

**FISCAL NOTE**  
**Requested by Legislative Council**  
**02/06/2017**

Amendment to: HB 1255

- 1 A. **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.*

	2015-2017 Biennium		2017-2019 Biennium		2019-2021 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
<b>Revenues</b>				\$607,750		\$1,144,000
<b>Expenditures</b>		\$15,000				
<b>Appropriations</b>						

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

	2015-2017 Biennium	2017-2019 Biennium	2019-2021 Biennium
<b>Counties</b>			
<b>Cities</b>			
<b>School Districts</b>			
<b>Townships</b>			

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

This bill provides for a large truck primary highway network and the permitting of increased vehicle weights.

- 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.*

- Assumes that the Interstate System will gain Congressional approval during the second year.
- Assumes no intersection improvements completed
- Each permit generates \$700 for the State Highway Fund and \$15 for the Motor Carrier Electronic Permit Transaction Fund.

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.*

This scenario assumes an increasing number of permits each biennium. For the 17-19 biennium we are estimating sales of 850 permits generating \$595,000 of revenue for the State Highway Fund and \$12,750 for the Motor Carrier Electronic Permit Transaction Fund. For the 19-21 biennium we are estimating sales of 1,600 permits generating \$1,120,000 of revenue for the State Highway Fund and \$24,000 for the Motor Carrier Electronic Permit Transaction Fund.

This bill will have a negative impact on the amount of fuel taxes collected in North Dakota due to larger loads carried by fewer trucks. However, we have no reliable way to determine what that impact may be.

- 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 Highway Patrol will incur a one-time cost of approximately \$15,000 in the 15-17 biennium to modify the Motor Carrier Electronic Permit system to accommodate the provision of this bill.

- There will be a long term increase in pavement and bridge repair costs as a result of this bill. However, at this time we have no reliable method to determine the extent and timing of these costs.

- NDDOT will incur additional costs for increased bridge inspections. We estimate these costs will be approximately \$20,706 in fiscal year 2019.

- 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 or a part of the appropriation is included in the executive budget or relates to a continuing appropriation.*

The \$15,000 of increased expenditures that will be incurred by the Highway Patrol are already covered by a continuing appropriation from the Motor Carrier Electronic Permit Transaction Fund.

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**Date Prepared:** 02/07/2017