

FISCAL NOTE

Requested by Legislative Council
01/17/2001

Bill/Resolution No.: HB 1308

Amendment to:

1A. **State fiscal effect:** *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	1999-2001 Biennium		2001-2003 Biennium		2003-2005 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues						
Expenditures						
Appropriations						

1B. **County, city, and school district fiscal effect:** *Identify the fiscal effect on the appropriate political subdivision.*

1999-2001 Biennium			2001-2003 Biennium			2003-2005 Biennium		
Counties	Cities	School Districts	Counties	Cities	School Districts	Counties	Cities	School Districts

2. **Narrative:** *Identify the aspects of the measure which cause fiscal impact and include any comments relevant to your analysis.*

1A. State fiscal effect: There would be an estimated loss of approximately \$175,000 per biennium. These funds would be lost to the highway construction fund.

1B. County, city, and school district fiscal effect: Unknown -- loss to counties would depend on total amount lost to the highway trust fund that would have been redistributed to the local jurisdictions.

The fiscal note is based on rough estimates taken from the transporters involved and computed on a 12-month basis, which includes times roads are restricted. In order to accurately estimate the fiscal impact, the total number, weight, and time of travel would have to be known.

3. **State fiscal effect detail:** *For information shown under state fiscal effect in 1A, please:*

A. **Revenues:** *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

Not knowing when this project would start, it would be impossible to assess the revenue loss

to a specific biennium. The following information is a breakdown by type of revenue loss:

106 Wind Towers (wind generators)

Projected number of oversize/overweight load movements: **540** (Does not include equipment needed to assemble the towers -- next to impossible to project.)

Origin: Fargo **Destination:** Cooperstown

\$20 permit per trip: **\$10,800**

Ton mile fee: **\$149,248** plus unknown number of loads for equipment used to assemble towers. (Ton mile is based on 212 loads moved during spring thaw and dependent on number of loads moved during spring thaw.)

\$10 permit per trip: **\$5,400**

Ton mile fee: **\$74,624** plus unknown number of loads for equipment used to assemble towers. (Ton mile is based on 212 loads moved during spring thaw and dependent on number of loads moved during spring thaw.)

Origin: Fargo **Destination:** Edgeley

\$20 permit per trip: **\$10,800**

Ton mile fee: **\$180,412** plus unknown number of loads for equipment used to assemble towers. (Ton mile based on 212 loads moved during spring thaw and dependent on number of loads moved during spring thaw.)

\$10 permit per trip: **\$5,400**

Ton mile fee: **\$90,206** plus unknown number of loads for equipment used to assemble towers. (Ton mile based on 212 loads moved during spring thaw and dependent on number of loads moved during spring thaw.)

B. Expenditures: *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

There should be no additional expenditure; the amounts of permits issued and mile tax computations would remain the same.

C. Appropriations: *Explain the appropriation amounts. Provide detail, when appropriate, of the effect on the biennial appropriation for each agency and fund affected and any amounts included in the executive budget. Indicate the relationship between the amounts shown for expenditures and appropriations.*

N/A

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Agency: Highway Patrol
Date 01/19/2001
Prepared: