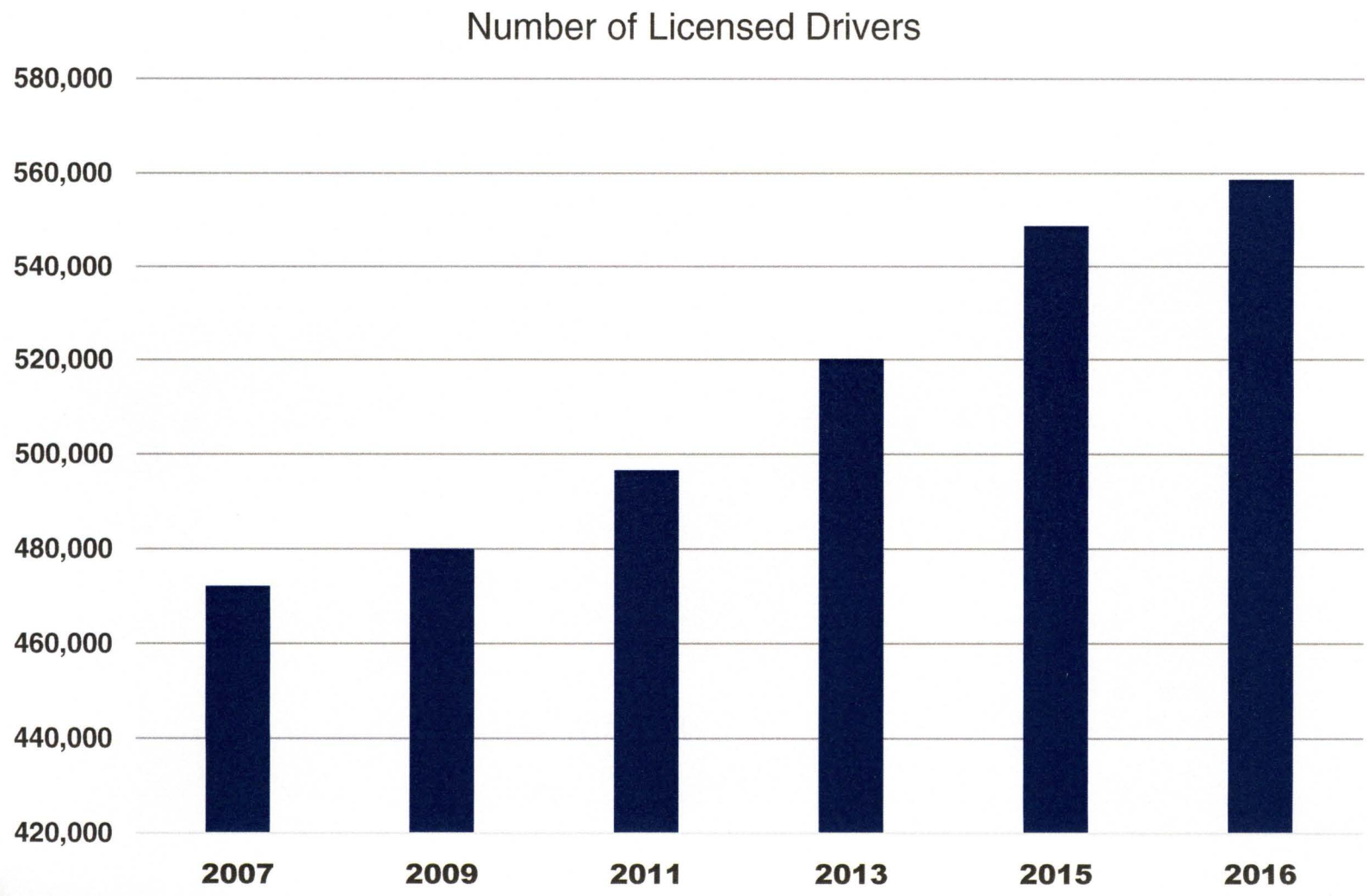
Motor Vehicle Offices

Motor Vehicle services are provided at the main office in Bismarck that is operated by state employees and 20 branch offices (7 chamber sites, 7 county treasurer sites and 6 private business sites) located throughout the state. The branch offices are not operated by state employees and are contracted to various entities on a for profit basis.



Licensed Drivers in North Dakota



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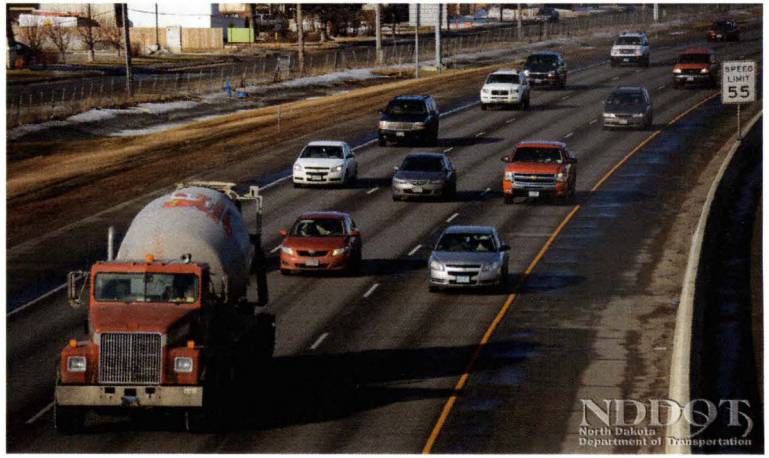
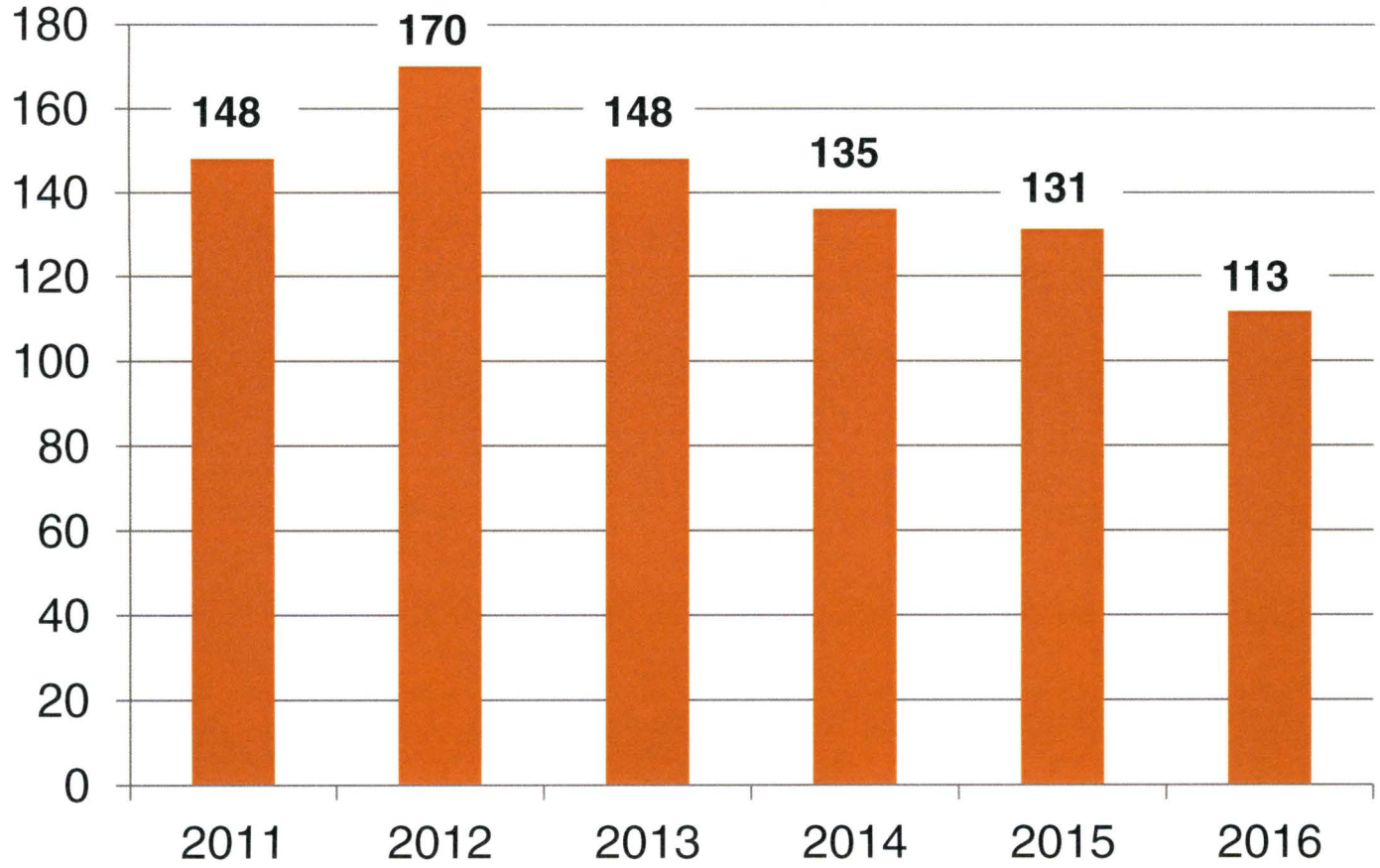
Transportation Facts



- NDDOT maintains more than 8,614 roadway miles of highway. Similar to traveling from Bismarck, ND to Anchorage, Alaska and back.
- North Dakota has the second smallest department of transportation, in terms of employees, in the nation. Only Hawaii's is smaller.
- NDDOT maintains more lane-miles of roads per maintenance employee than any other state in the nation.
- In North Dakota there are more vehicles registered than there are residents of the state.
- For more transportation facts go to http://www.dot.nd.gov/divisions/exec/docs/transportation-hdbk.pdf

Safety

The number of traffic related fatalities in the state have steadily declined since 2012.



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Technology

Meeting today's challenges with new ideas using innovation and technology.

- E-Construction – using iPads and more technology in the field.

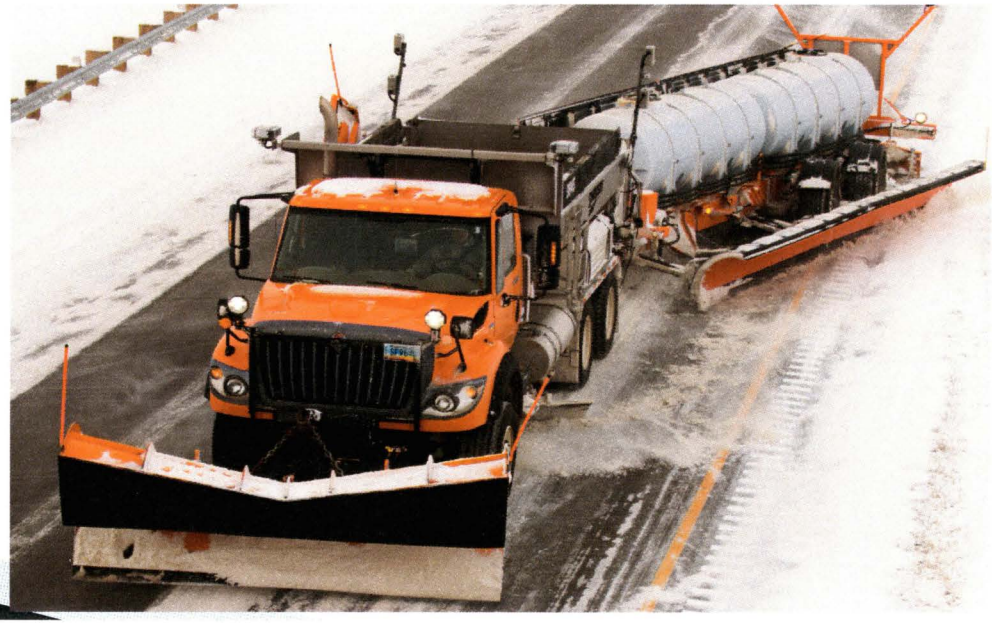
- Three kiosks/motor vehicle registration Self-Service Terminal machines have been placed in Bismarck for a year-long pilot project.
  - The terminals are fully automated motor vehicle registration renewal stations that will dispense license plate renewal registration cards and motor vehicle tabs on the spot.

- Travel information map on our website – provides information on road conditions, load restrictions, work zones, road cameras and weather radar. About 4 million page views last year.

Snow and Ice Control Technology

Snow plowing operations have improved since the 1960s enabling us to cover more miles than ever before with larger and more efficient equipment.

- High tech maintenance and snow and ice control equipment – Tow Plows.
- Maintenance Decision Support System (MDSS) - Provides time and location specific weather forecasts for transportation routes. Predicts how road conditions will change in response to maintenance treatments. Suggests optimal maintenance strategies that can be achieved with available resources
- Technology has changed how we do road reporting. Snow plow operators now use iPads to update road conditions on road information map.



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Department of Transportation

Snow and Ice Control Technology

Equipment inside of snowplow looks like the inside of an airplane.

In the 60s-70s, the typical plow was a single axle truck with a snow plow in front. Today's equipment is a tandem axle truck with a snow plow in front, plus a wing plow on the side and an underbody blade to remove ice or snow.

NDDOT Budget

NDDOT
North Dakota
Department of Transportation

Budget Revenue

- While in the past we have received one-time general funds used on road projects, the DOT's base operating budget is not funded with general funds.

DOT Revenue Resources

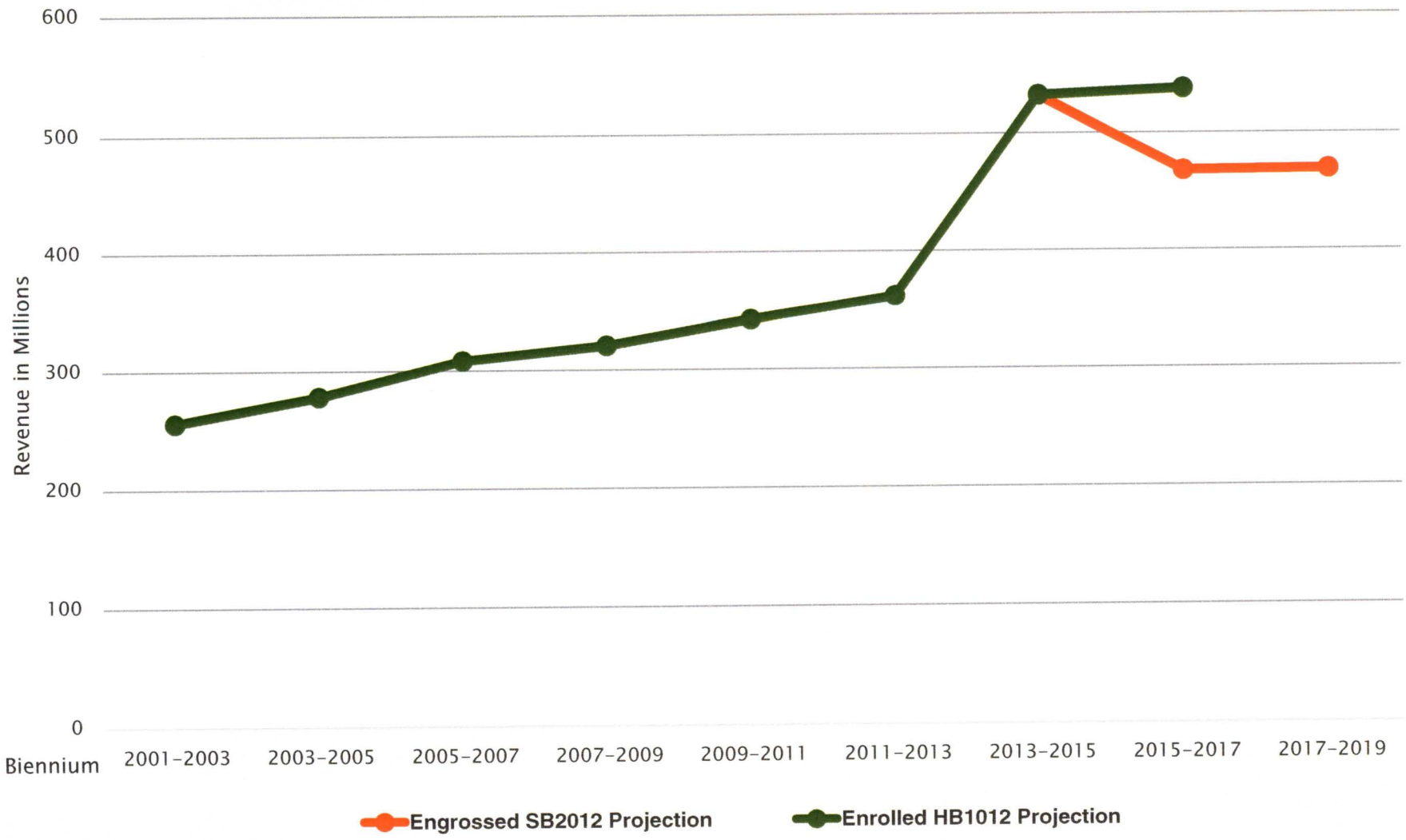
- **Federal Funds** – this federal funding is utilized for federal road projects, transit and safety initiatives.

- **State Transportation User Revenues** – include a portion of the state's fuel taxes and motor vehicle registrations as well as state truck regulatory fees. This is primarily used for Department operations including motor vehicle, driver's license, maintenance work, salaries and state match for federal projects.

Budget

- We recognize that the present business model for funding transportation no longer works.
    - Revenues decline as fuel efficiencies and alternate fuel vehicles increase.

State Transportation User Revenue



NDDOT
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State Transportation User Revenue Shortfall Coverage

Coverage for State Transportation User Revenue Shortfalls (millions)		
Biennium		
2005-2007		
Shortfall	($20.90)	
Coverage:		
$13 MV Reg Fee		$17.50
Cash Balance		$3.40
2007-2009		
Shortfall	($43.30)	
Coverage:		
$13 MV Reg Fee		$18.20
10% of MV Excise Tax		$12.60
Cash Balance		$12.50
2009-2011		
Shortfall	($77.60)	
Coverage:		
25% MV Excise Tax		$30.50
General Fund Transfer		$4.60
Cash Balance		$42.50
2011-2013		
Shortfall	($103.20)	
Coverage:		
Cash Balance		$61.25
General Fund Transfer		$5.85
Loan for ER		$36.10
2013-2015		
Shortfall	$0.00	
2015-2017 (revised budget)		
Shortfall	($71.70)	
Coverage:		
Cash		$23.60
Budget Reductions		$48.10
2017-2019		
Cash		$50.40
Repurpose Enhanced State Highway Funding		$5.70
Resources Not Currently Available to NDDOT to c[illegible] shortfalls		

NDDOT
North Dakota Department of [illegible]portation

Biennium Appropriation Comparison

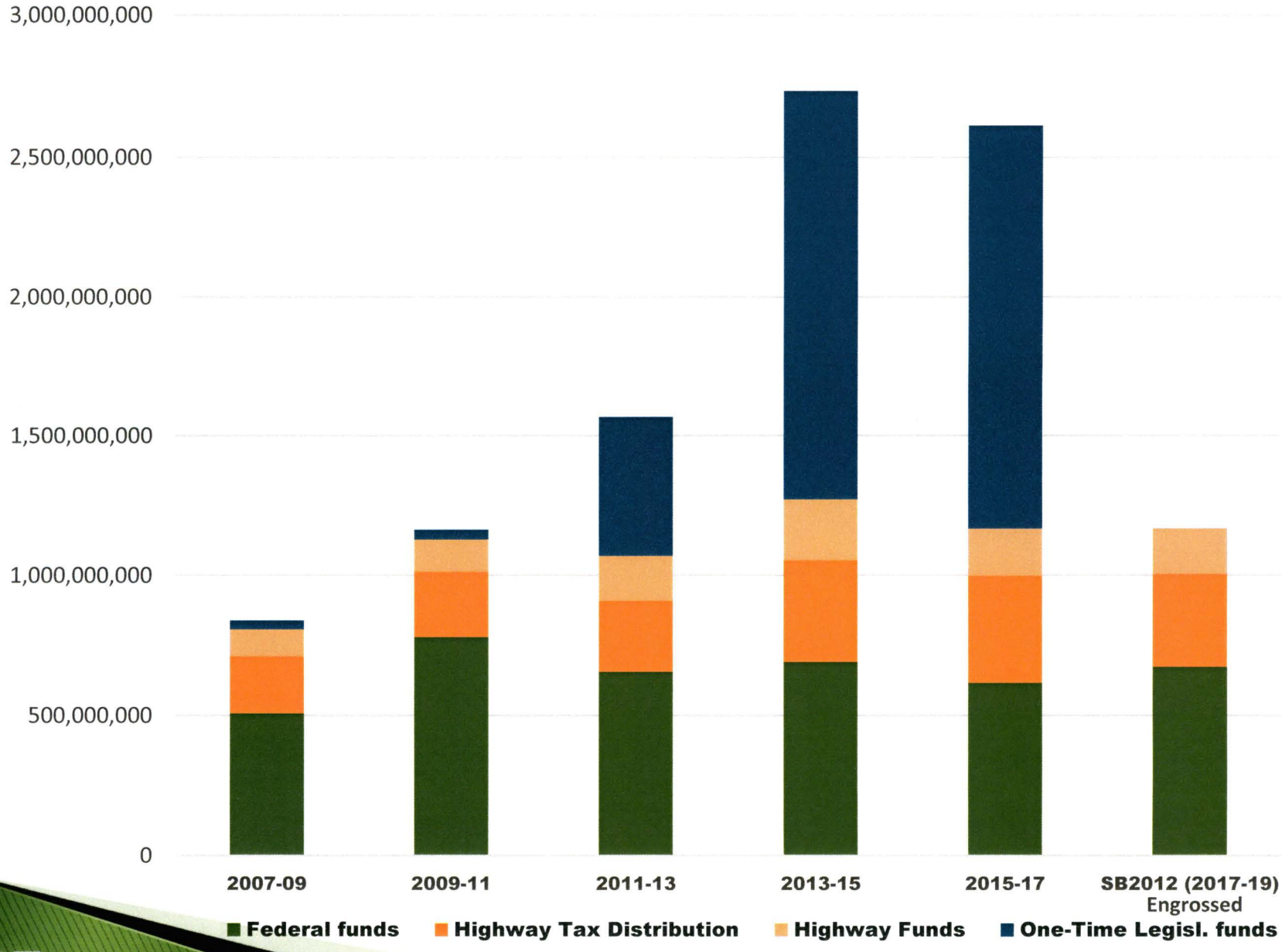
Appropriation By Line	2007-2009	2009-2011	2011-2013	2013-2015	2015-2017	Engrossed SB2012 2017-2019
Salaries and Wages	$127,326,239	$147,373,254	$165,966,396	$194,758,482	$207,778,278	$202,085,692
Operating Expenses	174,697,663	188,805,014	204,090,250	376,721,715	395,822,751	229,381,646
Capital Improvements	548,721,098	661,988,548	1,063,529,831	732,411,207	1,107,696,960	770,705,590
Enhanced State Highway Investment				1,161,600,000	468,000,000	
Grants	52,412,500	69,766,101	69,198,407	89,788,030	70,918,030	72,528,030
County & Township Road Program			142,000,000	160,000,000	240,000,000	
Non-Oil Producing Counties				120,000,000	224,000,000	
Federal Stimulus Funds-2009	0	172,400,138	24,119,575			
General License Plate Issue				6,820,000		
TOTAL	$903,157,500	$1,240,333,055	$1,668,904,459	$2,842,099,434	$2,714,216,019	$1,274,700,958

Resources by Funding Category

Funding By Category	2007-2009	2009-2011	2011-2013	2013-2015	2015-2017	Engrossed SB 2012 2017-2019
Federal Funds	$481,600,000	$603,500,000	$656,900,000	$691,500,000	$616,500,000	$673,400,000*
ARRA-Federal Stimulus Aid		176,082,671	24,119,575			
Remaining Bond Funds	26,000,000					
Highway Tax Distribution Funds	203,900,000	234,200,000	252,900,000	363,400,000	382,400,000	331,700,000
Highway Funds	96,400,000	114,100,000	159,710,000	215,800,000	167,800,000	162,500,000
Fleet Services	54,200,000	65,300,000	65,800,000	85,800,000	87,100,000	71,300,000
Motor Vehicle Operating	9,300,000	11,900,000	13,500,000	26,200,000	23,700,000	25,200,000
One-Time Legislative Funding						
- General Funds (Enhanced St. Hwy. Invest/Cnty. & Twnshp Rd Prog/Non-Oil Cnty)			370,600,000	1,448,420,000	636,160,000	
- Strategic Investment and Improvement Fund (SIIF) Enhanced St. Hwy. Invest/Cnty. & Twnshp Rd Prog/Non-Oil Cnty					809,000,000	
- Borrowing ER for State Hwy. System			120,000,000			
- General Fund Transfer to Hwy. Fund (non-Hwy Fund source)		4,600,000	5,850,000	14,500,000		
- 25% of MV Excise Tax allocated to Hwy. Fund		30,500,000				
- $13 of each registration allocated to Hwy Fund	18,200,000					
- 10% of MV Excise Tax allocated to Hwy. Fund	12,600,000					
TOTAL	$902,200,000	$1,240,182,671	$1,669,379,575	$2,845,620,000	$2,722,660,000	$1,264,100,000

In response to your question – Federal Funds increased by $56.9 million.

NDDOT Funding Resources



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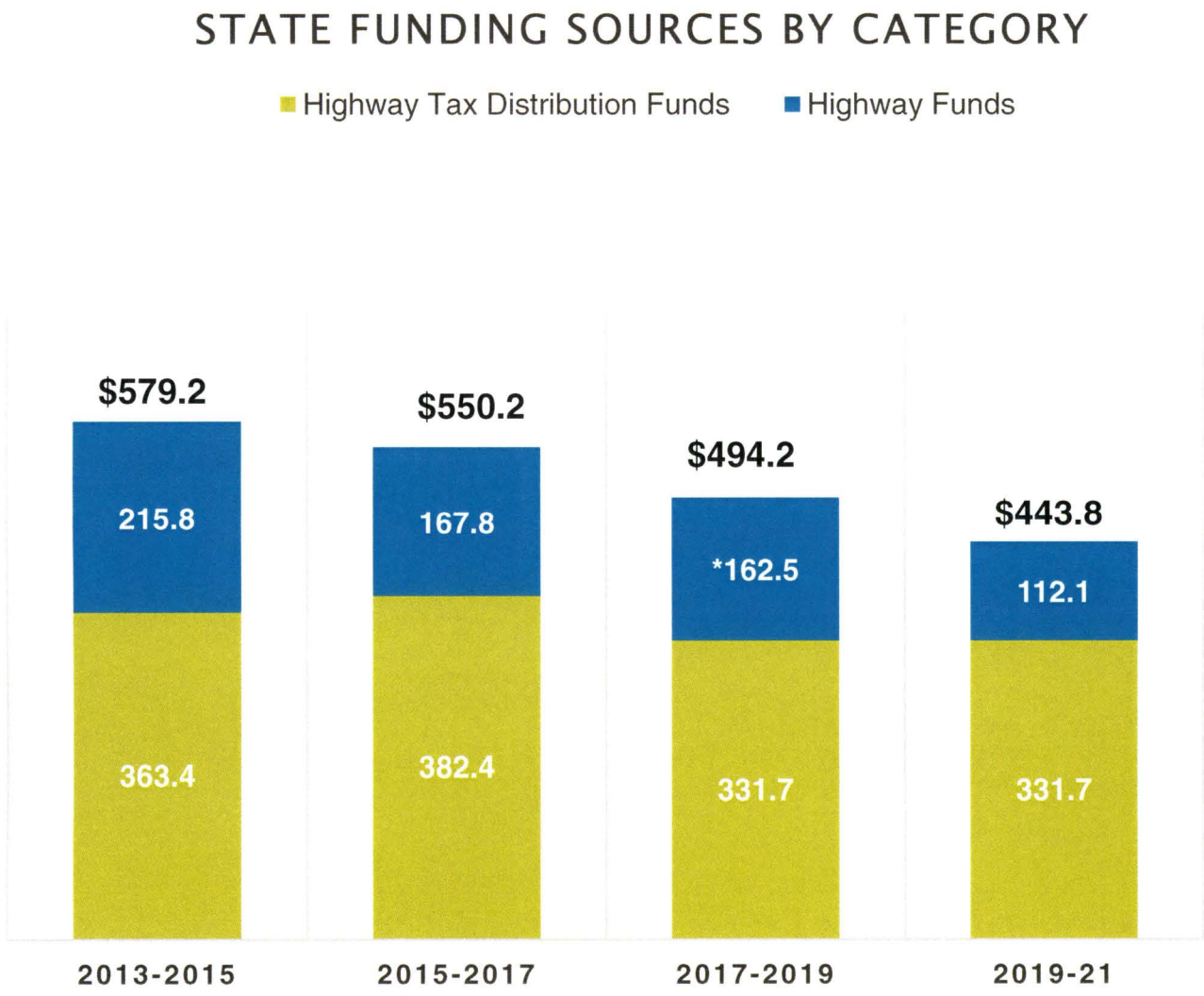
NDDOT Resources by funding category



*Includes $50.4 million of cash from 2013-15 biennium.

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Transportation Funding Comparison

2015-2017 Biennium				
	State Oil Funding	Federal Funding	HTDF*	Total
State	$955,660,000	$461,700,000	$382,400,000	$1,799,760,000
Cities		$74,000,000	$78,000,000	$152,000,000
Counties	$456,664,000	$52,000,000	$137,200,000	$645,864,000
Town-ships	$24,000,000		$16,800,000	$40,800,000
Transit		$15,300,000	$9,400,000	$24,700,000
Totals	$1,436,324,000	$603,000,000	$623,800,000	$2,663,124,000

2017-2019 Biennium				
	State Oil Funding	Federal Funding	HTDF	Total
State		$501,900,000	$331,700,000	$833,600,000
Cities		$81,200,000	$67,600,000	$148,800,000
Counties		$53,700,000	$119,100,000	$172,800,000
Town-ships			$14,600,000	$14,600,000
Transit		$16,000,000	$8,100,000	$24,100,000
Totals		$652,800,000	$541,100,000	$1,193,900,000

*The Highway Tax Distribution Fund Estimation was adjusted to reflect the following: State $332.8 M, Cities $67.9 M, Counties $119.4 M, Townships $14.7 M and Transit $8.1 M. Total = $542.9 M

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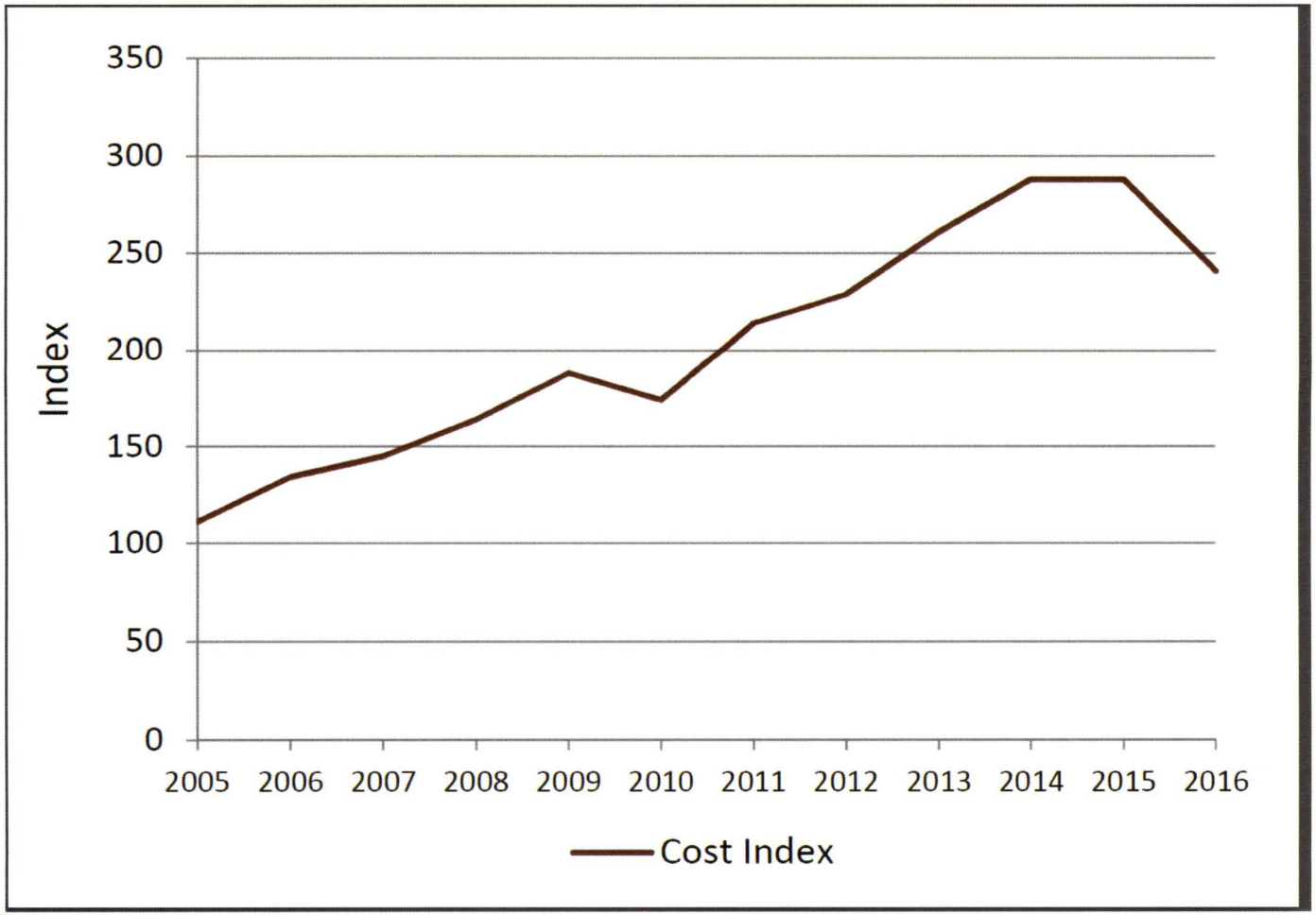
Construction Costs



Construction Cost Index Chart

Increased Cost

- **Increased costs of doing business**

	2007/09	2015/17
Fleet costs	$24.4M	$31.6M
Salt costs	$56/ton	$81/ton
Bituminous Mix	$44/ton	$70/ton
Utility costs	$3.7M	$5.5M

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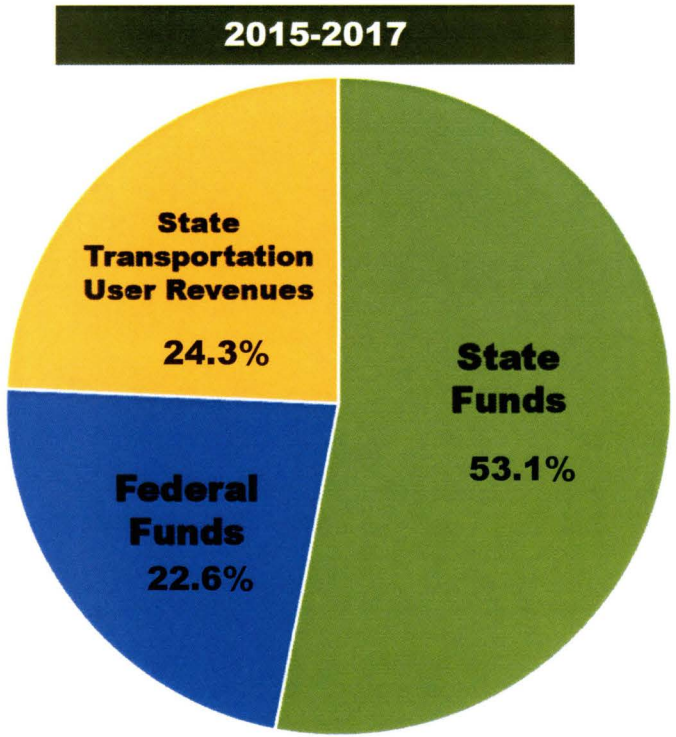
Department of Transportation

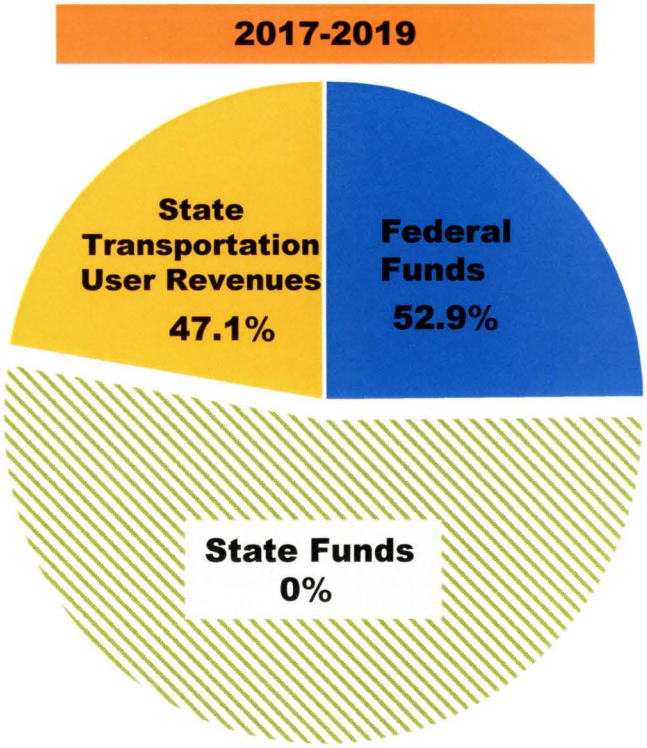
Engrossed SB 2012

Recommended Total = $1.274 billion compares to a budget of $2.7 billion for the 2015-17 biennium.

Consists of federal and special funds, no general fund money. (Also, no general funds for cities or counties).

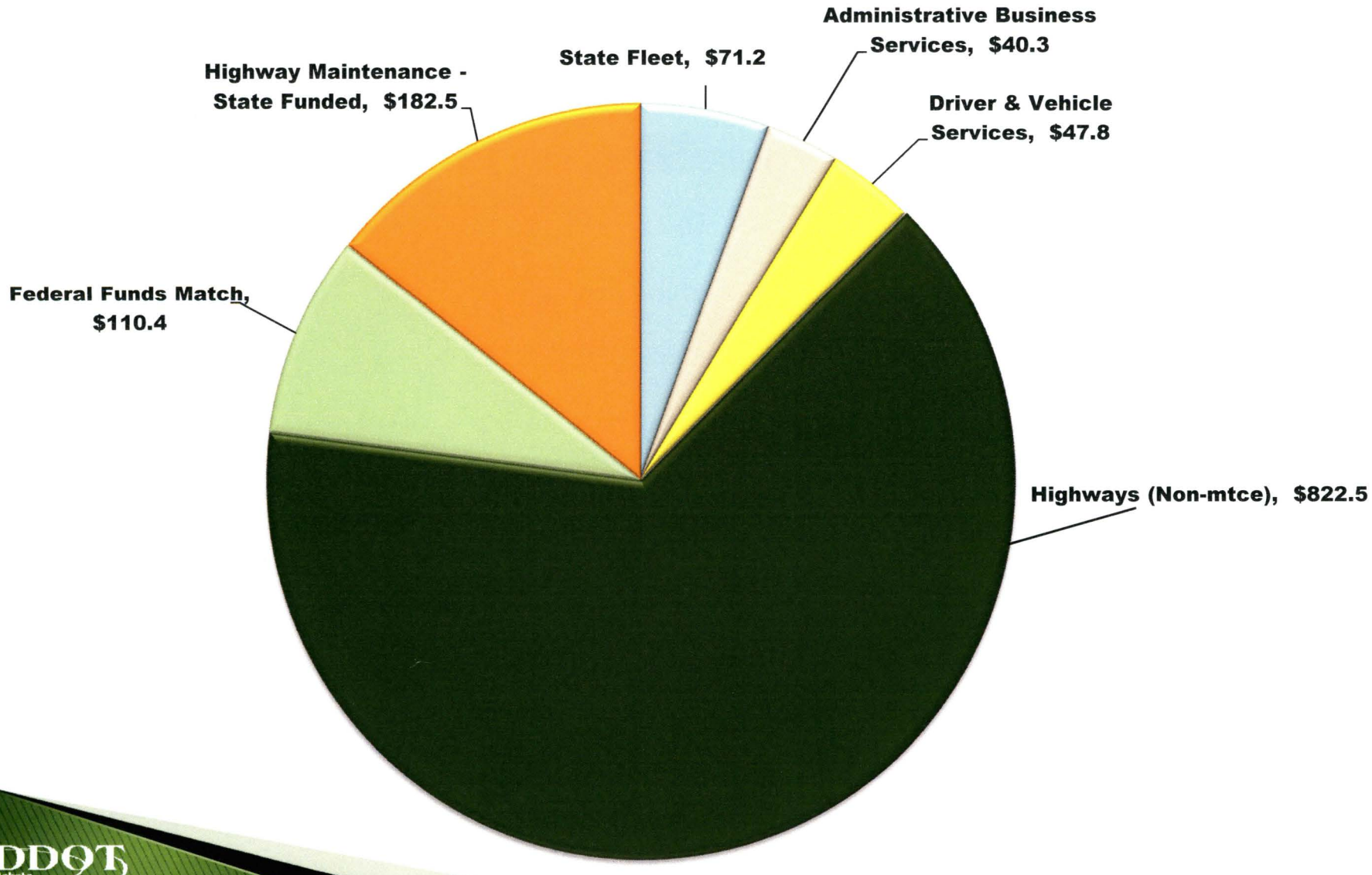
- Federal = $673.4 million (52.9%)
- Special (State Transportation User Revenues) = $601.3 million (47.1%)





Engrossed SB 2012

(Millions)



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Legislation

Agency Appropriations

	Current appropriation 2015-2017	SB2012 base level 2015-2017	Governor Dalrymple SB2072 Appropriation 2017-2019	Governor Burgum Engrossed SB2012 2017-2019
Salaries	$210,080,602*	$207,778,278	$204,829,354	$202,085,692**
Operating	373,792,861	295,762,751	234,395,372	229,381,646
Capital Assets	1,841,861,562	700,081,402	770,117,468	770,705,590
Grants	531,739,777	62,918,030	67,528,030	72,528,030
TOTAL	**$2,957,474,802**	**$1,266,540,461**	**$1,276,870,224**	**$1,274,700,958**

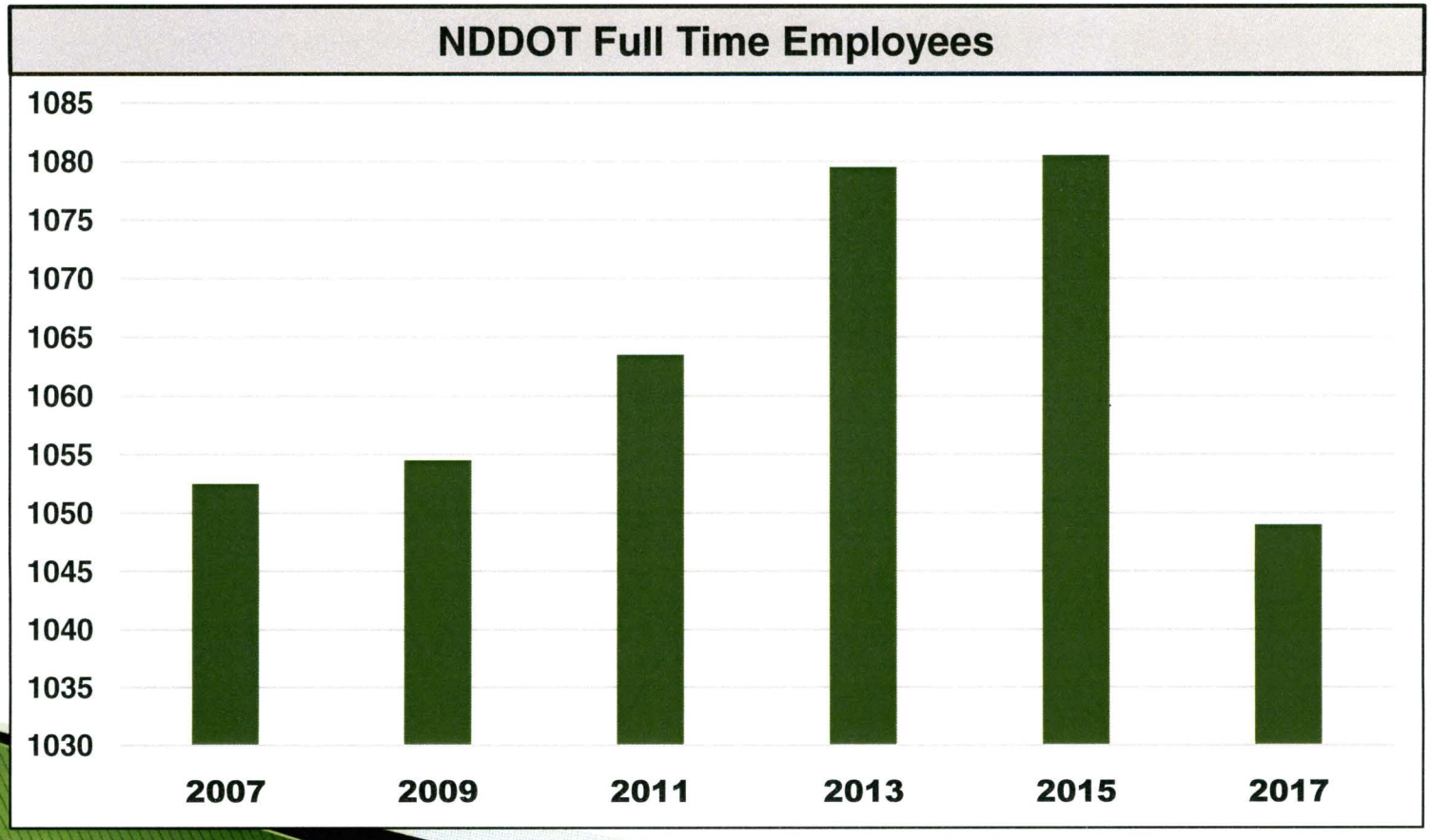
**Includes one-time salary line items such as oil patch add-on.*

***The Senate included full compensation for health care costs, which was not included in Governor Burgum's proposal.*

Salary Line Item

The Salary line item is reduced from the base budget by approximately $5.69 million:

- Returning 31.5 FTE's **(- $5.1 million.)** Propose 1,049 positions in 2017 compared to 1,080.5 in 2015. In 2007 total FTE allocation was 1052.5 FTE's.
- Reducing temporary salaries and overtime **(- $2.3 million.)**
- Additional funding added to provide full payment of healthcare.



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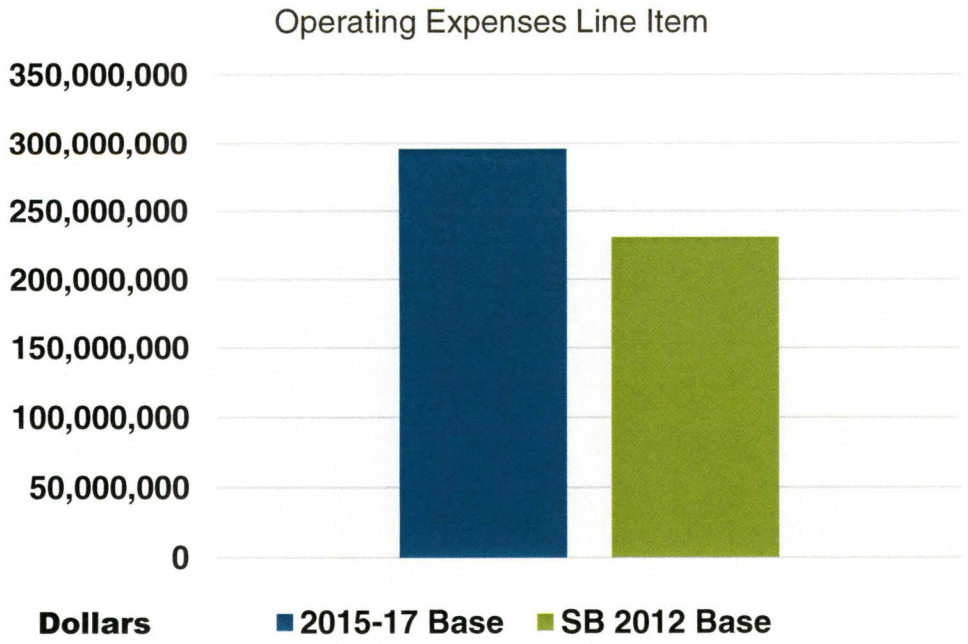
Operating Expenses Line Item

The Operating Expenses line item is reduced from the base budget by approximately $66.38 million.



Operating Expenses	Changes (millions)
Travel	-$4.4
Information Technology Projects	-$10.1
Bldg.,Ground, Maintenance	-$14.6
Utilities	-$1.0
Professional Services Fees	-$7.3
Line Item Transfer of Operating to Capital Assets	-$26.1

Capital Assets Line Item

The Capital Assets line item is increased from the base budget by approximately $70.6 million, to ensure all federal funding dollars are used.

Capital Assets	Changes (millions)
Land & Buildings	-$6.8
Other Capital Payments (federal funds)	$50.2*
Equipment >$5,000	-$0.3
Major Highway Equipment/Fleet Vehicles	-$1.8
Line Item Transfer of Operating to Capital Assets	$26.1

**Remaining growth in federal funds are in other parts of DOT's budget.*

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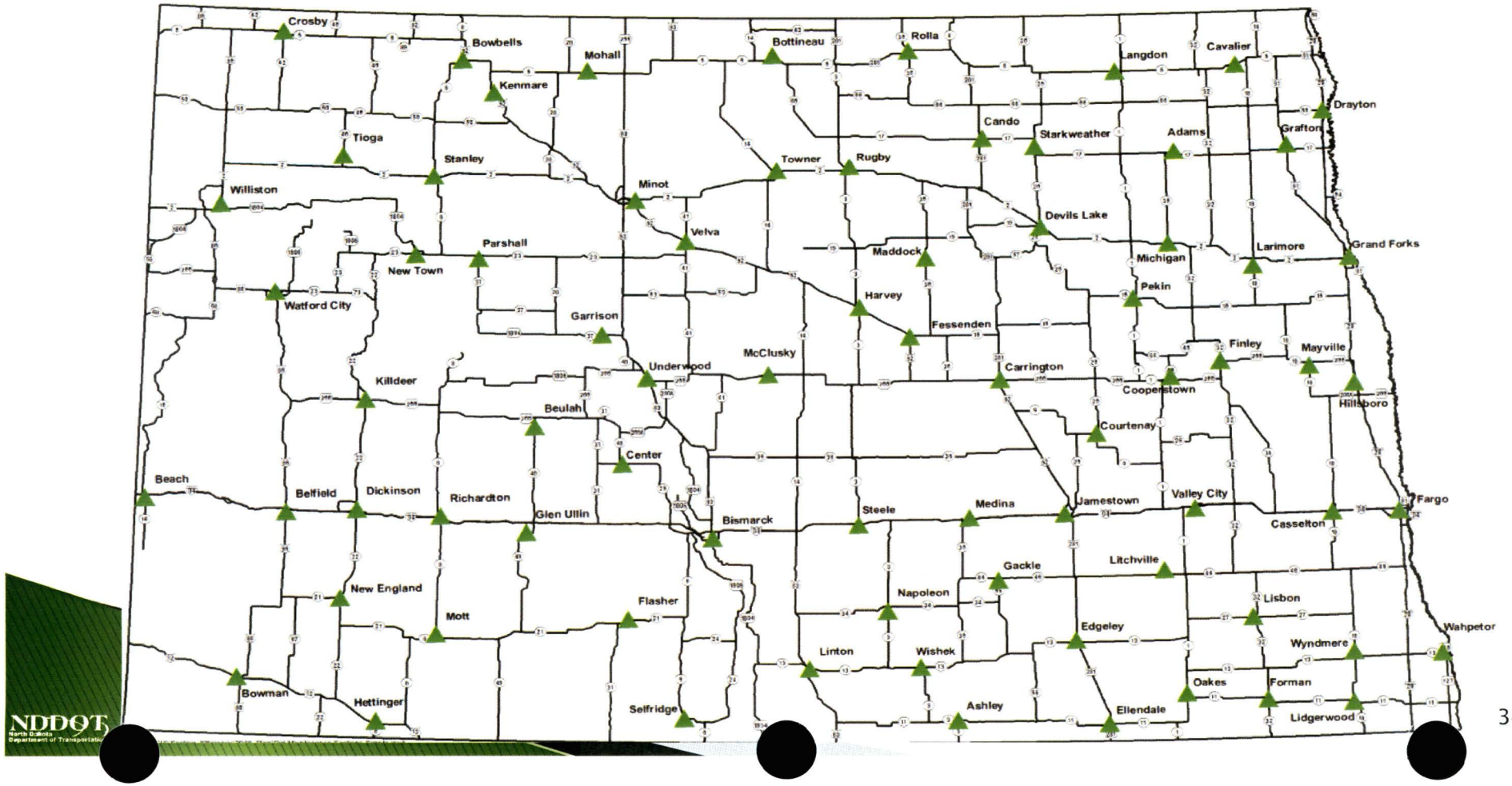
NDDOT Districts and Maintenance Sections

- Approximately 234 lane miles have been added to the state highway system since 2007.
- NDDOT maintains approximately 17,256 lane miles of highway.
- North Dakota's transportation system is divided into eight districts with team members located at district offices and section shops. Each district is responsible for planning, construction and maintenance in its area.
- In the 1960's there were 135 section shops, today there are 67.



Engrossed SB 2012

Maintenance Services - Section Optimization

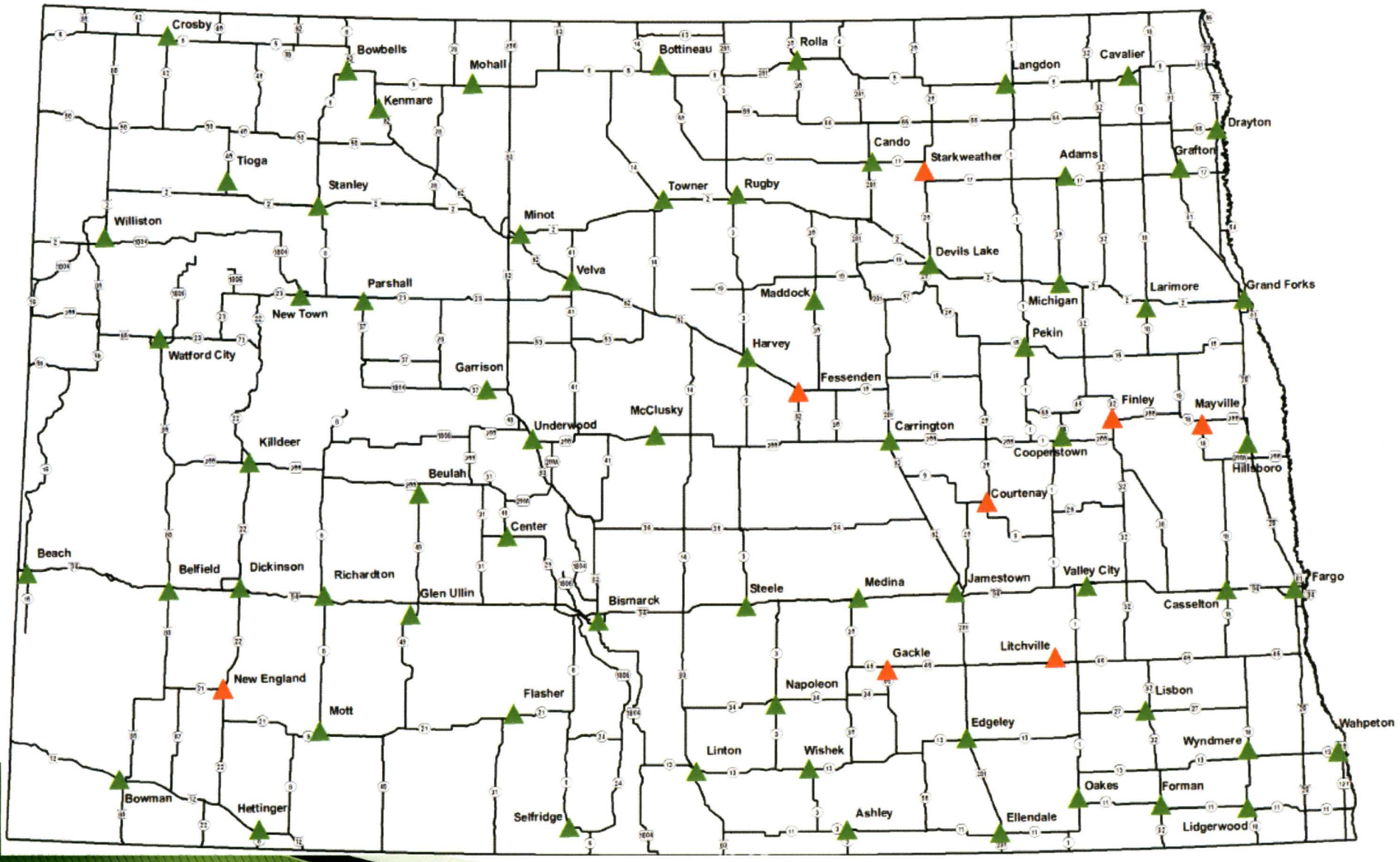
- The optimization of maintenance services would involve consolidating some smaller section shop services into larger section shop areas.
  - The 8 maintenance sections affected include: Starkweather, Finley, Fessenden, Gackle, Litchville, New England, Courtenay, Mayville.
  - $2.1 million reduction = $1.4 million reduction in operating and capital costs, plus $700,000 salary reduction for 5 FTEs included in FTE return number.
  - These section shops, established in the 1960s and 1970s, are outdated and require upgrades to meet operational needs of today.
  - This plan allows us to realize those technological changes, along with the changing demographic and traffic of our state to best serve the public with the resources we have available.

Maintenance Section Optimization

- Maintenance services (snow plowing, etc.) would continue on the state highways that those section shops maintain, but maintenance operations would come from a different section shop. Very similar to many other communities throughout North Dakota that do not have a maintenance section located in it.
    - There are 255 cities that a state highway runs through the city or is within a ½ mile of the city boundary, not all of them have a section shop located in their community.

- We are also concerned for the safety of the one person shop, such as the Starkweather, Finley, Fessenden, Gackle, and Litchville section shops.
    - There is only one person in the building to handle large equipment and maintenance duties with no assistance. For example, moving a heavy snow plow blade off a machine for repair.

Proposed Changes with Section Distribution



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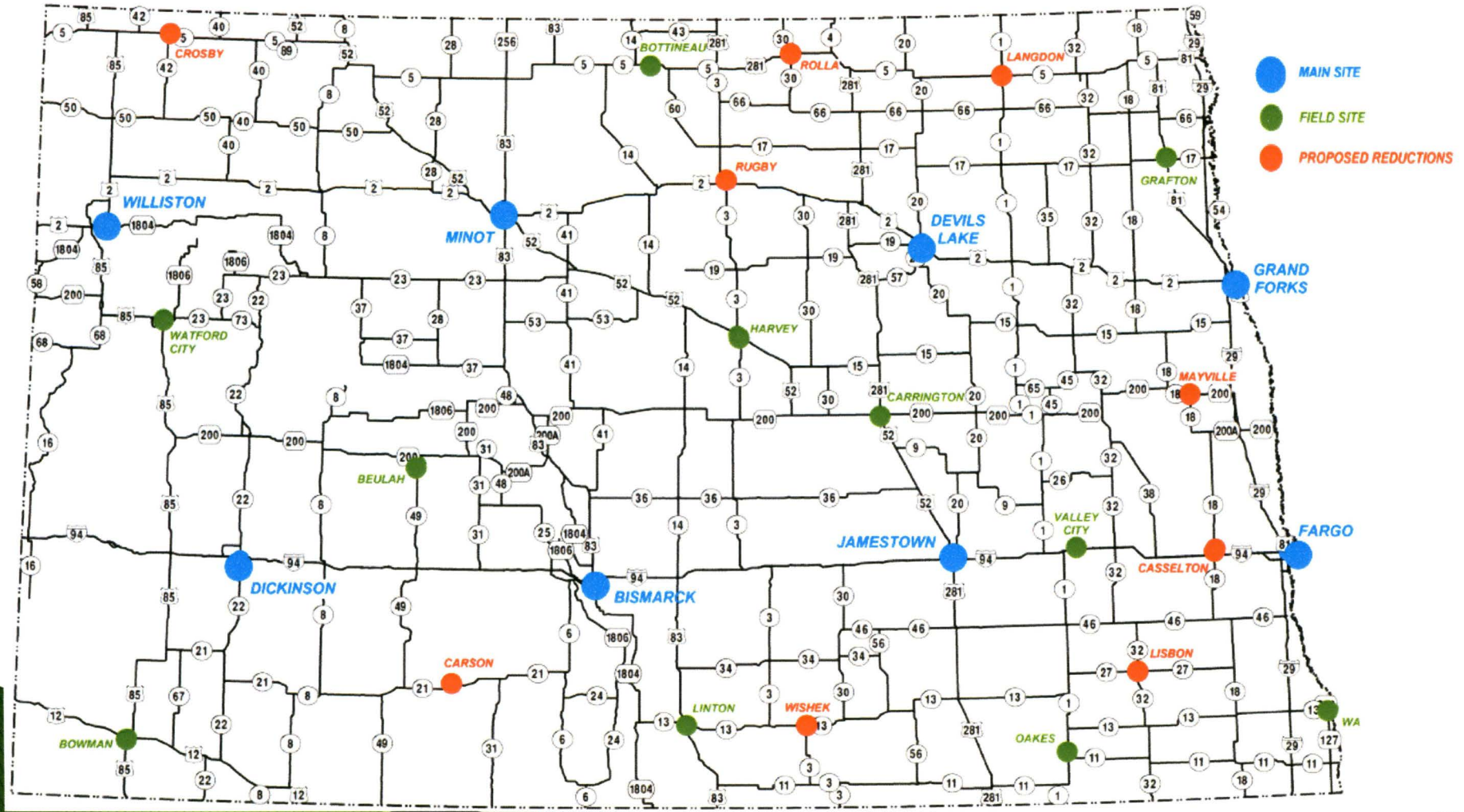
Engrossed SB2012

Drivers License Services - Site Optimization

- The optimization of drivers license services would involve moving the availability of services from satellite sites to main driver's license sites. The 9 drivers license satellite sites affected include:
    - Carrington, Crosby, Mayville, Carson, Langdon, Lisbon, Wishek, Rugby, Rolla.
    - $160,293 budget savings.
    - Allows 290 additional counter service hours, or 880 additional Class D tests, or 242 additional CDL tests, or combination of these.

Drivers License Service Sites

The DOT has eight main Drivers License Offices at Bismarck, Dickinson, Minot, Williston, Devils Lake, Grand Forks, Jamestown and Fargo. Plus 19 additional part-time sites located throughout the state.



Which Sites?

- Citizens currently renew once every six years and can renew 10 months in advance of expiration.
- SB 2123 would allow individuals, who so chose, to renew online every other cycle, until age 65.
- HB 1299 recommended renewal every eight years.

City	Days Open	Times Open	Transactions 2016
Carrington	1st Wednesday of each month	9:40 a.m. until 3:20 p.m.	353
Crosby	2nd Wednesday in Jan., March, May, July, Sept. & Nov.	9:40 a.m. until 3:20 p.m.	68
Mayville	3rd Wednesday of each month	9:20 a.m. until 3:35 p.m.	579
Carson	1st Wednesday of each month	8:30 a.m. until 2:30 p.m.	634
Langdon	2nd Wednesday of each month	10:20 a.m. until 2:40 p.m.	714
Lisbon	2nd Thursday of each month	9:40 a.m. until 3:20 p.m.	858
Wishek	4th Wednesday of each month	10 a.m. until 3 p.m.	541
Rugby	2nd Wednesday of each month	9:20 a.m. until 3:45 p.m.	796
Rolla	2nd & 4th Tuesday of each month	9:40 a.m. until 3:20 p.m.	1600

Rest Area Information

In 2016, the NDDOT projected revenue shortfalls due to the slowing of the state's economy.

At that time, the NDDOT needed to make budget adjustments to address the State Transportation User Revenue shortfall. This included closing five rest areas:

- Norwich – Closed as of May 1, 2016
- Finnish – Closed as of May 1, 2016.
- Germantown – Closed as of May 1, 2016.
- Pleasant Lake – Will remain open during the winter travel season, anticipated to close in the spring of 2017.
- Sykeston – Closed as of May 31, 2016.

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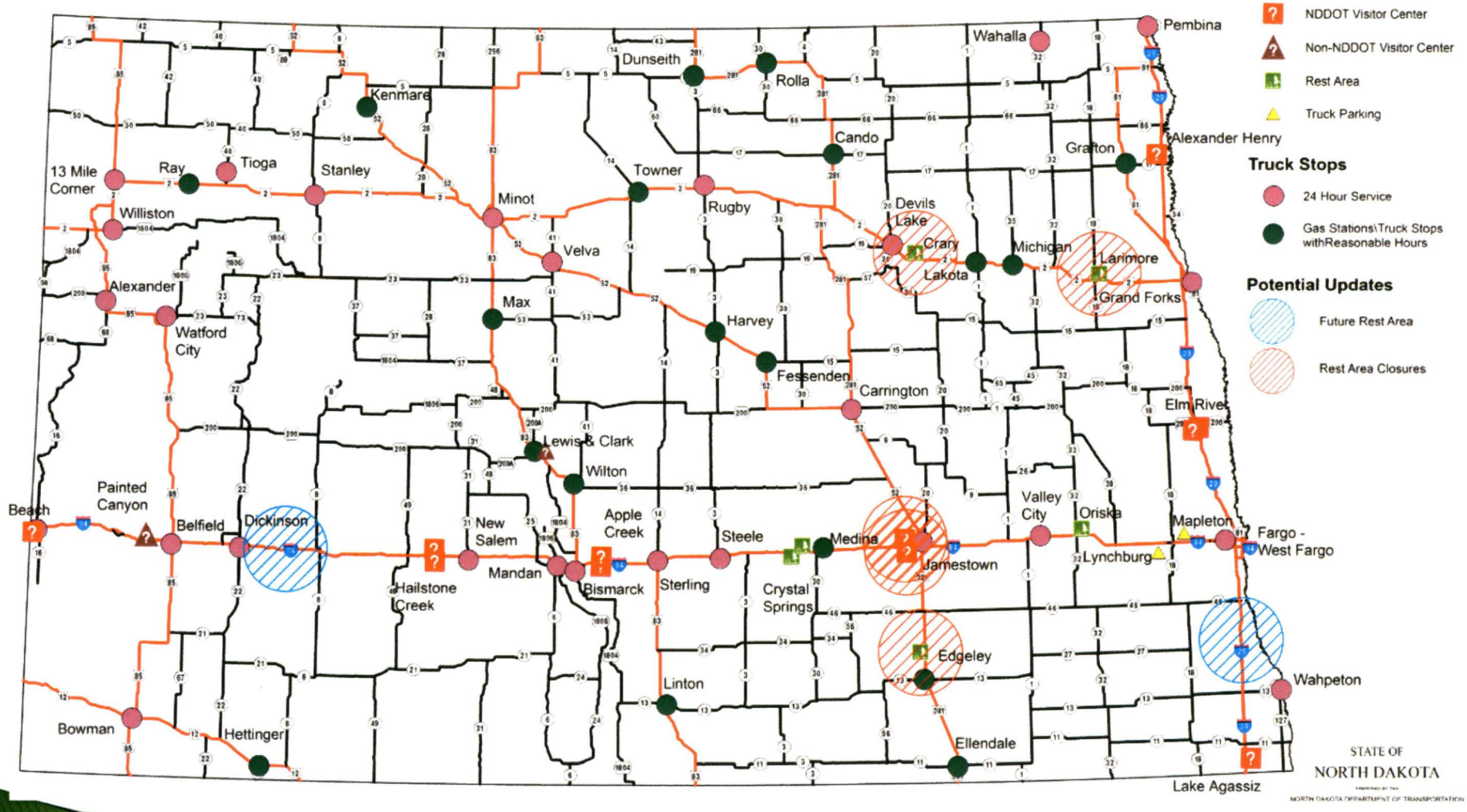
Rest Area Policy

Based on current trends and neighboring states' policies, the Department intends to proceed with the following policy.

Rest Area/Visitor Center Policy - Interstate
Interstate rest areas have controlled access. The public should have the opportunity to stop approximately every 75 miles.

Rest Area Policy - Interregional
Interregional highways do not have controlled access. The public should have the opportunity to stop approximately every 70 miles. This includes rest areas as well as truck stops that allow truck parking but are not necessarily open 24 hours/day (Reasonable hours).

Future Rest Area Services



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Grant Line Item

The Grant Line item is increased from the base budget by approximately $9.6 million.

Grants	Changes (millions)
Federal Funds One-time funding has become part of Federal Program	$7.4
Special Road Fund (State Funds)	-$1.8
Community Enhancement Program	$5.0
Highway Rail Grade Crossing Safety (State Funds)	-$0.7
Training Reductions (State Funds)	-$0.5
Transfers Transfer to Parks & Rec & Forest Svc.	-$0.4

ND Community Enhancement Program

- Section 5 of Engrossed SB 2012 repurposes $5 million of Enhanced State Highway Funds to fund the ND Community Enhancement Program.
    - To allow DOT to use resources for transportation enhancements in communities that are not on the state highway system.
    - The funding will be for a grant based program.
- The Community Enhancement program will assist communities in using existing infrastructure to grow rather than continuing outward expansion. Using existing infrastructure requires less resources (police, fire, and public works) to maintain a community than an outward expansion does.
- The $5 million is funding that was originally intended to be used on roadway construction projects.

Engrossed SB2012

- REAL ID
  - $1.3 million to upgrade all systems necessary for compliance.
- Leverage $5.7 million of Enhanced State Highway Funds to match federal funding.
- Carryover of Enhanced State Highway funds approximately $328 million not included in the $1.274 billion total.

Audit Findings

- **Last issued financial audit of NDDOT contained one formal recommendation**
  - *"We recommend the North Dakota Department of Transportation properly reconcile the motor vehicle clearing account."*
  - **NDDOT action**
    - The Department's team is able to account daily for all funds collected. Some program adjustments are necessary to reconcile with the bank account at the Bank of ND.

Summary

This budget demonstrates that DOT has made significant cuts which include:

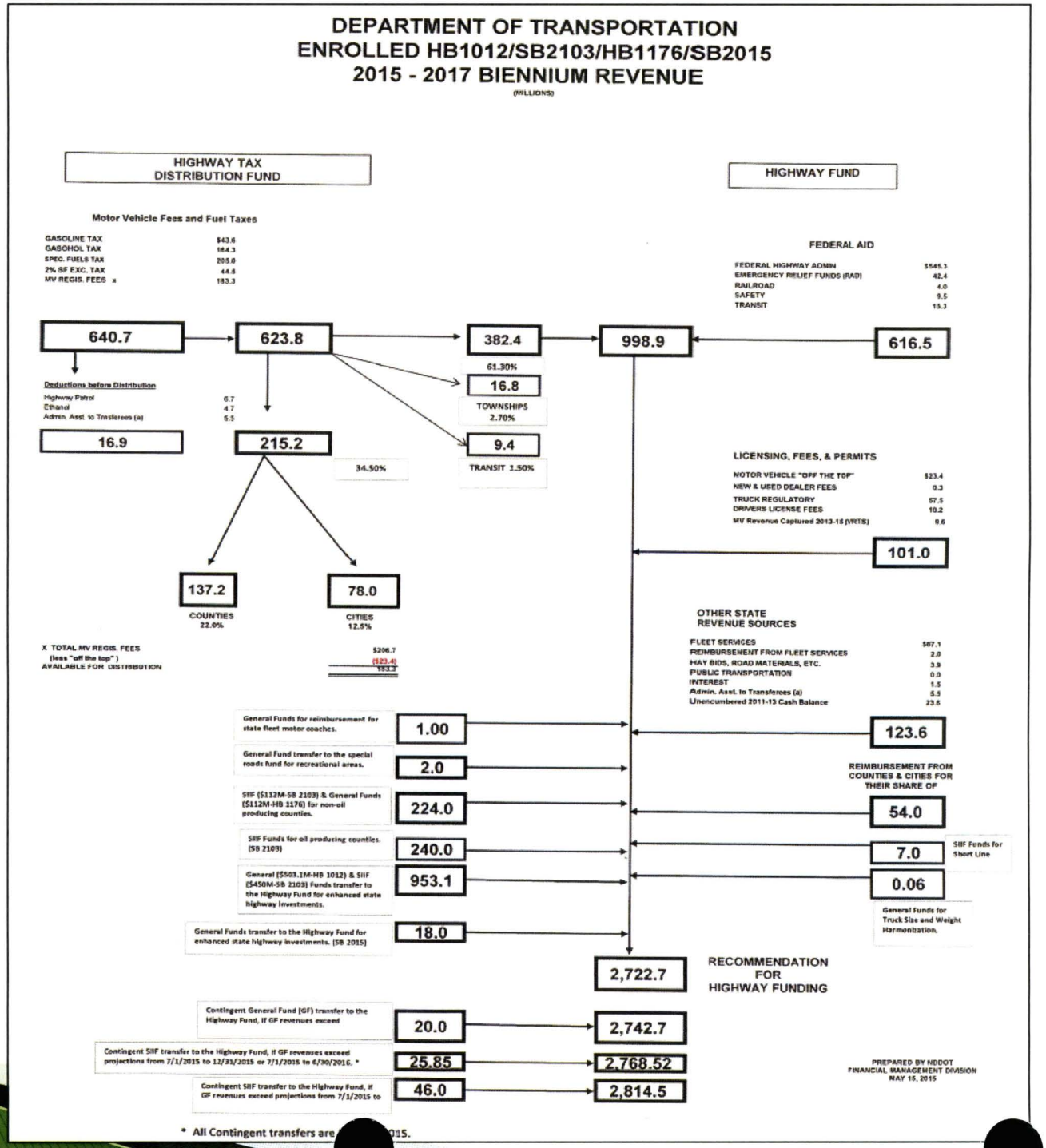
- Eliminating positions
- Reducing temporary salaries and overtime
- Reducing building costs and other operating expenses
- Reducing travel
- Reducing maintenance costs through Section Optimization
- Reducing Driver's License costs with Services Optimization
- Reducing IT expenditures.

The Department is maximizing our efforts to maintain the state's infrastructure and provide a transportation system that safely moves people and goods.

Revenue Charts

2015-2017 Biennium

Revenue



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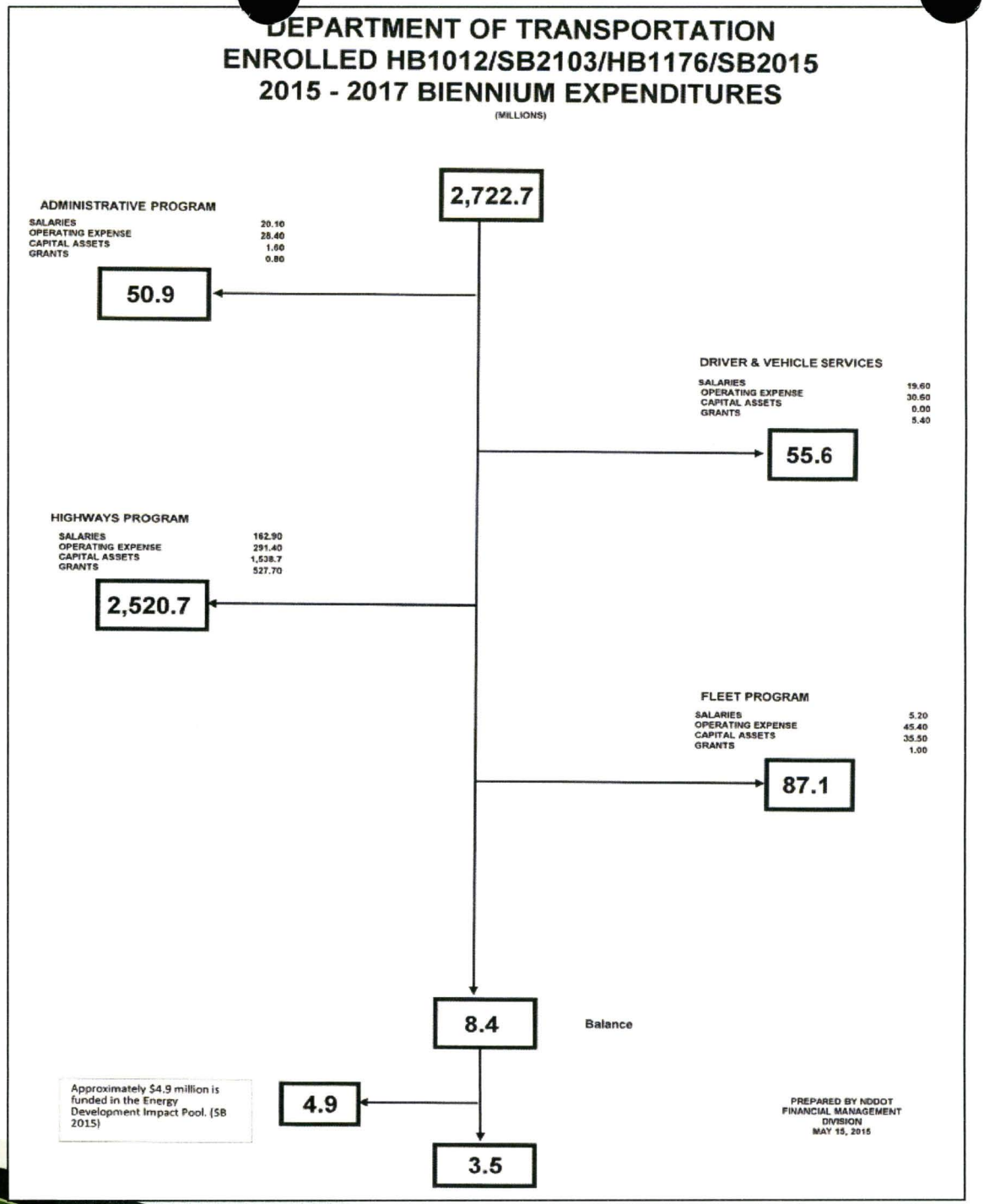
2015-2017 Biennium

Expenditures



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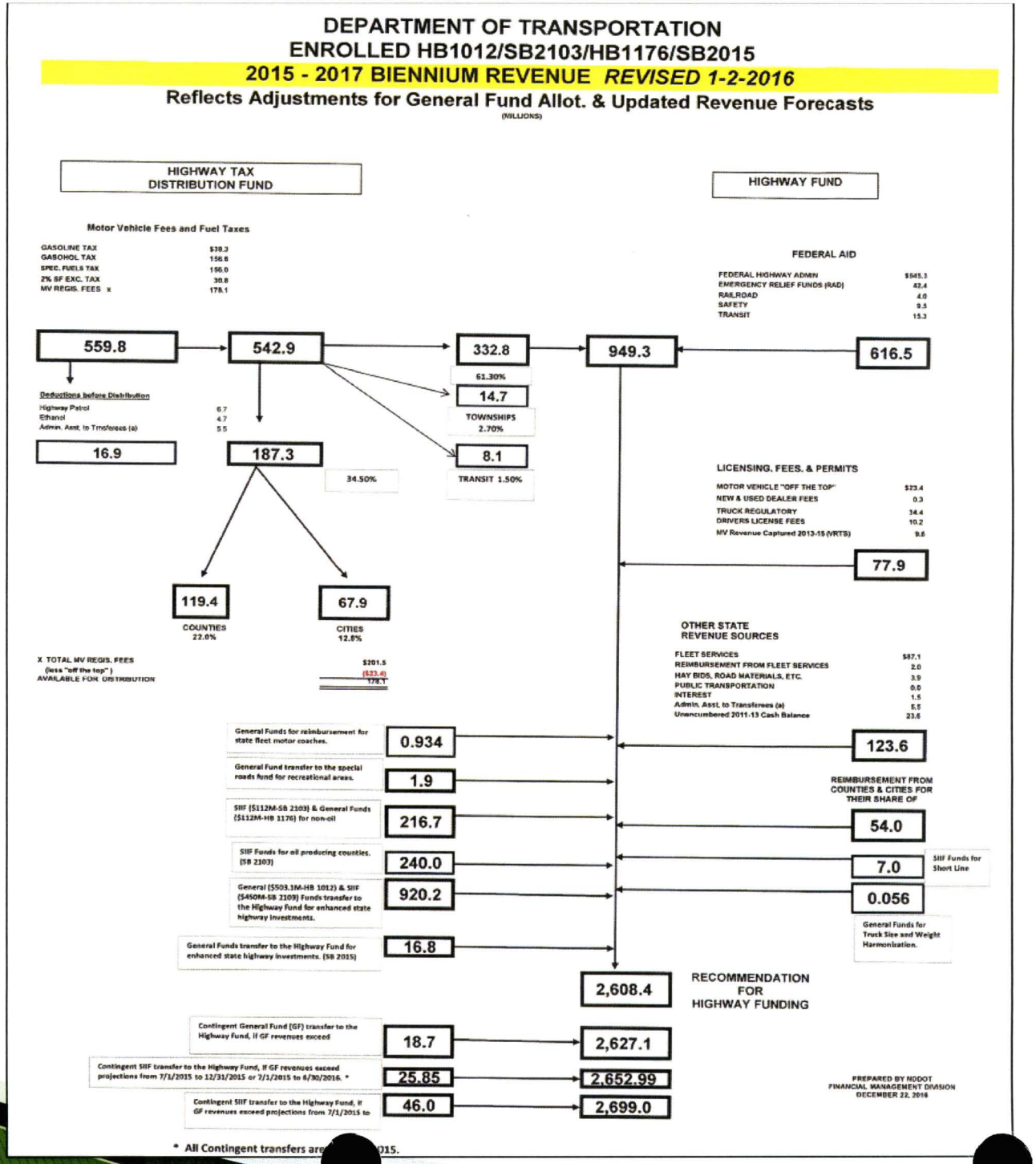
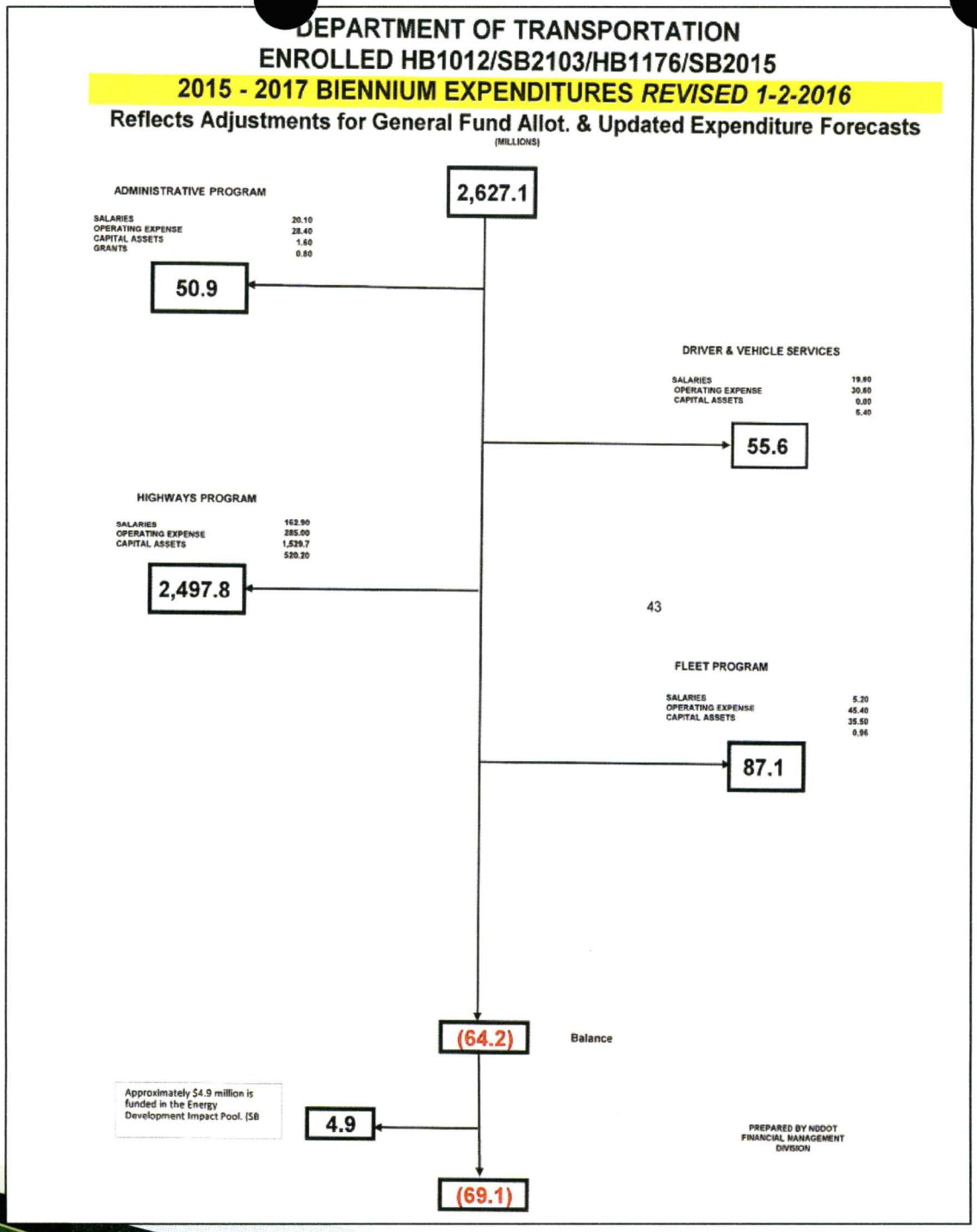
2015-2017 Biennium

Revenue Revised



2015-2017 Biennium

Expenditures Revised



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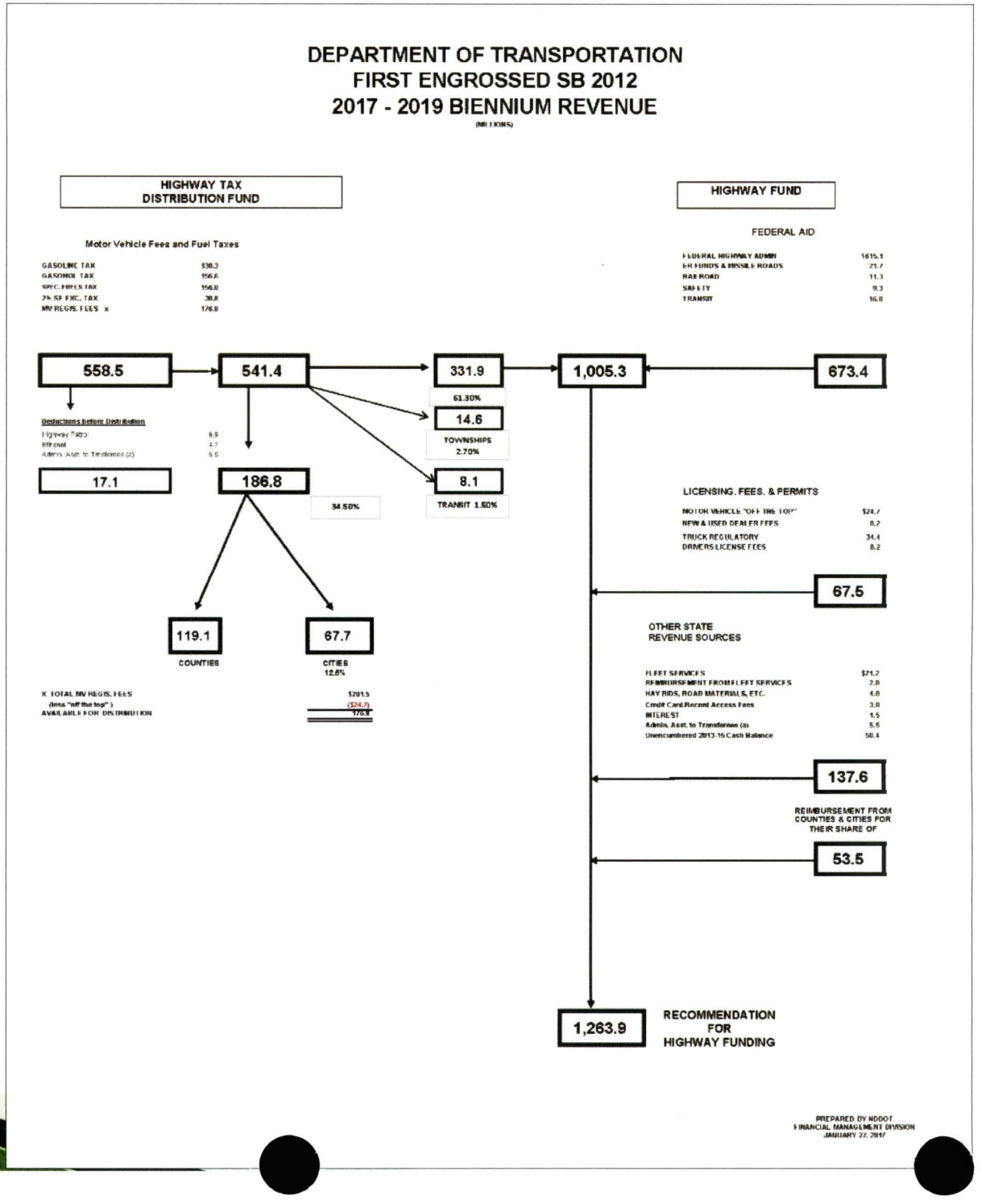
2017–2019 First Engrossed SB 2012 Revenue



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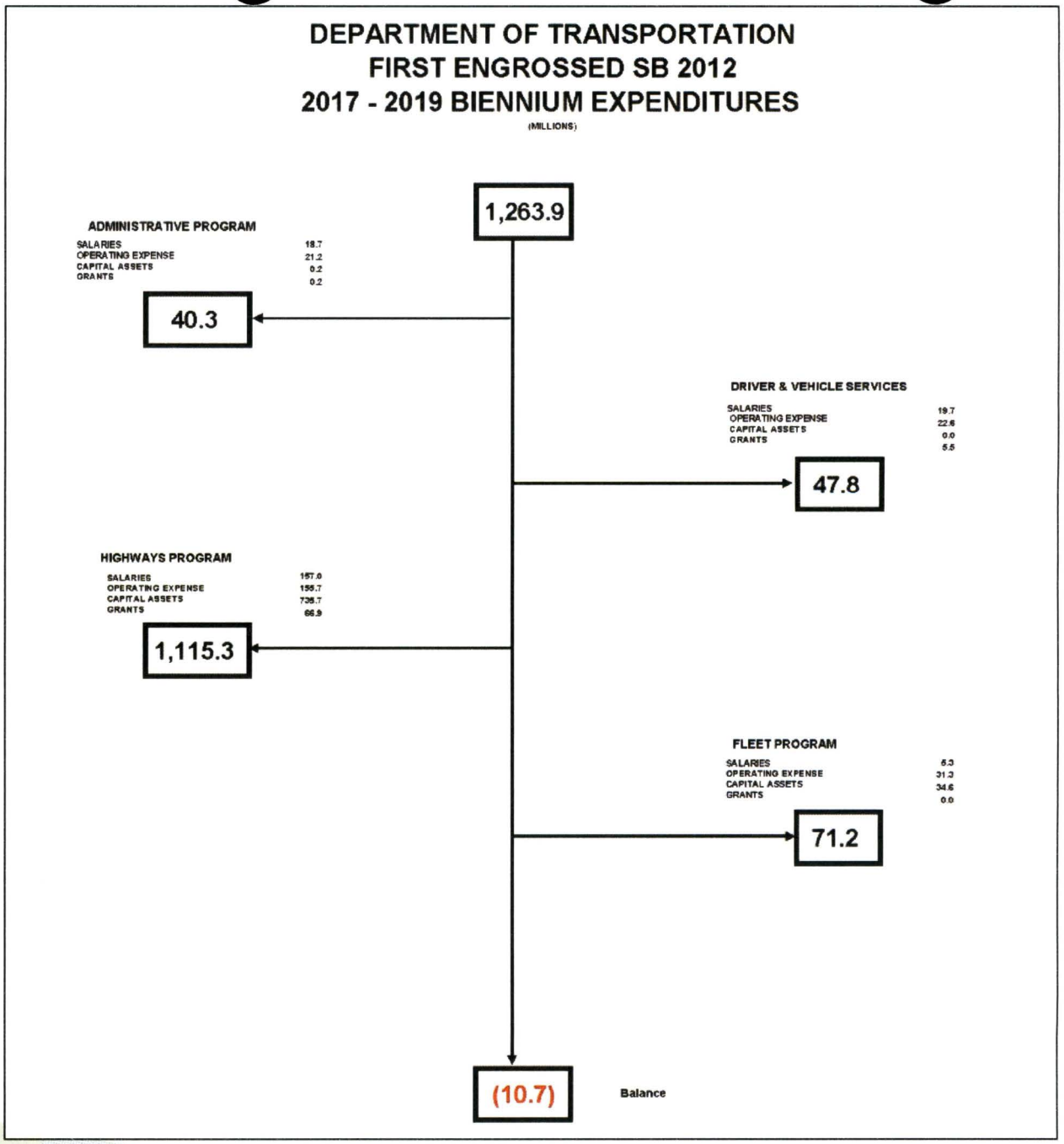
2017-2019 First Engrossed SB 2012 Expenditures



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Questions?
THANK
YOU
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North Dakota
Department of T rtation

March 2, 2017 SB 2012 Attachment A

Engrossed SB 2012

TESTIMONY BEFORE HOUSE APPROPRIATIONS GOVERNMENT OPERATIONS COMMITTEE

Prepared by
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA

DIRECTOR
Grant Levi, P.E.

March 2, 2017

Engrossed SB 2012 Government Operations Committee

March 2, 2017

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North Dakota
Department of Transportation

Engrossed SB 2012

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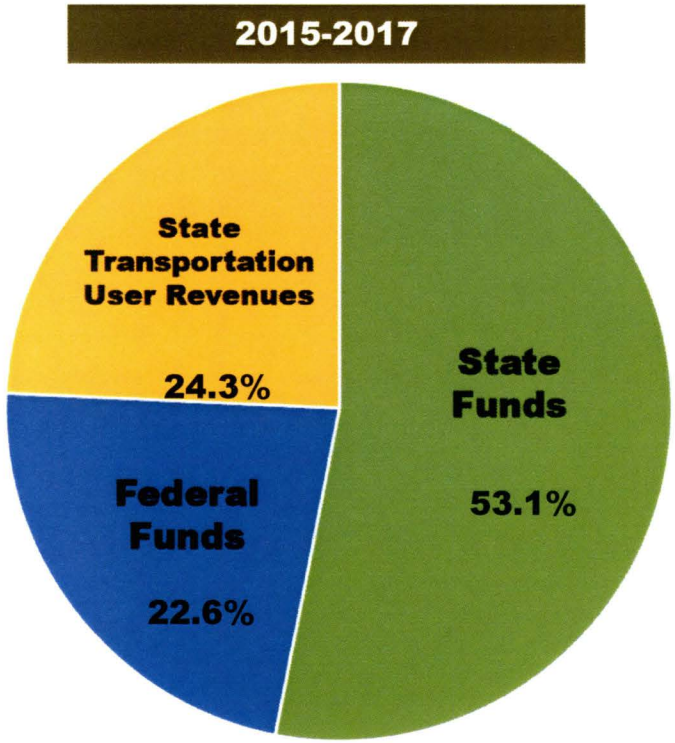

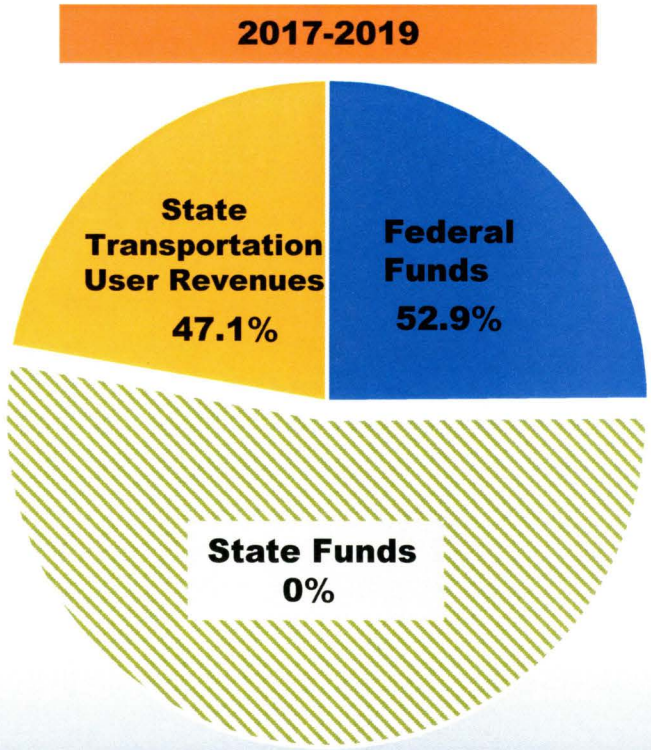

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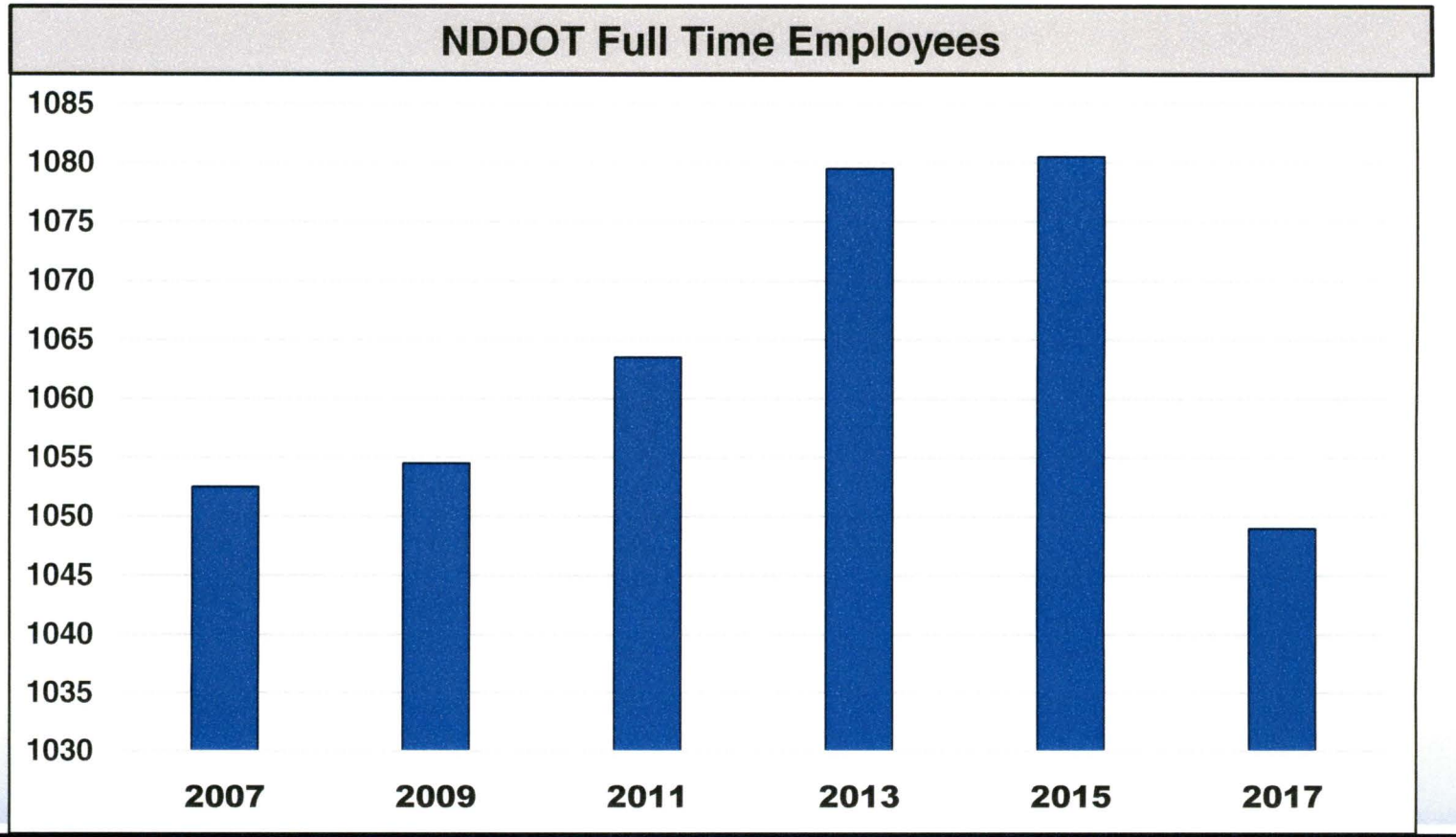
- Reducing temporary salaries and overtime **(- $2.3 million.)**
- Additional funding added to provide full payment of healthcare.



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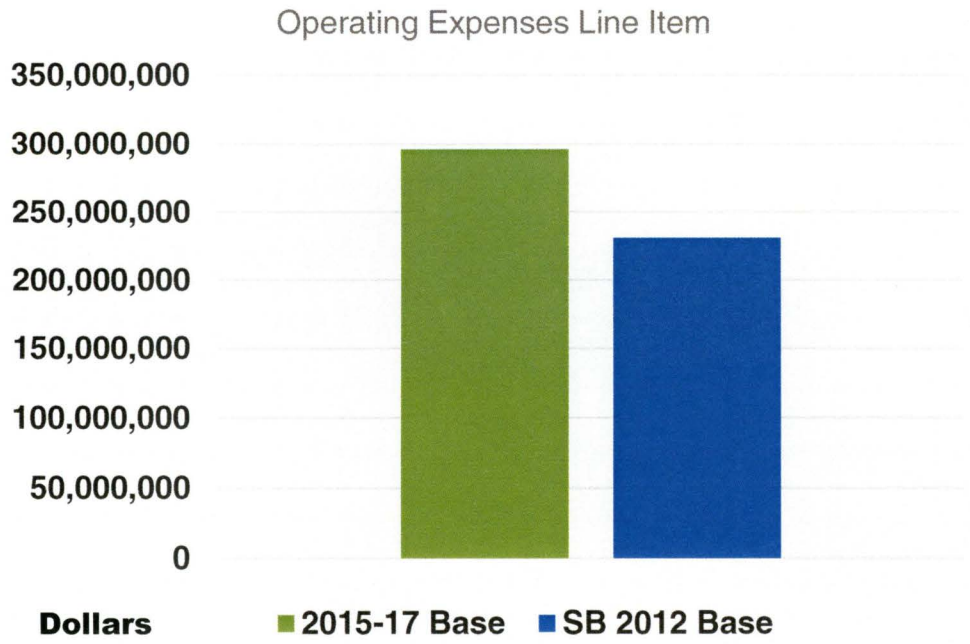
Operating Expenses Line Item

The Operating Expenses line item is reduced from the base budget by approximately $66.38 million.



Operating Expenses	Changes (millions)
Travel	-$4.4
Information Technology Projects	-$10.1
Bldg.,Ground, Maintenance	-$14.6
Utilities	-$1.0
Professional Services Fees	-$7.3
Line Item Transfer of Operating to Capital Assets	-$26.1

Capital Assets Line Item

The Capital Assets line item is increased from the base budget by approximately $70.6 million, to ensure all federal funding dollars are used.

Capital Assets	Changes (millions)
Land & Buildings	-$6.8
Other Capital Payments (federal funds)	$50.2*
Equipment >$5,000	-$0.3
Major Highway Equipment/Fleet Vehicles	-$1.8
Line Item Transfer of Operating to Capital Assets	$26.1

**Remaining growth in federal funds are in other parts of DOT's budget.*

Grant Line Item

The Grant Line item is increased from the base budget by approximately $9.6 million.

Grants	Changes (millions)
Federal Funds One-time funding has become part of Federal Program	$7.4
Special Road Fund (State Funds)	-$1.8
Community Enhancement Program	$5.0
Highway Rail Grade Crossing Safety (State Funds)	-$0.7
Training Reductions (State Funds)	-$0.5
Transfers Transfer to Parks & Rec & Forest Svc.	-$0.4

Biennium Appropriation Comparison

Appropriation By Line	2007-2009	2009-2011	2011-2013	2013-2015	2015-2017	Engrossed SB2012 2017-2019
Salaries and Wages	$127,326,239	$147,373,254	$165,966,396	$194,758,482	$207,778,278	$202,085,692
Operating Expenses	174,697,663	188,805,014	204,090,250	376,721,715	395,822,751	229,381,646
Capital Improvements	548,721,098	661,988,548	1,063,529,831	732,411,207	1,107,696,960	770,705,590
Enhanced State Highway Investment				1,161,600,000	468,000,000	
Grants	52,412,500	69,766,101	69,198,407	89,788,030	70,918,030	72,528,030
County & Township Road Program			142,000,000	160,000,000	240,000,000	
Non-Oil Producing Counties				120,000,000	224,000,000	
Federal Stimulus Funds-2009	0	172,400,138	24,119,575			
General License Plate Issue				6,820,000		
TOTAL	$903,157,500	$1,240,333,055	$1,668,904,459	$2,842,099,434	$2,714,216,019	$1,274,700,958

Resources by Funding Category

Funding By Category	2007-2009	2009-2011	2011-2013	2013-2015	2015-2017	Engrossed SB 2012 2017-2019
Federal Funds	$481,600,000	$603,500,000	$656,900,000	$691,500,000	$616,500,000	$673,400,000*
ARRA-Federal Stimulus Aid		176,082,671	24,119,575			
Remaining Bond Funds	26,000,000					
Highway Tax Distribution Funds	203,900,000	234,200,000	252,900,000	363,400,000	382,400,000	331,700,000
Highway Funds	96,400,000	114,100,000	159,710,000	215,800,000	167,800,000	162,500,000
Fleet Services	54,200,000	65,300,000	65,800,000	85,800,000	87,100,000	71,300,000
Motor Vehicle Operating	9,300,000	11,900,000	13,500,000	26,200,000	23,700,000	25,200,000
One-Time Legislative Funding						
- General Funds (Enhanced St. Hwy. Invest/Cnty. & Twnshp Rd Prog/Non-Oil Cnty)			370,600,000	1,448,420,000	636,160,000	
- Strategic Investment and Improvement Fund (SIIF) Enhanced St. Hwy. Invest/Cnty. & Twnshp Rd Prog/Non-Oil Cnty					809,000,000	
- Borrowing ER for State Hwy. System			120,000,000			
- General Fund Transfer to Hwy. Fund (non-Hwy Fund source)		4,600,000	5,850,000	14,500,000		
- 25% of MV Excise Tax allocated to Hwy. Fund		30,500,000				
- $13 of each registration allocated to Hwy Fund	18,200,000					
- 10% of MV Excise Tax allocated to Hwy. Fund	12,600,000					
TOTAL	$902,200,000	$1,240,182,671	$1,669,379,575	$2,845,620,000	$2,722,660,000	$1,264,100,000

In response to your question – Federal Funds increased by $56.9 million.

Resources

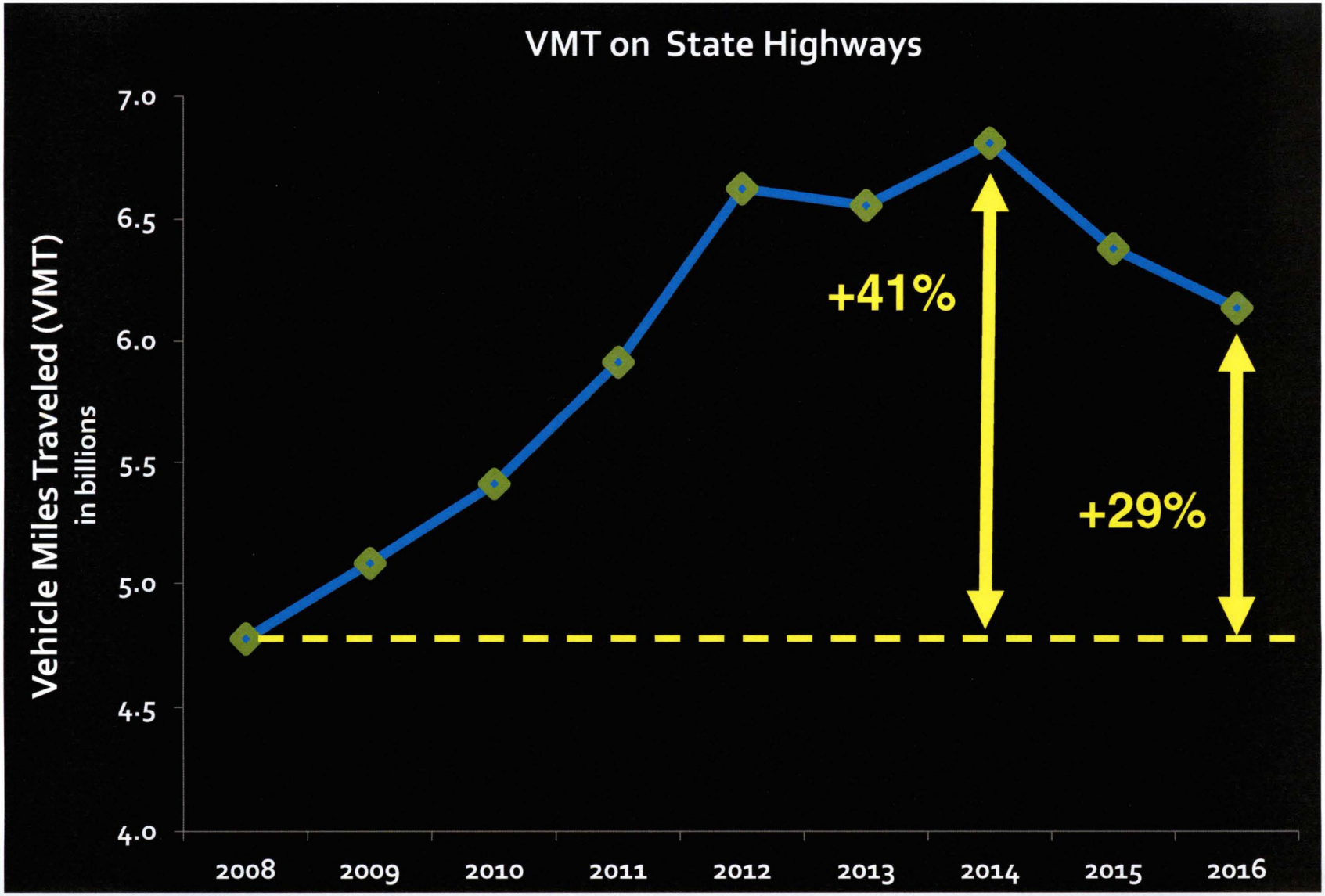
- **State Funds** – an allocation of state funds are distributed to be spent on road projects, as well as allocations to county and transit programs. These funds consist of one-time General Funds and Strategic Investment and Improvement Funds.
  - The 2017-2019 budget contains no additional allocations of General Fund state dollars.

- **Federal Funds** – this federal funding is utilized for federal road projects, transit and safety initiatives.

- **State Transportation User Revenues** – include a portion of the state's fuel taxes and motor vehicle registrations as well as state truck regulatory fees. This is primarily used for Department operations including motor vehicle, driver's license, maintenance work, salaries and state match for federal projects.

Challenges - Traffic Changes

All Vehicle Traffic on State Highways



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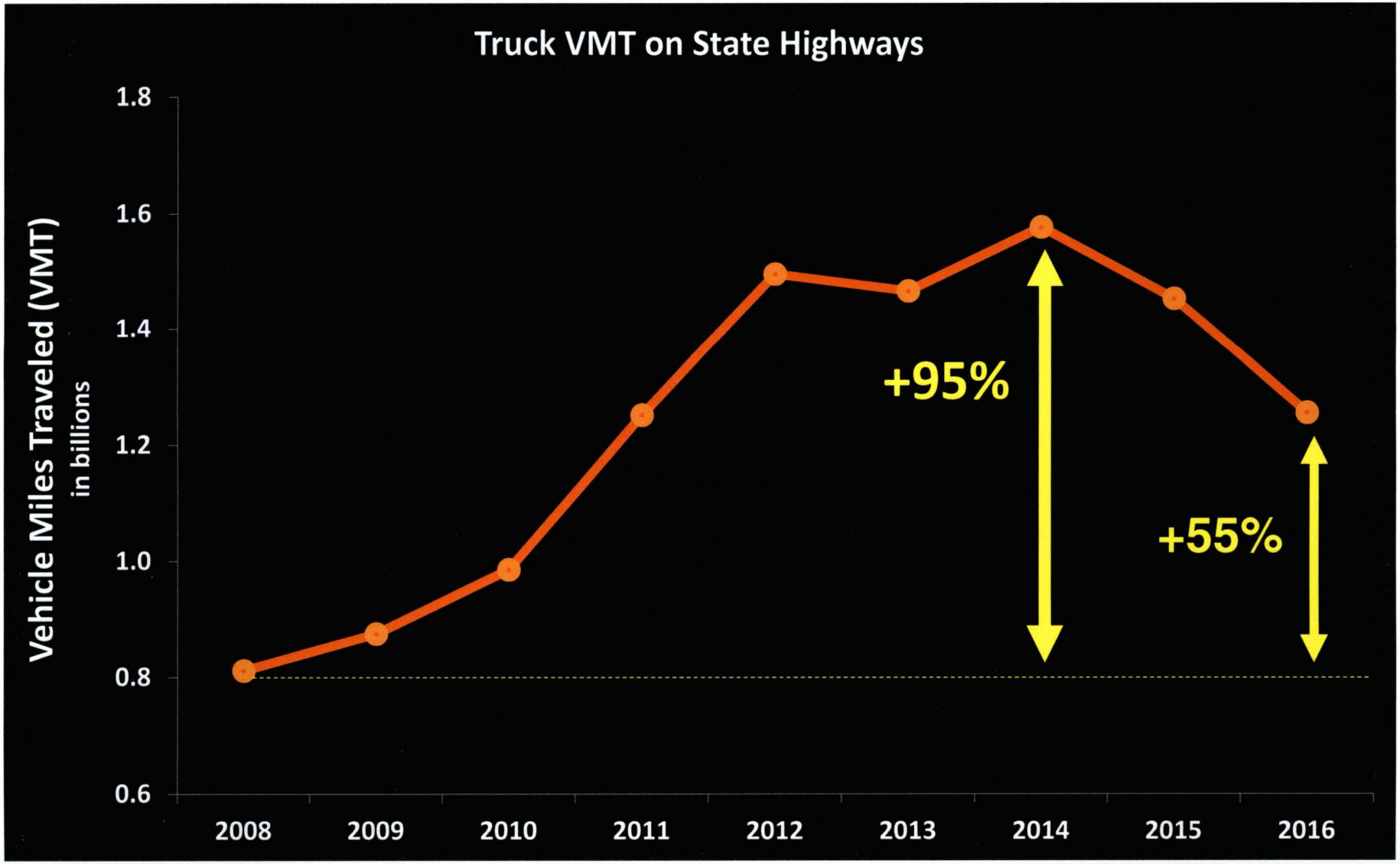
Challenges - Truck Traffic Changes

Truck Traffic on State Highways



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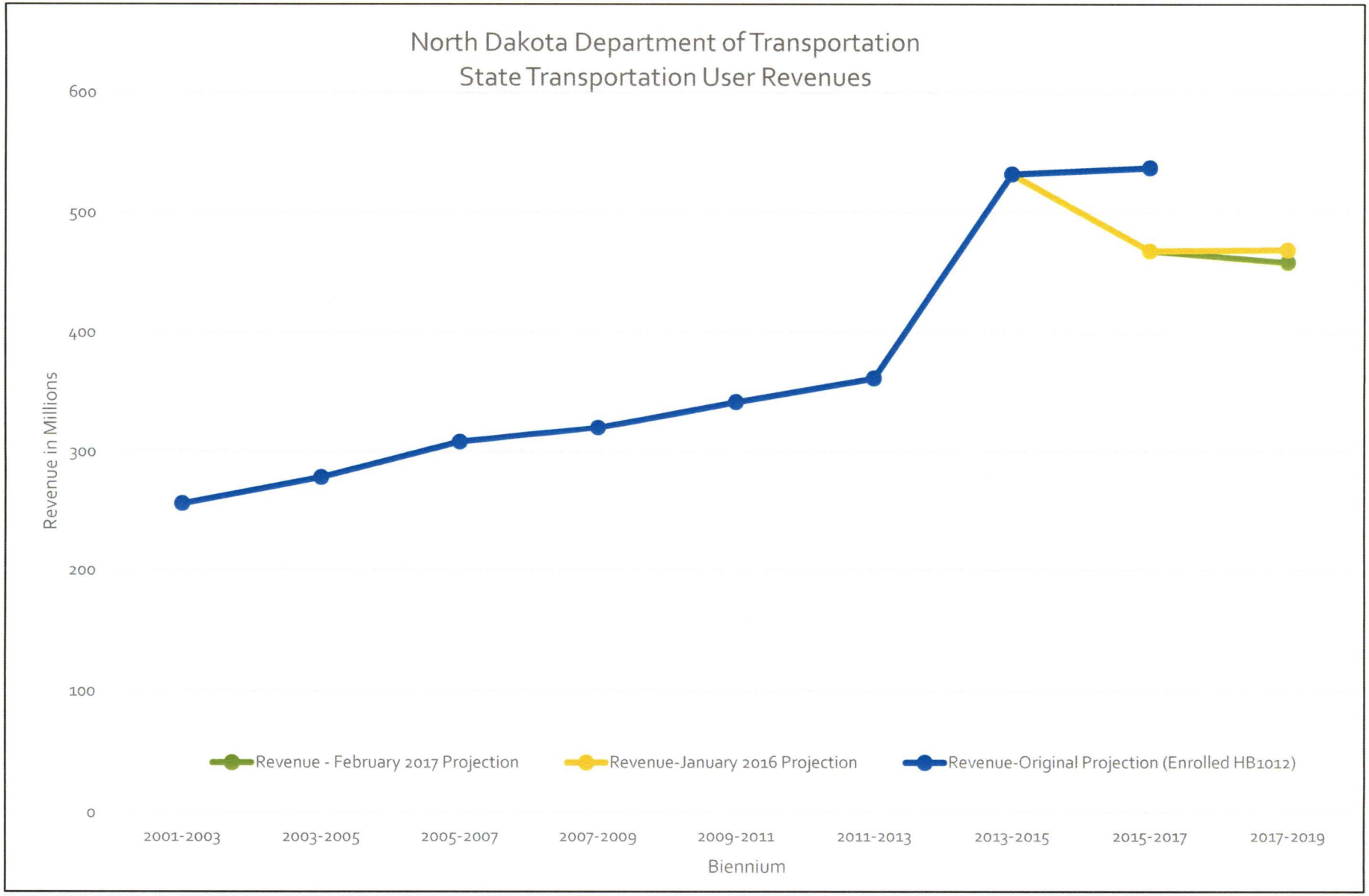
State Transportation User Revenue

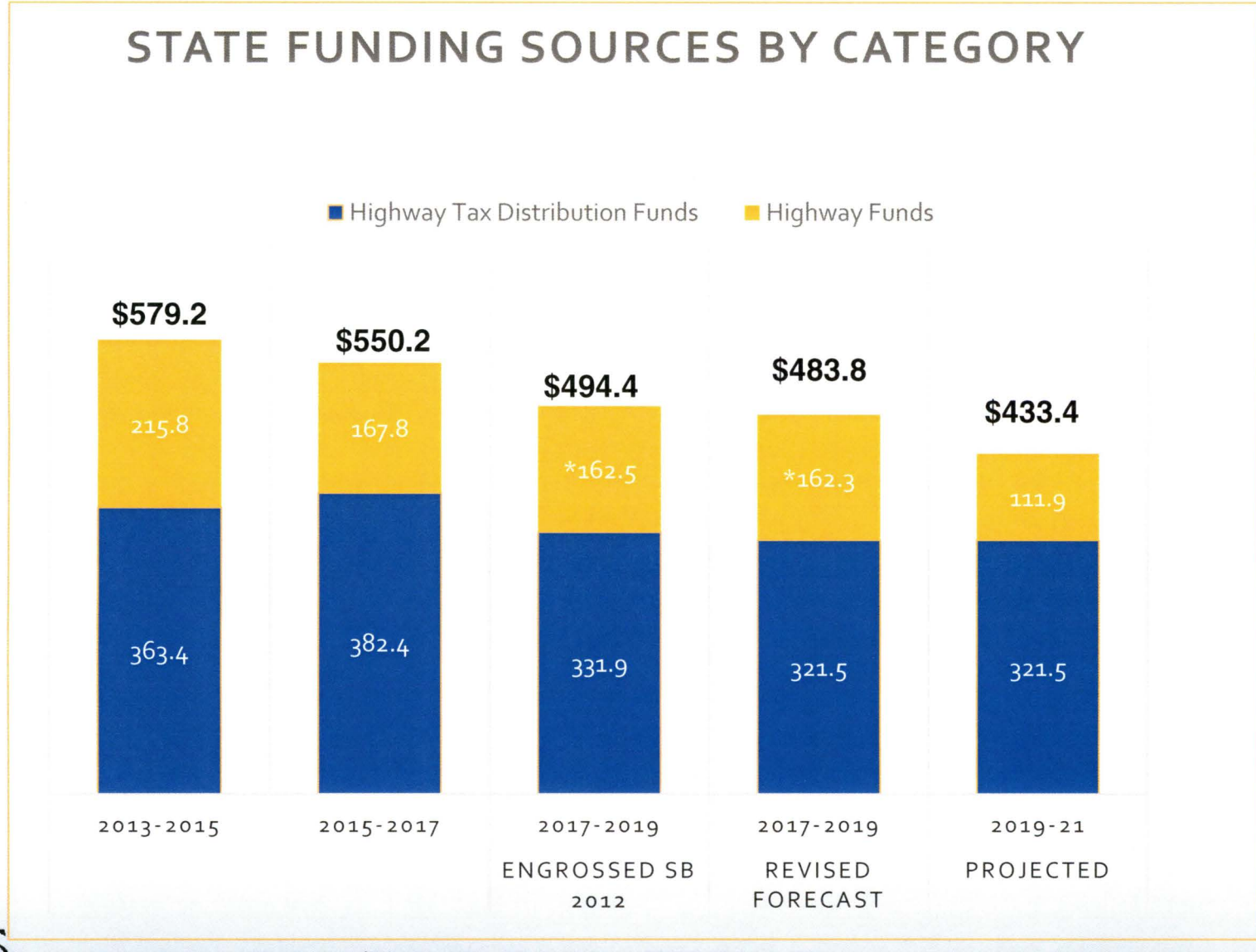


Allocation of Highway Tax Distribution Funds

	2015-2017 HTDF (Enrolled HB 1012)	2017-2019 HTDF (Engrossed SB 2012)	2017-2019 Revised Forecast (Feb. 2017)	Difference
State	$ 382,400,000	$ 331,900,000	$ 321,500,000	($10,400,000)*
Cities	$ 78,000,000	$ 67,700,000	$ 65,500,000	($2,200,000)
Counties	$ 137,200,000	$ 119,100,000	$ 115,400,000	($3,700,000)
Townships	$ 16,800,000	$ 14,600,000	$ 14,100,000	($500,000)
Transit	$ 9,400,000	$ 8,100,000	$ 7,900,000	($200,000)
Total	$ 623,800,000	$ 541,400,000	$ 524,400,000	($17,000,000)

*In addition to a projected decrease in HTDF, the Department is also anticipating a slight decrease in Highway Funds. Total revenue reduction is $10.6 million.

NDDOT Resources by funding category



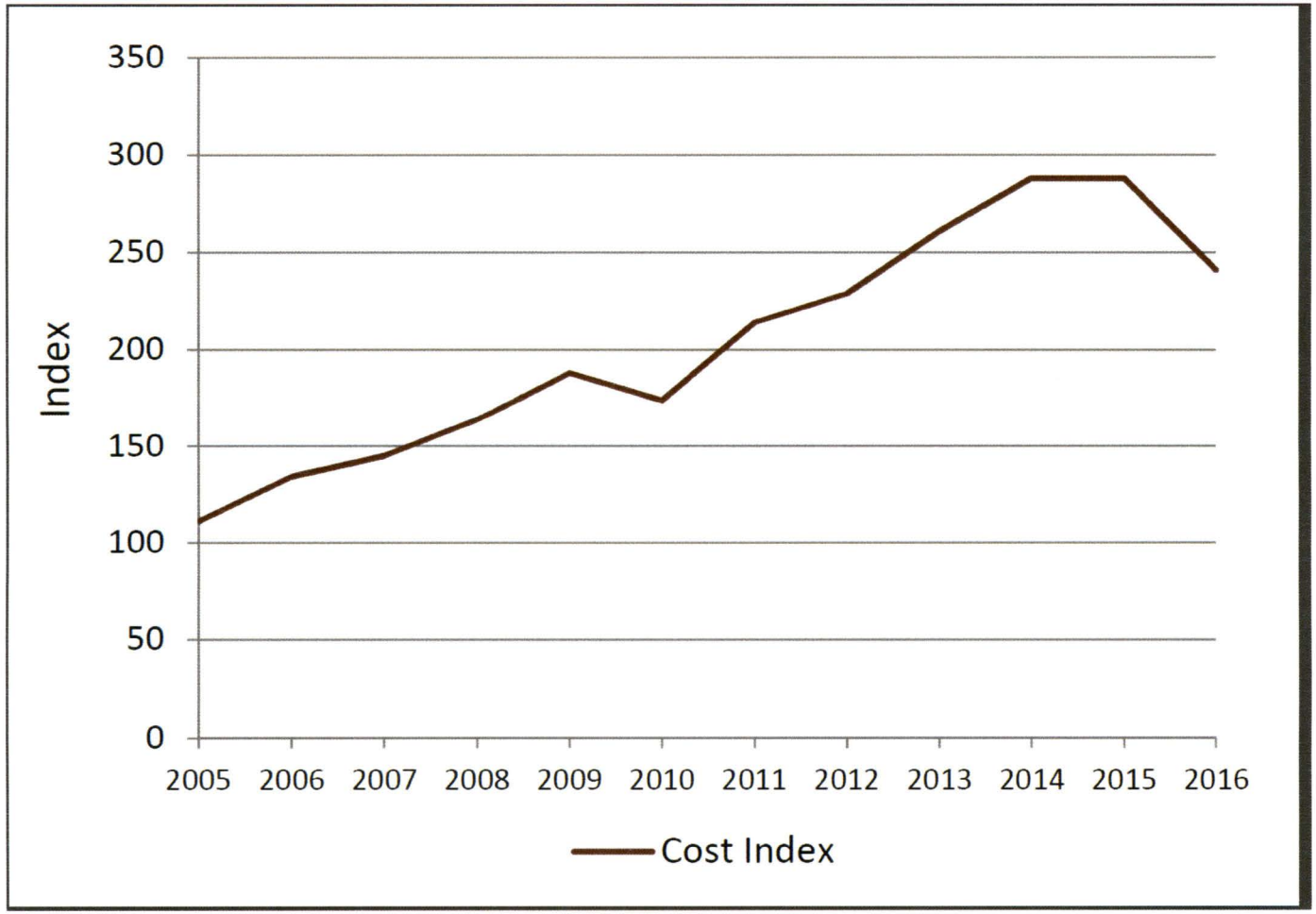
*Includes $50.4 million of cash from 2013-15 biennium.

NDDOT North Dakota Department of Transportation

NDDOT Funding

- $483.8 million needs to provide for the following:
  - Match Federal Funds
  - Complete all necessary roadway and bridge maintenance, etc. functions.
  - Drivers License services

Construction Costs

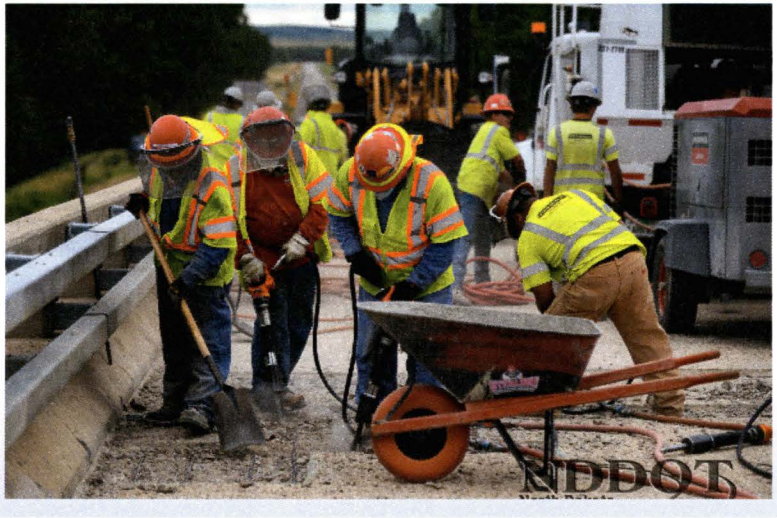


Construction Cost Index Chart

Increased Cost

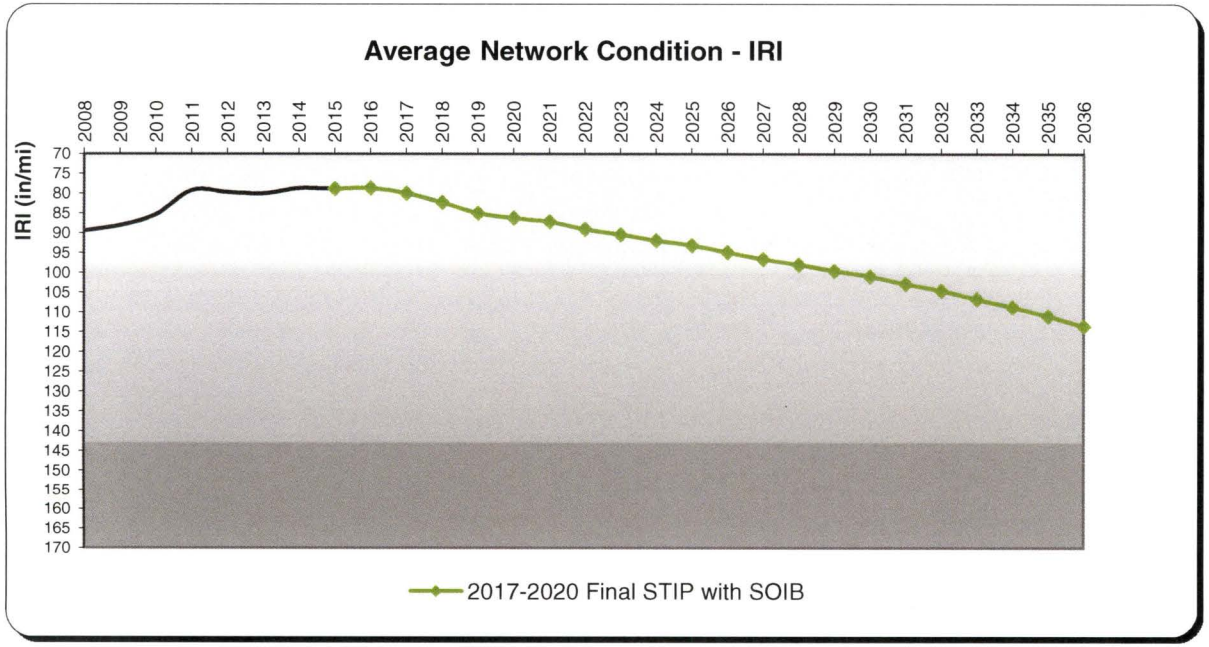
- **Increased costs of doing business**

	2007/09	2015/17
Fleet costs	$24.4M	$31.6M
Salt costs	$56/ton	$81/ton
Bituminous Mix	$44/ton	$70/ton
Utility costs	$3.7M	$5.5M



Future

Pavement Condition Chart



To maintain system we should be investing an additional $450 million a year in infrastructure improvements.

2015 Bridge System Condition

System	Number of Bridges	Number of S.D. or F.O.*	Percent of S.D. or F.O.*
State	1,715	70	4.1%
Urban	111	16	14.4%
County	3,021	708	23.4%
Total	**4,847**	**794**	**16.4%**

A bridge designated "structurally deficient (S.D.)" does not mean that the bridge is unsafe; it means that either the deck, the superstructure, or the substructure has a condition that warrants attention. A bridge designated "functionally obsolete (F.O.)" means that some part of the bridge does not meet a design standard such as vertical clearance, deck width, etc. It has nothing to do with the structural integrity of the bridge.

Snow and Ice Control Expenditures

- Budgeted approximately $43.6 million for the 2017-2019 biennium for snow and ice control.
- During the three-day blizzard in November 2016, it cost the state approximately $1.4 million.
- Salt costs have increased from $56/ton in 2007/2009 to $81/ton in 2015/2017.

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DOT's Budget

To balance DOT's Budget an additional $10.6 million adjustment is needed.

NDDOT Proposed Amendment

To balance Engrossed SB 2012 to match the revised revenue forecast, we recommend the following:

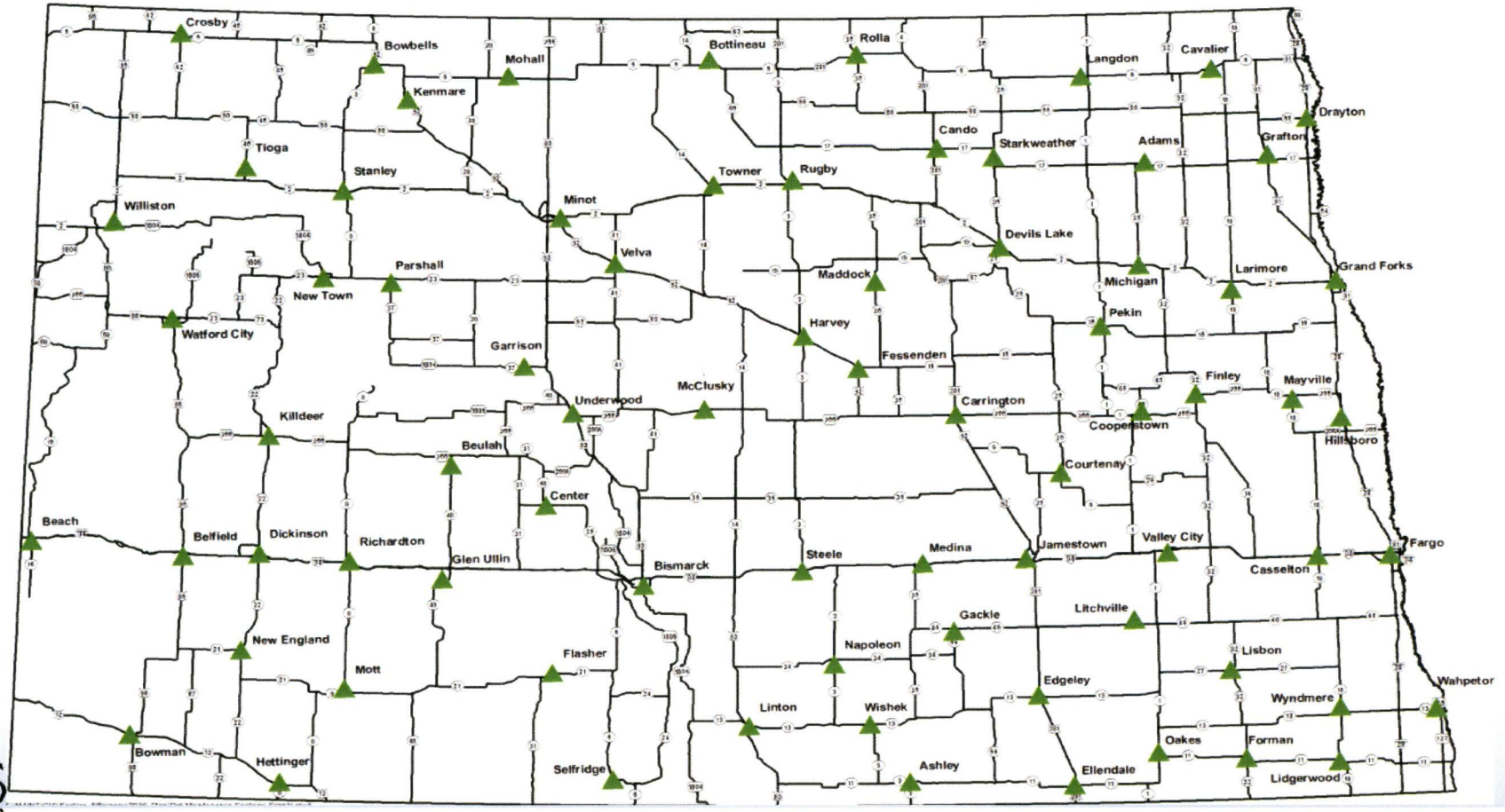
- Delay funding to Community Enhancement Program.
- Repurpose additional enhanced state highway funds to match federal dollars.

Engineering and Operations

Ron Henke
Deputy Director of Engineering

NDDOT Districts and Maintenance Sections

- Approximately 234 lane miles have been added to the state highway system since 2007.
- NDDOT maintains approximately 17,256 lane miles of highway.
- North Dakota's transportation system is divided into eight districts with team members located at district offices and section shops. Each district is responsible for planning, construction and maintenance in its area.
- In the 1960's there were 135 section shops, today there are 67.



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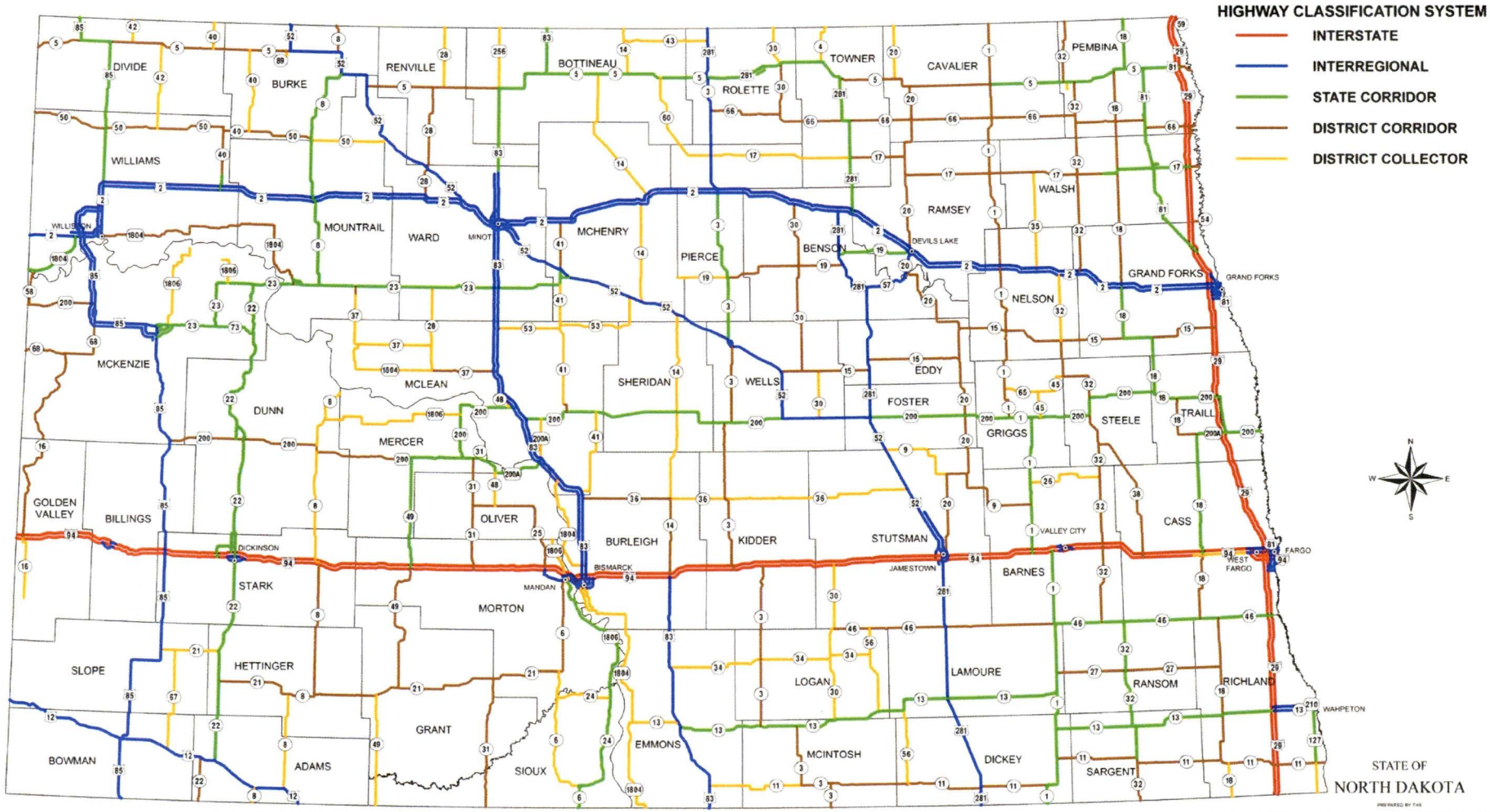
State Highway Performance Classification System

(approved by legislative body in 2003)

Need to place emphasis on higher level/more traffic corridors per HPCS.



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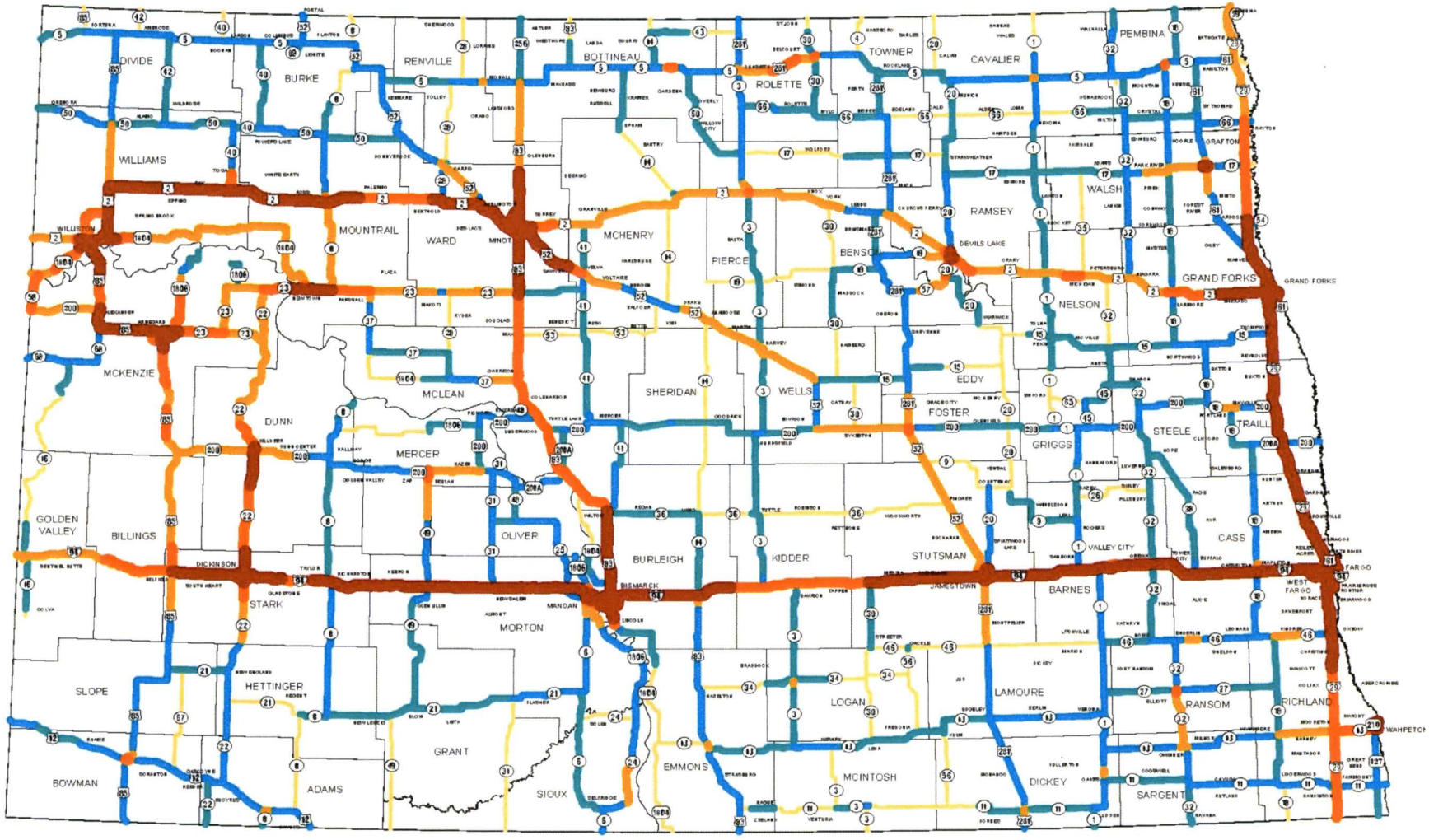
Annual Average Daily Traffic



Annual Average Daily Traffic

1 - 349	2000 - 3999
350 - 749	4000 - 6999
750 - 1999	7000 and greater

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Maintenance Section Optimization

Maintenance Services - Section Optimization: The optimization of maintenance services would involve consolidating some smaller section shop services into larger section shop areas.

- The 8 maintenance sections affected include: Starkweather, Finley, Fessenden, Gackle, Litchville, New England, Courtenay, Mayville.
- $2.1 million reduction = $1.4 million reduction in operating and capital costs, plus $700,000 salary reduction for 5 FTEs included in FTE return number.

Criteria:

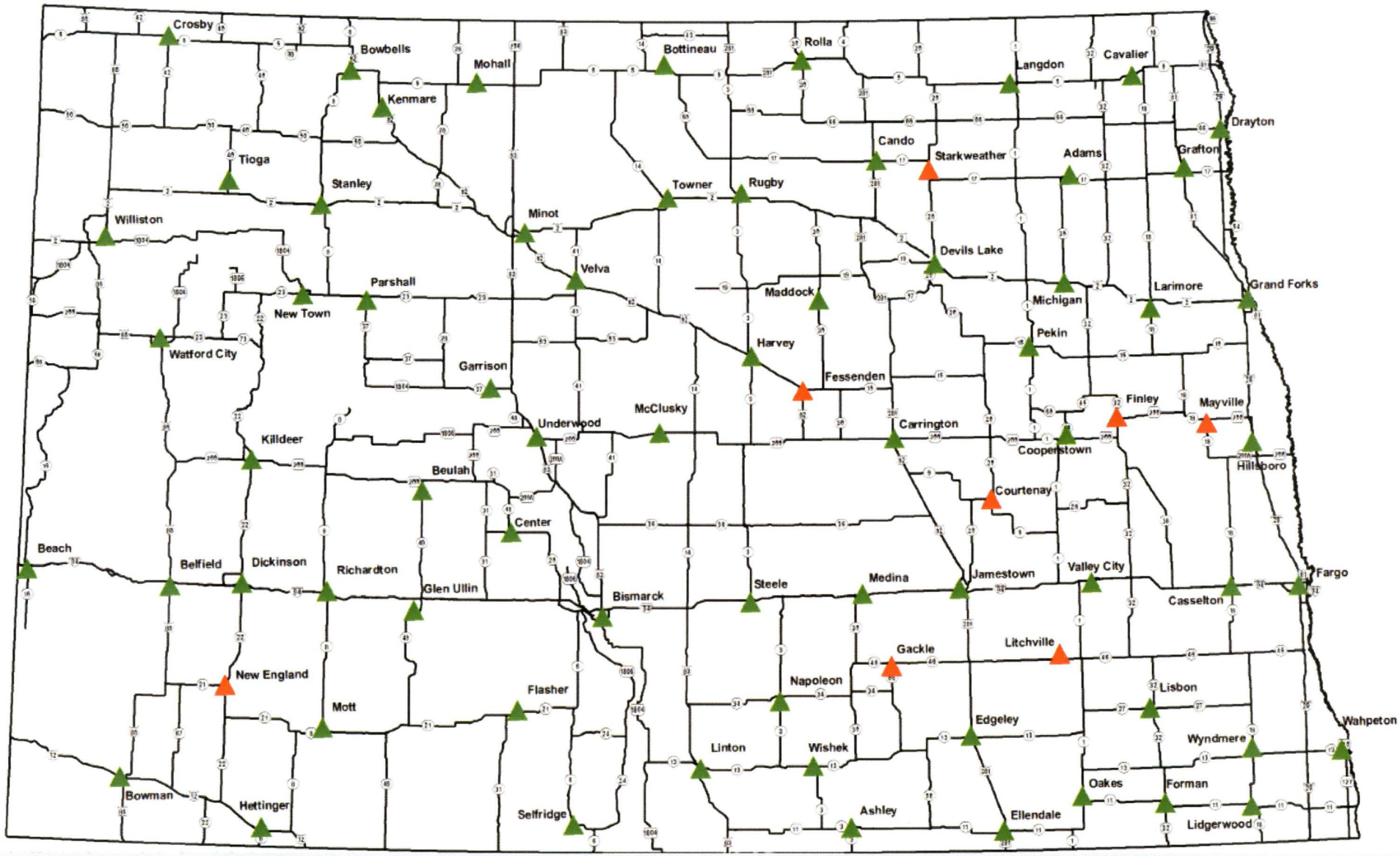
- Need to place emphasis on higher level/more traffic corridors per HPCS
- Buildings are aging and will need to be replaced
- Condition Assessment Ratings indicate need for replacement
- Equipment and maintenance operations have changed
- Crew size is small
  - Need to team up with other sections to perform summer operations
  - Safety concern for one person sections

Maintenance Section Optimization

- Maintenance services (snow plowing, etc.) would continue on the state highways that those section shops maintain, but maintenance operations would come from a different section shop. Very similar to many other communities throughout North Dakota that do not have a maintenance section located in it.
    - There are 255 cities that a state highway runs through the city or is within a ½ mile of the city boundary, not all of them have a section shop located in their community.

- We are also concerned for the safety of the one person shop, such as the Starkweather, Finley, Fessenden, Gackle, and Litchville section shops.
    - There is only one person in the building to handle large equipment and maintenance duties with no assistance. For example, moving a heavy snow plow blade off a machine for repair.

Proposed Changes with Section Distribution



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Snow and Ice Control Technology

Snow plowing operations have improved since the 1960s enabling us to cover more miles than ever before with larger and more efficient equipment.

- High tech maintenance and snow and ice control equipment – Tow Plows.
- Maintenance Decision Support System (MDSS) - Provides time and location specific weather forecasts for transportation routes. Predicts how road conditions will change in response to maintenance treatments. Suggests optimal maintenance strategies that can be achieved with available resources.
- Technology has changed how we do road reporting. Snow plow operators now use iPads to update road conditions on road information map.

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Snow and Ice Control Technology

Equipment inside of snowplow looks like the inside of an airplane.

In the 60s-70s, the typical plow was a single axle truck with a snow plow in front. Today's equipment is a tandem axle truck with a snow plow in front, plus a wing plow on the side and an underbody blade to remove ice or snow.

Maintenance Section Optimization

The following sections have been identified for optimization:

Section	Year Built	*# of Employees Impacted
• Starkweather	1966	1
• Finley	1969	1
• Fessenden	1968	1
• Gackle	1971	1
• Litchville	1967	1
• New England	1973	2
• Courtenay	1966	2
• Mayville	1968	3

*Some positions returned, some relocated

Starkweather

Built in 1966
1 Employee

- Currently a satellite of the Cando Section (20 miles from Cando)
- One FTE currently assigned to Cando Section
- Propose to close and sell property
- Roadways will continue to be serviced out of Cando Section
- FTE will stay in Cando Section
- Savings
  - Property
    - New Section Building - $300,000 one time cost
    - New Salt Building - $50,000 one time cost

Finley

Built in 1969
1 Employee

- Currently a satellite of the Cooperstown Section (19 miles from Cooperstown)
- One FTE currently assigned to Cooperstown Section
- Propose to close and sell property
- Roadways will continue to be serviced out of Cooperstown Section
- FTE will stay with Cooperstown Section
- Savings
  - Property
    - New Section Building - $300,000 one time cost
    - New Salt Building - $50,000 one time cost

Fessenden

Built in 1968
1 Employee

- Currently a satellite of the Carrington Section (15 miles from Harvey; 37 miles from Carrington)
- One FTE currently assigned to Carrington Section
- Propose to close and sell property
- Roadways would be serviced out of Harvey and Carrington Sections
- FTE would be transferred to Harvey Section
- Savings
  - Property
    - New Section Building - $300,000 one time cost
    - New Salt Building - $50,000 one time cost

Gackle

Built in 1971
1 Employee

- Current section with one FTE supervised by Litchville Section (37 miles from Jamestown; 27 miles from Medina)
- Propose to close and sell property
- Roadways would be serviced out of Jamestown, Medina and Wishek Sections
- FTE would be returned
- Savings
  - 1 FTE
    - $65,000 Average Annual Compensation Costs
    - Plow truck - $200,000 one time cost
      - Annual operating cost - $31,100 per year
  - Property
    - New Section Building - $300,000 one time cost
    - New Salt Building - $50,000 one time cost

Litchville

Built in 1967
1 Employee

- Current section with one FTE (26 miles from Valley City)
- Propose to close and sell property
- Roadways would be serviced out of Valley City Section
- One FTE in Litchville Section would be transferred to Valley City Section
- One FTE in Oakes Section would be returned and one FTE in Forman Section would be transferred to Oakes Section
- Savings
  - 1 FTE
    - $65,000 Average Annual Compensation Costs
    - Plow truck - $200,000 one time cost
      - Annual operating cost - $31,100 per year
  - Property
    - New Section Building - $300,000 one time cost
    - New Salt Building - $50,000 one time cost

Courtenay

Built in 1966
2 Employees

- Current section with two FTEs (28 miles from Jamestown; 37 miles from Carrington)
- Propose to close section and keep property for reload site.
- Roadways would be serviced out of Jamestown, Valley City, Cooperstown and Carrington Sections.
- One FTE would be transferred to Cooperstown Section and one FTE would be transferred to Jamestown Section.
- One FTE from Larimore Section would be returned
- Savings
  - 1 FTE
    - $65,000 Average Annual Compensation Costs
    - Plow truck - $200,000 one time cost
      - Annual operating cost - $31,100 per year
  - Property
    - New Section Building - $300,000 one time cost
    - New Salt Building - $50,000 one time cost

New England

Built in 1973
2 Employees

- Current section with two FTEs (26 miles from Dickinson)
- Propose to close section and keep property for reload site
- Roadways would be serviced out of Dickinson, Hettinger, Bowman, and Belfield Sections
- Two FTEs would be transferred to Dickinson Section
- One FTE in Dickinson District Sign Shop would be returned
- Savings
  - 1 FTE
    - $65,000 Average Annual Compensation Costs
    - Plow truck - $200,000 one time cost
      - Annual operating cost - $31,100 per year
  - Property
    - New Section Building - $300,000 one time cost
    - New Salt Building - $50,000 one time cost

Mayville

Built in 1968
3 Employees

- Current section with three FTEs (21 miles Hillsboro)
- Propose to close section and sell property
- Roadways would be serviced out of Hillsboro Section
- Three FTEs would be transferred to Hillsboro Section
- One FTE in Fargo Section would be returned
- Hillsboro Section would help Fargo Section on I-29
- Hillsboro Section Building would need to be sized to accept three FTEs
- Savings
  - 1 FTE
    - $65,000 Average Annual Compensation Costs
    - Plow truck - $200,000 one time cost
      - Annual operating cost - $31,100 per year
  - Property
    - Hillsboro and Mayville sections buildings are scheduled to be replaced
    - New Section Building - $600,000 one time cost
    - New Salt Building - $80,000 one time cost

Maintenance Optimization Savings 2017-2019 Biennium

- Engrossed SB2012 savings from Maintenance Optimization is $2.1 million in 2017-2019 biennium.

	Salaries	Bldg. & Grounds	Insurance	Motor Pool Fleet Usage	Fleet Trucks & Hwy Attach.	Total
Starkweather						
Salaries	0					0
Operating		27,400	667			28,067
Capital Assets						0
					Starkweather Total	$28,067
The costs above do not reflect the future investment needs to upgrade the building. Estimate costs = $350,000						
Finley						
Salaries	0					0
Operating		27,400	666			28,066
Capital Assets					0	0
					Finley Total	$28,066
The costs above do not reflect the future investment needs to upgrade the building. Estimate costs = $350,000						
Fessenden						
Salaries	0					0
Operating		27,400	667			28,067
Capital Assets					0	0
					Fessenden Total	$28,067
The costs above do not reflect the future investment needs to upgrade the building. Estimate costs = $350,000						
Gackle						
Salaries	126,771					126,771
Operating		27,400	667	87,600		115,667
Capital Assets					200,000	200,000
					Gackle Total	$442,438
The costs above do not reflect the future investment needs to upgrade the building. Estimate costs = $350,000						
Litchville						
Salaries	126,771					126,771
Operating		27,400	667	87,600		115,667
Capital Assets					200,000	200,000
					Litchville Total	$442,438
The costs above do not reflect the future investment needs to upgrade the building. Estimate costs = $350,000						
New England						
Salaries	134,216					134,216
Operating		41,100				41,100
Capital Assets						0
					New England total	$175,316
The costs above do not reflect the future investment needs to upgrade the building. Estimate costs = $350,000						
Courtenay						
Salaries	126,771					126,771
Operating		41,100		87,600		128,700
Capital Assets					200,000	200,000
					Courtenay Total	$455,471
The costs above do not reflect the future investment needs to upgrade the building. Estimate costs = $350,000						
Mayville						
Salaries	143,690					143,690
Operating		54,800	666	87,600		143,066
Capital Assets					200,000	200,000
					Mayville Total	$486,756
The costs above do not reflect the future investment needs to upgrade the building. Estimate costs = $680,000						
Grand Total	$658,219	$274,000	$4,000	$350,400	$800,000	$2,086,619

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Maintenance Service Levels

- Reallocation of resources and proposed section consolidation result in a higher level of service for higher tier corridors.

- Service in areas that are impacted by the optimization could change.
  - For example, it may take 30 minutes longer to clear roads in the Gackle area.

- Very similar to many communities in North Dakota that do not have a maintenance section located in it.

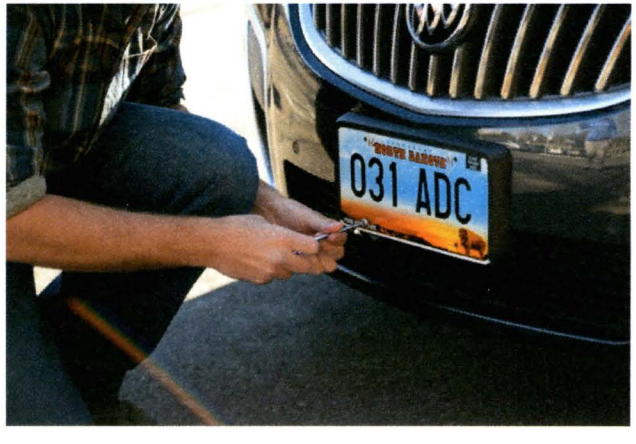
Drivers License and Motor Vehicle

Mark Nelson
Deputy Director Driver and Vehicle Services

Motor Vehicle/Drivers License Costs

Meeting service expectations with available resources

- Fees collected in Motor Vehicle and Drivers License do not cover present costs.
  - A driver's license renewal costs the customer $15 every six years, while it costs the state $21.25 to produce it.
  - A motor vehicle license plate set costs the customer $5.00, while it costs the state $5.95 to produce the set, plus $4.04 for shipping and handling.
  - HB1299 proposes to increase our driver's license renewal cycle from six years to eight years. Currently, we charge $15 for a six year driver's license, under HB1299 there is no proposed revenue increase which ultimately will result in additional revenue losses.



Optimizing Drivers License Services

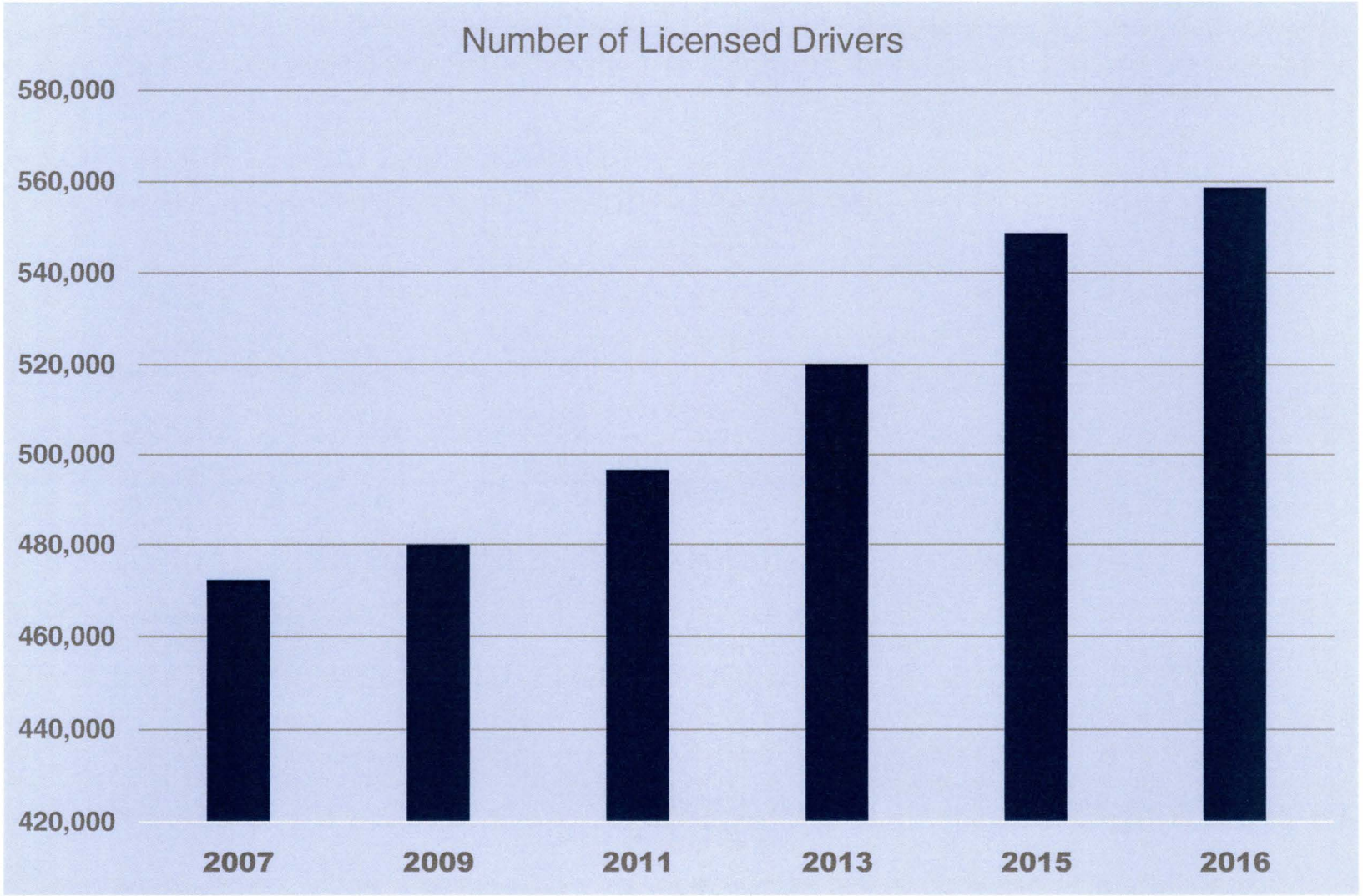
- We need to continue improving efficiency/service delivery without adding staff.

- Wait times recently spiked – due to the oil boom. However, even after the downturn, the road test numbers remain high.

REAL ID Legislation- HB 1128

- Recommends ND citizens have ability to opt-in if they desire a REAL ID compliant document.
- Requires additional information be collected for those choosing to opt-in, including:
  - Scanning of primary source documents
  - Verification of resident address (i.e. utility bill)
  - Social Security Number
  - Citizenship Documentation
  - Birth Certificate
- Those citizens choosing to opt-out will see no change in how they currently renew their license.
- Those choosing to opt-in will be able to complete paper work at satellite locations and receive REAL ID compliant driver's license by mail. You will only be able to receive REAL ID compliant driver's license the same day at the eight main sites.

Licensed Drivers in North Dakota



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Drivers License Service Optimization

- We must increase examiner production capacity to deliver services at eight main sites without additional FTEs.
  - Reduce travel time for examiners spent in a non-productive capacity.
- We must reduce operational costs to include:
  - Equipment
  - Building rental
  - Data lines
  - Cleaning
  - Other costs

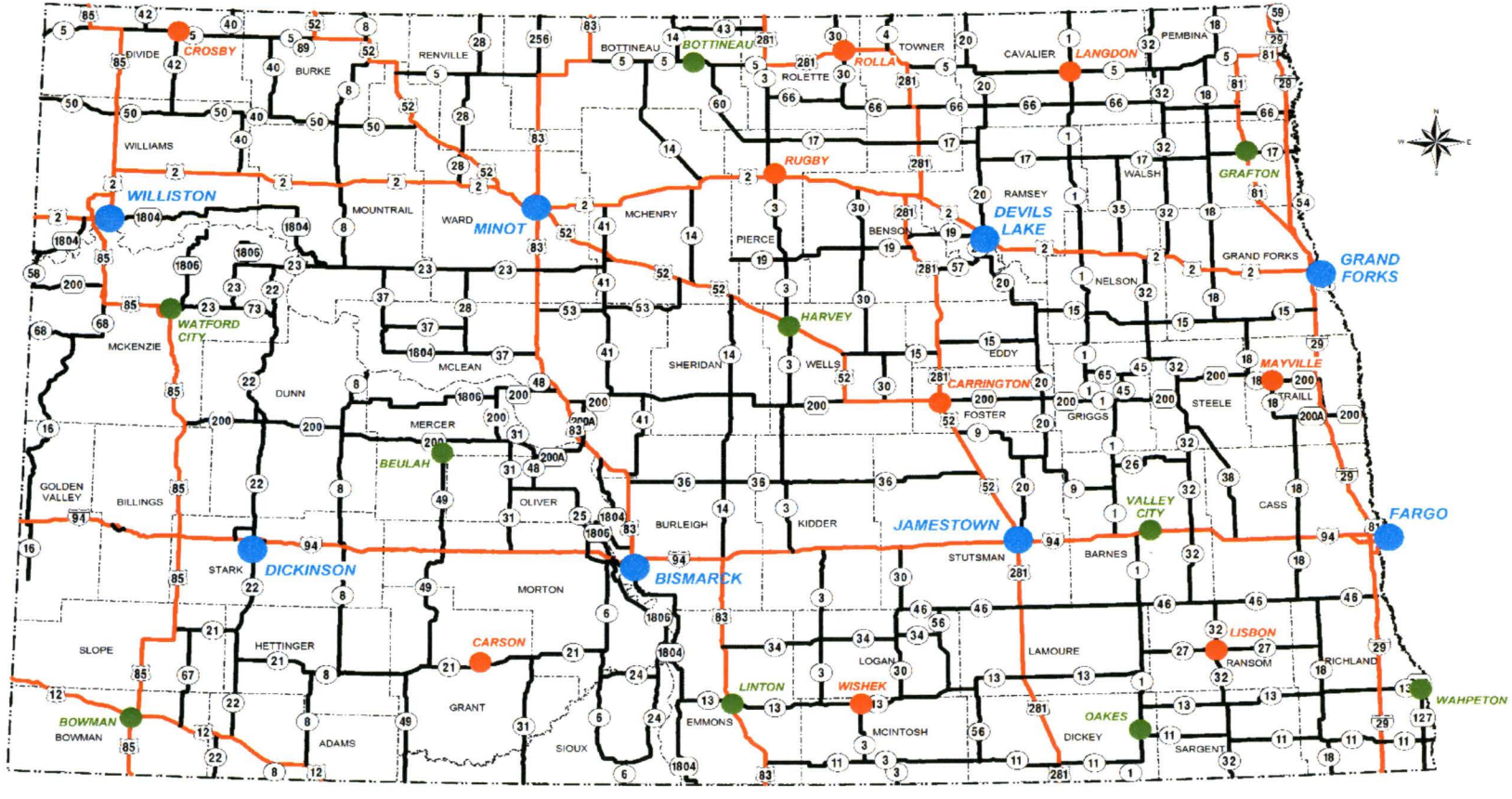
Which Sites?

- Selection based on formula of transactions and distance to secondary site.

City	Days Open	Times Open	Transactions 2016
Carrington	1st Wednesday of each month	9:40 a.m. until 3:20 p.m.	353
Crosby	2nd Wednesday in Jan., March, May, July, Sept. & Nov.	9:40 a.m. until 3:20 p.m.	68
Mayville	3rd Wednesday of each month	9:20 a.m. until 3:35 p.m.	579
Carson	1st Wednesday of each month	8:30 a.m. until 2:30 p.m.	634
Langdon	2nd Wednesday of each month	10:20 a.m. until 2:40 p.m.	714
Lisbon	2nd Thursday of each month	9:40 a.m. until 3:20 p.m.	858
Wishek	4th Wednesday of each month	10 a.m. until 3 p.m.	541
Rugby	2nd Wednesday of each month	9:20 a.m. until 3:45 p.m.	796
Rolla	2nd & 4th Tuesday of each month	9:40 a.m. until 3:20 p.m.	1600

Drivers License Sites

The DOT has eight main Drivers License Offices at Bismarck, Dickinson, Minot, Williston, Devils Lake, Grand Forks, Jamestown and Fargo. Plus 19 additional part-time sites located throughout the state.



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STATE OF NORTH DAKOTA
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
PLANNING / ASSET MANAGEMENT DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
2016

Savings / Capacity Impact

- Improved efficiencies could result in:
  - 290 additional counter service hours, or,
  - 880 additional Class D road tests, or,
  - 242 additional CDL road tests, or,
  - Some combination of the above.

Proposed Legislation

- SB2123- Agency Bill that would allow individuals, if they so choose, to renew online every other renewal cycle, until age 65.
- HB1299- This bill would allow for the extension of our current driver's license renewal process of six years to be extended to every eight years for holders of a non-commercial driver's license.

If both bills were to pass the potential exists for many of our citizens to only come into our driver's license office sites once every 16 years for a renewal.

Bill Sections

Engrossed SB 2012 Sections

- **Section 1** shows the base level, adjustments or enhancements, and the total appropriation request contained in this bill.
- **Section 2** shows the one time funding items for the 2015-2017 and 2017-2019 biennial appropriations.
- **Section 3** provides the NDDOT with the ability to transfer appropriation authority between various appropriation lines. This flexibility is necessary to enable us to best meet our construction and maintenance responsibilities.
- **Section 4** allows the department to utilize $5.7 million of funding provided by the 2015 Legislature for the purpose of matching federal highway funding in the 2017-2019 biennium.
- **Section 5** provides $5 million from the enhanced state highway funds to be used to improve North Dakota's economic climate by reinvesting and fortifying a community's transportation assets, for the 2017-19 biennium.

Bill Sections

- **Section 6** allows the department to continue into the 2019-2021 biennium any portion of the enhanced state highway investment program that was appropriated for the 2015-2017 biennium but not completed by June 30, 2019.

- **Section 7** allows the department to continue in the 2017-2019 biennium the funding provided by the 2015 Legislature to the Department of Transportation from the general fund for special road projects.

- **Section 8** permanently codifies a provision passed by the 2015 Legislature as a part of the NDDOT's appropriation bill allowing the department to repay the US Department of Transportation for previous expenditures from current appropriations. This enables the department to advance projects under federal funding, later convert those projects to state funding as it becomes available, and re-commit the federal funds to other eligible projects. By doing so, we are able to start some projects sooner than would otherwise be possible and also avoid some federal requirements that would otherwise be imposed on some projects.

NDDOT Proposed Amendment

To balance Engrossed SB 2012 to match the revised revenue forecast, we recommend the following:

- Delay funding to Community Enhancement Program.
- Repurpose additional enhanced state highway funds to match federal dollars.

NDDOT Proposed Amendment

- The following amendment removes section 5 funding for Community Enhancement Program from Engrossed SB 2012 and revises section 4 to increase the $5.7 million to $16.3 million.

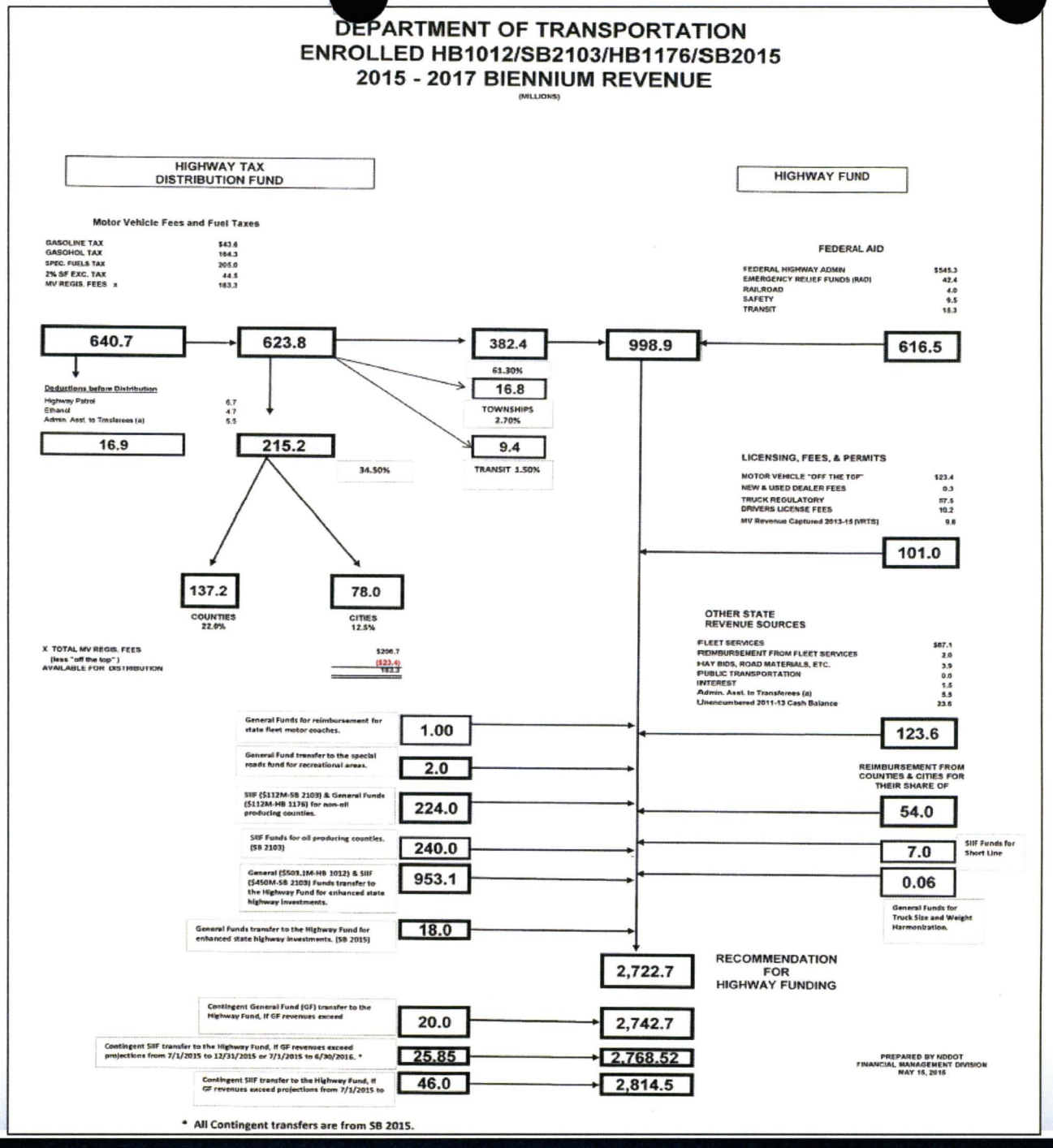
Proposed Amendments to Engrossed Senate Bill 2012:

- Page 1, line 16, replace "9,610,000" with "4,610,000"
- Page 1, line 16, replace "72,528,030" with "67,528,030"
- Page 1, line 17, replace "$8,160,497" with "$3,160,497"
- Page 1, line 17, replace "$1,274,700,958" with "$1,269,700,958"
- Page 2, line 16, replace "$5,700,000" with "$16,300,000"
- Page 2, remove lines 20 through 25
- Renumber accordingly

Revenue/Expenditures

2015-17 Biennium

Revenue



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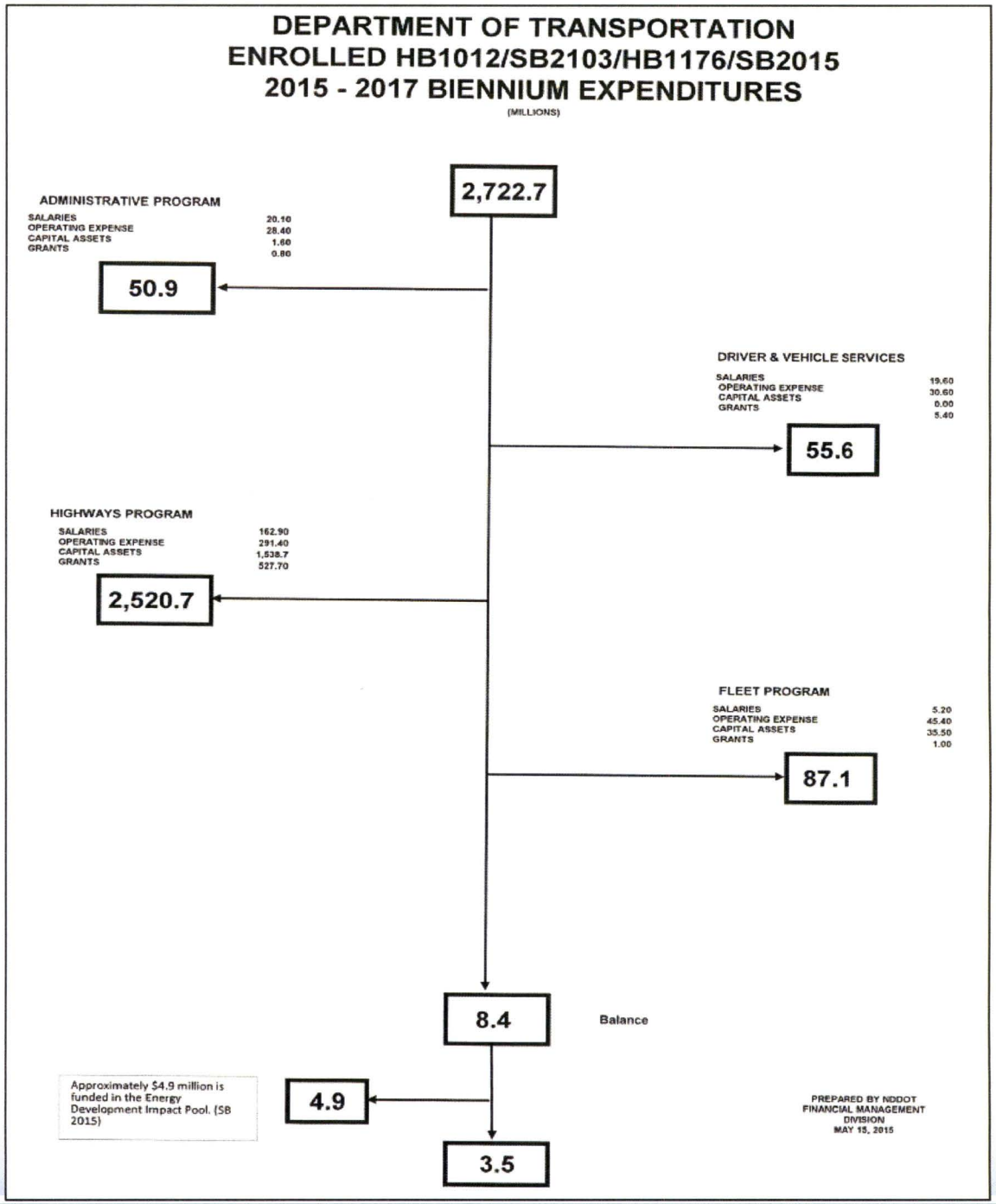
2015-17 Biennium

Expenditures



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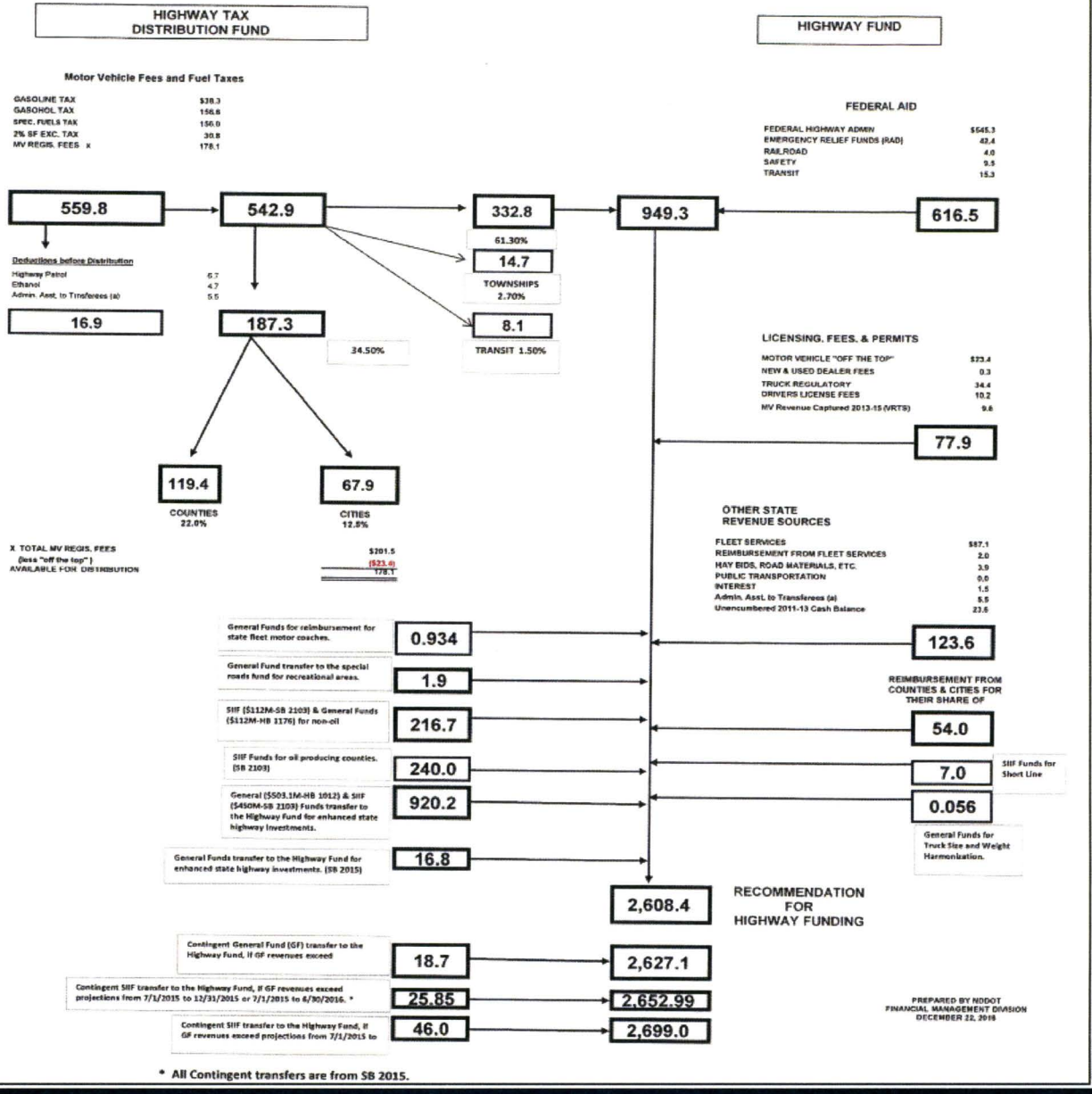
North Dakota
Department of Transportation

2015-17 Biennium

Revenue Revised

DEPARTMENT OF TRANSPORTATION
ENROLLED HB1012/SB2103/HB1176/SB2015
2015 - 2017 BIENNIUM REVENUE *REVISED 1-2-2016*
Reflects Adjustments for General Fund Allot. & Updated Revenue Forecasts
(MILLIONS)



* All Contingent transfers are from SB 2015.

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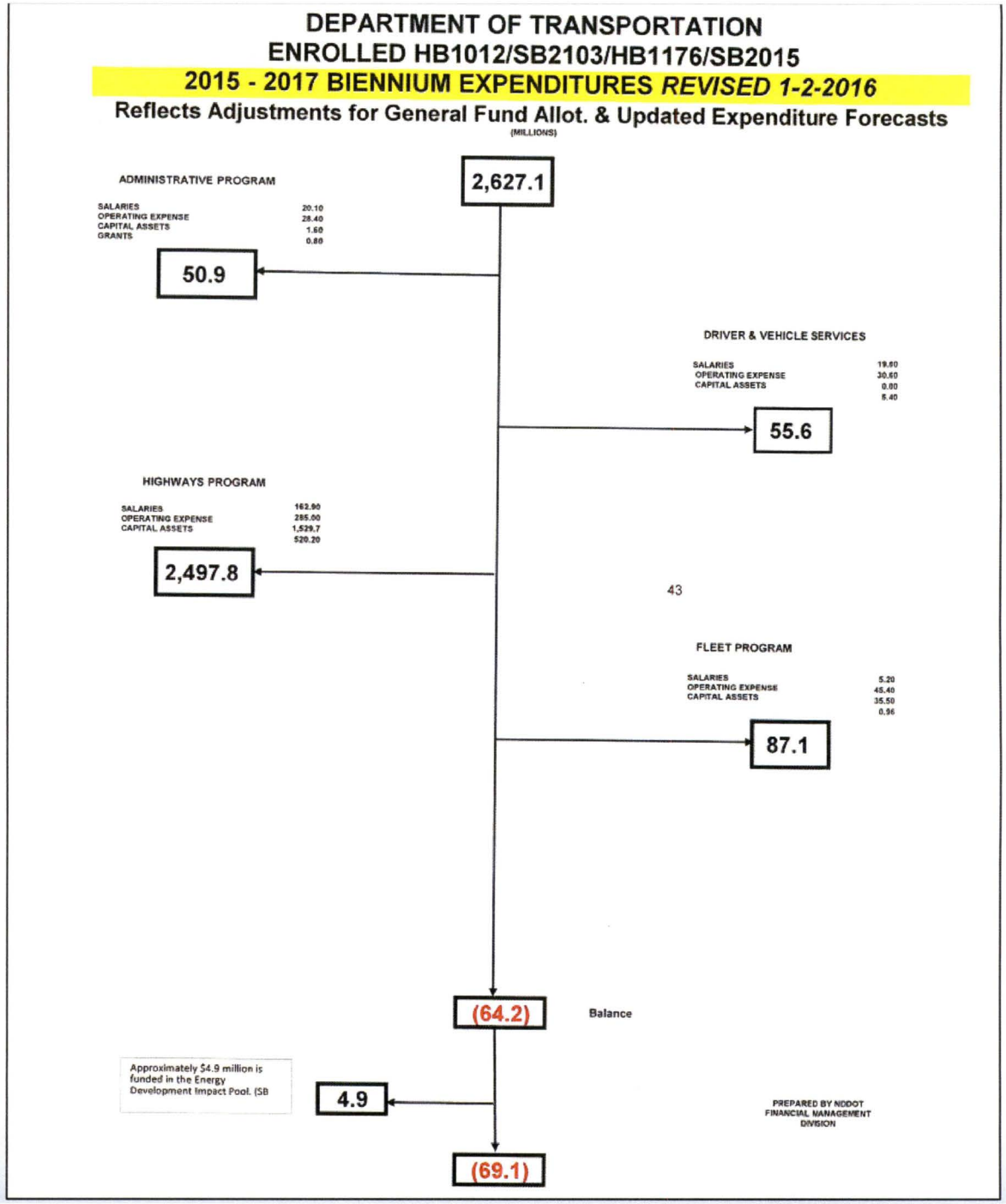
North Dakota Department of Transportation

2015-17 Biennium

Expenditures Revised



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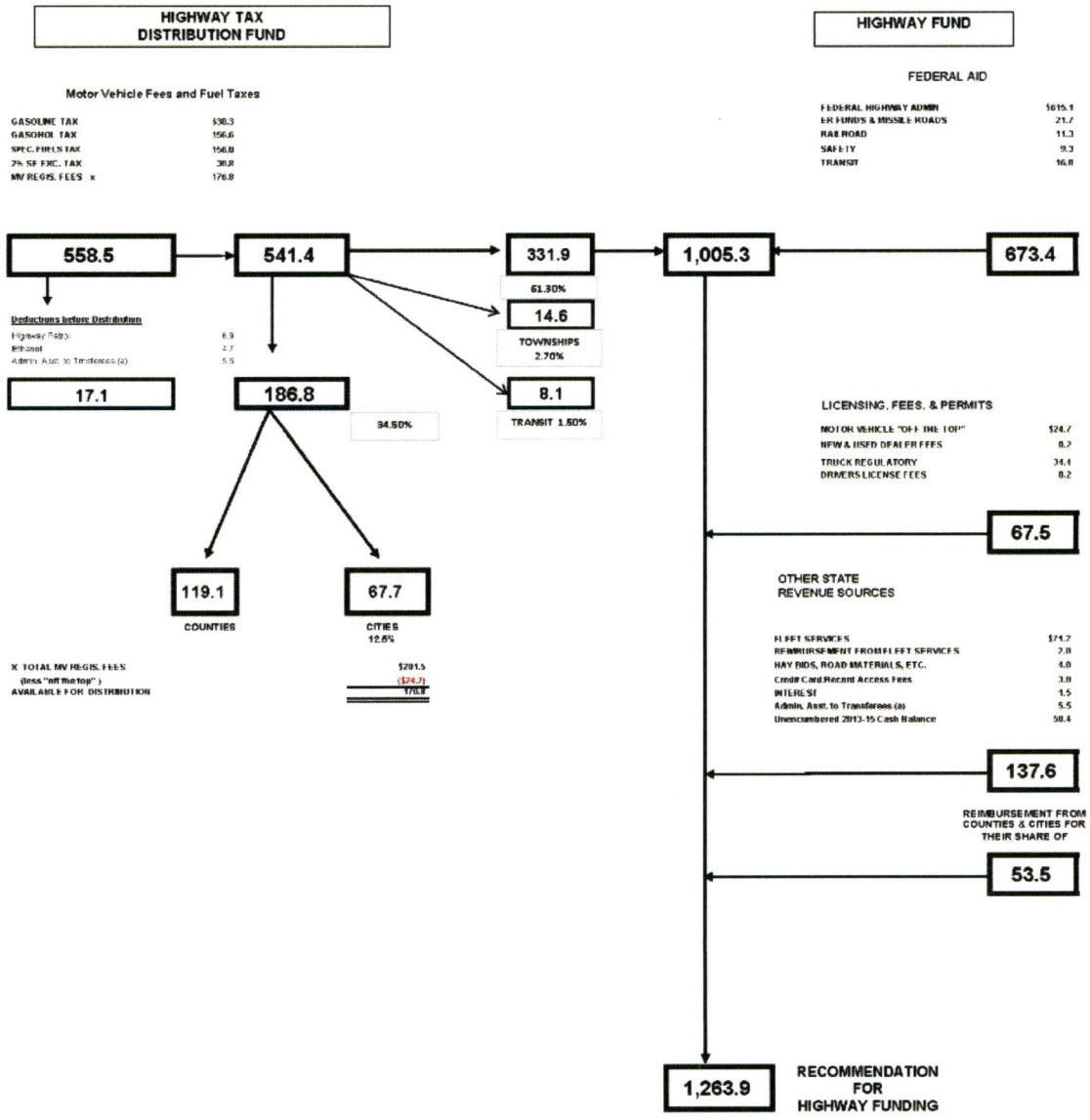
2017-2019 Engrossed SB 2012

Revenue

DEPARTMENT OF TRANSPORTATION
FIRST ENGROSSED SB 2012
2017 - 2019 BIENNIUM REVENUE
(MILLIONS)



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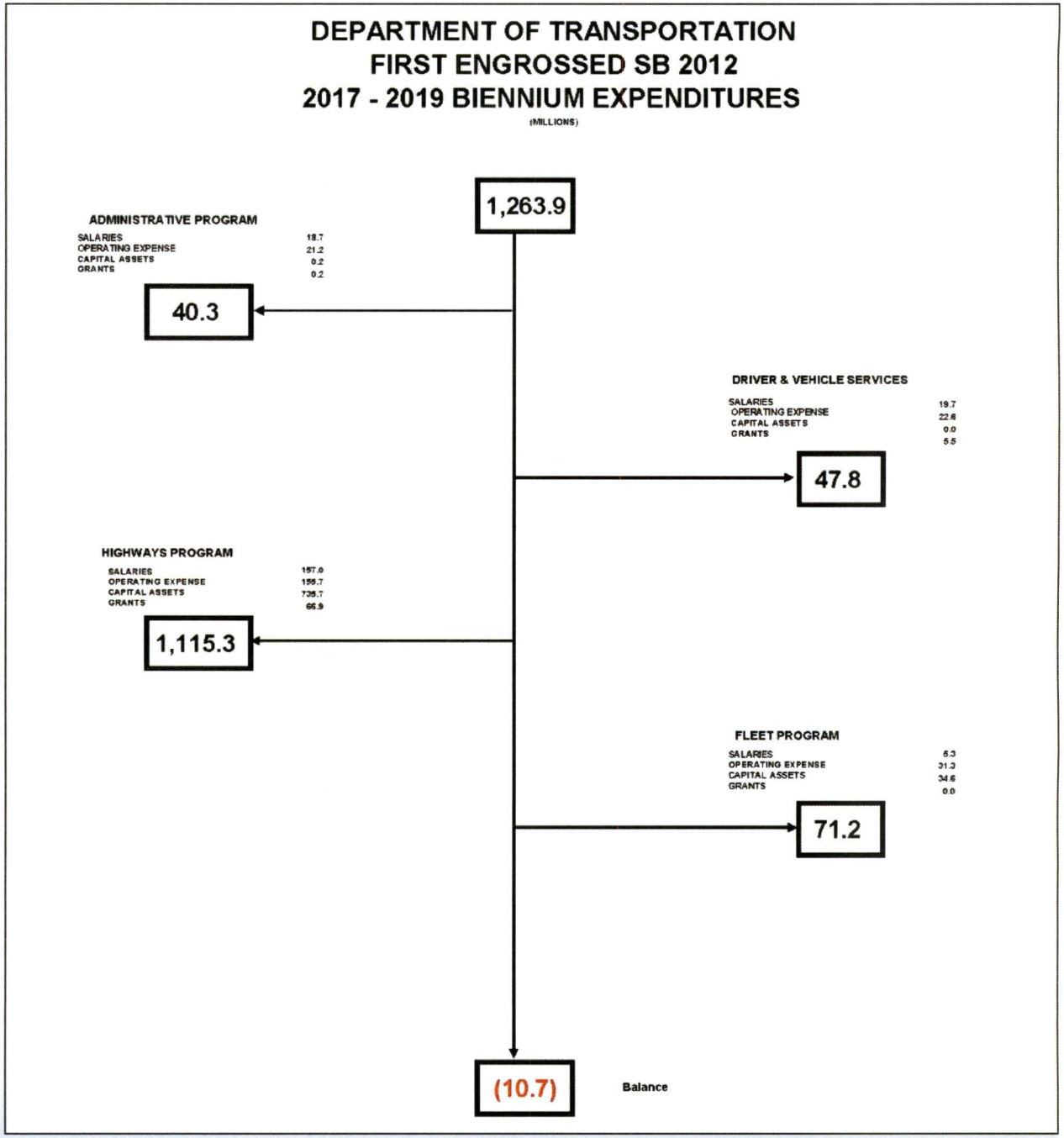
North Dakota Department of Transportation

2017-2019 Engrossed SB 2012

Expenditures



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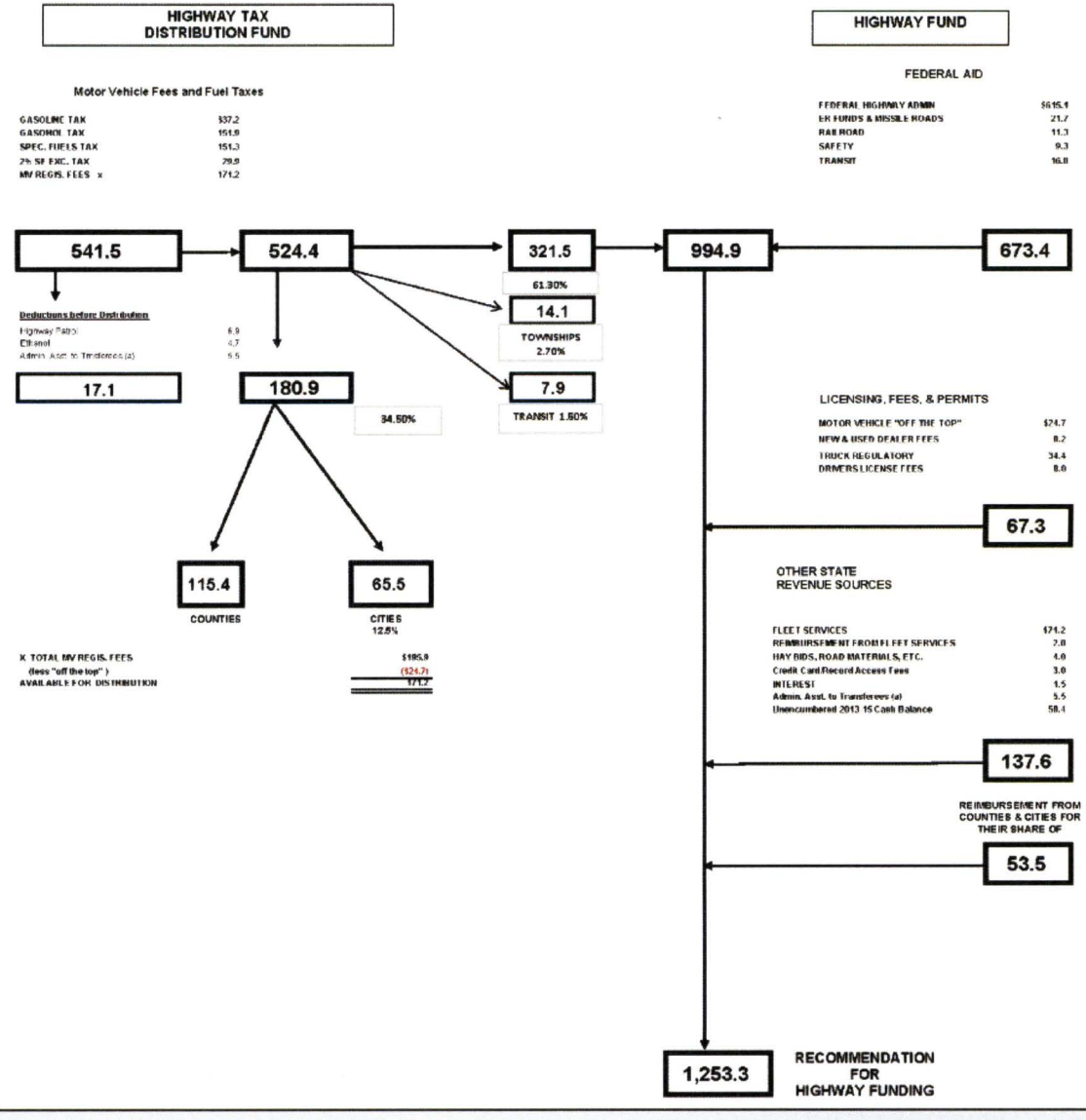
Department of Transportation

2017-2019 First Engrossed SB 2012

Revised Revenue

DEPARTMENT OF TRANSPORTATION
FIRST ENGROSSED SB 2012 w/ REVISED REVENUE FORECAST
2017 - 2019 BIENNIUM REVENUE
(MILLIONS)



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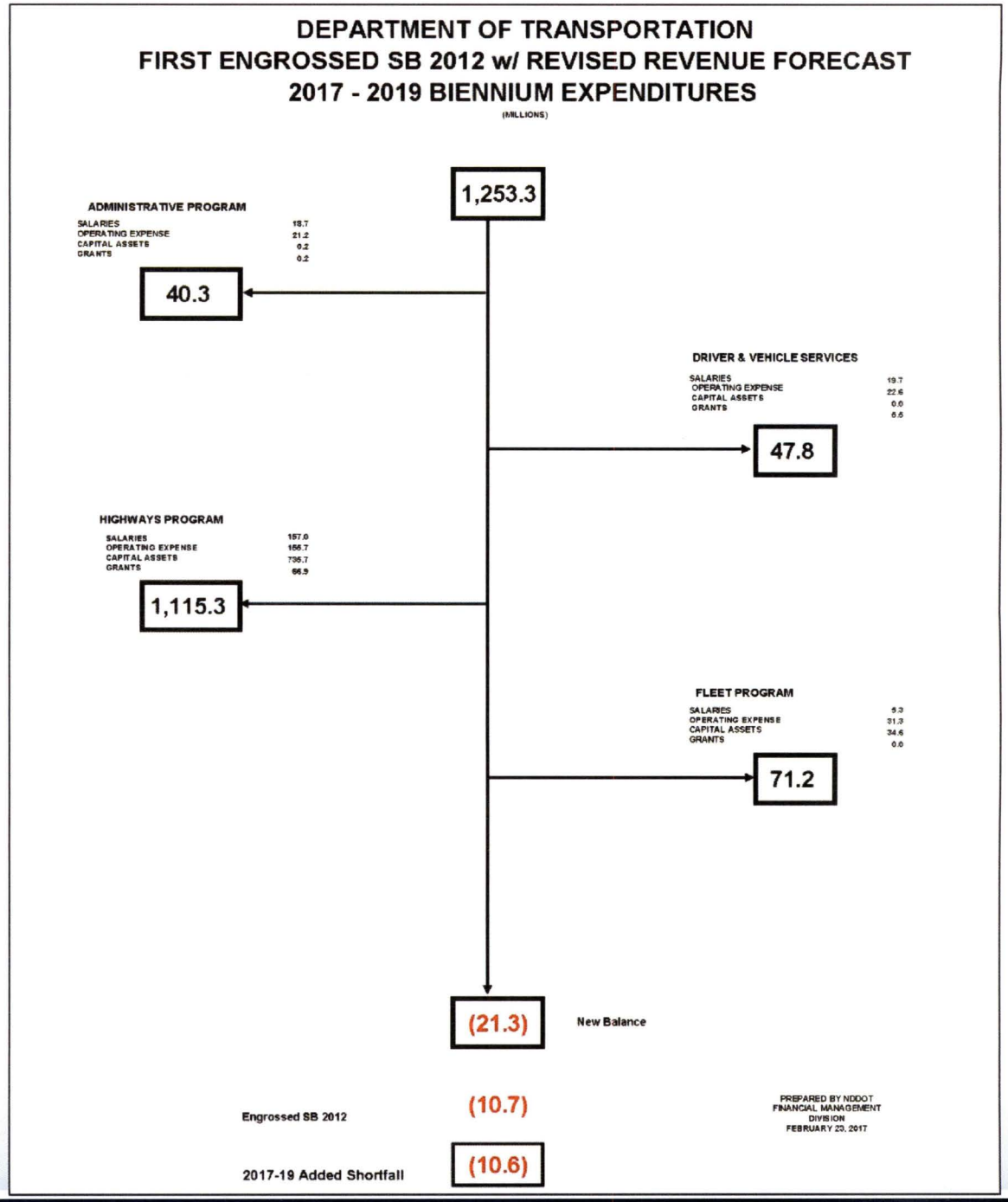
North Dakota Department of Transportation

2017-2019 First Engrossed SB 2012

Revised Expenditures



NDDOT
North Dakota
Department of Transportation

Thank You!

DEPARTMENT OF TRANSPORTATION
FIRST ENGROSSED SB 2012
2017 - 2019 BIENNIUM REVENUE

(MILLIONS)

HIGHWAY TAX DISTRIBUTION FUND

Motor Vehicle Fees and Fuel Taxes

GASOLINE TAX	$38.3
GASOHOL TAX	156.6
SPEC. FUELS TAX	156.0
2% SF EXC. TAX	30.8
MV REGIS. FEES x	176.8

558.5

Deductions before Distribution

Highway Patrol	6.9
Ethanol	4.7
Admin. Asst. to Trnsferees (a)	5.5

17.1

541.4

186.8

34.50%

119.1 COUNTIES

67.7 CITIES 12.5%

X TOTAL MV REGIS. FEES	$201.5
(less "off the top")	($24.7)
AVAILABLE FOR DISTRIBUTION	176.8

331.9

61.30%

14.6 TOWNSHIPS 2.70%

8.1 TRANSIT 1.50%

HIGHWAY FUND

FEDERAL AID

FEDERAL HIGHWAY ADMIN	$615.1
ER FUNDS & MISSILE ROADS	21.7
RAILROAD	11.3
SAFETY	9.3
TRANSIT	16.0

673.4

1,005.3

LICENSING, FEES, & PERMITS

MOTOR VEHICLE "OFF THE TOP"	$24.7
NEW & USED DEALER FEES	0.2
TRUCK REGULATORY	34.4
DRIVERS LICENSE FEES	8.2

67.5

OTHER STATE REVENUE SOURCES

FLEET SERVICES	$71.2
REIMBURSEMENT FROM FLEET SERVICES	2.0
HAY BIDS, ROAD MATERIALS, ETC.	4.0
Credit Card/Record Access Fees	3.0
INTEREST	1.5
Admin. Asst. to Transferees (a)	5.5
Unencumbered 2013-15 Cash Balance	50.4

137.6

REIMBURSEMENT FROM COUNTIES & CITIES FOR THEIR SHARE OF

53.5

1,263.9 RECOMMENDATION FOR HIGHWAY FUNDING

PREPARED BY NDDOT
FINANCIAL MANAGEMENT DIVISION
JANUARY 27, 2017

DEPARTMENT OF TRANSPORTATION
FIRST ENGROSSED SB 2012
2017 - 2019 BIENNIUM EXPENDITURES

(MILLIONS)

1,263.9

ADMINISTRATIVE PROGRAM

SALARIES	18.7
OPERATING EXPENSE	21.2
CAPITAL ASSETS	0.2
GRANTS	0.2

40.3

DRIVER & VEHICLE SERVICES

SALARIES	19.7
OPERATING EXPENSE	22.6
CAPITAL ASSETS	0.0
GRANTS	5.5

47.8

HIGHWAYS PROGRAM

SALARIES	157.0
OPERATING EXPENSE	155.7
CAPITAL ASSETS	735.7
GRANTS	66.9

1,115.3

FLEET PROGRAM

SALARIES	5.3
OPERATING EXPENSE	31.3
CAPITAL ASSETS	34.6
GRANTS	0.0

71.2

(10.7) Balance

PREPARED BY NDDOT
FINANCIAL MANAGEMENT
DIVISION
JANUARY 27, 2017

DEPARTMENT OF TRANSPORTATION
FIRST ENGROSSED SB 2012 w/ REVISED REVENUE FORECAST
2017 - 2019 BIENNIUM REVENUE

(MILLIONS)

HIGHWAY TAX DISTRIBUTION FUND

Motor Vehicle Fees and Fuel Taxes

GASOLINE TAX	$37.2
GASOHOL TAX	151.9
SPEC. FUELS TAX	151.3
2% SF EXC. TAX	29.9
MV REGIS. FEES x	171.2

HIGHWAY FUND

FEDERAL AID

FEDERAL HIGHWAY ADMIN	$615.1
ER FUNDS & MISSILE ROADS	21.7
RAILROAD	11.3
SAFETY	9.3
TRANSIT	16.0

541.5

Deductions before Distribution

Highway Patrol	6.9
Ethanol	4.7
Admin. Asst. to Tmsferees (a)	5.5

17.1

524.4

180.9

34.50%

115.4 COUNTIES

65.5 CITIES 12.5%

X TOTAL MV REGIS. FEES	$195.9
(less "off the top")	($24.7)
AVAILABLE FOR DISTRIBUTION	171.2

321.5

61.30%

14.1 TOWNSHIPS 2.70%

7.9 TRANSIT 1.50%

994.9

673.4

LICENSING, FEES, & PERMITS

MOTOR VEHICLE "OFF THE TOP"	$24.7
NEW & USED DEALER FEES	0.2
TRUCK REGULATORY	34.4
DRIVERS LICENSE FEES	8.0

67.3

OTHER STATE REVENUE SOURCES

FLEET SERVICES	$71.2
REIMBURSEMENT FROM FLEET SERVICES	2.0
HAY BIDS, ROAD MATERIALS, ETC.	4.0
Credit Card/Record Access Fees	3.0
INTEREST	1.5
Admin. Asst. to Transferees (a)	5.5
Unencumbered 2013-15 Cash Balance	50.4

137.6

REIMBURSEMENT FROM COUNTIES & CITIES FOR THEIR SHARE OF

53.5

1,253.3 RECOMMENDATION FOR HIGHWAY FUNDING

PREPARED BY NDDOT
FINANCIAL MANAGEMENT DIVISION
FEBRUARY 23, 2017

DEPARTMENT OF TRANSPORTATION
FIRST ENGROSSED SB 2012 w/ REVISED REVENUE FORECAST
2017 - 2019 BIENNIUM EXPENDITURES

(MILLIONS)

1,253.3

ADMINISTRATIVE PROGRAM

SALARIES	18.7
OPERATING EXPENSE	21.2
CAPITAL ASSETS	0.2
GRANTS	0.2

40.3

DRIVER & VEHICLE SERVICES

SALARIES	19.7
OPERATING EXPENSE	22.6
CAPITAL ASSETS	0.0
GRANTS	5.5

47.8

HIGHWAYS PROGRAM

SALARIES	157.0
OPERATING EXPENSE	155.7
CAPITAL ASSETS	735.7
GRANTS	66.9

1,115.3

FLEET PROGRAM

SALARIES	5.3
OPERATING EXPENSE	31.3
CAPITAL ASSETS	34.6
GRANTS	0.0

71.2

(21.3) New Balance

Engrossed SB 2012 **(10.7)**

2017-19 Added Shortfall **(10.6)**

PREPARED BY NDDOT
FINANCIAL MANAGEMENT
DIVISION
FEBRUARY 23, 2017

March 2, 2017 SB2012 Attachment B

March 2, 2017

House Appropriations Committee

SB 2012

Mr. Chairman and Committee Members;

My name is Rob Rebel. I am a vice president with Knife River Corporation and also the 2017 president of the Associated General Contractors of North Dakota. The AGC of ND is a statewide association of approximately 400 contractors performing all forms of commercial construction

I wanted to take just a few minutes of your time to discuss the funding support we had from the ND legislature during the last biennium.

The first thing I want to relay on behalf of the industry is "THANK YOU" for generously funding ND infrastructure in 2015 and 2016. You showed your faith in our industry and we will never forget it. If you have driven around our state over the last few years you could not help but notice the incredible improvements to our highway system.

There are two important points I need to make about the 2015-16 funding:

First point: Two years ago, we were here, in hope and in anticipation of a large infrastructure bill, doing our best to convince you that if you made the money available we could and would get the work done. The NDDOT will tell you that the percentage of work the industry completed, even in consideration of the much higher work volume, was at an all-time high. You delivered the funding and we performed accordingly.

/

Second point: Two years ago, the industry started gearing up significantly to perform higher volumes of work. Along with what I'll refer to as the "local or ND based contractors" gearing up for more work, it is no secret that ND's oil activity, along with the funding packages, brought a lot of out-of-state contractors to ND as well. When the oil industry started to soften, competition for remaining work, primarily in the infrastructure arena, became very high. The end result of these two issues happening simultaneously was that the DOT got a GREAT value on its spending; a result of many bidders on each project, and bids coming in below the estimated costs. I believe you will hear this same report from the DOT. This perfect storm was a win - win for the State of ND as well as for the industry.

Mr. Chairman and Committee Members, allow me tell you, in all honestly, how I see things from my position: The market prices for <u>services</u> we perform (I'm not talking about commodity prices) are at a level we last saw in the mid to late 1990's. What this means for the state is that given the current situation here in the contracting world, primarily a huge capacity for work volume, the state will likely be able to complete projects at a significant value during this coming biennium.

With that, I'd like to reiterate a sincere "thank you" for your prior funding support for our state's infrastructure, and encourage you, as you begin to roll through the budget process, to consider the value the state will very likely see on any funding dollars allocated for this next biennium.

March 2, 2017 SB2012 Attachment C

Theodore Roosevelt EXPRESSWAY

TESTIMONY BEFORE THE
NORTH DAKOTA HOUSE APPROPRIATIONS COMMITTEE
BY
THEODORE ROOSEVELT EXPRESSWAY ASSOCIATION
CAL KLEWIN, EXECUTIVE DIRECTOR
March 2, 2017

Chairman, Brandenburg,

Members of the House (Government Operations) Appropriations Committee

Good morning. I am Cal Klewin, Executive Director of the **Theodore Roosevelt Expressway Association (TREA)**.

The **Theodore Roosevelt Expressway** (Highway 85) is a Federally-Designated High Priority Corridor on the National Highway System. It runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.

The **Theodore Roosevelt Expressway Association** wishes to recognize the significant investment made in western North Dakota by the commitment of General Fund dollars that came from oil and natural gas revenues. The completion of the expansion of U.S. Highway 85 between Williston and Watford City certainly improved the safety and efficiency of the **Theodore Roosevelt Expressway**. The next steps are underway as the Environmental Impact Study for US Highway 85 Project from the I-94 Interchange to the Watford City Bypass (McKenzie County Road 30) continues.

In December, 2016 in the **State of Freight II: Implementing the FAST Act and Beyond,** published by American Association of State Highway and Transportation Officials (AASHTO) and the American Association of Port Authorities (AAPA), the Theodore Roosevelt Expressway was highlighted in a section titled: **Interior State Freight Connectivity: Connecting the Heartland with Our Ports and the World.**

Along with providing freight connectivity for manufacturing and agriculture in rural regions of the country, the economy is experiencing growth in the domestic energy sector. In 2014, energy commodities accounted for 54.2 percent of the 1.4 billion short tons of foreign trade cargo handled at U.S. ports and which is moving through our interior states. These energy commodities move almost exclusively in chartered vessels and are unaffected by the international carrier alliances. Last year Congress lifted a 40-year ban on exporting crude oil. While it is too early to forecast what the national impact will be on our economy, the increased energy production has already been felt on the freight network in states like North Dakota.

Further the **State of Freight II** described the situation along U.S. Highway 85 in North Dakota as **Improvement Through Partnering in North Dakota**.

> *In 2014, the North Dakota Highway Patrol reported oversized truck permits issued for U.S. Highway 85 averaged 200 a day exceeding more than 72,000 overwidth, overheight and/or overweight vehicles on the road. Non-truck traffic averaged 20,900 per day north and south of the Long X Bridge. Traffic increased due to oil and gas development and agriculture production. From 2006-2012, vehicle traffic jumped 454 percent and truck traffic increased 565 percent. All of the growth has been accommodated on a rural two-lane highway.*

While the data is a bit dated in that publication, it is important to note that U.S. 85 through 2016 still experiences significantly more truck permitted loads that alternative north-south corridors in North Dakota.

Year	U.S. 83	I-29	U.S. 85
2014	22,128	32,300	78,367
2015	15,438	25,460	57,637
2016	13,378	25,068	44,484

Additionally, while energy production is down, signs are strong that energy companies are hiring and that the oil and gas industry will be expanding in the future.

This is not the time to lessen consideration of future improvements in western North Dakota. As the AASHTO/AAPA publication pointed out and the permitted load data still indicates, U.S. Highway 85 continues to be an important freight corridor. The FAST Act and its focus on freight movement provide an opportunity for North Dakota in both formula and discretionary funds. As the new federal administration moves forward, infrastructure investment is at the forefront. North Dakota and partners like the Theodore Roosevelt Expressway Association and the Ports-to-Plains Alliance must certainly be a voice for rural America that new opportunities for infrastructure must not be limited to private dollars requiring a payback through tolling.

I know this Committee is fully aware of the immediate transportation infrastructure needs in our state. The Theodore Roosevelt Expressway Association supports long term sustainable state transportation funding for NDDOT.

That concludes my testimony, I will try to answer any questions you may have.

Thank you.

March 2, 2017 SB2012 Attachment 8

Testimony
Senate Bill 2012 – Department of Transportation
State Aid for Public Transit Budget
Government Operations Division
March 2, 2017

Chairman Brandenburg and members of the committee, my name is Pat Hansen. I am the executive director of South Central Adult Services in Valley City. I am also a member of the North Dakota Senior Service Providers and Dakota Transit Association. I am testifying in support of State Aid for Public Transit funds in SB 2012.

The State Aid for Public Transit funding we receive is used to match federal dollars for operating transit services and as local match for purchasing vehicles for use in public transit. If we do not receive adequate state funding for match, we may not be able to access all of the federal dollars we are appropriated.

I am going to talk about what is happening in my agency as an example of what is occurring statewide with public transit services in North Dakota.

Our Agency is seeing huge increases in demand for services. This increases miles driven, creates increases in fuel bills, personnel costs and vehicle maintenance costs. We currently have 10 vehicles with less than 100,000 miles, 10 vehicles with 100,000 – 150,000 miles, 5 with 150,000 – 200,000 miles, 7 over 200,000 miles and 1 over 300,000 miles. Our ridership has increased by 97%, from 62,738 rides in FY 08/09 to 124,203 rides in FY 15/16. South Central Adult Services provides the same service in the very rural areas of North Dakota that are available in the larger cities. The very rural counties we serve, which include LaMoure, Foster, Logan, McIntosh, Griggs and Emmons provided 54,002 rides this past fiscal year. Barnes County

(which is our "urban" county) provided 70,201 rides. Local service is provided to communities within the counties, and transit is available from the southwestern counties to Bismarck 5 days per week, to Jamestown 3 days per week and to Fargo 5 days per week. We are transporting dialysis patients from Strasberg, Linton, Wishek, Ashley, Carrington and Valley City on a regular basis. We have made more than 100 trips to Fargo with patients for radiation treatments and chemotherapy in the last few months.

That is only the tip of the iceberg. We provide rides for local medical appointments, rides to work, school, daycare, Head Start, and many rides for local grocery shopping, hair appointments, rides to senior centers and rides for nursing homes and assisted living facilities. We currently have 13 full-time and 29 part-time transit employees. The cost of personnel has increased dramatically over the past few years. We have had to increase wages in order to complete with other employers in our area and have increased hours to keep up with the demand for services. Even taking the impact on the residents of our counties out of the picture, if we do not receive adequate funding, the staff reductions in these rural counties would be devastating to our employees and to the small rural communities where there are very few jobs available.

I have attached charts indicating our federal and state funds and ride provision for the past six years and our total budget for the fiscal year that ended June 30, 2016.

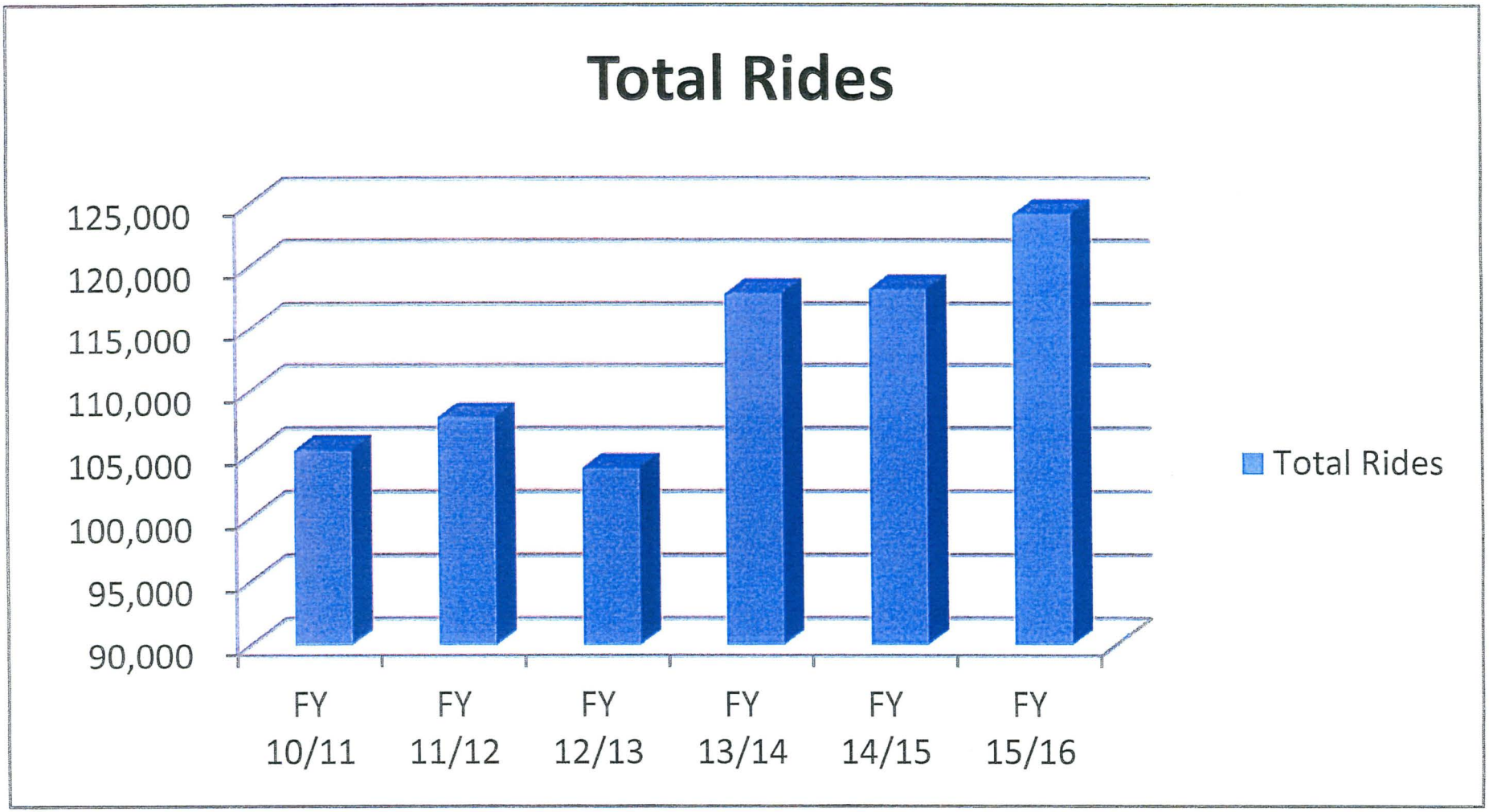
The Executive Budget estimates there will be $8.1 million available in the State Aid for Public Transit fund in the 2017-19 biennium. In the current biennium,

transit providers divided $8.6 million. Even when providers were at the $10 million level, South Central had to provide $160,000, or 13% of our budget in the July 2013-June 2014 fiscal year in local funds to maintain services. Last fiscal year we had to put in $205,193 in local funds. **We cannot continue to provide the same level of services with less money**. This concerns me on several levels as many of the people we serve do not have other options for transportation. Some of our rural riders would be forced to move to locations where medical services such as dialysis and cancer treatments are available. Many of the people we serve do not have vehicles.

We also have capital needs as shown by the age of our vehicles but due to the reduction in projected revenue this biennium we determined that fully funding the need for State Aid is more of a priority at this time than trying to get capital funding. It will not help us to get new vehicles that we cannot afford to operate.

Transit providers would like to see us get back to at least the $ 9.4 million funding level that we received in the 2013-15 biennium.

Thank you for your consideration. I would be happy to answer any questions you may have.


Total Rides
125,000
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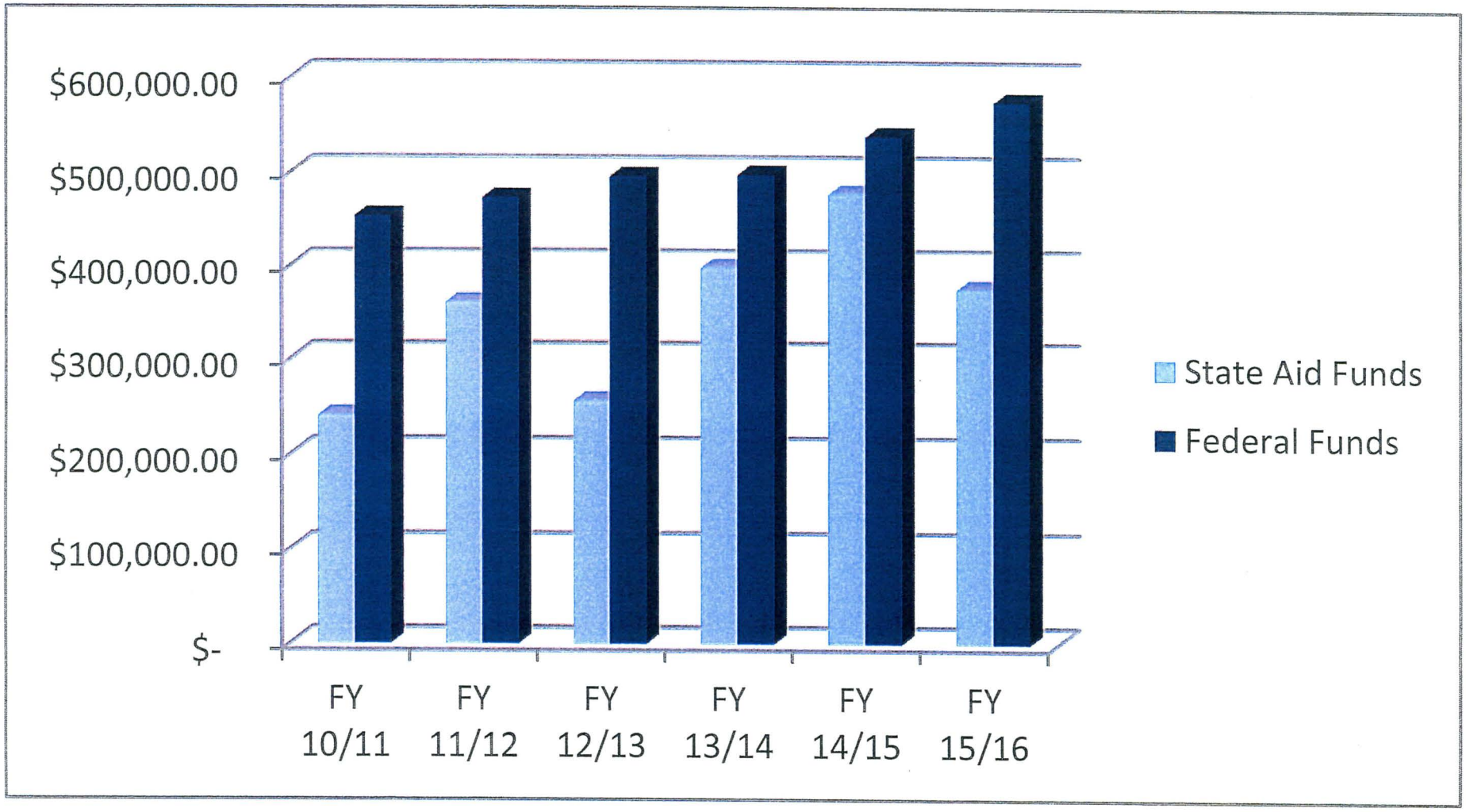
FY 15/16
Total Rides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FY 15/16
State Aid Funds
Federal Funds

Service Provision 2015/2016

South Central Adult Service - Barnes, LaMoure, Foster, Logan, McIntosh, Griggs & Emmons Counties

Meals	Total Cost of Meals	Income Sources		
84,245	$830,224.30	Senior Contributions	$	222,589.41
		Federal/State	$	351,289.01
Cost per Meal:	$9.85	NSIP	$	63,270.00
		Mill Levy/Required to match federal	$	52,115.00
		Additional Local Dollars to meet budget shortfall - Mill Levy & local fundraising	$	140,960.88
			$	830,224.30

Outreach Units	Total Cost of Outreach	Income Sources		
10,138	$148,029.34	Senior Contributions	$	6,413.00
		Federal/State	$	-
		Mill Levy/Required to match federal	$	-
		Additional Local Dollars to meet budget shortfall - Mill Levy & local fundraising	$	141,616.34
			$	148,029.34

Rides	Total Cost of Transit	Income Sources		
124,203	$1,363,957.83	Fare Income	$	116,476.72
		Contract Income	$	32,744.85
Cost per Ride:	$10.98	Federal Operating Funds	$	575,252.01
		Federal Capital Funds	$	52,232.00
		Medicaid Payments	$	5,490.83
		State Aid for Public Transit	$	376,567.99
		Additional Local Dollars to meet budget shortfall - Mill Levy & local fundraising	$	205,193.43
			$	1,363,957.83

Snow Removal/Mowing	Total Cost of Service	Income Sources		
	$11,999.30	Senior Contributions	$	792.50
		Additional Local Dollars to meet budget shortfall - Mill Levy & local fundraising	$	11,206.80
			$	11,999.30

2015/2016 Total Local Dollars To Meet Expenses	2015/2016 Total Participant Contributions To Meet Expenses	Total Budget	$	2,354,210.77
$551,092.45	$379,016.48			
23% of Total Budget	16% of Total Budget			

2015/2016 Total Federal Dollars To Meet Expenses	2015/2016 Total State Dollars To Meet Expenses
$861,350.85	$562,750.99
37% of Total Budget	24% of Total Budget

March 2, 2017 SB2012 Attachment E

Good morning Chairman Brandenburg and Representatives of the house appropriations-government operations committee. For the record my name is Warren Zenker. I am a fourth generation farmer, rancher, and feedyard owner/ operator from Gackle, North Dakota. I am testifying on behalf of myself in opposition to SB 2012.

As stated before, I am from the small, rural community of Gackle where I received my elementary and high school education. I attended NDSU to pursue a degree in animal science and later returned to Gackle to farm with my parents. I continue to reside there and am proud to be part of this wonderful community.

While growing up in Gackle, there were three people working for the DOT in our local section. Three families whose children attended our local school and churches. After one of the individuals retired in 1994, our section was reduced down to two employees, and in 2011 another retirement occurred. At that time there was talk of closing the Gackle section; however, the DOT didn't get that done. There was never an opening for an employment opportunity for anyone local. Instead the DOT placed another person in the Wishek section.

Gackle is 45 miles from Wishek, 40 miles from Edgeley, 40 miles from Jamestown, and 35 miles from Medina. We are at the end of all the sections that are supposed to keep our highways open during the winter, which is very concerning to our community. I contacted the director of the DOT, and expressed my concern. He assured me that highway safety was his first priority. How does closing rural highway dept. sections make our roads safer to travel on? Continuing our discussion I asked how spending millions of dollars on changing every state highway sign and replacing every license plate in the state is a safety issue. He told me that these expenditures were from a different fund from the DOT. After spending 13 years on the board of education at the Gackle Streeter School, I can't begin to tell you the number of times our lunch fund would have been in the red had we not had the ability to move money from the activities fund, plant operations fund, general fund etc. We didn't close the cafeteria, fire our cooks and tell our children they had to pack a lunch; instead we moved money from one fund to another all under the umbrella of the school district budget.

As stated before I am a farmer, rancher, and feedyard operator. A few years ago when corn prices took a dramatic hit, the cattle feeding operation made up the difference in our budget and allowed us to keep operating. That's called diversification.

Gackle-Streeter continues to have a pre-school to grade 12 school with about 100 students enrolled. 90% of our students are from out of city limits; our buses collectively drive nearly 250 miles daily on HWY's 46, 56, and 34. Having no service in a timely manner during the winter is a real concern and puts the safety of our children and grandchildren at risk. Along with that we have one teacher that lives in the city limits. The rest of our staff drives the same highways from distances up to 50 miles.

We have a 40 bed minimum care facility in town. This facility employees a number of people in our community. Is it right for residents who need medical attention to have to wait 2 hours for a plow to open the roads before our ambulance can take them to a hospital in bad weather?

/

Our community also has a volunteer ambulance service that services 561 square miles which is approximately 20 miles in any direction of Gackle. It covers a population of 970 people; does about 60 transports per year on average, and takes 80-90 calls per year which is an average of 1 every 4 days. The furthest distance from patient to hospital is 55-60 miles. Not only does not having a plow in our local section put patients' safety at risk, but also the safety of the volunteers on the squad.

We also have a volunteer fire department that covers 270 square miles and services about 400 people. In my opinion, service in a timely manner is having a plow in a local section rather than having to wait for one to arrive from 40 miles away. If a call comes in during a storm, this could mean delays of a minimum of 45 minutes, which is not a service, but a disservice to the individual who's farm is involved.

In closing, I would like to share a story with you about events on our farm when I was a child. My parents had just finished processing a couple pork and beef, and being from the German-Russian heritage, did all the work themselves. After the hams and bacons were cured, they needed to be smoked. While Dad was cutting wood in his shop on a snow day the circular saw kicked back, hitting him in the hand. Even after 40 years, the image is as clear as if it had happened yesterday. I saw blood gushing to the floor and I ran as fast as my 10 year old legs would take me back to the house and told mom that dad cut his hand and it's bad. She called the ambulance, but told them there was no way they would be able to get into the yard. At 10 years old I got a quick lesson in how to run the snow blower and I took dad to the intersection of 46 and 56 which is main street where the ambulance was waiting. The ambulance contacted the local plow driver, who was waiting in front of the ambulance and he plowed the ambulance and crew to 281 in order for my dad to get the medical attention he needed. Had we not had the swift response of our local driver that day my dad may not have lived to see 80 years of age.

So my question to this committee and the highway department: Is SB2012 in the best interest of the safety of the tax paying citizens of rural ND or is it about money? As you make this decision can you sincerely put a value on the life of a rural ND resident? And what would that value be? Is it 2.1 million dollars? I would dare say if you ask the people involved in the closing of these sections statewide the value of loved ones would be far greater then what the DOT is projecting to save. Thank-you for your time. Are there any questions?

Level of Service

Six levels of service are established so that operations will generally start in the areas of greatest traffic and progress to the low volume routes. Each district shall classify their routes along these guidelines and coordinate their activities with adjoining districts to maintain continuity.

Classification

Desired Recovery

Time

Desired Pavement

Condition

Desired Coverage

Days/Week Hours/Day

Urban Areas

Level 1

1 - 3 hrs. All lanes/ramps interchanges

cleared

7 days/week 18 hrs/day

4 am - 10 pm

local time

Rural Interstate

Level 2

2 - 6 hrs. All lanes/ramps interchanges

cleared

7 days/week 14 hrs/day

5 am - 7 pm

local time

Interregional

System

Level 3

2 - 8 hrs. All lanes cleared 7 days/week 14 hrs/day

5 am - 7 pm

local time

State Corridor

Level 4

3 - 10 hrs. All lanes cleared 7 days/week 14 hrs/day

5 am - 7 pm

local time

District Corridor

Level 5

6 - 12 hrs. All lanes cleared 7 days/week 10 hrs/day

7 am - 5 pm

local time

District Collector

Level 6

8 - 24 hrs. All lanes cleared 7 days/week 10 hrs/day

7 am - 5 pm

local time

Urban Areas: Bismarck, Minot, Grand Forks, and Fargo

Desired recovery time is the time following a storm event that it takes to reach the desired pavement condition, which is all lanes cleared. Lanes cleared means all plowable snow and ice is removed. Compacted snow or ice could still remain so lanes cleared does not necessarily mean bare pavement. The desired coverage (expanded work schedule - hours/day) should continue until roadways are bare and cleanup is completed shoulder to shoulder. For purposes of this manual, a storm event means any weather occurrence which results in an accumulation of ice or snow on the roadway, from a thin layer up to and including an eight-inch snowfall within a 24 hour period.

Each maintenance section shall commit adequate resources to meet the desired recovery time for the level of service classification on the roadways in their section. The highest roadway class in each section shall be completed first. The District Engineer may extend the desired recovery

times on roads with lower classifications to meet the desired recovery times on roads with higher classifications. Actual starting times are left up to the District Engineer, and staggered work schedules may be used during the winter to assist meeting the desired pavement condition. Once the desired pavement condition has been reached and maintained, cleanup operations should start. District Engineers shall coordinate work efforts between districts and sections to provide for a seamless boundary.

SB2012

Attachment 2

We deserve to keep our Hi-way Departments!

We, the undersigned, demand that the local Hi-way Departments under chance of closure be KEPT OPEN and Running.

We, in the rural areas, deserve the right of safe and timely open roads.

Please print all except Signature

	First	Last	Address	City, State, Zip	Phone	Signature
1	HARLIN	Diede	225 E. SPRUCE ST.	GACKLE, N.D. 58442	701-485-3397	Harlin Diede
2	ARDELLA	Diede	225 E. Spruce St.	GACKLE, N.D 58442	701-485-3397	Ardella Diede
3	Martha	Hagan	202 Main St	Gackle ND 58442	701-897204	Martha Hagan
4	Kenton	Buchholz	200 2ND Ave. W	GACKLE ND 58442	701-485-3830	Kenton Buchholz
5	Rosalie	Long	6021 56th Ave SE	Gackle ND 58442	701-485-3588	Rosalie Long
6	Annette	Niemeier	711 5th St. NE	Jamestown ND 58401	701-269-1679	Annette M Niemeier
7	Marilyn	Elhard	206 W Cedar St	Gackle ND 58442	701 485 3246	Marilyn Elhard
8	PATRICIA	ELHARD	203 Spruce St E	GACKLE, ND 58442	701-485-3753	Patricia Elhard
9	Lacey	Worrel	5804 83rd Ave SE	Alsen ND 58472	320-5858	Lacey Worrel
10	RITCHIE	JACOBSON	209 2ND AVE W	GACKLE ND	485-3612	Ritchie Jacobson
11	Melvin	Mueller	327 E Maple St	Gackle ND	485-5256	Melvin A Mueller
12	Denny	Deering	561-3-E	Dazzle ND	484-4998	Denny Deering
13	Gene	LUNZMAN	510 3rd Ave E	GACKLE, ND	485-3681	Gene Lunzman
14	Joanne	LUNZMAN	510-3rd Ave E	GACKLE, ND	485-3681	Joanne Lunzman
15	Kathleen	Heller	411 E. Maple St.	Gackle, ND	701-659-0802	Kathleen Heller
16	Gordon	Heller	411 E. Maple ST.	Gackle, ND	701-659-0154	Gordon Heller
17	Beth	Reiser	517 4th Ave E	Gackle ND	701-485-3712	Beth Reiser
18	Jeff	Reiser	517 4th Ave E.	Gackle ND	701-485-3712	Jeff
19	Greg	Mittleider	5560 Hwy 56	Gackle ND	701-251-8270	Gregory Mittleider
20	Dwight	Wiest	113 Main	Gackle ND	701 485-3757	Dwight Wiest
21	Helen	Elhard	6261 Hwy 46 SE	Gackle, ND.	701 485-3369	Helen E Elhard
22	Rose	Ben	316 West Elder	Gackle ND	701 485 3381	Rose Ben
23	TROY	ZILLMER	5512 Hwy 56	GACKLE ND	701 485-3476	Troy Zillmer
24	Caryn	Rivinius	423 3rd Ave W	Gackle, ND	701-485-3243	Caryn Rivinius
25	JEFF	Scholl	101 Highway 46 West	GACKLE, N.D	701-485-3287	Jeff Scholl

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	First	Last	Address	City, State, Zip	Phone	Signature
1	Lyle	Miller	5672 48th Ave SE	Streeter, ND 58483	701 424 3630	Lyle Miller
2	Matt	Schwarz	4912 61st St SE	Streeter, ND 58483	701-471-9400	Matt Schwarz
3	Daron	Dockter	4095 51st Ave SE	Medina ND 58467	701-486-3379	Daron Dockter
4	Wayne	Schulz	5262 48th Ave S.E.	Streeter, ND 58483	701-424-3648	Wayne Schulz
5	Cory	Schwarz	231 State St N	Streeter, ND 58483	701-320-2651	Cory Schwarz
6	Doug	Wittmier	241 N. State St. N-	Streeter ND 58483	701 265 5355	Doug Wittmier
7	Terry	ROSSMAN	205 LOGAN ST	Fredonia N. Dak	701 698.2393	Terry Rossman
8	Gene	MAYER	3140 HIGHST ST	Medina N Dk	701-424-3719	Gene Mayer
9	Brian	Kreft	4815 51st Ave SE	Streeter ND 58483	701-424-3416	Brian Kreft
10	Alan	Raff	102 N Main St	Streeter ND 58483	701-424-3703	Alan Raff
11	DENNIS	Erbele	6482 Hwy 30	Leeds ND 58460	701-378-2225	Dennis Erbele
12	Everett	Wieland	5020 51st ave S.E.	Streeter ND	701-424-3704	Everett Wieland
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	First	Last	Address	City, State, Zip	Phone	Signature
1	ERIC	NELSON	343 ERANCE IE	STREETER 58483	360-269-7697	Eric Nelson
2	Stanley	Schauer	4849 50th AVE. SE	STREETER 58483 ND	[illegible]-7804	Stanley Schauer
3	Calvin	Cobb	114 Ruth St.	Streeter, ND 58483	701-269-2425	
4	Ken ~~Johnson~~	Johnson	107 Dakota St	Streeter ND	7012694536	
5	Gordan	Dehne	608 1ST AVE NE	Streeter ND	701-424-3347	
6	Tracy	Voldness	401 Florence St	Streeter ND	701-269-0[illegible]	Tracy Voldness
7	Whitney	Walthey	501 Main ST	Gackle ND	701-485-3[illegible]	
8	Katherine	Dougherty	491945th Ave SE	Streeter ND	701-424-375[illegible]	Katherine Dougherty
9	Brook	Dougherty	491945th Ave SE	Streeter ND	701-269-3245	Brook Dougherty
10	Derek	Guttmiller	Streeter	Streeter ND	701-219-0724	
11	ARLENE	VEIL	314 1st North	Streeter 58483	701-269-3[illegible]	Streeter PD
12	Lloyd	Veil	314 1ST Ave N.	Streeter 58483	701-269-3701	Lloyd L. Veil
13	Gordon	Gumke	310 1st AVE N.	Streeter 5848[illegible]	3 701-424-3[illegible]	Gordon Gumke
14	Mark	Vickery	121 Dakota st N	Streeter 58483	424-3693	Mark Vickery
15	Travis	Vickery	121 Dakota st N	Streeter 58483	701-424-3693	
16	ESTHER	GRAF	609 1st ave NE	STREETER	701-424-3433	Esther Graf
17	HAROLD	GOLDSMITH	616 1AV NE	STREETER-58483	7014243476	
18	Elsie	Goldsmith	616 1 Ave NE	Streeter ND	701-424-3476	Elsie Goldsmith
19	Georgia	Ritchey	608 1st Ave NE	Streeter ND 58483	701-269-1602	Georgia Ritchey
20	Ricky	Schulz	600 1st Ave NE	Streeter ND 58483	701-424-3303	Ricky Schulz
21	Joanne	Schulz	600 1st Ave NE	"	701-424-3303	Joanne Schulz
22	Margaret	Williams	120 State St N	Streeter ND	4243305	Margaret Ann Williams
23	Dana	Williams	117 State St N	Streeter ND	701-424-3350	Dana L. Williams
24	Dale	Williams	235 St Helen St	Streeter ND	701-424-3[illegible]	
25	Gilanna	Spitzer	241 State St N	Streeter ND	701-424-3399	

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	First	Last	Address	City, State, Zip	Phone	Signature
1	Rory	Metz	5468 County Road 66	Gackle ND 58442	701-485-3581	
2	Sheila	Metz	5468 County Road 66	Alfred, ND 58457	701-485-3581	Sheila Metz
3	Roger	Gresler	6161 56th Ave SE	Gackle ND	701-485-3505	Roger K. Gresler
4	Judith	Presler	6161 56th Ave SE	Gackle, ND 58442	701-485-3505	Judith M. Presler
5	Debbie	Zillmer	5512 Hwy 56	Gackle ND 58442	701-269-1561	Debbie Zillmer
6	Derek	Hust	6381 67th St. SE	Gackle, ND 58442	701-269-2534	
7	Lindi	Heflin	501 2 Ave W	Gackle, ND 58442	701-485-3883	Lindi Heflin
8	Cody	Mittleider	210 2nd Ave W	Gackle ND 58442	701-368-0072	Cody
9	Kyle	Graber	6831 59th Ave SE	Fredonia ND 58440	701-320-6869	Kyle S. Graber
10	Delmer	Sukut	5634 Hwy 46	Gackle 58442	701-485-3372	Delmer Sukut
11	DAVID	RIVINIUS	423 WEST 3RD AVE	GACKLE, ND 58442	701 485 3243	
12	Jeff	Klundt	409 1st Ave W.	Gackle, N.D. 58442	701-485-3797	Jeff Klundt
13	Ruby	Klundt	409 1st Ave. W.	Gackle N.D. 58442	701-485-3797	Ruby Klundt
14	Judy	Schultz	627264 St SE	Gackle ND 58442	701-485-3633	
15	Jane	Schoonover	6272 64th St SE	Gackle ND 58442	701-485-3633	Jane E. Schoonover
16	Darla	Reed	401-2nd Ave. W.	Gackle ND 58442	701-485-3900	Darla Reed
17	GARY	SCHLECHT	6181 58TH AVE SE	GACKLE N.D 58442	701 485 3422	
18	BARB	Schmidt	5451 Hwy 56	GACKLE, N.D 58442	701-485-365	Barb Schmidt
19	JACK	ERBELE	6612 HWY 30	LEHR ND 58460	701-378-2252	Jack Erbele
20	JD	White	107 2nd Ave.	Edgeley ND 58133		JD White
21	Joel	ZENKER	521 main St.	Gackle N.D.	(701) 4853225	Joel Zenker
22	LaRaine	Rochester	409 & Elm	Gackle, ND	485 3363	LaRaine Rochester
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	First	Last	Address	City, State, Zip	Phone	Signature
1	Lois	Ruff	PO Box 217	Streeter, ND 58483	424-3782	Lois Ruff
2	Kenneth	Ruff	Box 217	Streeter, ND 58483	424-3782	Kenneth Ruff
3	Nathan	Hochhalter	3375 61st Ave SE	Cleveland, ND 58424	763-6313	Nathan Hochhalter
4	Norma	Rau	3375 61st Ave. SE	Cleveland, ND 58424	763-6313	Norma Rau
5	Shon	Kalis	101 Stustrum St.	Streeter, ND 58483	701-424-3753	Shon Kalis
6	Esther	Graf	110 N Mary St	Streeter, ND 58483	701-424-3349	Esther Graf
7	Lydia	Moos		Streeter, ND 58483	701-424-3683	Lydia Moos
8	Andy	Dockter	5308 52nd St SE	Streeter, ND 58483	701-391-9558	Andy Dockter
9	Misty	Dockter	5308 52nd St. SE	Streeter, ND	701-351-4411	
10	ELRay	Ferche	231 Francis St N	Streeter ND	PO 1424339	ELRay Ferche
11	Edwin	DOCKTER	238 HELEN N	STREETER ND	7014243473	Edwin Dockter
12	Timothy	Dewald	109 N Francis St	Streeter ND	701-424-3451	Timothy Dewald
13	Donald	Granger	349 Florence ST N	Streeter ND	424-3627	Donald Granger
14	Floyd	Schopp	236 N Francis	Streeter N.D.	424 3491	Floyd Schopp
15	Clifford	Schulte	5370 534 ST SE	Streeter ND	424-3727	Clifford Schulte
16	DeLight	Ferche	231 Francis ST N.	Steeter, N.D	424-3339	DeLight Ferche
17	Jill	Schlecht	5059 50th AV S.E	Streeter ND	424-3443	Jill Schlecht
18	Murdock	Alan	114 Helen St. S.	Streeter ND	424-3628	Alan D Murdock
19	Rhonda	Papineau	5290 49th St SE	Streeter ND	424-3384	Rhonda Papineau
20	Kevin	Mitteider	5390 49th St SE	Streeter ND	424-3384	Kevin Mitteider
21	Cameron	Schlecht	5034 418 ave se	Streeter ND	424-3625	Cameron Schlecht
22	Paula	Christensen	5221 61st Ae SE	Gackle ND	485-3224	Paula Christensen
23	Tammy	Koenig	127 Spruce St W	Gackle, ND	485-3585	Tammy Koenig
24	Bryan	Spitzer	235 1st Ave NW	Streeter, ND	424-3791	Bryan Spitzer
25	Noah	Dockter	109 Helen St S	Streeter, ND	701-368-1382	Noah Dockter

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	First	Last	Address	City, State, Zip	Phone	Signature
1	Mark	Dockter	113 Main St N	Streeter ND 58483	701-424-3310	Mark A. Dockter
2	Charles	Moser	PO Box 214	Streeter ND 58483	701 368-8[illegible]	[illegible]
3	Tom	Nienow	4292 48 ST SE	Streeter N.D. 58483	701-424-3673	[illegible]
4	PHYLLIS	WENTZ	232 S Helen St	STREETER ND 58483	424-3478	Phyllis Wentz
5	JoAnne	Miller	6142 - 53rd Ave SE	Cockle ND 58436	701-485-3582	JoAnne Miller
6	GARY	HORST	346 Francis St N.	STREETER ND	701-269-5021	Brent Horst
7	Herb	Spitzer	117th Helen St. N.	Streeter, N.D.	424-3382	Herb Spitzer
8	Shonda	Henny	224 Florence St S	Streeter, ND	701-424-3653	Shonda Henny
9	Allison	Rutt	PO Box 172	Streeter, ND	7014243324	Allison Rutt
10	Michael	Volkmuth	PO Box 172	Streeter, ND	701-269-8400	Michael Volkmuth
11	Audrey	Ruff	P.O. Box 185	Streeter ND	701-424-3703	Audrey Ruff
12	James H	Wills	122 Helen St. N.	Streeter, ND	701-424-3739	James H Wills
13	Martha	Dewald	122 Helen ST N.	STREETER, ND	701-424-3795	Martha Dewald
14	Joe	Kirvida	122 Helen St N	Streeter	4243653	Joe + Esther
15	Esther	Kirvida	" " "	" "	"	Esther Kirvida
16	Ron Schauer	SCHAUER	114 N. 4th St	STREETER	471 5964	RR Schauer
17	HARRY	RUFF	Box 136	STEETER ND	424-3705	Harry Ruff
18	~~[illegible]~~ ERIC	Hillius	232 francis St N	streeter ND	425-1598	Eric Hillius
19	Joyce	Spitzer	120 1st Ave NW	Streeter ND	701-424-3487	Joyce Spitzer
20	Eric	Becker	111 Helen St. N	streeter ND	701-321-1089	Eric Becker
21	Stephanie	Becker	111 Helen St N	Streeter, ND	701-204-2733	Stephanie M Becker
22	Emma Jean	O'Connor	115 1st Ave NW	streeter, ND	701-368-9983	Emma Jean O'Connor
23	JEFF Glassy		118 N Francis	" "	701-424-3758	[illegible]
24	Penny ~~Volkmuth~~	Voldseth	118 N Francis st	Streeter ND	701-373-1040	Penny
25	John B ~~Bonner~~	Bonner	1215 Florence st	Streeter ND 58483	605-318-5601	[illegible]

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	First	Last	Address	City, State, Zip	Phone	Signature
1	Grace	Tanaka	106 Frances St. S.	Streeter ND 58483	701-269-3014	Grace Tanaka
2	Bill	Deutscher	227 S. Florance S.	Streeter ND 58483	701-424-3768	Bill Deutscher
3	Tracey	Wills	228 Francis st N	streeter ND 58483	701-424-3386	Tracy Wills
4	Brian	Wills	228 Francis st N	streeter ND 58483	701-424-3386	Brian Wills
5	Bruce	Spitzer	5462 44th Ave SE	Napoleon, ND 58561	701-424-3422	Bruce Spitzer
6	Rebecca	Miller	5672 48th Ave SE	Streeter 58483	701 424 3638	Rebecca Miller
7	Matthew	Ruff	5343 49th St SE	Streeter 58483	605-430-9888	Matthew Ruff
8	Norman	Miller	5522 51st St. S.E.	Gackle N.D. 58442	485-3563	Norman Miller
9	Kenny	Hoffer	1145 Ruth St	Streeter N. DAK 58483	424-3535	Kenny Hoffer
10	Ron	Rivinius	5521 52nd	Streeter, N.D.	424-3725	Ron Rivinius
11	Jeff	Zenker	5683 55TH AVE SE	Gackle, N.D	485-3594	Jeff Zenker
12	MARIAN	RIVINIUS	5521 52nd Ave SE	Streeter, N.D	424-3725	Marian Rivinius
13	Bonnie	Wieland	5020 51st Ave SE	Streeter, ND	424-3704	Bonnie Wieland
14	Garry	Bonnet	5141 48th AVE SE	Streeter ND	424 3624	Garry Bonnet
15	Maggie	Bonnet	5191 48 AVE SE	Streeter ND	424 3624	Maggie Bonnet
16	OLGA	SPITZER	228 N. Nolen St.	Streeter	424 3456	Olga Spitzer
17	Tim	Erbele	5892 Hwy 30	Streeter ND	(701) 269-3045	Tim Erbele
18	ArLynn	Becker	6112 47th Ave SE	Streeter ND	701-471-1613	ArLynn Becker
19	David	Moser	4795 52nd Ave SE	Streeter ND	701-424-3402	David Moser
20	Jacki	Moser	4795 52nd Ave SE	Streeter ND	701-424-3402	Jacki Moser
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	First	Last	Address	City, State, Zip	Phone	Signature
1	Mick	Lang	5 Warwick St	Alfred N.D. 58454	485-3650	Mick Lang
2	DAVE	NILSEN	303 GUTHRUM ST	ALFRED ND 58454	840-1690	Dave Nilsen
3	MARCIA	ROCKNE	303 Guthrum St	ALFRED ND 58454	269-6851	Marcia Rockne
4	Wayne	Widmer	5948 67th Ave SE	Jud N.D. 58454	701 485-3592	Wayne Widmer
5	Clara	Schlenker	6911 - 56th St SE	Jud, N.D.	58454	Clara Schlenker
6	Albert	Schlenker	6911 - 56th St. SE	Jud, N.D.	58454	Albert Schlenker
7	Jay	Schlenker	6954 56th STR. SE	JUD, N.D.	58454	Jay Schlenker
8	Mary	Schlenker	6954 - 56th St SE	Jud. N.D.	58454	Mary Schlenker
9	Kevin	Ova	6899 Hwy 46	Jud ND	58454	Kevin Ova
10	Natalie	Ova	6899 Hwy 46	Jud ND	58454	Natalie Ova
11	Richard	HENNE	6747 Hiway 46 SE	JUD ND	58454	Richard W Henne
12	Shirley	HENNE	6747 Highway 46 SE	JUD ND	58454	Shirley Henne
13	Deborah	Schott	6551 55th St SE	Alfred, ND	58454	Deborah D Schott
14	Julie	Hess	5322 71st Ave SE	Alfred ND	58454	Julie L Hess
15	Robert	Hess	5322 71st Ave SE	Alfred, N.D.	58454	Robert Hess
16	Arlyn	Nies	410 Mandeville	Alfred, ND	58454	Arlyn Nies
17	Marcy	Nies	410 Mandeville	Alfred ND	58454	Marcy Nies
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	First	Last	Address	City, State, Zip	Phone	Signature
1	Arlene	Rudolph	228 Elm St	Cackle N.D	485-3436	Arlene Rudolph
2	Brian	Schlenker	409 Mandeville	Alfred ND	485-3318	Brian Schlenker
3	Janice	Jaeger	210 Cedar	Cackle	928-273-8711	Janice Jaeger
4	Amanda	Frudlich	214 2nd Ave W	Cackle	269-10593	Amanda Frudlich
5	Jeff	Veil	1607 15TH St SW	Jamestown	701-269-2415	
6	Jack	Paulson	114 Helen St N	Streeter ND, 58483	701-436-6368	
7	Darcy	Lehr	317 2nd Ave W	Cackle ND 5844	701-485-3391	
8	Johnny	Leybrand	105 main St	Cackle ND 5844	701-269-0815	
9	ROY	MUSLAND	208 Hillcrest Drive	Jamestown ND 58401	701-952-8644	Roy Musland
10	Randy	Ben	4861 60TH St SE	Streeter	701-424-3665	Randy Ben
11	Norman	Klingatis	5762.44 at S E	Jackle	701-485 3565	Norman Klingatis
12	David	Paulson	305 Spruce St. E.	Cackle 58442	701 485 3909	
13	Kathy	Hansen	512 Main St	Jackle ND 58442	7012693168	Kathy Hansen
14	Sandra	Rivinius	205 Spruce St E	Cackle ND 58442	701-269-0700	Sandra Rivinius
15	Elmer	Schlecht	6722 62 ave Se	Cackle ND 58442	701-485-3803	Elmer Schlecht
16	Doug	Entzi	8265 59TH AVE SE	Fredonia 58440	701 698-2669	Doug Entzi
17	Alan	Klingatis	6293 Hwy 56	Cackle N.D.	485-3549	Alan Klingatis
18	Loren	Muller	5672 57th St. S.E.	Cackle ND 58442	701 485-3532	Loren L Muller
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	First	Last	Address	City, State, Zip	Phone	Signature
1	Wilbert	Lemke	100 Main	Gackle 58442	701-485-3388	Wilbert Lemke
2	Albin	Klingsporn	205 Birch W	Gackle 58442	701-485-3596	Albin Klingsporn
3	LaVern	Morlock	5861 Hwy 56	Gackle 58442	701-485-3386	LaVern Morlock
4	Walter	Morlock	5861 Hwy 56	Gackle	701-485-3386	Walter Morlock
5	Norbert	Denning	310 W	~~Dodge~~ Gackle ND 58442	485-3554	Norbert Denning
6	DEAN	ENTZINGER	410 1ST AVE E	GACKLE ND 58442	485-3774	Dean Entzinger
7	IRENE	Lemke	506 - 1st ave W	Gackle, ND	485 3286	Irene Lemke
8	Mildred	Zenker	~~5862~~ 5862 Hwy 46	Gackle ND	485-3366	Mildred Zenker
9	Janet	Henke	6162 Hwy 56	GACKLE ND 58442	485-3508	Janet Henke
10	~~Janet~~	~~Henke~~				
11	JOHN	HENKE	6162 Hwy 56	GACKLE	485-3508	John Henke
12	Melissa	Bartholomaus	412 Elm St E	Gackle	701-269-2602	Melissa Bartholomaus
13	FREDRIC	HERMANN	505 1ST AVE W	GACKLE	661-480-3877	Fredric
14	Verna	HERMANN	505 1ST. AVE W.	GACKLE		John M. Herm
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	First	Last	Address	City, State, Zip	Phone	Signature
1	Kevin	Flaig	5300 73rd Ave SE	Jud ND 58454	701-459-3435	Kevin Flaig
2	Kurt	Flaig	5300 73rd Ave SE	Jud N Dak 58454	459-7435	Kurt Flaig
3	Joan	Flaig	5300 73rd Ave SE	Jud, N Dak 58454	459-3435	Joan Flaig
4	Ralph	Ruiniers	5362 36th St SE	Gackle N.D.	701-424-3729	Ralph Ruiniers
5	Mike	Dean	5297 59th St SE	Gackle ND	16166380416	
6	Bill	Monson	424 3rd Ave SE	Gackle ND	701-485-3601	Bill Monson
7	Brent	Kalvebach	424 Logue St	Jud N	701-685-2826	
8	Curt	Fischer	305 1st Ave W	Gackle ND	701 485-3679	Curtis Fischer
9	MaryAnn	Kaiser	4581 56th St. S.E.	Streeter, ND	701-424-3744	MaryAnn Kaiser
10	Curtis	Kaiser	4581 56th St. SE	Streeter ND	701-424-3744	Curtis Kaiser
11	Lacey	Kaiser	4581 56 St SE	Streeter ND	701-424-3744	Lacey Kaiser
12	Kenny	Johnson	107 Dakota st N	Streeter ND	701-269-2194	
13	Christina	Zenker	5866 Hwy 46	Gackle ND	701-485-3311	Christina Zenker
14	Ruth	Steele	121 Spruce St W	Gackle ND	701-485-3745	Ruth C Steele
15	Don	Boehmer	5992 Hwy 56	Gackle ND	701-485-3252	
16	Andis	Boehmer	5992 Hwy 56	Gackle ND	701-485-3252	Andis Boehmer
17	Tawyn	Griffith	326 Maple St E	Gackle ND 58442	701-485-3207	Tawyn Griffith
18	Terry	Griffith	326 Maple St E	Gackle ND 58442	701-485-3207	
19	Chris	Zenker	5866 Hwy 46	Gackle ND	701-269-7426	
20	Jon	Gackle	6 Center St East	Kulm, ND	701-647-2463	
21	Erin	Starbeck	312 3rd Ave W	Gackle, ND	701-269-8594	
22	Deanie	Fay	528 2nd Av E	Gackle	701 485 3457	
23	Brooks	Zenker	6076 47th St SE	Gackle	701 654-0884	
24	Connie	Fischer	135 Maple St W	Gackle	701-485-3939	Connie Fischer
25	Mark	Herr	7021 Hwy 56	Fredonia, ND	701-698-2312	

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	First	Last	Address	City, State, Zip	Phone	Signature
1	James	Owen	602 Main St	Gackle, ND 58442	701-269-952	James Owen
2	Teresa	Rumboldt	5186 69th St. SE	Gackle ND 58442	701-485-3560	Teresa Rumboldt
3	Carolyn	Zacher	138 maple St	Gackle ND 58442	701-269-0174	Carolyn Zacher
4	Melvin	Schroeder	138 maple St	Gackle ND 58442	701-485-3	Melvin Schroeder
5	Melody	Owen	602 Main St	Gackle ND 58442	701-485-3	Melody Owen
6	Larry	Larson	316 2nd Ave	Gackle ND 58442	701-485-3	Larry Larson
7	Jerry	Larson	406 Elm St E	Gackle, ND 58	701-485-374	
8	Keith	Kuhn	6571 63rd St SE	Gackle ND 58442	685-2467	Keith Kuhn
9	Lisa	Kuhn	6571 63rd St SE	Gackle ND 58442	685-2467	Lisa Kuhn
10	Lynn	Schroeder	102 Northland Estates	Jamestown 58401	701 320-5895	Lynn Schroeder
11	Keith	Schlecht	4552 54th St SE	Streeter ND 58483	701-269-0486	
12	Roger	Gutschmidt	6651 Hwy 56	Gackle, ND 58442	701-698-2310	
13	Hunk	Lewis	408 main st e	Gackle, ND 58442	701-320-0462	Lewis.HSL@gmail.com
14			4415 76th Ave SE	Jamestown ND 58401	320-6294	
15	Darrell	Hasse	305 Spose East	Gackle, ND 58442		Darrell Hasse
16	Chris	Wolfley	501 Main St.	Gackle ND 58442	205-481-0510	
17	George	Koenig	127 Spruce St W	Gackle, ND 58442	701-269-2285	
18	JOHN	BURY	205 1ST AV W	GACKLE	485-3597	
19	Tanya	Matt	5631 HWY 56	Gackle	701 630 2644	
20	Rhella	Hirr	7021 Hwy 56	Fredonia	701-698-2312	
21	RICHARD	STEELE	121 SPRUCE ST. W	GACKLE	701-269-667	
22	Jon	Metz	5631 Highway 56	Gackle ND 58442	701-630-22	
23	Melissa	Marshall	521 1st Ave W	Gackle ND 58442	701-269-1653	Melissa Marshall
24	Jeff	Dahl	6446 55th Ave SE	Gackle ND 58	701 485 3762	
25	Maryann	Widmer	5948 67th Ave SE	Jud ND	701-485-3692	Maryann Widmer

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	First	Last	Address	City, State, Zip	Phone	Signature
1	Darrell	Ova	6231 Hy 46	ND 58442	485-3333	Darrell Ova
2	Don	Metz	6225 Hwy 46	58042	415-3231	
3	Linda	Schott	101 Hwy 46 W	Gackle, ND. 58442	485-3287	Linda Schott
4	Sharon	Schlittenhard	406 - 4th Ave E	Gackle, ND 58442	485-3355	
5	Ron	Groth	300 3rd Ave W	Gackle ND 58442	485-3715	Ron Groth
6	Becky	Rivinius	5451 53rd Ave SE	Gackle, ND 58442	424-3676	Becky R
7	Edris	Miller	120 Birch ST. W	Gackle, N.D 58442	485-3574	Edris Miller
8	Dale	Eckard	211 3rd Ave W	Gackle ND 58442	485-3795	Dale E Eckard
9	Kenneth	Dockter	202 3rd Ave W	Gackle ND 58442	485-3354	Kenneth Dockter
10	Carol	Muller	311 3rd Ave W.	Gackle, ND 58	485-3279	Carol Muller
11	Lynne	Glodrey	400 - 2nd Ave. W	Gackle ND 58442	485-3352	Lynne Glodrey
12	Jay	Jay Reed	401 2nd ave W	Gackle ND 58442	485-3900	Jay Reed
13	Maureen	Groth	300 3rd Ave W	Gackle, ND 58442	485-3715	Maureen Groth
14	Clifford	Klundt	323 1st ave East	Gackle, N.D.	485-3732	Clifford Klundt
15	Dolores	Klundt	323 1st Ave E	Gackle, ND	485-3732	Dolores Klundt
16	Terrie	Jaeger	304 1st Ave E	Gackle, ND	701 731-0405	Terrie Jaeger
17	Janice	Jaeger	210 Cedar	Gackle ND	9082738711	Janice Jaeger
18	Jay	Posselt	500 Main	Gackle ND	7012696255	Jay Posselt
19	Sheri	Geier	127 Maple St E	Gackle ND	701-485-3232	
20	Irene	Rivinius	519 1ST AVE	Gackle ND	701-485-3660	I M R.
21	Colette	Eisinger	515 - 1st ave E.	Gackle ND	701-485-3274	M.A Eisinger
22	Phyllis	Otto	405 E. ELM St.	Gackle ND	701-485-3214	Phyllis Otto
23	Ernest	Zimmerman	501 1 ave W.	Gackle ND	701-485-3747	Ernest Zimmerman
24	Elmer	Batsch	5431 HWY 56	Gackle ND	701 485-364	Elmer Batsch
25	Doris E.	BATSCH	5431 Hwy 56	Gackle, N.D	701-485-3647	Doris E Batsch

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	First	Last	Address	City, State, Zip	Phone	Signature
1	Cliff	Gunkel	506 1st Ave W	Gackle	485 3286	Cliff Gunkel
2	Steven	Kleingartner	6161 62nd St S.E.	Gackle	485-3961	Steven Kleingartner
3	Marie	Ben	6655 Hwy 46	Alfred	485-3678	Marie Ben
4	Richard	Ben	6655 Hwy 46	Alfred	485-3678	Richard Ben
5	Bonnie	Denning	506 3rd Ave E	Gackle	485-3798	Bonnie Denning
6	Linda	Gutschmidt	6651 Hwy 56	Gackle	698-2310	Linda Gutschmidt
7	Keaton	Heller	6460 51st St SE	Jud	659-0800	Keaton Heller
8	CAROL	HENKE	5632 58 St SE	Gackle	485-3413	Carol Henke
9	James	Zenker	5452 58TH Ave SE	Gackle	485-3525	James Zenker
10	John	LONG	6021 56th AV SE	GACKLE	485-3588	John R Long
11	Ardell	Schmidt	6451 Hwy 56	Gackle	485-3655	Ardell Schmidt
12	Andrew	Bartholomaus	412 Elm St E	Gackle	321-1482	
13	Jeff	High	502 3rd Ave E	Gackle	485 3839	
14	Dennis	Mayer	5412 55th Ave SE	Gackle	485-3765	Dennis Mayer
15	Tim	McDermid	302 spruce St West	Gackle	485-3280	Tim McDermid
16	Jordan	Zenker	5464 52nd St SE	Gackle	485-3310	Jordan Zenker
17	Linda	Zenker	5969 52nd St SE	GACKLE	485-3310	Linda
18	Brenda	Mayer	5412 55th Ave SE	Gackle	485-3765	Brenda Mayer
19	Shelly	Anderson	5141 56 Ave SE	Gackle	485-3530	Shelly Anderson
20	Marvin	Miller	6142 53 Ave SE	Jud	485 3582	Marvin G. Miller
21	Harry	Krause	505-3rd Ave E	Gackle	485-3465	Harry H. Krause
22	Brenda	Krause	505-3rd ave E	Gackle	485-3465	Brenda L Krause
23	Stacy	Brendel	103 main St.	Gackle	485-3618	Stacy Brendel
24	David	Brendel	103 main st.	Gackle	485-3618	David Brendel
25	Duke	Larson	723 2nd Ave SE	Jamestown	320-4145	Duke Larson

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	First	Last	Address	City, State, Zip	Phone	Signature
1	Loren	Schroeder	401 1st Ave West	Gackle ND 58442	701-269-3990	Loren Schroeder
2	Ashley	Zabka	6221 Hwy 46 S	Gackle ND 58442	701-269-0850	Ashley Zabka
3	Peggy	Schroeder	401 1ST Ave W	Gackle ND 58442	701 320 8921	Peggy Schroeder
4	Shawn	Prudlick	214 2nd Ave W	Gackle ND 58442	701-269-6503	Shawn Prudlick
5	Pat	Ruminus	205 Spruce ST	Gackle ND 58442	701-269-2204	Pat Ruminus
6	DAVE	KIENZLE	4941 58 AVE SE	GACKLE, N.D 58442	701-424-3668	Dave Kienzle
7	Brian	Callahan	3901 65th Ave SE	Cleavland	907-388 5087	Brian Callahan
8	Tim	Schlenker	7060 56th St. SE	Alfred	701-485-3871	Tim Schlenker
9	Albin	Kleingartner	200 1st St	Gackle	701 485-2596	Albin Kleingartner
10	Sue	Kleingarn	6032 1st St. SE	Gackle	701-485-3577	Sue Kleingarn
11	Orville	West	113 N ST	Gackle	701-485-3757	Orville West
12	TOM	FRANCHINO	224 BIRCH ST	GACKLE	701-485-3888	Tom Franchino
13	David	Huber	6831 59th Ave S.E.	Fredonia	701-320-4187	David Huber
14	Dennis	Terhark	6031 Hwy 34	Gackle	701 485 3425	Dennis Terhark
15	Cory	Rembold	530 3rd Ave	Gackle	701-269-3672	
16	David	Broster	308 3rd Ave E	Gackle	7014853838	David Broster
17	Linda	Kienzle	4941 58th Ave SE	Gackle	424-3668	Linda Kienzle
18	Sarah	Lehr	PO Box 51	Gackle	485-3389	Sarah Lehr
19	Quentin	Mertz	6162 Hwy 46	GACKLE ND	485-3788	Quentin Mertz
20	Sam	Rembold	530 3rd Ave	Gackle ND	485-3673	Sam Rembold
21	Lynn	Metz	6552 61st ST SE	Gackle, ND 58442	701-871-7700	D. Lynn Metz
22	Howard	Dockter	409 Elm ST E	Gackle ND 58442	485-3267	Howard R. Dockter
23	Terry	Rembold	417 Elm St E	Gackle ND 58442	485-3534	Terry Rembold
24	Charles	Block	5249 75th Ave SE	Jud ND 58454	489-3165	
25	Darlene	Eslinger	PO Box 11	Gackle, N D	485 3442	Darlene Eslinger

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	First	Last	Address	City, State, Zip	Phone	Signature
1	Grant	Baker III	5452 Hwy 56	Gackle, ND 58442	—	
2	Neil	Schott	6551 55th St. SE	Alfred N.D. 58454		Neil Schott
3	Ryan	Rivinius	5451 53RD AVE SE	Gackle, ND 58442	701-261-1425	Ryan Rivinius
4			201 3rd Ave			
5	Robbie	Ruff	6642 56th St SE	Gackle ND 58442	701-269-8257	
6	Milton	Erickson	209 1st Street	Nortonville ND	701-685-2247	
7	Michael	Zenker	5461 Hwy 56	Gackle, ND	701 320-6414	
8	Taylor	Lund	204 East Elm St	Gackle ND	701 3030052	
9	Bill	Sands	PO Box 114	Gackle ND	943-223-0567	
10		Sallenbach	5931-56th St SE	Gackle ND	320-9672	
11	Beth	Kelley	6181 58th Ave SE	Gackle N	269-7962	Beth Kelley
12	Russell		5186 64TH St SE	GACKLE ND	269-3673	
13	Joe	Framehiver	204 Birch Street	Gackle ND	485-3888	
14	Andrew	Geelman	302 Front St	Gackle ND	485-3571	
15	Heidi	Kleingartner	6161 62nd St SE.	Gackle ND	485-3961	
16	Paige	Kleingartner	6161 62nd St. S.E.	Gackle, ND	485-3961	
17	Taylor	Zenker	5667 55th Ave SE	Gackle ND	368 9245	
18	JOEL	DEWALD	201 3rd AVE. W.	GACKLE, N.D.	485-3710	
19	Larry	Pecka	6598 47th St SE	Cleveland	269 8206	
20	Jeyni	Erdele	6482 Hiway 30	LEAF	378-2225	
21	Dwight	Schmidt	5631 55ST SE	Gackle, N.D.	485-3213	
22	John	Kleingartner	6722 61st St SE	Gackle ND	485-3567	
23	Ryan	Koch	312 3rd Ave W	Gackle ND	269-8993	
24	Rick		201 2nd Ave.	Gackle ND	202-608-8202	
25	DONALD		6225 Hwy 46	GACKLE ND	4853231	

We deserve to keep our Hi-way Departments!

We, the undersigned, demand that the local Hi-way Departments under chance of closure be KEPT OPEN and Running.

We, in the rural areas, deserve the right of safe and timely open roads.

Please print all except Signature

	First	Last	Address	City, State, Zip	Phone	Signature
1	KIMBERLY	SCHLECHT	6862 64th Ave SE	Fredonia, ND 58440	701-698-2308	Kimberly Schlecht
2	Cory	Schlecht	6862 64th Ave SE	Fredonia, ND 58440	701-698-2308	Cory Schlecht
3	Alyss	Mertz	6162 Hwy 46	Gackle, ND 58442	701-485-3786	Alyss Mertz
4	Margo	Doetter	5110 24 st SE	Medina	701 424-3444	Margo Doetter
5	Lori	Rath	6[illegible] SE	Cleveland ND	701-485-3725	Lori Rath
6	EVA	ERBELE	313 MAIN	GACKLE, ND 58442	701-269-1379	Eva Erbele
7	Jayden	Diemert	308 1st Ave E	GACKLE, ND 58442	701-320-1108	[illegible]
8	Rhonda	Schwarz	405 4th ave. E. apt #5	Gackle, ND 58442	701-201-2007	Rhonda Schwarz
9	Heather	Wheatley	405 4th Ave E. apt #7	Gackle, ND 58442	701-471-0321	Heather Wheatley
10	Amanda	Moser	105 Ruth St. S.	Streeter ND 58483	320-257-1144	Amanda Moser
11	Kaela	Fleichtner	7012 60th Ave SE	Fredonia ND 58440	698-2[illegible]	Kaela Fleichtner
12	Tammy	Schuler	117 N. State St.	Streeter ND	701-269-4227	Tammy Schuler
13	Ana	Buchholz	200 2nd Ave W.	Gackle ND 58442	701-485-3630	Ana Buchholz
14	SYLVIA	BOENIG	6080 50th St S.E.	GACKLE ND 58442	701-485-3947	Sylvia Boenig
15	FERN	SUKUT	5634 Hwy 46	GACKLE, ND 58442	701-485-3372	Fern Sukut
16	Edda	Erbele	Gackle Car Center	P.O Box 335 GACKLE, ND 58442	701 485-3395	Edda Erbele
17	Melissa	Schwarz	231 State St. N	Streeter ND	701-799-9215	Melissa Schwarz
18	Roselyn	Mackey	202 3rd ave W	Gackle ND	701-485-3354	Roselyn Mackey
19	Tim	Mehrig	304 1ST Ave West	Gackle ND 58442	701-793-4171	Tim Mehrig
20	JoDee	Kirrida	612 1st Ave N.E	Streeter ND 58483	701-424-3751	JoDee Kirrida
21	Sandra	Pentscher	227 S. Florence St	Streeter, ND 58483	701-424-3768	Sandra Pentscher
22	Leona	Klundt	Box 335	Gackle ND 58442	701-485-3648	Leona Klundt
23	Elsie	Janke	304 1st Ave	Gackle ND	701 485-3332	Elsie Janke
24	Violet	Diede	304 1st Ave	Gackle N.D	701-485-3395	Violet Diede
25	Florence	Radke	304 1st Ave	Gackle, ND	(701) 485-3303	Florence Radke

March 2, 2017
Testimony on SB 2012
Mr. Chairman and members of the committee, my name is Anne Osborne from Wimbledon and I am here on behalf of The Board of Education of Barnes County North School.
Our nine-member board is unanimously opposed to the closure of the maintenance section shops in Courtenay, and the other communities as proposed.
Our school transports 100% of our students to school and our busses cover over 235 miles per day on state highways 20, 9, 1, 26 and I-94.
Our concern is that with the proposed consolidation of the road maintenance shops we would not receive services on these state roads early enough in the morning.
The safety of our students and staff and the loss of educational time are our greatest concerns. Our students miss out when we have to start school 2 hours late or worse yet, cancel school, because the roads are impassable.
The shop in Courtenay with its 2 full time employees has been doing a great job for us even this winter, which has been a tough one.
What we are asking is that you request to the DOT that the section shops in Courtenay, Litchville, Gackle and the others remain operational, and fully staffed.
Thank you for your consideration.

March 2, 2017 SB2012 attachment G
Mr. Chairman and members of the committee, my name is Lily Norgaard from Courtenay, I am a junior on behalf of Barnes County North school.
I am here to
ND winters are tough
If someone got in accident, safety responder won't get there on time
• small community who needs to get around SAFELY
• Work & school
• School middle of nowhere, hard to get to
• roads used by everyone (farmers)
(wind mills) • if funding cut, farmers are losing work time & $$
Reply: Mr. Chairman, Representative

March 2, 2017 SB 2012 Attachment #4

TO: **NDDOT Director Grant Levi**
Governor Doug Burgum
Rep. Don Vigesaa
Rep. Bill Devlin

FROM: **Concerned Citizens of Steele, Traill & Nelson Counties**

SUBJECT: **Proposed Closing of the State Maintenance Shop in Finley, ND.**

Enclosed is a Citizen's Petition with over 650 signatures opposing the closing of the Finley Section of the NDDOT. We firmly believe this closing will adversely affect the citizens of Steele, Traill, & Nelson Counties and surrounding cities. We believe the DOT's budget numbers for eight closures are greatly exaggerated and this money will not be saved but used to build a new super section building in Hillsboro. If we cannot afford to keep these maintenance buildings open, we should not be spending money on new buildings either! Once these sections are closed, we will never get them back!

Finley is the Steele County Seat. Finley is home to 3 Power Companies: Nodak, Ottertail and Minnkota. All the surrounding communities power comes from the Finley Sub Stations, including Cooperstown & Pekin DOT buildings. If DOT cannot keep the roads open, how do they expect these power companies to provide service to all areas. Also Dakota Rural Water provides water services to Finley, Hope, Cooperstown and Aneta and must be able to get to their rural wells in Aneta and Hannaford.

We have three (3) separate school districts that pick up children in Sharon at 6:30am, transporting them to Finley, Cooperstown and McVille. We have 5 Nursing Homes in our area: Mayville, Hatton, Northwood, Aneta and Cooperstown that employees from Finley have to get to work on time. Also Hope Foods LLC., that has a major impact on Finley, employing many out of town people that start work at 6:00am. Finley Farmers Elevator which is ever expanding and quickly becoming one of the largest elevators in rural North Dakota has many semis traveling these roads daily. Many of their employees travel from the surrounding areas as well. West Traill Ambulance must have these roads open to transport patients to our hospitals. One life lost is too big a price to pay because the DOT can't maintain their roads because of bogus budget numbers! Also, how would you like your house to burn down because your fire dept. could not respond because of blocked roads or your mail cannot be delivered?

The DOT is proposing new $300,000 buildings in 8 sections and new $50,000 salt sheds. There is nothing wrong with the current buildings! They are perfectly capable of housing bigger trucks until the budget crisis improves! Also, the Finley building got a new office addition and salt shed in 2005. The theory of bigger trucks covering more miles in a storm event is bull crap! Maintenance Technicians will be

travelling back and forth many miles a day just for sand and these trucks are not fuel efficient. They are at the gas pumps 2 to 3 times daily now. Maintenance Technicians used to have to live within 10 miles of the shop so they could be there to operate the plows; Now, they (DOT) don't care because with this proposal, most employees will be driving over 30 miles a day just to get to the shops in blizzard conditions to get the trucks, if they can even get to the shops because of blocked roads! Also, the safety issue of one person working out of a shop was never being considered when the DOT moved these other positions away so they could justify building Super Section Shops! The new building in Cooperstown, that was just opened Feb 1st, will be too small for the proposed Finley and Courtney trucks and is already being proposed for additions. Also the DOT would like to eliminate 5 more trucks and operators so the current trucks will be covering at least 50 miles per operator. This is far too many miles for efficient snow removal operations!

There is currently $5,000,000 in the Community Enhancement Program in the DOT budget to improve North Dakota's economic activity and enhance transportation assets.

How can the citizens of Steele County support their local economies if they cannot get to their jobs! We are asking for your help in supporting your Main Street Initiative by keeping the Finley DOT building open and a positive response would be appreciated.

Enclosures:

1. **Citizen's Petition**
2. **Letters from County & City Officials**

22

TO: DIRECTOR GRANT LEVI, NDDT

THIS IS A CITIZEN PETITION OPPOSING THE CLOSING OF THE STATE MAINTENANCE SHOP IN FINLEY, ND.

NAME	EMAIL or PHONE #	SIGNATURE
Larry Preiss	218-779-7314	Larry Preiss
Rene Rauser	7017890902	Rene Rauser
Carole McKeloon	701-524-1395	Carole McKeloon
Deloma Patron	701-524-2434	Deloma Patron
Jerry T. Martin	701-388-1260	Jerry T. Martin
Dawn Riegherd	701-524-1486	Dawn Riegherd
Laurie Tuttle	701-524-1830	Laurie Tuttle
Lisa McGuire	701-293-9085	Lisa McGuire
Bud Dahl	701-520-4849	Bud Dahl
Ronald Leral	701-789-0761	Ronald Leral
Lonnie Lerol	701-230-0148	Lonnie Lerol
Karen Bergstrom	701-789-0866	Karen Bergstrom
Marlys McKay	701-524-1414	Marlys McKay
Kurt Leal Kurt Leral	701-371-9551	Kurt Leral
ELEANOR RICHARDS	701-524-7387	Eleanor Richards
TM Hoffmen	thoffmen@ttinternet	TM Hoffmen
Orrin r Johnson	701-524-2352	Orrin r Johnson
Susan K Johnson	701-524-2352	Susan K Johnson
Pam Walcker	701-524-2495	Pam Walcker
Verne Rysavy	701-524-1240	VERNA RYSAVY
Donna Bremer	701-524-1572	Donna Bremer
David Bremer	701-524-1572	David Bremer

TO: DIRECTOR GRANT LEVI, NDDT

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THIS IS A CITIZEN PETITION OPPOSING THE CLOSING OF THE STATE MAINTENANCE SHOP IN FINLEY, ND.

NAME (print)	EMAIL or PHONE #	SIGNATURE
Torina Messner	789-0326	Torina Messner
Dennis Lund	789-1819	
Amy Johnson	612-554-3479	
Don Goughnour	789-0668	
Timothy Young	701-213-1496	
Michael Kristen	701-524-1049	
Jason Walsgick	524-2517	
Amy Euglestad	701 524 2374	
Angie Jerstad	524-1814	
Marilyn Turchin	524-1120	
Brent Gallicks	524-2433	
Donald A Nygaard	701-789-0285	
Jim Rochelcam	701-208-1172	
Rhea J Burns	701-520 0533	
Kenneth Reyerson	701-789-0572	
Emily Richards	701-945-2317	
Heidi WALSWICK	701.524.2517	
	701-524-1830	
Lisa Born	701 524 2310	
Kevin Veile	701-789-7424	
Wayne Beckman	701-789-0990	
Dennis M Carlson	701-524-2066	
	701-789-1509	
Debbie Foss	701-524-2686	
Christi J Foss	701-789-0316	
Nikki Braaten	701-388-3613	
Jesse Bremer	701-789-9600	
Rebecca Ulmer	701-789-1943	
Brad Hegvick	701-371-9813	
Tim Lysne	701-789-0957	
mary meldahl	701-830-0764	
	701-524-1551	
Emily Gustafson		
Shirley Jacobson	701-524-2115	
Linda Bergenheier	701-524-2280	
Sue Amundson	701-524-1644	
Connie & truman Hanson	701-524-2385	
Dorothy Hanson	701-524-1947	
Lindsey Aberle	605-208-2348	

(CITIZEN PETITION CONTINUED)

39

NAME (print)	EMAIL or PHONE #	SIGNATURE
Amber Simpson	701-317-6554	
Cheryl Peterson	701 524 1723	
Mary Velthouse	701-524-2717	
WHITTNEY KLOSE	701 866 2032	
Suzanne Hegnick	701 330 8980	
Brad Lundstrom	701- 789-0567	
Izaak Bergstrom	701-789-0065	
Betsy Miller	701-520-7279	
Carrie Ann Johnson	701-520-9005	
Angie Gullicks	701-524-1912	
Judy Verwest	701-524-1062	
Robert Verwest	701-524-1062	
Brian Lyste	701-789-0458	
Barb Beckstrand	701-524-2413	
Shari Palmer	701-524-1914	
Thomas C Keller	701-789-1723	
Joan Ostrom	701-524-1359	
Steve Weber	320 260 2177	
Andy Thomas	715 817 6444	
Pamela Eberle	701-490-0145	
ELIZABETH H. BERGE	701-733-2457	
Pauline A. Wolf	701-789-1032	
Tom Campbell	701 330 3151	
RON CZAPIEWSKI	701-543-3282	
Janet Czapiewski	701-543-3282	
AUDREY NEVA	701-524-1244	
Teresa Mc Elroy	701-524-1853	
Kevin McElroy	701-524-1853	
Loretta Wendlick	701-524-1766	
Elizabeth Roudebush	701-524-1812	
Sandra Jacobson	701-789-9834	
Marlys F. Jacobson	701-524-1347	
Ranee Simpson	612-849-1119	
DONNA JACOBSON	701-430-0254	
Kelsey Christian	701 261-8662	
Desirae Lyste	701-789-9736	
Tim Lyste	701-789-0957	
Lori Mehrer	701-789-0301	
Brad weller	334-360-2060	
Stacie Lundstrom	701-789-1157	

TO: DIRECTOR GRANT LEVI, NDDT

39

THIS IS A CITIZEN PETITION OPPOSING THE CLOSING OF THE STATE MAINTENANCE SHOP IN FINLEY, ND.

NAME	EMAIL or PHONE #	SIGNATURE
Nicholas Eckart	701-330-0242	Nicholas Eckart
Jacki Tolleson	701-936-9910	Jacki Tolleson
Tyler Lasher	218-779-0501	Tyler Lasher
Ben Kapp	2187792255	Ben Kapp
Dan Dahl	619-846-7222	Dan Dahl
Adam Thorstad	218-779-7546	Adam Thorstad
Zach Lockwood	701-430-0668	Zach Lockwood
Steve Stenson	218 779 4787	Steve Stenson
Ryan Ritterbuch	701 524 1602	Ryan Ritterbuch
Casey Eckart	701-739-8005	Casey Eckart
SHERRY SEER	701-318-9474	SHERRY SEER
CORY CARLSON	701-330-5006	Cory Carlson
Cody Knight	701-270-0638	Cody Knight
Daniel J Berdal	701-799-2003	Daniel Berdal
Calvin Lockwood	701 2386405	Calvin Lockwood
Allen Machovsky	701-789-94-24	Allen Machovsky
Elizabeth Jacobsen	701-371-9223	Elizabeth Jacobsen
TIM HOFFMAN	701-388-9885	Tim Hoffman
DARIN HOFFMAN	701-789-0208	Darin Hoffman
Peter NESS	701-587-5721	Peter Ness
LARRY Lockren	701-326-4196	Larry Lockren
SKYLER ASLAKSON	701-789-1215	Skyler Aslakson
Wyatt Krabbenhoft	701-789-[illegible]	Wyatt Krabbenhoft
Todd Murray	701 789 7381	Todd Murray
Erica Midboe	701-317-6368	Erica Midboe
John Carlson	701-261-8387	John Carlson
Dennis Carlson	701-784-0907	Dennis Carlson
Perry Bjorke	701-789 0865	Perry Bjorke
Howard C. Ostrom	701-390-3104	Howard C. Ostrom
Roberta Ostrom	701 524 1359	Roberta Ostrom
Mitchell Ostrom	701- 524-1264	Mitchell Ostrom
Richard Bomber	701-524-1262	Richard Bomber
Coleen Bomber	701-640-1470	Coleen Bomber
Deborah L. Wentz	701-640-0776	Deborah L. Wentz
Sandra Coleman	701-321-0151	Sandra Coleman
Kyle Olson	701 322 4412	Aneta
Jeff Glowacki	701 270 0912	Aneta
Kelly Glowacki	701 360 0375	McVille
Kelly Atterbury	701-360-1370	McVille

C

TO: DIRECTOR GRANT LEVI, NDDT

39

THIS IS A CITIZEN PETITION OPPOSING THE CLOSING OF THE STATE MAINTENANCE SHOP IN FINLEY, ND.

NAME	EMAIL or PHONE #	SIGNATURE
Bev Devlin	701-367-2710	Bev Devlin
Lonnie Wendlick	701-361-9846	Lonnie Wendlick
Melissa Coen	701-524-2005	Melissa Coen
Donald Lokken	701-524-1558	
Connie Doering	701-789-0209	Connie Doering
Cayne Bromstad	7017890641	Cayne Bromstad
[illegible]	701-309-0316	[illegible]
Mykal Schiedel	701-270-1836	Mykal Schiedel
Lyley Ayer	701-524-2800	Lyley Ayer
Nancy Peterson	701 269 3756	Nancy Peterson
David Nygaard	701-789-0181	David Nygaard
Michelle Markel	701-789-1686	Michelle Markel
Todd Edland	701-797-2201	Todd Edland
Jeffrey Wiger	701-789-0593	Jeffrey Wiger
Brad Meldahl	701-830-0762	Brad Meldahl
[illegible]	701	
Galen C. Geer	701-789-0777	
Scott Tomm	701-789-6897	
BRUCE NEVA	701-789-1787	Bruce E Neva
Jason Rayner	701 789 0901	
Paul D. Norgaard	701-524-2622	Paul D Norgaard
Joyce A. Johansen	701-371-8215	Joyce A Johansen
Aaron Chapman	701-789-9805	
Douglas Dion	7017890819	
Tiffany Elness	701-270-2132	
Rick Czaplewski	701-789-1161	
Delphine Martin	701-789-0328	Delphine Martin
[illegible]	701-524-2494	
Tim Kvislen	701-524-3038	
Alex Haas	701-289-0140	
Karla Neset	7017891626	Karla Neset
Nolan Johnson	701-797-2384	Nolan Johnson
Keith Bentz	701-789-1297	
Jake Klosner	701-866-0638	
Thomas Adkins	701-524-1346	
Jeremy Johnson	701-789-0734	
Randy McKay	701-520-1980	
Richard Pieper	701 524 2217	Richard Pieper
Sonia Sullivan	701 524 1797	Sonia Sullivan

(CITIZEN PETITION CONTINUED)

39

NAME	EMAIL or PHONE #	SIGNATURE
Nancy Lyste	701-789-0229	Nancy M Lyste
Angie Kroeplin	789-1693	Angie Kroeplin
Paul Kroeplin	789-0261	
Heidi Poplick	719 440 0024	Heidi D. Poplick
Mike Hallingstad	701-430-0147	Mike Hallingstad
Kevin Demers	701-430-0530	Kevin Demers
Taylor Kuehl	208-451-5137	
Steven Richards	701-789-9357	
Tyler Midstokke	701-770-1035	
Reed L. Olson	701-789-8099	Reed L. Olson
Hailey Alabama	701-721-5528	Hailey Alabama
Jen Negrich	701-789-0483	Jen Negrich
JEM DALE	701-430-0443	Jeny Dale
Frank J Rysavy	701-524-1240	Frank J Rysavy
April Swanbladen	218-791-7724	April Swanbladen
Pam Murray	701-524-7111	Pam Murray
Candy Knudsen	701-524-2038	Candy Knudsen
Chris Sandbak	701-430-3890	Chris Sandbak
Greg Kennedy	701-309-0149	
Patti Smith	701-524-2322	Patti Smith
Mellisa Chapman	701-789-9805	Mellisa Chapman
Stuart Gullicks	701-789-0575	Stuart Gullicks
Dana Bakke	701-789-0910	
Carla Gleason	701-761-0330	
Katelyn Kroeplin	701-789-9376	Katelyn Kroeplin
Tyler Knight	701-238-7491	Tyler Knight
Jennifer Knight	701-524-1653	Jennifer Knight
Alisha Zentz	317-503-0160	Alisha Zentz
Keith Zentz	701-789-1207	
Rollin Dolkens	701 269-6829	Rollin Dolkens
Bobbi Jo Braunberger	701-789-1684	
Anthony Langelkoff	317-779-8895	
Pete Coughran	701-789-9745	
Shelby Cardsen	701-330-1027	
Jaden Mikkelson	701 789 0977	Jaden Mikkelson
Myron Klooster	701 367 6276	Myron Klooster
Lacey Braunberger	701 367 8025	
Sheila Oye Begeau	701-367-7598	Sheila Oye Begeau
Taylor Foss	701-789-0632	
Steve B. Moldenhauer	701-388-3854	Steve B Moldenhauer

(CITIZEN PETITION CONTINUED)

17

NAME	EMAIL or PHONE #	SIGNATURE
~~Jamie Meldahl~~		
Jon Meldahl	jmmeldahl3@gmail.com	Jamie Meldahl
Nick Gullickson		
Lance Solberg	701-213-0708	
Michaela-Jo Elmore		Michaela-Jo Elmore
Michael Eslinger	701-789-1298	
GAIL HAUGE	701-524-2494	
DAVID MEYER	701-789-0511	
Benjamin Iverson	701-789-1877	
Christina Anderson	701-789-9418	
JEFF ANDERSON	701-524-2458	Jeffrey R. Anderson
Paige Norgaard	701-789-9321	Paige Norgaard
Bethany Nera	701-330-9736	Bethany Nera
ADAM BAILEY	701-204-2716	
CHRIS MARTIN	701-331-0468	
~~[redacted]~~	~~[redacted]~~	
Tricia Breckheimer	701-789-9698	Tricia Breckheimer
Jon Konnaday	701-309-0149	Jon Konnaday
Ramona L. Nera	701-789-1133	Ramona L. Nera

(CITIZEN PETITION CONTINUED) 16

PRINT

NAME	EMAIL or PHONE #	SIGNATURE
Todd Osterhaus	701-524-1485	
Holly Lovejoy	701-215-2504	
Chris Mydland	701-293-3510	
Richard Trottier	701-945-2674	
James Dares	6051 245 41414	
Jackie Dares	763-244-9539	
David VanMeer	(701) 594-0200	
Brenda Voorhees	701-317-2634	
Aaron Nig	701-789-0654	
Tom Ostenson	701-789-0205	
Ashley Nygaard	701-789-0971	
Renee LARSON	701-326-4275	
Mike Young	701-870-9581	
DwayneFrederick	701-270-2839	
Mark Nelson	701-789 0979	
DAVid COON	701-261-0232	

TO: DIRECTOR GRANT LEVI, NDDT

THIS IS A CITIZEN PETITION OPPOSING THE CLOSING OF THE STATE MAINTENANCE SHOP IN FINLEY, ND.

22

NAME	EMAIL or PHONE #	SIGNATURE
Kari Crawford	701-789-1705	Kari Crawford
Pamela Amundson	701-789-1065	Pamela Amundson
Mariah Anhorn	218-791-1687	MAnhorn
Brent Illy	701-789-1075	Brent Illy
Emily Wigen	818 321 8481	EWigen
Marci Johnson	701-789-0495	Marci Johnson
Terry Ostmo	701-789-0922	Terry Ostmo
Amy Czapiewski	701-741-3975	Amy Czapiewski
Randy F. Doll	701-524-2277	Randy F. Doll
Trent Wigen	701-789-0339	
Ben Gates	701-270-1738	
Jerome Cameron	701 524 2553	Jerome Cameron
Kelly Archambault	218-791-8451	Kelly Archambault
TREVOR McCullough	70-367-3493	
Pete Overby	701-789-0311	
Michelle Newman	701-436-6080	Michelle Newman
Kimberly Mueller	701-320-6549	Kimberly Mueller
DONALD HUSO	701-524-2188	Donald Huso
David Archer	701-524-1483	
Brad Anderson	701-330-6370	
Aurora Moore	(208) 661 5828	
JESSICA ERICKSON	701-730-1977	JESSICA ERICKSON

The ND DOT has proposed in their budget to close seven [7] road maintenance shops throughout the state, including the state shops in Mayville and Finley. This will clearly effect the time needed to clear our roads for any emergency situations, school districts and utilities. This petition is signatures of citizens opposing the closing of the state maintenance shop in Finley, ND. The state has to stop taking services away from us.

(CITIZEN PETITION CONTINUED)

13

NAME	EMAIL or PHONE #	SIGNATURE
Jayne Semrad	701-371-3897	Jayne Semrad
Brandon Schreiner	701-430-1836	
Peder Ellingson	701-799-5924	
Tom Garrett	701-430-0167	
Tim Haux	701-866-6641	
Dale Kraling	701-371-9627	
Brook Neva	701-430-9248	
Blake Kyllo	701-371-5314	
Chad Kyllo	701-371-5315	
Jack Norby	701-430-9470	
Richard Paul	701-740-5114	
Tom Anderson	701-429-4367	
Cody Bracken	701-430-0199	Cody Bracken

TO: DIRECTOR GRANT LEVI, NDDT

THIS IS A CITIZEN PETITION OPPOSING THE CLOSING OF THE STATE MAINTENANCE SHOP IN FINLEY, ND. 33

NAME	EMAIL or PHONE #	SIGNATURE
Carmen Bakken		Carmen Bakken
Evonne Carlson	carlson@nmlgc.com	Evonne Carlson
ROBERT BLACKBURN	SSGBOB05@GMAIL.COM	
Darrell Dayal		Darrell Dayal
Elaine Fortes	elaina.fortes@gmail.com	Elaine Fortes
Josh Bjorklund	bjorklund_josh@hotmail.com	
Julie L Hanson	jhansen@nmlgc.com	Julie L Hanson
[illegible]	inflatable2200@gmail	
Jessica Hanson	jessandl@gmail.com	Jessica Hanson
~~Geneva Engen~~	~~Geneva Engen~~	
Geneva Engen	rgc2002@gmail.com	Geneva Engen
Wayne Fetting	Wayne@fettings.com	Wayne Fetting
Bryan Kellett	Bryan@fettings.com	
Mike Lorentzen	MLORENTZ67@HOTMAIL	Mike Lorentzen
Tasha Cowell	701-317-0593	Tasha Cowell
Darin Klabo	tunes87@hotmail.com	
Michael Stromsodt	701-789-0583	Michael Stromsodt
Jeff O. Jacobson	701-789-1293	Jeffrey O. Jacobson
Mike Anderson	701-524-1996	Mike Anderson
Bryan Cotton	701.361.6995	
Dale Richards	701 524 1481	Dale Richards
Daniel DiPippo	701-610-3793	
Steven G. Peterson	701-2710	
Paul D. Clark	701-524-1200	
Connie Swenson	701-797-3313	Connie Swenson
Jeff Knudson	701-740-3343	
Nancy Kainz	701-789-1108	Nancy Kainz
Pam Ressler	701-797-3736	Pamela Ressler
Dan Stott	701-826-4191	
Brian Engelhardt	218-779-9015	
Lynn Carlson	701-789-9295	Lynn Carlson
LARRY CARLSON	701-789-0639	Larry Carlson
Eunice Johnson	701 524 1740	Eunice Johnson
Hadley Stewart	701 521 1062	Hadley Stewart

TO: DIRECTOR GRANT LEVI, NDDT

THIS IS A CITIZEN PETITION OPPOSING THE CLOSING OF THE STATE MAINTENANCE SHOP IN FINLEY, ND.

NAME (print)	EMAIL or PHONE #	SIGNATURE
Mark Bromstad	701-789-1572	
Kim HANSON	701-840-9073	Kim Hanson
Trevor Jacobsen	701-371-9233	
Edward Kainz	701-945-2344	
Vincent Kobischka	701-789-7431	
Arnold Bankers	701-668-2378	Arnold Bankers
Robert J MOORE	701-524-1965	
Brandon Fuvle	701-371-1473	
Allen Lunstad	701-945-2578	
Lee Jacobson	701-789-1420	
STU WOHL	701-945-2584	
Peggy Wigen	701-945-2482	
John Olson	701-945-2738	
BRAD WIGEN	701 945 2482	
Joel Fuglestad	701 945-2671	
Steve Kainz	701 945-2406	
Joshua Ziegler	701 730-6270	
Paul Elston	218 791-8389	
Brad Thykeson	701-238-0790	
Greg Thykeson	701-371-6582	
Brian Lemley	701-840-1653	
Andrew Kainz	701-945-2978	
Jrib Blengston	701-945-2586	
Scott Pedersen	701-793-7099	
Larry Jacobsen	701-769-2208	
Mark Frost	701-429-8694	
Louis Halvorson	701-789-0697	
Brandon Bailey	701-789-0370	
Matt Rollin	701-789-0502	
Derek Zerbach	701-430-9138	
Susan Flaten	701 893 5247	
Keith Wenerstrom	701 430 0566	
Richard McSorley	701-371-8440	
J. GAYLAND BARSCH	706-668-2723	
Alana Julleson	701-541-7477	
Rodney D Moore	701 840-5425	RODNEY J MOORE
Daniel Machart	701-789-9465	
John Spritter	701-945-2481	
Tyler Cook	701-789-0477	

TO: DIRECTOR GRANT LEVI, NDDT

THIS IS A CITIZEN PETITION OPPOSING THE CLOSING OF THE STATE MAINTENANCE SHOP IN FINLEY, ND.

NAME	EMAIL or PHONE #	SIGNATURE
Trevor Olson	701-789-9693	
Dawn Flaagan	701-326-4233	
WAYNE BERKE	701-793-1529	
JOHN HELLAND, JR	701-326-4282	
Mary Smallbeck	701-326-4292	
Gary J. Eback	701-739-9263	
CHAD JOHNSON	701-739-1766	
[illegible]	701-326-4599	
John Kueber	701-326-4507	
Dale Klein	701 326-4125	
Selemy Firestone	701-331-1703	
LON ZELLMER	701-326-4306	
Alfred Borah	701-270-0579	
Mark Hanson	701-789-8090	
Elizabeth Huso	701-326-4121	
Gerald Hamlin	326-4136	
Leslie Beydal	701-322-4955	
Mitchell Ham	701 326 4370	
Myron J Ham	701 326 4327	
Jeff Bitsch	701-746-4627	
Mike Ketzkaff	701-270-1076	
Jordyne Janke	701 270 9952	
Tim Rusten	701-739-7370	
Jody Kleven	701-740-1324	
Claire Eberhardt	701-326-4507	
Sawyer Smith	701-339-3188	
Duane Lippert	701-326-4101	
LARRY BERRETH	701-326-4579	
Michael Liffers	701-270-9168	
Merlin Nash	701 270 2204	
Jimmy Knutson	701-326-4227	
Russell A. Hoge	701-326-4581	
[illegible]	701-326-4540	
Rodney Frederick	701-270-0221	
Brian Knudson	701-322-4798	
Angie Rasmussen	(701) 326-4266	
Gus Kueber	701-215-0405	
Chris-Jean Stanley	701-270-1899	
Donald Fougner	701-326-4379	

(CITIZEN PETITION CONTINUED)

NAME (print)	EMAIL or PHONE #	SIGNATURE
Donovan Fougner	701-741-3279	
Doug HEDSTROM	701-789-0578	
Galen Larson	701-739-1208	GALEN LARSON
Doug Mahan	701-739-1209	
Timothy A Brakke	701-789-0602	
Juliet Askakson	701-326-4548	
Nick Stromme	701-326-4131	
Greg Kueber	701-326-4390	
Chase Frederick	701-27040764	
Ronald W. Moe	775-720-6287	
Rodney Brudvig	701-789-1002	
David Hillesland	701-740-6213	
Daniel Hamlin	701-326-4187	
James Zimprich	701-785-0167	
Ward Huso	— — —	
Scott Rusten	701-789-1262	
Kelly Gustafson	701-739-4372	
RODGER ANDERSON	701-789-0733	
Tim Zimprich	701-739-0716	
Scott Huso	701-326-4121	
Darren Fougner	701-326-4379	
Luke Erickson	701-261-2057	
Levi Willows	701-309-0159	
Shawn Stanfel	789-1085	
John Sundquist	701 326 4153	
Ron Swaadson	701 326 4560	
John Hellerud	701 326 4560	
MARK SORSET	727-255-4352	
Donald H Huso	701-361-7071	
T Haakenson	701 326-4290	
Benjamin A Vig	701-789-0605	
ERIC Rice	701-430-2690	
Dennis Borgen	701-740-7981	
PAUL Ryndahl	701-326-4334	
Seth Markuson	701-430-3570	
Jean Kiefat	326-4539	
Randy Johnson	701-326-4524	
Dustin Eberhardt	701-789-0214	
Bob Lee	701-789-1102	
Kyle Kucher	701-326-4298	

27

TO: DIRECTOR GRANT LEVI, NDDT

THIS IS A CITIZEN PETITION OPPOSING THE CLOSING OF THE STATE MAINTENANCE SHOP IN FINLEY, ND.

NAME	EMAIL or PHONE #	SIGNATURE
Kevin Corey	701 789 0983	Kevin Corey
Jay Johnson	701 789-9829	
Richard Johnson	701-789-1611	Richard Johnson
Brian Jerstad	701-789-9423	
Ezra Fife	701-793-1687	
Jordan Hanson	701-317-4295	
Jeff Carlson	701-330-3127	
Shannon Bergstrom	701-789-0646	
Mike Hanson	701-238-2290	
Peter Ness	701-330-6665	
Jodie Carlson	701-524-1304	
BART LARSON	701-5241550	
Chris Thompson	701-789-9911	
Leon Mostad	701 524 1711	
	701-270-0638	Cody Knight
Bryce Jacobson	701-361-9049	
Bradley E. Jacobson	701-430-0240	
Jerome Foss	701-789-0840	
Mike Peterson	(701) 261-7413	
Kevin Misek	701-430-2043	
Travis Foss	701 789-0709	
Wendell Gangelhoff	701-587-5775	
RANDY MCCAY	701 520-1985	
Taylor Foss	701-789-0632	
HARLAN BRAGER	206-814-6991	
Lavon Braaten	701-789-0406	
Scott Larson	701-793-0101	

TO: DIRECTOR GRANT LEVI, NDDT

THIS IS A CITIZEN PETITION OPPOSING THE CLOSING OF THE STATE MAINTENANCE SHOP IN FINLEY, ND. 25

NAME	EMAIL or PHONE #	SIGNATURE
James Ihry	701-789-9757	James Ihry
Kevin Heuschkel	701-371-8785	Kevin Heuschkel
Tim Parkman	701-789-1793	Tim Parkman
DeDe King Mitzel	701-789-1989	DeDe King Mitzel
Ronald L Jamundson	701-588-2286	Ronald L Jamundson
Charice Flaten	701 261 9143	Charice Flaten
CHAS PARKman	701-866-0115	
Max Grotte	701-789-0630	MG
Clark Lemley	701 361 9244	Clark Lemley
Grant Smith	701 866 0466	Grant Smith
Karen Kuechle	701 840-1070	Karen Kuechle
Steve Ryckman	701-945-2532	Steve Ryckman
Evan Sexton	701-789-9866	Evan Sexton
RANDY RICHARDS	701-945-2572	Randy Richards
Kenneth Kroeplin	701 371 2731	Kenneth Kroeplin
Kari Moore	701-840-0508	Kari Moore
Jacob Burkman	701-789-0854	Jacob Burkman
Michael Overland	701 945 2790	Michael Overland
MARVIN SPLETTSTOESSER	701-840-8070	Marvin Splettstoesser
Scott Sudrich	701-789-1181	Scott Sudrich
Tony Richards	701 430 3287	Tony Richards
Alan Erickson	701-430-6860	Alan Erickson
[illegible]	7012613745	[illegible]
Todd Parkman	701-866-4120	Todd Parkman
Jim Volk	701-840-1438	Jim Volk

18

TO: DIRECTOR GRANT LEVI, NDDT

THIS IS A CITIZEN PETITION OPPOSING THE CLOSING OF THE STATE MAINTENANCE SHOP IN FINLEY, ND. 28

NAME (print)	EMAIL or PHONE #	SIGNATURE
Kevin McCullough	m.c.s@ECTC.com	
Raymond Moore	701-840-0583	
Nathan Fitzgerald	701-840-8653	
Dena Ihry	denaihry@yahoo.com	
	701-788-2419	
Pat Brendemuhl	701-945-2740	Pat Brendemuhl
Dan Lindseth	701-945-2979	
Myron Washburn	253-508-7215	
Christopher J Visby	701-866-8299	
Judy Brown	701-945-2450	
Tim Johnson	701-945-1933	
Dan McCullough	701-367-5282	
Tyler Flatten	701-789-9292	
Irene Visby	701-945-2566	
Jackie Wadley	701 945 2451	
Keith Flaten	701-490-0940	
Louise Zerface	701-945-2546	
Dennis Gilbertson	701-945-2522	
Jean Gilbertson	701-945-2522	
Carrie Thurman	701-210-2794	
Nick Brendemuhl	701-789-0738	
Alan Juliuson	701 840 0316	
Chelsey Beaton	701-520-0870	
~~Jeff Ihry~~	~~701-261-7294~~	
JEFF M. IHRY	701-261-7294	
Sarah Lindsey	701-840-7995	
Kyle Erickson	761-388-6500	
Jerald Ros	701-430-9993	Jerald Rosnow
Travis Rosnow	761-331-0000	

17

TO: DIRECTOR GRANT LEVI, NDDT

THIS IS A CITIZEN PETITION OPPOSING THE CLOSING OF THE STATE MAINTENANCE SHOP IN FINLEY, ND.

NAME	EMAIL or PHONE #	SIGNATURE
Stephanie Edland	701-789-0402	
Appl Appl	701-789-3566	Appl Appl
Sarah Gustafson	701-326-4359	Sarah Gustafson
Chang Lubert	701-326-4116	Chang Lubert
Julie Ottenson	701-326-4377	Julie Ottenson
Beverly J. Kjar	701-326-4599	Beverly J. Kjar
Jan Gehrke	701-322-5673	Jan Gehrke
Manley Hegna	218 779-3846	Manley Hegna
Crystal Johnson	701-330-0517	Crystal Johnson
LeeDavi Hegna	701-789-0936	LeeDavi Hegna
Jo Trevor Schaible	701-326-4517	Jo Trevor Schaible
Mark Peterson	701-326-4145	Mark Peterson
Anne M. Peterson	701-326-4132	Anne M. Peterson
Alisha Lee	701-326-4100	Alisha Lee
DALE KLEVEN	701-326-4100	DALE KLEVEN
Charles Gehrke	701 356 4205	C.G.
Terri Locken	701 230-2222	Terri Locken

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(CITIZEN PETITION CONTINUED)

14

NAME (print)	EMAIL or PHONE #	SIGNATURE
Jeremy Bina	701 740 5047	
NOEL GEHARKE	701 322-5673	
LORI HAM	701-326-4327	Lori Ham
Chad Johnson	(218) 779-0652	
RAMONA STICHA	701-331-1087	Ramona L Sticha
Jessica Jordan	701-331-1087	
PAUL RETZLAFF	701-220-0181	
Yvonne Hoge	701-326-4502	
Becky Richter	701-270-7476	
Julie Zellmer	701-326-4306	
JIM KLEVEN	NONE	
Jeff Lippert	701-741-7925	
John Smallbeck	701-326-4292	
LANAR Pinq	701 270 8302	

TO: DIRECTOR GRANT LEVI, NDDT

THIS IS A CITIZEN PETITION OPPOSING THE CLOSING OF THE STATE MAINTENANCE SHOP IN FINLEY, ND. 4

NAME (print)	EMAIL or PHONE #	SIGNATURE
John M. Mikkelson	701-789-0426	John Mikkelson
James Lippert	(605)490-0101	James Lippert
TJ Bakken	tbakken@nd.gov	TJ Bakken
Jill Mikkelson	701-524-2633	Jill Mikkelson

1/10/17

TO: DIRECTOR GRANT LEVI, NDDT

THIS IS A CITIZEN PETITION OPPOSING THE CLOSING OF THE STATE MAINTENANCE SHOP IN FINLEY, ND. 39

NAME	EMAIL or PHONE #	SIGNATURE
Darren Bromstad	(701) 789-0674	
Douglas Caswell	701 213 -5097	Douglas Caswell
Merle Terry	701 - 524 - 2686	Merle Terry
Thomas Patrick Keller	701-789-1685	
Nancy Peden	nPeden@hotmail.com	Nancy Peden
Karen Lindstrom	701 - 524 - 1135	
Dennis Lindstrom	701-789-0652	
STEPHANIE STEIN	701 789 1190	Stephanie Stein
Miranda Flom	soapy.mf@Gmail.com	
Jeff Swenson	701 789 1804	
April Swenson	701-789-0755	April Swenson
Tracie Noyes	701-789-1307	Tracie Noyes
DUSTIN RICKFORD	701-799-7139	
Nicole Carlson	701 261-9532	
Christina Fife	(701)580-3801	
Dana Keller	701-789-7398	
ROD BRAUN Berean	HOPE	
Tracy Stein	701-524-1440	
Reggie Lofsrambaise	701-789-0137	
James Lee	701 898 4121	
Lori Eastburn	402-682-1107	Lori Eastburn
Jason Bradshaw	651 248 1343	
Jason Walswick	701-524-2517	
Brianna Neva	701-840-5148	Brianna Neva
Skyler Neva	701-789-9861	
Austen Archer	701-789-9407	
Carly Ickso	701-430-9906	
Wayne Amundson	701-430-1147	
Kayla Instasi	(701) 770-9484	
D ASTALSON	701-789-9327	
Joe DeKker	701-524-1063	
Rachel Mastinson	701-930-3131	
Jacki Tully	701-936-4910	
JOHN BRAGER	701-430-1313	
Dale Houlcom	701-945-2665	
LYLE BURCHILL	701 945 2527	
Grace Burchill	" " "	
DARREN MEYER	701-945-2744	
DeAnna Meyer	701-945-2744	

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(CITIZEN PETITION CONTINUED)

Write

NAME PRINT	EMAIL or PHONE #	SIGNATURE
LaVonne Kites	945-2971	LaVonne Kites
Lance Kites	945 2971	Lance Kites
MARLEEN Hoakson	945-2665	Marleen Hoakson
Cynthia West	1-701-840-0927	Cynthia West
Martin West	1-701-840-5290	Martin West
Heather Jacobsen	1-701-840-4221	Heather Jacobsen
Keith Illy	1-701-945-2395	Keith Illy
Chad Elbert	701-866-2972	
Aric Washburn	701 301-1268	
Ted Jamison	701-371-0466	
Kyle Zerface	701-795-0613	
Randy Huschka	701-789-0425	Randy Huschka
Laure Huschka	701-789-0421	Laure Huschka
Homer WENNERSTROM	701-945-2312	Homer Wennerstrom
Martin Franko	mfranko@live.com	
Kathy Jo Franko	406-855-4926	Kathy Jo Franko
Sally Wennerstrom	701-945-2312	Sally Wennerstrom
LaMoa McCullough	701-945-2513	LaMoa McCullough
LORI Wendlick	701-789-9978	Lori Wendlick
ROGER ANDERSON	701 524 2138	Roger Anderson
Shirley Alm	701-476-1856	Shirley A. Alm
Cindy Walcker	701-524-2455	Cindy Walcker
RODNEY WALCKER	701-524-2455	Rodney R Walcker
Larry Amundson	701-789-0036	Larry Amundson
STARR BRAATEN	701-524-2424	Starr Braaten
Jennifer Braaten	701-524-2136	Jennifer Braaten
Mary Brager	202-818-6980	Mary Brager
Betty S Pickar	701-524-2217	Betty S Pickar
Joyce Jerstad	701-524-1764	Joyce Jerstad
CAROL ANDERSON	701-524-2138	Carol Anderson
CAROLYN PAULSEN	701-524-2670	Carolyn Paulsen
Christine Paulsen	701-524-2618	Christine Paulsen
Roberta Cameron	701-524-2619	Roberta Cameron
Bonnie Hauge	701-330-5943	Bonnie Hauge
Janice Ziegler	701-524-1819	Janice K. Ziegler
Curtis Lyste	701-524-2063	Curtis Lyste
Milton Sullivan	701-524-1797	Milton Sullivan
Yvonne Anderson	701-786 3188	Yvonne Anderson
Clayton Anderson	701-212-2499	Clayton Anderson
Creta C. Moe	701 524-2681	Mrs Creta C Moe

(CITIZEN PETITION CONTINUED)

NAME (print)	EMAIL or PHONE #	SIGNATURE
NyGoRD Robert	~~5587015823~~ 701 524-2836	Robert Nygard
Danielle Bremer	701-789-1526	Danielle Bremer
Jessica Hahn	218-331-5962	
Brent Lyste	701-789-0868	
Melanie Abrahamson	701-240-1825	Melanie Abrahamson
Todd Eiiksa	701-799-6350	
Delores Kuselen	701-524-1049	Delores Kuselen
Denise Huso	701-524-2188	
RICHARD STRAND	701-524-1677	
Matt Powell	Matt.Powell@Huntsman	
Lori Gelang	44 Ave C W Killg	
TONY HEINZE	701-733-2458	TONY HEINZE
~~Tony Heinze~~		
BARBARA ANDERSON	701-890-0013	
ALLEN W. BENDER	701-733-2965	
Courtney Nygaard	701-789-1743	Courtney Nygaard
Jarod Anderson	218-791-9636	
Adam Middlestead	701-238-8744	
Jasmine Strand	701-739-0819	
Michelle Middlestead	701-797-7101	
Sheila Anderson	701-789-0416	
Jessica WOLFF	701 213-2658	
Raymond Wolff	701-789-0165	
Charles Charette	701-270-9175	
Kelly DAVIS	214-564-1490	
Dorothy Hanson	701-524-1947	
Thaine Hanson	701-524-1947	
Penny Kirk	701-524-2327	
Gary Kirk	701-524-2327	
Michael L. Harley	701-866-2442	
Tammy J. Doll	701-739-3224	
Renee M Lyste	701-789-0724	
Laura Gilbertson	701-524-1921	
Jerrod Bergstrom	701-524-1921	

STEELE COUNTY

201 WASHINGTON AVENUE WEST
PO BOX 275
FINLEY ND 58230
(701) 524-2110

Emily Wigen	AUDITOR
Kari Crawford	TREASURER
Michelle Newman	RECORDER/CLK of COURT
Charles A. Stock	STATES ATTORNEY
Wayne Beckman	SHERIFF
STEELE CO. PRESS	OFFICIAL PAPER

COUNTY COMMISSIONERS:

1st Dist.	Brian Tuite	Finley
2nd Dist.	Richard Strand	Finley
3rd Dist.	Ted Johnson	Hope
4th Dist.	Randy Richards	Hope
5th Dist.	Russell Walcker	Finley

February 9th 2017

Re: DOT site closures

Dear Mr. Grant Levi,

On behalf of the entire Steele County board of Commissioners we would like to express our concern over the discussion and possibility of closing the Finley State Maintenance building.

The closure of this building will drastically affect not only Law Enforcement and Emergency Services, but the future of the county as a whole. This closure is unacceptable. Please fight to keep this shop open. Our cities, schools, fire departments, power services, law enforcement, emergency services and the entire county are counting on you to make our voices heard.

Sincerely,

Steele County Board of Commissioners
Russell Walcker
Richard Strand
Ted Johnson
Randy Richards
Brian Tuite

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SECTION 2. ONE-TIME FUNDING. The following amounts reflect the one-time funding items approved by the sixty-fourth legislative assembly for the 2015-17 biennium:

One-Time Funding Description	2015-17	2017-19
General fund transfers to highway fund	$486,982,489	$0
Transfer to public transportation fund	186,900	0
Short line railroad	7,000,000	0
Transportation distributions - non-oil-producing counties	104,664,000	0
Contingent transfer to highway fund	18,690,000	0
Truck harmonization study	56,070	0
Recreational road access	1,869,000	0
Vehicle registration and titling system replacement	2,500,000	0
Motor coach reimbursement	934,500	0
Total all funds	$622,882,959	$0
Total special funds	9,500,000	0
Total general fund	$613,382,959	$0

SECTION 3. LINE ITEM TRANSFERS. The director of the department of transportation may transfer between the salaries and wages, operating, capital assets, and grants line items in section 1 of this Act when it is cost-effective for construction and maintenance of highways. The department of transportation shall notify the office of management and budget of any transfers made pursuant to this section.

SECTION 4. ADDITIONAL FUNDING FOR FEDERAL HIGHWAY MATCHING FUNDS. The department of transportation may use up to $5,700,000 of the funding transferred, pursuant to section 4 of chapter 12 of the 2015 Session Laws, from the general fund to the highway fund to provide state matching funds for federal highway construction funding provided by the federal highway administration during the biennium beginning July 1, 2017, and ending June 30, 2019.

SECTION 5. FUNDING FOR NORTH DAKOTA COMMUNITY ENHANCEMENT PROGRAM. Notwithstanding any other provision of law, the department of transportation may use up to $5,000,000 of the funding transferred, pursuant to section 4 of chapter 12 of the 2015 Session Laws, from the general fund to the highway fund to improve North Dakota's economic activity by reinvesting and enhancing transportation assets of communities, for the biennium beginning July 1, 2017, and ending June 30, 2019.

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STEELE COUNTY

201 WASHINGTON AVENUE WEST
PO BOX 275
FINLEY ND 58230
(701) 524-2110

Emily Wigen	AUDITOR
Kari Crawford	TREASURER
Michelle Newman	RECORDER/CLK of COURT
Charles A. Stock	STATES ATTORNEY
Wayne Beckman	SHERIFF
STEELE CO. PRESS	OFFICIAL PAPER

COUNTY COMMISSIONERS:

1st Dist.	Brian Tuite	Finley
2nd Dist.	Richard Strand	Finley
3rd Dist.	Ted Johnson	Hope
4th Dist.	Randy Richards	Hope
5th Dist.	Russell Walcker	Finley

February 9th 2017

Re: DOT site closures

Dear Governor Burgum,

On behalf of the entire Steele County board of Commissioners we would like to express our concern over the discussion and possibility of closing the Finley State Maintenance building.

The closure of this building will drastically affect not only Law Enforcement and Emergency Services, but the future of the county as a whole. This closure is unacceptable. Please fight to keep this shop open. Our cities, schools, fire departments, power services, law enforcement, emergency services and the entire county are counting on you to make our voices heard.

Sincerely,

Steele County Board of Commissioners
Russell Walcker
Richard Strand
Ted Johnson
Randy Richards
Brian Tuite

28

SECTION 2. ONE-TIME FUNDING. The following amounts reflect the one-time funding items approved by the sixty-fourth legislative assembly for the 2015-17 biennium:

One-Time Funding Description	2015-17	2017-19
General fund transfers to highway fund	$486,982,489	$0
Transfer to public transportation fund	186,900	0
Short line railroad	7,000,000	0
Transportation distributions - non-oil-producing counties	104,664,000	0
Contingent transfer to highway fund	18,690,000	0
Truck harmonization study	56,070	0
Recreational road access	1,869,000	0
Vehicle registration and titling system replacement	2,500,000	0
Motor coach reimbursement	934,500	0
Total all funds	$622,882,959	$0
Total special funds	9,500,000	0
Total general fund	$613,382,959	$0

SECTION 3. LINE ITEM TRANSFERS. The director of the department of transportation may transfer between the salaries and wages, operating, capital assets, and grants line items in section 1 of this Act when it is cost-effective for construction and maintenance of highways. The department of transportation shall notify the office of management and budget of any transfers made pursuant to this section.

SECTION 4. ADDITIONAL FUNDING FOR FEDERAL HIGHWAY MATCHING FUNDS. The department of transportation may use up to $5,700,000 of the funding transferred, pursuant to section 4 of chapter 12 of the 2015 Session Laws, from the general fund to the highway fund to provide state matching funds for federal highway construction funding provided by the federal highway administration during the biennium beginning July 1, 2017, and ending June 30, 2019.

SECTION 5. FUNDING FOR NORTH DAKOTA COMMUNITY ENHANCEMENT PROGRAM. Notwithstanding any other provision of law, the department of transportation may use up to $5,000,000 of the funding transferred, pursuant to section 4 of chapter 12 of the 2015 Session Laws, from the general fund to the highway fund to improve North Dakota's economic activity by reinvesting and enhancing transportation assets of communities, for the biennium beginning July 1, 2017, and ending June 30, 2019.

STEELE COUNTY

201 WASHINGTON AVENUE WEST
PO BOX 275
FINLEY ND 58230
(701) 524-2110

Emily Wigen	AUDITOR
Kari Crawford	TREASURER
Michelle Newman	RECORDER/CLK of COURT
Charles A. Stock	STATES ATTORNEY
Wayne Beckman	SHERIFF
STEELE CO. PRESS	OFFICIAL PAPER

COUNTY COMMISSIONERS:

1st Dist.	Brian Tuite	Finley
2nd Dist.	Richard Strand	Finley
3rd Dist.	Ted Johnson	Hope
4th Dist.	Randy Richards	Hope
5th Dist.	Russell Walcker	Finley

February 9th 2017

Re: DOT site closures

Dear Legislators,

On behalf of the entire Steele County board of Commissioners we would like to express our concern over the discussion and possibility of closing the Finley State Maintenance building.

The closure of this building will drastically affect not only Law Enforcement and Emergency Services, but the future of the county as a whole. This closure is unacceptable. Please fight to keep this shop open. Our cities, schools, fire departments, power services, law enforcement, emergency services and the entire county are counting on you to make our voices heard.

Sincerely,

Steele County Board of Commissioners
Russell Walcker
Richard Strand
Ted Johnson
Randy Richards
Brian Tuite

30

SECTION 2. ONE-TIME FUNDING. The following amounts reflect the one-time funding items approved by the sixty-fourth legislative assembly for the 2015-17 biennium:

One-Time Funding Description	2015-17	2017-19
General fund transfers to highway fund	$486,982,489	$0
Transfer to public transportation fund	186,900	0
Short line railroad	7,000,000	0
Transportation distributions - non-oil-producing counties	104,664,000	0
Contingent transfer to highway fund	18,690,000	0
Truck harmonization study	56,070	0
Recreational road access	1,869,000	0
Vehicle registration and titling system replacement	2,500,000	0
Motor coach reimbursement	934,500	0
Total all funds	$622,882,959	$0
Total special funds	9,500,000	0
Total general fund	$613,382,959	$0

SECTION 3. LINE ITEM TRANSFERS. The director of the department of transportation may transfer between the salaries and wages, operating, capital assets, and grants line items in section 1 of this Act when it is cost-effective for construction and maintenance of highways. The department of transportation shall notify the office of management and budget of any transfers made pursuant to this section.

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City of Finley

City of Finley
Box 321
Finley, ND
58230

Phone: 701-524-1561
FAX: 701-524-1562
Email: cityoffinley@invisimax.com

February 23, 2017

Gov. Doug Burgum
600 E. Blvd Ave
Bismarck, ND 58505-0001

Dear Gov. Burgum:

It has come to my attention, that the State Highway Department is going to close the Finley station. I don't think they have taken into consideration the effects of this idea! For one thing, they are not taking the Citizen's of Finley and surrounding area into consideration. What happens if there is a storm and the Highway is blocked, if you have an emergency and need the Fire Department, Ambulance, or one or both of the power companies, school buses, etc. We would have to wait between 1/2 - 2 hours to get the roads open. In the mean time, someone's home could burn down, or a person could die because you can't get to a medical center.

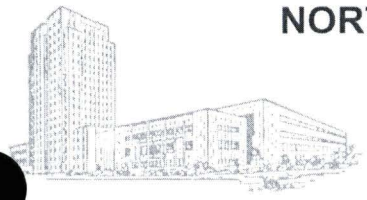
I strongly hope you will fight for us to keep our one employee at the State Highway Department Station in Finley and keep it open for the safety of our citizens in the City of Finley and surrounding area.
Thank you for your support.

Sincerely,

Larry Amundson
Mayor of the City of Finley

March 2, 2017 SB2012 Attachment A

NORTH DAKOTA HOUSE OF REPRESENTATIVES



STATE CAPITOL
600 EAST BOULEVARD
BISMARCK, ND 58505-0360

Representative Rick Holman
District 20
622 153rd Avenue NE
Mayville, ND 58257-9000
Residence: 701-788-2081
Cell: 701-238-1124
rholman@nd.gov

COMMITTEES:
Appropriations

March 2, 2017

Mr. Grant Levi
ND Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58404

Dear Mr. Levi:

The purpose of this letter is to express my disagreement with the proposal to remove the driver's license site in Mayville from its one time per month operation.

With 579 clients annually, the monthly average is about 45 to 50 for each one-day session. That number would indicate that the site has enough traffic to keep the staff busy while providing the local service. Keeping the site in this rural area keeps clients from having to travel out of the area to another site ultimately saving them time and money.

Since the city of Mayville provides the site at no cost to the Department, the cost saving to the Department would be mostly in the area of travel since the work must be done no matter where the site is located.

This decision effectively shifts the travel cost to the individual user, requiring the person to bear the costs for travel and time instead of the Department. Not everyone in a rural area is comfortable traveling to a larger city for this service.

It's not clear how the closing of this site saves money since work will still have to be done. What this does is shift cost to the user, creating additional time and cost for the individual needing the service.

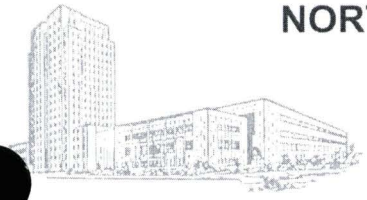
I ask that you reconsider the decision to close the Mayville licensing site.

Yours truly,

Rep. Rick Holman

March 2, 2017 SB2012 Attachment B

NORTH DAKOTA HOUSE OF REPRESENTATIVES



STATE CAPITOL
600 EAST BOULEVARD
BISMARCK, ND 58505-0360

Representative Rick Holman
District 20
622 153rd Avenue NE
Mayville, ND 58257-9000
Residence: 701-788-2081
Cell: 701-238-1124
rholman@nd.gov

COMMITTEES:
Appropriations

March 2, 2017

Mr. Grant Levi
North Dakota Department of Transportation
608 East Boulevard Ave
Bismarck, ND 58505

Dear Mr. Levi:

The purpose of this letter is to express my disagreement with the decision to close several of the DOT work sites. Specifically, I ask if there was a consideration of what other services and employment are located in the communities where sites are being closed.

In District 20 the Mayville site is on the list.

1. When making the decision to move operations to Hillsboro was there consideration of the entities in Mayville that provide service such as the Sanford Critical Access hospital, the area West Traill ambulance service and the area fire department?
2. Was there a consideration of the number of people from the community who travel highway 200 each day to work in Fargo and Grand Forks?
3. Was there a consideration of the number of people who come to work or students to learn at the Mayville State University?
4. Was there a consideration of the number of people who come from out of town to work in the several health care operations in the community?
5. Was there a consideration of the number of special needs children who come to learn in the Mayville and Portland community?
6. Mayville has two several businesses including two new retail centers on Highway 200. Workers at these businesses and others are often from out of town.

There may be other reasons that this site is closed but I believe that one of the reasons to have the operation located in Mayville is because of the need of the above entities and more to have good access to the highway. Whether it be about emergency, school access, or business access, having the starting point for road work at the primary location is important. I ask that you reconsider the closing of the work site at Mayville.

[redacted]urs truly,

Rep. Rick Holman

March 2. 2017 SB2012 Attachment C

March 2, 2017

SB 2012
House Appropriations – Government Operations Division

Chairman Brandenburg and members of the House Appropriations Committee, Government Operations Division,

My name is Roy Musland. It is an honor for me to be in the People's House and to see our citizen legislature.

I stand opposed to SB 2012 as it relates to the closing of eight DOT section line/maintenance shops in New England, Fessenden, Starkweather, Courtenay, Finley, Mayville, Litchville and Gackle.

I am a commuter. During the workweek, I drive 43 miles one way from Jamestown to Gackle, where I'm the president of Dakota Heritage Bank in Gackle. I meet many vehicles on the road, sometimes in the ditch, on my commute along Highway 281 and State Highway 46. We have had snow, sleet, blizzards, fog and ice every year of the 55 winters I have lived in North Dakota. This is the worst year for ice that I can remember.

The safety of our roadways is paramount to protecting and saving lives, especially in difficult driving conditions and emergency situations. Along with safety, what often gets forgotten is the importance of road maintenance and road upkeep for commerce and trade.

In my job as a banker, I work with ranchers and farmers every day. They have bills and notes to pay at all times of the year. When roads are treacherous or impassable, it is impossible to move commodities to market. A delay in transporting grain to the elevator or livestock to a sales barn has a real time effect on farm income and my borrowers' ability to repay loans or set up new operating loans.

We have dedicated snowplow drivers on the front lines. Asking them to cover more ground and drive further distances even with bigger equipment – 30 to 50 miles in some cases – is not a workable solution. Commodity markets can fluctuate within an hour or even minutes. Time is money. The drivability of our farm-to-market roads directly impacts the bottom line of every farmer and rancher in this state.

Agriculture is the backbone of our economy, but there are also many people who deliver products and services using our state highways. To optimize commerce and trade in North Dakota it is important to have an efficient road and travel system.

I urge you to keep the maintenance shops open and snowplows in place for the eight communities that will be drastically affected if these shops close.

I am here today because I care about the citizens of Gackle and North Dakota. Rural lives matter.

Thank you for the opportunity to testify, Mr. Chairman. I am willing to answer any questions you may have.

March 2, 2017 SB2012 Attachment 8

Good morning,

My name is Brenda Thoms, from 2 miles N of Courtenay. I am contacting you regarding the possible closures of the 8 rural Highway Departments. I drive 35 miles to work every morning and rely very heavily on our Highway Dept. to keep our roads safe. The town of Jamestown relies on the many people from the outlying areas to come to work and fill the employment needs of that city. The same as the towns around the [redacted] departments that are being considered for closure. The possibility of these departments being closed is [redacted]OT acceptable. As you know, we pay our fair share of taxes with the amount of land taxes that are paid to our state. We also deserve our share of safety on the road just as much as I-94, which seems to be the main concern along with our larger areas.

These are STATE Highways, not township or county roads, they are our life line for everything we do.

Even more than more largely populated areas we rely on our roads for:

1. Safety - Elderly, teens driving to school, people going to work, farming or ranching

   We also have people driving out to their jobs in our communities - farm workers, teachers at a new school, wind tower employees, etc. Our highway delivers nurses to work in Jamestown

2. The ability to purchase groceries, clothes, and all supplies needed for daily life requires that we drive to get there. We cannot run to the corner market to purchase parts or equipment needed for rural life on a farm. We have to DRIVE.
3. Emergency Services - Health Related (ambulances, EMTs, Fire, Sheriff, Electric, etc,)
4. School bus routes
5. Transportation to Jobs
6. Being able to get crops to elevators when contracts are due
7. Not just a winter issue, need ditches to be kept up with the deer population we now have

[redacted] savings issue for closing these areas is not a consideration when you take into affect the expense factors of building new shops to contain more equipment in the larger areas while keeping the old areas for sand and salt because it is too far to travel back to the main shop. I am married to a mechanic and I know that the larger the equipment, the more it costs. The more miles you have to put on that equipment the higher the maintenance costs - repair, parts, oil, lubricants, etc. That does not take into effect the cost of fuel when you are deadheading back to base to get another load as you can no longer go the distance on one tank of fuel to get the roads cleared. Then drive all the way back with another load of sand to finish the end of the route. Which also takes more time to get the job done.

Those of us who live in a rural area and have to drive to work, should be able to expect the same safety on the roads as you expect for Interstate highways. The large majority of us who work in the closest larger town, do it for the income and for the insurance coverage. We support our farm families. We pay taxes. If we can't get to work, we will not be able to afford to pay our bills or have insurance and we will NOT be paying taxes. The places we work expect us to be there. If we can get there, we do. If not, that would take out a large chunk of workers from the larger areas. If our roads are blocked and we cannot safely get to our jobs, they may no longer be our jobs.

A good example of needing our rural highway depts. is the Courtenay highway dept. The two men working the plows do from E of Wimbledon on Hiway 9 West to Hi-way 281, they also do from Courtenay on Hi-way 20 to Glenfield. They do an excellent job for 2 men to keep us on the road. They know how many people w[redacted] in Jamestown, coming from Hannaford, Wimbledon, Courtenay, Glenfield, Kensal and all the areas i[redacted]ween. There is a steady stream of traffic on that highway. The Jamestown crew does Interstate first and then the outlaying areas. The 20 miles of Highway 20 from Jamestown to Highway 9 is one of the last ones done. The last two weeks of blowing snow in at least 5 places has closed the South bound lane, which means you drive in the WRONG lane to head S to Jamestown. Is this safe?

NO! We have video to prove that from one of our neighbors. If they do this, and make areas larger to clean, it will take even longer for our areas to be completed. That is not only unacceptable but very dangerous for all our rural people.

The top criteria of the DOT definitely does NOT cut it – The need to place emphasis on higher level/more traffic corridors per HPCS (from NDDOT maintenance section info). We are a rural State, if you do not service the rural areas, do you still need our tax dollars?

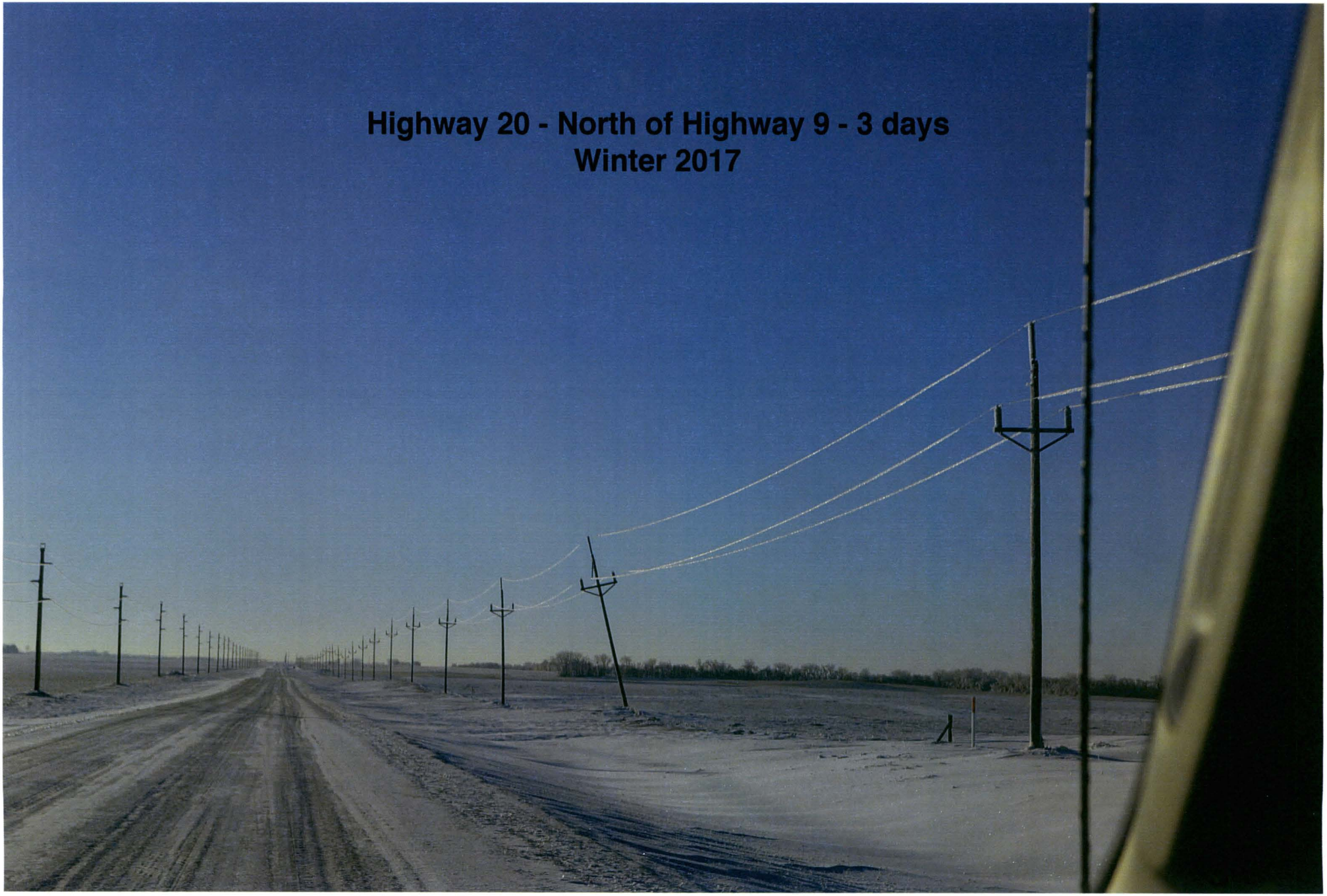
This is a very important issue to us, I am giving you a few petition sheets and some pictures for you to look at. This was just done in a few days I am sure I can get more signatures if required to show it. There are 400 signatures just to let you know it matters to us. Please vote No on the closures.

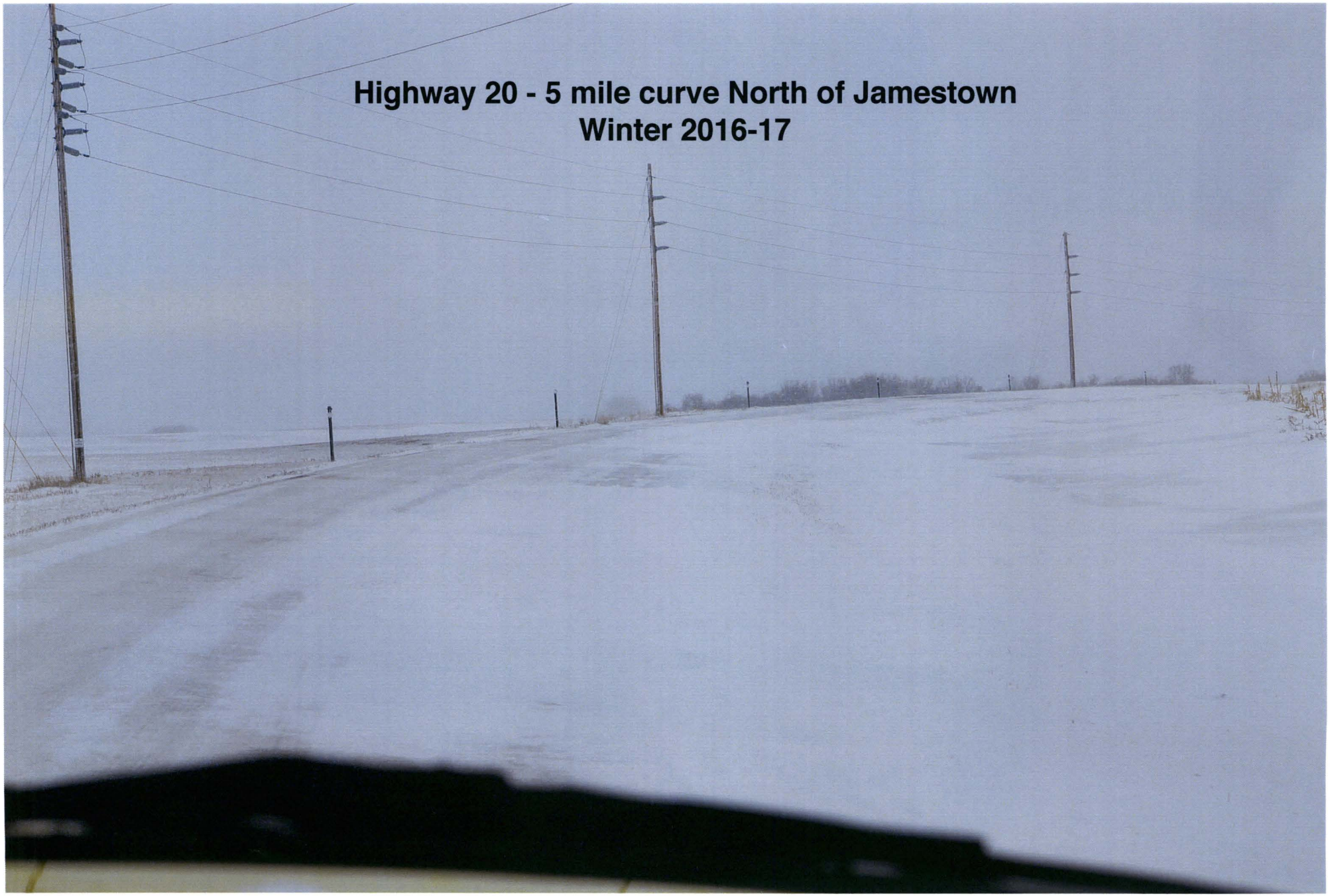
Thank you,

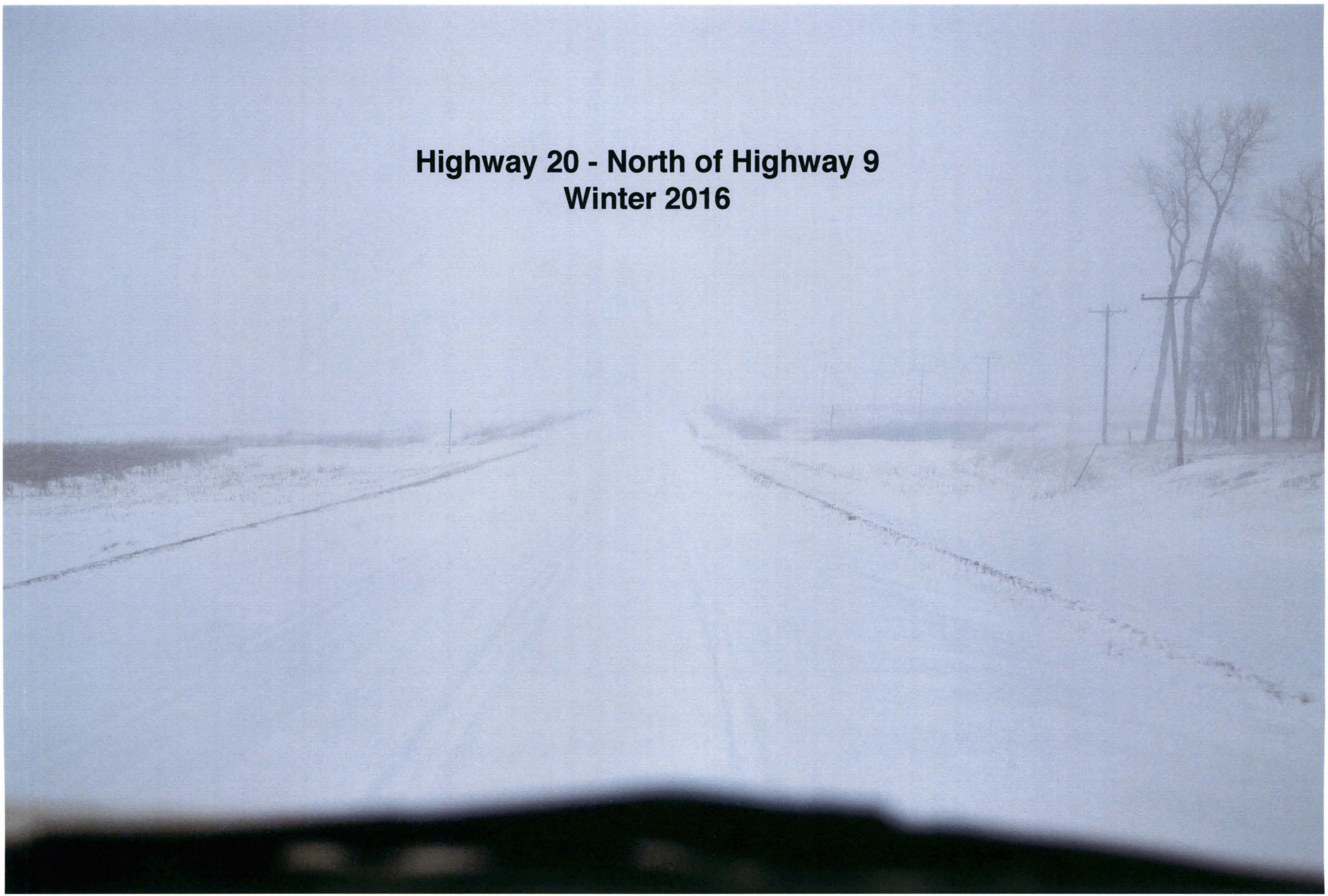
Brenda Thoms

Courtenay ND

701-269-1688


Highway 20 - North of Highway 9 - 3 days
Winter 2017


Highway 20 - 5 mile curve North of Jamestown
Winter 2016-17



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March 2, 2017 SB2012 Attachment E

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We deserve to keep our Hi-way Departments!

We, the undersigned, demand that the local Hi-way Departments under chance of closure be KEPT OPEN and Running.

We, in the rural areas, deserve the right of safe and timely open roads.

ase print all except Signature — Please sign one (1) petition.

	First	Last	Address	City, State, Zip	Phone	Signature
1	Lacey	Mckenzie	1602 Terrace Drive	Minot, ND 58703	7013203446	Lacey McKenzie
2	Rachel	Stockie	1602 Terrace Drive	Minot, ND 58703	701-833-2730	Rachel Stockie
3	Glenn	Stastny IV	4865 15th Ave	Mandan ND 58554	701-220-6801	Glenn Stastny
4	Tim	Pfliger	3024 Stoneywall Dr.	Bismarck, ND 58503	701-226-9995	
5	DICK	JANKE	311 DOVER DR	BISMARCK ND 58504	701-220-6157	Dick Janke
6	Pete	Jacobson	1605 Glacial Dr	Minot 58703	701-693-6777	Pete Jacobson
7	KELLY	SEVERSON	9931 20th St SE	WIMBLEDON 58492	701-269-8616	Kelly Severson
8	Terri	Brown	103 Lenham Av E	Cooperston 58425	701-789-7092	Terri Brown
9	Shannon	Krueger	150 Sunnyside Tr.	Jamestown ND 58401	320-1614	Shannon Krueger
10	Theresa	Swanson	610 92nd Ave SE	Courtenay ND 58426	701 435-2383	Theresa Swanson
11	Jim	Miklas	610 92 Ave SE	Courtenay ND 58426	701 320-8348	Jim Miklas
12	Stacey	Hahn	106 1st Ave	wimbledon ND 58492	701 320 5254	Stacey Hahn
13	Clarene	Marsolek	8495 15th St SE	Courtenay ND.	701-435-279	Clarene Marsolek
14	Kenny	Backer	931 90th SE	"	701-435-2612	
15	SHANE	MORAN	107 3rd Ave SW	Courtenay, ND	701-269-6036	
16	Dawn	Morgan	107 3rd Ave SW	Courtenay, ND	701-658-9750	
17	Clayton	Teague	3033rd Ave SW	Courtenay ND	701-200-4809	Clayton Teague
18	Monte	Marquis	3033rd Ave SW	Courtenay ND	701-630375	
19	Zackary	Sather	155 6th St NW	Valley City ND	701 840 5487	
20	Bill	Klinger	506 5ST	Sanborn ND	701-320-4465	Bill Klinger
21	Bruce	Eggermont	Po Box 256	W. Fargo ND	701-210-1340	Bruce Eggermont
22	Philip	Thomas	1912 75th Ave SE	Pingree ND 58476	701-541-5860	Philip Thomas
23	MARK	KENNARD	617 4ST NW	JAMESTOWN ND	701-368-9521	MARK
24	Leanne	Revier	217 2nd Ave SW	Courtenay ND	701-435-2172	Leanne Revier
25	Kevin	Revier	217 2nd Ave SW.	Courtenay ND	701-435-2172	Kevin Revier

We deserve to keep our Hi-way Departments!

We, the undersigned, demand that the local Hi-way Departments under chance of closure be KEPT OPEN and Running.

We, in the rural areas, deserve the right of safe and timely open roads.

Please print all except Signature

Please sign one (1) petition.

	First	Last	Address	City, State, Zip	Phone	Signature
1	Anthony	Hale	1108 2nd Av. NW	Jamestown ND 58401	701-658-9206	
2	Phyllis	Scheidheiser	408 1st ST W	Courtenay ND 58426	701-435-2309	
3	Terry	Seidler	1012 93rd Ave SE	Courtenay ND 58426	701 455 2291	
4	Kelvin	HARR	8757 19th ST SE	COURTENAY ND	435-2933	
5	Dane	Bollinger	9092 87th St SE	Courtenay ND	701-320-5853	
6	Jill	Carlson	9009 11th St SE	Courtenay ND	701-541-8533	
7	TOD	HEITMANN	205 2ND Ave SW	COURTENAY ND	701-320-3557	
8	Debra ~~Marsolek~~	Marsolek	8495 15th St. SE.	Courtenay ND	701-435-2791	
9	PAUL	WASSON	9295 18th St. SE.	courtenay ND	701-320-8078	
10	Amy	Bailey	314 1st Ave N.	Courtenay ND 58426	701-435-2959	
11	John	Bailey	314 1st Ave N.	Courtenay ND 58426	701 435-2959	
12	Leigh	McKenzie	1416 10th Ave NE	Jamestown ND 58401	701-320-3453	
13	Shawn	Neustel	1401 Hwy 9	courtenay	701-368-9192	
14	Ethan	Harris	313 16th Ave NE	Jamestown	701-269-0185	
15	David	Etter	806 10th Ave SW	Jamestown ND 58401	701-320-1685	
16	Doug	ETTER	3063 83½ Ave SE	Jamestown ND 58401	701-320-1674	
17	Andrew	Banks	414 8th Ave SE	Jamestown ND 58401	701-793-8891	
18	Diane ~~Banks~~	Tanata	213 2nd Ave SW	Courtenay ND	701-435-2652	
19	Robert ~~Dale~~	Tandy	4320 40th St SW	Fargo ND 58103	701-799-9074	
20	Matt	[illegible]	5962 Hwy 200	Carrington ND 58421	659-1889	
21	Lily	Norgaard	9224 13th St. SE	Courtenay ND 58426	(701)659-1012	
22	Steve	Tanata	1419 5½ AVE NE	Jamestown 58401	701-320-1640	
23	Earl	Wagner	204 Day St. S.W.	Courtenay	701-320-2195	
24	Wanda	Wagner	204 Day ST SW.	courtenay	701-320-2195	
25	Curt	Barnes	1921 10th Ave SE	Dazey	701-793-3233	

We deserve to keep our Hi-way Departments!

We, the undersigned, demand that the local Hi-way Departments under chance of closure be KEPT OPEN and Running.

Please print all except Signature — We, in the rural areas, deserve the right of safe and timely open roads. — **Please sign one (1) petition.**

	First	Last	Address	City, State, Zip	Phone	Signature
1	Terry	Schoeler	1014 94th Ave SE	Courtenay ND 58426	701-435-2318	Terry Schoeler
2	Steven	Sonisen	9044 1/2 SE	Courtenay ND 58426	7014352582	
3	Ross	Bollingberg	9056 6th st SE	Courtenay, ND 5842[illegible]	701-320-[illegible]571	Ross Bollingberg
4	Jeff	MITCHELL	9919 Hwy 9 SE	Courtenay ND 5842[illegible]	701-329-[illegible]	
5	TAMI	MITCHELL	9919 Hwy 9 SE	Courtenay ND 58426	701-435-25[illegible]	Tami Mitchell
6	BOYD	MCKENZIE	946 94TH AVE SE	COURTENAY, ND 58426	701-435-2643	Boyd McKenzie
7	Cindy	Sadowasse	1935 88th Ave S.E.	Courtenay ND	701-320-0359	
8	Leif	Bollingberg	103 2nd Ave. N.E	Courtenay N.D	701-320-2905	Leif Bollingberg
9	Clyde	Huber	1374 Hwy 9 SE	Courtenay	701-320-4451	
10	Chuck	BARTZ	208 4th Ave N.	Wimbledon	701-320-0161	
11	Brian	Lockpark	9200 16 St SE	Courtenay	701 435-2992	
12	Matthew	Greshik	1427 95th Ave SE	Courtenay	701 435 2668	
13	Garrett	Greshik	1427 95th AVE SE	Courtenay	701 435 2668	
14	Dustin	Helmick	[illegible] 3rd [illegible]	Courtenay	701-320-0082	
15	Brady	Schoeler	1014 94th Ave SE	Courtenay	701-320-5928	
16	Maureen	Backer	1324 95th ave SE	Courtenay	701-435-2521	Maureen Backer
17	John	Backer	1324 95th Ave SE	Courtenay	701-435-2521	John J Backer
18	Jens	Hoimann	9224 14th St. SE	Courtenay	701-435-2218	
19	Hans	Overby	106 Franklin st. SW	Courtenay	701-320-1805	Hans Overby
20	Linda	Huber	1374 Hwy 9 SE	Courtenay	701-435-2252	Linda Huber
21	DAROLD	SOUPIR	115 W 1st	COURTENAY	701-435-2663	Darold Soupir
22	Claudia	Soupir	115 1st St W	Courtenay	701-435-2663	Claudia Soupir
23	Colleen	Kramer	405 1st ave	Kensal	701-435-2233	Colleen Kramer
24	Elaine	Soupir	155 91 Ave SE	Courtenay	701-435-2661	Elaine Soupir
25	Marcia	Bollingberg	103 2nd Ave NE 3	Courtenay	701-435-2392	Marcia Bollingberg

We deserve to keep our Hi-way Departments!

We, the undersigned, demand that the local Hi-way Departments under chance of closure be KEPT OPEN and Running.

We, in the rural areas, deserve the right of safe and timely open roads.

Please print all except Signature — **Please sign one (1) petition.**

	First	Last	Address	City, State, Zip	Phone	Signature
1	Chris	Soupir	1593 Hwy 9 SE	Courtenay, ND 58426	701-435-2943	
2	Jonathan	Dockter	101 2nd SW	Courtenay N.D.	701-435-234	
3	Julie	Schoeler	1014 94 Ave SE	Courtenay ND	701-435-2318	
4	Jonathan	Johnson	305 1st Ave N	Courtenay ND	701.435-2123	
5	JAMES	NEVA	8254 14th ST SE	KENSAL N.D	701-435-2764	
6	Shirley	Jackson	309 1st Ave N.	Courtenay ND	701 435-2700	
7	Justin	Wanzek	9311 18th ST SE	Wimbledon ND	701 435 2799	
8	Ruth	Wanzek	9311 8th St SE	Wimbledon ND	701 435 2799	
9	Margeret	Harding	703 Church St	KENSAL	701435283	
10	Francis	Harding	703 Church St	KENSAL	7014352831	
11	Robin	Barnes	620 94th Ave SE	Courtenay	701320-1192	
12	Craig	Barnes	620 94th Ave SE	Courtenay	701 320 2647	
13	Ann	Mitchell	8915 Hwy 9 SE	Courtenay	2016594681	
14	Richard	Mitchell	8915 Hwy 9 SE	courtenay	320-6771	
15	Sandy	Wagner	506 3 Ave	Wimbledon ND	320 1719	
16	Robert	Ericson	1560 88th Ave SE	Courtenay ND	701-435-2934	
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Please print all except Signature

Please sign one (1) petition.

	First	Last	Address	City, State, Zip	Phone	Signature
1	Eric [redacted]	Bredahl	Church St 202	Kensal ND 58455	701-435-3445	Eric Bredahl
2	Dillon	Wutzke	[redacted] 305 500 St	Kensal, ND 58455	701-320-6233	Dillon Wutzke
3	Travis	Snow	875 81st Ave SE	Kensal ND 58455	269-9870	Travis Snow
4	David	Jones	187 Drummond St	McHenry ND	784-7274	David Jones
5	Sue	Baker	9045 9 St SE	Courtenay ND	701435-2611	Sue Baker
6	Sandy	Dick	9595 25th St SE	Wimbledon, ND	701-435-2664	Sandy Dick
7	Bernie	Wanzek	1363 Hwy 20	Courtenay ND	701-435-2707	Bernie Wanzek
8	Shelly	Wanzek	1363 Hwy 20	Courtenay ND	701-435-2707	Shelly Wanzek
9	Justin	Sherlock	123 3rd Ave	Dazey, ND	701-269-2200	Justin Sherlock
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	First	Last	Address	City, State, Zip	Phone	Signature
1	Henman	Kulla	706 1st Ave.	Kensal, ND	435-2881	Henman Kulla
2	Darren	Ekren	520 86th Ave, SE	Kensal ND 58455	435-2277	
3	Jim	Blahnig	1265 81 Ave SE	Kensal ND 58455	320-3438	
4	Ron	Sonsen	8190 Hwy 9	Kensal ND 58455	269-3343	
5	Josh	Kollman	7963 7th St SE	Carrington ND 58421	320-5568	
6	Alex	miller	730 73rd ave NE	Carrington ND 58421	789-9815	
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	First	Last	Address	City, State, Zip	Phone	Signature
1	Jerry	Tufte	9255 2nd ST N.E.	Glenfield ND 58443	785-2258	Jerry Tufte
2	Missy	Erickson	9057 16th St NE	McHenry, ND 58464	785-2660	Missy Erickson
3	Cindy	Tufte	9255-2nd ST. NE	Glenfield, ND 58443	785-2258	Cindy Tufte
4	MATT	BEAR	153 BYMORE NE	Glenfield ND 58443	674-3210	
5	ALAN	HEGVIK	122 School Ave	Glenfield 58443	785-272	Alan Hegvik
6	Richard	Short	581 Chadwick Ave	McHenry 58464	785-2404	Richard Short
7	Dusten	Ebensteiner	1308 14th St SE	Devils Lake 58301	307-0512	
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	First	Last	Address	City, State, Zip	Phone	Signature
1	Loren	Larson	117 George St	Grace City ND	(701)653-5707	
2	Katie	Larson	127 George St	Grace City, ND	(701)674-3662	
3	Nicole	Johnson	10 School Ave	Glenfield ND	701-797-7017	
4	TINA	JOHNSON	1103 foster AVE NE	COOPERSTOWN	701-797-7066	
5	Mike	OLSON	117 Nineee St.	McVILLE	701-231-9795	
6	Andrew	Olson	1103 Foster Ave NE	Cooperstown	701-740-9499	
7	Kelsey	Lampert	220 Hwy 20	Glenfield	701-799-0329	
8	Jessica	Overby	209 Broad St	Binford	701-789-7342	
9	Stuart	Waleen	9215 5th ST NE	McHenry	701-785-2245	
10	Ross	Johnson	150 Louise ST	Glenfield	701-789-1389	
11	Amanda	Beckley	911 Church St	Kensal	701-699-3494	
12	Joel	Anderson	180 98th Ave. SE	Kensal	701-653-5004	
13	Josh	Johnson	219 Church Ave	Glenfield	701-309-0275	
14	Kent	Johnson	279 Louise St	Glenfield	701-785-27K	
15	Douglas	Stangeland	1190 2nd St. S.	Carrington	701-652-1032	
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	First	Last	Address	City, State, Zip	Phone	Signature
1	Julie	Fehr	1213 97th Ave SE	Wimbledon ND 58492	320-0390	Julie Fehr
2	Brent	Christ	9931 21st St SE	Wimbledon ND 58492	320-4941	Brent Christ
3	DAVID	CARLSON	9340 23RD ST SE	Wimbledon ND 58492	320-4716	David Carlson
4	Paul	Cysewski	2074 91 1/2 Ave SE	Courtenay ND 58426		Paul Cysewski
5	Jessie	Albrecht	810 98th Av SE	Wimbledon ND 58492	659-358	Jessie Albrecht
6	Lee	Gusette	9780 22nd St SE	Wimbledon ND 58492	320-0304	Lee Gusette
7	Bret	Fehr	1213 97th Ave SE	Wimbledon ND 58492	789-0911	Bret Fehr
8	Dianne	Koll	1306 97 Ave SE	Wimbledon, ND 58492	435-2239	Dianne Koll
9	Koleen	Richards	201 Railway St	Wimbledon ND	435-2381	Koleen Richards
10	Karen	Alderman	2325 100th Ave SE	Wimbledon ND	320-6988	Karen Alderman
11	Kathleen	Stockly	9844 22nd St SE	Wimbledon	435-2541	Kathleen Stockly
12	Lori	Wanzek	402 3rd Ave	Wimbledon	435-2629	Lori Wanzek
13	Jim	Reimers	205 6th Ave	Wimbledon	320-5197	Jim Reimers
14	Marion	Kuhlmann	10014 22nd St SE	Wimbledon ND 58492	435-2676	Marion Kuhlmann
15	Shawn	Krumlich	2131 97th Ave SE	Wimbledon ND	368-9813	Shawn Krumlich
16	Linda	Rondson	210 3rd Ave So	Wimbledon ND	320-5907	Linda Rondson
17	Jim	Quick	1146 107th Ave SE	Dazey ND	540-9553	Jim Quick
18	William	Heinze	1520 97 Ave SE	Wimbledon ND	269-0405	William Heinze
19	Angela	Bartlett	104 Franklin St	Courtenay ND	435-2637	Angela Bartlett
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	First	Last	Address	City, State, Zip	Phone	Signature
1	Becky	ALLEY	384 Church Ave	Glenfield, ND 58443	785-2282	Becky Alley
2	Lawn	Stangeland	220 Urban St	Glenfield ND 58443	785-2224	
3	Jim	HOUSE	145 Glenfield St.	Glenfield, ND 58443	785-2282	Jim House
4	Gary	Martinson	167 Clark St	Glenfield, ND 58443	785-2209	Gary Martinson
5	GERALD	CLARYS	111 3RD AVE NW	Courtenay ND 58426	701-435-2878	Gerald Clarys
6	Sarah	Harrington	230 160th Ave SE	Sutton ND 58484	701-840-0006	
7	HERMAN	BRANDT	219 Johnston St	McHenry N.D.	701-785-2274	Herman Brandt
8	John	Fiebiger	11558-CORD 22	Cooperstown ND	701-797-3572	John Fiebiger
9	DWIGHT	FALLEN	1001 PARK AV NE	COOPERSTOWN ND	701-789-1198	Dwight Fallen
10	Joel	Utke	315 Glenfield St.	Glenfield ND 58443	701-797-7220	
11	Sarah	Hegvik	217 School Ave	Glenfield, ND 58443	701-797-7017	Sarah Hegvik
12	Shannon	Brandt	291 Church Ave	Glenfield, ND	701-797-7497	Shannon J. Brandt
13	Jay	Johnson	176 Louise St	Glenfield ND	701-789-5489	
14	Millie	Lura	305 Park Ave N.W.	Cooperstown	701-797-3570	Millie Lura
15	Bob	Lura	305 Park Ave. N.W.	Cooperstown	701-797-3570	Robert D. Lura
16	Lynn	Hoyt	560 91st Ave NE	Mchenry, ND	701-785-2240	Lynn Hoyt
17	Melanie	Hoyt	904 Odegard Ave SE	Cooperstown, ND	781-797-7523	Melanie Hoyt
18	Darwin	Topp	8765 4th St NE	Glenfield ND	701-674-3315	
19	Jennifer	Topp	8765 4th St NE	Glenfield, ND	701-674-3315	
20	NEIL	JACKSON	408 Glenfield St.	Glenfield, ND.	701-785-2525	Neil Jackson
21	Dan	Abraham	582 Hurd Ave	McHenry	701-785-2298	Dan
22	Greg		9040 4th St NE	Glenfield, ND	652-5943	
23	Arlyn	Hoyt	667 Hurd Ave	McHenry ND	785-2594	
24	Laurie	McKenzie	946 94th Ave SE	Courtenay ND	435-2643	Laurie McKenzie
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	First	Last	Address	City, State, Zip	Phone	Signature
1	Jeff	Erling	311 Pleasant St.	Kensal, N.D. 58454	435-2481	
2	Todd	Timm	1164 HWY 9	Kensal ND 58455	435-2926	
3	Glenn	Ableidinger	412 4th Ave E	Kensal	435-2746	
4	Deon	Ekren	985 Hwy 9 SE	Kensal	435-2364	
5	Mike	Sabinash	8525 2nd St SE	Kensal	435-2456	
6	Ryan	Spitzer	540 86th Ave SE	Kensal	435-2374	
7	Cory	Stangeland	8285 1st SE	Kensal	435-2675	
8	Peter	Johnson	516 1st Ave	Kensal	435-0017	
9	DAVID	KRAMER	405 1st Ave	Kensal	435-2233	
10	Tim	Connell	1076 82 AVE SE	Kensal	435-2211	
11	Titus	Timm	624 main	Kensal	435-9348	
12	Tanner	Timm	302 Broadway	Kensal	320-3537	
13	Bill	Spitzer	542 86th Ave SE	Kensal	320-4529	
14	Kamy	Timm	1164 Hwy 9 SE	Kensal, ND 58455	435-2926	
15	Dave	Johnson	7110 Hwy 9	Carrington ND 58421	320-5014	
16	Luke	Spitzer	247 83½ Ave SE	Kensal ND 58455	320-7962	
17	Adam	Spitzer	8406 6th ST SE	Kensal ND 58455	254-5612	
18	Curt	Timm	8225 Hwy 9	Kensal ND	435-2358	
19	Raphael	Trowbridge	8415 Hwy 9 SE	Kensal	435-2717	
20	Leila	Trowbridge	8415 Hwy 9 SE	Kensal	435-2717	
21	Jason	Kuelz	206 1st ave	"	435-2881	
22	Mary	Paczkowski	339 86th Ave SE	Kensal	435-2806	
23	Sharon	Nyra	8254 14th St SE	Kensal	435-2764	
24	Karin	Wolsky	699 HWY 9 SE	Kensal	269-2795	
25	Gary	Helgeson	173 Broadway	Kensal	435-2352	

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	First	Last	Address	City, State, Zip	Phone	Signature
1	Paul	Wolf	161 Circle Drive	Kensal ND 58455	701-269-9160	Paul A Wolf
2	DANA	EKREN	508 Kunert St	Kensal ND 58455	435-2559	Dana Ekren
3	Jessica	Johnson	516 1st Ave	Kensal ND 58455	435-0017	Jessica Johnson
4	Cassie	Spitzer	540 86 Ave SE	Kensal ND 58455	435-2374	Cassie Spitzer
5	Mackenzie	Watson	509 6th Ave	Kensal, ND 58455	320-424-1893	Mackenzie Watson
6	Amy	Joseph	1418 13th Ave. SW	Jamestown, ND 58401	701-269-9344	Amy Joseph
7	Casey	Stangeland	8235 1st St SE	Kensal ND 58455	701-368-9332	Casey Stangeland
8	Mary Beth	Liudahl	516 6th Ave	Kensal ND 58455	701-435-2827	Mary Beth Liudahl
9	Pam	Spitzer	8579 5 St SE	"	435-2591	Pam Spitzer
10	Stephanie	Ramsey	50 Starr St	Sutton ND 58484	701-490-2181	Stephanie Ramsey
11	Deane	Lokmoen	1429 9th Ave NE	Jamestown ND 58401	368-1478	Deane Lokmoen
12	Ross	Florhaug	205 500 St	Kensal ND 58455	701-435-2255	Ross Florhaug
13	Lynn	Spitzer	177 Pheasant St	Kensal ND 58455	701-435-2870	Lynn Spitzer
14	Tyler	Edlund	417 Harlem St	Binford, ND 58416	701-676-2301	Tyler Edlund
15	Doug	Tscheo		Binford 58416	701 797 2171	Doug Tscheo
16	Diane Marie	Adrian Ackerman	1264 99th Ave NE	Binford ND 58416	701-797-7532	Marie Ackerman
17	Laurie	Snow	875 81st Ave SE	Kensal ND 58455	701-368-8820	Laurie Snow
18	Alexa	Kelly	305 500 ST	Kensal, ND 58455	701-269-7887	Alexa Kelly
19	DAN	SNOW	875 81ST AVE SE	KENSAL ND	701-435-2212	Dan Snow
20	Kent	Florhaug	8285 6th St. SE	Kensal ND 58455	701-320-1297	Kent Florhaug
21	Dustin	Ekren	8810 4th ST SE	Kensal ND 58455	701-320-0204	Dustin Ekren
22	Jon	Johnson	9015 1st NE	Glenfield	701-785-2150	Jon Johnson
23	Tyler	Berkey	7870 4th St SE	Carrington	701-320-0014	Tyler Berkey
24	Scott	Trelstad	860 81st St SE	Kensal	701 320-6103	Scott Trelstad
25	Chris	Bradahl	8555 6th St SE	Kensal	701-269-2073	Chris Bradahl

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	First	Last	Address	City, State, Zip	Phone	Signature
1	Mike	Timm	520 82nd Ave SE	Kensal ND 58455	320-2349	Mike Timm
2	Rick	Christianson	380 14th Ave S	Carrington, ND 58421	653-5007	Rick Christianson
3	Gerald	Woolwine	360 99th Av NE	Binford, ND 58416	676-2128	Gerald Woolwine
4	Jeff	Ringstad	946 CoRd 15	Cooperstown, ND 58425	797-7118	Jeff Ringstad
5	Mary	Harvala	348 Drummond PO Box 42	McHenry, ND 58464	785-2103	Mary Harvala
6	Colleen	Dalman	612 137th Ave NE	Portland, ND 58274	786-2186	Colleen Dalman
7	JoAnn	Spickler	8359 5th St NE	Glenfield, ND 58443	674-3286	J Spickler
8	Mike	Monson	348 Stella Street	Glenfield, ND 58443	701-785-2626	Mike Monson
9	Iris	Brandt	30 School Ave	Glenfield, ND 58443	785-2390	Iris Brandt
10	Charla	Hoyt	208 Sullivan St.	Binford, ND 58416	797-7012	Charla Hoyt
11	Meghan	Schultz	204 Shipley Ave. E	Binford, ND 58416	388-4286	Meg Schultz
12	Marvin	Miskha	345 School Ave Apt 5	Glenfield ND 58443	785-2494	Marvin Miskha
13	Cindy	meehan	191 George St	Grace City ND 58445	701 674-3383	Cindy meehan
14	Angie	Ekren	8810 4th St SE	Kensal, ND 58455	701-490-1984	Angie Ekren
15	Herman	Johnson	9465 2nd St. N.E.	Glenfield ND 58443	701-785-2167	H Johnson
16	Jay	Kulsrud	8080 12th St NE	Grace City ND 58445	701-652-5715	Jay Kulsrud
17	Craig	Gulstad	241-91st Ave NE	Glenfield, ND 58443	701-309-0102	Craig Gulstad
18	Dan [redacted]	Simonson	9360 Hwy 200	Glenfield, ND 58443	701-797-7071	DS
19	Sheryl	Johnson	P.O Box 97	Glenfield, ND	701-785-2150	Sheryl Johnson
20	Joel	Lampert	360 91st Ave SE	Kensal, ND	701-320-5051	Joel Lampert
21	Keith	Johnson	9171 Main St. East	Glenfield, ND	701-785-2178	Keith Johnson
22	Dennis	Waken	25 94th Ave SE	Sutton, ND	701-785-2462	Dennis Waken
23	Frances	Waken	25 94th Ave SE	Sutton ND	701-785-2462	Frances Waken
24	Dan	Rosenau	7725 Hwy 200	Cogn, ND	701-674-3332	Dan
25	Nathan	Johnson	10 School Ave	Glenfield ND	(701)785-2217	Nathan Johnson

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	First	Last	Address	City, State, Zip	Phone	Signature
1	Melissa	Jacobson	10511 5th St SE	Hannaford ND 58448	701-318-9053	
2	Tammy	Jacobson	11191 Hwy 65	Cooperstown ND 58425	701-789-9785	
3	Douglas	Johnson	440 96th Ave SE	Sutton ND 58484	701-769-2485	
4	James	Anderson	9871 5th St SE	Sutton ND 58484	701-769-2376	
5	Judy	Anderson	9871 5th St SE	Sutton, N.D 58484	701-769-2376	
6	Gwen	Harrington	420 100 Ave. SE	Sutton ND 58484	701-769-2274	
7	Sherri	Johnson	440 96th Ave SE	Sutton ND 58484	701-769-2485	
8	Dan	Iverson	420 100th Ave SE	Sutton N. D. 58484	701-840-0577	
9	Ron	Lenz	310 2nd Ave	Sutton ND 58484	701-769-2311	
10	DeWayne	Anderson	9529-4th St. S.E	Sutton ND 58484	701-435-2505	
11	Lena	Anderson	9529-4th St. S.E	Sutton N.D 58484	701-435-2505	
12	Delores	Rahlf	3-5th Prairie St	Sutton ND	701-769-2472	
13	LaRae	Iverson	761 98th Ave NE	Binford ND 58416	701-789-1864	
14	DAVE	IVERSON	761 98th AVE. N.E.	BINFORD N.D. 58416	701-797-7073	
15	BILL	RAHLF	271 GROVE ST	SUTTON ND 58484	701-769-2306	
16	MICHAEL	WAGONER	361 GROVE ST	Sutton ND 58484	701-630-0240	
17	Gregory	Nelson	9650 6th ST. S.E.	SUTTON, ND 58484	701-769-2555	
18	Ryk K	Nicholls	211 10th Stre N.W	Devils Lake, ND 58301	701-662-5503	
19	Debbie	Dramstad	351 Anderson St.	Hannford ND 58448	7016803552	
20	Louis	Halvorson	1157 103rd Ave NE	Binford ND 58416	701-789-0697	
21	Mark	Hoffman	9680 2nd St SE	Sutton ND 58484	701 769 2139	
22	AUGUST	RAHLF	351 Prairie ST	SUTTON ND 58484	701-769-2972	
23	Tim	Thomas	200 Hwy	Binford ND	320-760 3259	
24	Craig	Hoggarth	9130-4th St SE	Kensal ND	701-435-2765	
25	Bonnie	Hoggarth	9130-4th St SE	Kensal ND	701-435-2765	

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	First	Last	Address	City, State, Zip	Phone	Signature
1	Gile	Gusdetz	9804 - 22 St SE	Wimbledon ND 58492	701-435-2609	
2	Gary	Albrecht	207 2nd Ave N	Wimbledon ND 58492	701-435-2483	
3	Rob	Rose	7925 134th St SE	Wimbledon ND 58492	701-435-2316	
4	Jim	SLag	10040 MTH St. SE	Wimbledon ND 58492	701-435-2427	
5	CHAD	BAKKEN	205 CENTER ST	WIMBLEDON ND 58492	701-251-8152	
6	Joel	Willson	509 2nd Ave N	Wimbledon ND 58492	701-435-2930	
7	MaryJean	Willson	10244 90 St SE	Rogers ND (Leal) 58479	701-646-6397	MaryJean Willson
8	KRISTA	Willson	509 2ND Ave N	Wimbledon, ND 58492	701-435-2930	
9	Rick	Wenzel	207 2½ Ave	Wimbledon, ND 58492	701-435-2335	
10	TODD	Kunze	204 4TH Ave	DAZEY ND 58429	701-797-7150	
11	Daryl	Kunze	505 6th Ave	Dazey ND 58429	701-793-2204	
12	H. JAMES	MARTIN	1524 95 AVE SE	WIMBLEDON	701-435-2657	
13	James	Hare	2320 99th Ave S.E.	Wimbledon	701-435-2553	
14	Betty	McMillan	209 99 Ave SE	Wimbledon	701-435-2441	
15	DARRYL	BULZOMI	10 50 99 AVE S.E.	WIMBLEDON	701-435-2596	
16	Rodney	SATHER	1614 96 Ave SE.	Wimbledon	435-2656	
17	Kyle	Beach	208 2nd St N	Wimbledon	435-2474	
18	LADON	SMITH	9991 11th St SE	WIMBLEDON	701-269-4546	
19	Bernadine	Smith	9991 11th St SE	Wimbledon	701-269-4546	
20	LEON	Doyle	306 Out ST	wimbledon	435-2317	
21	Emilee	Barnes	210 1st Ave	Wimbledon	269 3284	
22	Darrell	MARTIN	9020 89th ST. SE	COMSTOCK ND	269-3782	
23	Ralph	DICK	9595 95th St SE	Wimbledon ND	435-2464	
24	Doug	Johnson	130 W Western Dr	West Fargo ND	701-678-4333	
25	RICK	BRUESKE	9810 16 ST. S.E.	WIMBLEDON, ND	701-320-3449	

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	First	Last	Address	City, State, Zip	Phone	Signature
1	Bruce	Meitle	205 2½ Ave N, Box 173	Wimbledon ND	701-320-2601	Bruce Meitle
2	Ron	Sager	4042 2nd Ave N	Wimbledon, ND	701-320-9254	Ron Sager
3	Ed	Kuhlmann	10014 22 ST SE	Wimbledon, ND	701-435-2676	Ed Kuhlmann
4	Nancy	Everson	15608 58th Ave. S.E	Wimbledon	701-435-2934	Nancy Everson
5	Richard	Mitchell	8919 Hwy 9 SE	Courtenay ND	7013206777	Richard Mitchell
6	Steve	williams	102 1st wimbledon	wimbledon	701 269 6938	
7	Mary Beth	OLOMBEL	219 6th Av	Wimbledon	701-320-8375	Mary Beth Olombel
8	Marjorie	Guscella	9804 - 22nd St. SE	Wimbledon	701-435-2609	Marjorie Guscella
9	Judy	Sund	1822 - 94th Ave. SE.	Wimbledon	701-320-5893	Judy Sund
10	Beverly	Wilson	9482 - 21 St. SE	Wimbledon	701-435-2534	Beverly Wilson
11	Roz Ann	Feher	1217 97th Ave SE	Wimbledon ND 58492	701-435-2624	Roz Ann Feher
12	Carol Peterson	Peterson	14629 7th Ave SE	Wimbledon, ND	701-320-1020	Carol Peterson
13	Cindy	Wenzel	P.O Box 006	Wimbledon, ND	701-435-2335	Cindy Wenzel
14	Lee	Dick	1627 Hwy 9	Courtenay ND	7012699741	
15	MARY	BRINSON	P.O. Box 12	WIMBLEDON, ND	701-435-2996	Mary A. Brinson
16	Robert	PETERSON	9832 16TH SE	Wimbledon ND	701-435-2610	Robert A Peterson
17	Jo Ann	Schwartz	PO Box 5 - 515 Railway St	Wimbledon ND	701-659-3312	Jo Ann Schwartz
18	JESSICA	KUEHL	201 Hwy 9	Wimbledon ND	701-320-2658	Jessica Kuehl
19	Ricky	Nelson	701 Hwy 9	Wimbledon ND	701-435 2464	
20	Kelsey	January	101 Center St	Wimbledon ND	701-320-2140	Kelsey Jansen
21	Aimee	Jansen	101 Center St	Wimbledon ND	701-373-1543	Aimee Jansen
22	Alicia	Bollingberg	9092 8th St	Courtenay ND	701-793-8788	Alicia Bollingberg
23	Thomas Kern	Kern	119 3rd AVE	Wimbledon ND	701-309-0055	Thomas Kern
24	Anthony Roach	Roach	210 3 Ave S	Wimbledon ND	701-320-4940	Anthony Roach
25	GREG	PLUMB	314 GIBSON ST	WIMBLEDON ND	701 3205678	

We deserve to keep our Hi-way Departments!

We, the undersigned, demand that the local Hi-way Departments under chance of closure be KEPT OPEN and Running.

Please print all except Signature

We, in the rural areas, deserve the right of safe and timely open roads.

	First	Last	Address	City, State, Zip	Phone	Signature
1	Mike	Carlson	402 Glenwood Ave	N.D Jamestown 58401	320-3172	Mike Carlson
2	TODD	SPRIGGS	9737 24TH ST SE	WIMBLEDON 58492	320-3863	
3	Linda	Grattery	233399th Ave SE	Wimbledon 58492	320-9533	Linda Grattery
4	Dick	Grattery	" "	" "	320-9867	
5	Anne	Lloyd	9750 9th St SE	Wimbledon ND 58492	435-2590	Anne Marie Lloyd
6	Del	Loeffler	405 1st Ave N	Wimbledon ND	435-2384	
7	Mike	Nelson	2325 100th Ave SE	Wimbledon ND	320-6981	
8	Al	Noehren	207 First N	Wimbledon 58492	269-2968	
9	Rick	Albrecht	10180 14th St SE	Wimbledon 58492	320-2807	
10	Janice	McCarty	505 - Center St	Wimbledon 58492	435-2135	Janice McCarty
11	Julie	Sizer	512 3rd Ave	Wimbledon 58492	4352674	
12	Dan	Dyer	310 Gibson St	Wimbledon 58492	435-2264	
13	Donna	Peterson	9832-16th St SE	Wimbledon ND	701-435-261	
14	Austin	Roth	104 1st Ave N	Wimbledon ND	701-320-5017	
15	Stacy	Schaffer	510 Center Street #8	Wimbledon ND	701-471-63	
16	Shelby	Anderson	211 4th Ave	Wimbledon, ND	7013207067	
17	Ruth	Loeffler	405 1ST AVE N	WIMBLEDON, ND	701 435 2384	
18	Doris	Flagg	10040-17th St S.E	Wimbledon ND	701-435-2627	
19	MARKUS	MUELLER	1632 10th Ave SE	Wimbledon ND	701-320-2455	
20	Nicole	Traylor	102 First Ave N	Wimbledon ND	701.269.7935	
21	Sonja	Rudolph	208 4th AV N Apt 4	Wimbledon ND	701-435-25	Sonja Rudolph
22	Ralph	Rudolph	208 4th AV N apt 4	Wimbledon ND	701-435-2373	
23	Terry	Seidler	1012 93rd Ave SE	Courtney	701-435-2279	
24	MARY	PLUMB	314 GIBSON ST	WIMBLEDON ND 58492	701 4352948	
25	Tasha	Porter	9781 9th St SE	wimbledon ND	701-435-2918	

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We, in the rural areas, deserve the right of safe and timely open roads.

Please print all except Signature — **Please sign one (1) petition.**

	First	Last	Address	City, State, Zip	Phone	Signature
1	TERRY	Schwartz	8851 25 ST SE	Jamestown ND	320-5480	Terry Schwartz
2	Linda	Schwartz	8851 25 St. SE	Jamestown ND	701 659-3154	Linda Schwartz
3	Dwaed	Thoms	9556 87 ave SE	Frmst ND	701 252 8329	Dwaed Thoms
4	Duane	Thoms	1091 Hwy 20 SE	Courtenay ND	701 435 26[illegible]	[illegible]
5	Karen	Lueck	9494 29 ST SE	Spiritwood ND	701-252-0209	Karen L Lueck
6	Jack	Lueck	9494 29 ST SE	Spiritwood ND	7012520209	Jack Lueck
7	Tim	Scott	9345 30th St SE	Spiritwood ND	701-252-5832	Tim Scott
8	Dennis	Lorenz	3350 Hwy 281 SE	Jamestown	701-252 6536	Dennis Lorenz
9	Elizabeth	Lorenz	335 Hwy 281 SE	Jamestown ND	701-252-6536	Elizabeth Lorenz
10	RUSSELL	CARLSON	9548 39th ST SE	Jamestown ND	701-489-3492	Russell Carlson
11	David	Gasal	3188 88th Av SE	Jamestown ND	701-320-2946	David Gasal
12	H. John	SKroch	9225 22nd St SE	Courtenay ND	701-252-8891	H John Skroch
13	Brenda	Thoms	1091 Hwy 20 SE	Courtenay ND 58426	701-435-2618	Brenda Thoms
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Please print all except Signature — **Please sign one (1) petition.**

	First	Last	Address	City, State, Zip	Phone	Signature
1	Marlene	Ekren	799 Hwy 9 SE	Kensal, ND 58455	701-435-2782	Marlene Ekren
2	H M Ekren	Ekren	11	11	11	H M Ekren
3	Nathan	Fitzgerald	51 112th Ave NE	Cooperstown ND 58425	701-840-8653	Nathan
4	Gail Bischoff	Bischoff	221 15 ave NE	Jamestown	269 2402	Gail Bischoff
5	Cindy	Barnes	1001 6th Ave SW	Tmst	952-7745	Cindy Barnes
6	~~Sherry Somsen~~	~~Somsen~~	~~9044 12th ST SE~~	~~Courtenay~~	~~435 2582~~	
7	Sherry	Somsen	9044 12 ST SE	Courtenay	435 2582	Sherry Somsen
8	Pamela	Husland	208 Hillcrest Dr.	Jamestown	952-8644	Pamela Husland
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Please print all except Signature

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	First	Last	Address	City, State, Zip	Phone	Signature
1	Gerald	Wellson	10244 208 St E	Rogers MN 55374	646-6397	Gerald Wellson
2	Terry	Hovland	410 2nd Ave N	Wimbledon ND	659-3466	Terry Hovland
3	Neil	Johnston	2125 90 Ave SE	Courtenay	252-4627	Neil Johnston
4	Sheila	Johnston	2125 90th A SE	Courtenay	252-4627	Sheila Johnston
5	RONALD	SMITH	104 2nd AVE N	WIMBLEDON	435-0003	[illegible]
6	Paul	Klosterman	2176 Hwy 20	Buchanan	852-4203	Paul Klosterman
7	Mitch	Miller	20 center St.	Leal	490-6740	Mitch Miller
8	Gordon	Birchiff	221 15 ave N E	Jamestown	2692243	Gordon Birchiff
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Please print all except Signature

We, in the rural areas, deserve the right of safe and timely open roads.

	First	Last	Address	City, State, Zip	Phone	Signature
1	Brad	Clemens	10005 14th St SE	Wimbledon ND 58492	701-320-9747	
2	Leanne	Revier	217 2nd Ave SW	Carrington ND 58435	701-435-2172	Leanne Revier
3	Michael	Severson	125 Central Street	Wimbledon, ND 58492	(701) 646-6202	
4	Kevin	Revier	217 2nd Ave SW	Carrington ND 58435	701-435-2172	Kevin Revier
5	Anne	Osborne	9555 22 St SE	Wimbledon ND 58492	701 435 2997	
6	Neil	Johnston	2125 90 Ave SE	Courtenay	701-252-7627	
7	Jennifer	Sundeen	715 3rd St SE	Jamestown, ND 58401	701-251-8449	
8	marsha	Skattum	8681 57th St SE	Adrian ND 58472	701-778-7831	marsha Skattum
9	Laurie	Witzig	720 3rd Ave NE	Jamestown 58401	701-320-9880	
10	Chris	Aarhus	321 18th Ave. NE	Jamestown 58401	701-720-2297	
11	Terry	Ulrich	10098 51st Ave SE	Ashley, ND 58413	701-288-3862	
12	Polly	Wyrick-Ulrich	10098 51st Ave SE	Ashley, ND 58413	701-288-3862	
13	Vickie	Lura	POBox 183, 2034th ST	Sanborn ND 58482	701-840-2166	
14	Pamela	Burkhardt	607 5 Ave. SE	Jamestown ND 58401	701-952-4452	
15	Arlinda	Pesek	202 Jefferson Ave. S.	Ypsilanti ND 58497	701-489-3314	
16	Stacey	Pesek	411 4 Ave NW	Jamestown ND 58401	701 659 1539	
17	Judy	Lind	708 4th Ave NW	Jamestown ND 58401	701 252 7682	Judy Lind
18	Cindy	Wolff	1413 9 Ave SW	Jamestown ND	701-252-1627	
19	Cindy	Burtle	8585 38th St SE	Jamestown ND	701-252-4858	
20	Jeff	Erickson	715 7th AVE SW	Valley City ND	701-490-1843	
21	Terri	Opatz	324 22nd Ave NE	Jamestown ND	701-952-2553	
22	Rob	Peuser	524 45th St NW	Jamestown, ND	701-269-3105	
23	SUSAN	JOHNSON	8520 38TH ST SE UNIT 1	JAMESTOWN ND	701-952-0563	
24	Joel	JOHNSON	"	"	"	
25	Lorena	Hall	402 9th Ave SE	Jamestown ND	406-581-2920	

21

March 2, 2017 SB 2012 Attachment F

In regaurd to Bill # 2012

My name is Bernie Wanzek from Courtenay, ND. My address is 1363 Hwy 20. I am writing in regard to the closing of the Courtenay highway department. My wife works in Jamestown, so I have seen first hand of the poor job the highway department does on highway 20 now as far as snow removal. How is closing the courtenay shop going to make this any better, because the Jamestown department has a hard time now keeping the road open much less being responsible for more miles when the courtenay department is closed. Many ~~mornings~~ mornings I have been outside by 6:00 A.M. and could here the courtenay department out clearing Highway 9 already! The department from Jamestown usually doesn't come by until 8:30 - 9:00 a.m. this is long after most people have been by to try and get to Jamestown to get to work. there are a lot of people not just from courtenay or Kensal, but from other communities north of these towns that work in Jamestown. I farm for a living and haul my grain to courtenay or Kensal, which I haul on highway 9 to get there. This is my main Income, how are we to survive if we can't get our grain to market?

If there was a fire or emergency, how are we going to get to the fire truck or an ambulance there if the roads are blocked? If we have to wait for a snowplow to come from Jamestown, the fire or life would be lost.

How can closing the Courtenay Shop be financially cheaper if the larger shops have to spend more for trucks and buildings to include the extra miles that need to be taken care of?

Thank you for your time.

Bernard Wanzek

In regards to Bill #2012

My name is Bernie Wanzek from Courtenay, ND. My address is 1363 Hwy 20. I am writing in regard to the closing of the Courtenay highway department. My wife works in Jamestown, so I have seen first hand of the poor job the highway department does on Highway 20 now as far as snow removal. How is closing the Courtenay shop going to make this any better, because the Jamestown department has a hard time now keeping the road open much less being responsible for more miles when the Courtenay department is closed. Many mornings I have been outside by 6:00 am and could hear the Courtenay department out cleaning Highway 9 already! The department from Jamestown usually doesn't come by until 8:30-9:00 am. This is long after most people have been by to try and get to Jamestown to get to work. There are a lot of people, not just from Courtenay or Kensal, but from other communities north of these towns that work in Jamestown.

I farm for a living and haul my grain to Courtenay or Kensal, which I haul on Highway 9 to get there. This is my main income, how are we going to survive if we can't get our grain to market?

If there was a fire or emergency, how are we going to get to the fire truck or an ambulance thru if the roads are blocked? If we have to wait for a snowplow to come from Jamestown, the fire or life would be lost.

How can closing the Courtenay shop be financially cheaper if the larger shops have to spend more for trucks and buildings to include the extra miles that need to be taken of?

Thank you for your time,
Bernard Wanzek

March 2, 2017 SB2012 Attachment G

My name is John Bailey, Jr. and I live in Courtenay North Dakota. I would ask that you work to stop the implementation of most of the actions considered in the "Maintenance Section Optimization" proposal, put forth by the Department of Transportation, (Senate bills 2012 and 2072). While I believe it is prudent that we get the most value from our tax dollars, I do not believe that this proposal delivers that value.

I do agree with the closure and sale of the satellite stations as these areas are already being serviced by other section shops. While I agree that no one person should ever be tasked with maintenance duties such as "moving a heavy snowplow blade off a machine for repair" that happens to be a personnel management issue not a budgetary concern and I feel that such a safety issue opens the state to unnecessary liability.

Further study of the information available will show that the employee used in the example is already assigned to a larger section shop full time and should have co-workers available for assistance in such tasks. Further reading will also show that much of the purported savings are based upon each of these sections receiving a new shop within the next biennium. According to all information available to me, which includes speaking with some DOT employees, this is not even a consideration much less an actual budget item. The same is found to be true with the trucks, salt sheds, etc. While it is true that there are a number of cities that do not have section shops, yet have state highways passing through them, it is also the case that some of the section shops proposed to be closed, service many of these same communities. The Courtenay shop, with which I am familiar, services about a half a dozen of these same communities by itself. Many of these same communities rely upon each other for essential, and often volunteer, emergency services.

Safe travel is fundamentally necessary for rural communities. Many families in our area regularly travel in excess of 30 miles 1 way everyday for work, groceries, medical, and educational purposes.

As you should already be aware, we are talking about closing these shops in outlying rural communities where agriculture is at the forefront of life, the ability to transport to and from these farming communities is the life's blood of this very state, and some would say, even the nation.

I would also like to address the fact that in order to truly streamline the budget we need to take in to account the fact that a person who lives on and travels the same roads they work on has the opportunity to recognize and address a small problem before it becomes a big problem and a person that has a large area to maintain generally finds themselves running from crisis to crisis instead. So when viewed carefully you will find this "Maintenance Section Optimization" has many false savings, requires costly new construction, and will likely result in an actual increase in budgetary needs and many dollars in lost revenue.

March 2, 2017 SB2012 attachment H

Gackle Ambulance Service

2-28-17

I am writing this letter on behalf of the Gackle Ambulance Service and for the community that we serve. Our ambulance service provides emergency medical treatment and transport to a population of 970 citizens, an area comprised of 561 Square miles with a radius of 20 miles around Gackle. We have a call volume of 80-90 calls per year with 60 of those calls ending in a transport to the hospital. Our furthest distance to transport a patient to the hospital is around 55-60 miles.

Why do I mention these stats? I share with you this information as you consider the closure of the ND Highway Department station in Gackle as well as 7 other communities, as this will have an impact on our response to our community members in need of our services. Successful life saving medical treatment has a direct correlation to time. The time it takes our ambulance to respond to the patient, the time on scene treating our patient, and finally the time it takes to transport those needing definitive medical treatment to the nearest hospital. When we receive an ambulance page, time is against us from the very beginning. Research has proven that the quicker a patient can receive treatment for life threatening conditions the much higher chance they will recover. This is especially true for cardiac arrest, stroke, & traumas.

Closing the Highway Department in Gackle will most certainly cause a possibility of delayed treatment for the citizens of our community that we serve. When the roads are bad in the winter, we cannot wait for trucks to come from Wishek or Medina to clear our highways. When the call comes in, we must respond without delay.

I respectfully ask you to put yourself in my shoes for a moment. Let's imagine that the Highway Department Station in Gackle is closed. You receive an ambulance call. It is snowing heavy outside. You must make a decision. Do I go and risk my crew's safety in this weather? Do I wait until a truck comes from

Medina to clear the highway? Dispatch calls you. They have the 911 caller on the phone. The patient quit breathing, CPR is in progress. They ask how long before you will be there. What do you do?

This scenario hopefully will never happen, but it may.

I understand you must be good stewards of the tax dollars entrusted in your care. I also know that our community needs the State Highway Department to remain open in Gackle. The 7 other rural communities in North Dakota need the same.

Thank you for taking time for me to share with you. I ask you to keep all 8 ND State Highway Departments open for the citizens of North Dakota.

Respectfully,

James Owen

James Owen

President

Gackle Ambulance Service

March 2, 2017 SB2012 Attachment I

SB 2012 – Points to Consider before passing the bill as is:

1. DOT plan to close the 8 remote maintenance shops affects a lot of us who drive on state highways every day.
2. DOT claims that by consolidating, they will save money and still be able to keep the roads cleared in the winter.
    a. They may save a little by the closures, but the shop in our area does not cost that much to keep open – we want to see the real numbers.
    b. They have to build new shops or find other places to rent/buy in order to house the trucks in the consolidated areas – this cost is not presented in any way understandable
    c. Costs are not shown for the extra fuel, man hours and wear and tear on trucks that have to drive 40 miles just to get started doing their section area. These hidden costs – and others - are what makes this budget unacceptable.
3. DOT does need to meet the budget – but should not do so at the expense of the safety of citizens of ND.
4. Driving to work 40 miles one way – 38 of them on state highways – I have had many days of driving on snow or ice covered roads and several times with snow drifts and pillow drifts. A few times where there was only one lane traffic, and one time that I know of where the road was totally blocked.
    a. Blocked road kept someone from getting to work in the morning.
    b. One lane traffic was there at 5 pm and there at 7 am the next morning – and was in more than one place, the worst being right on a hill.
5. The safety of those of us in these areas is our biggest concern. There are quite a few single person households and elderly living in these areas. If these roads become blocked like they did this winter, and a fire call or medical call goes out – the trucks, rural firemen, or first responders need to be able to get through these roads – if a truck is over 30 miles away any direction to help clear the roads – they will not be able to get where they need to be in time to help.
    a. Courtenay sits in the middle of nowhere – which is probably why the station was set up here.
        i. 30 miles SW to Jamestown
        ii. 50 miles SE to Valley City
        iii. 40 miles NW to Carrington
        iv. And 35 miles NE to Cooperstown
    b. Our two trucks are supposedly being sent one to Cooperstown and one to Jamestown
        i. The section of Highway 20 that Jamestown is responsible for now – is the worst section – they get over it MAYBE once a day….after 10 am. This doesn't help those of us who have to be to work or school at 8 am…..
        ii. The roadways are hard to keep clean with things the way they are – if employees are cut and trucks moved farther away – it will only be worse for those of us in the middle of nowhere.
6. DOT claims that newer and better trucks can do more miles faster
    a. Courtenay has newer trucks and you can only go so fast and it still takes a long time to drive 120 miles. This claim makes no common sense.
7. School buses and kids in school drive these roads all winter too – and rural schools are just that, rural – most kids drive more than 5 miles to school each day – their safety depends on the roads being kept clean when the buses/drivers leave in the morning, and when they come home at night. Roads should be cleaned at LEAST twice a day.
8. By having the maintenance building/trucks 40 miles away, who will be the one checking on the difference in weather conditions and road conditions? Here in ND, things change every 5 miles or less. We live north of Courtenay 10 miles and we have more snow than Courtenay by a lot, and WAY more than Jamestown or Cooperstown. If they walk out of the shop and it is nice there – will they get up in time to clear our roads for us to go to work and school if our roads are bad but theirs aren't??
9. As representatives of North Dakotans, you are here to be our voice. We may not have a huge population in the areas around the shops that are planned for closing, but we pay a lot of land taxes and depend on these highways for our livelihood and safety. Take a look at the petitions and see how many have signed it. In Stutsman County, of the 12 towns (not including Jamestown), 10 have 100 or less people and the other two have 200 and 300 each. You have a very high percentage of the population who have signed those petitions opposing the closings. We all know how important it is to have plows available for us to be able to live here. Listen to our voice, and be our voice.
10. DOT has the right to manage their business – but only at the discretion of the legislature. YOU need to keep track of activities, and when something becomes a danger to your constituents, you need to step in and make adjustments. Please take a very close look at this plan, and help to make an adjustment that will not endanger anyone.

/

March 2, 2017 SB2012 Attachment 5

Opposed to closing highway maintenance shops

Good morning Mr. Chair, and members of this subcommittee.

I am Mary Beth Olombel, from Wimbledon, which is 9 miles SE of Courtenay on Highway 9, and 30 miles from Jamestown, where I am employed.

I asked to speak to you today because I have never felt more passionately about a legislative issue.

Approximately 10 years ago, I chose to live in Wimbledon, my hometown. I invested $180,000 to gut and renovate a dilapidated house. I could reside in Wimbledon because the highway department snowplow based in Courtenay kept the winter roads cleared, and I could work in Jamestown.

However, I can't continue to live in Wimbledon if the roads aren't open by their usual 7 a.m. time so I can drive to Jamestown for my job. And on windy days, they need to be reopened at the end of the day so that I can safely get home again.

What I am asking for this morning, is that the Courtenay, and 7 other road maintenance shops NOT be closed in this biennium, but be KEPT OPEN until the true impact of their closing on the rural communities they serve be determined.

I would not have invested in my rural community if I didn't intend to live there for many years. The existence of the local grocery store is critical to my living there even after retirement – especially after retirement -- and open roads are critical to the Wimbledon Community Grocery continuing to exist.

The grocery truck arrives once a week at 6:30 a.m., traveling on Interstate 94 and state highways. From Wimbledon, the truck goes to Binford, another small town 47 miles north. Many miles of that route are cleared by a plow from the Courtenay shop.

And it is not just the Tuesday morning truck – it's the bread truck, the Pepsi truck, and Coke truck, the Pizza Corner truck, and the Frito Lay truck that deliver each week. Plus deliveries by UPS, FedEx, Dakota Paper, and U.S. Foods. And let's not forget the Post Office. For many of us, our medicine arrives in the mail. Keeping the roads open so that the mail can get through reliably is also important.

Getting customers to the store requires open roads, too, generating enough business to keep the store viable, and the small town viable, and allow this rural community to continue to exist.

I thank you for your time this morning, and I ask that you find a way to keep these highway department shops open during this upcoming biennium.

Mary Beth Olombel
P.O. Box 14 or 219 6th Ave, Wimbledon ND 58492
(701) 320 8375

March 2, 2017 SB2012 Attachment K

NORTH DAKOTA
Farmers Union

March 2, 2017

SB 2012
House Appropriations—Government Operations Division

Chairman Brandenburg and Members of the Committee:

My name is Kayla Pulvermacher. I am here to represent the members on North Dakota Farmers Union.

North Dakota Farmers Union would like to express their concern with one specific section of SB 2012; the "Maintenance Optimization" plan set forth by the North Dakota Department of Transportation. This plan includes how the DOT may cut spending, including closing the DOT's maintenance shops in Courtenay, Gackle, Litchville, Fessenden, Finley, New England, Mayville and Starkweather.

NDFU is worried about the impact of such a plan will have on rural communities. We believe our entire state highway system must be preserved and maintained at a quality level. Our members also believe that priority should be given to roads utilized for moving farm products to regional markets.

Thank you for the opportunity to testify about our concerns. I can take any questions you may have.

March 2, 2017 SB2012 Attachment 2

Chairman Brandenburg and members of the appropriations committee.

My Names is James Zenker, a 35 year retired veteran of the DOT, from Gackle. Testifying on behalf of myself and area residents of Gackle.

I am opposed to SB 2012 for, but not limited to, the following reasons. These reasons may also apply to the other areas where DOT maintenance shops are proposed to be closed. By closing the Gackle section, which hasn't had an operator since January 2017, the service of snow and ice removal would still be provided but at a later time than the area residents have had in the past. How much later depends on weather conditions. This is the biggest concern to the area.

In the later part of my career, I had the fortune of operating one of the newer generation trucks which

was equipped with an underbody blade, right side wing, spreader and a snow plow. There were times when the road was covered with heavy wet snow that the truck could not move faster than about 30 MPH. There were also times when I could not see much past the plow because of poor visibility and/or blowing snow. This reduces the time needed to clear the road so the public can travel safely.

As recent as Wednesday of last week, my wife and I had been in Jamestown for a medical appointment in the morning when it began to snow. Returning home at about 11:30 AM, by way of highways 281 and 46, we drove on snow covered 46 for 23 miles at about 40 MPH. In that stretch of highway we did not see a snowplow. Another area resident experienced similar

road conditions south of Gackle on highway 56. The roadway, also, had not been cleared of snow and ice until sometime in the afternoon. Other area residents may also relay similar experiences.

Is this fair to the area residents for closing the Gackle section? The roadways that were once high priority to the Gackle section now become secondary to which ever section is assigned to cover the roads. Is this what the residents can expect from the newer, heavier, more efficient snow clearing equipment?

In 2011, when I retired, my position was moved to Wishek. In January 2017, the last operator retired. Either time, the DOT did not provide an opportunity for anyone to be employed at the Gackle section, because no openings were posted.

From my kitchen window, I see there times the Gackle site is still of use to reload product for snow and ice removal. If this is closed, the closest stockpile would be at Junction 46 and 281 some 20 miles away. Again, more time is involved to complete the job.

If no other full time employees are hired, the closing of these sections will place more lane miles to be covered on the existing operators. Roadway clearing will take more time to accomplish.

The closing of these sections will also affect the communities growth and well-being, as well other services in the area.

Please oppose SB 2012.

Thank You.

March 2, 2017 SB2012 Attachment #1

FARMERS UNION INSURANCE
NEIL JOHNSTON
PO BOX 196
WIMBLEDON, ND 58492
TELEPHONE 435-2692 FAX 435-2698
TOLLFREE....1-888-488-2692

02/28/2017

Mister or Madam Chairman and members of the committee,

My name is Neil Johnston. I am the Farmers Union Insurance agent from Wimbledon, ND. I reside approximately 10 miles south of Courtenay, ND, and drive the roads between Wimbledon and Courtenay very often. In my travels, I see a large number of farm trucks hauling their products to market. These roads need to have local maintenance crews working on them, enabling the agriculture producers to get their products to the elevators. Since we are a rural area, there are also a large number of local residents who work and travel to Jamestown, Carrington, and Valley City daily. These people need to be able to travel these roads daily, knowing that they are open to traffic.

The towns of Wimbledon and Courtenay both have very capable emergency services that also need the roads to be locally maintained. The local maintenance crew is very diligent in keeping these roads open for local traffic.

Thank-you for your consideration in this matter.

Sincerely,

Neil Johnston

March 2, 2017 SB 2012 Attachment A

FEES FOR DRIVERS LICENCE RENEWALS
February 2016

License Fees	Minnesota	Montana	Wyoming	South Dakota	North Dakota
Drivers License	$24.00	$40/8 yrs.	$20.00	$20.00	$15.00/6 yrs.
CDL	$43.00	$50/5 yrs.	$25.00	$25.00	$15.00/4 yrs.
Time Frame	4 yrs.	**	4 yrs.	5 yrs.	

**Montana - the fee for drivers licenses is $5 per year and $10 per year for CDL.
Source: NDDOT Drivers License Division

MOTOR FUEL TAX RATES
January 1, 2016

	Minnesota Cents/Gal	Montana Cents/Gal	South Dakota Cents/Gal	North Dakota Cents/Gal	US Average Cents/Gal
Gasoline	28.60	27.70	30.00	23.00	28.22
Diesel Fuel	28.60	28.50	30.00	23.00	28.99

Note: Federal excise tax is 18.4 cents/gal for gasoline & 24.4 cents/gal for diesel fuel.
Source: American Petroleum Institute

MOTOR VEHICLE REGISTRATION FEES
February 2016

State Registration Fee	*2015 Ford Taurus 3,739 lbs.*	2015 ¾ Ton Pickup 12,000 GVW	2015 KW Tractor 80,000 lbs.	2008 Farm Truck 44,000 lbs.	2014 Farm Truck 44,000 lbs.
Minnesota	$261.00	$461.00	$1,760.00	$161.00	$268.00
Montana*	$217.00	$217.00	$375.00	$100.00	$284.00
South Dakota	$72.00	$120.00	$1,019.00	$357.00	$511.00
North Dakota	$93.00	$$142.00	$1,059.00	$149.00	$219.00

*Additional fees may be assessed by the county in which the vehicle is registered.
Source: NDDOT Motor Vehicle Division

TOTAL STATE TAXES ON MOTOR FUEL For Rates Effective January 1, 2017				GASOLINE PRICE PER GALLON	
RANK TAXES ON GASOLINE	STATE	GASOLINE TOTAL STATE TAXES CENTS/GAL	DIESEL TOTAL STATE TAXES CENTS/GAL	AVERAGE PRICE 1/18/2017	RANK
1	PENNSYLVANIA	58.20	74.70	2.63	5
2	WASHINGTON	49.40	49.40	2.75	4
3	HAWAII	44.39	41.83	3.06	1
4	NEW YORK	43.88	42.68	2.54	8
5	MICHIGAN	40.44	41.08	2.37	17
6	CONNECTICUT	39.85	41.70	2.48	9
7	CALIFORNIA	38.13	40.01	2.81	2
8	NEW JERSEY	37.10	33.40	2.43	11
9	FLORIDA	36.80	33.77	2.38	16
10	NORTH CAROLINA	34.55	34.55	2.25	33
11	ILLINOIS	34.01	35.32	2.41	13
12	RHODE ISLAND	34.00	34.00	2.34	24
13	INDIANA	33.59	41.25	2.16	43
14	NEVADA	33.52	28.56	2.46	10
15	MARYLAND	33.50	34.25	2.36	20
16	IDAHO	33.00	33.00	2.37	18
17	WISCONSIN	32.90	32.90	2.34	23
18	WEST VIRGINIA	32.20	33.20	2.39	15
19	OREGON	31.12	30.36	2.56	7
20	GEORGIA	31.09	34.19	2.24	36
21	IOWA	30.70	32.50	2.36	20
22	VERMONT	30.46	32.00	2.40	14
23	MAINE	30.01	31.21	2.41	12
24	SOUTH DAKOTA	30.00	30.00	2.37	19
25	UTAH	29.41	29.41	2.23	37
26	MINNESOTA	28.60	28.60	2.33	26
27	**NEBRASKA***	**28.20**	**27.60**	**2.36**	**22**
28	OHIO	28.01	28.01	2.22	38
29	MONTANA	27.75	28.50	2.30	29
30	MASSACHUSETTS	26.54	26.54	2.33	25
31	KENTUCKY	26.00	23.00	2.26	32
32	KANSAS	24.03	26.03	2.21	39
33	WYOMING	24.00	24.00	2.24	35
34	NEW HAMPSHIRE	23.83	23.83	2.30	28
35	DISTRICT OF COLUMBIA	23.50	23.50	2.57	6
36	DELAWARE	23.00	22.00	2.32	27
36	NORTH DAKOTA	23.00	23.00	2.29	30
38	ALABAMA	22.91	21.89	2.14	48
39	VIRGINIA	22.39	26.08	2.21	40
40	COLORADO	22.00	20.50	2.26	31
41	ARKANSAS	21.80	22.80	2.15	45
42	TENNESSEE	21.40	18.40	2.13	50
43	LOUISIANA	20.01	20.01	2.18	42
44	TEXAS	20.00	20.00	2.15	46
45	ARIZONA	19.00	27.00	2.20	41
46	NEW MEXICO	18.88	22.88	2.25	34
47	MISSISSIPPI	18.79	18.40	2.14	47
48	MISSOURI	17.30	17.30	2.14	49
49	OKLAHOMA	17.00	14.00	2.15	44
50	SOUTH CAROLINA	16.75	16.75	2.11	51
51	ALASKA	12.25	12.75	2.78	3
	US AVERAGE	**29.00**	**29.58**	**2.35**	

* Rate includes Petroleum Release Remdeial Action fee .09 for gasoline and .03 for diesel and other fuels.

Sources: Total state taxes on motor fuel per American Petroleum Institute (API). See http://www.api.org/oil-and-natural-gas/consumer-information/motor-fuel-taxes for specifics of all taxes included. National average gas prices from AAA http://gasprices.aaa.com/.

Note: Federal excise taxes 18.4 cpg for gasoline/gasohol and 24.4 cpg for diesel.

March 7, 2017 SB2012 Attachment A

HOUSE APPROPRIATIONS GOVERNMENT OPERATIONS COMMITTEE
March 7, 2017 – Medora Room

North Dakota Department of Transportation
Grant Levi, P.E., Director

Engrossed SB 2012

Good afternoon Mr. Chairman and members of the committee. I'm Grant Levi, Director of the North Dakota Department of Transportation (Department). I'm here today to discuss the proposed amendment and questions the committee has pertaining to Engrossed SB 2012.

As we shared in testimony on March 2nd, the Department's most recent revenue projections show revenues coming in lower than expected. Therefore, Engrossed SB 2012 will need to be adjusted by an additional $10.6 million. In order to balance Engrossed SB 2012 to match the revised revenue forecast, we recommend:

- Delaying funding to Community Enhancement Program.
- Repurposing additional enhanced state highway funds to match federal dollars.

To accomplish this the following amendment is recommended:

- Remove section 5 funding for Community Enhancement Program from Engrossed SB 2012 and revise section 4 to increase the $5.7 million to $16.3 million.
- Proposed Amendments to Engrossed Senate Bill 2012:
  - Page 1, line 16, replace "9,610,000" with "4,610,000"
  - Page 1, line 16, replace "72,528,030" with "67,528,030"
  - Page 1, line 17, replace "$8,160,497" with "$3,160,497"
  - Page 1, line 17, replace "$1,274,700,958" with "$1,269,700,958"
  - Page 2, line 16, replace "$5,700,000" with "$16,300,000"
  - Page 2, remove lines 20 through 25
  - Renumber accordingly

<u>Question #1:</u> How are Maintenance Services affected by proposed optimization plan?

We'd like to provide you with an overview comparing how maintenance services are provided today and how those services will be provided in the future if the eight sections are closed. Attached are two maps, Map 1 illustrates how snow and ice control is presently taken care of on highways in each section area and Map 2 shows how the snow and ice control would be modified if the eight sections were closed.

The following information highlights how highways will be covered by maintenance sections. Please note, we do make changes on occasion because of the type of storm, availability of equipment operators, or because of conditions, we are encountering. The type of maintenance service being proposed is no different than other parts of the state. For example, Walhalla receives service out of the Cavalier section shop, which is located approximately 32 miles from that area.

Below is a description of the maintenance section service changes.

New England

- **ND 21**: from US 85 to ND22 = Belfield Section
- **US 85**: from Amidon to ND 21 = Bowman Section
- **ND 67**: 16 miles N of Scranton to ND 21 = Bowman Section
- **ND 22**: US 12 to New England = Hettinger Section
- **ND 22**: New England to 8 miles N of New England = Dickinson Section

Starkweather

- Satellite Section of the Cando Section.

Fessenden

- Satellite Section of the Carrington Section.
- **ND 200**: from Hurdsfield to US 52 = Harvey Section
- **US 52**: from ND 200 to Fessenden = Harvey Section

Courtenay

- **ND 9**: from US 52 to Courtenay = Jamestown Section
- **ND 20**: from ND 200 to Courtenay = Cooperstown Section
- **ND 9**: from Wimbledon to Courtenay = Valley City West Section

Gackle

- Satellite Section of the Litchville Section
- **ND 56**: from ND 34 to Gackle = Wishek Section
- **ND 46**: from Gackle to US 281 = Jamestown Section and Medina Section

Litchville

- **ND 46**: from US 281 to 7.5 miles E of ND 1 = Valley City West Section

Finley

- Satellite Section of the Cooperstown Section.

Mayville

- **ND 200**: from ND 32 to I-29 = Hillsboro Section
- **ND 200A**: from ND 18 to I-29 = Hillsboro Section
- **ND18**: from ND 15 to 3 miles N of Hunter = Hillsboro Section

Question #2: What is the acreage of the 8 section locations?

Total acreage of the eight section shop areas in the maintenance optimization plan is 41.85 acres. The individual acreage for each area is listed below:

- New England = 5.28 acres
- Gackle = 4.71 acres
- Litchville = 5.47 acres
- Courtney = 3.53 acres
- Mayville = 6.51 acres
- Fessenden = 5.93 acres
- Starkweather = 5.62 acres
- Finley acreage= 4.8 acres

Question #3: Can buildings be transferred to counties?

In reviewing the Department's authority it appears we do not have the ability to transfer section buildings to counties. However the counties can purchase the buildings as long as we are adhering to the laws outlined below.

According to state Century Code 54-01-05.2. Sale of state-owned land - Notice. Except as provided by section 54-01-05.5, whenever any department or agency of the state other than the board of university and school lands, the housing finance agency, and the Bank of North Dakota is authorized to sell such real property, the property must be sold for cash by the county auditor or other person designated by the department or agency concerned at public auction at the front door of the courthouse in the county in which the property lies. A notice of sale must have been published in the official newspaper of the county in which the property lies for three successive weeks, with the last publication not less than ten days before the day of sale. The notice must be given in the name of the administrative head of the department or agency concerned and must state the place, day, and hour of the sale, the description of the real property to be sold, the appraised value, and that the state reserves the right to reject any and all bids. No land may be sold at auction for less than the appraised value. In addition to the purchase price at auction, the buyer must pay the cost of preparing the land for sale. For a land sale or exchange when the value of the land is not more than one hundred thousand dollars, one appraisal must be obtained, and when the value of the land is in excess of one hundred thousand dollars, two appraisals must be obtained. If more than one appraisal is obtained, the appraised value of the land is the average of the two appraisals. If no bid is received on the land at public auction, the land may be sold for not less than ninety percent of the appraised value.

Question #4: Can you provide more information on the agreement NDDOT has with Wells County concerning the Fessenden Section Shop?

The Department has a lease agreement with Wells County for use of the maintenance building and other facilities located at the site, which includes the following:

- The premises leased to Wells County include the maintenance building at the Site, a road oil tank, and the Site in general. NDDOT retains the use of the salt building, the right to park one vehicle inside the maintenance building during the winter, the use of an electrical outlet to plug in various vehicles for wintertime loading of deicing materials, and the right to use a small portion of the Site for a salt and sand pile for wintertime work.

- Term of Lease. The lease is for a five-year period, from July 1, 2014, to June 30, 2019. The tenant will also have the option to renew the lease at the same terms and rent, for up to two consecutive five-year lease periods. The NDDOT will provide written notice to Wells County of its intent to renew this lease at least 30 days before the scheduled expiration date.

- Wells County agrees to pay rent for the premises, consisting of $3,000 per year.

- NDDOT's Obligation: NDDOT will be responsible for building insurance and major repairs such as wind and weather damage and repairs to the building caused by normal deterioration. Building contents, however, will not be included. NDDOT will pay for the department's telephone and internet service.

- Wells County's Obligation: To pay all water, sewer, heat, electricity, air conditioning and other utility charges including the telephone service Wells County uses that are charged against the premises during the term of this lease or any renewals or extensions thereof. To perform all routine maintenance required during the term hereof, including all janitorial services, which will be done on a timely basis, including furnishing of related supplies.

Wells County does not have any responsibility to clear state highways as part of this agreement.

This type of agreement is allowed through ND Century Code listed below.

- **24-02-45. Cooperative agreements with counties or cities.** The director may enter an agreement with a county or city for the cooperative or joint administration of an activity that will enhance the efficiency and effectiveness of the state highway system. The terms of the agreement supersede sections 24-02-36 and 24-02-37 or any other state law governing the use of state, county, or city highway funds.

<u>Question #5:</u> What are the options for disposal of snow plows?

The ND State Fleet disposes of fleet units in accordance with NDCC 24-03-15. State Fleet presently sells all fleet equipment through public auction, regardless of whether the buyer is a political subdivision or a private entity.

- **24-03-15. Sale of obsolescent highway equipment.**
  The director is authorized to sell, exchange, or otherwise dispose of all obsolescent road machinery, equipment, and material no longer needed, required, or useful for highway purposes. All such obsolescent road machinery, equipment, and material offered for sale to political subdivisions must be sold by negotiation to the purchasing political subdivision at the department's established market value. All such obsolescent road machinery, equipment, and material which is offered at general sale and valued at more than three thousand dollars must be sold by public auction or by sealed bids at the highest and best bid, reserving the right to reject all bids, with no money deposit required of any bidder prior to sale. Any funds or money derived from the sale of such property must be credited to the funds from which such purchase was made originally.

<u>Question #6:</u> How do Motor Vehicle and Driver's License fees cover costs?

Fees collected in Motor Vehicle and Driver's License do not cover present costs.

Driver's License Costs:
A driver's license renewal costs the customer $15 every six years, while it costs the state $21.25 to produce it.

North Dakota Century Code 39-06-49 addresses fees that can be charged for driver's licenses.

Motor Vehicle Costs
A motor vehicle license plate set costs the customer $5.00, while it costs the state $5.95 to produce the set, plus $4.04 for shipping and handling.

North Dakota Century Code laws that address Motor Vehicle Fees include: NDCC 39-04-10.11; 39-04-13; 39-04-19; 39-24-03; 39-29-03; 39-29.1-03 and 39-29.2-03

Motor Vehicle Kiosk – Presently the DOT has three Self Service Terminals (SST) or kiosks in Bismarck as a pilot project. The machines are owned and operated by our registration card printer vendor, Intellectual Technology, Inc., (ITI). The NDDOT will be charged a $3 fee per transaction plus credit card fees. The kiosks have the ability to charge the $3 transaction fee back to the consumer. Presently we are not charging the customer the $3 fee.

<u>Question #7:</u> How is the Department affected by credit card fees?

Engrossed SB 2012 contains revenue to collect credit card fees (approximately $2 million a biennium).

The DOT would follow Century Code which allows fees to be charged, see below:

ND Century Code 54-06-08.2. Payment by credit or debit card or by electronic fund transfer.
A state agency, board, or commission, the judicial branch, or any political subdivision may accept payment by credit or debit card or by electronic fund transfer of any fee, interest, penalty, tax, or other payment that is due or collectible by the agency, board, or commission. The judicial branch may accept payment by credit or debit card or by electronic fund transfer for any fees, costs, or other assessments required or imposed under state law or court rule.

2. The Bank of North Dakota is the state credit card administrator for credit card transactions of state agencies, boards, or commissions. The Bank of North Dakota shall select a credit card processor or processors to provide credit card services to state agencies, boards, and commissions. All funds from credit card transactions must be deposited in the respective entity's account in the Bank of North Dakota.

3. Except as otherwise provided under section 20.1-03-32, an executive branch agency may charge a fee to be added to a payment as a service charge for the acceptance of a payment made by a credit or debit card or an electronic fund transfer. The Bank of North Dakota shall adopt rules establishing the terms under which executive agencies may charge a service fee under this subsection to be in compliance with a credit card company's rules and shall approve the amount that may be charged by an executive agency.

<u>Question #8:</u> Does the Department have the authority to match projects if there was an increase in federal aid?

The following two sections of ND Century Code give the Department some financing capabilities.

24-02-40. Short-term financing. The department is hereby authorized, whenever needed, to arrange, with any state-owned or private financing agency, including the Bank of North Dakota, short-term loans in the event that construction funds on hand are insufficient to meet current obligations. Short-term financing as provided herein must be in amounts no larger than can be repaid within four years from moneys known to be due and forthcoming. In no event may such short-term financing be used in anticipation of increased federal-aid highway grants or increased state highway user revenue funds, nor may such loans be obligated for road construction that cannot be financed from a known source of income.

24-02-44. Authority to borrow funds for a disaster - Appropriation. The department of transportation, subject to the approval of the emergency commission, may borrow moneys from the Bank of North Dakota to advance and match federal emergency relief funds. Any moneys borrowed from the Bank of North Dakota pursuant to this section are appropriated.

<u>Question #9:</u> If it was decided to fund the eight maintenance sections mentioned in SB2012 for the 2017-19 biennium, could that be done by repurposing additional resources?

The Department no longer has any resources in existing revenue stream to fund the eight maintenance sections. If the legislative body intends to restore appropriation authority for the eight maintenance sections, we would suggest repurposing an additional $2.1 million of enhanced state highway funds for the 17-19 biennium.

The bill would need to be amended by completing the following:

Page 1, replace lines 13 through 18 with:

Salaries and wages	$207,778,278	($5,034,367)	$202,743,911
Operating expenses	295,762,751	(65,752,705)	230,010,046
Capital assets	700,081,402	71,424,188	771,505,590
Grants	62,918,030	9,610,000	72,528,030
Total special funds	$1,266,540,461	$10,247,116	$1,276,787,577
Full-Time Equivalent positions	1080.50	(26.50)	1054.00

Page 2, line 16, replace $5,700,000 with $7,786,619

We have shared in testimony, we have concerns with temporarily funding maintenance sections.

- As we look to the 2019-21 biennium, the Department, without revenue increases, will see additional revenue shortfall as there will be no additional cash to carry forward (approximately $50.4 million was carried forward in the 2017-19 budget.)
- Also since resources were provided for federal match in the 2017-19 biennium, the Department will be short of match funding in the 2019-21 biennium.
- By filling the 5 maintenance positions in the 2017-19 biennium without long term financing plans, the Department may be forced to eliminate filled positions in the 2019-21 biennium.

<u>Question #10:</u> Could you provide a scenario on how a motor fuel tax increase and motor vehicle fees increase may affect DOT's revenue?

One-cent of the state motor fuel tax generates approximately $7.4 million annually which is distributed to state, cities, counties, townships and transit through a formula. See table below:

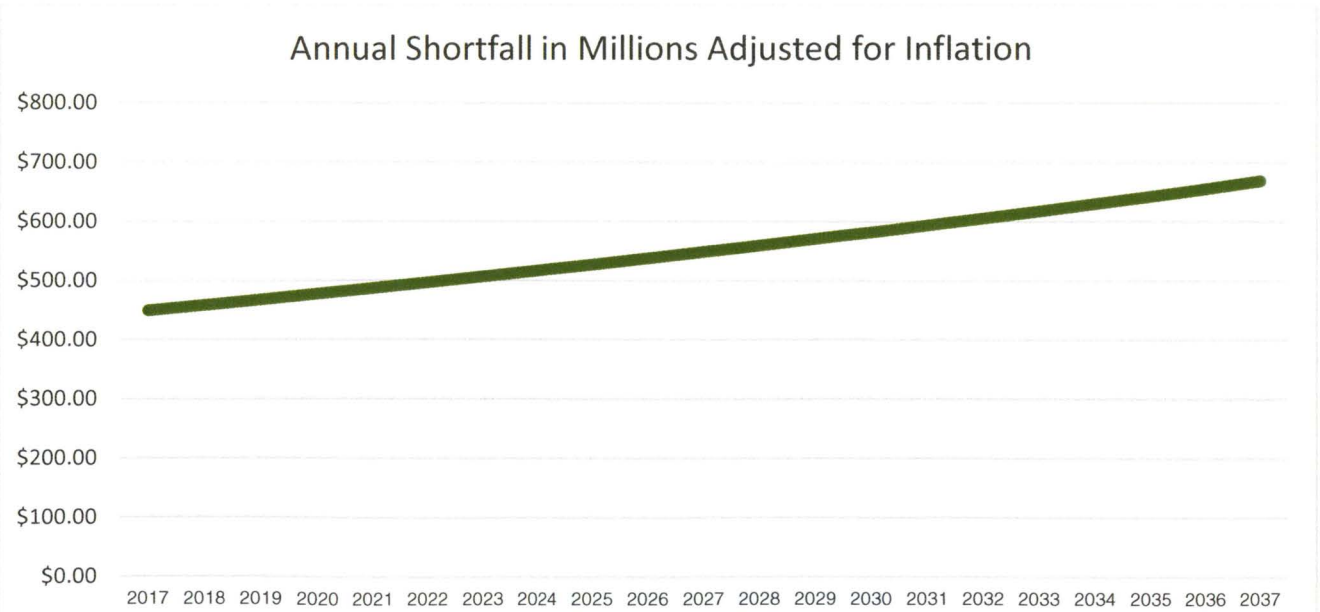
Agency	Percentage	$$$ in Millions
State - DOT	61.3%	$4.53
Counties	22.0%	$1.63
Cities	12.5%	$0.93
Townships	02.7%	$0.20
Transit	01.5%	$0.11

In 2016 there were approximately 1,077,198 vehicle registrations. If registration fees were raised $1 across the board there would be potential to increase revenue by approximately $1.07 million per year. Funding from motor vehicle fees is distributed to DOT and other entities through the same formula as listed above for the motor fuel tax distribution.

<u>Question #11:</u> Could you provide a chart that shows pavement costs with inflation costs implemented?

Last week we said that in order to maintain our transportation system, the state should be investing an additional $450 million a year in infrastructure improvements, which did not include inflation costs.

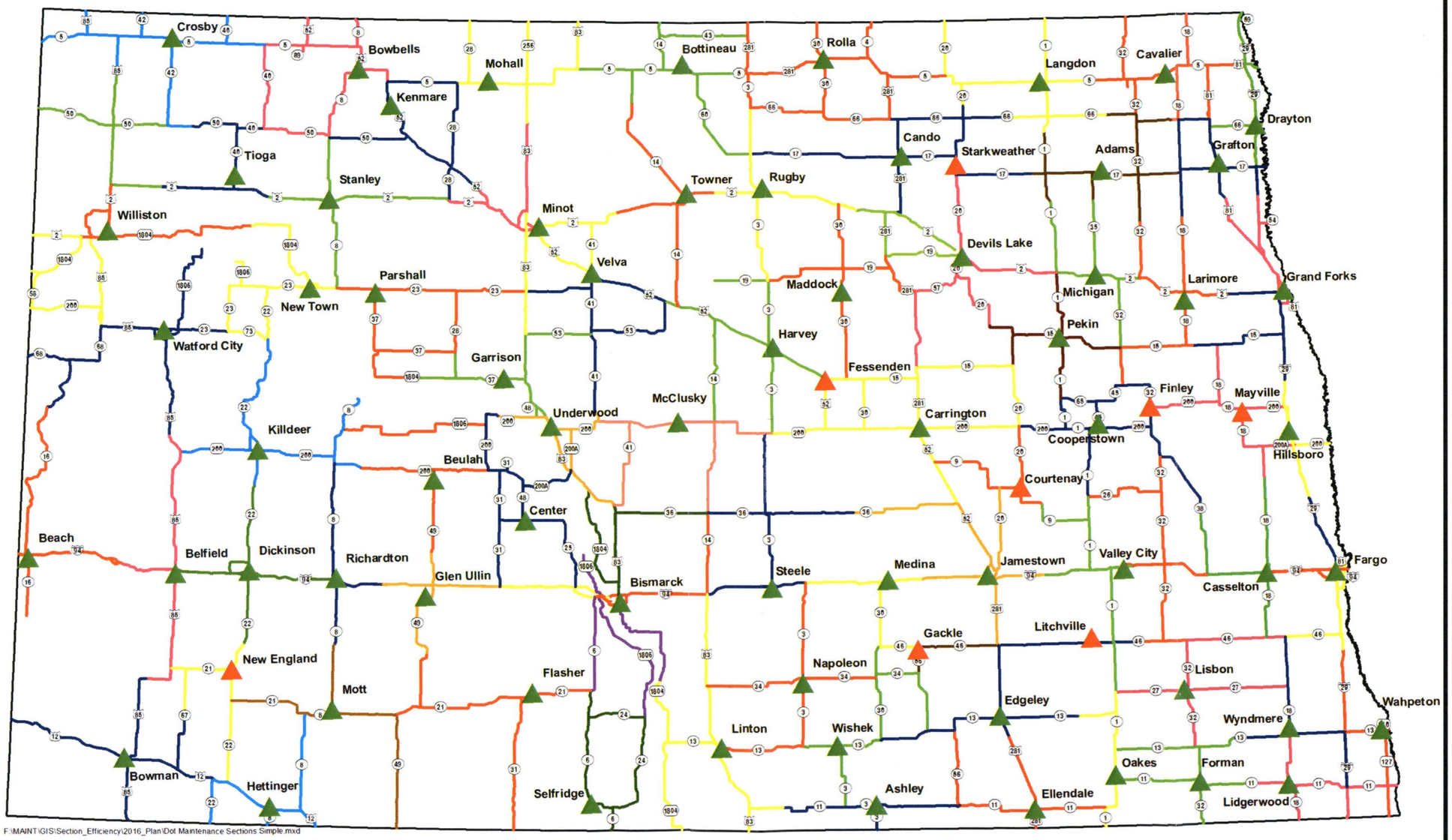
The chart below includes inflation adjustments per year and assumes 2% inflation rate. The average inflation rate over the last 10 year was 6.6%.



This concludes my testimony and we are available to answer questions the committee may have. Thank You.

Map 1

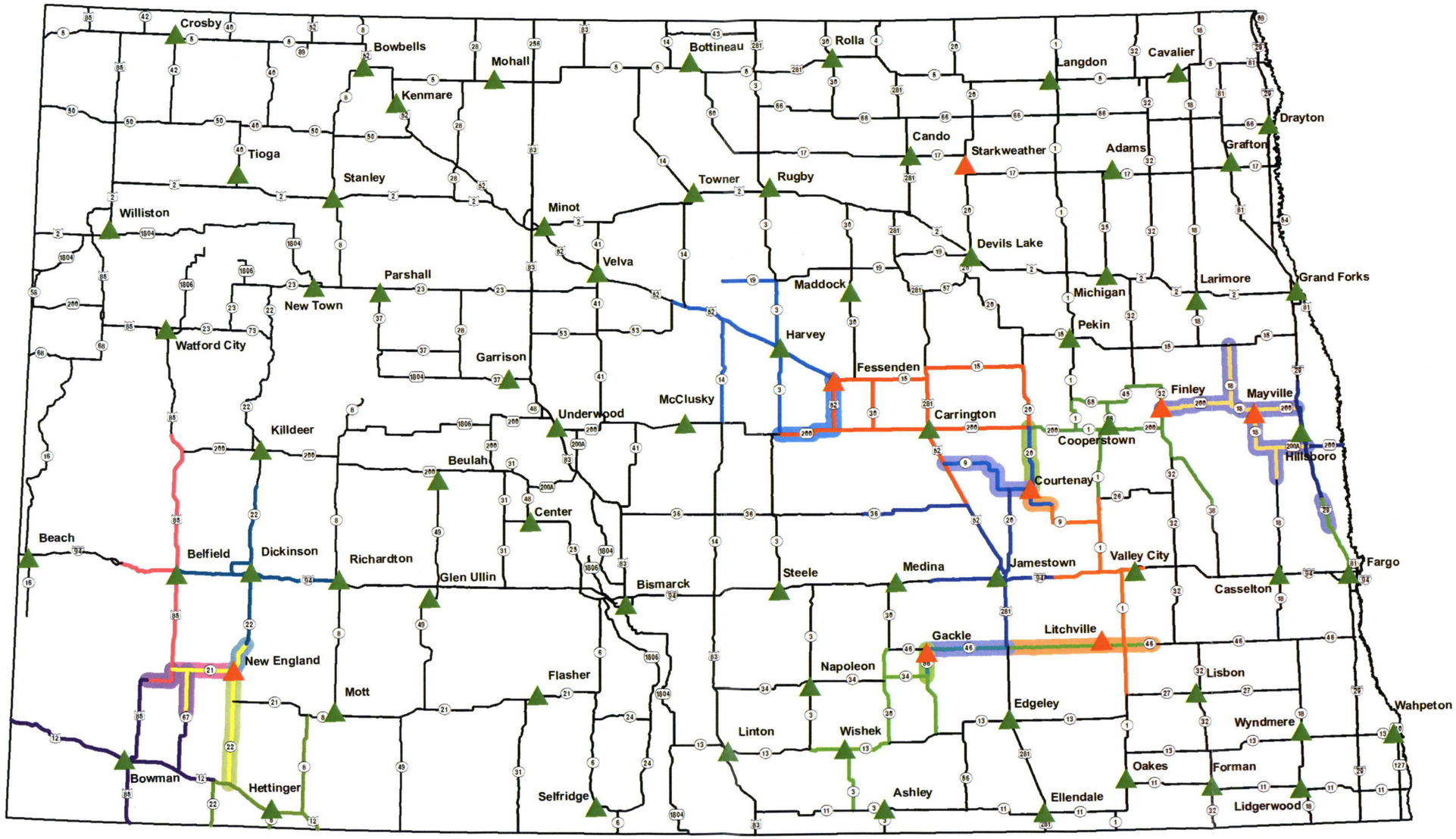
DOT MAINTENANCE SECTIONS



F:\MAINT\GIS\Section_Efficiency\2016_Plan\Dot Maintenance Sections Simple.mxd

Map 2

DOT MAINTENANCE - SECTION REVIEW DRAFT



March 10, 2017 SB2012 Attachment A

HOUSE APPROPRIATIONS GOVERNMENT OPERATIONS COMMITTEE

March 10, 2017 – Medora Room

North Dakota Department of Transportation
Grant Levi, P.E., Director

Engrossed SB 2012

Good morning Mr. Chairman and members of the committee. I'm Grant Levi, Director of the North Dakota Department of Transportation (Department). I'm here today to discuss the state's transit services and respond to questions pertaining to Engrossed SB 2012.

Transit Services

House Bill No. 1012, as enacted by the 2015 North Dakota Legislature, directed that the Department of Transportation shall study state funding distributions and locations to public transportation providers. The study must include a review of distributions and allocations, including contingent funding provided, a review of distributions and allocation formulas, and the public transportation providers use of the funds received from the distributions, allocations, and contingent funding, including uses for operating costs and capital asset purchases.

The section of ND Century Code which outlines the Distribution of Funds for Public Transportation is listed below:

39-04.2-02. Public transportation fund - Administration of the fund.
The director shall administer the public transportation fund. Payments disbursed under this chapter must be paid from moneys deposited in the fund. The expenses arising from administration of the fund must be paid from the fund within the limits of legislative appropriations.

39-04.2-04. Distribution of funds - Continuing appropriation.
1. Moneys in the public transportation fund must be disbursed under guidelines issued by the director. The funds must be used by transportation providers to establish and maintain public transportation, especially for the elderly and handicapped, and may be used to contract to provide public transportation, as matching funds to procure money from other sources for public transportation and for other expenditures authorized by the director. Moneys in the public transportation fund are appropriated to the department of transportation on a continuing basis for distributions authorized under this section.
2. Each county shall receive a base amount of four-tenths of one percent of the appropriation for the program plus one dollar and fifty cents per capita of population in the county, based upon the latest regular or special official federal census. Each year the director shall increase or decrease the one dollar and fifty cents per capita amount in order to distribute all funds appropriated for the biennium. If there are multiple transportation providers in one county, then the base amount must be divided equally among the providers and the additional per capita amount must be based upon the percentage of elderly and handicapped ridership provided by each transportation provider within the county. Funds not expended by a county during a contract period, or previous contract periods, may be redistributed under guidelines established by the director. In addition, unexpended funds may also be used by the director for transit coordination purposes.

The 2016 Transit Legislative Study can be viewed online at:
http://www.legis.nd.gov/files/committees/64-2014%20appendices/17_5109_03000appendixk.pdf

Brief Summary of Transit Study Information:

- There are currently 34 public transportation providers statewide, including rural, urban, tribal, and intercity services.
- NDDOT currently supports transit agencies that provide service to the general public, elderly, and individuals with a disability in all 53 counties within North Dakota.
- Public transportation providers use the federal and state funds they receive for operating costs, (Examples: salary, fuel, insurance, maintenance, and training), and capital costs (Examples: vans, cutaway buses, and large urban buses).
- Approximately 86% of the funding received is used for costs associated with operating expenses.
- Approximately 14% of funding received is used for costs associated with capital purchases.
- The NDDOT reimburses transportation providers on a quarterly basis for operating and capital expenses incurred.

Transit Federal Aid Summary

The Federal Transit funds come to the State in three funding categories commonly referred to as 5310, 5311, and 5339 funds. The 5310 funds account for approximately 9% of the total pot, 5311 funds account for approximately 68% of the total pot and the 5339 funds account for the remaining 23% of the total pot.

The 5310 funds (9%) - Can be used to purchase vehicles or pay the salary of a mobility manager. Currently only Grand Forks has a mobility manager. These funds require a 20% local match.

The 5311 funds (68%) - Can be used in three different categories.

1. Operating expenses - driver salaries, gas, heat, water, electricity, IT etc.
2. Capital - Certain maintenance expenses such as tires, vehicle repairs (No vehicle purchases)
3. Administration - Office salaries, insurance, audits etc.

There is no limit of how much can be used in each of these categories, however, if you use the funds for operating they require a 50% local match. If you use the funds for Capital or Administration they only require a 20% local match.

The 5339 funds (23%) – Can be used to purchase Vehicles or Facilities. These funds require a 20% local match.

In summary approximately 68% of the funds can be used for operating and the remaining 32% can be used for capital purchases such as busses or facilities.

In addition to the Federal Formula Funding, periodically there are also Federal Discretionary Capital Grants available for States and Tribes to apply for. These are opportunities which allow entities to apply for additional funding for capital projects. Eligible applicants for these funds include Urban Transit Agencies, States and Tribal Governments. Applications are evaluated on criteria outlined in the Notice of Funding Opportunity and awarded by FTA. The Department applies on behalf of the rural agencies and competes nationally with other states and urban areas for these grants with no guarantee of funding. Historically, the rural states do not fare as well as larger urban states with the competitive FTA grants.

Below are charts illustrating Transit funding per biennium:

Transit Funding 2011-2013 Biennium				
	Federal Funding	HTDF	General Fund	Total
FY2012	$ 2,211,657	$ 3,151,595	$ -	$ 5,363,252
FY2013	$ 9,091,139	$ 3,150,188	$ -	$ 12,241,327
TOTAL	**$ 11,302,796**	**$ 6,301,783**	**$ -**	**$ 17,604,579**

Transit Funding 2013-2015 Biennium				
	Federal Funding	HTDF	General Fund	Total
FY2014	$ 7,402,094	$ 4,732,105	$ 550,000	$ 12,684,199
FY2015	$ 7,503,954	* $ 5,899,468	$ 550,000	$ 13,953,422
TOTAL	**$ 14,906,048**	**$ 10,631,573**	**$ 1,100,000**	**$ 26,637,621**

Transit Funding 2015-2017 Biennium				
	Federal Funding	HTDF	General Fund	Total
FY2016	$ 7,487,814	$ 4,434,568	$ 93,450	$ 12,015,832
FY2017	$ 8,812,603	$ 4,000,000	$ 93,450	$ 12,906,053
TOTAL	**$ 16,300,417**	**$ 8,434,568**	**$ 186,900**	**$ 24,921,885**

Transit Funding 2017-2019 Biennium				
	Federal Funding	HTDF	General Fund	Total
FY2018	$ 8,000,000	$ 3,950,000	$ -	$ 11,950,000
FY2019	$ 8,000,000	$ 3,950,000	$ -	$ 11,950,000
TOTAL	**$ 16,000,000**	**$ 7,900,000**	**$ -**	**$ 23,900,000**

*For the 2013-2015 Biennium FY2015 - Highway Tax Distribution Fund (HTDF) amount, includes money that was carried over from the 2011-2013 Biennium because collections were higher than projections. The Continuing Appropriations which passed during the 63rd Legislative Assembly allowed us to distribute those funds in 2015.

Note: For years 2012 thru 2016 the amounts shown are the contracted amounts. For years 2017 thru 2019 the amounts shown are projected revenues.

Question #1: What are the fleet rates?

The State Fleet Service budget guidelines are based on the following:

1. Agencies who use state fleet vehicles are charged either by miles driven or hours of use. The rates consist of three components: Operating costs, depreciation and replacement costs.
   a. Operating costs include parts, fuel, insurance, labor, shop overhead, and administration, divided by the usage and charged back on a per-mile or a per-hour basis.
   b. Depreciation is the actual cost, less salvage value of the fleet, spread over the estimated useful life of the vehicle. In efforts to stabilize this rate due to previous under usage and nature-incurred excess usage of some assigned vehicles; depreciation is now being charged based on if the vehicle is in a motor pool or assigned to an agency.
      i. For motor pool vehicles, agencies are to budget depreciation based on miles driven or hours of use.

ii. For agency assigned vehicles, agencies are to budget based on the number of vehicles in a vehicle group. That number is then multiplied by the group's monthly assigned depreciation rate, which is then multiplied by 24 months to cover the biennium.

c. The replacement rate is the difference between what is needed to purchase new vehicles and the amount that is recovered through the depreciation portion of the rate. Because this rate is to fund replacement costs, it cannot be charged to federal programs. The replacement rate also funds additional vehicle needs.

Agencies with pool vehicles are to budget the total of per mile or per hour rate and the replacement rate. Agencies with assigned vehicles are to budget the total of the operating and replacement rate times usage plus monthly depreciation for each vehicle within a group that is assigned to them. Most agencies will have a mixture of both of pool and assigned vehicles.

The process used to calculate the rates is in compliance with 2 C.F.R. Part 225 - *Cost Principles for State, Local, and Indian Tribal Governments.* Compliance with this regulation allows our State Fleet usage costs to be applied to federal programs as applicable.

The rates are reviewed quarterly and, if necessary, adjusted to remain responsive to changing conditions. It should be noted the rates are not designed to result in a net profit or loss to state fleet; however they are designed to cover the actual costs of operating and acquiring state fleet vehicles.

2015-17 State Fleet Budget Guidelines - State Fleet Services Budget Guidelines sent to OMB in May 2014 for agencies to use for budget preparation for the 2015-17 biennium included the historical average cost of $3.23/gallon for gas; $3.72 for diesel with a 10% per year inflation index; the projected fuel average for gas was $4.30/gallon; diesel $4.95/gallon. Please keep in mind that fuel is only a portion of the cost, for example in Group 2 fuel is approximately 21% of operating costs for sedans. **Please see Attachment A.**

2017-19 State Fleet Budget Guidelines - The State Fleet Services Budget Guidelines sent to OMB in April 2016 for agencies to use when preparing their budgets for the 2017-19 biennium included: historical average cost =$1.96/gallon for gas and diesel with a 15% inflation index, the projected fuel average of gas = $2.98/gallon; diesel = $2.98/gallon. **Please see Attachment B.**

<u>Question #2:</u> Where are the county resources located in Traill County to address snow and ice emergency runs if Mayville is closed?

The Traill County maintenance trucks are located at Buxton, Clifford, Portland and Hillsboro.

Question #3: How much does it cost to turn a typical two-lane gravel road into a two-lane paved road?

It would cost approximately $1 million per mile. Following is a breakdown of projected cost estimates.

Grading	$550,000
Asphalt	$350,000
Base	$90,000
Right of Way	$50,000
Total costs per mile	**$1,040,000**

Question #4: What is the value of a snowplow truck at the time it is sold?

Over the last year the average auction price obtained for a snowplow truck was approximately $14,000. The average age of the trucks sold at auction is 16 years. Typically the underbody and wing are sold with the truck. The front plow and tailgate sander is sometimes sold with the unit and sometimes not.

Question #5: How many plates do we sell on a yearly basis, not including a general issuance?

In 2014, the Department ordered 242,435 sets of plates from Roughrider Industries. 2014 data was used as this was the last full year of data prior to the general plate reissuance that occurred during 2015-2016.

Using the current fee of $5.00 per plate set the department collected $1,212,175. At today's costs of $5.95, the amount needed to cover the costs of these plates would have been $1,442,488, for a net loss of $230,313 to the Department. This figure does not include the postage and handling costs.

Question #6: How many driver's license road tests take place at the nine sites proposed to be closed?

Driver Road Tests Per Site FY2016:

Site	Road Tests	Total Transactions
Carrington	6	353
Crosby	2	68
Mayville	123	579
Carson	149	634
Langdon	119	714
Lisbon	116	858
Wishek	108	541
Rugby	115	796
Rolla	124	1600

Other driver's license transactions that take place in addition to road tests may include: renewals, name change, address change, photo ID and replacement of a lost license.

The Department has re-evaluated the decision to close Rolla entirely and we are making plans to retain services one day per month at that location.

<u>Question #7:</u> If HB 1299 passes how many driver's license transactions will be reduced?

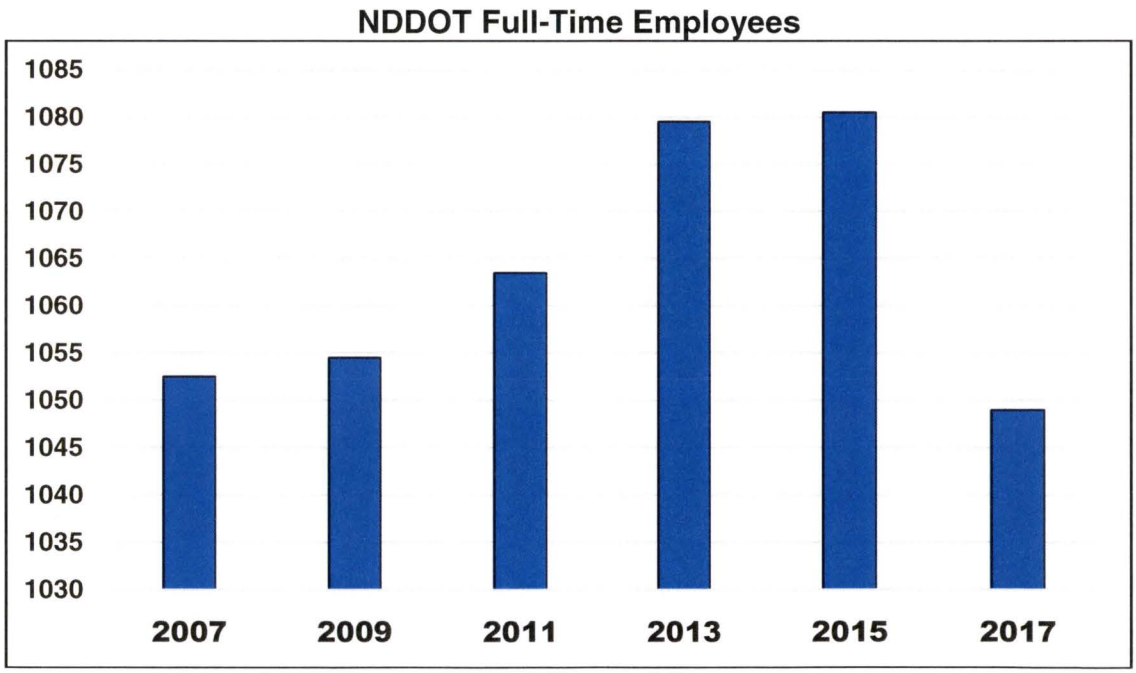
The percent of drivers who may choose to use the on-line renewal option provided for in SB2123 is estimated to be 10-30 percent of the population based on what other states have observed. HB1299 proposes to extend the driver license to an 8 years cycle. If either or both of these bills are passed, we will see a reduction in the number of citizens being required to drive to one of our onsite locations for renewals.

<u>Question #8:</u> What is the break out of full-time equivalent positions being returned?

The break out of positions affected in the returning of 31.5 FTE's

- 21 Engineering
- 5 Maintenance
- 5.5 Business Support

Propose 1,049 positions in 2017 compared to 1,080.5 in 2015. In 2007 total FTE allocation was 1052.5 FTE's.



Question #9: Does the Department outsource engineering services?

The Department does outsource engineering services for projects every year. The list below shows the percentage of outsourcing for engineering per biennium.

Pre-One Time Funding

2007-2009 Biennium

DOT	Consultant
56.5%	43.5%

One-Time Funding

2011-2013 Biennium

DOT	Consultant
31%	69%

2013-2015 Biennium

DOT	Consultant
30%	70%

2015-2017 Biennium

DOT	Consultant
35%	65%

Post One-Time Funding

2017-2019 Biennium

DOT	Consultant
58.5%	41.5%

This concludes my testimony and we are available to answer questions the committee may have. Thank You.

Attachment A

STATE FLEET SERVICES BUDGET GUIDELINES – May 2014

2015-2017 Biennium *Assigned* Vehicle Budget Guidelines

DESCRIPTION	GROUP NO.	OPER RATE	REPLCMNT RATE	MILE/HOUR RATE	DEPREC/MONTH
Mini Pass. Van	1	0.410	0.02	0.430	225.00
Sedan/Wagon	2	0.290	0.04	0.330	158.00
Light Pickup/Cargo Van/Full-Size Utility	3	0.500	0.06	0.560	177.00
Heavy Pickup/Van/Full-Size Utility	4	0.630	0.04	0.670	213.00
Highway Patrol	7	0.460	0.08	0.540	401.00
Game Enforcement/Special	9	0.410	0.07	0.480	324.00
Facility Service Vehicle	12	1.200	0.08	1.280	101.00
Compact Utility/All	13	0.420	0.05	0.470	215.00
Miscellaneous Truck/Mid-Size Bus	18	37.100	8.00	45.100	244.00
Distributor Truck	19	41.250	5.00	46.250	289.00
Sign Truck/Garbage Truck	20	34.000	22.00	56.000	464.00
Tandem Axle Truck/All	22	62.000	15.00	77.000	563.00
Truck Tractor	23	47.000	11.00	58.000	251.00
Water Commission Truck	27	51.000		51.000	1,061.00
Lineworker Truck	29	21.000		21.000	194.00
Shuttle Bus	30	30.000	1.00	31.000	519.00
Fuel Truck	31	6.000	8.00	14.000	443.00
Drill Truck	32	41.000	20.00	61.000	814.00

2015-17 Fleet *Motor Pool* Vehicle Budget Guidelines

DESCRIPTION	GROUP NO.	OPER & DEPREC RATE	REPLCMNT RATE	MILE/HOUR RATE
Mini Pass. Van	1	0.69	0.02	0.71
Sedan/Wagon	2	0.45	0.04	0.49
Light Pickup/Cargo Van/Full-Size Utility	3	0.71	0.06	0.77
Heavy Pickup/Van/Full-Size Utility	4	0.88	0.04	0.92
Highway Patrol	7	0.72	0.08	0.80
Game Enforcement/Special	9	0.59	0.07	0.66
Facility Service Vehicle	12	1.76	0.08	1.84
Compact Utility/All	13	0.65	0.05	0.70
Miscellaneous Truck/Mid-Size Bus	18	53.00	8.00	61.00
Rotary Snowplow	24	206.00		206.00
Medical Simulator Trucks	25	42.00		42.00

Attachment B

STATE FLEET SERVICES BUDGET GUIDELINES – April 2016

2017-2019 Biennium *Assigned* Vehicle Budget Guidelines

DESCRIPTION	GROUP No.	OPER RATE	REPLCMNT RATE	MILE/HOUR RATE	DEPREC/ MONTH
Mini Pass. Van	1	0.34	0.02	0.36	191.00
Sedan/Wagon	2	0.25	0.08	0.33	157.00
Light Pickup/Cargo Van/Full-Size Utility	3	0.43	0.06	0.49	177.00
Heavy Pickup/Van/Full-Size Utility	4	0.52	0.02	0.54	202.00
Highway Patrol	7	0.40	0.08	0.48	400.00
Game Enforcement/Special	9	0.33	0.12	0.45	288.00
Facility Service Vehicle	12	0.95	0.12	1.07	104.00
Compact Utility/All	13	0.32	0.05	0.37	205.00
Miscellaneous Truck/Mid-Size Bus	18	34.00	9.00	43.00	300.00
Distributor Truck	19	39.00	5.00	44.00	292.00
Sign Truck/Garbage Truck	20	27.00	25.00	52.00	570.00
Tandem Axle Truck/All	22	61.00	15.00	76.00	650.00
Truck Tractor	23	41.00	11.00	52.00	252.00
Water Commission Truck	27	50.00	0.00	50.00	1,250.00
Shuttle Bus	30	36.00	1.00	37.00	519.00
Drill Truck	32	57.00	15.00	72.00	710.00

2017-2019 Biennium Fleet *Motor Pool* Vehicle Budget Guidelines

DESCRIPTION	GROUP No.	OPER & DEPR RATE	REPLCMNT RATE	MILE/HOUR RATE
Mini Pass. Van	1	0.61	0.02	0.63
Sedan/Wagon	2	0.42	0.08	0.50
Light Pickup/Cargo Van/Full-Size Utility	3	0.67	0.06	0.73
Heavy Pickup/Van/Full-Size Utility	4	0.76	0.02	0.78
Highway Patrol	7	0.66	0.08	0.74
Game Enforcement/Special	9	0.47	0.12	0.59
Facility Service Vehicle	12	1.51	0.12	1.63
Compact Utility/All	13	0.54	0.05	0.59
Miscellaneous Truck/Mid-Size Bus	18	49.00	9.00	58.00
Rotary Snowplow	24	300.00		300.00
Medical Simulator Trucks	25	62.00		62.00
Bridge Aerial Lift	28	18.00		18.00
Lineworker Truck	29	20.00	10.00	30.00
Fuel Truck	31	28.00	7.00	35.00

March 10, 2017 SB2012 Attachment 8

2016

Transit Legislative Study

NDDOT
North Dakota
Department of Transportation

prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

Bismarck, North Dakota

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Executive Summary

House Bill No. 1012, as enacted by the 2015 North Dakota Legislature, directed that the North Dakota Department of Transportation (NDDOT) shall study state funding distributions and allocations to public transportation providers. The study must include a review of distributions and allocations, including contingent funding provided, a review of distributions and allocation formulas, and the public transportation providers use of the funds received from the distributions, allocations, and contingent funding, including uses for operating costs and capital asset purchases. The NDDOT shall report to legislative management regarding the results of its study by June 30, 2016.

There are currently 34 public transportation providers statewide, including rural, urban, tribal, and intercity services. NDDOT currently supports transit agencies that provide service to the general public, elderly, and individuals with a disability in all 53 counties within North Dakota.

The NDDOT collected the enclosed study data for two bienniums, FY 2011-2013 and FY 2013-2015. In FY 2011-2013 the NDDOT received approximately $16,493,000 in federal funds and $6,300,000 in state funds, and in FY 2013-2015 approximately $14,991,000 in federal funds and $11,746,000 in state funds. In FY 2011-2013, public transportation provided 7,140,838 rides, and in FY 2013-2015, 6,325,653 rides were provided.

Qualifying public transportation providers receive federal funding annually through an application process. Eligible applications are reviewed by a committee based on availability of funding, the number of requests received and other established criteria outlined under the Federal Transit Funding Program in this report (page 6). Any federal funds not expended during the contract period are returned and redistributed the following year through the same process.

State funding is provided to NDDOT for administration of the Public Transportation Fund 39-04.2-02. The director of the NDDOT administers these funds and distributes funding to qualifying public transportation providers based on 39-04.2-04 Distribution of funds (page 4). The distribution formula (according to Chapter 39-04.2 NDCC 2007 Legislative Session and October 1, 2007 letter from ND Legislative Council's office) is as follows: Each county shall receive a base amount of four-tenths of one percent of the appropriation for the program plus one dollar and fifty cents per capita of population in the county, based upon the latest regular or special official federal census. Each year the director shall increase or decrease the one dollar and fifty cents per capita amount in order to distribute all funds appropriated for the biennium. If there are multiple transportation providers in one county, then the base amount must be divided equally among the providers and the additional per capita amount must be based upon the percentage of elderly and handicapped ridership provided by each transportation provider within the county. Funds not expended by a county during a contract period, or previous contract periods, may be redistributed under guidelines established by the director. In addition, unexpended funds may also be used by the director for transit coordination purposes.

Public transportation providers use the federal and state funds they receive for operating costs, (Examples: salary, fuel, insurance, maintenance, and training), and capital costs (Examples: vans, cutaway buses, and large urban buses). Over the last two bienniums (FY 2011-2013 and FY 2013-2015) $40,304,369 was reimbursed to transit providers ($19,499,415 State Aid and $20,804,954 ederal funding). A total of $34,666,368 or 86% of the funding received is used for costs associated with operating expenses ($18,328,113 State Aid and $16,338,255 Federal funding), see Table 12-14 (pages 28-31). The remaining $5,638,001 or 14% of funding received is used for costs associated with capital purchases ($1,171,302 State Aid and $4,466,699 Federal funding). The NDDOT reimburses transportation providers on a quarterly basis for operating and capital expenses incurred.

Introduction

NDDOT oversees the Transit Program within North Dakota and has been designated by the Governor of North Dakota to administer federal and state funded transit programs in the state. There are 34 transit providers statewide, including rural, urban, tribal, and intercity services. NDDOT currently supports transit agencies that provide service to the general public, elderly, and individuals with a disability in all 53 counties within North Dakota. North Dakota public transit providers, both rural and urban, provided over 3.1 million rides in 2015. Collectively, these systems operate approximately 316 buses and vans.

North Dakota covers 69,000 square miles and is mostly a rural state. There are three urban areas that have the largest concentration of the population: Bismarck-Mandan, Fargo-West Fargo, and Grand Forks-East Grand Forks. The population of North Dakota, as of the 2010 Census, was 672,591 people.

Of NDDOT's Federal Transit Administration (FTA) funded subrecipients, twenty-eight provide demand response services in rural areas, one provides fixed route service in a rural area, three provide fixed route and paratransit services in urban areas, and two provide intercity service. See Appendix A: Public Transit Provider Services Areas 2016 (page 12) .

Transit Services in rural and urban areas is defined as:

- **Fixed-Route System.** Public transportation service provided in vehicles operated along predetermined routes according to a fixed schedule.
- **Paratransit.** All public entities who operate a fixed route system are required to provide paratransit service that is both comparable and complementary to the fixed route services. This is a curb-to-curb or door-to-door accessible service for qualifying individuals who cannot use the fixed route system.
- **Demand/Response.** Any non-fixed route system of transporting individuals that requires advanced scheduling by the customer, including services provided by public entities, nonprofits, and private providers. (Generally is curb-to-destination service).
- **Intercity.** Is a regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not close in proximity, which has the capacity for transporting baggage carried by passengers, and which makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available.

Program Goals

The goal of the state transit programs (both federal and state funded programs) is to provide a safe, efficient, and environmentally sound transportation system that promotes economic growth and enhances the quality of life in North Dakota. Through transportation, an individual with a disability, the elderly, and the general population in all areas and localities of North Dakota, are able to have access to health care, shopping, education, recreation, public services, and employment. This is accomplished by establishing and supporting public and special needs transportation systems wherever needed and appropriate throughout the state.

Program Objectives

NDDOT objectives are consistent with the FTA program goals. The FTA program goals and objectives of the individual programs are to continue growth in all areas of North Dakota by utilizing the available federal and state funding programs to:

- Provide operating funds to support and maintain existing transit services.
- Assist in establishing new services, so that transportation disadvantaged persons and the general population in all areas of the state will have access to at least a minimum level of public or special needs transportation services.
- Provide capital funds to the existing public transportation systems as well as special needs transportation systems to upgrade or replace their buses and related transit equipment to ensure the continued viability of these systems and the transit services they provide.
- Provide grant funds to maintain and promote coordination of transportation systems and services in the state.
- Provide technical assistance to existing, special needs, and new public transportation systems to increase the effectiveness and efficiency of their transit services.

- Work with all state agencies involved in providing transportation services to coordinate state and federal transportation programs.

Roles and Responsibilities

NDDOT is responsible for:

- Developing all administrative procedures, processing all financial documents for reimbursement of operative deficits and maintaining local financial accountability through standard audit practices.
- Monitoring the expenditures of funds in all contracts that have been awarded to the providers.
- Managing subrecipient selection process, notifying eligible subrecipients of the availability of programs, developing selection criteria, soliciting applications, reviewing, and recommending projects for approval by NDDOT management as part of a committee.
- Managing grant agreements, amending grant agreements, developing, and executing grant agreements with eligible subrecipients.
- Managing data, collecting financial reports, operating statistics, and vehicle data, maintaining databases, monitoring and evaluating transit system performance.
- Managing federal grants, program of projects, reporting, and grant closeouts.
- Monitoring subrecipient compliance with federal requirements.
- Engaging in planning and research activities, transit plans, and studies.
- Providing technical assistance, training and workshops for subrecipients.
- Submitting an annual report to the National Transit Database (NTD) that contains the information required to be stated in all Section 5311 transit programs in North Dakota.
- Submitting a Federal Financial Report, final budget and final Program of Projects through the FTA system within 30 days of final expenditure of all funds in a federal grant.
- Compliance reviews and site visits (facility and vehicle inspections) to those transit providers in North Dakota that receive State Aid, FTA Section 5310, 5311, and/or 5339 funding for their programs.

Other divisions who assist the Transit section are:

- **Financial Management Division** assists in grant management, subrecipient requested payments, Milestone Progress Report (MPR's), Federal Financial Reports (FFR's), etc.
- **Civil Rights Division** assists with Title VI, Limited English Proficiency (LEP), and Disadvantaged Business Enterprise (DBE).
- **Communication Division** assists with press releases, advertisement, and other public communications.
- **Planning Division** assists with Statewide transit maps.
- **Programming Division** assists with State Transportation Improvement Plan (STIP) and Transportation Improvement Plan (TIP) programs.

Ridership

Over the past three years, 33 to 35 transit agencies have been operating in the state. Ridership is shown by agency in Table 1 (pages 14-15) and by county in Table 2 (pages 16-17).

North Dakota State Aid for Public Transit Program

In 1989, the North Dakota State Legislature enacted House Bill 1337 which initiated State Aid Funding for Public Transit in North Dakota. This state legislation established a State Public Transportation Fund to provide transportation aid payments to political subdivisions and nonprofit transit providers in each county for the purpose of establishing and supporting public transit services.

The State Aid for Public Transit program is listed in the North Dakota Century Code (NDCC) in Section 39-04.2.

39-04.2-01. Definitions. In this chapter, unless the context or subject matter otherwise requires:

1. "Public transportation" means the vehicular transportation of persons from place to place within this state, but does not include the provision of transportation facilities otherwise provided by public funds, such as roads, streets, highways, bridges, lighting equipment, or signs.
2. "Ridership" means a one-way trip provided to any one person in a motorized vehicle designed to carry eight or more persons in an enclosed area with separate seating for each person.
3. "Transportation provider" means a political subdivision, tribal agency, or any nonprofit corporation that provides transportation to the public, especially to elderly and handicapped citizens.

39-04.2-02. Public Transportation Fund – Administration of the fund. The director shall administer the public transportation fund. Payments disbursed under this chapter must be paid from moneys deposited in the fund. The expenses arising from administration of the fund must be paid from the fund within the limits of legislative appropriations.

39-04.2-03. Additional registration fee – Deposit in fund. Repealed by S.L. 2009, ch. 40, § 26.

39-04.2-04. Distribution of funds – Continuing appropriation.

1. Moneys appropriated by legislative assembly to the public transportation fund must be disbursed under guidelines issued by the director. The funds must be used by transportation providers to establish and maintain public transportation, especially for the elderly and handicapped, and may be used to contract to provide public transportation, as matching funds to procure money from other sources for public transportation and for other expenditures authorized by the director. Moneys in the public transportation fund are appropriate to the Department of Transportation on a continuing basis for distributions authorized under this section.
2. Each county shall receive a base amount of four-tenths of one percent of the appropriation for the program plus one dollar and fifty cents per capita of population in the county, based

upon the latest regular or special official federal census. Each year the director shall increase or decrease the one dollar and fifty cents per capita amount in order to distribute all funds appropriated for the biennium. If there are multiple transportation providers in one county, then the base amount must be divided equally among the providers and the additional per capita amount must be based upon the percentage of elderly and handicapped ridership provided by each transportation provider within the county. Funds not expended by a county during a contract period or previous contract periods, may be redistributed under guidelines established by the director. In addition, unexpended funds may also be used by the director for transit coordination purposes.

NOTE: The county does not receive the funding for distribution for transit services. The funding is awarded to the Transit Agency(s) who provide services in that county.

In 2009, Senate Bill 2012, established a new formula for the public transportation fund and authorized the director of the State Department of Transportation to administer this program. The Department of Transportation will disburse the funds according to specific guidelines established by the legislation. The funds must be used by transportation providers to establish and maintain public transportation, especially for the elderly persons and individuals with disability. Funds may be used to contract public transportation as matching funds in order to procure money from other sources for public transportation and for other expenditures authorized by the director.

In 2013, Senate Bill No. 2012, the department's distribution was given continuing appropriation of the Transit Funding. The department has a base amount in its budget for each biennium and that budgeted amount will be used to calculate the base amount for each transit provider.

Recipients for State Aid funding must comply with the same regulations as required for federal funding. For a list of State Aid awarded see Table 3 (pages 18-19) and Table 4 (pages 20-21).

Unexpended State Aid by Agency

Each year all transit agencies are required to submit quarterly reimbursement requests. The State Aid not spent is calculated and kept to be redistributed. Any transit agency that has used all their available State Aid in the current year is eligible to apply for the Unexpended State Aid. In Table 5 (page 22), it shows the State Aid not spent for each year by agency.

Disbursement of Unspent State Aid

In 2012, the unspent State Aid was not dispersed. In 2013, all to-date unspent State Aid was distributed using the State Aid formula to eligible Transit Agencies who were in operation the previous year. The unspent State Aid funds from 2014 and 2015 were distributed to eligible transit agencies who were compliant with federal and state requirements, completed an application, and had expended all their State Aid funding that year. Those qualifying transit agencies were funded through a modified calculation of the State Aid funds. Table 6 (pages 23-24) shows the distribution of funds.

Federal Transit Funding Program

Federal Funding Amounts

The Transit Section receives federal funds annually from FTA to distribute through an application process to qualifying Transit Agencies. The total amounts of federal funding received from FY 2012-2015 are shown in Table 7, Transit Federal Funding Breakdown (page 25).

Method for Distributing Funds and Committee Evaluation

Through the annual application process due to the state on April 1 of every year, eligible subrecipients prepare and submit application materials. Annual applications are then reviewed by the NDDOT grant review committee. The grant committee is made up of three NDDOT employees and three non-NDDOT employees, currently a representative from Aging Services, Veterans Affairs, and Medicaid Services.

The committee reviews eligible applications with consideration given to the amount of funding available and the amount of requests received. The committee will also consider the following when reviewing and awarding funds:

- Records/Claims submitted on time.
- Completeness and compliance with state and federal regulations/requirements.
- Financial plan that demonstrates fiscal capacity and reasonableness.
- Coordination relationships with other organizations and agencies.
- Demonstrated needs, past performance, vehicle maintenance, history of reliable service, cost per mile, technical capacity, technology, and willingness to participate in training.

If necessary, preference in the allocation of funds shall be given to the transit provider that is best suited to serve areas which do not currently have access to public transportation, as well as to providers serving the needs of the general public, seniors and individuals with disabilities. NDDOT does not allocate Section 5311 funding for construction, renovation, or similar projects due to the need for capital purchase of buses, vans, and associated equipment. It is the intent of NDDOT to fund operating, administration, Intercity Transit Systems, RTAP and capital maintenance in the 5311 program. It is the intent of NDDOT to fund vehicle purchases with the 5339 and 5310 grants.

North Dakota's three urbanized areas of Bismarck-Mandan, Fargo-West Fargo, and Grand Forks-East Grand Forks receive funding through the Section 5307 Urbanized Area Formula Program and provide fixed route/paratransit services.

Capital fund requests are completed with an annual application process that is reviewed by the grant review committee.

FTA program funds for vehicles are allocated based on need, with the following considerations:

- Vehicle age, mileage and condition based on FTA Useful Life Standards in Appendix B (page 13).
- Vehicle replacement versus expansion.
- Service to new areas.

FTA program funds requested for facilities, facility improvements, mobility manager's salary, and other substantial capital items are allocated based on the documentation of need by the agency.

FTA Section 5310 – Transportation for the Elderly Persons and Persons With Disabilities

Section 5310 program funds may be used for capital and operating expenses in rural and urban areas to support transportation services to meet the special needs of the elderly persons

and persons with disabilities. These funds are generally used to purchase vehicles and to fund Mobility Manager positions. These are 80% federal funds requiring a 20% local match.

Projects selected for funding under Section 5310 must be derived from a locally developed, coordinated public transit/human services transportation plan. These plans identify the transportation needs of individuals with disabilities, elderly persons and individuals with low incomes to provide strategies for meeting these needs.

Section 5310 grant funding is available for the year in which it is appropriated plus an additional two years (for a total of three years).

Examples of capital expenses include, but are not limited to:

- Buses and vans.
- Radios and communication equipment.
- Vehicle shelters.
- Wheelchair lifts and restraints.
- Vehicle rehabilitation or overhaul.
- Extended warranties which do not exceed the industry standard.
- Computer hardware and software.
- Initial component installation costs.
- Introduction of new technology into public transportation.
- Transit related intelligent transportation systems (ITSs).
- Supporting new mobility management and coordination.

FTA Section 5311 – Rural and Small Urban Areas

Section 5311 provides an annual apportionment of federal transit funds to North Dakota to support and improve public transit service in the rural areas (areas and localities under 50,000 in population). The funds may be used for capital, operating and administrative assistance to local public bodies, Native American tribes, nonprofit organizations and operators of public transportation services. Section 5311 funds are administered by NDDOT and are used to support public transit in the small cities and rural areas of the state.

Section 5311 grant funding is available for the year in which it is appropriated plus an additional two years (for a total of three years).

Operating expenses are 50% federal funds requiring a 50% local match and are considered those costs directly related to system operations. At a minimum, the following items must be considered operating expenses:

- Fuel/oil.
- Drivers' and maintenance salaries and fringe benefits.
- Rent and utilities.
- Licenses and fees.
- Maintenance, repairs and parts.
- Advertising/marketing.
- Training and development.
- Office supplies and postage.
- At a minimum, operating revenues must include fare box revenues. Fare box revenues do not include payments made directly to the transit provider by human service agencies.

A cost allocation plan must be submitted and approved before indirect costs can be reimbursed. This plan can be one prepared for a different federal agency or one prepared for the FTA program. (OMB Circular 2 CFR 225, FTA C 6100.1C Page IV-5, DHHS brochure ASMB C-10 are references you may use in preparing the cost allocation plan.)

Administrative expenses are 80% federal funds requiring a 20% local match and are eligible project administrative expenses including general administrative expenses such as:

- Salaries and fringe benefits of the director, secretary and bookkeeper.
- Vehicle and building insurance.
- Audit expenses.
- Drug and alcohol testing.
- Legal.
- Travel.

Capital Expenses are 80% federal funds requiring

a 20% local match and are the same as those listed under the Section 5310 program, with the addition of these capital items such as.

- Paratransit vehicles.
- Vehicle rehabilitation, remanufacture or overhaul.

The above list is by no means comprehensive as additional small capital items are also eligible.

State administration is available to the state for use in transit administration such as consultant services.

FTA Section 5311(B) – Rural Transit Assistance Program (RTAP)

Section 5311(b) (3) RTAP is administered in conjunction with the Section 5311 program. It was established under the Federal Mass Transportation Act of 1987. RTAP provides an annual apportionment of federal funds to the state for transit training, technical assistance and other support activities to enhance transit operations and services in the state's rural areas. These are 100% federal funds with no local match required.

The NDDOT uses RTAP funds to deliver training and technical assistance needed by all rural providers of public transportation, and not only to subreciepients of the Section 5311 program.

RTAP funds may be used to support transit activities in the following categories:

- National, regional and state conferences and workshops.
- Technical assistance.
- Training.
- Research.
- Related support services.
- Purchase of equipment to support any of the above activities.

FTA Section 5311 (F) – Intercity Bus Program

NDDOT administers 5311(f) program funds in accordance with the Federal Intercity Bus Program. According to the Intercity Bus Assistance Program, NDDOT may contract with private providers of the intercity bus service to support intercity bus routes for the provider, or make grants to political subdivisions to support intercity bus service routes. Intercity bus service is defined as, "regularly scheduled public bus services that operate with limited stops between two urbanized areas or connects rural areas to an urbanized area."

NDDOT awards funding for operating at 50% federal funds with 50% local match, and administration and capital funds at 80% federal funds and 20% local match.

Through this program, NDDOT conducts outreach with the FTA required goal of obligating 15% of all annual 5311 funds for intercity bus projects. Service is requested through a grant application process with the intent of funding projects that meet the following objectives:

- The service has meaningful intermodal connections.
- The service project improves connectivity to or between major metropolitan areas that currently lack convenient or direct intercity bus service.
- The contractor demonstrates that they have the technical capacity, financial stability, marketing plan and requisite experience to be recipients of federal funds.

The reporting of financial information and reimbursement for services will be performed on a quarterly basis using the same provider controls and procedures as the 5311 program. The NDDOT has two intercity operators in North Dakota, Jefferson Lines and Standing Rock Public Transit.

FTA Section 5339 – Bus and Bus Facilities

Section 5339 is a program used to provide capital assistance for new and replacement buses, related equipment and facilities. Federal funds under this program are annually apportioned to the states. These are 80% federal funds requiring a 20% local match. Section 5339 grant funding is available for the year in which it is appropriated plus an additional two years (for a total of three years).

Section 5339 program funds may be used for capital projects in both rural and urban areas of the state. Examples of capital expenses include,

but are not limited to:

- Acquisition of vehicles for fleet.
- Rehabilitation of buses (requires bus to be kept in service for 24 additional months beyond renovation date).
- Construction and renovation of bus maintenance and administrative facilities.
- Transfer facilities, transportation centers, intermodal terminals and park-and-ride stations.
- Purchase of replacement vehicles, vehicle rebuilds and vehicle preventive maintenance.
- Purchase of passenger amenities such as passenger shelters and bus stop signs.
- Purchase of accessories and miscellaneous equipment such as mobile radio units, fare box-

Unexpended Federal Grant Funds

Section 5311 funds not expended by the local transit agency recipients during the current state fiscal year (July 1 to June 30) will revert to the respective grant program fund.

Sections 5339, 5310 and/or programs that occur when a transit agency fails to implement a project or make a requested vehicle purchase require a written request for additional time before the contract expiration date and it must state the reason for requesting the action. If the contract period ends without written request, the funds are forfeited. If the request is for additional time, NDDOT may accept or deny the request depending on the reason provided. Once a transit agency has relinquished funds, NDDOT is free to reallocate the funds for another purpose.

Any grant funding remaining after a transit agency has fully completed implementation of a funded project or capital purchase, automatically reverts to the grant program for reallocation.

Local Share and Local Funding Requirements

The local applicant will provide the required local matching share for capital and operating assistance projects. The local matching share shall be cash from sources other than the U.S. Department of Transportation funds. All transit providers must provide proof that local match funds are from an allowable source to match federal funds and are not being obligated in another way.

The matching share for project administration, capital and operating costs may be from a source that includes state, local government, unrestricted federal or private funds. Applicants eligible for public transportation assistance may receive NDDOT awarded transit state aid funds to match their federal funds up to 50% of the deficit after the allotted federal funds. Applicants not eligible to receive NDDOT awarded transit state aid funds may provide the local match with a combination of unrestricted federal funds and local cash funds. Examples of local match that may be used for the local share include local appropriations, other non-federal Department of Transportation funds, dedicated tax revenues, private donations, revenue from human service contracts, and the net income generated from advertising and donations.

Conclusion

NDDOT along with the Transit Agencies work together to provide statewide public transportation that is accessible and affordable to the general public, elderly, and people with disabilities throughout the state. Federal and state funding is essential to maintain current services and allow for future system improvements.

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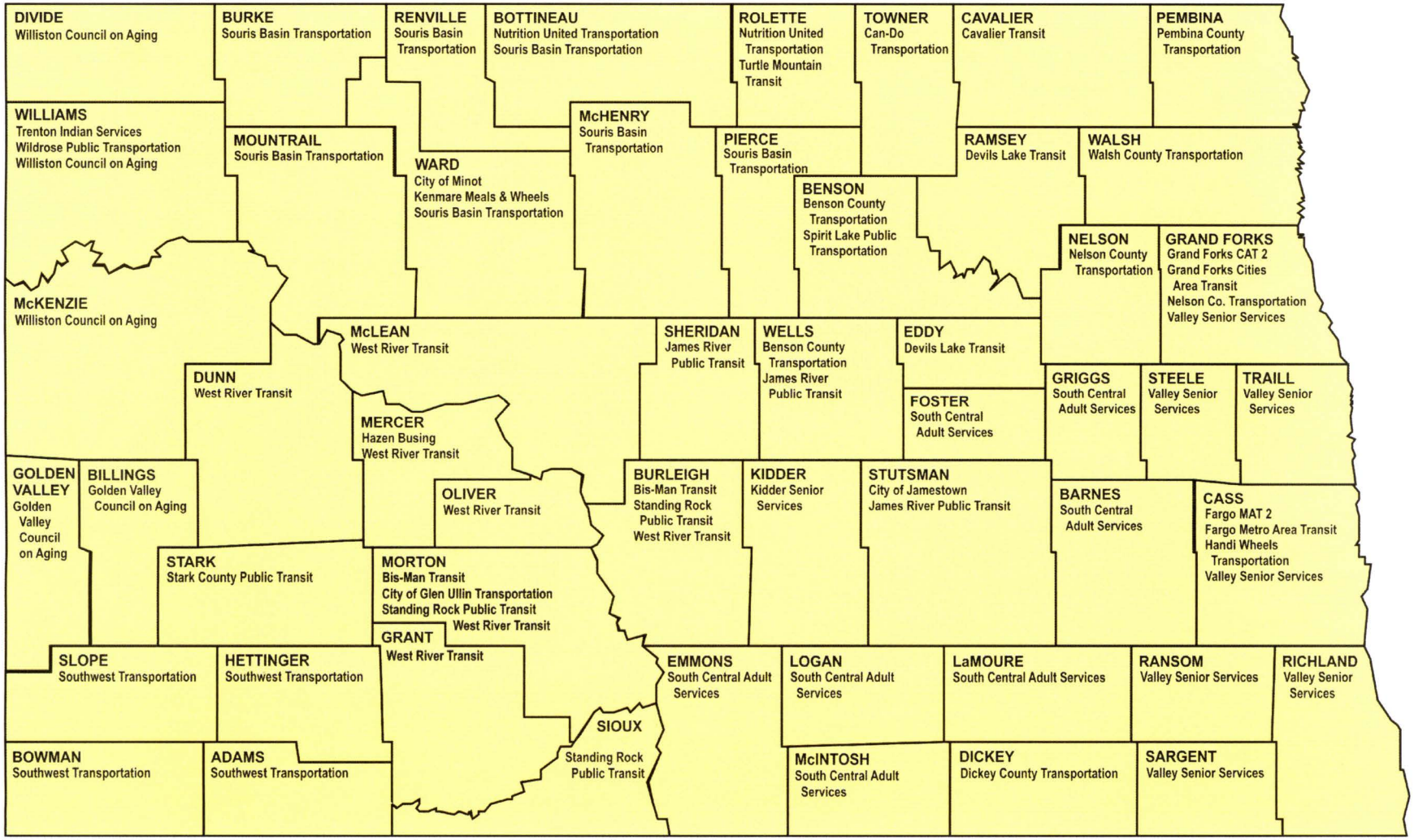
Appendixes and Tables

Appendix A. Transit Provider Services



Appendix B. FTA Useful Life Standards

North Dakota DOT Category	Approx. GVWR in lbs.	No. of Seats	Approx. Length	Useful Life Minimum
A. Large, Heavy-Duty Transit **Bus**	33,000 - 40,000	35-40+	35-40 ft. or greater	12 yrs. or 500,000 miles
B. Medium-Size, Heavy-Duty Transit **Bus**	26,000-33,000	24-35	30-65 ft.	10 yrs. or 350,000 miles
C. Medium-Size Duty Chassis **Cutaway**	10,000-26,000	16-30	25-30 ft.	7 yrs. or 200,000 miles
D. Medium-Size Light Duty Chassis **Cutaway**	10,000-16,000	18-16	20-25 ft.	5 yrs. or 150,000 miles
E. 1. Small **Cutaway** E. 2. Modified Van E. 3. Modified **Minivan**	6,000-14,000	3-14	E 1 20-22 ft. E 2 < 20 ft. E 3 < 20 ft.	4 yrs. or 100,000 miles
E. 4. **Vans** E. 5. **Minivans**	6,000-14,000	3-12	< 12 ft.	4 yrs or 100,000 miles

Table 1. Ridership by Agency

Transit Agency	County Served	2012 Total Elderly & Disabled	2012 Total Rides	2013 Total Elderly & Disabled	2013 Total Rides	2014 Total Elderly & Disabled	2014 Total Rides	2015 Total Elderly & Disabled	2015 Total Rides
Benson County Transportation	Benson	2,723	3,025	2,867	3,247	2,504	2,996	2,683	3,278
Bis-Man Transit	Burleigh	151,000	324,701	112,880	439,368	129,936	302,012	96,748	290,316
	Morton	43,000		57,120		14,429		64,498	
CANDO	Towner	4,160	4,160	3,550	4,000	4,665	5,321	3,999	6,332
Cavalier County Sr. Meals	Cavalier Co	3,311	3,727	3,726	4,229	4,088	5,069	4,941	6,474
City of Glen Ullin	Morton	1,077	1,081	1,245	1,081	756	791	855	905
City of Jamestown (Taxi)	Stutsman	1,580	8,055	1,650	7,060	-	-	1,891	8,560
City of Minot	Ward	30,617	126,437	26,153	126,037	25,971	131,568	19,108	131,640
Dickey County Senior Citizens	Dickey	5,750	5,800	5,600	6,095	4,708	5,224	4,691	5,138
Dickinson Public Transit (Stark County Council on Aging/Eldercare)	Stark	22,170	60,110	9,846	33,822	24,985	46,093	16,610	42,110
Fargo Metro Transit	Cass	476,822	2,092,299	476,822	2,092,299	212,133	1,709,481	218,565	1,794,640
Golden Valley Council on Aging	Billings	-	3,149	53	3,592	190	2,929	199	3,261
	GoldenValley	3,090		747		2,512		2,158	
Grand Forks Public Transit	Grand Forks	122,472	360,401	122,472	360,401	199,537	397,791	81,881	371,067
Handi-Wheels Transportation	Cass	11,896	15,380	9,276	13,405	8,388	12,806	7,656	10,266
Hazen Busing	Mercer	3,076	20,726	3,750	20,750	4,111	26,724	3,203	23,298
James River Sr Citizens	Sheridan	58	79,994	25	75,017	10	68,925	5	69,157
	Stutsman	37,630		33,144		32,923		32,904	
	Wells	3,994		2,539		3,227		3,158	
Kenmare Meals & Wheels	Ward	4,108	6,008	2,016	4,390	2,835	7,457	5,586	8,470
Kidder/Emmons Senior Services	Kidder	9,845	9,998	6,805	6,590	7,077	8,665	5,907	7,199
Nelson County Transportation	Grand Forks	155	888	439	1,154	308	4,695	749	4,981
	Nelson	-		-		3,252		3,161	
Nutrition United	Rolette	3,653	4,639	3,661	3,639	3,013	5,353	5,680	10,025
Pembina County Meals & Transportation	Pembina	5,350	7,400	4,924	6,330	3,299	6,722	4,227	6,101
Royal Coach	Ramsey	3,400	4,300	5,200	7,600	-	-	-	-
Devils Lake Transit / Senior Meals and Services	Eddy County	4,046	8,297	3,706	8,982	3,656	11,233	2,934	10,743
	Ramsey	14,231	18,461	12,850	17,950	12,445	18,752	14,583	20,449
Sitting Bull College	Burleigh	8	17,773	138	17,663	263	9,184	218	7,657
	Morton	-		28		349		453	
	Sioux	1,020		912		1,053		1,194	
Souris Basin Transportation	Bottineau	6,460	84,315	5,840	80,225	5,116	80,824	3,118	86,707
	Burke	1,556		966		820		528	
	McHenry	2,420		1,540		847		742	
	Mountrail	1,590		685		293		233	
	Pierce	11,100		8,275		8,272		4,010	
	Renville	1,344		897		420		251	
	Ward	44,350		44,350		53,407		65,423	

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Table 1. Ridership by Agency (cont.)

Transit Agency	County Served	2012 Total Elderly & Disabled	2012 Total Rides	2013 Total Elderly & Disabled	2013 Total Rides	2014 Total Elderly & Disabled	2014 Total Rides	2015 Total Elderly & Disabled	2015 Total Rides
South Central Adult Services	Barnes	21,188	92,898	22,236	102,274	19,059	104,758	21,911	117,829
	Emmons	9,892		10,214		7,747		5,434	
	Foster	4,525		4,340		2,175		5,237	
	Griggs	3,408		3,196		3,571		3,165	
	LaMoure	3,727		2,238		1,020		1,171	
	Logan	6,224		4,670		3,383		1,979	
	McIntosh	9,958		11,924		11,771		11,144	
Southwest Transportation Services	Adams	12,979	25,000	8,550	19,250	5,705	15,814	2,394	7,810
	Bowman	10,575		6,890		4,037		2,509	
	Hettinger	996		263		261		161	
	Slope	50		47		48		21	
Spirit Lake Nation	Benson	326	4,841	321	5,434	600	3,635	691	899
Tioga Senior Citizens Public Transit	Williams	-	816	-	-	-	-	-	-
Trenton Indian Services Area	Williams	3,380	3,380	2,515	2,815	3,803	4,060	2,417	4,443
Turtle Mountain Transit	Rolette	6,038	11,202	2,551	5,353	1,572	2,303	1,802	3,035
Valley Senior Services (Fargo)	Cass - r/u	42,075	57,890	2,112	23,030	38,452	44,821	43,447	66,078
	Grand Forks	210		181		302		361	
	Ransom	5,850		5,624		3,542		4,319	
	Richland	5,850		6,860		3,859		6,321	
	Sargent	632		1,096		476		643	
	Steele	1,158		1,101		778		812	
	Traill	2,090		1,606		1,426		1,725	
Walsh Co Transportation	Walsh	7,556	9,500	7,754	9,324	6,600	8,717	6,120	7,356
West River Transit	Burleigh	2,556	33,979	2,054	30,554	2,527	29,420	2,398	24,676
	Dunn	154		2,240		613		1,054	
	Grant	2,114		1,700		1,723		1,673	
	McLean	10,959		10,470		9,347		7,452	
	Mercer	2,930		2,930		3,137		2,419	
	Morton	4,865		4,374		4,235		3,013	
	Oliver	5,004		4,726		5,444		3,361	
Wildrose Senior Transportation	Divide	243	243	131	120	203	203	-	216
	Williams	-		-		-		187	
N/W Dakota Public Transit - Williston	Divide	3,831	40,041	3,891	46,844	3,897	44,083	1,391	36,108
	McKenzie	4,389		6,013		3,192		2,563	
	Williams	19,190		20,345		10,337		13,248	
TOTAL RIDERSHIP		**1,253,984**	**3,550,914**	**1,141,860**	**3,589,924**	**946,640**	**3,128,429**	**847,293**	**3,197,224**

Table 2. Ridership by County

Transit Agency	County	2012 Total Rides Per County	2013 Total Rides Per County	2014 Total Rides Per County	2015 Total Rides Per County
Southwest Transportation Services	Adams	13,225	8,980	6,577	3,032
South Central Adult Services	Barnes	49,156	54,434	52,223	66,631
Benson County Transportation	Benson	7,866	8,681	6,631	4,177
Spirit Lake Nation	Benson				
Golden Valley Council on Aging	Billings	8	56	201	352
Souris Basin Transportation	Bottineau	7,869	7,100	6,060	5,506
Southwest Transportation Services	Bowman	10,725	9,950	8,848	4,554
Souris Basin Transportation	Burke	1,820	1,150	892	711
Bis-Man Transit	Burleigh	256,590	222,889	239,784	179,743
West River Transit	Burleigh				
Sitting Bull College	Burleigh				
Fargo Metro Transit	Cass	2,149,793	2,107,825	1,751,135	1,849,536
Handi-Wheels Transportation	Cass				
Nelson County	Cass				
South Central Adult Services	Cass				
Valley Senior Services (Fargo)	Cass				
Cavalier County Sr. Meals	Cavalier	3,727	4,229	5,069	6,474
Dickey County Senior Citizens	Dickey	5,800	6,095	5,224	5,138
Wildrose Senior Transportation	Divide	5,029	5,796	6,674	3,273
N/W Dakota Public Transit - Williston	Divide				
West River Transit	Dunn	174	2,752	640	1,202
Devils Lake Transit / Senior Meals and Services	Eddy	8,297	8,982	11,233	10,743
South Central Adult Services	Emmons	17,204	15,280	17,009	13,320
South Central Adult Services	Foster	832	5,006	4,697	7,355
Golden Valley Council on Aging	GoldenValley	3,141	3,536	2,728	2,909
Grand Forks Public Transit	Grand Forks	361,413	361,741	398,868	372,457
Nelson County	Grand Forks				
Valley Senior Services (Fargo)	Grand Forks				
West River Transit	Grant	2,266	1,910	2,281	2,216
South Central Adult Services	Griggs	3,853	3,416	3,771	3,554
Southwest Transportation Services	Hettinger	1,000	271	341	203
Kidder/Emmons Senior Services	Kidder	9,998	6,590	8,665	7,199
South Central Adult Services	LaMoure	5,795	4,302	4,165	4,280
South Central Adult Services	Logan	937	5,230	5,148	5,918
Souris Basin Transportation	McHenry	2,900	2,100	1,117	1,398
South Central Adult Services	McIntosh	15,041	14,556	17,745	16,437
N/W Dakota Public Transit - Williston	McKenzie	4,794	8,283	7,816	5,543
West River Transit	McLean	11,987	10,866	9,931	8,582
Hazen Busing	Mercer	24,120	24,144	30,305	26,404
West River Transit	Mercer				

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Table 2. Ridership by County (cont.)

Transit Agency	County	2012 Total Rides Per County	2013 Total Rides Per County	2014 Total Rides Per County	2015 Total Rides Per County
Bis-Man Transit	Morton	84,356	227,806	74,589	120,224
City of Glen Ullin	Morton				
Sitting Bull College	Morton				
West River Transit	Morton				
Souris Basin Transportation	Mountrail	1,871	900	407	316
Nelson County	Nelson	72	6	3,920	3,960
West River Transit	Oliver	5,257	5,068	5,745	3,749
Pembina County Meals & Transportation	Pembina	7,400	6,330	6,722	6,101
Souris Basin Transportation	Pierce	13,750	13,150	9,931	9,042
Royal Coach	Ramsey	22,761	25,550	18,752	20,449
Devils Lake Transit / Senior Meals and Services	Ramsey				
Valley Senior Services (Fargo)	Ransom	5,850	6,624	4,842	5,583
Souris Basin Transportation	Renville	1,555	1,275	440	393
Valley Senior Services (Fargo)	Richland	5,850	9,784	7,253	11,951
Nutrition United	Rolette	15,841	8,992	7,656	13,060
Turtle Mountain Transit	Rolette				
Valley Senior Services (Fargo)	Sargent	632	1,448	715	967
James River Sr Citizens	Sheridan	58	2	10	8
Sitting Bull College	Sioux	13,510	13,981	4,856	4,732
Southwest Transportation Services	Slope	50	49	48	21
Dickinson Public Transit (Stark County Council on Aging/Eldercare)	Stark	60,110	33,822	46,093	42,110
Valley Senior Services (Fargo)	Steele	1,158	1,151	1,151	1,107
City of Jamestown (Taxi)	Stutsman	79,578	74,254	60,595	68,799
James River Sr Citizens	Stutsman				
South Central Adult Services	Stutsman				
CANDO	Towner	4,160	4,000	5,321	6,332
Valley Senior Services (Fargo)	Traill	2,090	1,710	1,710	1,805
Walsh Co Transportation	Walsh	9,500	9,324	8,717	7,356
City of Minot	Ward	186,995	184,977	201,002	209,451
Kenmare Meals & Wheels	Ward				
Souris Basin Transportation	Ward				
James River Sr Citizens	Wells	8,493	7,871	8,320	8,910
Mercy Rides	Williams	34,657	35,700	33,856	31,951
Tioga Senior Citizens Public Transit	Williams				
Trenton Indian Services Area	Williams				
Wildrose Senior Transportation	Williams				
N/W Dakota Public Transit - Williston	Williams				
TOTAL RIDERSHIP		**3,550,914**	**3,589,924**	**3,128,429**	**3,197,224**

Table 3. State Funding Awarded

Transit Agency	County	FY2012 Total Award per Agency	FY2013 Total Award per Agency	FY2014 Total Award per Agency	FY 2015 Total Award per Agency
Benson County Transportation	Benson	$ 28,659	$ 28,771	$ 45,039	$ 54,091
Bis-Man Transit	Burleigh Morton	$ 295,733	$ 297,548	$ 525,989	$ 698,662
CANDO	Towner	$ 31,264	$ 31,264	$ 46,987	$ 54,458
Cavalier County Sr. Meals	Cavalier Co	$ 35,981	$ 35,981	$ 55,845	$ 65,703
City of Glen Ullin	Morton	$ 7,932	$ 6,363	$ 14,226	$ 12,197
City of Jamestown (Taxi)	Stutsman	$ 10,696	$ 11,102	$ 21,453	$ 27,381
City of Minot	Ward	$ 72,876	$ 68,454	$ 110,646	$ 97,512
Dickey County Senior Citizens	Dickey	$ 39,480	$ 39,480	$ 62,415	$ 74,045
Dickinson Public Transit (Stark County Council on Aging/Eldercare)	Stark	$ 90,537	$ 90,537	$ 158,289	$ 195,769
Fargo Metro Transit	Cass	$ 369,581	$ 401,268	$ 657,874	$ 791,417
Golden Valley Council on Aging	Billings Golden Valley	$ 57,050	$ 57,050	$ 83,687	$ 95,854
Grand Forks Public Transit	Grand Forks	$ 188,388	$ 188,015	$ 343,790	$ 437,961
Handi-Wheels Transportation	Cass	$ 15,363	$ 13,984	$ 37,411	$ 37,372
Hazen Busing	Mercer	$ 24,249	$ 25,368	$ 42,025	$ 50,894
James River Sr Citizens	Sheridan Stutsman Wells	$ 128,400	$ 127,994	$ 220,351	$ 264,023
Kenmare Meals & Wheels	Ward	$ 17,051	$ 13,029	$ 22,649	$ 37,942
Kidder/Emmons Senior Services	Kidder	$ 31,775	$ 31,775	$ 47,945	$ 55,674
Nelson County	Grand Forks Nelson	$ 61,168	$ 61,584	$ 63,837	$ 77,340
Nutrition United	Rolette	$ 30,278	$ 37,388	$ 64,234	$ 88,106
Pembina County Meals & Transportation	Pembina	$ 45,215	$ 45,215	$ 73,184	$ 87,717
Devils Lake Transit / Senior Meals & Services	Eddy County Ramsey	$ 87,757	$ 87,757	$ 141,349	$ 169,062
Sitting Bull College	Burleigh Morton Sioux	$ 51,125	$ 51,409	$ 80,698	$ 92,378
Souris Basin Transportation	Bottineau Burke McHenry Mountrail Pierce Renville Ward	$ 329,384	$ 337,828	$ 572,037	$ 723,664

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Table 3. State Funding Awarded (cont.)

Transit Agency	County	FY2012 Total Award per Agency	FY2013 Total Award per Agency	FY2014 Total Award per Agency	FY 2015 Total Award per Agency
South Central Adult Services	Barnes Emmons Foster Griggs LaMoure Logan Cass McIntosh	$ 251,356	$ 251,356	$ 398,837	$ 478,714
Southwest Transportation Services	Adams Bowman Hettinger Slope	$ 124,285	$ 124,285	$ 186,499	$ 215,989
Spirit Lake Nation	Benson	$ 14,523	$ 14,411	$ 24,327	$ 28,780
Tioga Senior Citizens Public Transit	Williams	$ 8,400	$ -	$ -	$ -
Trenton Indian Services Area	Williams	$ 17,456	$ 15,053	$ 42,408	$ 35,316
Turtle Mountain Transit	Rolette	$ 32,552	$ 25,442	$ 42,026	$ 41,607
Valley Senior Services (Fargo)	Cass - r/u Grand Forks Ransom Richland Sargent Steele Traill	$ 269,463	$ 239,113	$ 496,010	$ 610,358
Walsh Co Transportation	Walsh	$ 55,221	$ 55,221	$ 91,973	$ 111,573
West River Transit	Burleigh Dunn Grant McLean Mercer Morton Oliver	$ 195,415	$ 192,356	$ 321,999	$ 354,780
Wildrose Senior Transportation	Williams	$ 12,934	$ 12,782	$ 18,320	$ 15,034
N/W Dakota Public Transit - Williston	Divide McKenzie Williams	$ 120,048	$ 131,004	$ 170,746	$ 268,096
TOTAL AWARDED PER YEAR		**$ 3,151,595**	**$ 3,150,188**	**$ 5,285,105**	**$ 6,449,468**

Table 4. State Aid Awarded to Transit Agencies

Transit Agency	County Served	FY2012 Total Award per Agency	FY2012 Total Award per County	FY2013 Total Award per Agency	FY2013 Total Award per County	FY2014 Total Award per Agency	FY2014 Total Award per County	FY 2015 Total Award per Agency	FY 2015 Total Award per County
Southwest Transportation Services	Adams	$ 31,526	$ 31,526	$ 31,526	$ 31,526	$ 47,479	$ 47,479	$ 55,082	$ 55,082
South Central Adult Services	Barnes	$ 55,078	$ 55,078	$ 55,078	$ 55,078	$ 91,705	$ 91,705	$ 111,232	$ 111,232
Benson County Transportation	Benson	$ 28,659	$ 43,182	$ 28,771	$ 43,182	$ 45,039	$ 69,366	$ 54,090	$ 82,870
Spirit Lake Nation	Benson	$ 14,523		$ 14,411		$ 24,327		$ 28,780	
Golden Valley Council on Aging	Billings	$ 27,314	$ 27,314	$ 27,314	$ 27,314	$ 39,570	$ 39,570	$ 45,040	$ 45,040
Souris Basin Transportation	Bottineau	$ 42,558	$ 42,558	$ 42,558	$ 42,558	$ 68,195	$ 68,195	$ 81,383	$ 81,383
Southwest Transportation Services	Bowman	$ 33,708	$ 33,708	$ 33,708	$ 33,708	$ 51,576	$ 51,576	$ 60,283	$ 60,283
Souris Basin Transportation	Burke	$ 30,514	$ 30,514	$ 30,514	$ 30,514	$ 45,578	$ 45,578	$ 52,668	$ 52,668
Bis-Man Transit	Burleigh	$ 224,266		$ 223,750		$ 415,433		$ 522,934	
West River Transit	Burleigh	$ 12,054	$ 244,732	$ 12,319	$ 244,732	$ 19,715	$ 447,832	$ 25,964	$ 563,380
Sitting Bull College	Burleigh	$ 8,411		$ 8,663		$ 12,684		$ 14,482	
Fargo Metro Transit	Cass	$ 369,581		$ 401,268		$ 657,874		$ 791,417	
Handi-Wheels Transportation	Cass	$ 15,363		$ 13,984		$ 37,411		$ 37,372	
Nelson County	Cass	$ 6,300	$ 429,601	$ 6,300	$ 429,601	$ -	$ 819,903	$ -	$ 1,004,121
South Central Adult Services	Cass	$ -		$ -		$ -		$ 10,000	
Valley Senior Services (Fargo)	Cass - r/u	$ 38,356		$ 8,049		$ 124,618		$ 165,332	
Cavalier County Sr. Meals	Cavalier	$ 35,981	$ 35,981	$ 35,981	$ 35,981	$ 55,845	$ 55,845	$ 65,703	$ 65,703
Dickey County Senior Citizens	Dickey	$ 39,480	$ 39,480	$ 39,480	$ 39,480	$ 62,415	$ 62,415	$ 74,045	$ 74,045
N/W Dakota Public Transit - Williston	Divide	$ 12,934	$ 30,792	$ 12,782	$ 30,792	$ 18,320	$ 46,100	$ 53,331	$ 53,331
Wildrose Senior Transportation	Divide	$ 17,858		$ 18,010		$ 27,780		$ -	
West River Transit	Dunn	$ 34,747	$ 34,747	$ 34,747	$ 34,747	$ 53,528	$ 53,528	$ 62,761	$ 62,761
Devils Lake Transit / Senior Meals & Services	Eddy	$ 31,640	$ 31,640	$ 31,640	$ 31,640	$ 47,692	$ 47,692	$ 55,352	$ 55,352
South Central Adult Services	Emmons	$ 34,785	$ 34,785	$ 34,785	$ 34,785	$ 53,599	$ 53,599	$ 62,851	$ 62,851
South Central Adult Services	Foster	$ 34,226	$ 34,226	$ 34,226	$ 34,226	$ 52,549	$ 52,549	$ 61,519	$ 61,519
Golden Valley Council on Aging	Golden Valley	$ 29,736	$ 29,736	$ 29,736	$ 29,736	$ 44,118	$ 44,118	$ 50,814	$ 50,814
Grand Forks Public Transit	Grand Forks	$ 188,388		$ 188,015		$ 343,790		$ 437,961	
Nelson County	Grand Forks	$ 8,628	$ 205,725	$ 9,044	$ 205,725	$ 12,388	$ 368,556	$ 17,218	$ 470,384
Valley Senior Services (Fargo)	Grand Forks	$ 8,709		$ 8,665		$ 12,378		$ 15,205	
West River Transit	Grant	$ 31,664	$ 31,664	$ 31,664	$ 31,664	$ 47,738	$ 47,738	$ 55,410	$ 55,410
Nelson County	Griggs	$ 12,600	$ 31,734	$ 12,600	$ 31,734	$ -	$ 48,869	$ -	$ 55,578
South Central Adult Services	Griggs	$ 19,134		$ 19,134		$ 48,869		$ 55,578	
Southwest Transportation Services	Hettinger	$ 31,888	$ 31,888	$ 31,888	$ 31,888	$ 48,158	$ 48,158	$ 55,944	$ 55,944
Kidder/Emmons Senior Services	Kidder	$ 31,775	$ 31,775	$ 31,775	$ 31,775	$ 47,945	$ 47,945	$ 55,674	$ 55,674
South Central Adult Services	LaMoure	$ 36,375	$ 36,375	$ 36,375	$ 36,375	$ 56,585	$ 56,585	$ 66,643	$ 66,643
South Central Adult Services	Logan	$ 30,573	$ 30,573	$ 30,573	$ 30,573	$ 45,689	$ 45,689	$ 52,810	$ 52,810
Souris Basin Transportation	McHenry	$ 39,767	$ 39,767	$ 39,767	$ 39,767	$ 62,953	$ 62,953	$ 74,728	$ 74,728
South Central Adult Services	McIntosh	$ 32,784	$ 32,784	$ 32,784	$ 32,784	$ 49,842	$ 49,842	$ 58,082	$ 58,082
N/W Dakota Public Transit - Williston	McKenzie	$ 42,372	$ 42,372	$ 42,372	$ 42,372	$ 67,845	$ 67,845	$ 80,939	$ 80,939
West River Transit	McLean	$ 49,397	$ 49,397	$ 49,397	$ 49,397	$ 81,037	$ 81,037	$ 97,688	$ 97,688

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Table 4. State Aid Awarded to Transit Agencies (cont.)

Transit Agency	County Served	FY2012 Total Award per Agency	FY2012 Total Award per County	FY2013 Total Award per Agency	FY2013 Total Award per County	FY2014 Total Award per Agency	FY2014 Total Award per County	FY 2015 Total Award per Agency	FY 2015 Total Award per County
Hazen Busing	Mercer	$ 24,249	$ 47,945	$ 25,368	$ 47,945	$ 42,025	$ 78,310	$ 50,894	$ 94,225
West River Transit	Mercer	$ 23,696		$ 22,576		$ 36,285		$ 43,332	
Bis-Man Transit	Morton	$ 71,467	$ 99,372	$ 73,799	$ 97,964	$ 110,556	$ 174,878	$ 175,728	$ 216,831
City of Glen Ullin	Morton	$ 7,932		$ 6,363		$ 14,226		$ 12,197	
Sitting Bull College	Morton	$ 6,300		$ 6,333		$ 11,359		$ 11,164	
West River Transit	Morton	$ 13,673		$ 11,469		$ 38,737		$ 17,742	
Souris Basin Transportation	Mountrail	$ 45,917	$ 45,917	$ 45,917	$ 45,917	$ 74,502	$ 74,502	$ 89,391	$ 89,391
Nelson County	Nelson	$ 33,640	$ 33,640	$ 33,640	$ 33,640	$ 51,449	$ 51,449	$ 60,122	$ 60,122
West River Transit	Oliver	$ 30,184	$ 30,184	$ 30,184	$ 30,184	$ 44,959	$ 44,959	$ 51,883	$ 51,883
Pembina County Meals & Transportation	Pembina	$ 45,215	$ 45,215	$ 45,215	$ 45,215	$ 73,184	$ 73,184	$ 87,717	$ 87,717
Souris Basin Transportation	Pierce	$ 36,964	$ 36,964	$ 36,964	$ 36,964	$ 57,690	$ 57,690	$ 68,046	$ 68,046
Devils Lake Transit / Senior Meals and Services	Ramsey	$ 56,118	$ 56,118	$ 56,118	$ 56,118	$ 93,657	$ 93,657	$ 113,710	$ 113,710
Valley Senior Services (Fargo)	Ransom	$ 39,934	$ 39,934	$ 39,934	$ 39,934	$ 63,267	$ 63,267	$ 75,127	$ 75,127
Souris Basin Transportation	Renville	$ 31,869	$ 31,869	$ 31,869	$ 31,869	$ 48,123	$ 48,123	$ 55,899	$ 55,899
Valley Senior Services (Fargo)	Richland	$ 69,267	$ 69,267	$ 69,267	$ 69,267	$ 118,347	$ 118,347	$ 145,058	$ 145,058
Nutrition United	Rolette	$ 30,278	$ 62,830	$ 37,388	$ 62,830	$ 64,234	$ 106,260	$ 88,106	$ 129,712
Turtle Mountain Transit	Rolette	$ 32,552		$ 25,442		$ 42,026		$ 41,607	
Valley Senior Services (Fargo)	Sargent	$ 35,538	$ 35,538	$ 35,538	$ 35,538	$ 55,013	$ 55,013	$ 64,647	$ 64,647
James River Sr Citizens	Sheridan	$ 28,767	$ 28,767	$ 28,767	$ 28,767	$ 42,297	$ 42,297	$ 48,503	$ 48,503
Sitting Bull College	Sioux	$ 36,413	$ 36,413	$ 36,413	$ 36,413	$ 56,656	$ 56,656	$ 66,733	$ 66,733
Southwest Transportation Services	Slope	$ 27,163	$ 27,163	$ 27,163	$ 27,163	$ 39,286	$ 39,286	$ 44,680	$ 44,680
Dickinson Public Transit (Stark County Council on Aging/Eldercare)	Stark	$ 90,537	$ 90,537	$ 90,537	$ 90,537	$ 158,289	$ 158,289	$ 195,769	$ 195,769
Valley Senior Services (Fargo)	Steele	$ 30,533	$ 30,533	$ 30,533	$ 30,533	$ 45,613	$ 45,613	$ 52,713	$ 52,713
City of Jamestown (Taxi)	Stutsman	$ 10,696	$ 82,170	$ 11,102	$ 82,170	$ 121,124	$ 142,577	$ 148,439	$ 175,820
James River Sr Citizens	Stutsman	$ 63,074		$ 62,668		$ 21,453		$ 27,381	
South Central Adult Services	Stutsman	$ 8,400		$ 8,400		$ -		$ -	
CANDO	Towner	$ 31,264	$ 31,264	$ 31,264	$ 31,264	$ 46,987	$ 46,987	$ 54,458	$ 54,458
Valley Senior Services (Fargo)	Traill	$ 47,127	$ 47,127	$ 47,127	$ 47,127	$ 76,773	$ 76,773	$ 92,275	$ 92,275
Walsh Co Transportation	Walsh	$ 55,221	$ 55,221	$ 55,221	$ 55,221	$ 91,973	$ 91,973	$ 111,573	$ 111,573
City of Minot	Ward	$ 72,876	$ 191,723	$ 68,454	$ 191,723	$ 110,646	$ 348,292	$ 97,512	$ 437,002
Kenmare Meals & Wheels	Ward	$ 17,051		$ 13,029		$ 22,649		$ 37,942	
Souris Basin Transportation	Ward	$ 101,796		$ 110,239		$ 214,997		$ 301,548	
James River Sr Citizens	Wells	$ 36,559	$ 36,559	$ 36,559	$ 36,559	$ 56,929	$ 56,929	$ 67,080	$ 67,080
N/W Dakota Public Transit - Williston	Williams	$ 59,818	$ 85,675	$ 70,622	$ 85,675	$ 75,121	$ 117,529	$ 133,826	$ 184,176
Tioga Senior Citizens Public Transit	Williams	$ 8,400		$ -		$ -		$ -	
Trenton Indian Services Area	Williams	$ 17,456		$ 15,053		$ 42,408		$ 35,316	
Wildrose Senior Transportation	Williams	$ -		$ -		$ -		$ 15,034	
TOTAL AWARDED PER YEAR		**$ 3,151,596**	**$ 3,151,596**	**$ 3,150,188**	**$ 3,150,188**	**$ 5,285,105**	**$ 5,285,105**	**$ 6,449,468**	**$ 6,449,468**

Table 5. Unexpended State Aid Totals by Agency

Transit Agency	SFY 2012 Unexpended	SFY 2013 Unexpended	2013 Unexpended Addl SA	SFY 2014 Unexpended	SFY 2015 Unexpended	Total per Agency
Benson County Transportation					$ 122.28	$ 122.28
CANDO				$ 11,944.24	$ 21,276.93	$ 33,221.17
Cavalier County Sr. Meals	$ 25,410.85		$ 17,344.00	$ 10,411.00		$ 53,165.85
City of Glen Ullin			$ 1,768.08	$ 1,963.00		$ 3,731.08
Dickey County Senior Citizens				$ 6,604.00		$ 6,604.00
Golden Valley Council on Aging	$ 12,725.50			$ 21,139.00	$ 28,118.33	$ 61,982.83
Hazen Busing					$ 7,810.56	$ 7,810.56
James River Sr Citizens					$ 118.91	$ 118.91
Nelson County				$ 11,693.00		$ 11,693.00
Nutrition United	$ 3,016.77	$ 1,879.55				$ 4,896.32
Devils Lake Transit / Senior Meals and Services	$ 2,757.00	$ 34,799.63		$ 33,844.72	$ 37,269.45	$ 108,670.80
Sitting Bull College			$ 4,767.00			$ 4,767.00
Southwest Transportation Services				$ 2,120.20	$ 23,828.28	$ 25,948.48
Tioga Senior Citizens Public Transit	$ 521.28					$ 521.28
Trenton Indian Services Area			$ 1,523.00			$ 1,523.00
Turtle Mountain Transit	$ 11,183.00		$ 21,291.00		$ 1,259.77	$ 33,733.77
Walsh Co Transportation		$ 7,948.05		$ 5,266.59	$ 2,661.50	$ 15,876.14
West River Transit	$ 2,133.22					$ 2,133.22
Wildrose Senior Transportation	$ 6,769.87		$ 4,289.00			$ 11,058.87
N/W Dakota Public Transit - Williston					$ 100,070.77	$ 100,070.77
TOTAL AWARDED PER YEAR	**$ 64,517.49**	**$ 44,627.23**	**$ 50,982.08**	**$ 104,985.75**	**$ 222,536.78**	**$ 487,649.33**

Table 6. Distribution of Unspent State Aid by Agency

Transit Agency	County	Unspent SA Distributed SFY 2013	Unspent SA Distributed SFY 2014	Unspent SA Distributed SFY 2015	Total per Agency From 2013-2015
Benson County Transportation	Benson	$ 17,918	$ 1,429		$ 19,347
Bis-Man Transit	Burleigh Morton	$ 248,229	$ 15,494	$ 34,999	$ 298,722
CANDO	Towner	$ 13,256			$ 13,256
Cavalier County Sr. Meals	Cavalier Co	$ 17,344		$ 2,258	$ 19,602
City of Glen Ullin	Morton	$ 3,415			$ 3,415
City of Jamestown (Taxi)	Stutsman	$ 4,656			$ 4,656
City of Minot	Ward	$ 58,546	$ 3,266	$ 6,970	$ 68,782
Dickey County Senior Citizens	Dickey	$ 20,376			$ 20,376
Dickinson Public Transit (Stark County Council on Aging/Eldercare)	Stark	$ 64,626	$ 4,085	$ 9,179	$ 77,890
Fargo Metro Transit	Cass	$ 316,844	$ 18,722	$ 42,321	$ 377,887
Golden Valley Council on Aging	Billings Golden Valley	$ 21,763			$ 21,763
Grand Forks Public Transit	Grand Forks	$ 158,657	$ 10,321	$ 23,312	$ 192,290
Handi-Wheels Transportation	Cass	$ 9,855	$ 875	$ 1,958	$ 12,688
Hazen Busing	Mercer	$ 14,096	$ 934		$ 15,030
James River Sr Citizens	Sheridan Stutsman Wells	$ 78,987	$ 5,293		$ 84,280
Kenmare Meals & Wheels	Ward	$ 10,164		$ 1,025	$ 11,189
Kidder/Emmons Senior Services	Kidder	$ 13,698			$ 13,698
Nelson County Transportation	Cass Grand Forks Nelson	$ 24,179			$ 24,179
Nutrition United	Rolette	$ 19,321	$ 2,531	$ 5,664	$ 27,516
Pembina County Meals & Transportation	Pembina	$ 25,346	$ 1,543	$ 3,429	$ 30,318
Devils Lake Transit / Senior Meals and Services	Eddy County Ramsey	$ 48,376			$ 48,376
Sitting Bull College	Burleigh Morton Sioux	$ 22,395	$ 1,429	$ 3,134	$ 26,958
Souris Basin Transportation	Bottineau Burke McHenry Mountrail Pierce Renville Ward	$ 197,813	$ 13,300	$ 29,052	$ 240,165

Table 6. Distribution of Unspent State Aid by Agency (cont.)

Transit Agency	County	Unspent SA Distributed SFY 2013	Unspent SA Distributed SFY 2014	Unspent SA Distributed SFY 2015	Total per Agency From 2013-2015
South Central Adult Services	Barnes Emmons Foster Griggs LaMoure Logan McIntosh Stutsman	$ 123,268	$ 7,380	$ 16,273	$ 146,921
Southwest Transportation Services	Adams Bowman Hettinger Slope	$ 52,353			$ 52,353
Spirit Lake Nation	Benson	$ 5,666			$ 5,666
Tioga Senior Citizens Public Transit	Williams	$ 2,667			$ 2,667
Trenton Indian Services Area	Williams	$ 10,516			$ 10,516
Turtle Mountain Transit	Rolette	$ 21,291			$ 21,291
Valley Senior Services (Fargo)	Cass - r/u Grand Forks Ransom Richland Sargent Steele Traill	$ 156,261	$ 11,240	$ 25,074.00	$ 192,575
Walsh Co Transportation	Walsh	$ 34,018			$ 34,018
West River Transit	Burleigh Dunn Grant McLean Mercer Morton Oliver	$ 99,007	$ 6,419	$ 16,289.00	$ 121,715
Wildrose Senior Transportation	Williams		$ 734	$ 1,600	$ 6,623
	Divide	$ 4,289			
N/W Dakota Public Transit - Williston	Divide McKenzie Williams	$ 78,669			$ 78,669
TOTAL AWARDED PER YEAR		**$ 1,997,865**	**$ 104,995**	**$ 222,537**	**$ 2,325,397**

Table 7. Awarded Transit Federal Funding Breakdown

5311 Funds				
	FY2012	FY2013	FY2014	FY2015
Rural	$ 4,011,786	$ 5,003,801	$ 5,112,158	$ 5,098,273
RTAP	$ 86,659	$ 97,168	$ 97,798	$ 96,527
	$ 4,098,445	$ 5,100,969	$ 5,209,956	$ 5,194,800

5310 Funds				
	FY2012*	FY2013	FY2014	FY2015
Rural	$ 405,621	$ 229,083	$ 218,389	$ 218,002
Urban	$ -	$ 363,829	$ 359,004	$ 358,408
	$ 405,621	$ 592,912	$ 577,393	$ 576,410

*these funds are statewide

5339 Funds				
	FY2012	FY2013	FY2014	FY2015
Statewide	$ 302,076	$ 1,247,500	$ 1,250,000	$ 1,250,000
Urban	$ -	$ 460,713	$ 466,605	$ 466,604
	$ 302,076	$ 1,708,213	$ 1,716,605	$ 1,716,604

JARC 5316 Funds				
	FY2012	FY2013	FY2014	FY2015
Rural	$ 162,540	N/A	N/A	N/A
Urban	$ 213,849	N/A	N/A	N/A
	$ 376,389			

New Freedom 5317 Funds				
	FY2012	FY2013	FY2014	FY2015
Rural	$ 78,237	N/A	N/A	N/A
Urban	$ 125,918	N/A	N/A	N/A
	$ 204,155			

SOGR 5309 Funds				
	FY2012	FY2013	FY2014	FY2015
Statewide	$ 3,704,453	$ -	$ -	$ -

TOTAL	$ 9,091,139	$ 7,402,094	$ 7,503,954	$ 7,487,814

* The 5311, 5310 and 5339 funds have remained consistent throughout the study years. However due to funding changes in 2013, 5317 funding was rolled into 5310 and 5316 funds were rolled into 5311 funding. State of Good Repair (SOGR 5309) funds are discretionary funds awarded directly from FTA through an application process.

Table 8. Rural Transit Expenses

Expenses	FY 2011 - 2012	FY 2012 - 2013	FY 2013 - 2014	FY 2014 - 2015
Operating	$ 8,028,898	$ 7,899,000	$ 8,046,209	$ 9,043,967
Capital	$ 1,220,105	$ 1,876,456	$ 1,363,717	$ 1,697,749
Total Expenses	$ 9,249,004	$ 9,775,456	$ 9,409,925	$ 10,741,716

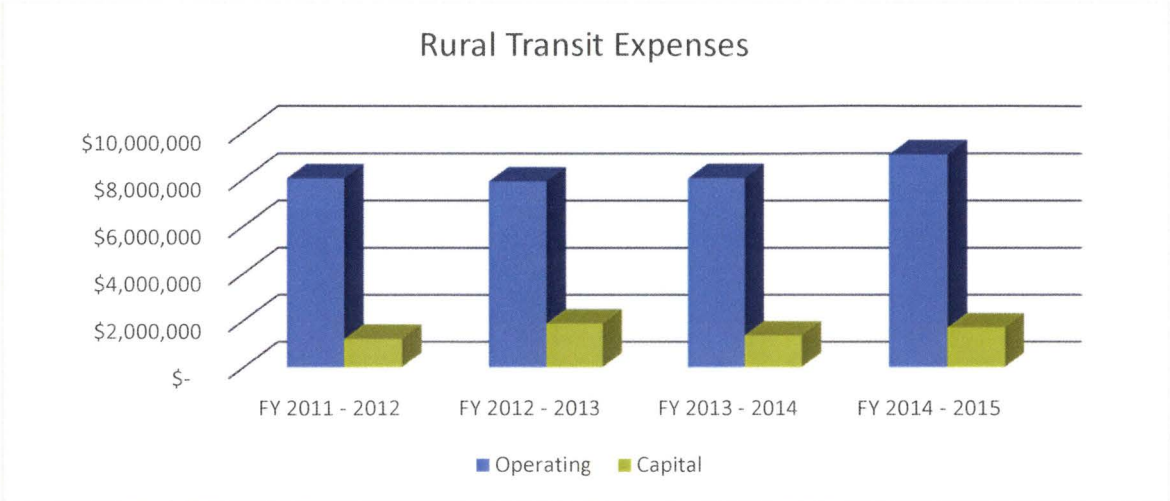


Table 9. Rural Transit Reimbursements

Reimbursements	FY 2011 - 2012	FY 2012 - 2013	FY 2013 - 2014	FY 2014 - 2015
Federal Aid	$ 4,048,188	$ 4,812,076	$ 4,687,254	$ 5,519,577
State Aid	$ 2,478,630	$ 3,166,437	$ 3,605,603	$ 4,294,004
Total Reimbursements	$ 6,526,818	$ 7,978,513	$ 8,292,857	$ 9,813,581

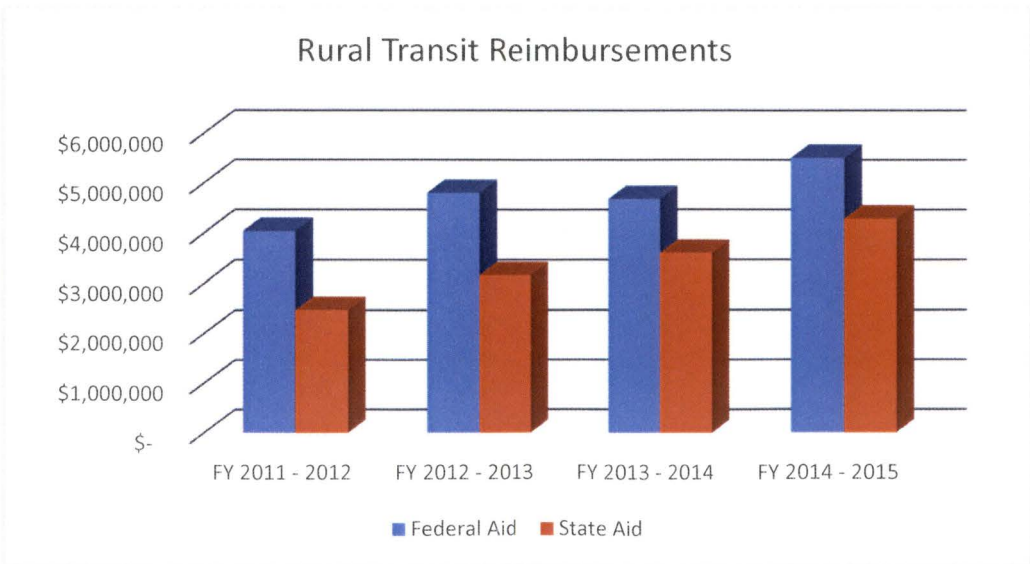


Table 10. Urban Transit Expenses

Expenses	FY 2011 - 2012	FY 2012 - 2013	FY 2013 - 2014	FY 2014 - 2015
Operating	$ 4,778,444	$ 3,215,622	$ 3,737,445	$ 3,249,377
Capital	$ -	$ 49,532	$ 362,639	$ 1,059,522
Total Expenses	$ 4,778,444	$ 3,265,153	$ 4,100,084	$ 4,308,898

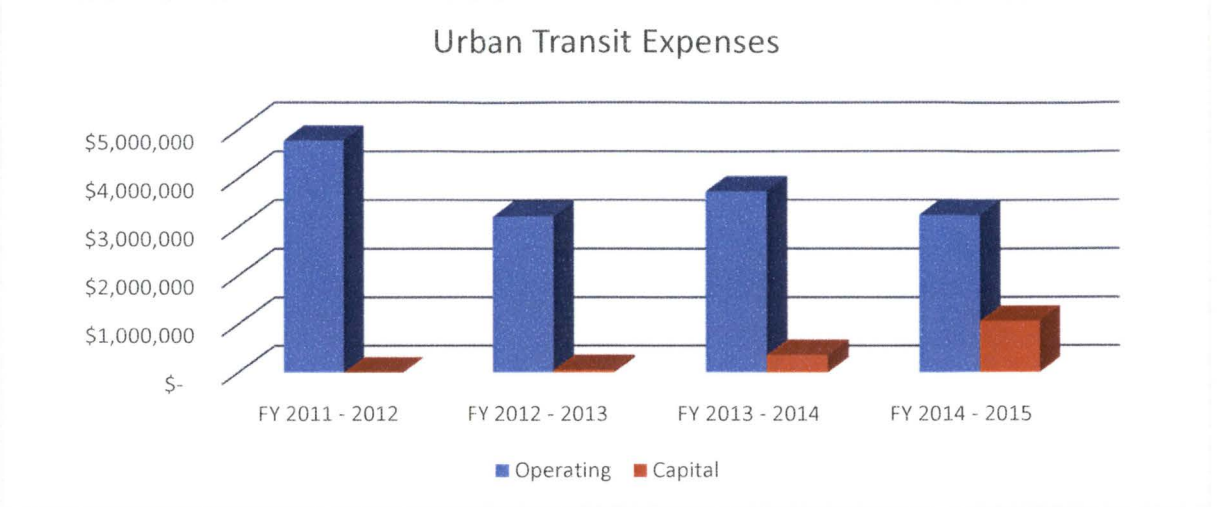
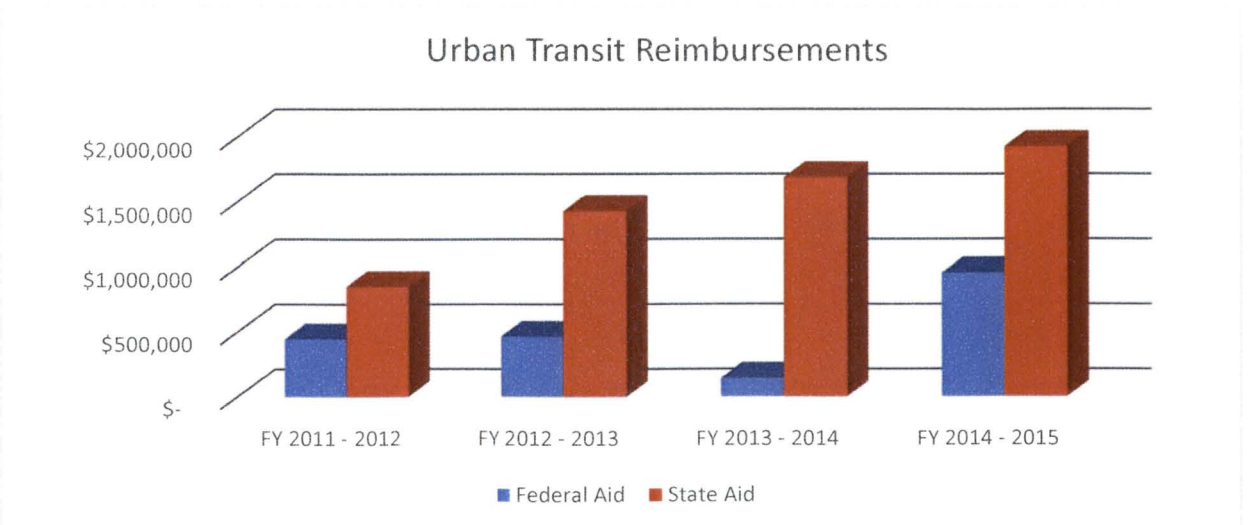


Table 11. Urban Transit Reimbursements

Reimbursements	FY 2011 - 2012	FY 2012 - 2013	FY 2013 - 2014	FY 2014 - 2015
Federal Aid	$ 447,416	$ 465,505	$ 143,127	$ 955,076
State Aid	$ 853,700	$ 1,429,467	$ 1,689,457	$ 1,928,040
Total Reimbursements	$ 1,301,116	$ 1,894,972	$ 1,832,584	$ 2,883,116



See pull-outs for:

Table 12. Transit Agency Operating and Capital Costs

Table 13. Transit Agency Operating and Capital Costs - Federal Funding

Tabel 14. Transit Agency Operating and Capital Costs - Total Funding

Table 12. Transit Agency Operating and Capital Costs - State Funding

	2012					2013					2014					2015				
AGENCY	STATE FUNDS	STATE AID OPERATING COSTS	STATE AID CAPITAL COSTS	COMMITTED ADDL SA EXPENDITURES	TOTAL COSTS COMMITTED/ SUBMITTED	STATE FUNDS	STATE AID OPERATING COSTS	STATE AID CAPITAL COSTS	COMMITTED ADDL SA EXPENDITURES	TOTAL COSTS COMMITTED/ SUBMITTED	STATE FUNDS	STATE AID OPERATING COSTS	STATE AID CAPITAL COSTS	COMMITTED ADDL SA EXPENDITURES	TOTAL COSTS COMMITTED/ SUBMITTED	STATE FUNDS	STATE AID OPERATING COSTS	STATE AID CAPITAL COSTS	COMMITTED ADDL SA EXPENDITURES	TOTAL COSTS COMMITTED/ SUBMITTED
Benson County Transportation	$ 46,577	$ 31,946	$ 352	$ 14,279	$ 46,577	$ 43,402	$ 35,800	$ 7,602	$ -	$ 43,402	$ 45,039	$ 28,579	$ 16,460		$ 45,039	$ 54,091	$ 44,703	$ 9,265		$ 53,968
Bis-Man Transit	$ 295,733	$ 295,731	$ -		$ 295,731	$ 545,776	$ 545,776	$ -		$ 545,776	$ 525,989	$ 525,989	$ -		$ 525,989	$ 698,662	$ 698,662	$ -		$ 698,662
CANDO	$ 44,520	$ 38,241	$ 2,986	$ 9,963	$ 51,190	$ 31,264	$ 30,072	$ 92		$ 30,164	$ 46,987	$ 32,148	$ 2,895		$ 35,043	$ 54,458	$ 33,180	$ -		$ 33,180
Cavalier County Sr. Meals	$ 10,570	$ 10,570	$ -		$ 10,570	$ 53,325	$ 21,844	$ -		$ 21,844	$ 55,845	$ 28,256	$ 17,178		$ 45,434	$ 65,703	$ 65,348	$ 355		$ 65,703
City of Glen Ullin	$ 7,932	$ 7,932	$ -		$ 7,932	$ 9,778	$ 7,442	$ -		$ 7,442	$ 14,226	$ 12,263	$ -		$ 12,263	$ 12,197	$ 12,197	$ -		$ 12,197
City of Jamestown (Taxi)	$ 10,696	$ 10,696	$ -		$ 10,696	$ 15,758	$ 15,758	$ -		$ 15,758	$ 21,453	$ 21,453	$ -		$ 21,453	$ 27,381	$ 27,381	$ -		$ 27,381
City of Minot	$ 72,876	$ 72,876	$ -		$ 72,876	$ 127,000	$ 127,000	$ -		$ 127,000	$ 110,646	$ 110,646	$ -		$ 110,646	$ 97,512	$ 97,512	$ -		$ 97,512
Community Action	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Dickey Senior Citizens	$ 59,856	$ 42,049	$ -	$ 17,807	$ 59,856	$ 59,856	$ 53,698	$ -		$ 53,698	$ 62,415	$ 55,811	$ -		$ 55,811	$ 74,046	$ 59,046	$ 15,000		$ 74,046
Dickinson Public Tranist (Stark County Council on Aging/Eldercare	$ 90,537	$ 90,537	$ -		$ 90,537	$ 155,163	$ 155,163	$ -		$ 155,163	$ 158,289	$ 158,289	$ -		$ 158,289	$ 195,769	$ 195,769	$ -		$ 195,769
Faith in Action	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -				$ -
Fargo Metro Transit	$ 369,581	$ 369,581	$ -		$ 369,581	$ 692,794	$ 689,794	$ 3,000		$ 692,794	$ 657,874	$ 657,874	$ -		$ 657,874	$ 791,417	$ 791,417	$ -		$ 791,417
Giving + Learning	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Golden Valley Council on Aging	$ 44,325	$ 44,325	$ -		$ 44,325	$ 78,813	$ 65,689	$ -		$ 65,689	$ 83,687	$ 62,548	$ -		$ 62,548	$ 95,854	$ 67,736	$ -		$ 67,736
Grand Forks Public Transit	$ 188,388	$ 188,388	$ -		$ 188,388	$ 346,672	$ 190,897	$ 155,775		$ 346,672	$ 343,790	$ 226,633	$ 117,157		$ 343,790	$ 437,961	$ 435,913	$ 2,049	$ -	$ 437,962
Handi-Wheels Transportation	$ 15,363	$ 15,363	$ -		$ 15,363	$ 23,839	$ 23,838	$ -		$ 23,838	$ 37,411	$ 37,411	$ -		$ 37,411	$ 37,372	$ 37,372	$ -		$ 37,372
Hazen Busing	$ 24,249	$ 24,249	$ 323		$ 24,572	$ 39,464	$ 37,597	$ 1,867		$ 39,464	$ 42,025	$ 36,904	$ 5,121		$ 42,025	$ 50,894	$ 43,083	$ 3,356	$ -	$ 46,439
Heart Living	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
James River Sr. Citizens	$ 207,387	$ 153,154	$ -	$ 54,233	$ 207,387	$ 206,980	$ 182,230	$ 13,939		$ 196,169	$ 220,351	$ 220,351	$ -		$ 220,351	$ 264,023	$ 263,708	$ 196		$ 263,904
Jefferson Lines	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Kenmare Meals & Wheels	$ 17,051	$ 17,051	$ -		$ 17,051	$ 23,193	$ 23,193	$ -		$ 23,193	$ 22,649	$ 22,649	$ -		$ 22,649	$ 37,942	$ 37,373	$ 569		$ 37,942
Kidder/Emmons Senior Services	$ 31,775	$ 31,775	$ -		$ 31,775	$ 45,473	$ 39,983	$ -		$ 39,983	$ 47,945	$ 32,885	$ 15,060		$ 47,945	$ 55,674	$ 54,867	$ 807		$ 55,674
Lutheran Home of the Good Shepard	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Nelson County Transportation	$ 61,168	$ 61,168	$ -		$ 61,168	$ 85,763	$ 46,623	$ -		$ 46,623	$ 63,837	$ 52,144	$ -		$ 52,144	$ 77,340	$ 77,340	$ -		$ 77,340
New Town Bus	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Nutrition United	$ 30,278	$ 27,261	$ -		$ 27,261	$ 61,567	$ 42,461	$ 2,582		$ 45,043	$ 64,234	$ 52,000	$ 12,216		$ 64,216	$ 88,105	$ 79,985	$ 9,476		$ 89,461
Pembina County Meals & Transportation	$ 70,561	$ 45,215	$ -	$ 13,244	$ 58,459	$ 70,561	$ 69,759	$ 710		$ 70,469	$ 73,184	$ 54,931	$ 32,735		$ 87,666	$ 87,717	$ 86,923	$ 794		$ 87,717
Royal Coach	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Devils Lake Transit / Senior Meals and Services	$ 87,757	$ 84,817	$ 183		$ 85,000	$ 136,133	$ 56,169	$ 45,808		$ 101,977	$ 141,349	$ 107,229	$ 275		$ 107,504	$ 169,062	$ 89,703	$ 49,510		$ 139,213
Sitting Bull College	$ 51,125	$ 51,125	$ -		$ 51,125	$ 73,804	$ 73,804	$ -		$ 73,804	$ 80,698	$ 80,698	$ -		$ 80,698	$ 92,378	$ 92,378	$ -		$ 92,378
Souris Basin Transporation	$ 526,813	$ 306,939	$ 9,972	$ 137,624	$ 454,535	$ 535,640	$ 441,521	$ 33,818		$ 475,339	$ 572,037	$ 492,815	$ 79,222		$ 572,037	$ 723,664	$ 522,109	$ 201,555		$ 723,664
South Central Adult Services	$ 362,033	$ 362,033	$ -	$ 12,601	$ 374,634	$ 374,623	$ 367,152	$ 7,482		$ 374,634	$ 398,837	$ 398,837	$ -		$ 398,837	$ 478,714	$ 466,434	$ 12,280		$ 478,714
Southwest Transportation Services	$ 124,285	$ 124,285	$ -		$ 124,285	$ 176,637	$ 150,315	$ 26,322		$ 176,637	$ 186,499	$ 128,504	$ 15,975		$ 144,479	$ 215,989	$ 139,669	$ 52,492		$ 192,161
Spirit Lake Nation	$ 14,523	$ 14,523	$ -		$ 14,523	$ 20,077	$ 20,077	$ -		$ 20,077	$ 24,327	$ 24,327	$ -		$ 24,327	$ 28,780	$ 20,860	$ 7,919		$ 28,779
Tioga Senior Citizens Public Transit	$ 8,400	$ 7,879	$ -		$ 7,879	$ 2,667	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Trenton Indian Services Area	$ 17,456	$ 17,456	$ -		$ 17,456	$ 25,569	$ 22,179	$ -		$ 22,179	$ 42,408	$ 42,408	$ -		$ 42,408	$ 35,316	$ 35,316	$ -		$ 35,316
Turtle Mountain Transit	$ 32,552	$ 21,369	$ -		$ 21,369	$ 46,733	$ 20,627	$ -		$ 20,627	$ 42,026	$ 41,955	$ -		$ 41,955	$ 41,607	$ 40,347	$ -		$ 40,347
Valley Senior Services	$ 425,724	$ 315,637	$ -	$ 100,087	$ 415,724	$ 421,190	$ 375,016	$ -		$ 375,016	$ 496,010	$ 496,010	$ -		$ 496,010	$ 610,358	$ 610,359	$ -		$ 610,359
Walsh County Transportation	$ 89,239	$ 60,555	$ -	$ 28,684	$ 89,239	$ 89,239	$ 75,956	$ 8,132		$ 84,088	$ 91,973	$ 71,164	$ 15,541		$ 86,705	$ 111,573	$ 99,748	$ 9,163		$ 108,911
West River Transit	$ 195,415	$ 193,282	$ -		$ 193,282	$ 291,363	$ 231,633	$ 59,730		$ 291,363	$ 321,999	$ 270,953	$ 51,046		$ 321,999	$ 354,780	$ 321,527	$ 16,238		$ 337,765
Wildrose Senior Transportation	$ 12,934	$ 6,164	$ -		$ 6,164	$ 17,071	$ 10,400	$ -		$ 10,400	$ 18,320	$ 18,320	$ -		$ 18,320	$ 15,034	$ 15,034	$ -		$ 15,034
N/W Dakota Public Transit - Williston	$ 198,717	$ 141,048	$ 18,722	$ 57,669	$ 217,439	$ 209,673	$ 188,673	$ -		$ 188,673	$ 170,746	$ 170,746	$ -		$ 170,746	$ 268,096	$ 168,025	$ -		$ 168,025
TOTAL	**$ 3,846,396**	**$ 3,285,220**	**$ 32,538**	**$ 446,191**	**$ 3,763,949**	**$ 5,136,860**	**$ 4,438,139**	**$ 366,859**	**$ -**	**$ 4,804,998**	**$ 5,285,105**	**$ 4,773,730**	**$ 380,881**	**$ -**	**$ 5,154,611**	**$ 6,449,468**	**$ 5,831,024**	**$ 391,024**	**$ -**	**$ 6,222,048**

Total Operating Costs	$ 18,328,113	94%
Total Capital Costs	$ 1,171,302	6%
TOTAL COSTS	$ 19,499,415	100%

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Table 13. Transit Agency Operating and Capital Costs - Federal Funding

	FY 2012					FY 2013					FY 2014					FY 2015				
AGENCY	FEDERAL FUNDS	FEDERAL OPERATING COSTS	FEDERAL CAPITAL COSTS	FEDERAL COMMITTED CAPITAL EXPENDITURES	TOTAL FEDERAL COSTS COMMITTED/ SUBMITTED	FEDERAL FUNDS	FEDERAL OPERATING COSTS	FEDERAL CAPITAL COSTS	FEDERAL COMMITTED CAPITAL EXPENDITURES	TOTAL FEDERAL COSTS COMMITTED/ SUBMITTED	FEDERAL FUNDS	FEDERAL OPERATING COSTS	FEDERAL CAPITAL COSTS	FEDERAL COMMITTED CAPITAL EXPENDITURES	TOTAL FEDERAL COSTS COMMITTED/ SUBMITTED	FEDERAL FUNDS	FEDERAL OPERATING COSTS	FEDERAL CAPITAL COSTS	FEDERAL COMMITTED CAPITAL EXPENDITURES	TOTAL FEDERAL COSTS COMMITTED/ SUBMITTED
Benson County Transportation	$ 90,400	$ 33,756	$ 1,405	$ 54,400	$ 89,561	$ 102,215	$ 38,197	$ 55,105		$ 93,302	$ 48,904	$ 39,761	$ 1,598		$ 41,359	$ 76,995	$ 47,598	$ 22,292	$ -	$ 69,890
Bis-Man Transit	$ 40,000	$ 37,560	$ -	$ -	$ 37,560	$ 116,560	$ 42,198	$ 44,500	$ 15,351	$ 102,049	$ 440,351	$ -	$ -	$ 385,000	$ 385,000	$ 1,025,951	$ 24,893	$ 610,789	$ 67,078	$ 702,760
CANDO	$ 12,800	$ 12,800	$ -		$ 12,800	$ 32,000	$ 30,453	$ 12,467	$ -	$ 42,920	$ 38,950	$ 36,090	$ -		$ 36,090	$ 71,340	$ 35,598	$ -	$ 30,400	$ 65,998
Cavalier County Sr. Meals	$ 25,000	$ 16,423	$ -	$ -	$ 16,423	$ 27,500	$ 21,842	$ -	$ -	$ 21,842	$ 71,060	$ 32,177	$ 37,182	$ -	$ 69,359	$ 39,103	$ 39,102	$ -		$ 39,102
City of Glen Ullin	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
City of Jamestown (Taxi)	$ 29,000	$ 29,000	$ -	$ -	$ 29,000	$ 16,136	$ 16,136	$ -	$ -	$ 16,136	$ 20,000	$ 13,672	$ -		$ 13,672	$ -	$ -	$ -		$ -
City of Minot	$ 294,184	$ 269,999	$ 50,882		$ 320,881	$ 750,481	$ 280,081	$ 32,549	$ 324,256	$ 636,886	$ 374,109	$ 299,249	$ 308,739		$ 607,988	$ 1,031,005	$ 355,099	$ 43,978	$ 590,000	$ 989,077
Community Action	$ 27,400	$ 25,866	$ 1,444	$ -	$ 27,310	$ 66,696	$ 58,179	$ -	$ 8,517	$ 66,696	$ 28,754	$ 19,027	$ -	$ -	$ 19,027	$ -	$ -	$ -		$ -
Dickey Senior Citizens	$ 5,000	$ 5,000	$ -		$ 5,000	$ 5,000	$ -	$ -		$ -	$ 2,000	$ 949	$ -		$ 949	$ 47,000	$ 1,417	$ 45,000	$ -	$ 46,417
Dickinson Public Tranist (Stark County Council on Aging/Eldercare	$ 596,602	$ 290,692	$ 154,242	$ -	$ 444,934	$ 573,000	$ 360,028	$ 96,716	$ 35,000	$ 491,744	$ 483,650	$ 390,575	$ 96,430	$ -	$ 487,005	$ 594,750	$ 397,455	$ 21,600	$ 111,100	$ 530,155
Faith in Action	$ -	$ -	$ -		$ -	$ 7,500	$ 7,500	$ -		$ 7,500	$ -	$ -	$ -		$ -	$ -				$ -
Fargo Metro Transit	$ 177,500	$ 177,500	$ -	$ -	$ 177,500	$ 169,071	$ 104,911	$ 9,880	$ -	$ 114,791	$ 279,600	$ 67,225	$ -	$ 216,769	$ 283,994	$ 1,949,138	$ 47,775	$ 161,993	$ 1,400,000	$ 1,609,768
Giving + Learning	$ 495	$ 495	$ -		$ 495	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Golden Valley Council on Aging	$ 16,850	$ 16,850	$ -		$ 16,850	$ 33,700	$ 33,700	$ -	$ -	$ 33,700	$ 40,318	$ 40,318	$ -	$ -	$ 40,318	$ 43,255	$ 43,255	$ -		$ 43,255
Grand Forks Public Transit	$ 170,900	$ 170,900	$ -	$ -	$ 170,900	$ 207,034	$ 179,594	$ 27,440	$ -	$ 207,034	$ 75,902	$ 45,711	$ 30,191		$ 75,902	$ 355,616	$ 69,626	$ 40,000	$ 613,990	$ 723,616
Handi-Wheels Transportation	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Hazen Busing	$ 93,600	$ 42,073	$ 2,435		$ 44,508	$ 133,060	$ 53,143	$ 7,460	$ 51,200	$ 111,803	$ 66,670	$ 50,617	$ 51,200		$ 101,817	$ 382,068	$ 47,871	$ 67,119	$ 312,668	$ 427,658
Heart Living	$ -	$ -	$ -	$ -	$ -	$ 2,500	$ 2,500	$ -	$ -	$ 2,500	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -
James River Sr. Citizens	$ 331,013	$ 316,166	$ 45,569	$ -	$ 361,735	$ 404,657	$ 264,301	$ 95,891		$ 360,192	$ 332,798	$ 248,055	$ 6,393	$ -	$ 254,448	$ 315,909	$ 286,199	$ 32,835	$ -	$ 319,034
Jefferson Lines	$ 470,000	$ 386,908		$ 83,092	$ 470,000	$ 470,000	$ 313,489	$ -	$ -	$ 313,489	$ 528,981	$ 253,136	$ -	$ 133,161	$ 386,297	$ 670,454	$ 483,024	$ 142,684		$ 625,708
Kenmare Meals & Wheels	$ 30,000	$ 21,454	$ -	$ -	$ 21,454	$ 27,035	$ 26,532	$ -	$ -	$ 26,532	$ 26,562	$ 26,322	$ -		$ 26,322	$ 32,909	$ 30,109	$ 2,271		$ 32,380
Kidder/Emmons Senior Services	$ 104,000	$ 39,002	$ -	$ 65,000	$ 104,002	$ 42,685	$ 36,685	$ 1,300	$ -	$ 37,985	$ 38,046	$ 34,046	$ 61,066		$ 95,112	$ 42,560	$ 35,103	$ 3,218	$ -	$ 38,321
Lutheran Home of the Good Shepard	$ 8,000	$ -	$ 8,000		$ 8,000	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Nelson County Transportation	$ 37,200	$ 35,199	$ -		$ 35,199	$ 48,281	$ 41,342	$ -		$ 41,342	$ 78,792	$ 42,792	$ 29,682		$ 72,474	$ 49,190	$ 49,190	$ -		$ 49,190
New Town Bus	$ 47,000	$ 28,063	$ -	$ -	$ 28,063	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Nutrition United	$ 40,000	$ 32,884	$ -		$ 32,884	$ 45,640	$ 44,209	$ -		$ 44,209	$ 57,725	$ 55,725	$ 358		$ 56,083	$ 129,898	$ 67,638	$ 33,592		$ 101,230
Pembina County Meals & Transportation	$ 70,200	$ 67,100	$ -	$ -	$ 67,100	$ 77,730	$ 74,980	$ 2,000	$ 64,000	$ 140,980	$ 88,446	$ 86,446	$ 59,922		$ 146,368	$ 301,250	$ 94,049	$ 3,173	$ 200,000	$ 297,222
Royal Coach	$ 32,000	$ 31,165	$ 835		$ 32,000	$ 32,000	$ 28,296	$ 2,421	$ -	$ 30,717	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Devils Lake Transit / Senior Meals and Services	$ 62,900	$ 62,169	$ 731		$ 62,900	$ 69,782	$ 68,582	$ 39,200	$ -	$ 107,782	$ 118,800	$ 81,701	$ 1,099		$ 82,800	$ 142,937	$ 8,700	$ 39,888	$ 47,937	$ 96,525
Sitting Bull College	$ 232,500	$ 197,825	$ -	$ -	$ 197,825	$ 232,500	$ 192,556	$ -		$ 192,556	$ 269,607	$ 217,323	$ 43,721	$ 44,000	$ 305,044	$ 409,236	$ 250,400	$ 77,754		$ 328,154
Souris Basin Transporation	$ 509,200	$ 395,810	$ 47,328	$ -	$ 443,138	$ 687,567	$ 478,167	$ 115,576	$ 78,000	$ 671,743	$ 632,787	$ 522,627	$ 96,760		$ 619,387	$ 830,431	$ 485,131	$ 187,238	$ 52,800	$ 725,169
South Central Adult Services	$ 483,400	$ 473,493	$ -		$ 473,493	$ 718,175	$ 496,106	$ 185,911		$ 682,017	$ 624,037	$ 495,616	$ 2,526	$ 124,621	$ 622,763	$ 647,610	$ 538,609	$ 156,785		$ 695,394
Southwest Transportation Services	$ 28,500	$ 28,500	$ -	$ -	$ 28,500	$ 84,260	$ 29,622	$ -	$ 48,800	$ 78,422	$ 66,040	$ 63,560	$ 50,155	$ -	$ 113,715	$ 124,048	$ 77,444	$ 44,661		$ 122,105
Spirit Lake Nation	$ 98,000	$ 53,000	$ -	$ 45,000	$ 98,000	$ 53,000	$ 47,166	$ -		$ 47,166	$ -	$ -	$ -		$ -	$ 90,133	$ 40,515	$ 31,676	$ 32,320	$ 104,511
Tioga Senior Citizens Public Transit	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Trenton Indian Services Area	$ 25,000	$ 25,000	$ -		$ 25,000	$ 25,000	$ 25,000	$ -		$ 25,000	$ 30,000	$ 30,000	$ -		$ 30,000	$ 26,500	$ 26,500	$ -		$ 26,500
Turtle Mountain Transit	$ 20,000	$ 20,000	$ -		$ 20,000	$ 20,000	$ 20,000	$ -		$ 20,000	$ -	$ -	$ -		$ -	$ 29,133	$ 19,259	$ -		$ 19,259
Valley Senior Services	$ 154,500	$ 154,490	$ -		$ 154,490	$ 262,922	$ 155,922	$ 74,178	$ 32,822	$ 262,922	$ 162,500	$ 162,500	$ -		$ 162,500	$ 331,500	$ 181,056	$ 29,681	$ 88,763	$ 299,500
Walsh County Transportation	$ 62,000	$ 60,902	$ -		$ 60,902	$ 60,000	$ 58,000	$ 737		$ 58,737	$ 113,440	$ 76,440	$ 28,965	$ -	$ 105,405	$ 79,400	$ 77,400	$ 2,000	$ -	$ 79,400
West River Transit	$ 555,750	$ 226,722	$ 18,368	$ 244,000	$ 489,090	$ 221,725	$ 208,725	$ 302,189	$ -	$ 510,914	$ 387,075	$ 257,521	$ 79,655	$ 54,932	$ 392,108	$ 717,169	$ 331,786	$ 64,844	$ 350,167	$ 746,797
Wildrose Senior Transportation	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
N/W Dakota Public Transit - Williston	$ 470,750	$ 243,054	$ 75,089	$ 77,000	$ 395,143	$ 361,007	$ 232,132	$ 44,776		$ 276,908	$ 184,060	$ 184,060	$ -		$ 184,060	$ 304,876	$ 175,119	$ 59,362	$ 44,695	$ 279,176
TOTAL	**$ 5,451,644**	**$ 4,027,820**	**$ 406,328**	**$ 568,492**	**$ 5,002,640**	**$ 6,186,419**	**$ 4,070,274**	**$ 1,150,296**	**$ 657,946**	**$ 5,878,516**	**$ 5,709,964**	**$ 3,873,241**	**$ 985,642**	**$ 958,483**	**$ 5,817,366**	**$ 10,891,364**	**$ 4,366,920**	**$ 1,924,433**	**$ 3,941,918**	**$ 10,233,271**

Total Operating Costs	$ 16,338,255	79%
Total Capital Costs	$ 4,466,699	21%
TOTAL COSTS	$ 20,804,954	100%

Table 14. Transit Agency Operating and Capital Costs - Total Funding

AGENCY	FY 2012					FY 2013					FY 2014					FY 2015				
	TOTAL FEDERAL & STATE FUNDING	TOTAL OPERATING COSTS	TOTAL CAPITAL COSTS	FEDERAL COMMITTED CAPITAL & ADDL SA EXPENDITURES	TOTAL COSTS COMMITTED/ SUBMITTED	TOTAL FEDERAL & STATE FUNDING	TOTAL OPERATING COSTS	TOTAL CAPITAL COSTS	FEDERAL COMMITTED CAPITAL & ADDL SA EXPENDITURES	TOTAL COSTS COMMITTED/ SUBMITTED	TOTAL FEDERAL & STATE FUNDING	TOTAL OPERATING COSTS	TOTAL CAPITAL COSTS	FEDERAL COMMITTED CAPITAL EXPENDITURES	TOTAL COSTS COMMITTED/ SUBMITTED	TOTAL FEDERAL & STATE FUNDING	TOTAL OPERATING COSTS	TOTAL CAPITAL COSTS	FEDERAL COMMITTED CAPITAL EXPENDITURES	FEDERAL TOTAL COSTS COMMITTED/ SUBMITTED
Benson County Transportation	$ 136,977	$ 65,702	$ 1,757	$ 68,679	$ 136,138	$ 145,617	$ 73,997	$ 62,707	$ -	$ 136,704	$ 93,943	$ 68,340	$ 18,058		$ 86,398	$ 131,086	$ 92,301	$ 31,557	$ -	$ 123,858
Bis-Man Transit	$ 335,733	$ 333,291	$ -	$ -	$ 333,291	$ 662,336	$ 587,974	$ 44,500	$ 15,351	$ 647,825	$ 966,340	$ 525,989	$ -	$ 385,000	$ 910,989	$ 1,724,613	$ 723,555	$ 610,789	$ 67,078	$ 1,401,422
CANDO	$ 57,320	$ 51,041	$ 2,986	$ 9,963	$ 63,990	$ 63,264	$ 60,525	$ 12,559	$ -	$ 73,084	$ 85,937	$ 68,238	$ 2,895		$ 71,133	$ 125,798	$ 68,778	$ -	$ 30,400	$ 99,178
Cavalier County Sr. Meals	$ 35,570	$ 26,993	$ -	$ -	$ 26,993	$ 80,825	$ 43,686	$ -	$ -	$ 43,686	$ 126,905	$ 60,433	$ 54,360	$ -	$ 114,793	$ 104,806	$ 104,450	$ 355		$ 104,805
City of Glen Ullin	$ 7,932	$ 7,932	$ -	$ -	$ 7,932	$ 9,778	$ 7,442	$ -	$ -	$ 7,442	$ 14,226	$ 12,263	$ -		$ 12,263	$ 12,197	$ 12,197	$ -		$ 12,197
City of Jamestown (Taxi)	$ 39,696	$ 39,696	$ -	$ -	$ 39,696	$ 31,894	$ 31,894	$ -	$ -	$ 31,894	$ 41,453	$ 35,125	$ -		$ 35,125	$ 27,381	$ 27,381	$ -		$ 27,381
City of Minot	$ 367,060	$ 342,875	$ 50,882	$ -	$ 393,757	$ 877,481	$ 407,081	$ 32,549	$ 324,256	$ 763,886	$ 484,755	$ 409,895	$ 308,739		$ 718,634	$ 1,128,517	$ 452,611	$ 43,978	$ 590,000	$ 1,086,589
Community Action	$ 27,400	$ 25,866	$ 1,444	$ -	$ 27,310	$ 66,696	$ 58,179	$ -	$ 8,517	$ 66,696	$ 28,754	$ 19,027	$ -	$ -	$ 19,027	$ -	$ -	$ -		$ -
Dickey Senior Citizens	$ 64,856	$ 47,049	$ -	$ 17,807	$ 64,856	$ 64,856	$ 53,698	$ -	$ -	$ 53,698	$ 64,415	$ 56,760	$ -		$ 56,760	$ 121,046	$ 60,463	$ 60,000	$ -	$ 120,463
Dickinson Public Tranist (Stark County Council on Aging/Eldercare	$ 687,139	$ 381,229	$ 154,242	$ -	$ 535,471	$ 728,163	$ 515,191	$ 96,716	$ 35,000	$ 646,907	$ 641,939	$ 548,864	$ 96,430	$ -	$ 645,294	$ 790,519	$ 593,224	$ 21,600	$ 111,100	$ 725,924
Faith in Action	$ -	$ -	$ -	$ -	$ -	$ 7,500	$ 7,500	$ -	$ -	$ 7,500	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Fargo Metro Transit	$ 547,081	$ 547,081	$ -	$ -	$ 547,081	$ 861,865	$ 794,705	$ 12,880	$ -	$ 807,585	$ 937,474	$ 725,099	$ -	$ 216,769	$ 941,868	$ 2,740,555	$ 839,192	$ 161,993	$ 1,400,000	$ 2,401,185
Giving + Learning	$ 495	$ 495	$ -	$ -	$ 495	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Golden Valley Council on Aging	$ 61,175	$ 61,175	$ -	$ -	$ 61,175	$ 112,513	$ 99,389	$ -	$ -	$ 99,389	$ 124,005	$ 102,866	$ -	$ -	$ 102,866	$ 139,109	$ 110,991	$ -		$ 110,991
Grand Forks Public Transit	$ 359,288	$ 359,288	$ -	$ -	$ 359,288	$ 553,706	$ 370,491	$ 183,215	$ -	$ 553,706	$ 419,692	$ 272,344	$ 147,348		$ 419,692	$ 793,577	$ 505,539	$ 42,049	$ 613,990	$ 1,161,578
Handi-Wheels Transportation	$ 15,363	$ 15,363	$ -	$ -	$ 15,363	$ 23,839	$ 23,838	$ -	$ -	$ 23,838	$ 37,411	$ 37,411	$ -		$ 37,411	$ 37,372	$ 37,372	$ -		$ 37,372
Hazen Busing	$ 117,849	$ 66,322	$ 2,758	$ -	$ 69,080	$ 172,524	$ 90,740	$ 9,327	$ 51,200	$ 151,267	$ 108,695	$ 87,521	$ 56,321		$ 143,842	$ 432,962	$ 90,954	$ 70,475	$ 312,668	$ 474,097
Heart Living	$ -	$ -	$ -	$ -	$ -	$ 2,500	$ 2,500	$ -	$ -	$ 2,500	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -
James River Sr. Citizens	$ 538,400	$ 469,320	$ 45,569	$ 54,233	$ 569,122	$ 611,637	$ 446,531	$ 109,830	$ -	$ 556,361	$ 553,149	$ 468,406	$ 6,393	$ -	$ 474,799	$ 579,932	$ 549,907	$ 33,031	$ -	$ 582,938
Jefferson Lines	$ 470,000	$ 386,908	$ -	$ 83,092	$ 470,000	$ 470,000	$ 313,489	$ -	$ -	$ 313,489	$ 528,981	$ 253,136	$ -	$ 133,161	$ 386,297	$ 670,454	$ 483,024	$ 142,684		$ 625,708
Kenmare Meals & Wheels	$ 47,051	$ 38,505	$ -	$ -	$ 38,505	$ 50,228	$ 49,725	$ -	$ -	$ 49,725	$ 49,211	$ 48,971	$ -		$ 48,971	$ 70,851	$ 67,482	$ 2,840		$ 70,322
Kidder/Emmons Senior Services	$ 135,775	$ 70,777	$ -	$ 65,000	$ 135,777	$ 88,158	$ 76,668	$ 1,300	$ -	$ 77,968	$ 85,991	$ 66,931	$ 76,126		$ 143,057	$ 98,234	$ 89,970	$ 4,025	$ -	$ 93,995
Lutheran Home of the Good Shepard	$ 8,000	$ -	$ 8,000	$ -	$ 8,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Nelson County Transportation	$ 98,368	$ 96,367	$ -	$ -	$ 96,367	$ 134,044	$ 87,965	$ -	$ -	$ 87,965	$ 142,629	$ 94,936	$ 29,682		$ 124,618	$ 126,530	$ 126,530	$ -		$ 126,530
New Town Bus	$ 47,000	$ 28,063	$ -	$ -	$ 28,063	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Nutrition United	$ 70,278	$ 60,145	$ -	$ -	$ 60,145	$ 107,207	$ 86,670	$ 2,582	$ -	$ 89,252	$ 121,959	$ 107,725	$ 12,574		$ 120,299	$ 218,003	$ 147,623	$ 43,068		$ 190,691
Pembina County Meals & Transportation	$ 140,761	$ 112,315	$ -	$ 13,244	$ 125,559	$ 148,291	$ 144,739	$ 2,710	$ 64,000	$ 211,449	$ 161,630	$ 141,377	$ 92,657		$ 234,034	$ 388,967	$ 180,972	$ 3,967	$ 200,000	$ 384,939
Royal Coach	$ 32,000	$ 31,165	$ 835	$ -	$ 32,000	$ 32,000	$ 28,296	$ 2,421	$ -	$ 30,717	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Devils Lake Transit / Senior Meals and Services	$ 150,657	$ 146,986	$ 914	$ -	$ 147,900	$ 205,915	$ 124,751	$ 85,008	$ -	$ 209,759	$ 260,149	$ 188,930	$ 1,374		$ 190,304	$ 311,999	$ 98,403	$ 89,398	$ 47,937	$ 235,738
Sitting Bull College	$ 283,625	$ 248,950	$ -	$ -	$ 248,950	$ 306,304	$ 266,360	$ -	$ -	$ 266,360	$ 350,305	$ 298,021	$ 43,721	$ 44,000	$ 385,742	$ 501,614	$ 342,778	$ 77,754		$ 420,532
Souris Basin Transporation	$ 1,036,013	$ 702,749	$ 57,300	$ 137,624	$ 897,673	$ 1,223,207	$ 919,688	$ 149,394	$ 78,000	$ 1,147,082	$ 1,204,824	$ 1,015,442	$ 175,982		$ 1,191,424	$ 1,554,095	$ 1,007,240	$ 388,793	$ 52,800	$ 1,448,833
South Central Adult Services	$ 845,433	$ 835,526	$ -	$ 12,601	$ 848,127	$ 1,092,798	$ 863,258	$ 193,393	$ -	$ 1,056,651	$ 1,022,874	$ 894,453	$ 2,526	$ 124,621	$ 1,021,600	$ 1,126,324	$ 1,005,043	$ 169,065		$ 1,174,108
Southwest Transportation Services	$ 152,785	$ 152,785	$ -	$ -	$ 152,785	$ 260,897	$ 179,937	$ 26,322	$ 48,800	$ 255,059	$ 252,539	$ 192,064	$ 66,130	$ -	$ 258,194	$ 340,037	$ 217,113	$ 97,153		$ 314,266
Spirit Lake Nation	$ 112,523	$ 67,523	$ -	$ 45,000	$ 112,523	$ 73,077	$ 67,243	$ -	$ -	$ 67,243	$ 24,327	$ 24,327	$ -		$ 24,327	$ 118,913	$ 61,375	$ 39,595	$ 32,320	$ 133,290
Tioga Senior Citizens Public Transit	$ 8,400	$ 7,879	$ -	$ -	$ 7,879	$ 2,667	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -		$ -
Trenton Indian Services Area	$ 42,456	$ 42,456	$ -	$ -	$ 42,456	$ 50,569	$ 47,179	$ -	$ -	$ 47,179	$ 72,408	$ 72,408	$ -		$ 72,408	$ 61,816	$ 61,816	$ -		$ 61,816
Turtle Mountain Transit	$ 52,552	$ 41,369	$ -	$ -	$ 41,369	$ 66,733	$ 40,627	$ -	$ -	$ 40,627	$ 42,026	$ 41,955	$ -		$ 41,955	$ 70,740	$ 59,606	$ -		$ 59,606
Valley Senior Services	$ 580,224	$ 470,127	$ -	$ 100,087	$ 570,214	$ 684,112	$ 530,938	$ 74,178	$ 32,822	$ 637,938	$ 658,510	$ 658,510	$ -		$ 658,510	$ 941,858	$ 791,415	$ 29,681	$ 88,763	$ 909,859
Walsh County Transportation	$ 151,239	$ 121,457	$ -	$ 28,684	$ 150,141	$ 149,239	$ 133,956	$ 8,869	$ -	$ 142,825	$ 205,413	$ 147,604	$ 44,506	$ -	$ 192,110	$ 190,973	$ 177,148	$ 11,163	$ -	$ 188,311
West River Transit	$ 751,165	$ 420,004	$ 18,368	$ 244,000	$ 682,372	$ 513,088	$ 440,358	$ 361,919	$ -	$ 802,277	$ 709,074	$ 528,474	$ 130,701	$ 54,932	$ 714,107	$ 1,071,949	$ 653,313	$ 81,082	$ 350,167	$ 1,084,562
Wildrose Senior Transportation	$ 12,934	$ 6,164	$ -	$ -	$ 6,164	$ 17,071	$ 10,400	$ -	$ -	$ 10,400	$ 18,320	$ 18,320	$ -		$ 18,320	$ 15,034	$ 15,034	$ -		$ 15,034
N/W Dakota Public Transit - Williston	$ 669,467	$ 384,102	$ 93,811	$ 134,669	$ 612,582	$ 570,680	$ 420,805	$ 44,776	$ -	$ 465,581	$ 354,806	$ 354,806	$ -		$ 354,806	$ 572,972	$ 343,144	$ 59,362	$ 44,695	$ 447,201
TOTAL	$ 9,298,040	$ 7,313,040	$ 438,866	$ 1,014,683	$ 8,766,589	$ 11,323,279	$ 8,508,413	$ 1,517,155	$ 657,946	$ 10,683,514	$ 10,995,069	$ 8,646,971	$ 1,366,523	$ 958,483	$ 10,971,977	$ 17,340,832	$ 10,197,944	$ 2,315,457	$ 3,941,918	$ 16,455,319

Total Operating Costs	$ 34,666,368	86%
Total Capital Costs	$ 5,638,001	14%
TOTAL COSTS	$ 40,304,369	100%

March 10, 2017 SB2012 Attachment C

Testimony
Senate Bill 2012 – Department of Transportation
State Aid for Public Transit Budget
Government Operations Division
March 2, 2017

Chairman Brandenburg and members of the committee, my name is Pat Hansen. I am the executive director of South Central Adult Services in Valley City. I am also a member of the North Dakota Senior Service Providers and Dakota Transit Association. I am testifying in support of State Aid for Public Transit funds in SB 2012.

The State Aid for Public Transit funding we receive is used to match federal dollars for operating transit services and as local match for purchasing vehicles for use in public transit. If we do not receive adequate state funding for match, we may not be able to access all of the federal dollars we are appropriated.

I am going to talk about what is happening in my agency as an example of what is occurring statewide with public transit services in North Dakota.

Our Agency is seeing huge increases in demand for services. This increases miles driven, creates increases in fuel bills, personnel costs and vehicle maintenance costs. We currently have 10 vehicles with less than 100,000 miles, 10 vehicles with 100,000 – 150,000 miles, 5 with 150,000 – 200,000 miles, 7 over 200,000 miles and 1 over 300,000 miles. Our ridership has increased by 97%, from 62,738 rides in FY 08/09 to 124,203 rides in FY 15/16. South Central Adult Services provides the same service in the very rural areas of North Dakota that are available in the larger cities. The very rural counties we serve, which include LaMoure, Foster, Logan, McIntosh, Griggs and Emmons provided 54,002 rides this past fiscal year. Barnes County

(which is our "urban" county) provided 70,201 rides. Local service is provided to communities within the counties, and transit is available from the southwestern counties to Bismarck 5 days per week, to Jamestown 3 days per week and to Fargo 5 days per week. We are transporting dialysis patients from Strasberg, Linton, Wishek, Ashley, Carrington and Valley City on a regular basis. We have made more than 100 trips to Fargo with patients for radiation treatments and chemotherapy in the last few months.

That is only the tip of the iceberg. We provide rides for local medical appointments, rides to work, school, daycare, Head Start, and many rides for local grocery shopping, hair appointments, rides to senior centers and rides for nursing homes and assisted living facilities. We currently have 13 full-time and 29 part-time transit employees. The cost of personnel has increased dramatically over the past few years. We have had to increase wages in order to complete with other employers in our area and have increased hours to keep up with the demand for services. Even taking the impact on the residents of our counties out of the picture, if we do not receive adequate funding, the staff reductions in these rural counties would be devastating to our employees and to the small rural communities where there are very few jobs available.

I have attached charts indicating our federal and state funds and ride provision for the past six years and our total budget for the fiscal year that ended June 30, 2016.

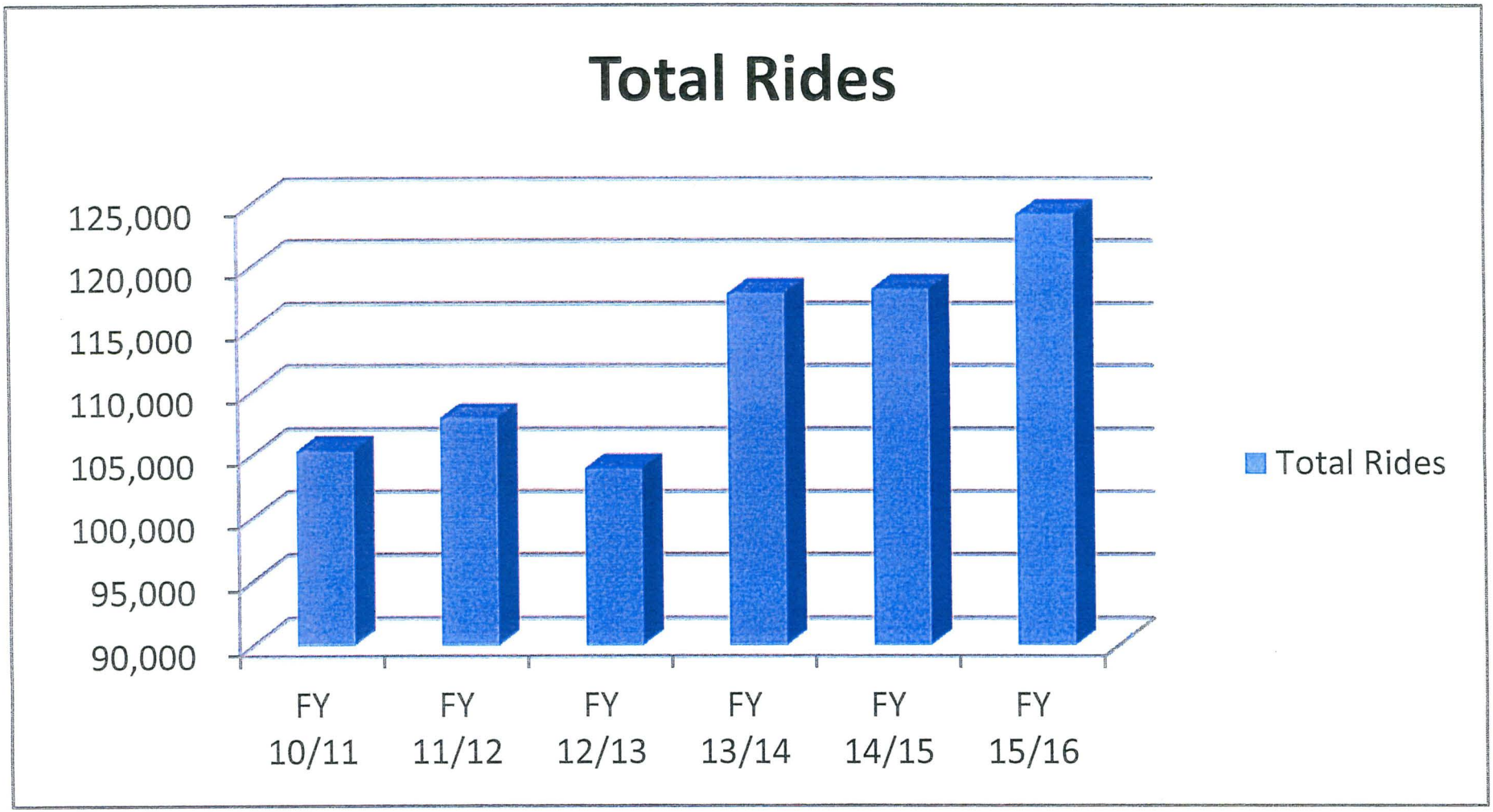
The Executive Budget estimates there will be $8.1 million available in the State Aid for Public Transit fund in the 2017-19 biennium. In the current biennium,

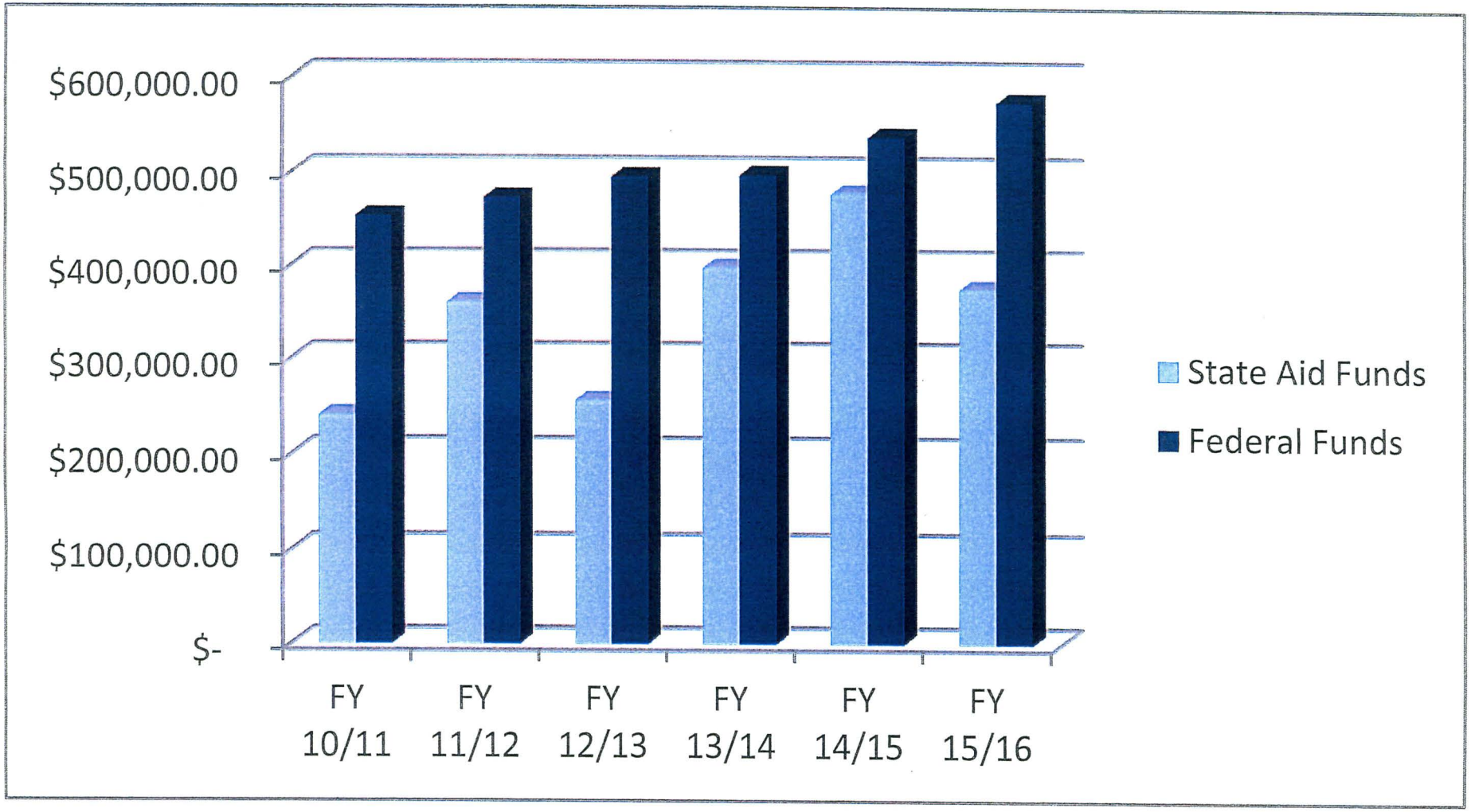
transit providers divided $8.6 million. Even when providers were at the $10 million level, South Central had to provide $160,000, or 13% of our budget in the July 2013-June 2014 fiscal year in local funds to maintain services. Last fiscal year we had to put in $205,193 in local funds. **We cannot continue to provide the same level of services with less money**. This concerns me on several levels as many of the people we serve do not have other options for transportation. Some of our rural riders would be forced to move to locations where medical services such as dialysis and cancer treatments are available. Many of the people we serve do not have vehicles.

We also have capital needs as shown by the age of our vehicles but due to the reduction in projected revenue this biennium we determined that fully funding the need for State Aid is more of a priority at this time than trying to get capital funding. It will not help us to get new vehicles that we cannot afford to operate.

Transit providers would like to see us get back to at least the $ 9.4 million funding level that we received in the 2013-15 biennium.

Thank you for your consideration. I would be happy to answer any questions you may have.


Total Rides
125,000
120,000
115,000
110,000
105,000
100,000
95,000
90,000
FY 10/11
FY 11/12
FY 12/13
FY 13/14
FY 14/15
FY 15/16
Total Rides


$600,000.00
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$200,000.00
$100,000.00
$-
FY 10/11
FY 11/12
FY 12/13
FY 13/14
FY 14/15
FY 15/16
State Aid Funds
Federal Funds

Service Provision 2015/2016

South Central Adult Service - Barnes, LaMoure, Foster, Logan, McIntosh, Griggs & Emmons Counties

Meals	Total Cost of Meals	Income Sources		
84,245	$830,224.30	Senior Contributions	$	222,589.41
		Federal/State	$	351,289.01
Cost per Meal:	$9.85	NSIP	$	63,270.00
		Mill Levy/Required to match federal	$	52,115.00
		Additional Local Dollars to meet budget shortfall - Mill Levy & local fundraising	$	140,960.88
			$	830,224.30

Outreach Units	Total Cost of Outreach	Income Sources		
10,138	$148,029.34	Senior Contributions	$	6,413.00
		Federal/State	$	-
		Mill Levy/Required to match federal	$	-
		Additional Local Dollars to meet budget shortfall - Mill Levy & local fundraising	$	141,616.34
			$	148,029.34

Rides	Total Cost of Transit	Income Sources		
124,203	$1,363,957.83	Fare Income	$	116,476.72
		Contract Income	$	32,744.85
Cost per Ride:	$10.98	Federal Operating Funds	$	575,252.01
		Federal Capital Funds	$	52,232.00
		Medicaid Payments	$	5,490.83
		State Aid for Public Transit	$	376,567.99
		Additional Local Dollars to meet budget shortfall - Mill Levy & local fundraising	$	205,193.43
			$	1,363,957.83

Snow Removal/Mowing	Total Cost of Service	Income Sources		
	$11,999.30	Senior Contributions	$	792.50
		Additional Local Dollars to meet budget shortfall - Mill Levy & local fundraising	$	11,206.80
			$	11,999.30

2015/2016
Total Local Dollars To Meet Expenses
$551,092.45
23% of Total Budget

2015/2016
Total Participant Contributions To Meet Expenses
$379,016.48
16% of Total Budget

Total Budget $ 2,354,210.77

2015/2016
Total Federal Dollars To Meet Expenses
$861,350.85
37% of Total Budget

2015/2016
Total State Dollars To Meet Expenses
$562,750.99
24% of Total Budget

March 10, 2017 SB2012 Attachment 4

17.0520.02004
Title.

Prepared by the Legislative Council staff for
Representative Brandenburg
March 9, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 1, line 3, remove "and"

Page 1, line 4, after "exemptions" insert "; to provide for studies; and to provide for reports"

Page 3, after line 6, insert:

"**SECTION 8. DISPOSITION OF MAINTENANCE SECTION SITES.** Notwithstanding any other provision of law, the department of transportation may discontinue operations of department maintenance section sites in New England, Starkweather, Fessenden, Courtenay, Gackle, Litchville, Finley, and Mayville as provided in this section.

1. During the biennium beginning July 1, 2017, and ending June 30, 2019, the department may not dispose of any property assigned to a section site where operations are being discontinued.

2. The department shall consult with representatives of the county in which the section site is located, and if requested by the county, the department shall negotiate a lease agreement with the county regarding the use of the section site and facilities. The lease agreement must address, at a minimum, the following:

   a. The county may use the department's maintenance site and building, road oil tank, and shop equipment contained in the building. The county shall be responsible for all routine maintenance and utility costs.

   b. If requested by the county, the department may transfer ownership of an equipped snow plow to the county. The snow plow must be one that the department intends to dispose of as part of its equipment replacement schedule.

   c. The department may charge a reasonable fee to the county under the lease.

   d. The department shall retain the use of salt buildings located on the property, the right to park one vehicle inside the maintenance building during a major winter storm, the use of an electrical outlet to plug in various vehicles for wintertime loading of deicing materials, and the right to use a portion of the site for a salt and sand pile for winter snow and ice control operations.

   e. In the event an emergency occurs in or around a section site, and the department is unable to respond, the county agrees to have an individual on call to respond to the emergency. The county must establish a process that allows emergency response teams to contact the county to allow it to respond to an emergency occurring within the area currently served by the section site. The response may require the county to provide snow and ice control on the state highway system.

3. If the department does not enter into a lease agreement for a section site during the biennium beginning July 1, 2017, and ending June 30, 2019, the department may dispose of the section site property in accordance with state law."

Page 4, after line 17, insert:

"**SECTION 10. DEPARTMENT OF TRANSPORTATION STUDY - SNOW AND ICE CONTROL SERVICES - REPORT TO LEGISLATIVE MANAGEMENT.** The department of transportation shall study the manner in which it provides snow and ice control services on the state highway system including the existing costs for these services and any potential savings available in providing these services. Based on its findings, the department shall determine the most efficient and effective manner in which snow and ice control services can be provided. The department shall provide a report to the legislative management prior to July 1, 2018, regarding the results of the study.

SECTION 11. DEPARTMENT OF TRANSPORTATION STUDY - CONSOLIDATION OF SERVICES - REPORT TO LEGISLATIVE MANAGEMENT - REPORT TO SIXTY-SIXTH LEGISLATIVE ASSEMBLY. The department of transportation shall study options to consolidate transportation facilities within Williams County and the Williston district headquarters. The department shall provide a report to the legislative management prior to July 1, 2018, regarding the results of the study. The department shall also provide reports to the appropriations committees of the sixty-sixth legislative assembly regarding the study, and if it is determined that it is beneficial to consolidate facilities, the department may proceed with consolidation efforts. Prior to the decision on whether it is effective to consolidate facilities, the department may not construct any new buildings at the Williston district headquarters.

SECTION 12 LEGISLATIVE MANAGEMENT STUDY - TRANSPORTATION FUNDING. During the 2017-18 interim, the legislative management shall study the funding mechanisms and options available to the department of transportation, political subdivisions, and public transportation providers, for road construction, maintenance, other transportation infrastructure needs, and transit services. The legislative management shall report its findings and recommendations, together with any legislation necessary to implement the recommendations, to the sixty-sixth legislative assembly."

Renumber accordingly

March 15, 2017 SB2012 Attachment A

HOUSE APPROPRIATIONS GOVERNMENT OPERATIONS COMMITTEE

March 15, 2017 – Medora Room

North Dakota Department of Transportation
Grant Levi, P.E., Director

Engrossed SB 2012

Good afternoon Mr. Chairman and members of the committee. I'm Grant Levi, Director of the North Dakota Department of Transportation (Department). I'm here today to provide information pertaining to Motor Vehicle and Driver's License fees and state fleet vehicles.

Motor Vehicle Costs

As we shared with you in earlier testimony, when state statute charges for a set of motor vehicle license plates, it costs the customer $5.00. It currently costs the state $5.95 to produce the plates, plus $4.04 for shipping and handling.

We would like to remind the committee that the motor vehicle costs are covered for the Department by taking funding off the top of Highway Tax Distribution Fund (HTDF). Any loss of revenue also affects our partners which include cities, counties, townships and transit that receive funding from the HTDF.

The last time there was an increase in motor vehicle registration fees was in 2005.

In earlier testimony, we indicated that the Department had ordered 242,435 sets of plates in 2014 from Roughrider Industries.

- Outside of general issuance of plates, approximately 30,000 were for duplicate (replacement/lost/damaged) plate fees at a cost of $5.00 to the customer ($150,000 collected). Adding the additional revenue of $5.00 per set would collect an additional $150,000.

- If the legislative body would like to address the revenue shortfall in the duplicate (replacement/lost) plate area, the following state statute would need to be modified:

  - **NDCC 39-04-13. Duplicates to be obtained of number plate, tab, sticker, or registration card if lost, mutilated, or illegible - Fee.**

    If any number plate, tab, sticker, or registration card issued under the provisions of this chapter is lost, mutilated, or becomes illegible, the person who is entitled thereto shall make immediate application for and obtain a duplicate or substitute upon furnishing information of such fact satisfactory to the department and upon payment of the cost of issuing the duplicate item, not to exceed the sum of ~~five~~ ten dollars for each duplicate number plate, tab, sticker, or registration card issued. The department may issue a duplicate number plate, tab, sticker, or registration card at no cost to the owner when satisfied the vehicle owner did not receive the original number plate, tab, sticker, or registration card which was issued.

- Approximately 190,000 plates were issued in 2014 for licensing of a vehicle new to the owner. Presently there is no charge for the new set of plates when there is not an existing set of plates to transfer to that vehicle. By adding an initial fee of $10 to cover the costs of these plates, the additional revenue collected would be approximately $1.9 million annually.

- If the legislative body would like to address the revenue shortfall in issuance of these plates, the following state statute would need to be modified:

  - **NDCC 39-04-19. Motor vehicle registration fees and mile tax.**

    Motor vehicles required to pay registration fees or a mile tax shall pay the following fees:

    1. Nonresidents electing to pay mile tax in lieu of registration, when authorized to do so by the department, shall pay a fee of twenty dollars for a trip permit which is valid for a period of seventy-two hours. All fees collected under the provisions of this subsection must be credited to the state highway fund.

    2. Motor vehicles required to be registered in this state must be furnished license plates upon the payment of an initial fee of ten dollars for plates plus the following annual fees; however, if a motor vehicle, including a motorcycle or trailer, first becomes subject to registration other than at the beginning of the registration period, such fees must be prorated on a monthly basis. The minimum fee charged hereunder must be five dollars.

The estimated additional revenue using the above scenarios would total an additional $3.95 million dollars a biennium, which recovers the present loss experienced in issuing plates.

The revenue collected by increasing fees from $5 to $10 in other sections of state statute listed below would be minimal.

Sections of NDCC affecting motor vehicle license plate fees:

- **39-04-10.11 -** Firefighter's Association plates.
- **39-29-03 -** Off-Highway Vehicle Registration - Application - Issuance - Fees - Renewal.
- **39-29.1-03 -** Low-Speed Vehicle Registration - Application - Issuance - Fees - Renewal.
- **39-29.2-03 -** Registration of unconventional vehicle.
- **39-04-19** -Trailer, semitrailer, and farm trailer - Motor vehicle registration fees.

Driver's License Costs

Fees collected for Driver's Licenses do not cover present costs. A driver's license renewal costs the customer $15 every six years. For the Department to issue a license it costs approximately $21.25. Please note this does not cover all driver's license functions such as suspensions, records management, CDL training, etc. If it is the wishes of the committee to cover costs of all functions, the cost of renewing a driver's license should be approximately $27.45 per license.

In addition to renewal costs for Class D driver's license, other fees and transactions are included in state statute.

If the legislative body would like to address the revenue shortfall in driver's license renewals, the following state statute would need to be modified:

NDCC driver's license fees:

- **39-06-49(2)(d)-** Class D initial license from $15 to $22
- **39-06-49(2)(g)-**Class D renewal license from $15 to $22
- **39-06-49(2)(f)-**Class D/CDL duplicate license from $8 to $10
- **39-06.2-19(2)(b)-**CDL initial license/renewal from $15 to $22
- **39-06.2-19(2)(d)-**CDL Non-resident license-$20 to $40

Please note – Assumptions made are based on present six-year renewal cycle.

If the proposed eight-year driver's license cycle is enacted this session, the state will not experience financial impacts until the 2023-25 biennium. It may be best for the legislative body to study the impacts of an eight-year driver's license in the future.

State Fleet Information

The chart below shows the replacement rate for state fleet vehicles and equipment.

Vehicle Group Description	# Vehicles in Group	Estimated Life	# To be Replaced 17-19 Biennium
01 - Mini Passenger Vans	269	6	90
02 - Sedans	908	5	364
03 - Light Duty Pickups & Cargo Vans	406	8	102
04 - Heavy Duty Pickups and Vans	497	7	142
07 - Highway Patrol Vehicles	225	4	112
09 - Game & Regulatory Enforcement	123	4	62
12 - Facility Vehicles	284	12	48
13 - Compact SUV's	206	6	68
18 - Miscellaneous Trucks	170	12	12
19 - Distributor Trucks	8	20	0
20 - Sign/Garbage Trucks	26	15	2
22 - Tandem Axle Snow Plow Trucks	339	15	40
23 - Truck Tractors	19	15	1
24 - Rotary Snow Plows	12	35	0
25 - Medical SIM Trucks	4	20	0
27 - Water Well Drill Truck	1	32	0
28 - Bridge Aerial Lift	1	15	0
29 - Lineworker Trucks	3	20	1
30 - Shuttle Buses	6	20	0
31 - Fuel Trucks	4	15	0
32 - Drill Trucks	4	20	0
TOTAL	**3515**		**1044**

This concludes my testimony and we are available to answer questions the committee may have. Thank You.

March 15, 2017 SB2012 Attachment A

<u>Question #8:</u> Does the Department have the authority to match projects if there was an increase in federal aid?

The following two sections of ND Century Code give the Department some financing capabilities.

24-02-40. Short-term financing. The department is hereby authorized, whenever needed, to arrange, with any state-owned or private financing agency, including the Bank of North Dakota, short-term loans in the event that construction funds on hand are insufficient to meet current obligations. Short-term financing as provided herein must be in amounts no larger than can be repaid within four years from moneys known to be due and forthcoming. In no event may such short-term financing be used in anticipation of increased federal-aid highway grants or increased state highway user revenue funds, nor may such loans be obligated for road construction that cannot be financed from a known source of income.

24-02-44. Authority to borrow funds for a disaster - Appropriation. The department of transportation, subject to the approval of the emergency commission, may borrow moneys from the Bank of North Dakota to advance and match federal emergency relief funds. Any moneys borrowed from the Bank of North Dakota pursuant to this section are appropriated.

<u>Question #9:</u> If it was decided to fund the eight maintenance sections mentioned in SB2012 for the 2017-19 biennium, could that be done by repurposing additional resources?

The Department no longer has any resources in existing revenue stream to fund the eight maintenance sections. If the legislative body intends to restore appropriation authority for the eight maintenance sections, we would suggest repurposing an additional $2.1 million of enhanced state highway funds for the 17-19 biennium.

The bill would need to be amended by completing the following:

Page 1, replace lines 13 through 18 with:

Salaries and wages	$207,778,278	($5,034,367)	$202,743,911
Operating expenses	295,762,751	(65,752,705)	230,010,046
Capital assets	700,081,402	71,424,188	771,505,590
Grants	62,918,030	9,610,000	72,528,030
Total special funds	$1,266,540,461	$10,247,116	$1,276,787,577
Full-Time Equivalent positions	1080.50	(26.50)	1054.00

Page 2, line 16, replace $5,700,000 with $7,786,619

We have shared in testimony, we have concerns with temporarily funding maintenance sections.

- As we look to the 2019-21 biennium, the Department, without revenue increases, will see additional revenue shortfall as there will be no additional cash to carry forward (approximately $50.4 million was carried forward in the 2017-19 budget.)
- Also since resources were provided for federal match in the 2017-19 biennium, the Department will be short of match funding in the 2019-21 biennium.
- By filling the 5 maintenance positions in the 2017-19 biennium without long term financing plans, the Department may be forced to eliminate filled positions in the 2019-21 biennium.

March 15, 2017 SB2012 Attachment B

17.0520.02006
Title.

Prepared by the Legislative Council staff for
Representative Boehning
March 14, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 1, line 2, replace "section" with "sections"

Page 1, line 2, after "24-02-37" insert "and 39-01-09"

Page 1, line 3, after "expenditures" insert "and parking meters"

Page 4, after line 17, insert:

"**SECTION 9. AMENDMENT.** Section 39-01-09 of the North Dakota Century Code is amended and reenacted as follows:

39-01-09. Parking meters prohibited - Exemption.

1. It is unlawful for the state of North Dakota, its political subdivisions, counties, or cities, including home rule counties and cities, and the state department of transportation to establish and maintain any mechanical device or devices known as "parking meters", or by whatever name designated, requiring the deposit therein of coins or tokens for the privilege of parking cars or other vehicles upon the streets and highways in the state of North Dakota. Any and all ordinances and resolutions now existing authorizing the establishment and maintenance of such mechanical devices or parking meters, or by whatever name designated, are hereby declared null and void.

2. Notwithstanding subsection 1, if approved by a majority of the voters of the jurisdiction voting on the question at a general election, a political subdivision or an agency, department, or institution of the state may approve the use of parking meters."

Renumber accordingly

March 15, 2017 SB2012 Attachment C

DATE July 2 1965

Meter Reading Start of Delivery _____ GALLONS _____ TENTHS

Meter Reading End of Delivery _____ GALLONS _____ TENTHS

ECONOMY OIL CO.

OAKES, NORTH DAKOTA PHONE RI 2-2231

Sold to Emil Brandenburg

Address Edgeley N Dak

Business Farmer

Prices and Addition Subject to Correction.

		GALLONS	PRICE	AMOUNT	
GASOLINE	Reg	1330	177	2	35 01
FUEL					
Gasoline Not Sold For Illuminating Purposes	N.D. Sales Tax on $				
	N.D. Motor Fuel Tax 130 Gals. @		6	7	80
	Fed. Excise Tax 130 Gals. @		4¢	5	20
Goods Delivered By			TOTAL AMOUNT	36	01

Received Payment Emil

Date

Received Above Gallons: Emil Brandenburg

SIGNATURE OF CUSTOMER

No 10595

VL Victor Lundeen & Co., Printers, Fergus Falls, Minn. 120,270

March 15, 2017 SB 2012 Attachment A

17.0520.02005
Title.

Prepared by the Legislative Council staff for
Representative Brandenburg
March 10, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 1, line 3, remove "and"

Page 1, line 4, after "exemptions" insert "; to provide for studies; and to provide for reports"

Page 3, after line 6, insert:

"**SECTION 8. DISPOSITION OF MAINTENANCE SECTION SITES.** Notwithstanding any other provision of law, the department of transportation may discontinue operations of department maintenance section sites in New England, Starkweather, Fessenden, Courtenay, Gackle, Litchville, Finley, and Mayville as provided in this section.

1. During the biennium beginning July 1, 2017, and ending June 30, 2019, the department may not dispose of any property assigned to a section site where operations are being discontinued.

2. The department shall consult with representatives of the political subdivisions in which the section site is located, in the following order: first with the county, second with the city, and third with the township. If requested by any of the political subdivisions, the department shall negotiate a lease agreement with that political subdivision regarding the use of the section site and facilities. The lease agreement must address, at a minimum, the following:

   a. The political subdivision may use the department's maintenance site and building, road oil tank, and shop equipment contained in the building. The political subdivision shall be responsible for all routine maintenance and utility costs.

   b. If requested by the political subdivision, the department may transfer ownership of an equipped snow plow to the political subdivision. The snow plow must be one that the department intends to dispose of as part of its equipment replacement schedule.

   c. The department may charge a reasonable fee to the political subdivision under the lease.

   d. The department shall retain the use of salt buildings located on the property, the right to park one vehicle inside the maintenance building during a major winter storm, the use of an electrical outlet to plug in various vehicles for wintertime loading of deicing materials, and the right to use a portion of the site for a salt and sand pile for winter snow and ice control operations.

   e. In the event an emergency occurs in or around a section site, and the department is unable to respond, the political subdivision agrees to have an individual available to respond to the emergency. The political subdivision must establish a process that allows emergency response teams to contact the political subdivision to allow it to respond to an emergency occurring within the area currently served by the section

site. The response may require the political subdivision to provide snow and ice control on the state highway system.

3. If the department does not enter into a lease agreement for a section site during the biennium beginning July 1, 2017, and ending June 30, 2019, the department may dispose of the section site property in accordance with state law."

Page 4, after line 17, insert:

"**SECTION 10. DEPARTMENT OF TRANSPORTATION STUDY - SNOW AND ICE CONTROL SERVICES - REPORT TO LEGISLATIVE MANAGEMENT.** The department of transportation shall study the manner in which it provides snow and ice control services on the state highway system including the existing costs for these services and any potential savings available in providing these services. Based on its findings, the department shall determine the most efficient and effective manner in which snow and ice control services can be provided. The department shall provide a report to the legislative management prior to July 1, 2018, regarding the results of the study.

SECTION 11. DEPARTMENT OF TRANSPORTATION STUDY - CONSOLIDATION OF SERVICES - REPORT TO LEGISLATIVE MANAGEMENT - REPORT TO SIXTY-SIXTH LEGISLATIVE ASSEMBLY. The department of transportation shall study options to consolidate transportation facilities within Williams County and the Williston district headquarters. The department shall provide a report to the legislative management prior to July 1, 2018, regarding the results of the study. The department shall also provide reports to the appropriations committees of the sixty-sixth legislative assembly regarding the study, and if it is determined that it is beneficial to consolidate facilities, the department may proceed with consolidation efforts. Prior to the decision on whether it is effective to consolidate facilities, the department may not construct any new buildings at the Williston district headquarters.

SECTION 12 LEGISLATIVE MANAGEMENT STUDY - TRANSPORTATION FUNDING. During the 2017-18 interim, the legislative management shall study the funding mechanisms and options available to the department of transportation, political subdivisions, and public transportation providers, for road construction, maintenance, other transportation infrastructure needs, and transit services. The legislative management shall report its findings and recommendations, together with any legislation necessary to implement the recommendations, to the sixty-sixth legislative assembly."

Renumber accordingly

March 20, 2017 SB2012 Attachment A

17.0520.02011
Title.

Prepared by the Legislative Council staff for
House Appropriations - Government
Operations Division Committee
March 17, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 1, line 3, remove "and"

Page 1, line 4, after "exemptions" insert "; and to provide for a legislative management study"

Page 4, after line 17, insert:

"**SECTION 9. LEGISLATIVE MANAGEMENT STUDY - TRANSPORTATION FUNDING.** During the 2017-18 interim, the legislative management shall study the funding mechanisms and options available to the department of transportation, political subdivisions, and public transportation providers, for road construction, maintenance, other transportation infrastructure needs, and transit services. The legislative management shall report its findings and recommendations, together with any legislation necessary to implement the recommendations, to the sixty-sixth legislative assembly."

Renumber accordingly

March 20, 2017 SB2012 Attachment B

17.0520.02008
Title.

Prepared by the Legislative Council staff for
House Appropriations - Government
Operations Division Committee
March 16, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 1, line 2, replace "section" with "sections"

Page 1, line 2, after "24-02-37" insert ", 39-04-10.11, and 39-04-13, subsections 2 and 4 of section 39-04-19, subsection 2 of section 39-06-49, subsection 2 of section 39-06.2-19, subsection 3 of section 39-29-03, subsection 4 of section 39-29.1-03, and subsection 5 of section 39-29.2-03"

Page 1, line 3, after "expenditures" insert ", fees for duplicate number plate, tab, sticker, or registration card, and registration fees for off-highway, low-speed, and unconventional vehicles"

Page 4, after line 17, insert:

"**SECTION 9. AMENDMENT.** Section 39-04-10.11 of the North Dakota Century Code is amended and reenacted as follows:

39-04-10.11. Firefighter's association plates.

The director, in cooperation with the North Dakota firefighter's association, shall design a decorative decal that contains an insignia representing service in the pursuit of firefighting and which is to be placed on a distinctive number plate. On payment of all other fees required under this chapter for registration of the motor vehicle, and payment of an additional annual fee of fifteen dollars for deposit in the highway fund, the applicant is entitled to issuance of the decals and plates. However, the director may not issue the decal and plates to the owner of a passenger motor vehicle or a truck the registered gross weight of which exceeds twenty thousand pounds [9071.84 kilograms]. A registrant is eligible for distinctive number plates under this section if the registrant is a member of the North Dakota firefighter's association. On request of the director, the North Dakota firefighter's association shall certify those members of the North Dakota firefighter's association eligible to receive the decals and plates. On termination of the registrant's eligibility, the registrant shall return the decals and plates to the director, who shall reissue for a fee of not more than ~~five~~ten dollars another number plate to which that registrant is entitled under this chapter. The director and the North Dakota firefighter's association shall cooperate in establishing procedures to implement this section.

SECTION 10. AMENDMENT. Section 39-04-13 of the North Dakota Century Code is amended and reenacted as follows:

39-04-13. Duplicates to be obtained of number plate, tab, sticker, or registration card if lost, mutilated, or illegible - Fee.

If ~~any~~a number plate, tab, sticker, or registration card issued under the provisions of this chapter is lost, mutilated, or becomes illegible, the person who is entitled thereto shall make immediate application for and obtain a duplicate or substitute upon furnishing information of such fact satisfactory to the department and upon payment of the cost of issuing the duplicate item, not to exceed the sum of ~~five~~ten dollars for each duplicate number plate, tab, sticker, or registration card issued. The

department may issue a duplicate number plate, tab, sticker, or registration card at no cost to the owner when satisfied the vehicle owner did not receive the original number plate, tab, sticker, or registration card which was issued.

SECTION 11. AMENDMENT. Subsection 2 of section 39-04-19 of the North Dakota Century Code is amended and reenacted as follows:

2. Motor vehicles required to be registered in this state must be furnished license plates upon the payment of an initial fee of ten dollars for the plates plus the following annual fees; however, if a motor vehicle, including a motorcycle or trailer, first becomes subject to registration other than at the beginning of the registration period, such fees must be prorated on a monthly basis. The minimum fee charged hereunder must be five dollars:

   a. Passenger motor vehicles:

	YEARS REGISTERED			
Gross Weights	1st, 2nd, 3rd, 4th, 5th, and 6th Years	7th, 8th, and 9th Years	10th, 11th, and 12th Years	13th and Subsequent Years
Less than 3,200	$73	$65	$57	$49
3,200 - 4,499	93	81	69	57
4,500 - 4,999	111	94	79	63
5,000 - 5,999	142	120	98	76
6,000 - 6,999	175	146	117	89
7,000 - 7,999	208	172	137	102
8,000 - 8,999	241	199	157	115
9,000 and over	274	225	177	128

A house car is subject to registration at the rates prescribed for other vehicles under this subdivision modified by using the weight applicable to a vehicle whose weight is forty percent of that of the house car, but not using a weight of less than four thousand pounds [1814.35 kilograms].

A pickup truck is subject to registration at the rates prescribed for other vehicles under this subdivision by applying the shipping weight of the vehicle to the fee schedule. At a minimum, the registered gross weight displayed on the registration card for a pickup truck must be twice the shipping weight of the vehicle. Unless otherwise exempted by this chapter, the owner of a pickup truck shall request the registered gross weight of the pickup truck be increased to ensure the registered gross weight is sufficient to include the total weight of the vehicle and any load transported on or by the vehicle. For purposes of this subdivision, a pickup truck is a motor vehicle with a manufacturer's gross vehicle weight rating of less than eleven thousand five hundred pounds [5216.31 kilograms], with an unladen

weight of less than eight thousand pounds [3628.74 kilograms], and which is equipped with an open box-type bed not exceeding nine feet [2.74 meters] in length.

b. Schoolbuses, buses for hire, buses owned and operated by religious, charitable, or nonprofit organizations and used exclusively for religious, charitable, or other public nonprofit purposes, and trucks or combination trucks and trailers, including commercial and noncommercial trucks, except those trucks or combinations of trucks and trailers which qualify for registration under this subsection or subsection 5:

	YEARS REGISTERED				
Gross Weights	1st Through 6th Years	7th Through 9th Years	10th Through 12th Years	13th Through 19th Years	20th and Subsequent Years
Not over 4,000	$71	$58	$53	$50	$49
4,001 - 6,000	76	63	57	51	50
6,001 - 8,000	81	68	61	52	51
8,001 - 10,000	86	73	65	54	53
10,001 - 12,000	91	78	69	56	55
12,001 - 14,000	96	83	73	59	58
14,001 - 16,000	101	88	77	62	61
16,001 - 18,000	106	93	81	64	63
18,001 - 20,000	109	96	83	65	64

	YEARS REGISTERED		
Gross Weights	1st, 2nd, 3rd, 4th, 5th, 6th, and 7th Years	8th, 9th, 10th, 11th, and 12th Years	13th and Subsequent Years
20,001 - 22,000	$139	$113	$100
22,001 - 26,000	191	161	145
26,001 - 30,000	252	210	188
30,001 - 34,000	318	263	235
34,001 - 38,000	379	312	278
38,001 - 42,000	440	361	320
42,001 - 46,000	501	409	363
46,001 - 50,000	562	458	406

50,001 - 54,000	632	516	457
54,001 - 58,000	693	565	500
58,001 - 62,000	755	614	543
62,001 - 66,000	815	662	586
66,001 - 70,000	876	711	628
70,001 - 74,000	937	760	671
74,001 - 78,000	998	809	714
78,001 - 82,000	1,059	858	757
82,001 - 86,000	1,182	963	844
86,001 - 90,000	1,304	1,067	931
90,001 - 94,000	1,426	1,172	1,018
94,001 - 98,000	1,548	1,277	1,106
98,001 - 102,000	1,670	1,381	1,193
102,001 - 105,500	1,792	1,486	1,280

c. Motorcycles, fifteen dollars.

SECTION 12. AMENDMENT. Subsection 4 of section 39-04-19 of the North Dakota Century Code is amended and reenacted as follows:

4. ~~Every~~A trailer, semitrailer, and farm trailer required to be registered under this chapter must be furnished registration plates upon the payment of an initial fee of ten dollars for the plates plus a twenty dollar annual fee. ~~Every~~A trailer, semitrailer, or farm trailer not required to be registered under this chapter must be furnished an identification plate upon the payment of a fee of five dollars. Upon the request of a person with a trailer or farm trailer to whom a registration or identification plate is provided under this subsection, the department shall provide a plate of the same size as provided for a motorcycle. The department shall provide notification of this option to the person before the replacement or issuance of the plate.

SECTION 13. AMENDMENT. Subsection 2 of section 39-06-49 of the North Dakota Century Code is amended and reenacted as follows:

2. The fee for:

   a. An application for a nondriver photo identification card is eight dollars.

   b. Written testing for an application for an operator's license is five dollars.

   c. Actual ability testing for an application for an operator's license is five dollars.

   d. An application for an operator's license is ~~fifteen~~twenty-two dollars.

   e. An application for a motorized bicycle operator's permit is ten dollars.

f. A substitute operator's license is ~~eight~~ten dollars unless the substitute is for erroneous information due to a change in name or address, then the fee is three dollars.

g. An operator's license renewal is ~~fifteen~~twenty-two dollars.

h. Reinstatement after suspension is fifty dollars unless the suspension was the result of a suspension under subsection 3, 4, or 6 of section 39-06-03 or subdivision b of subsection 1 of section 39-06-32, then the fee is twenty-five dollars, or unless the suspension was a result of a violation under section 39-08-01 or chapter 39-20, then the fee is one hundred dollars.

i. Reinstatement after revocation is fifty dollars, unless the revocation was imposed for a violation of subsection 6 of section 39-06-17 or section 39-06-31, 39-06-43, or 39-20-04, then the fee is one hundred dollars.

SECTION 14. AMENDMENT. Subsection 2 of section 39-06.2-19 of the North Dakota Century Code is amended and reenacted as follows:

2. The fee for:

a. A commercial driver's license test is five dollars.

b. An application for a commercial driver's license or permit is ~~fifteen~~twenty-two dollars.

c. Each endorsement is three dollars.

d. A nonresident commercial driver's license is ~~twenty~~forty dollars.

e. The driving record for an employer or prospective employer is three dollars.

SECTION 15. AMENDMENT. Subsection 3 of section 39-29-03 of the North Dakota Century Code is amended and reenacted as follows:

3. The fee for registration of each off-highway vehicle is ~~five~~ten dollars for a registration period of two years. For a duplicate or replacement registration number or registration card which is lost, mutilated, or becomes illegible, the department may charge a fee of not more than ~~five~~ten dollars. For each off-highway vehicle registered under this chapter, there is an off-highway vehicle trail tax of fifteen dollars.

SECTION 16. AMENDMENT. Subsection 4 of section 39-29.1-03 of the North Dakota Century Code is amended and reenacted as follows:

4. The fee for registration of a low-speed vehicle is twenty dollars for each registration cycle of two years ending on March thirty-first. The department may prorate the initial registration fee. For a duplicate or replacement registration number or registration card that is lost, mutilated, or becomes illegible, the department may charge a fee of not more than ~~five~~ten dollars.

SECTION 17. AMENDMENT. Subsection 5 of section 39-29.2-03 of the North Dakota Century Code is amended and reenacted as follows:

5. The fee for registration of an unconventional vehicle is fifty dollars per year. For a duplicate or replacement registration number plate or registration card that is lost, mutilated, or becomes illegible, the department may charge a fee of not more than ~~five~~ten dollars."

Renumber accordingly

March 20, 2017 SB2012 Attachment C

17.0520.02007
Title.

Prepared by the Legislative Council staff for
Representative Boehning
March 16, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 1, line 2, replace "section" with "sections"

Page 1, line 2, after "24-02-37" insert "and 39-01-09"

Page 1, line 3, after "expenditures" insert "and parking meters"

Page 4, after line 17, insert:

"**SECTION 9. AMENDMENT.** Section 39-01-09 of the North Dakota Century Code is amended and reenacted as follows:

39-01-09. Parking meters prohibited - Exemption.

1. It is unlawful for the state of North Dakota, its political subdivisions, counties, or cities, including home rule counties and cities, and the state department of transportation to establish and maintain any mechanical device or devices known as "parking meters", or by whatever name designated, requiring the deposit therein of coins or tokens for the privilege of parking cars or other vehicles upon the streets and highways in the state of North Dakota. Any and all ordinances and resolutions now existing authorizing the establishment and maintenance of such mechanical devices or parking meters, or by whatever name designated, are hereby declared null and void.

2. Notwithstanding subsection 1, if approved by a majority of the voters of the jurisdiction voting on the question at a general election, a political subdivision or an agency, department, or institution of the state may approve the use of parking meters.

3. Except for parking meters located on property owned by state institutions of higher education, twenty percent of all revenue generated from the use of parking meters under this section must be deposited in the state public transportation fund."

Renumber accordingly

March 23, 2017 SB2012 Attachment A

HOUSE APPROPRIATIONS GOVERNMENT OPERATIONS COMMITTEE

March 23, 2017 – Medora Room

North Dakota Department of Transportation
Grant Levi, P.E., Director

Engrossed SB 2012

Good morning Mr. Chairman and members of the committee. I'm Grant Levi, Director of the North Dakota Department of Transportation (DOT). I'm here today to provide information pertaining to funds being carried over to the 2017-19 biennium. .

The DOT, through authority given to the department in HB 1012 as passed by the 2015 Legislature, has funds that are carried over from the 2015-17 biennium to the 2017-19 biennium.

Before we discuss funding details, we'd like to explain the programs for which the funds are appropriated.

Special Road Fund
Each year, the NDDOT receives a portion of the interest earned on money in the state highway fund. In addition to those resources the legislative body allocated general funds, some of which are being carried into the next biennium. The intent of this program is to finance projects, identified by political subdivisions and state agencies that provide access to and/or are within recreational, tourist, and historical areas.

Enhanced State Highway Fund
The Enhanced State Highway Fund is comprised of one-time state funding appropriated for use on state highways. The intent of the funding was to enhance infrastructure in western North Dakota on state highways.

County and Township Road Program
The County and Township Road Program is one-time state funding appropriated to DOT for local road improvements in oil producing counties and non-oil producing counties. The intent of the program was to provide counties with resources to implement safety improvements, increase load carrying capacity, reduce travel times, and integrate roadway networks that provided an improved level of service between the state and local roadways and increased connectivity and continuity across county borders.

Short-Line Rail Program
The DOT administers a short line rail program which allows short line railroads or companies that need rail access to apply for low interest loans. During the last legislative session, the legislative body appropriated funding from Strategic Investment and Improvements Fund (SIIF) for this program.

Attached is a table showing the funding amounts that are being carried into the 2017-19 biennium.

NDDOT Funding Carried over from the 2015-17 Biennium into the 2017-19 Biennium

Program	Funding Source	Appropriation After Allotments	Amount Carrying Forward to 2017-2019 Biennium	Amount Under Contract/Bid *as of 3/15/2017*	Committed-Not Under Contract/Bid or Reimbursement Requested *as of 3/15/2017*	Uncommitted
Special Roads Fund	Transferred from GF	$1,869,000	$1,265,400	$1,265,400	-	-
Enhanced State Highway Funds	Transferred from GF	$505,672,489	$328,000,000	$191,200,000 ***A***	$120,000,000 ***B***	$16,800,000 ***C***
County & Township Road Program (oil counties)	Transferred from SIIF	$240,000,000	$13,833,391	-	$13,833,391 ***D***	-
Non-Oil Producing Counties	Transferred from SIIF	$112,000,000	$11,510,110	-	$11,510,110 ***D***	-
Non-Oil Producing Counties	Transferred from GF	$104,664,000	$35,890,000	-	$35,890,000 ***D***	-
Short Line Rail	Transferred from SIIF	$7,000,000	$7,000,000	$1,970,080	-	$5,029,920 ***E***

GF - General Fund

SIIF - Strategic Investment and Improvements Fund

A. *Includes funding for contract/ROW Claims.*

B. *State Projects under development – Highway 85 Bridge/Long X, New Town Bypass, & 1804 Highway improvements east of New Town.*

C. *$16.3 Million is needed to match federal funds for 17-19 biennium*

D. *County projects under development*

E. *Included in SB 2012 as funding available for Short Line Railroad Program*

March 23, 2017 SB2012 Attachment B

Department of Transportation - Budget No. 801
Senate Bill No. 2012
Base Level Funding Changes

	Senate Version				House Version				House Changes to Senate Version Increase (Decrease) - Senate Version			
	FTE Position	General Fund	Other Funds	Total	FTE Position	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2017-19 Biennium Base Level	1,080.50	$0	$1,266,540,461	$1,266,540,461	1,080.50	$0	$1,266,540,461	$1,266,540,461	0.00	$0	$0	$0
2017-19 Ongoing Funding Changes												
Base payroll changes			($2,584,831)	($2,584,831)			($2,584,831)	($2,584,831)				$0
Salary increase				***0***				*0*				*0*
Health insurance increase			2,913,485	2,913,485			2,702,395	2,702,395			(211,090)	(211,090)
Employee portion of health insurance				***0***				*0*				*0*
Removes vacant FTE positions	(21.50)		(3,427,063)	(3,427,063)	(21.50)		(3,427,063)	(3,427,063)				0
Consolidates maintenance sections	(5.00)		(1,286,619)	(1,286,619)	(5.00)		(1,286,619)	(1,286,619)				0
Removes 5 additional FTE positions	*(5.00)*		*(1,935,958)*	*(1,935,958)*	(5.00)		(1,935,958)	(1,935,958)				0
Reduces funding for driver's license field sites			(160,293)	(160,293)			(160,293)	(160,293)				0
Adjusts funding for expenses, capital assets, and grants			14,067,380	14,067,380			14,067,380	14,067,380				0
2015-17 biennium line item transfers				0				0				0
Reduces funding for operating expenses			***(5,013,726)***	***(5,013,726)***			(5,013,726)	(5,013,726)				0
Adds funding for capital assets			***588,122***	***588,122***			588,122	588,122				0
Adds funding for grants			***5,000,000***	***5,000,000***			0	0			(5,000,000)	(5,000,000)
Total ongoing funding changes	(31.50)	$0	$8,160,497	$8,160,497	(31.50)	$0	$2,949,407	$2,949,407	0.00	$0	($5,211,090)	($5,211,090)
One-time funding items												
No one-time funding items				$0				$0				$0
Total one-time funding changes	0.00	$0	$0	$0	0.00	$0	$0	$0	0.00	$0	$0	$0
Total Changes to Base Level Funding	(31.50)	$0	$8,160,497	$8,160,497	(31.50)	$0	$2,949,407	$2,949,407	0.00	$0	($5,211,090)	($5,211,090)
2017-19 Total Funding	1,049.00	$0	$1,274,700,958	$1,274,700,958	1,049.00	$0	$1,269,489,868	$1,269,489,868	0.00	$0	($5,211,090)	($5,211,090)

Other Sections in Department of Transportation - Budget No. 801

	Senate Version	House Version
Health insurance increase		Section 2 identifies the funding increase for health insurance premium increases included in the agency's appropriation.
Line item transfers	Section 3 authorizes the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.	Section 4 authorizes the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.
Designation of funds for another purpose	Section 4 authorizes the Department of Transportation to use $5.7 million in funding provided by the Legislative Assembly in 2015 House Bill No. 1012, as matching funds for federal highway funding provided by the Federal Highway Administration during the 2017-19 biennium.	Section 5 authorizes the Department of Transportation to use $16.3 million in funding provided by the Legislative Assembly in 2015 House Bill No. 1012, as matching funds for federal highway funding provided by the Federal Highway Administration during the 2017-19 biennium.

Other Sections in Department of Transportation - Budget No. 801

	Senate Version	House Version
North Dakota Community Enhancement Program	**Section 5 provides $5 million from the enhanced state highway funds be used to improve North Dakota's economic climate by reinvesting and fortifying a community's transportation assets, for the 2017-19 biennium.**	~~Section 5 provides $5 million from the enhanced state highway funds be used to improve North Dakota's economic climate by reinvesting and fortifying a community's transportation assets, for the 2017-19 biennium.~~
Loan authorization - Appropriation - Report to Budget Section		Section 6 appropriates loan proceeds and related federal funds. The section authorizes the department to obtain a loan, subject to Emergency Commission approval, from the Bank of North Dakota for matching any federal funds that become available in addition to the amounts appropriated in Section 1. The department is to report to Budget Section during the 2017-18 interim regarding total funds borrowed and the amount of matching federal funds received.
Carryover authority - Enhanced state highway investments	Section 6 provides that unexpended 2015-17 biennium appropriations for enhanced state highway investments must be continued into the 2019-21 biennium.	Section 7 provides that unexpended 2015-17 biennium appropriations for enhanced state highway investments must be continued into the 2019-21 biennium.
Exemption - Contingent transfer - General fund to special road fund	Section 7 provides that a $2 million transfer from the general fund to the special road fund and an appropriation to the Department of Transportation by the 2015 Legislative Assembly is exempt from Section 54-44.1-11 and is continued into the 2017-19 biennium.	Section 8 provides that a $2 million transfer from the general fund to the special road fund and an appropriation to the Department of Transportation by the 2015 Legislative Assembly is exempt from Section 54-44.1-11 and is continued into the 2017-19 biennium.
Highway maintenance section sites		Section 9 directs the department to negotiate with counties, cities, and townships regarding the operation of maintenance section sites.
Payback and reallocation of federal aid	Section 8 amends Section 24-02-37 relating to the state highway fund to authorize the Department of Transportation to repay the United States Department of Transportation for previous related expenditures from current biennium appropriations.	Section 10 amends Section 24-02-37 relating to the state highway fund to authorize the Department of Transportation to repay the United States Department of Transportation for previous related expenditures from current biennium appropriations.
Department of Transportation Study - Snow and ice control services - Report to Legislative Management		Section 11 requires the department to study the manner in which it provides snow and ice control services on the state highway system including the existing costs for the services and any potential savings. The department is to report to the Legislative Management prior to July 1, 2018.
Department of Transportation Study - Consolidation of services - Reports		Section 12 requires the department to study options to consolidate transportation facilities within Williams County and the Williston district headquarters. The department is to report to the Legislative Management prior to July 1, 2018 and the sixty-sixth Legislative Assembly. The section also restricts the department from constructing any new buildings at the Williston district headquarters.

March 23, 2017 SB2012 Attachment 1

17.0520.02013
Title.

Prepared by the Legislative Council staff for
House Appropriations - Government
Operations Division Committee
March 22, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

Page 1, line 3, remove "and"

Page 1, line 4, after "exemptions" insert "; and to provide for a legislative management study"

Page 4, after line 17, insert:

"**SECTION 9. LEGISLATIVE MANAGEMENT STUDY - TRANSPORTATION FUNDING.** During the 2017-18 interim, the legislative management shall consider studying the highway tax distribution fund and state highway fund. The legislative management shall report its findings and recommendations, together with any legislation necessary to implement the recommendations, to the sixty-sixth legislative assembly."

Renumber accordingly

March 29 201 SB2012 Attachment #2

Department of Transportation - Budget No. 801
Senate Bill No. 2012
Base Level Funding Changes

	Senate Version				House Version				House Changes to Senate Version Increase (Decrease) - Senate Version			
	FTE Position	General Fund	Other Funds	Total	FTE Position	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2017-19 Biennium Base Level	1,080.50	$0	$1,266,540,461	$1,266,540,461	1,080.50	$0	$1,266,540,461	$1,266,540,461	0.00	$0	$0	$0
2017-19 Ongoing Funding Changes												
Base payroll changes			($2,584,831)	($2,584,831)			($2,584,831)	($2,584,831)				$0
Salary increase				***0***				*0*				*0*
Health insurance increase			2,913,485	2,913,485			2,702,395	2,702,395			(211,090)	(211,090)
Employee portion of health insurance				***0***				*0*				*0*
Removes vacant FTE positions	(21.50)		(3,427,063)	(3,427,063)	(21.50)		(3,427,063)	(3,427,063)				0
Consolidates maintenance sections	(5.00)		(1,286,619)	(1,286,619)	(5.00)		(1,286,619)	(1,286,619)				0
Removes 5 additional FTE positions	*(5.00)*		*(1,935,958)*	*(1,935,958)*	(5.00)		(1,935,958)	(1,935,958)				0
Reduces funding for driver's license field sites			(160,293)	(160,293)			(160,293)	(160,293)				0
Adjusts funding for expenses, capital assets, and grants			14,067,380	14,067,380			14,067,380	14,067,380				0
2015-17 biennium line item transfers				0				0				0
Reduces funding for operating expenses			***(5,013,726)***	***(5,013,726)***			(5,013,726)	(5,013,726)				0
Adds funding for capital assets			***588,122***	***588,122***			588,122	588,122				0
Adds funding for grants			***5,000,000***	***5,000,000***			0	0			(5,000,000)	(5,000,000)
Total ongoing funding changes	(31.50)	$0	$8,160,497	$8,160,497	(31.50)	$0	$2,949,407	$2,949,407	0.00	$0	($5,211,090)	($5,211,090)
One-time funding items												
No one-time funding items				$0				$0				$0
Total one-time funding changes	0.00	$0	$0	$0	0.00	$0	$0	$0	0.00	$0	$0	$0
Total Changes to Base Level Funding	(31.50)	$0	$8,160,497	$8,160,497	(31.50)	$0	$2,949,407	$2,949,407	0.00	$0	($5,211,090)	($5,211,090)
2017-19 Total Funding	1,049.00	$0	$1,274,700,958	$1,274,700,958	1,049.00	$0	$1,269,489,868	$1,269,489,868	0.00	$0	($5,211,090)	($5,211,090)

Other Sections in Department of Transportation - Budget No. 801

	Senate Version	House Version
Health insurance increase		Section 2 identifies the funding increase for health insurance premium increases included in the agency's appropriation.
Line item transfers	Section 3 authorizes the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.	Section 4 authorizes the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.
Designation of funds for another purpose	Section 4 authorizes the Department of Transportation to use $5.7 million in funding provided by the Legislative Assembly in 2015 House Bill No. 1012, as matching funds for federal highway funding provided by the Federal Highway Administration during the 2017-19 biennium.	Section 5 authorizes the Department of Transportation to use $16.3 million in funding provided by the Legislative Assembly in 2015 House Bill No. 1012, as matching funds for federal highway funding provided by the Federal Highway Administration during the 2017-19 biennium.

Other Sections in Department of Transportation - Budget No. 801

	Senate Version	House Version
North Dakota Community Enhancement Program	**Section 5 provides $5 million from the enhanced state highway funds be used to improve North Dakota's economic climate by reinvesting and fortifying a community's transportation assets, for the 2017-19 biennium.**	~~Section 5 provides $5 million from the enhanced state highway funds be used to improve North Dakota's economic climate by reinvesting and fortifying a community's transportation assets, for the 2017-19 biennium.~~
Loan authorization - Appropriation - Report to Budget Section		Section 6 appropriates loan proceeds and related federal funds. The section authorizes the department to obtain a loan, subject to Emergency Commission approval, from the Bank of North Dakota for matching any federal funds that become available in addition to the amounts appropriated in Section 1. The department is to report to Budget Section during the 2017-18 interim regarding total funds borrowed and the amount of matching federal funds received.
Carryover authority - Enhanced state highway investments	Section 6 provides that unexpended 2015-17 biennium appropriations for enhanced state highway investments must be continued into the 2019-21 biennium.	Section 7 provides that unexpended 2015-17 biennium appropriations for enhanced state highway investments must be continued into the 2019-21 biennium.
Exemption - Contingent transfer - General fund to special road fund	Section 7 provides that a $2 million transfer from the general fund to the special road fund and an appropriation to the Department of Transportation by the 2015 Legislative Assembly is exempt from Section 54-44.1-11 and is continued into the 2017-19 biennium.	Section 8 provides that a $2 million transfer from the general fund to the special road fund and an appropriation to the Department of Transportation by the 2015 Legislative Assembly is exempt from Section 54-44.1-11 and is continued into the 2017-19 biennium.
Highway maintenance section sites		Section 9 directs the department to negotiate with counties, cities, and townships regarding the operation of maintenance section sites.
Payback and reallocation of federal aid	Section 8 amends Section 24-02-37 relating to the state highway fund to authorize the Department of Transportation to repay the United States Department of Transportation for previous related expenditures from current biennium appropriations.	Section 10 amends Section 24-02-37 relating to the state highway fund to authorize the Department of Transportation to repay the United States Department of Transportation for previous related expenditures from current biennium appropriations.
Department of Transportation Study - Snow and ice control services - Report to Legislative Management		Section 11 requires the department to study the manner in which it provides snow and ice control services on the state highway system including the existing costs for the services and any potential savings. The department is to report to the Legislative Management prior to July 1, 2018.
Department of Transportation Study - Consolidation of services - Reports		Section 12 requires the department to study options to consolidate transportation facilities within Williams County and the Williston district headquarters. The department is to report to the Legislative Management prior to July 1, 2018 and the sixty-sixth Legislative Assembly. The section also restricts the department from constructing any new buildings at the Williston district headquarters.

SB 2012 Conference
4-11-17

#1

Department of Transportation - Budget No. 801
Senate Bill No. 2012
Base Level Funding Changes

	Senate Version				House Version				House Changes to Senate Version Increase (Decrease) - Senate Version			
	FTE Position	General Fund	Other Funds	Total	FTE Position	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2017-19 Biennium Base Level	1,080.50	$0	$1,266,540,461	$1,266,540,461	1,080.50	$0	$1,266,540,461	$1,266,540,461	0.00	$0	$0	$0
2017-19 Ongoing Funding Changes												
Base payroll changes			($2,584,831)	($2,584,831)			($2,584,831)	($2,584,831)				$0
Health insurance increase			2,913,485	2,913,485			2,702,395	2,702,395			(211,090)	(211,090)
Removes vacant FTE positions	(21.50)		(3,427,063)	(3,427,063)	(21.50)		(3,427,063)	(3,427,063)				0
Consolidates maintenance sections	(5.00)		(1,286,619)	(1,286,619)	(5.00)		(1,286,619)	(1,286,619)				0
Removes 5 additional FTE positions	(5.00)		(1,935,958)	(1,935,958)	(5.00)		(1,935,958)	(1,935,958)				0
Reduces funding for driver's license field sites			(160,293)	(160,293)			(160,293)	(160,293)				0
Adjusts funding for expenses, capital assets, and grants			14,067,380	14,067,380			14,067,380	14,067,380				0
Reduces funding for operating expenses			(5,013,726)	(5,013,726)			(5,013,726)	(5,013,726)				0
Adds funding for capital assets			588,122	588,122			588,122	588,122				0
Adds funding for grants			5,000,000	5,000,000			0	0			(5,000,000)	(5,000,000)
Removes 5 administrator FTE position authorizations				0	(5.00)			0	(5.00)			0
Total ongoing funding changes	(31.50)	$0	$8,160,497	$8,160,497	(36.50)	$0	$2,949,407	$2,949,407	(5.00)	$0	($5,211,090)	($5,211,090)
One-time funding items												
No one-time funding items				$0				$0				$0
Total one-time funding changes	0.00	$0	$0	$0	0.00	$0	$0	$0	0.00	$0	$0	$0
Total Changes to Base Level Funding	(31.50)	$0	$8,160,497	$8,160,497	(36.50)	$0	$2,949,407	$2,949,407	(5.00)	$0	($5,211,090)	($5,211,090)
2017-19 Total Funding	1,049.00	$0	$1,274,700,958	$1,274,700,958	1,044.00	$0	$1,269,489,868	$1,269,489,868	(5.00)	$0	($5,211,090)	($5,211,090)

Other Sections in Department of Transportation - Budget No. 801

	Senate Version	House Version
Health insurance increase		Section 2 identifies the funding increase for health insurance premium increases included in the agency's appropriation.
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North Dakota Community Enhancement Program	Section 5 provides $5 million from the enhanced state highway funds be used to improve North Dakota's economic climate by reinvesting and fortifying a community's transportation assets, for the 2017-19 biennium.	

Other Sections in Department of Transportation - Budget No. 801

	Senate Version	House Version
Carryover authority - Enhanced state highway investments	Section 6 provides that unexpended 2015-17 biennium appropriations for enhanced state highway investments must be continued into the 2019-21 biennium.	Section 6 provides that unexpended 2015-17 biennium appropriations for enhanced state highway investments must be continued into the 2019-21 biennium.
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Highway maintenance section sites		Section 8 directs the department to negotiate with counties, cities, and townships regarding the operation of maintenance section sites.
Drivers license service sites		Section 9 requires the department maintain the operation of drivers license service sites that process 600 or more transacctions during the prior state fiscal year.
Payback and reallocation of federal aid	Section 8 amends Section 24-02-37 relating to the state highway fund to authorize the Department of Transportation to repay the United States Department of Transportation for previous related expenditures from current biennium appropriations.	Section 10 amends Section 24-02-37 relating to the state highway fund to authorize the Department of Transportation to repay the United States Department of Transportation for previous related expenditures from current biennium appropriations.
Parking meter exemption - Public transportation fund		Section 11 amends Section 39-01-09 relating to parking meters to authorize home rule counties and cities to use parking meters if approved by a majority of the voters of the jurisdiction and provides that 20 percent of all revenues generated from the parking meters, with the exception of parking meters located on property owned by state institutions of higher education, must be deposited in the state public transportation fund.
Department of Transportation Study - Snow and ice control services - Report to Legislative Management		Section 12 requires the department to study the manner in which it provides snow and ice control services on the state highway system including the existing costs for the services and any potential savings. The department is to report to the Legislative Management prior to July 1, 2018.
Department of Transportation Study - Consolidation of services - Reports		Section 13 requires the department to study options to consolidate transportation facilities within Williams County and the Williston district headquarters. The department is to report to the Legislative Management prior to July 1, 2018 and the sixty-sixth Legislative Assembly. The section also restricts the department from constructing any new buildings at the Williston district headquarters until the study is complete.
Legislative Management study - Transportation funding		Section 14 requires Legislative Management to study transportation funding.
Department of Transportation fees - Report to Budget Section		Section 15 requires the department to report to Legislative Managements Budget Section annually during the 2017-18 interim regarding all fees charged by the department in comparison to the actual cost incurred for the resulting services provided.

SB 2012 Conference
4-11-17
#2

17.0520.02021

FIRST ENGROSSMENT

Sixty-fifth
Legislative Assembly
of North Dakota

ENGROSSED SENATE BILL NO. 2012

Introduced by

Appropriations Committee

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; to amend and reenact ~~section~~sections 24-02-37 and 39-01-09 of the North Dakota Century Code, relating to state highway fund expenditures and parking meters; to provide for a transfer; ~~and~~ to provide exemptions; to provide for studies; and to provide for reports.

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

SECTION 1. APPROPRIATION. The funds provided in this section, or so much of the funds as may be necessary, are appropriated from special funds derived from federal funds and other income, to the department of transportation for the purpose of defraying the expenses of the department of transportation, for the biennium beginning July 1, 2017, and ending June 30, 2019, as follows:

	Base Level	Adjustments or Enhancements	Appropriation
~~Salaries and wages~~	~~$207,778,278~~	~~($5,692,586)~~	~~$202,085,692~~
Salaries and wages	$207,778,278	($5,903,676)	$201,874,602
Operating expenses	295,762,751	(66,381,105)	229,381,646
Capital assets	700,081,402	70,624,188	770,705,590
~~Grants~~	~~62,918,030~~	~~9,610,000~~	~~72,528,030~~
~~Total special funds~~	~~$1,266,540,461~~	~~$8,160,497~~	~~$1,274,700,958~~
~~Full-time equivalent positions~~	~~1,080.50~~	~~(31.50)~~	~~1,049.00~~
Grants	62,918,030	4,610,000	67,528,030
Total special funds	$1,266,540,461	$2,949,407	$1,269,489,868
Full-time equivalent positions	1,080.50	(36.50)	1,044.00

SECTION 2. HEALTH INSURANCE INCREASE. The salaries and wages line item in section 1 of this Act includes the sum of $2,702,395 from other funds for increases in employee health insurance premiums from $1,130 to $1,241 per month.

SECTION 3. ONE-TIME FUNDING. The following amounts reflect the one-time funding items approved by the sixty-fourth legislative assembly for the 2015-17 biennium:

One-Time Funding Description	2015-17	2017-19
General fund transfers to highway fund	$486,982,489	$0
Transfer to public transportation fund	186,900	0
Short line railroad	7,000,000	0
Transportation distributions - non-oil-producing counties	104,664,000	0
Contingent transfer to highway fund	18,690,000	0
Truck harmonization study	56,070	0
Recreational road access	1,869,000	0
Vehicle registration and titling system replacement	2,500,000	0
Motor coach reimbursement	934,500	0
Total all funds	$622,882,959	$0
Total special funds	9,500,000	0
Total general fund	$613,382,959	$0

SECTION 4. LINE ITEM TRANSFERS. The director of the department of transportation may transfer between the salaries and wages, operating, capital assets, and grants line items in section 1 of this Act when it is cost-effective for construction and maintenance of highways. The department of transportation shall notify the office of management and budget of any transfers made pursuant to this section.

SECTION 5. ADDITIONAL FUNDING FOR FEDERAL HIGHWAY MATCHING FUNDS. The department of transportation may use up to ~~$5,700,000~~$16,300,000 of the funding transferred, pursuant to section 4 of chapter 12 of the 2015 Session Laws, from the general fund to the highway fund to provide state matching funds for federal highway construction funding provided by the federal highway administration during the biennium beginning July 1, 2017, and ending June 30, 2019.

~~**SECTION 5. FUNDING FOR NORTH DAKOTA COMMUNITY ENHANCEMENT PROGRAM.** Notwithstanding any other provision of law, the department of transportation may~~

~~use up to $5,000,000 of the funding transferred, pursuant to section 4 of chapter 12 of the 2015 Session Laws, from the general fund to the highway fund to improve North Dakota's economic activity by reinvesting and enhancing transportation assets of communities, for the biennium beginning July 1, 2017, and ending June 30, 2019.~~

SECTION 6. EXEMPTION - ENHANCED STATE HIGHWAY INVESTMENT FUNDING. Section 54-44.1-11 does not apply to funding of $503,115,558 in the capital assets line item relating to enhanced state highway investments in section 1 of chapter 12 of the 2015 Session Laws. Any funds continued into the 2017-19 biennium but not spent by June 30, 2019, must be continued into the biennium beginning July 1, 2019, and ending June 30, 2021, and may be expended only for enhanced state highway investments.

SECTION 7. EXEMPTION - SPECIAL ROADS FUND PROJECTS. Funding of $2,000,000 appropriated to the department of transportation for special road projects, as contained in section 1 of chapter 12 of the 2015 Session Laws, is not subject to the provisions of section 54-44.1-11. Any unexpended funds from this appropriation are available to the department of transportation for special road projects during the biennium beginning July 1, 2017, and ending June 30, 2019.

SECTION 8. DISPOSITION OF MAINTENANCE SECTION SITES. Notwithstanding any other provision of law, the department of transportation may discontinue operations of department maintenance section sites in New England, Starkweather, Fessenden, Courtenay, Gackle, Litchville, Finley, and Mayville as provided in this section.

1. During the biennium beginning July 1, 2017, and ending June 30, 2019, the department may not dispose of any property assigned to a section site where operations are being discontinued.
2. The department shall consult with representatives of the political subdivisions in which the section site is located, in the following order: first with the county, second with the city, and third with the township. If requested by any of the political subdivisions, the department shall negotiate a lease agreement with that political subdivision regarding the use of the section site and facilities. The lease agreement must address, at a minimum, the following:

a. The political subdivision may use the department's maintenance site and building, road oil tank, and shop equipment contained in the building. The political subdivision must be responsible for all routine maintenance and utility costs.

b. If requested by the political subdivision, the department may transfer ownership of an equipped snow plow to the political subdivision. The snow plow must be one that the department intends to dispose of as part of its equipment replacement schedule.

c. The department may charge a reasonable fee to the political subdivision under the lease.

d. The department shall retain the use of salt buildings located on the property, the right to park one vehicle inside the maintenance building during a major winter storm, the use of an electrical outlet to plug in various vehicles for wintertime loading of deicing materials, and the right to use a portion of the site for a salt and sand pile for winter snow and ice control operations.

e. If an emergency occurs in or around a section site, and the department is unable to respond, the political subdivision shall agree to have an individual available to respond to the emergency. The political subdivision shall establish a process that allows emergency response teams to contact the political subdivision to allow it to respond to an emergency occurring within the area currently served by the section site. The response may require the political subdivision to provide snow and ice control on the state highway system.

3. If the department does not enter a lease agreement for a section site during the biennium beginning July 1, 2017, and ending June 30, 2019, the department may dispose of the section site property in accordance with state law.

SECTION 9. DRIVER'S LICENSE SERVICE SITES. During the biennium beginning July 1,2017, and ending June 30, 2019, the department may not discontinue operations at a driver's licenses service site that processed 600 or more transactions during the prior state fiscal year.

SECTION 10. AMENDMENT. Section 24-02-37 of the North Dakota Century Code is amended and reenacted as follows:

24-02-37. State highway fund - Priorities for expenditure - Use of investment income.

The state highway fund, created by law and not otherwise appropriated and allocated, must be applied and used for the purposes named in this section, as follows:

1. Except for investment income as provided in subsection 3, the fund must be applied in the following order of priority:
   a. The cost of maintaining the state highway system.
   b. The cost of construction and reconstruction of highways in the amount necessary to match, in whatever proportion may be required, federal aid granted to this state by the United States government for road purposes in North Dakota. Notwithstanding any other provision of law, the department of transportation may repay the United States department of transportation for previous related expenditures from current biennium appropriations to allow the department to reobligate the federal aid to other federal aid projects.
   c. Any portion of the highway fund not allocated as provided in subdivisions a and b may be expended for the construction of state highways without federal aid or may be expended in the construction, improvement, or maintenance of such state highways.
2. All funds heretofore appropriated or hereafter appropriated or transferred to the department, whether earmarked or designated for special projects or special purposes or not, must be placed or transferred into a single state highway fund in the office of the state treasurer and any claims for money expended by the department upon warrants prepared and issued by the office of management and budget and signed by the state auditor under this title must be paid out of the state highway fund by the state treasurer; provided, however, that the commissioner shall keep and maintain complete and accurate records showing that all expenditures have been made in accordance with legislative appropriations and authorizations.
3. The state treasurer shall deposit the moneys in the state highway fund in an interest-bearing account at the Bank of North Dakota. The state treasurer shall deposit eighty percent of the income derived from the interest-bearing account in a special interest-bearing account in the state treasury known as the special road fund. The special road fund may be used, within the limits of legislative appropriation, exclusively

for the construction and maintenance of access roads to and roads within recreational, tourist, and historical areas as designated by the special road committee. A political subdivision or state agency may request funds from the special road fund by applying to the committee on forms designated by the committee. The committee may require the political subdivision or state agency to contribute to the cost of the project as a condition of any expenditure authorized from the special road fund. Any moneys in the fund not obligated by the special road committee by June thirtieth of each odd-numbered year must be held for an additional two years after which the funds revert to the state highway fund.

SECTION 11. AMENDMENT. Section 39-01-09 of the North Dakota Century Code is amended and reenacted as follows:

39-01-09. Parking meters prohibited - Exemption.

1. It is unlawful for the state of North Dakota, its political subdivisions, counties, or cities, including home rule counties and cities, and the state department of transportation to establish and maintain any mechanical device or devices known as "parking meters", or by whatever name designated, requiring the deposit therein of coins or tokens for the privilege of parking cars or other vehicles upon the streets and highways in the state of North Dakota. ~~Any and all ordinances and resolutions now existing authorizing the establishment and maintenance of such mechanical devices or parking meters, or by whatever name designated, are hereby declared null and void.~~
2. Notwithstanding subsection 1, if approved by a majority of the voters of the jurisdiction voting on the question at a general election, a political subdivision may approve the use of parking meters.
3. Except for parking meters located on property owned by an institution under the control of the state board higher education, twenty percent of all revenue generated from the use of parking meters under this section must be deposited in the state public transportation fund.

SECTION 12. DEPARTMENT OF TRANSPORTATION STUDY - SNOW AND ICE CONTROL SERVICES - REPORT TO LEGISLATIVE MANAGEMENT. During the 2017-18 interim, the department of transportation shall study the manner in which it provides snow and ice control services on the state highway system, including the existing costs for these services

and any potential savings available in providing these services. Based on its findings, the department shall determine the most efficient and effective manner in which to provide snow and ice control services. The department shall provide a report to the legislative management before July 1, 2018, regarding the results of the study.

SECTION 13. DEPARTMENT OF TRANSPORTATION STUDY - CONSOLIDATION OF SERVICES - REPORT TO LEGISLATIVE MANAGEMENT - REPORT TO SIXTY-SIXTH LEGISLATIVE ASSEMBLY. During the 2017-18 interim, the department of transportation shall study options to consolidate transportation facilities within Williams County and the Williston district headquarters. The department shall provide the final report, including the results of the study, to the legislative management before July 1, 2018. If the results of the study determine that it is beneficial to consolidate facilities, the department may proceed with consolidation efforts. Before the completion of the study and the determination whether the consolidation of facilities is beneficial, the department may not construct any new buildings at the Williston district headquarters. The department shall provide reports to the appropriations committees of the sixty-sixth legislative assembly regarding the study and the outcomes of the study.

SECTION 14. LEGISLATIVE MANAGEMENT STUDY - TRANSPORTATION FUNDING. During the 2017-18 interim, the legislative management shall consider studying the funding mechanisms and options available to the department of transportation, political subdivisions, and public transportation providers, for road construction, maintenance, other transportation infrastructure needs, and transit services. The legislative management shall report its findings and recommendations, together with any legislation necessary to implement the recommendations, to the sixty-sixth legislative assembly.

SECTION 15. DEPARTMENT OF TRANSPORTATION FEES - REPORT TO BUDGET SECTION. The department of transportation shall report to the legislative management's budget section by September 30, 2017, and by September 30, 2018, regarding all fees charged by the department in comparison to the actual cost of providing the services for which the fee is charged.

SB 2012 Conf.
4-14-17
#1

17.0520.03000

Sixty-fifth
Legislative Assembly
of North Dakota

FIRST ENGROSSMENT
with House Amendments
ENGROSSED SENATE BILL NO. 2012

Introduced by

Appropriations Committee

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; to amend and reenact sections 24-02-37 and 39-01-09 of the North Dakota Century Code, relating to state highway fund expenditures and parking meters; to provide for a transfer; to provide exemptions; to provide for studies; and to provide for reports.

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

SECTION 1. APPROPRIATION. The funds provided in this section, or so much of the funds as may be necessary, are appropriated from special funds derived from federal funds and other income, to the department of transportation for the purpose of defraying the expenses of the department of transportation, for the biennium beginning July 1, 2017, and ending June 30, 2019, as follows:

	Base Level	Adjustments or Enhancements	Appropriation
Salaries and wages	$207,778,278	($5,903,676)	$201,874,602
Operating expenses	295,762,751	(66,381,105)	229,381,646
Capital assets	700,081,402	70,624,188	770,705,590
Grants	62,918,030	4,610,000	67,528,030
Total special funds	$1,266,540,461	$2,949,407	$1,269,489,868
Full-time equivalent positions	1,080.50	(36.50)	1,044.00

SECTION 2. HEALTH INSURANCE INCREASE. The salaries and wages line item in section 1 of this Act includes the sum of $2,702,395 from other funds for increases in employee health insurance premiums from $1,130 to $1,241 per month.

SECTION 3. ONE-TIME FUNDING. The following amounts reflect the one-time funding items approved by the sixty-fourth legislative assembly for the 2015-17 biennium:

One-Time Funding Description	2015-17	2017-19
General fund transfers to highway fund	$486,982,489	$0
Transfer to public transportation fund	186,900	0
Short line railroad	7,000,000	0
Transportation distributions - non-oil-producing counties	104,664,000	0
Contingent transfer to highway fund	18,690,000	0
Truck harmonization study	56,070	0
Recreational road access	1,869,000	0
Vehicle registration and titling system replacement	2,500,000	0
Motor coach reimbursement	934,500	0
Total all funds	$622,882,959	$0
Total special funds	9,500,000	0
Total general fund	$613,382,959	$0

SECTION 4. LINE ITEM TRANSFERS. The director of the department of transportation may transfer between the salaries and wages, operating, capital assets, and grants line items in section 1 of this Act when it is cost-effective for construction and maintenance of highways. The department of transportation shall notify the office of management and budget of any transfers made pursuant to this section.

SECTION 5. ADDITIONAL FUNDING FOR FEDERAL HIGHWAY MATCHING FUNDS. The department of transportation may use up to $16,300,000 of the funding transferred, pursuant to section 4 of chapter 12 of the 2015 Session Laws, from the general fund to the highway fund to provide state matching funds for federal highway construction funding provided by the federal highway administration during the biennium beginning July 1, 2017, and ending June 30, 2019.

SECTION 6. EXEMPTION - ENHANCED STATE HIGHWAY INVESTMENT FUNDING. Section 54-44.1-11 does not apply to funding of $503,115,558 in the capital assets line item relating to enhanced state highway investments in section 1 of chapter 12 of the 2015 Session Laws. Any funds continued into the 2017-19 biennium but not spent by June 30, 2019, must be continued into the biennium beginning July 1, 2019, and ending June 30, 2021, and may be expended only for enhanced state highway investments.

SECTION 7. EXEMPTION - SPECIAL ROADS FUND PROJECTS. Funding of $2,000,000 appropriated to the department of transportation for special road projects, as contained in section 1 of chapter 12 of the 2015 Session Laws, is not subject to the provisions of section 54-44.1-11. Any unexpended funds from this appropriation are available to the department of transportation for special road projects during the biennium beginning July 1, 2017, and ending June 30, 2019.

SECTION 8. DISPOSITION OF MAINTENANCE SECTION SITES. Notwithstanding any other provision of law, the department of transportation may discontinue operations of department maintenance section sites in New England, Starkweather, Fessenden, Courtenay, Gackle, Litchville, Finley, and Mayville as provided in this section.

1. During the biennium beginning July 1, 2017, and ending June 30, 2019, the department may not dispose of any property assigned to a section site where operations are being discontinued.
2. The department shall consult with representatives of the political subdivisions in which the section site is located, in the following order: first with the county, second with the city, and third with the township. If requested by any of the political subdivisions, the department shall negotiate a lease agreement with that political subdivision regarding the use of the section site and facilities. The lease agreement must address, at a minimum, the following:
   a. The political subdivision may use the department's maintenance site and building, road oil tank, and shop equipment contained in the building. The political subdivision must be responsible for all routine maintenance and utility costs.
   b. If requested by the political subdivision, the department may transfer ownership of an equipped snow plow to the political subdivision. The snow plow must be one that the department intends to dispose of as part of its equipment replacement schedule.
   c. The department may charge a reasonable fee to the political subdivision under the lease.
   d. The department shall retain the use of salt buildings located on the property, the right to park one vehicle inside the maintenance building during a major winter storm, the use of an electrical outlet to plug in various vehicles for wintertime

loading of deicing materials, and the right to use a portion of the site for a salt and sand pile for winter snow and ice control operations.

e. If an emergency occurs in or around a section site, and the department is unable to respond, the political subdivision shall agree to have an individual available to respond to the emergency. The political subdivision shall establish a process that allows emergency response teams to contact the political subdivision to allow it to respond to an emergency occurring within the area currently served by the section site. The response may require the political subdivision to provide snow and ice control on the state highway system.

3. If the department does not enter a lease agreement for a section site during the biennium beginning July 1, 2017, and ending June 30, 2019, the department may dispose of the section site property in accordance with state law.

SECTION 9. DRIVER'S LICENSE SERVICE SITES. During the biennium beginning July 1,2017, and ending June 30, 2019, the department may not discontinue operations at a driver's licenses service site that processed 600 or more transactions during the prior state fiscal year.

SECTION 10. AMENDMENT. Section 24-02-37 of the North Dakota Century Code is amended and reenacted as follows:

24-02-37. State highway fund - Priorities for expenditure - Use of investment income.

The state highway fund, created by law and not otherwise appropriated and allocated, must be applied and used for the purposes named in this section, as follows:

1. Except for investment income as provided in subsection 3, the fund must be applied in the following order of priority:
   a. The cost of maintaining the state highway system.
   b. The cost of construction and reconstruction of highways in the amount necessary to match, in whatever proportion may be required, federal aid granted to this state by the United States government for road purposes in North Dakota. Notwithstanding any other provision of law, the department of transportation may repay the United States department of transportation for previous related expenditures from current biennium appropriations to allow the department to reobligate the federal aid to other federal aid projects.

c. Any portion of the highway fund not allocated as provided in subdivisions a and b may be expended for the construction of state highways without federal aid or may be expended in the construction, improvement, or maintenance of such state highways.

2. All funds heretofore appropriated or hereafter appropriated or transferred to the department, whether earmarked or designated for special projects or special purposes or not, must be placed or transferred into a single state highway fund in the office of the state treasurer and any claims for money expended by the department upon warrants prepared and issued by the office of management and budget and signed by the state auditor under this title must be paid out of the state highway fund by the state treasurer; provided, however, that the commissioner shall keep and maintain complete and accurate records showing that all expenditures have been made in accordance with legislative appropriations and authorizations.

3. The state treasurer shall deposit the moneys in the state highway fund in an interest-bearing account at the Bank of North Dakota. The state treasurer shall deposit eighty percent of the income derived from the interest-bearing account in a special interest-bearing account in the state treasury known as the special road fund. The special road fund may be used, within the limits of legislative appropriation, exclusively for the construction and maintenance of access roads to and roads within recreational, tourist, and historical areas as designated by the special road committee. A political subdivision or state agency may request funds from the special road fund by applying to the committee on forms designated by the committee. The committee may require the political subdivision or state agency to contribute to the cost of the project as a condition of any expenditure authorized from the special road fund. Any moneys in the fund not obligated by the special road committee by June thirtieth of each odd-numbered year must be held for an additional two years after which the funds revert to the state highway fund.

SECTION 11. AMENDMENT. Section 39-01-09 of the North Dakota Century Code is amended and reenacted as follows:

39-01-09. Parking meters prohibited - Exemption.

1. It is unlawful for the state of North Dakota, its political subdivisions, counties, or cities, including home rule counties and cities, and the state department of transportation to establish and maintain any mechanical device or devices known as "parking meters", or by whatever name designated, requiring the deposit therein of coins or tokens for the privilege of parking cars or other vehicles upon the streets and highways in the state of North Dakota. ~~Any and all ordinances and resolutions now existing authorizing the establishment and maintenance of such mechanical devices or parking meters, or by whatever name designated, are hereby declared null and void.~~
2. Notwithstanding subsection 1, if approved by a majority of the voters of the jurisdiction voting on the question at a general election, a political subdivision may approve the use of parking meters.
3. Except for parking meters located on property owned by an institution under the control of the state board higher education, twenty percent of all revenue generated from the use of parking meters under this section must be deposited in the state public transportation fund.

SECTION 12. DEPARTMENT OF TRANSPORTATION STUDY - SNOW AND ICE CONTROL SERVICES - REPORT TO LEGISLATIVE MANAGEMENT. During the 2017-18 interim, the department of transportation shall study the manner in which it provides snow and ice control services on the state highway system, including the existing costs for these services and any potential savings available in providing these services. Based on its findings, the department shall determine the most efficient and effective manner in which to provide snow and ice control services. The department shall provide a report to the legislative management before July 1, 2018, regarding the results of the study.

SECTION 13. DEPARTMENT OF TRANSPORTATION STUDY - CONSOLIDATION OF SERVICES - REPORT TO LEGISLATIVE MANAGEMENT - REPORT TO SIXTY-SIXTH LEGISLATIVE ASSEMBLY. During the 2017-18 interim, the department of transportation shall study options to consolidate transportation facilities within Williams County and the Williston district headquarters. The department shall provide the final report, including the results of the study, to the legislative management before July 1, 2018. If the results of the study determine that it is beneficial to consolidate facilities, the department may proceed with consolidation

efforts. Before the completion of the study and the determination whether the consolidation of facilities is beneficial, the department may not construct any new buildings at the Williston district headquarters. The department shall provide reports to the appropriations committees of the sixty-sixth legislative assembly regarding the study and the outcomes of the study.

SECTION 14. LEGISLATIVE MANAGEMENT STUDY - TRANSPORTATION FUNDING. During the 2017-18 interim, the legislative management shall consider studying the funding mechanisms and options available to the department of transportation, political subdivisions, and public transportation providers, for road construction, maintenance, other transportation infrastructure needs, and transit services. The legislative management shall report its findings and recommendations, together with any legislation necessary to implement the recommendations, to the sixty-sixth legislative assembly.

SECTION 15. DEPARTMENT OF TRANSPORTATION FEES - REPORT TO BUDGET SECTION. The department of transportation shall report to the legislative management's budget section by September 30, 2017, and by September 30, 2018, regarding all fees charged by the department in comparison to the actual cost of providing the services for which the fee is charged.

SB 2012 Conference
4-14-17

17.0520.02028
Title.

Prepared by the Legislative Council staff for
Senator Wanzek
April 13, 2017

#2

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

That the House recede from its amendments as printed on pages 1208-1211 of the Senate Journal and pages 1331-1335 of the House Journal and that Senate Bill No. 2012 be amended as follows:

Page 3, after line 6, insert:

"**SECTION 8. OPERATIONS OF MAINTENANCE SECTION SITES.** Notwithstanding any other provision of law, the department of transportation may discontinue operations of department maintenance section sites in New England, Starkweather, Fessenden, Courtenay, Gackle, Litchville, Finley, and Mayville as provided in this section.

1. During the biennium beginning July 1, 2017, and ending June 30, 2019, the department may not dispose of any real property assigned to a section site where operations are being discontinued.

2. The department shall consult with representatives of the political subdivisions in which the section site is located, in the following order: first with the county, second with the city, and third with the township. If requested by any of the political subdivisions, the department shall negotiate a lease agreement with that political subdivision regarding the use of the section site and facilities. The lease agreement must address, at a minimum, the following:

   a. The political subdivision may use the department's maintenance site and building, road oil tank, and shop equipment contained in the building. The political subdivision must be responsible for all routine maintenance and utility costs.

   b. If requested by the political subdivision, the department may transfer ownership of an equipped snow plow to the political subdivision. The snow plow must be one that the department intends to dispose of as part of its equipment replacement schedule.

   c. The department may charge a reasonable fee to the political subdivision under the lease.

   d. The department shall retain the use of salt buildings located on the property, the right to park one vehicle inside the maintenance building during a major winter storm, the use of an electrical outlet to plug in various vehicles for wintertime loading of deicing materials, and the right to use a portion of the site for a salt and sand pile for winter snow and ice control operations.

   e. If an emergency occurs in or around a section site, and the department is unable to respond, the political subdivision may agree to have an individual available to respond to the emergency. The political subdivision may establish a process that allows emergency response teams to contact the political subdivision to allow it to respond to an emergency occurring within the area currently served

pg 1

by the section site. The response may require the political subdivision to provide snow and ice control on the state highway system for an emergency situation.

3. If the department does not enter a lease agreement for a section site during the biennium beginning July 1, 2017, and ending June 30, 2019, the department may dispose of the section site property in accordance with state law after June 30, 2019.

4. If the department has an employee whose home residence is located within the vicinity of the maintenance section the department intends to discontinue, the department shall locate one of its snow plows at or near the maintenance section site during a major winter storm event from December 1 through March 31 of each fiscal year."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

A section is added providing guidance to the department regarding highway maintenance section sites.

SB 2012 Conference
4-14-17
3

17.0520.02026
Title.

Prepared by the Legislative Council staff for
Senator G. Lee
April 12, 2017

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

That the House recede from its amendments as printed on pages 1208-1211 of the Senate Journal and pages 1331-1335 of the House Journal and that Senate Bill No. 2012 be amended as follows:

Page 1, line 3, after the second semicolon insert "to provide for a study; to provide for a report;"

Page 4, after line 17, insert:

"**SECTION 9. TELECOMMUNICATIONS INFRASTRUCTURE ON HIGHWAY RIGHTS OF WAY - LIMITATION - DEPARTMENT OF TRANSPORTATION AND INFORMATION TECHNOLOGY DEPARTMENT STUDY - REPORT.** Prior to the department of transportation permitting any nonstate owned, controlled, or leased wireless telecommunication infrastructure used for wireless transmission of voice, data, images, or other signals or information within state highway rights of way, the department of transportation and the information technology department shall study, during the 2017-18 interim, the benefits of allowing wireless telecommunication infrastructure within state highway rights of way and what, if any, requirements of allowing the installation may be in the public interest. The department of transportation and the information technology department shall report the results of the study to the legislative management by June 30, 2018."

Renumber accordingly

SB 2012 Conference
4-14-17

17.0520.02027
Title.

Prepared by the Legislative Council staff for
Representative Boehning
April 12, 2017

#4

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2012

That the Senate accede to the House amendments as printed on pages 1208-1211 of the Senate Journal and pages 1331-1335 of the House Journal and that Engrossed Senate Bill No. 2012 be further amended as follows:

Page 1, line 2, replace "section" with "sections"

Page 1, line 2, after "24-02-37" insert "and 39-01-09"

Page 1, line 3, after "expenditures" insert "and the prohibition on parking meters"

Page 4, after line 17, insert:

"**SECTION 9. AMENDMENT.** Section 39-01-09 of the North Dakota Century Code is amended and reenacted as follows:

39-01-09. Parking meters prohibited.

It is unlawful for the state ~~of North Dakota, its political subdivisions, counties, cities, and the state department of transportation~~or a political subdivision, including a home rule city or county, to establish ~~and~~or maintain ~~anya~~ mechanical device or devices known as "parking meters", or by whatever name designated, requiring the deposit ~~therein~~ of coins or tokens for the privilege of parking cars or other vehicles upon the streets ~~and~~or highways in the state ~~of North Dakota. Any and all ordinances and resolutions now existing authorizing the establishment and maintenance of such mechanical devices or parking meters, or by whatever name designated, are hereby declared null and void~~."

Renumber accordingly