

MICROFILM DIVIDER

OMB/RECORDS MANAGEMENT DIVISION
SFN 2033 (2/85) 5M



ROLL NUMBER

DESCRIPTION

1012

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2003 HOUSE APPROPRIATIONS

HB 1012

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2003 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HB 1012

House Appropriations Committee

Conference Committee

Hearing Date: January 8, 2003

Tape Number	Side A	Side B	Meter #
1	XX	XX	
2	XX	XX	
Committee Clerk Signature <i>Chris S. Svedjan</i>			

Minutes:

Chairman Svedjan called the meeting to order at 8:30 am. Roll Call was taken all members were present: Chairman Svedjan, Vice Chairman Timm, Rep. Martinson, Rep. Brusegaard, Rep. Monson, Rep. Rennerfeldt, Rep. Wald, Rep. Aarsvold, Rep. Gulleon, Rep. Carlisle, Rep. Carlson, Rep. Koppelman, Rep. Skarphol, Rep. Thoreson, Rep. Glassheim, Rep. Kroeber, Rep. Warner, Rep. Delzer, Rep. Warnke, Rep. Bellew, Rep. Kempenich, Rep. Kerzman, and Rep. Metcalf.

David Sprynczynatyk, Director of the Department of Transportation testified. (see written testimony)

Chairman Svedjan asked whether electronic systems save on staff needs.

David Sprynczynatyk responded., we are seeing an efficiency on an overall basis, in areas of traditional. i.e.: Online vehicle registration.

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Rep. Delzer asked why Hwy.. 85 is a state corridor instead of an inter regional system. He wanted to know the future plans.

Grant Levi responded that D.O.T. had put together a classification system to determine how the highway functions, and that service and truck travel determined Hwy.. 85 to be a state corridor.

Rep. Delzer asked whether there are plans to upgrade?

Grant Levi responded that the current plan is to keep it classified as a state corridor, public input is being taken and there may be a reconsideration..

Rep. Delzer asked if different classifications have impact on load restrictions.

Mr. Levi responded affirmatively.

Rep. Timm asked what is the update on Hwy.. 2 from Minot to Williston to which

Mr. Levi responded the department had hoped to start construction this summer, but environmental documents still need to be completed.

Rep. Skarphol asked about hay waiver restrictions,

Mr. Levi, width, length and some weight restrictions have been lifted.

Rep. Wald, asked when the Hwy.. 85 corridor project would be developed.

Sprynczynatyk responded if there is interest along Hwy. 85 to further develop the corridor the D.O.T will be working together with those different entities however, no plan has been developed at this time.

Rep. Wald commented other states have made a commitment to this project and the state of ND needs to do the same.

Sprynczynatyk responded the main focus of the DOT will be on the Hwy. 2 corridor rather than Hwy. 85.

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Rep. Rennefeldt asked if there are plans to repair Hwy. 1804 to which

Mr. Levi responded repairs are scheduled for this summer or next.

Rep. Carlisle asked if the Blood Alcohol Count penalty in HB Bill 1161 has any leniency when receiving federal dollars.

Sprynczynatyk responded if the state doesn't pass this now the appropriations may not be available when the state inevitably does pass it.

Rep. Carlisle asked if HB 1161 would be going to the transportation committee.

Sprynczynatyk responded yes.

Rep. Skarphol asked if there are strict traffic violations for the .08 BAC and will the Federal Gov't require those limitations?

Sprynczynatyk responded he didn't know, but would provide the information in committee.

Rep. Delzer commented he would like the Legislative Council to look at those implications.

Chairman Svedjan made a note of the request.

Rep. Gulleson if there was any input on weigh stations closings.

Sprynczynatyk responded yes, they insure traffic is in compliance with load restrictions and they help to ensure safety.

Rep. Metcalf ask if any BIA money had been appropriated for the New Town Bridge project.

Sprynczynatyk replied 45M has been reserved for the project of that, 35M in federal funds, plus a DOT commitment of 8.3M which requires a cost share with the state.

Rep. Wald asked for confirmation, the state input at 2.5-2.6M.

Sprynczynatyk responded that was correct.

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Rep. Aarsvold inquired if the state has looked into using the scale ticket audit system.

Sprynczynatyk responded this had been looked into but it was yet to be determined if it would be the best option.

Rep. Kempenich asked if the scale closing project was a phase-out.

Sprynczynatyk responded yes.

Rep. Wald inquired what the future holds for the closed rest areas and would these areas continue to be a place for truckers to rely.

Sprynczynatyk commented when the area is "Truck Traffic Only" the public uses it too and there is a need for more maintenance which pose some additional costs..

Rep. Carlisle announced the weight station issue would be brought to the Government Operations committee in the Hwy. Patrol budget January 14th.

Rep. Skarphol asked if the DOT did an exit study on the 1997 strategic business plan and was a summary completed.

Sprynczynatyk responded a exit study was completed, but no formal summary.

Rep. Timm commented he can't understand why it should take 3-4 years to implement a goal to improve customer service, he wondered why that wouldn't be an immediate goal.

Sprynczynatyk responded a formal date is needed to complete analysis.

Rep. Koppelman asked what the status of competition for new hires vs. career employees.

Sprynczynatyk replied the last legislative session allotted the department to help improve the staffing.

Rep. Koppelman asked if there were challenges with career employees being upset over new hire incentives.

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Sprynczynatyk responded it has been difficult, but they try their best to reduce compression.

Rep. Kerzman asked that the DOT share with the committee the results of the Regent speed limit study.

Levl responded it was not the most effective way to protect the highways, but solutions are adding axles to the trucks.

Rep. Kerzman asked about the recruiting effort for state engineers.

Sprynczynatyk responded the department methods are based upon state law, contracts are negotiated. Approximately 30% of the work is contracted to consultants.

Rep. Delzer asked if the department can contract out for snow removal.

Sprynczynatyk replied the department has contracted the excess snow work

Rep. Delzer asked what will be the ownership of the Four Bears Bridge and commented there are concerns regarding the naming of the bridge.

Sprynczynatyk replied the ownership will be with the state of ND and the legislature would have control in the naming of the bridge. A context sensitive analysis is necessary due to federal regulation and there will be a native American theme on the side of the bridge. He also commented he felt it best to call it the 4 Bears Bridge.

Rep. Rennerfeldt asked how this project was able to move so quickly compared to others.

Sprynczynatyk responded the impact of the bridge was only on the fish in the immediate area.

Rep. Wald asked if local money is used when a road is built through a town and does the state have control access.

Sprynczynatyk responded typically 80% and yes the state maintains access.

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