

**1999 HOUSE TRANSPORTATION**

**HCR 3052**

1999 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. 3052

House Transportation Committee

Conference Committee

Hearing Date February 25, 1999

Tape Number	Side A	Side B	Meter #
1	x		26.3-35.0
1		x	26.0-28
Committee Clerk Signature <i>Laurie</i>			

Minutes:

CHAIRMAN KEISER OPENED THE HEARING ON HCR 3052; A RESOLUTION DIRECTING THE LEGISLATIVE COUNCIL TO STUDY HOW THE TRANSPORTATION INFRASTRUCTURE AND SERVICES DELIVERY SYSTEM IN THIS STATE AFFECT THE PRICE FOR AGRICULTURAL COMMODITIES GROWN OR RAISED IN THIS STATE. REPRESENTATIVE RALPH METCALF, District 24, introduced HCR 3052. (See written testimony).

REP. LEMIEUX asked if there was potential for the movement of bulk commodities.

REP. METCALF said that it was a possibility.

REP. KEISER noted that the resolution was restricted to agriculture. Is there a reason for that?

REP. METCALF said that he wondered that himself and said that he was open to any amendments that the committee might offer.

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House Transportation Committee

Bill/Resolution Number Hcr 3052

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JOHN MELKE, Executive Director of the Public Service Commission testified in support of HCR 3052. He noted that primarily in the case of rail matters the PSC was in favor of looking into this.

CHAIRMAN KEISER CLOSED THE HEARING ON HCR 3052.

GENERAL DISCUSSION TOOK PLACE.

COMMITTEE ACTION

REP. MEYER moved a DO PASS on HCR 3052. REP. SVEEN seconded the motion. The motion carried.

ROLL CALL - 12 YEA, 0 NAE, 3 ABSENT AND NOT VOTING.

FLOOR ASSIGNMENT - REP. LEMIEUX

Date: 2/25  
Roll Call Vote #: 1

1999 HOUSE STANDING COMMITTEE ROLL CALL VOTES

HCE BILL/RESOLUTION NO. 3052

House Transportation Committee

- Subcommittee on \_\_\_\_\_  
or  
 Conference Committee

Legislative Council Amendment Number \_\_\_\_\_

Action Taken DO PASS

Motion Made By Rep Meyer Seconded By Rep Sreen

Representatives	Yes	No	Representatives	Yes	No
Representative Keiser, Chair	✓		Representative Thorpe	✓	
Representative Mickelson, V. Ch.	✓				
Representative Belter	✓				
Representative Jensen	✓				
Representative Kelsch	✓				
Representative Kempenich	✓				
Representative Price					
Representative Sveen	✓				
Representative Weisz					
Representative Grumbo	✓				
Representative Lemieux	✓				
Representative Mahoney					
Representative Meyer	✓				
Representative Schmidt	✓				

Total (Yes) 12 No 0

Absent 3

Floor Assignment Rep Lemieux

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE (410)  
February 25, 1999 11:26 a.m.

Module No: HR-34-3536  
Carrier: Lemieux  
Insert LC: . Title: .

**REPORT OF STANDING COMMITTEE**

**HCR 3052: Transportation Committee (Rep. Keiser, Chairman) recommends DO PASS and BE PLACED ON THE CONSENT CALENDAR (12 YEAS, 0 NAYS, 3 ABSENT AND NOT VOTING). HCR 3052 was placed on the Tenth order on the calendar.**

**1999 SENATE AGRICULTURE**

**HCR 3052**

1999 SENATE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HCR 3052

Senate Agriculture Committee

Conference Committee

Hearing Date 3/18/99

Tape Number	Side A	Side B	Meter #
2		X	1014-2315
2		X	3915-4070
Committee Clerk Signature <i>Micia Ingerson</i>			

Minutes:

Senator Wanzek called the meeting to order, roll call was taken, all were present.

Senator Wanzek opened the hearing on HCR 3052.

Representative Metcalf introduced the bill. Testimony enclosed.

Senator Sand: If we could get it all out at once no place could handle it, can you help me?

Representative Metcalf: No I can't.

Steve Strege from the ND Grain Dealers stood in support of the resolution.

Senator Sand: Could you answer my question relative to the markets to take care of all of the grain we wanted to ship at one time.

Steve Strege: One example happened a couple years ago, the cars were full down south so our grain ended up sitting on the ground, by the time some things cleared up the market had gone down so we lost out on that market.

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Senate Agriculture Committee

Bill/Resolution Number Hcr 3052

Hearing Date 3/18/99

James Moench from COFA stood in support of the bill. We have had tremendous changes in transportation system, but I think we are behind in understanding how transportation affects our agriculture.

Kelly Shockman from the National Farmer's Organization stood in support of the bill.

Senator Wanzek closed the hearing on HCR 3052.

Discussion was held.

Senator Klein made the motion for a Do Pass.

Senator Mathern seconded.

ROLL CALL: 7 Yes, 0 No

CARRIER: Senator Sand

The bill was placed on the consent calendar.

Date: 3/18  
Roll Call Vote #: 1

1999 SENATE STANDING COMMITTEE ROLL CALL VOTES  
BILL/RESOLUTION NO. HCR 3053

Senate Agriculture Committee

Subcommittee on \_\_\_\_\_  
or  
 Conference Committee

Legislative Council Amendment Number \_\_\_\_\_

Action Taken Do Pass Consent

Motion Made By Klein Seconded By Mathern

Senators	Yes	No	Senators	Yes	No
Senator Wanzek	✓				
Senator Klein	✓				
Senator Sand	✓				
Senator Urlacher	✓				
Senator Kinnoin	✓				
Senator Kroeplin	✓				
Senator Mathern	✓				

Total (Yes) 7 No 0

Absent \_\_\_\_\_

Floor Assignment Senator Sand

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE (410)  
March 18, 1999 4:31 p.m.

Module No: SR-49-5146  
Carrier: Sand  
Insert LC: . Title: .

**REPORT OF STANDING COMMITTEE**

**HCR 3052: Agriculture Committee (Sen. Wanzek, Chairman) recommends DO PASS and BE PLACED ON THE CONSENT CALENDAR (7 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING).** HCR 3052 was placed on the Tenth order on the calendar.

1999 TESTIMONY

HCR 3052

## HOUSE CONCURRENT RESOLUTION NO. 3052

## TESTIMONY BY

## REPRESENTATIVE RALPH METCALF

Chairman Keiser and members of the House Transportation Committee, I am Representative Ralph Metcalf from District 24, Barnes County and I bring House Concurrent Resolution No. 3052 to you to ask for a study of the transportation needs of our agricultural and industrial communities to insure these needs will be met with fair and equitable costs and in a timely fashion.

Transportation of agriculture product seems to be a predominant problem during our harvest, there never seems to be enough rail cars to meet our needs. Consequently the local elevator manager is required to pile quality grain on the ground outside without weather protection, thus allowing it to deteriorate. Trucks are not available at this time as most are needed to assist with the harvest.

In addition, rail rates seem to be much higher than other areas of the great plains states to the point that it is less expensive to move a considerable amount of our small grains to the terminals via trucks. But trucking is expensive and injurious to our road systems while rail should be our best and least expensive method of transportation for our commodities.

This is not to say that studies and information on this most vital service have not been done. On the contrary it appears that information is available from many sources including but not limited to the Upper Great Plains Transportation Institute, the North Dakota Public Service Commission, the North Dakota Department of Transportation, North Dakota Grain Dealers Association to mention a few. Now is the time to bring all this information together with several purposes in mind.

First, we must insure that North Dakota producers are being treated fairly in the transportation cost arena. Secondly, we must insure that our present and future requirements for transportation in this state will be met, especially in the light that major railroads are asking to abandon many miles of railroad track. As abandoning is approved, we must assure that other portions of the railroads are improved to make sure that international

terminals and major commercial areas are easily and financially available for access, not only for agriculture products but also for major manufactured and product enhanced items that may be produced in North Dakota at some future date.

It may appear by my testimony that my only concern is railroad transportation. But we must look at all methods of moving our product to market as this is the only way we can have true economic development of our vast productive land. We must insure that our highways are maintained and developed not only for our current needs, but in anticipation of the future. The airline industry should be studied. Air freight is a major form of transportation for product world wide. Does North Dakota have adequate access to this service and is it positioned to support our future needs? We all know what problems we are currently having just in providing airline passenger service.

With our Garrison Dam, North Dakota is one of the major reasons there is barge traffic on the lower Missouri and Mississippi rivers. Maybe there is a way we could tap into this service.

Chairman Keiser and members of this committee. I believe, as do many of my fellow legislators, that this study is limited only by the foresight of the participants and is extremely essential for agriculture and future industrial development throughout this great State.

Thank you for allowing me the time in your busy schedule to present this study resolution to you. If you have any questions, I will be most happy to answer them to the best of my knowledge.

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