

**FISCAL NOTE**  
Requested by Legislative Council  
01/26/2011

Bill/Resolution No.: SB 2324

**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.*

	2009-2011 Biennium		2011-2013 Biennium		2013-2015 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues				\$0		\$0
Expenditures						
Appropriations						

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

2009-2011 Biennium			2011-2013 Biennium			2013-2015 Biennium		
Counties	Cities	School Districts	Counties	Cities	School Districts	Counties	Cities	School Districts

**2A. Bill and fiscal impact summary:** *Provide a brief summary of the measure, including description of the provisions having fiscal impact (limited to 300 characters).*

SB2324 changes an allowance for sugar beets & potatoes & changes it to all agricultural products. It allows these products to qualify for purchase of a 10% over permit & not just to the first point of storage but now allows from a temporary initial storage site to a commercial storage site.

**B. Fiscal impact sections:** *Identify and provide a brief description of the sections of the measure which have fiscal impact. Include any assumptions and comments relevant to the analysis.*

The addition of all agricultural products as qualifying for the 10% over permit will not increase the related permit fee revenues collected by the Highway Patrol. The additional agricultural products that would benefit by this change are already purchasing the 10% over permits to increase their weights to the first point of storage.

Counties and Cities also have authority to sell overweight permits. However, not all are doing so. We have no way of determining the impact of this bill on the county and city revenues,

An increase of 10% in the Gross Vehicle Weight of trucks results in a disproportionate increase in relative pavement damage. This increased damage, depending on the particular roadway, can result in a substantial reduction in pavement service life. The reduction in pavement service life will accelerate the need for maintenance and rehabilitation activities. The existing structure and condition of individual roadways must be considered. At this time, we have no way of determining the cost of this additional damage.

**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.*

**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.*

The addition of all agricultural products as qualifying for the over permits will increase the long term damage to the highways in the state. The increased loads will decrease the life of the pavements. We have no way to determine the

extent or cost of this additional damage.

- C. **Appropriations:** *Explain the appropriation amounts. Provide detail, when appropriate, for each agency and fund affected. Explain the relationship between the amounts shown for expenditures and appropriations. Indicate whether the appropriation is also included in the executive budget or relates to a continuing appropriation.*

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