

MICROFILM DIVIDER

OMB/RECORDS MANAGEMENT DIVISION

SFN 2053 (2/85) 5M



ROLL NUMBER

DESCRIPTION

2012

2001 SENATE APPROPRIATIONS

SB 2012

2001 SENATE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. SB2012

Senate Appropriations Committee

Conference Committee

Hearing Date January 10, 2001

Tape Number	Side A	Side B	Meter #
Tape #1	x		42.4 - 54.4
Tape #1		x	0.0 - 50.9
Tape #2	x		0.0 - 54.7
Tape #2		x	0.0 - 19.9
Committee Clerk Signature <i>Janice Patech</i>			

Minutes:

Senator Nething called the hearing on SB2012 to order.

David Sprynczynatyk, Director of the North Dakota Department of Transportation, presented testimony before the Senator Appropriations Committee on Wednesday, January 10, 2001 (a copy of his written testimony is attached).

Senator Robinson: These requests over emergency relief funds? Expand on projects?

Director Sprynczynatyk: Since 1993 the state has experienced rain, snow in excess of need; we have received 150 million to help with these disasters in the past --- this is a one time basis request of funds to help us secure federal funds to address the problems.

Senator Solberg: 4 to 1 match --- could be better?

Director Sprynczynatyk : Matches depend on the project; they differ; could be 90-10 split and less. We take advantage of matching possibilities -- it is 8 million match to receive 32 million.

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Senator Solberg: FEMA is 90-10?

Director Sprynczynatyk: Changes, 90-10 common but could be more/less. I need to check for the non-federal match split.

Senator Solberg: 40 million -- deficiency emergency for the next biennium -- to pay for work in the future or things done in the past?

Director Sprynczynatyk: We hope there will be no more emergencies -- this federal program has a certain level of work due to disasters, results identified problems, Grant Levi will explain further, lots in the Devils Lake area, granted.

Senator Solberg: Devils Lake area has a number of bridges under water -- are you now applying for match to repair the mistakes made there, for not doing what you felt right and the feds not allowing you to do as thought best?

Director Sprynczynatyk: No argument, Devils Lake may still go up -- levels have to go to 1465 at least -- a good 6 feet above natural outlet.

Senator Bowman: Relationship costs for wetlands and roads that can't be drained, what's the impact?

Director Sprynczynatyk: We haven't done a study. Since 1993 we have received 150 million emergency relief -- used to address flood, lake, and wetlands disasters. We haven't the complete data nor have we analyzed what we have.

Senator Bowman: Possible to work with other states and address federal agency requirements?

Director Sprynczynatyk: Those discussions have taken place, and we hope to continue working together, one example is Devils Lake, the interest and potential effect of places down stream, the impact on other communities when they receive the water.

Senator Tomac: 8 million? Additional from where? Where is it in the budget?

Director Sprynczynatyk: Not in the budget. \$15 fee included; needed to receive outside emergency relief. The 8 million is addressed in SB2112 (I believe that is the correct number); assume we will receive the emergency funds, we are borrowing to repay. 26 of the 32 million is now available from the federal sources.

Senator Tomac: \$15 increase -- in which bill?

Director Sprynczynatyk: SB 2159 (we think), we'll get back to you if different.

Senator Tomac: Will this committee hear that bill?

Senator Nething: Yes.

Senator Tomac: Why wouldn't you, or do you, consider gas tax increase rather than vehicle registration fee increase?

Director Sprynczynatyk: Decision made by OMB and the governor's office; both felt this was the best approach for the federal match.

Senator Heitkamp: \$5 fee for the license plate, \$15 for everyone that has a vehicle licensed (old or new, used daily or not)? So \$20 first year, then \$15 second for all?

Director Sprynczynatyk: Yes.

Senator Heitkamp: Increase fee for drivers license?

Director Sprynczynatyk: Request that you hold that question until Marsha Lembke, Director of the Drivers License and Traffic Safety Division is at the podium.

Senator Thane: Thanks for a remarkable job -- but, are you keeping up? Roads seem to deteriorate faster than you can repair them?

Director Sprynczynatyk: No we cannot keep up. A study of needs by the cities/counties indicates that cost is doubling for the cities and counties to retain roads. The state is now doing a

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needs assessment study, some deficiencies seen, the maintenance is not kept up; it's beyond the shift of demographics.

Grant Levi, Deputy Director for Engineering, North Dakota Department of Transportation, presented testimony on the department's budget (pages 3-6 of the written testimony attached).

Senator Tallackson: We heard much about the 20 year cycle plan --- are you falling behind there?

Deputy Director Levi: Years, based on today's information.

Senator Thane: Have you taken into consideration the shuttle train system that seems to be in the near future for agriculture, value-added agriculture needs?

Deputy Director Levi: We work closely with industries. Yes, we are aware and working with them on the shuttle train impact.

Senator Thane: It's a major concern, sources of deliver.

Senator Robinson: The past several sessions that department has presented a maintenance plan. It appears a minimal maintenance program on many roadways, is there more information on this?

Deputy Director Levi: State is in the process of reviewing low volume use roads; getting input from all areas -- will then formulate new plans.

Senator Solberg: 960 thousand for engineering adjustments? How many are on staff? Do you contract with private sector?

Deputy Director Levi: We are short 20 engineers/technical staff. Yes, we work with consulting firms.

Senator Solberg: By job? How do the private consulting costs relate to having an engineer on staff for full 12 month appointment?

Deputy Director Levi: We do not have a complete study which would provide such information.

Senator Nething: What percent of projects are you using consultants for?

Deputy Director Levi: Consulting used for off site projects appropriately 30-40 percent. For designs perhaps 25-30 percent.

Senator Heitkamp: We hear a lot about road restrictions -- and sometimes the lack of them --often makes for heavy use on county roads; are you coordinating with the counties when putting on restrictions?

Deputy Director Levi: We partner with local engineering staff in county etc. Try to do our best to balance things.

Senator Heitkamp: Hankinson project being put off -- or on schedule, as is?

Deputy Director Levi: Highway 13 project is on schedule.

Senator Andrist: On interstate construction -- you use split lanes for repair work -- but on Highway #83, you used pilot cars and make shift roads----why the difference?

Deputy Director Levi: We looked at the split system, but highway 83 has more accesses than the interstate system; more prone to accidents. We are in the process of reviewing such situations.

Senator Thane: Unauthorized detours, are they the department or contractor responsibility?
On #210 by pass they took 2 township roads, and literally destroyed the gravel on them.

Deputy Director Levi: We work with local entities of government, but this is a gray area, we have no authorization to stop it.

Paul Feyereisen, Director of the State Fleet Services Division, Department of Transportation, presented testimony (copy of written text is attached), regarding the fleet service division.

Senator Solberg: Do you now have standard size truck boxes: Rules and regulations set?

Paul Feyereisen: Yes, we did have too many combinations; now have two styles of boxes (12 and 14 of each style); North Dakota dealers will get specs when we again purchase.

Senator Solberg: Changed the rules? Rugby manufacturing has been hurt as they have been unable to submit bids. This may also hurt the taxpayers as other firms within North Dakota may not be able to compete --- and the taxpayers are hurt because of higher prices -- changes done?

Paul Feyereisen: Yes, they are nothing out of the ordinary.

Senator Solberg: Do you still have a fuel contract with Atlanta?

Paul Feyereisen: Yes, still Petro source out of Atlanta.

Senator Solberg: This the best, most efficient?

Paul Feyereisen: Yes the contractor does not take "mark up". Only .039% taken by contractor, much less than if we were to purchase each gallon, manage the ordering, paying etc. The credit card currently has no charge, probably wouldn't be if we did it ourselves.

Senator Robinson: What is the policy on department assignments -- costs of new versus older? Mileage cost? Utility costs? Are they cost effective? And why assign new trucks to research stations for field work, for example, when an older vehicle would serve their purpose and be less costly?

Paul Feyereisen: Table 3, page 9, third line down gives detail on costs. We work with the research stations and the extension service regarding new and old vehicles -- doing the best that we can. We realize the cost of rental from state agencies has a tremendous impact on their individual budgets -- and the price of gas puts pressure on the budgets.

Marsha Lembke, Director of the Drivers License and Traffic Safety Division, Department of Transportation, presented that agency's budget (copy of written testimony is attached). She also included a brochure (copy attached) of the "1999 Executive Summary."

No, the drivers license fee will not increase, she indicated in response to Senator Heitkamp's earlier question.

Senator Lindaas: Are the licenses now digitized? Or do you still use social security numbers? Is that number printed?

Marsha Lembke: It is up to the driver, we can do either. If the individual does not want to use his/her social security number, we can use what we call the 999 system.

Senator Lindaas: Individuals feel exposed when using the social security number, not confidential?

Marsha Lembke: Yes, we have had a number of calls, we meet the needs as we can.

Senator Thane: With the aging population, driving becomes very important to them...fear of losing that privilege.. Are your testers trained to be age sensitive?

Marsha Lembke: Yes they are trained, ready to serve individuals of all ages, health concerns are not with elderly only -- our testers are trained to check all, sensitive to limitations.

Senator Schobinger: Your "do buckle, don't booze" has been used for some 3 years now -- do you have any statistics?

Marsha Lembke: We do not have complete data. But 52% of the 1999 fatalities were alcohol related; and in 2000 there were 95 fatalities and we anticipate perhaps 42-45% will be alcohol related (takes about 30 days following the end of calendar year to secure statistics. On aggregate, overall is about 40% level.

Keith Kiser, Director of the Motor Vehicle Division of the Department of Transportation, presented the division documentation (copy of written testimony, pages 12-13 is attached).

Senator Nething: In 1987 new plates were \$1, last year \$3, now \$5? Does this cover the cost of making plate?

Keith Kiser: Cost of issuing plate goes beyond cost of manufacturing it.

Senator Nething: Could you provide us with a breakdown?

