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ROLL NUMBER

DESCRIPTION

2360

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10/22/03

Date

2003 SENATE INDUSTRY, BUSINESS AND LABOR

SB 2360

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10/22/03
Date

2003 SENATE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. 2360

Senate Industry, Business and Labor Committee

☐ Conference Committee

Hearing Date 02-04-03

Tape Number	Side A	Side B	Meter #
1	xxx		2,333
Committee Clerk Signature <i>Lisa VanBurkum</i>			

Minutes: Chairman Mutch opened the hearing on SB 2360. All Senators were present.

SB 2360 relates to a loan program to assist students in truck driver training programs.

Senator Nethling introduced the bill. He stated that an estimated 1,000 trucks in North Dakota are parked with no one to drive them. There is a serious shortage of drivers in the state. Each truck generates an estimated \$14,000 in taxes per year. He then turns the testimony over to Leroy Ernst.

Leroy Ernst, Managing Director of ND Motor Carriers Association. He states that the trucking industry is a vital part of the state's economy- over 80% of all inbound and outbound freight is transported by truck. See attached testimony.

Mel Olson, Director of the Skills & Technology Training Center in Fargo, spoke in support of this bill. He stated that due to the shortage of students, it is hard to keep the school open. They have a hard time recruiting students because of the cost and time off of work with no income.

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10/22/03
Date

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Senate Industry, Business and Labor Committee

Bill/Resolution Number 2360

Hearing Date 02-04-03

The tuition for a student to take the truck driving course is \$3410.00 for six weeks of training. In this time, they are unable to support their families and cannot possibly take that much time off with no income. The passage of this bill would grant them a student loan which would be payable after the course with the bank paying 33% and the student paying 33% and the new employer paying 33%. See attached testimony.

Dave Tuhy, general manager and stockholder of Weist Truck Line, Inc. of Jamestown, ND, spoke in support of SB 2360. Weist currently has 10 trucks parked because there is no one to drive. He states that the parked trucks would provide the state with approximately \$530 in fuel tax revenue per month. Each of them would provide approximately \$620 per year in license fees. And each of them would support a North Dakota family. These ten trucks would provide 1 million dollars in taxable revenue brought in from out of state resources. See attached testimony. (tape 1, side A, meter no. 3200)

Representative Timm also spoke in support of this bill.

Marv Skar, owner of Wiley Trucking, spoke in support of this bill. He presented charts and graphs of the expenses to operate a school for truck driving. See attached. He explained the need for tuition assistance to these people in order to help keep the economy going by getting more trucks on the highways. He said there is an interest from people who want to become truck drivers, but the funds are not available. Passage of this bill would enable more people to go to school for this profession. He had to close his school in November, 2002.

Curt Peterson wanted to go on record in support of SB 2360.

Testimony in opposition

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Senate Industry, Business and Labor Committee

Bill/Resolution Number 2360

Hearing Date 02-04-03

Julie Kubisiak, Director of Student Loans of North Dakota, spoke in opposition to SB 2360. See attached testimony. She said that the only way they would support the bill was if they didn't have to forgive 33% of the loan.

Hearing was closed. No action taken.

The bill was discussed that afternoon and acted on.

Senator Every moved a DO PASS. Senator Krebsbach seconded.

Roll Call Vote: 6 Yes. 0 No. 1 Absent.

Carrier: Senator Nething

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10/22/03
Date

FISCAL NOTE
Requested by Legislative Council
03/31/2003

Amendment to: SB 2360

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.*

	2001-2003 Biennium		2003-2005 Biennium		2005-2007 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues				\$16,900		\$48,300
Expenditures				\$112,600		\$112,600
Appropriations			\$112,600		\$112,600	

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

2001-2003 Biennium			2003-2005 Biennium			2005-2007 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.*

ASSUMPTIONS --

- * 75 students per year will participate in the program
- * maximum loan amount is \$7,500
- * revenue - interest at BND base rate less cost of funds
- * assumed no additional f.t.e. costs or additional operating expenses for loan servicing
- * the loans are not guaranteed, or secured
- * expenditure - 10% of the borrowers will default on their loans

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.*

See question #2.

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.*

See question #2.

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.*

BND specifically requests appropriation of monies to fund the defaults as shown.

Name:	Al Nosbusch	Agency:	Bank Of North Dakota
Phone Number:	328-5742	Date Prepared:	03/31/2003

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10/22/03
Date

FISCAL NOTE
Requested by Legislative Council
02/20/2003

Amendment to: SB 2360

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.*

	2001-2003 Biennium		2003-2005 Biennium		2005-2007 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues				\$5,900		\$13,700
Expenditures				\$60,000		\$60,000
Appropriations			\$60,000		\$60,000	

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

2001-2003 Biennium			2003-2005 Biennium			2005-2007 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.*

ASSUMPTIONS --

- * 75 students per year will participate in the program
- * maximum loan amount is \$4,000
- * revenue - interest at BND base rate less cost of funds
- * assumed no additional f.t.e. costs or additional operating expenses for loan servicing
- * the loans are not guaranteed, or secured
- * expenditure - 10% of the borrowers will default on their loans

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.*

See question #2.

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.*

See question #2.

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.*

BND specifically requests appropriation of monies to fund the defaults as shown.

Name:	Al Nosbusch	Agency:	Bank Of North Dakota
Phone Number:	328-5742	Date Prepared:	02/24/2003

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10/22/03
Date

FISCAL NOTE
Requested by Legislative Council
01/28/2003

Bill/Resolution No.: SB 2360

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.

	2001-2003 Biennium		2003-2005 Biennium		2005-2007 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues				\$6,600		\$18,000
Expenditures				\$51,400		\$102,800
Appropriations			\$51,400		\$102,800	

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

2001-2003 Biennium			2003-2005 Biennium			2005-2007 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.

ASSUMPTIONS --

- * 30 students per year will participate in the program, of which 50% remain in the state to work and qualify for the loan forgiveness
- * cost of the program is \$3,400 tuition plus \$3,000 living expenses
- * Revenue - interest at BND base rate less cost of funds
- * Expenditure - forgiveness of one third of principal & interest
- * all employers provide the training assistance match (one third of principal & interest)(if some do not the impact to the Bank will be reduced)
- * assumed no additional f.t.e. costs or additional operating expenses for loan servicing
- * the loans are not guaranteed, or secured (most borrowers will have no collateral)
- * Expenditure - 10% of the borrowers will default on their loans

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.

See question #2.

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.

See question #2.

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.

BND specifically requests appropriation of monies to fund the amount of loan forgiveness and defaults as shown.

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Operator's Signature Deanna Waller Date 10/22/03

Name:	Al Nosbusch	Agency:	Bank of North Dakota
Phone Number:	8-5742	Date Prepared:	01/29/2003

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Deanna Staller
Operator's Signature

10/22/03

Date

Date: 2-4-03
Roll Call Vote #: 1

2003 SENATE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 236

Senate **IBL** BILL/RESOLUTION NO. **2360** Committee

☐ Check here for Conference Committee**Legislative Council Amendment Number**

Action Taken DO PASS-to Appropriations

Motion Made By Every Seconded By Krebsbach

[illegible]

Total (Yes) 6 No 0

Absent _____

Floor Assignment Nothing

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

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Operator's Signature Deanna Hall Date 10/22/03

REPORT OF STANDING COMMITTEE (410)
February 5, 2003 1:44 p.m.

Module No: SR-22-1744
Carrier: Nothing
Insert LC: . Title: .

REPORT OF STANDING COMMITTEE

SB 2360: Industry, Business and Labor Committee (Sen. Mutch, Chairman) recommends DO PASS and BE REREFERRED to the Appropriations Committee (6 YEAS, 0 NAYS, 1 ABSENT AND NOT VOTING). SB 2360 was rereferred to the Appropriations Committee.

Date: 4-02-03
Roll Call Vote #: 1

2003 SENATE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO.

Senate _____ Committee 2360

☐ Check here for Conference Committee

Legislative Council Amendment Number _____

Action Taken Do Concur

Motion Made By _____ Seconded By _____

Senators	Yes	No	Senators	Yes	No
Mutch	X				
Klein	X				
Krebsbach	X				
Nethune	X				
Hickman	X				
Evans	X				
Espigard	X				

Total (Yes) _____ No _____

Absent _____

Floor Assignment _____

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

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2003 SENATE APPROPRIATIONS
SB 2360

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10/22/03
Date

2003 SENATE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. SB 2360

Senate Appropriations Committee

☐ Conference Committee

Hearing Date February 11, 2003

Tape Number	Side A	Side B	Meter #
#1	x		2,132-end
#1		x	0-755
Committee Clerk Signature <i>Jan Hendricks</i>			

Minutes:

Senator Holmberg, chair opened the hearing on SB 2360. Senator Grindberg will be taking over the meeting.

Senator Dave Nothing, (#2176) District 12 from Jamestown, was a sponsor of SB 2160. No written testimony. This bill is designed to provide for truck drivers education. There are a lot of trucks sitting without drivers. This bill will provide the needed assistance for persons who wish to change careers and to put more drivers in trucks that are now sitting idle.

Questions: (#2333)

Senator Kilzer: He wanted to know if this would be a revolving loan program. Senator Nothing replied that at this stage that the part paid back would be revolving. Most of our loan programs are set up that way.

(#2380) LeRoy Ernst, Managing Director of the Motor Carriers Association (NDMCA) Written testimony attached. Over 80% of all inbound and outbound freight is transported by truck.

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Date

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Senate Appropriations Committee
Bill/Resolution Number SB 2360
Hearing Date February 11, 2003

According to the American Transportation Research Institute, the trucking industry provided over 26,000 jobs or one out of 13 jobs in the state in the year 2000. Total wages exceeded \$767 million dollars with an average salary of \$29,110. There is a truck driver's shortage, which hampers service. Older drivers are retiring and younger drivers are needed. All indications are that as the economy turns around the driver shortage will increase dramatically. The only truck driving school in the state closed several years ago which was at Dickinson State College. Today, the only facility that trains drivers is the Skills & Technology Training Center in Fargo. The Center has been unable to attract the numbers of students because of the lack of a student loan program which truck driver training candidates can qualify for. Last year there were only 40 drivers at the Center. The need is for several hundred each year in our state. Jobs that would pay \$35 to \$50 thousand annually. That is why this bill is so important, so that students could qualify for student loans.

Mal Olson was unable to attend because of weather. (He later sent written testimony - Exhibit #5, which is attached to the minutes.

Questions: (#2836):

Senator Andrist: \$51,400 from general fund, would that be the amount needed for the 1/3 forgiveness of the loan? Answer by Mr. Ernst stated that was his understanding. Senator Andrist continued with how many people do you anticipate this will serve? Answer by Mr. Ernst replied that he was hoping for 200-300 each year to be trained through the Skills Center.

J.P. Wiest (#3035) testified in favor of SB 2360. President of Wiest Truck line Inc., Jamestown, and President of the North Dakota Motor Carriers Association. No written testimony.

Deanna Waller
Operator's Signature

10/22/03

Date

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Senate Appropriations Committee
Bill/Resolution Number SB 2360
Hearing Date February 11, 2003

He stated that the industry was suffering from the lack of drivers. He stated that the drivers could be hearing in excess of \$40,000 per year. Customers are out of state shippers, which means new money coming into the state. If SB 2360 is passed, this is a loan not a grant. 1/3 would be paid by the driver working for a ND based carrier, 1/3 would be paid by a ND based employer, and 1/3 would be forgiven by the State of North Dakota, which would be replenished by the taxes paid by the equipment rolling, by the employer and by the employee who will be earning double the wages that he was previously. If the bill were to pass it would allow an individual to move from a \$7 or \$8 dollar an hour job to a \$40,000 per year plus, and to have a career within North Dakota and not having to move their families outside of North Dakota.

Questions: (#3580)

Senator Bowman: He wondered if there was an data to backup the claim that the reason these students weren't going to this school was because of the debt forgiven? Is this an idea that might help attract drivers? Mr. Wiest replied that it was not an official survey. Drivers have to have a commercial drivers license, which means they have to go to Skills and Training Center, which is \$3400. It isn't the 1/3 forgiveness that will attract the drivers, it is the fact that they can borrow the money to go to school. The guys that want to go to this school can not go to their bankers to get \$7 or \$8 Thousand dollars to pay for their tuition, board and room while they are in Fargo and support their family in another town. Senator Bowman continued that he just had 3 daughters that went to college and they borrowed all the money they needed to go to school and they don't get a \$35,000 a year job when they get through with school and they are paying off their loans. It seems like it would be very easy to pay of these loans if the pay is as good as you say they are. This is not a lot of money to invest to get back what you will earn when you graduate, especially

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Senate Appropriations Committee
Bill/Resolution Number SB 2360
Hearing Date February 11, 2003

if there is that many jobs available, and that banks would be happy to loan these folks that money. Mr. Wiest replied that they drivers have to be 21 years old before they qualified to drive. By the time they are this age, they are working at some other job at \$7 or \$8 per hour and they have taken on a debt load and gotten married, started a family, which is different than if they are 17 or 18 and getting a student loan. These guys are not qualified for a student loan because these programs have to be a 16 week program, minimum.

Senator Mathern: He wanted to know how the trucking company would participate? Mr. Wiest replied the drivers would work for ND carriers, and not for out of state carriers, and the employer would pay 1/3 of their loans to keep them here. By the trucker being responsible for 1/3 of the loan, it gives them some ownership. If the student should decide to go to work for an out of state carrier then they would have to pay the entire loan.

Senator Christmann: He wondered how long the program was? Mr. Wiest stated it was 6 weeks.

Senator Andrist: Our concern here is to protect those general fund dollars which are so short, he would like to see the state paying the 1/3 not by general fund dollars but by Dept. of Transportation, either in a direct payment or by credit against the licensing fees the North Dakota trucking company pays. Mr. Wiest stated that was a excellent idea, but didn't know enough about it. Senator Kringstad: Is it just a 6 week course? Mr. Wiest explained that it was a 6 week class room course and some driving, then depending on the individual anyway from one week to 2 months riding with an experienced driver. An on the job type training. Senator Schobinger: Is there something that disqualifies these people, so that they need to go to this school? Can I go and get my CDL then do I have to go to your school, is there something that disqualifies me from working for your company or another? Mr. Wiest: That CDL is a piece of paper that says you are

Deanna Waller
Operator's Signature

10/22/03
Date

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Bill/Resolution Number SB 2360
Hearing Date February 11, 2003

qualified, but the paperwork that has to be learned goes along with it. Driving records are also considered.

(#4623) Marv Schaar (?) President of E.W. Wyle in Fargo. National wide trucking company, terminal in Des Moines and Fort Worth. In support of SB 2360. Exhibit #2 was presented, which is attached. Mainly facts and figures. He ran a trucking school for 12 years and recently closed it in November. First page of Exhibit #1 is the want ads for trucker drivers, 2nd page is the average salary a truck driver makes, 3rd page is the driver turnover history, 4th page is the cost of operating a school, and the last page is what is needed which includes - Job training funds for businesses that train underemployed workers; Tuition assistance for truck driver training schools out of North Dakota, some of their requirements included they had to be 23, they had to have perfect driving records - no DUI, no carelessness, etc., they also loaned the students money for school, board and room, etc and then had them repay the loan at 7 cents per mile when they started driving, but they found that soon the drivers were leaving the state and going to work for out of state companies and so the school was training for other companies and it was decided to stop; Student loans for truck driver training programs; Job training grants for trucking companies; Unemployment wages while attending truck driver training; Wage Assistance while drivers are in training. He also gave out a list of 3 states (Exhibit #3) of public funded schools.

Tape #1-Side A end

Tape #1 Side B -beginning

Questions: Tape #1-Side B -start 0

Senator Bowman: Wanted to know what Texas does to attract truck drivers, do they have a similar program? Answer: They had oil money from years ago that was set up to fund truck

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Senate Appropriations Committee
Bill/Resolution Number SB 2360
Hearing Date February 11, 2003

driving training. Senator Grindberg explained the eligibility for guarantee student loans is part of Title IV program that is set up by the US Department of Education and our private or public colleges need to meet certain requirements, clock hours, in order to have the program eligible for student loans and grants, etc. He wanted to know more on what was needed to make this eligible for guaranteeing student loans. He also wanted to know if they just directed the Bank of North Dakota to make "X" number of loans per biennium and the industry in partnership with the training center would underwrite that cost (1/3) and the bank would take the risk on the remaining portion, and if they had bad debt, then the legislature could deal with that, rather than a general fund appropriation. Response: They were told by Higher Ed that they (the truck driving schools) and not accredited with any school, so they are not eligible. They are affiliated with Wahapeton school and NDSU in Fargo, but the Bank of North Dakota is claiming that they (the truck driving school) has not affiliation. The 12 weeks that was in Dickinson was 6 weeks in the classroom and 6 weeks on the road, the person does not graduate until he has his on the road/job done. Then they had the 12 weeks so they were eligible, but with the Skills and Training Center in Fargo is a continuing education type class and it doesn't meet those qualifications.

Senator Robinson (#406) He wanted to know about benefits Answer: He pays about 90% of health care, 100% of single and a 5 year employee, his family medical care is paid by me 100%. 401(k), they can buy Ottertail power stock at a discount. A pretty broad range of benefits.

Opposition to SB 2360: (#552) Julie Kubisiak, Director of Student Loans of North Dakota at the Bank of North Dakota. Written testimony exhibit #4 which is attached. Bank of North Dakota supports the concept of the loan program, but is opposed with the forgiveness portion of SB 2360. The cost of the forgiveness program is estimated to be a total of \$154,200 (\$51,400 for

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Senate Appropriations Committee

Bill/Resolution Number SB 2360

Hearing Date February 11, 2003

the 2003-05 biennium and \$102,800 for the 2005-07 biennium). They feel that should not come from Bank of North Dakota profits.

Questions: (#690)

Senator Grindberg: Wanted to know if her division did all of the bad debt collections for all student loans in North Dakota administered by the Bank? Answer: Yes. Senator Grindberg wondered if they were willing to assume a kind of portfolio to set up a system that so many slots each biennium and the industry would write a 1/3 of it back to the individual. Answer: Absolutely, the Bank believes in the concept of the loan program, just concerned about the forgiveness.

With no other testimony on SB 2360, hearing was closed by Vice Chair, Senator Grindberg.

(#755)

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10/22/03

Date

2003 SENATE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. SB 2360

Senate Appropriations Committee

☐ Conference Committee

Hearing Date Feb. 19, 2003

Tape Number	Side A	Side B	Meter #
#2	x		100 - 656
Committee Clerk Signature <i>Jan Henderson</i>			

Minutes:

Senator Grindberg presented SB 2360 with amendments. SB 2360 deals with providing truck drivers education. He explained his amendments. Senator Grindberg visited with Bank of North Dakota who had some concerns regarding the debt forgiveness. Amendments attached. Senator Grindberg, moved to accept amendments as presented, seconded by Senator Andrist. Voice vote on amendment was taken. Motion carried.

Motion by Senator Grindberg for a DO PASS as AMENDED. Seconded by Senator Andrist.

Roll call vote was taken, which is attached. Total: 12 yes, 0 no and 2 absent and not voting.

Motion carried.

Senator Grindberg will carry the amendments. Senator Nething from Industry, Business and Labor will carry the bill.

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Deanna Ballin
Operator's Signature

10/22/03

Date

30653.0202
Title.0300

Prepared by the Legislative Council staff for
Senator Grindberg
February 14, 2003

JB
2-19-03

PROPOSED AMENDMENTS TO SENATE BILL NO. 2360

Page 1, line 2, after "programs" insert "; and to provide an appropriation"

Page 1, line 6, after "Loans" insert "and grants"

Page 1, line 9, replace "loans may be used to assist" with "Bank may issue up to one hundred fifty loans during the biennium. The maximum amount allowable per loan is four thousand dollars."

2. The Bank of North Dakota shall provide a schedule for repayment of any loan provided under subsection 1. The schedule must require that the student begin repayment no later than sixty days after completion of the truckdriver training program and that the loan be repaid in full within thirty-six months of the first payment.
3. The North Dakota state college of science may award an eligible student a grant in the amount of one thousand dollars. An eligible student for a grant under this subsection must:
 - a. Be enrolled in a truckdriver training program offered by the North Dakota state college of science; and
 - b. Have incurred an obligation to repay to the Bank of North Dakota a loan provided under subsection 1.
4. The North Dakota state college of science shall forward each grant awarded under this section directly to the Bank of North Dakota for the purpose of reducing the amount repayable by the student under section 1.

SECTION 2. APPROPRIATION. There is appropriated out of any moneys in the highway trust fund, not otherwise appropriated, the sum of \$165,000, or so much of the sum as may be necessary, to the North Dakota state college of science for the purpose of providing loan repayment grants to eligible students enrolled in a truckdriver training program, for the biennium beginning July 1, 2003, and ending June 30, 2005. The North Dakota state college of science may retain up to \$15,000 of the amount appropriated under this section as reimbursement for expenses incurred in administering the loan repayment grant program."

Page 1, remove lines 10 through 21

Renumber accordingly

Date: 7/19/02
Roll Call Vote #: 1

2003 SENATE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 2360

Senate Appropriations Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number _____

Action Taken do Pass as amended

Motion Made By Gundberg Seconded By Andrist

Senators	Yes	No	Senators	Yes	No
Senator Holmberg, Chairman	✓				
Senator Bowman, Vice Chair	✓				
Senator Grindberg, Vice Chair	✓				
Senator Andrist	✓				
Senator Christmann	✓				
Senator Kilzer	✓	✓			
Senator Krauter	✓				
Senator Kringstad	✓				
Senator Lindaas	✓				
Senator Mathern	✓				
Senator Robinson	✓				
Senator Schobinger	✓				
Senator Tallackson	✓				
Senator Thane	✓				

Total (Yes) 12 No 0

Absent 2

Floor Assignment Gundberg/Amendments nothing
Andrist

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

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Operator's Signature Deanna Hallen Date 10/22/03

REPORT OF STANDING COMMITTEE (410)
February 19, 2003 2:51 p.m.

Module No: SR-32-3317
Carrier: BODENHART
Insert LC: 30653.0202 Title: .0300

REPORT OF STANDING COMMITTEE

SB 2360: Appropriations Committee (Sen. Holmberg, Chairman) recommends AMENDMENTS AS FOLLOWS and when so amended, recommends DO PASS (8 YEAS, 5 NAYS, 1 ABSENT AND NOT VOTING). SB 2360 was placed on the Sixth order on the calendar.

Page 1, line 2, after "programs" insert "; and to provide an appropriation"

Page 1, line 6, after "Loans" insert "and grants"

Page 1, line 9, replace "loans may be used to assist" with "Bank may issue up to one hundred fifty loans during the biennium. The maximum amount allowable per loan is four thousand dollars.

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Page 1, remove lines 10 through 21

Renumber accordingly

2003 HOUSE APPROPRIATIONS

SB 2360

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10/22/03
Date

2003 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. SB 2360

House Appropriations Committee

☐ Conference Committee

Hearing Date 03-19-03

Tape Number	Side A	Side B	Meter #
1		X	18.8
2	X		20.3
Committee Clerk Signature <i>Chris J. Nylund</i>			

Minutes:

Chairman Svedjan Opened SB 2360 for discussion. A quorum was present.

Sen. Dave Nething Introduced bill and amendments.

Chairman Svedjan This is a loan program.

Sen. Nething Yes.

Leroy Ernst, Managing Director of the Motor Carriers Association Lobbyist #179 See

Written Testimony.

Rep. Aarsvold How do our drivers salaries compare nationwide?

Ernst They are comparable.

Rep. Koppleman What is the cost of the 6-week course?

Ernst \$7,500 about.

Rep. Timm I'll present amendments to this later.

Dick Johnson, Business Owner See written testimony.

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10/22/03
Date

Page 2
House Appropriations Committee
Bill/Resolution Number SB 2360
Hearing Date 03-19-03

JP Weist, President of Weist Trucking Recommends a Do Pass on SB 2360.

Rep. Delzer What is your starting pay per mile?

Weist \$.33 per mile.

Rep. Delzer When someone graduates from truck school, what is the schedule of events?

Weist They take 1 week with an experienced driver, then they go on short runs for one month.

Rep. Delzer What is your retention?

Weist 60% of trainees stay for the entire year.

Dave Britton, President of Britton Transport Appeared in support of SB 2360.

Rep. Wald If you had the drivers, would you get the loads?

Britton Yes.

Rep. Metcalf Do you encourage these drivers to pay this loan off in the form of a bonus?

Britton We don't, but it'd be in our interest to do so.

Rep. Aarsvold Are there hindrances to domicile in ND?

Britton There could be.

Rep. Delzer What's the length of time out for drivers?

Britton 7-10 days.

Mark Wolter, Fleet Administrator with Magnum Companies See Written Testimony. Every 10 trucks I move out of North Dakota costs the state 10 million dollars. The problem is not freight, its drivers.

Mel Olson, Director of Skills and Tech Training School in Fargo See Written Testimony.

Rep. Metcalf What is your full capacity?

Olson It is unlimited with the South East Tech arrangement.

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10/22/03
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Page 3
House Appropriations Committee
Bill/Resolution Number SB 2360
Hearing Date 03-19-03

Julie Kubeshak, Bank of North Dakota, Director of Student Loans A sunset provision should be put on this, but we support this.

Rep. Aarsvold Would there be a federal guarantee on this loan?

Kubeshak No.

Rep. Wald What would the interest be?

Kubeshak We'd have to evaluate it.

Rep. Wald Give me a ballpark.

Kubeshak I can't.

Rep. Wald Wouldn't the employer have interest in encouraging a payback program?

Kubeshak That would help this program a lot.

Wolter Our repayment schedule is \$700 per year. That's steep.

Hearing Closed

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2003 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. SB 2360

House Appropriations Committee

☐ Conference Committee

Hearing Date March 26, 2003

Tape Number	Side A	Side B	Meter #
1		X	42.5
Committee Clerk Signature <i>Chris S. Nelson</i>			

Minutes:

REP. SVEDJAN Called the committee to order.

REP. TIMM Gave a brief explanation of the bill. Stating it pertains to the truck driving training program regarding loans and grants to students. He presented amendments to the bill to the committee. If the amendments are adopted, it would be the same as the original bill except, the original bill had a forgiveness clause in it which will not be in the bill if we amend it.

REP. WALD Made a motion to adopt amendment 30653.0301.

REP. SKARPHOL Second the motion.

REP. AARSVOLD Stated this amendment is strictly a policy amendment and felt he was not sure they should be acting on it.

REP. CARLSON We talk a lot about policy, but many times the money is directly driven by the policy, if it is not appropriated or if it is appropriated, it comes to us for decision, and you

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10/22/03
Date

Page 2
House Appropriations Committee
Bill/Resolution Number SB 2360
Hearing Date March 26, 2003

have to get into the policy. If we want to just kill it because we don't like it, then we don't do our job either. It does get a second chance on the floor.

REP. TIMM The original bill was passed by the Senate Transportation committee in its entirety. The Senate Appropriations committee changed the policy.

REP. AARSVOLD There is no opportunity for the industry or affected people to come in to provide testimony for or against. We are acting strictly on our own limited knowledge of what the implications of the bill are. I question if this is the way we should be acting in this manner.

REP. TIMM Stated there are people here, we have people from the Motor Carrier Industry and people from the Bank of North Dakota, who were instrumental in having these changes made in the Senate Appropriations Committee. If you prefer to hear from these people before we proceed with this motion, it will be find.

REP. AARSVOLD That is appropriate. If there are concerns from the industry, I would be interested in finding that out.

REP. SKARPHOL I don't disagree that we hear from the affected folks, but I do feel it is our fiduciary responsibility as a committee to take a look at the policy changes.

REP. GLASSHEIM Asked how much is being appropriated, does it change the fiscal note, what are we doing financially, with the amendment?

LEROEY ERNST, MOTOR CARRIER'S ASSOCIATION Answered the question.

As you may recall, we were here last week testifying on the bill. The original bill that as presented or introduced, did not have a fiscal note. The first engrossment, that was the result of the amendments passed by the Senate Appropriations Committee, and subsequently, passed by the whole body of the Senate. Section 2 deals with \$165,000 of the Highway Trust Fund. We

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Page 3

House Appropriations Committee

Bill/Resolution Number SB 2360

Hearing Date March 26, 2003

feel that was inappropriate. We have been strong supporters of the highway trust fund, we used that as a diversion from the highway trust fund. As a result of that, we approached members of the House Appropriations Committee, including Rep. Timm, who is on the bill. When the bill came over to the House, it was originally assigned to your committee, it wasn't assigned to the House Transportation or House IBL. I was wondering about that. As you see, the proposed draft we envisioned no appropriations, it is a straight up bill as I envision it, that being a standard loan program administered by the Bank of North Dakota, which obviously, they are already doing in their student loan program. The reason we are asking for this is, under the present perimeters of the student loan program of North Dakota, the type of loan we are looking at does not qualify for a federal loan guarantee, because it is shorter duration. We are setting a maximum of \$7,500, it could be lower than that. We are including provisions in there that, if there would be an employer match, which we assume there will be in many cases, because there are many companies very much in need of drivers. You will note the repayment schedule, which is quite conservative, we are asking that, upon completion of the program, that it be no later than 60 days, that the repayment would start commencing, and that they would have a repayment schedule of 60 months from the first payment. I have had a number of kids apply for and receive student loans, and payment doesn't commence until graduation. The way it is outlined in the bill, it is much sooner than a typical four year student loan program.

REP. TIMM Read Subsection 2 of the original bill. Originally, the Bank of North Dakota came in and opposed that. That is why the Senate made changes.

REP. AARSVOLD Asked, how do you define a truck driving school, can I go out and set up a truck driving school?

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Page 4

House Appropriations Committee

Bill/Resolution Number SB 2360

Hearing Date March 26, 2003

LEROY ERNST Stated, there is a criteria or standard that is in place through the Fargo Skills and Technology Training Center. There are certain classroom hours which must be used, such as , how to back up a truck at a dock, the hands on of the operation relative to the intense training of the Federal Motor Carrier Safety Regulations. We find the age of the person who would get this loan is approximately 21 years of age or older versus a regular student loan that someone applies for which would be 17 or 18 years of age. There are a number of reasons for that, such as insurance requirements. You are dealing with a different group of people than those under a regular student loan program. Normally, you will find this person to be married and have some kids, etc., so there are other financial obligations that play into the picture as well.

REP. AARSVOLD Looking at the language in the re-draft, it says "a truck driver training program offered in this state", I am a bit uneasy that someone could set a program like that up and qualify for training, then benefit from the loan and then not provide the quality training we would expect.

LEROY ERNST A number of years ago, there was a program being offered through Dickinson State College then, for a variety of reasons, they chose to withdraw that program from their curriculum. The only program we have available in the state is the Skills and Tech Center, quite frankly, I wouldn't anticipate any fly-by-night operations coming in. It is a matter of the perspective employer trucking company monitoring that as well. As this program grows, this is something that will not only be run through the Skills & Tech Center through the cooperation of Wahpeton Science School. It could be set up in Dickinson or Bismarck, if there is a need.

REP. WALD Asked if there were schools in the border states?

LEROY ERNST Thought Minnesota had some, South Dakota had one in Sioux Falls, SD.

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Page 5
House Appropriations Committee
Bill/Resolution Number SB 2360
Hearing Date March 26, 2003

REP. WALD Asked if a North Dakota citizen could go to that school and still get a loan from the Bank of North Dakota.

LEROY ERNST Stated they were concerned with that. Note in line 3, there is language to the effect of truck driving training program in this state.

REP. SKARPHOL Asked if it would be appropriate that this committee consider, if we adopt this amendment, that we add language that says that Bank of North Dakota, in cooperation with the State Motor Vehicle Department, would have the ability to potentially suspend a CDL license in order to give them some leverage in repayment.

LEROY ERNST There is that possibility, and I guess we wouldn't have any problems. I understand the Bank of North Dakota may be coming in with some amendments.

REP. GLASSHEIM Could the bank turn someone down for not being a good credit risk? And, what if they drop out before completion.

LEROY ERNST Stated, he thought the Bank of North Dakota would have something in place to meet those possibilities.

JULIE KUBESHANT, DIRECTOR OF STUDENT LOANS, BANK OF NORTH

DAKOTA Answered questions and stated that the bank preferred that a sunset provision be added that would provide an expiration date of July 31, 2007. That is so they can take a look at the success or failure of the program. We are talking about apples and oranges here, when talking about the student loan program. There is no security, there is no federal guarantee.

REP. SKARPHOL Would it give the bank a better sense of security having the ability to suspend that CDL as a benefit.

JULIE KUBESHANT That would provide some security for the bank.

Page 6
House Appropriations Committee
Bill/Resolution Number SB 2360
Hearing Date March 26, 2003

REP. CARLSON If we pass this bill you could establish ground rules for loan repayments?

JULIE KUBESHANT Yes

REP. CARLISLE Asked about the default rate.

JULIE KUBESHANT Stated it was about 3%, we are one of the lowest in the nation with default rates.

REP. TIMM Asked whether any other states have a truck driving program.

JULIE KUBESHANT Yes, Texas does, their default rate is as high as 80%.

KEITH MAGNUSON, DEPARTMENT OF TRANSPORTATION Answered questions.

REP. SKARPHOL Asked whether a truck driver's license could be suspended for non payment of the loan.

KEITH MAGNUSON Stated they were doing something very similar in the child support area.

REP. METCALE It was mentioned that the bank could use that as a policy of their loan procedure, is the bank authorized to do that as a policy in granting this loan?

KEITH MAGNUSON Not under current law, the only ones who can actually suspend the license is the Department of Transportation in the child support area. The legislature can legislate what you want.

The motion to adopt amendment 0301 was voted on by voice vote and carried.

REP. WALD Made a motion to further adopt an amendment which would add a sunset to June 30, 2007.

REP. KERZMAN Second the motion.

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10/22/03
Date

Page 7
House Appropriations Committee
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Hearing Date March 26, 2003

REP. AARSYOLD Made a substantant motion to incorporate Rep. Wald's motion along with the authorizing legislation to give the Bank of North Dakota the authority to work with the Motor Vehicle Department to suspend the CSL for non payment.

REP. WARNKE Suggested they should see what the default rate is when they come back after the sunset, then they can look at what provisions are needed.

REP. MONSON Suggested something not quite so serious as taking away their license, maybe giving them authority to garnish wages.

REP. TIMM Stated he didn't know if they could garnish wages from an out of state company.

REP. CARLSON Used an example of someone driving truck, doesn't pay his loan back to the Bank of North Dakota, we take away his license, can he take a test in another state and keep driving?

REP. TIMM Stated he thought there was a national record on CDL's.

Motion to further amend the bill by adding specifications regarding suspension of the CDL in case of non payment for one year. Motion failed.

REP. GLASSHEIM Made a motion to amend the bill on the third line of Section 2, after the words "after completion of" insert "or withdraw from" the truck driver training program.

REP. BRUSEGAARD Second the motion. Motion carried by voice vote.

REP. WALD Made a motion for a **DO PASS AS AMENDED**.

REP. CARLSON Second the motion. **MOTION CARRIED 18 YES 3 NO**

REP. WALD Was given the floor assignment.

REPORT OF STANDING COMMITTEE (410)
March 27, 2003 5:40 p.m.

Module No: HR-54-5967
Carrier: Wald
Insert LC: 30653.0302 Title: .0400

REPORT OF STANDING COMMITTEE

SB 2360, as engrossed: Appropriations Committee (Rep. Svedjan, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (18 YEAS, 3 NAYS, 2 ABSENT AND NOT VOTING). Engrossed SB 2360 was placed on the Sixth order on the calendar.

Page 1, line 3, replace "appropriation" with "expiration date"

Page 1, line 7, remove "and grants"

Page 1, line 10, remove "The Bank may issue up to one"

Page 1, line 11, remove "hundred fifty loans during the biennium."

Page 1, line 12, replace "four" with "seven", after "thousand" insert "five hundred", and after "dollars" insert ", less any amount received by the student in the form of employer matching grants, financial aid, third-party training program dollars, income, unemployment insurance benefits, or workers' compensation benefits, during the period of the truckdriver training program"

Page 1, line 15, after "of" insert "or withdrawal from"

Page 1, line 16, replace "thirty-six" with "sixty"

Page 1, replace lines 18 through 24 with:

"SECTION 2. EXPIRATION DATE. This Act is effective through June 30, 2007, and after that date is ineffective."

Page 2, remove lines 1 through 10

Renumber accordingly

2003 TESTIMONY

SB 2360

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10/22/03

Date

December 20, 2002

Senator Dave Nothing
PO Box 1059
Jamestown, ND 58402-1059

Dear Senator,

North Dakota Motor Carriers provide a vital need to our economy in our state. Our ability to continue operating in the state is in serious trouble. The supply of qualified drivers is diminished dramatically the last three years. The state has closed its only school that provides training for drivers. The only facility that trains drivers is the Skills and Training Center in Fargo. They are severely handicapped in their ability to attract trainees due to roadblocks setup by bureaucratic red tape. This last year they trained only 40 drivers. Each candidate had to upfront the cost of the training and provides unassisted room and board during his training. We estimate that a driver shortage exists to the point where there are a thousand trucks sitting empty. Each driver could be earning between \$35000 and \$50000.

We are asking you to help our industry. We need a bill that provides student loans from the Bank of North Dakota without Federal assistance. Currently, none of the candidates qualify for loans due to federal regulations concerning certified programs and institutions. We need a bill that not only supplies student loans but also living expenses for approximately two months. Considering that after two months these trainees can start jobs that pay over \$30,000 per year plus benefits, it should be only a win-win for both underemployed citizens looking for a better opportunity and a good return for the state of North Dakota.

A suggestion might include a commitment from the trainees, the transportation employers and the State of North Dakota. We could arrange a loan, which consists of the cost of training, the cost of living expenses to attend the training, and the cost of wage replacement for two months. This wage replacement is essential due to the fact that most underemployed people cannot afford to quit a \$8.00 an hour job to get training to improve their skills for a better paying career. An estimate of the total commitment needed is as follows:

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10/22/03
Date

Training at Skills and Training Center:	\$3000.00
Meals for Eight Weeks @ \$25.00 per day/ 5 weeks	875.00
Rooms for Five Weeks @ \$30.00 per day/ 5 weeks	1050.00
Wage Subsistence \$8.00x 40x .90 x 8	<u>2304.00</u>
Total Estimated Loan	\$7229.00

Note: Some of these costs could be less if we could arrange meal plans and dorm rooms at NDSU.

The amount \$7229.00 is substantially less than the amount which the State Bank of North Dakota grants to prospective college bound students who borrow money every year for four years. In addition, it is our suggestion that we have a three-way partnership on the repayment of the loan. First the trainee is responsible for one third of the loan, the employer is responsible for one third of the loan if they want this candidate and the State forgives one third of the loan. These conditions are only in effect if the candidate chooses to work for a North Dakota transportation employer. If he chooses to work for an out of state company, he will be responsible for 100% of the loan. If he chooses to work for a North Dakota employer who will not agree to the one-third agreement, the student will be responsible for two thirds providing he works for a North Dakota carrier.

North Dakota Motor Carriers employ one out of nine people in North Dakota. We pay an average of \$14000 per year in taxes per truck. The State dealt our industry a major blow when they allowed the closing of the truck driver-training program. North Dakota Motor Carriers cannot survive without state funded training programs. The program we are suggesting is considerably less expensive then demanding new training facilities or moving our equipment to states that have the training programs. We don't know of any other training program that provides \$30,000 a year job with eight weeks of training. We are willing to participate in the risks of this program. It is up to the legislature and the Governor's office to eliminate the red tape, accept some risks, and reap some very good rewards from a cooperative effort to keep transportation jobs in North Dakota.

Thanking you in Advance,

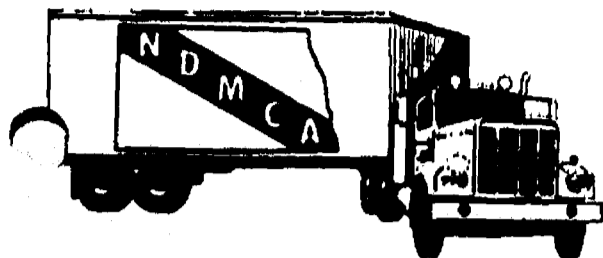
North Dakota Motor Carrier Association

J.P. Wiest

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**NORTH DAKOTA
MOTOR CARRIERS ASSOCIATION, INC.**

1031 East Interstate Avenue • P.O. Box 874 • Bismarck, ND 58502-0874 • (701) 223-2700 • Fax (701) 223-4324

Testimony on SB 2360

My name is LeRoy Ernst, Managing Director of the Motor Carriers Association. NDMCA represents every type of motor carrier in the state. Combined with allied members, we are an association of several hundred members - - most of which are small businesses.

The trucking industry is a vital part of the state's economy - over 80% of all inbound and outbound freight is transported by truck. Anything from providing transport service to manufacturing companies to main street retail stores and wholesale trade companies.

According to the American Transportation Research Institute, the trucking industry, in the year 2000, provided over 26,000 jobs or one out of 13 of all jobs in the state. Total wages exceeded \$767 million, with an average salary of \$29,110.

Our industry's ability to continue to provide vital transportation services is being hampered because of a truck driver shortage. Nationwide thousands of new drivers are needed each year to replace older drivers retiring and getting out of the business in addition to industry growth. All indications are that as the economy turns around the driver shortage will increase dramatically.

In our state, accessible truck driver training is critical to our industry. Several years ago the state closed it's only truck driver training school at Dickinson State College. Today, the only facility that trains drivers is the Skills and Technology Training Center in Fargo. The Center has been unable to attract the numbers of students we had hoped. One of the reasons is the lack of a student loan program which a truck driver training candidate can qualify for. Last year the center trained only 40 drivers. In our state, the need for new drivers number several hundred each year. Jobs which pay \$35 to \$50 thousand annually.

Mr. Chairman and members of the committee, at this time I would like to call on representatives from trucking companies who will testify to their driver shortages, the economic loss to the state because of the shortages and why a loan program to train truck drivers as proposed in Senate Bill 2360 is so important to the trucking industry at this time and the years ahead.

Will you be a truck driver

SURVIVOR?

MINNESOTA

- Alexandria Technical College 1601 Jefferson St. Alexandria MN 56308-3799
- Dakota County Tech College 1300 E. 45th St. Rosemount, MN 55068
- Lake Superior 4971 Lightening Dr. Hermantown MN 55811
- Minnesota West Community & Technical College 1314 North Hiawatha Ave. Pipestone MN 56164
- Riverland CC Trucking Driving 1900 8th Ave NW Austin, MN 55912
- Transportation Center for Excellence 2811 Highway 55, Suite B Eagan MN 55123
- Winona Technical College 1250 Homer Rd PO Box 409 Winona MN 55987-0409

Request free school information

Will you be a truck driver

SURVIVOR?

Return/Back

<http://www.infoport.com/truckschools/Minnesota.shtml>

2/3/2003

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Operator's Signature

Deanna Walker

Date

10/22/03

IOWA

- Des Moines CC Transportation Institute 2006 S Ankeny Blvd Ankeny IA 50021-8995
- Hawkeye Community College 1501 E Orange Road Box 8015 Waterloo IA 50704
- Indian Hills Community College 525 Grandview Ave Ottumwa IA 52501-1398
- Iowa Central Community College 330 Avenue M Fort Dodge IA 50501
- Kirkwood Community College Truck Drv. Trg 6301 Kirkwood Blvd Cedar Rapids IA 52406
- Scott Community College Truck Driver Trg 500 Belmont Rd Bettendorf IA 52722-5649
- Southeastern Community College 1000 N. Roosevelt Burlington IA 52601
- Western Iowa Tech 4647 Stone Ave. Sioux City IA 51106

Request free school information



Return/Back

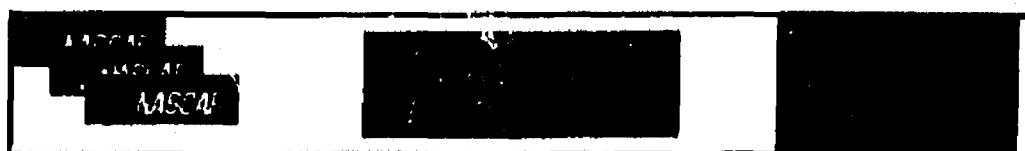
<http://www.infoporium.com/truckschools/Iowa.shtml>

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Deanna Hall
Operator's Signature

10/22/03
Date



TEXAS

- Action Career Training 1801 Trimmier Rd Ste B1 Killeen TX 76541-8513
- Action Career Training 273 County Road 287 Merkel TX 79536-7523
- ATDS 1680 Eastgate Dr # 310 Garland TX 75041-5509
- ATDS 3327 Winthrop Ave # 204 Fort Worth TX 76116-5613
- ADTS PO Box 41 Prairie Hill TX 76678-0041
- ATDS 4018-A Callfield Rd Wichita Falls TX 76308-9801
- Ameri-mex Training Center 23 Finegan Dr. Del Rio TX 78840
- Class A C-D-L Services 4637 Orange Grove Drive Houston TX 77039
- Cowtown Truck Driver Training 4333 Gannon Ln # 108-1 Dallas TX 75237-4222
- Career Trucking School PO Boc 8815,6986 Tyler, TX 75711
- Career Education Truck Driver Training 1500 Eastgate Dr Garland TX 75041-5505
- CDL Express 9800 Eastex Fwy Houston TX 77093-5722
- Coastal Bend College 704 Coyote Trail Alice TX 78332
- Cowtown 16345 S. Cherry Lane Ft Worth TX 76108-9801
- Del Mar College East Campus, VB172 Corpus Christi TX 78404
- Delta Career Institute 1310 Pennsylvania St Beaumont TX 77701-5606
- El Paso Community College PO Box 20500 El Paso TX 79998
- Grayson County College Truck Driver Trg 101 Grayson Drive Denison TX 75020
- Houston Community College 6401 Long Point Suite 600 Houston TX 77055

<http://www.infoporium.com/truckschools/Texas.shtml>

2/3/2003

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Operator's Signature

10/22/03
Date

- International Schools Truck Driver Trg 7020 N 35 E
Waxahachie TX 75165-5609
- International Truck Driving Schools 3906 W Camp Wisdom Rd
Dallas TX 75237
- International Truck Driving Schools 201 W. University Odessa
TX 79761
- LHCT Truck Driving School 1219 Chihuahua St Laredo TX
78040
- Midland Community College 2067 Commerce Dr Midland
Texas 79703
- MTA/Del Mar College 4101 Old Brownsville Rd Corpus Christi
TX 78405
- MTA/Texas A&M University Laredo TX 78041
- MTA 7196 South WW White Road San Antonio TX 78222
- MTA 1290 Henry Brennan El Paso TX 79936
- NE Texas CC Truck Driver Training PO Box 1307 Mount
Pleasant TX 75456-9991
- NTCC Truck Driving School PO Box 100 Hughes Springs TX
75656
- North Harris College 2700 W.W. Thorne Drive Houston TX
77073
- North Texas Truck Driving School 2929 Metro Denton TX
76207
- Paris Junior College Truck Driving 233F Linda Dr Sulphur
Springs TX 75482
- St. Phillips College 1801 Martin Luther King Dr. San Antonio
TX 78203-2098
- San Jacinto College Truck Driving School 8060 Spencer Hwy.
Pasadena, TX 77501
- South Texas Community College 3700 W. Military Hwy
McAllen TX 78501
- Stevens Transport 9757 Military Parkway Dallas TX 75227
- Sulphur Spring Votech Truck Driver Trg 1202 Houston St
Sulphur Springs TX 75482-2310

<http://www.infoporium.com/truckschools/Texas.shtml>

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Deanna Waller
Operator's Signature

10/22/03

Date

- Texarkana College Truck Driver Trg 2500 N Robison Rd
Texarkana TX 75501-3078
- Texas Cdl Services 14441 Bandera St Houston TX 77055
- Texas State Technical Center PO Box 11197 Amarillo TX 79111
- Texas Western Truck School 6070 Gateway East Blvd. #214 El
Paso TX 79905
- Tri-State 3001 N I-45 Palmer, TX 75152
- Weatherford College Wolters Industrial Park Mineral Wells
TX 76067-9801

Request free school information



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<http://www.infoporium.com/truckschools/Texas.shtml>

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Deanna Waller
Operator's Signature

10/22/03
Date

Mel Olson, Director

Skills & Technology Training Center

Support

Testimony on SB 2630 1360

Tuesday, January 4, 2003

Hello my name is [REDACTED] I am the Director of the Skills & Technology Training Center in Fargo. I am here to testify in favor of Senate Bill 2360.

The Skills & Technology Training Center is one of the few if not the only truck driver training school in the state of North Dakota. We are having difficulty securing sufficient enrollment to continue operating even though there are many truck driving jobs going unfilled in our state. We only need to look at the Sunday edition of any paper in the state to realize the need that exists throughout the State.

Our lack of consistent enrollment and our limited number of participants does not warrant a significant investment in the program. We could not afford to own the tractor and we could not afford to have an instructor on our staff on a full-time basis. The only way we have been able to afford to keep the program running is by forming a partnership with Southeast Technical Institute in Sioux Falls South Dakota who provides a tractor, an instructor and all the necessary insurances.

The program was started at the Skills & Technology Training Center in July of 2000 and during the first year we trained only 32 drivers in (5) sessions. From July 2001 until July of 2002 we trained another 27 in (4) sessions. We have trained another 16 in (3) sessions since that time for a total of 75 in two and one half years.

We charge \$3,410 per student for the instruction and that results in approximately \$500 per student in gross profit for the Skills & Technology Training Center. The small enrollments we have had in the classes have been barely paying for the rent of the room.

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Operator's signature

Date

10/22/03

We are looking forward to the passage of this bill. We believe the bill will greatly enhance the options for additional individuals to enroll in truck driver training and will go a long way toward addressing the expanding need for truck drivers in this state.

We do have a considerable number of individuals who contact our business and inquire about the truck-driving program, however, most people who inquire can not take (6) weeks off from earning a paycheck in addition to paying \$3,400 for the course without some type of financial assistance. Most of these individuals are working at low wage jobs and perhaps owe money, therefore, do not have the collateral necessary to borrow the money elsewhere.

Most of the individuals who have enrolled in the class to date are either unemployed or for some other reason qualify for financial aide from Job Service North Dakota (WIA) or from Minnesota CEP.

I believe the passage of this bill would allow the individual who is currently working at a \$7-\$8/ hr. job to actually take the (6) week driver training course which would lead to a \$30-\$40,000/yr. truck driving profession. Truck driving is a unique profession in that individuals must be 21 to be properly licensed, therefore, most of the perspective drivers must come from a group of individuals who are already employed in some kind of work. I urge passage of the bill to provide additional North Dakotans the opportunity to move on to a higher paying job and to meet the needs of the trucking industry in North Dakota. Thanks for listening and I would be happy to respond to any questions.

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Deanna Waller
Operator's Signature

01/22/03
Date

February 4, 2003

Dave
Tumy

Support

Testimony on SB 2360

My name is [REDACTED]. I am the general manager and a stockholder of Wiest Truck Line, Inc. of Jamestown, ND. I am here to express my support for Senate Bill 2360.

As you may know, the trucking industry in North Dakota has been experiencing a driver shortage for the past few years. The financial impact resulting from this shortage has been tremendous.

Wiest Truck Line has struggled with this problem. In spite of the shortage, we were able to maintain gross annual revenues of 11 to 11.5 million dollars per year. However, for fiscal year 2002, our gross revenue dipped below 10 million dollars even while our customers were asking us to haul more. Fiscal year 2003 doesn't look any better. The reason is simple. We are unable to fill our trucks with drivers. Prior to 2002, Wiest Truck Line operated 53 trucks. During 2002, we operated 43 trucks. Ten trucks were parked for lack of a driver. These ten trucks are still parked. This is the situation with practically every trucking company in North Dakota.

Each of these parked trucks would provide the state of North Dakota with approximately \$530 of fuel tax revenue per month. Each of them would provide approximately \$620 per year in license fees. And each of them would support a North Dakota family. These ten trucks would provide \$1,000,000.00 in taxable revenue. This is money brought into the state from outside sources.

At least several times a month, a young person comes into my office asking if Wiest Truck Line would train him or her to be a truck driver. I do not have the facilities or the resources to train inexperienced people. In addition, my liability insurance could be canceled if I did. I refer the young person to the driving school at the Skills and Technology center in Fargo. Their response is predictable. They can't afford to go. Even if they have the money for tuition, they don't have money to keep food on the table and a roof over their family's head while they're attending the six-week course.

Senate Bill 2360 will provide help to North Dakotans who want to remain North Dakotans. One third of the loan is repaid by the student, one third of the loan is repaid by the employer and one third of the loan will be repaid in the form of increased tax revenue.

Using Job Service North Dakota statistics, the average annual income in North Dakota for an unskilled worker is less than \$20,000.00. The average income for a Wiest Truck Line driver is \$48,000.00. A difference of \$28,000.00 per year! \$28,000 that will be subject to sales tax when that newly skilled driver makes purchases from North Dakota merchants.

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Dave Tumy
Operator's Signature

10/22/03
Date

**TESTIMONY TO THE
INDUSTRY, BUSINESS AND LABOR COMMITTEE**

FEBRUARY 4, 2003

SENATE BILL 2360

JULIE KUBISIAK, DIRECTOR - STUDENT LOANS OF NORTH DAKOTA

Chairman and members of the committee, my name is Julie Kubisiak, Director of Student Loans of North Dakota, which is administered by the Bank of North Dakota.

SB 2360 meets the spirit of the mission of Bank of North Dakota to deliver quality, sound financial services that promote agriculture, commerce and industry in North Dakota. However, if Bank of North Dakota is to administer a loan program to assist students in truckdriving programs, and forgive a certain portion, where does the State draw the line or choose which industry to assist? The Bank has completed a fiscal note estimating the cost of the forgiveness to be a total of \$154,200 (\$51,400 for the 2003-05 biennium and \$102,800 for the 2005-07 biennium). This should not come from BND profits. Perhaps a similar process of what is being done with teachers and Information Technology occupational program forgiveness would be appropriate for this training program.

It is estimated that 10% of the population would default, for a cost of \$19,200; however, a year after training only 50% stay in the state. It is possible that the truckdriver trained student may not continue in the industry. This could increase the percentage of borrowers that default if the truckers would be unable to make payments on their loans. These loans would not be guaranteed or secured.

We'd like to help all North Dakota citizens obtain the education to improve their lifestyle, and do assist thousands of students through the Federal Family Education Loan Program with Stafford, Unsubsidized Stafford, Parent Loan for Undergraduate Students (PLUS), and Consolidation loans. We also assist students with the Dakota Education Alternative Loan (DEAL), the State's alternative student loan program, if costs exceed what can be borrowed through the guaranteed student loan program. Unfortunately, the truckdriving training program does not qualify for the Federal Family Education Loan Program due to the short period of training time that is required (six weeks). In order to qualify for a Federal Family Education Loan Program loan, the training program must be at least 12 weeks in length.

Based on my comments, Bank of North Dakota supports the concept of the loan program, but we are opposed with the forgiveness portion of SB 2360.

I would be happy to respond to any questions the committee members may have at this time.

Thank you.

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Deanna Wallick
Operator's Signature

10/22/03

Date

Marv Skar

SUNDAY FARGO FORUM TRANSPORTATION ADS

90 Help Wanted Transportation

Driver needed for OTR
Call today 800-257-4188

Driver needed for OTR
Call today 800-257-4188

Driver needed for OTR
Call today 800-257-4188

Driver needed for OTR
Call today 800-257-4188

Driver needed for OTR
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Driver needed for OTR
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Driver needed for OTR
Call today 800-257-4188

90 Help Wanted Transportation

Driver needed for OTR
Call today 800-257-4188

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2500 Sign-On Bonus

Midwest Express, Inc. is looking for experienced professional drivers. Class A CCL. Paid health and life insurance, 401K, flexible safety bonus, excellent home time. Full maintenance trucks, all less than 8 yrs old. Dry Van.

For more information call 701-281-2811 or 1-800-495-0549. Ask for Mike or Judy. www.midwestexpress.com

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DRIVERS...SWIFT TRANSPORTATION is hiring experienced and experienced drivers and owner/operators. CCL training available. We pay for experience, great benefits, tuition reimbursement (\$800 222-8848, 1-800-457-2782, www.swifttrans.com)

Drivers
Board & Incentive OUR STABILITY YOUR EXPERIENCE \$1000 BONUS

Dedicated, Regional, OTR Free Medical for drivers + We pay up to 10 yrs exp. NO 2nd-7 Low Cost CCL Training Avail. Meals, lodging, & Transportation provided, Tuition Reimbursement. Owner operators welcome. 1-800-457-2782 www.swifttrans.com

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See machines and a whole lot of profit. Experience great pay and better benefits with the industry's largest trucking fleet.

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Leading Driver with Class B CCL and good attendance record to drive rear load or refuse collection vehicle on residential route providing exceptional customer service. You must be able to lift 50lb and physically perform job duties while operating equipment safely and efficiently and complying with all DOT regulations.

Waste Management offers competitive salaries, outstanding benefits and opportunities for advancement. To apply, please stop by our location at 611 6th St. SE, Detroit Lakes, MN 56501 during the hours of 8:00 am to 4:00 pm and fill out an application or email your resume to karleen@wm.com EOE/AA

WM
WASTE MANAGEMENT

Driver Jones Motor Group NEW Fargo location Seeking Driver Operators/Owner Operators

Call today 800-257-4188

ON THE ROAD

Call today 800-257-4188

OWNER OPERATORS

Call today 800-257-4188

Driver Jones Motor Group NEW Fargo location Seeking Driver Operators/Owner Operators

Call today 800-257-4188

ON THE ROAD

Call today 800-257-4188

OWNER OPERATORS

Call today 800-257-4188

90 Help Wanted Transportation

Owner Operators Golden Ring Trucking Pergus Falls based party is looking for Operators to pull conventional Freight origin and returns to Midwest. Drivers are to 10 days on average. more information call Jerry or Larry at 828-8828.

CCE

Call today 800-257-4188

800-283-2653

Ask for Bob or Mike

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Deanna Hallmark
Operator's Signature

10/22/03
Date

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Operator's Signature

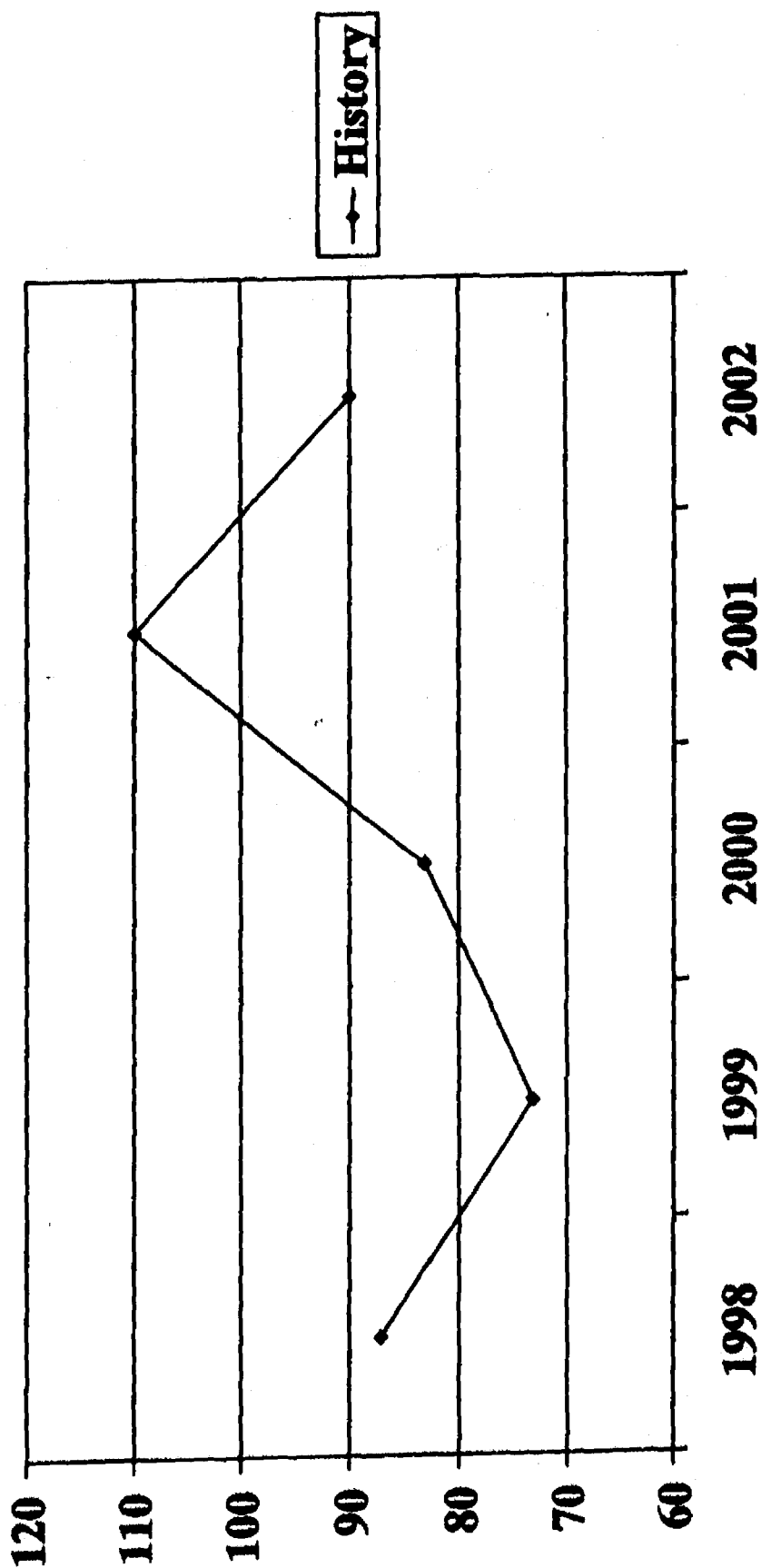
Debra J. Hall

10/22/03

Date

Trucking Wages				
Wage per Mile			\$0.2900	
Average Other Earnings			\$0.0400	
Average Productivity Bonus			\$0.0277	
Average Safety Bonus			\$0.0100	
Total Wage per Mile			\$0.3677	
Total Yearly Wages				
		Miles	Rate	Total
		110000	\$0.3677	\$40,447.00

Driver Turnover History



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Deanna Hall
Operator's Signature

10/22/03

Date

Cost of Operating Our Own School		
Instructors wages		74500
Trainer wages		49903
Student wages		76500
Part time wages		10000
P/R taxes		5000
Deprec trucks		5045
Deprec trls		5835
Motels		106275
Advertising		63324
Diesel		18200
Rent		5000
Other		1000
Total		420582
Student Payments		-151409
Net cost		269173
Total students		102
Cost per student		
before Payments		4123.35
Cost per student		
after Payments		2638.95

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Deanna Hall
Operator's Signature

10/22/03
Date

What do we need?

- Job training funds for businesses that train underemployed workers.
- Tuition assistance for truck driver training schools out of North Dakota. Ex: 25% for each yr of service to a ND company.
- Student loans for truck driver training programs
- Job training grants for trucking companies
- Unemployment wages while attending truck driver training.
- Wage Assistance while drivers are in training

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Operator's Signature

[Signature]

10/22/03
Date

Mel Olson, Director

Skills & Technology Training Center

Testimony on SB ~~2630~~ 2360

Tuesday, February 11, 2003

Hello my name is Mel Olson, I am the Director of the Skills & Technology Training Center in Fargo. I am here to testify in favor of Senate Bill 2360.

The Skills & Technology Training Center is one of the few if not the only truck driver training school in the state of North Dakota. We are having difficulty securing sufficient enrollment to continue operating even though there are many truck driving jobs going unfilled in our state. We only need to look at the Sunday edition of any paper in the state to realize the need that exists throughout the State.

Our lack of consistent enrollment and our limited number of participants does not warrant a significant investment in the program. We could not afford to own the tractor and we could not afford to have an instructor on our staff on a full-time basis. The only way we have been able to afford to keep the program running is by forming a partnership with Southeast Technical Institute in Sioux Falls South Dakota who provides a tractor, an instructor and all the necessary insurances.

The program was started at the Skills & Technology Training Center in July of 2000 and during the first year we trained only 32 drivers in (5) sessions. From July 2001 until July of 2002 we trained another 27 in (4) sessions. We have trained another 16 in (3) sessions since that time for a total of 75 in two and one half years.

We charge \$3,410 per student for the instruction and that results in approximately \$500 per student in gross profit for the Skills & Technology Training Center. The small enrollments we have had in the classes have been barely paying for the rent of the room.

The cost of the training (\$3,400) may seem expensive, however, when you consider the cost of the equipment required to teach the course and the fact that only a

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Deanna Wallis
Operator's Signature

10/22/03
Date

small number of students can be enrolled at one time the cost is justified. In addition, individuals can take the class and in six weeks qualify for a (\$30,000-\$50,000) job. It would take 2-4 years of college and a much larger expenditure to qualify for most jobs that pay those wages.

We are looking forward to the passage of this bill. We believe the bill will greatly enhance the options for additional individuals to enroll in truck driver training and will go a long way toward addressing the expanding need for truck drivers in this state.

We do have a considerable number of individuals who contact our business and inquire about the truck-driving program, however, most people who inquire can not take (6) weeks off from earning a paycheck in addition to paying \$3,400 for the course without some type of financial assistance. Most of these individuals are working at low wage jobs and perhaps owe money, therefore, do not have the collateral necessary to borrow the money elsewhere.

Most of the individuals who have enrolled in the class to date are either unemployed or for some other reason qualify for financial aid from Job Service North Dakota (WIA) or from Minnesota Concentrated Employment Program.

I believe the passage of this bill would allow the individual who is currently working at a \$7-\$8/ hr. job to actually take the (6) week driver training course which would lead to a \$30-\$40,000/yr. truck driving profession. Truck driving is a unique profession in that individuals must be 21 to be properly licensed, therefore, most of the perspective drivers must come from a group of individuals who are already employed in some kind of work. I urge passage of the bill to provide additional North Dakotans the opportunity to move on to a higher paying job and to meet the needs of the trucking industry in North Dakota.

Deanna Hall
Operator's Signature

10/22/03

Date

Exhibit
4

**TESTIMONY TO THE
SENATE APPROPRIATIONS COMMITTEE**

FEBRUARY 11, 2003

SENATE BILL 2360

JULIE KUBISIAK, DIRECTOR - STUDENT LOANS OF NORTH DAKOTA

Chairman and members of the committee, my name is Julie Kubisiak, Director of Student Loans of North Dakota, which is administered by the Bank of North Dakota.

SB 2360 meets the spirit of the mission of Bank of North Dakota to deliver quality, sound financial services that promote agriculture, commerce and industry in North Dakota. The Bank has completed a fiscal note based on enrollment information received from an interview with the director of the Technology and Skills Center in Fargo. The costs of the forgiveness program is estimated to be a total of \$154,200 (\$51,400 for the 2003-05 biennium and \$102,800 for the 2005-07 biennium). This should not come from BND profits.

It is estimated that 10% of the population would default, for a cost of \$19,200; however, a year after training only 50% stay in the state. It is possible that the truckdriver trained student may not continue in the industry. This could increase the percentage of borrowers that default if the truckers would be unable to make payments on their loans. These loans would not be guaranteed or secured. The truckdriving training program does not qualify for the Federal Family Education Loan Program due to the short period of training time that is required (six weeks). In order to qualify for a Federal Family Education Loan Program loan, the training program must be at least 12 weeks in length.

Based on my comments, Bank of North Dakota supports the concept of the loan program, but we are opposed with the forgiveness portion of SB 2360.

I would be happy to respond to any questions the committee members may have at this time.

Thank you.

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Deanna Walcott
Operator's Signature

10/22/03
Date

MAGNUM

TRANSPORTATION SPECIALISTS

1817 Great Northern Drive • P.O. Box 2023 • Fargo, ND 58107-2023 • Fax: 1-701-293-8039

March 17, 2003

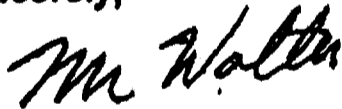
Dear Sir or Madam:

My name is Mark Wolter. I am the Fleet Administrator with Magnum Companies with North Dakota terminals in Fargo, Bismarck, Minot and Grand Forks. Magnum Companies employs about 300 people. I am on the Southeast Regional Workforce Training Board and I am on the Advisory Board with the Truck Driving School at the Skills and Technology Training Center in Fargo.


This letter is to address the driver shortage situation the State of North Dakota not only faces but also is a national crisis. Anything that we can do to help recruit additional drivers into the transportation industry is a positive. Financial aid is the only way to help ensure that we can fill some additional professional driving positions in the State. The Trucking industry has many applicants but due to insurance mandates we are limited to hiring Driving School graduates to fill many driving positions. For the person making a career change, it becomes a financial hardship to quit your job for 5 or 6 weeks to attend school. Not only the cost of the school but living expenses become a major concern. I do not have specific numbers to quote but I am confident that every qualified driving student would have driving position upon completion of the driving school.


If you have any additional questions, Please feel free to call me at 800-615-9398.


Sincerely,




Mark Wolter
Fleet Administrator
Magnum Companies

 **MAGNUM, Ltd.**
1-800-726-7510
1-701-293-8082

 **MAGNUM, LTL, Inc.**
1-800-726-8952
1-701-293-1744

 **MAGNUM Logistics, Inc.**
1-800-726-1759
1-701-293-8946

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Operator's Signature

10/22/03
Date

PROPOSED RE-DRAFT OF SENATE BILL NO. 2360

A BILL for an Act to create and enact a new section to chapter 6-09 of the North Dakota Century Code, relating to a loan program to assist students in a state truck driver training program.

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

SECTION 1. A new section to chapter 6-09 of the North Dakota Century Code is created and enacted as follows:

Truck driver training programs - Loans and grants to students.

1. The Bank of North Dakota shall administer a loan program to assist residents of this state during the period in which the residents are enrolled as students in a truck driver training program offered in this state. The maximum amount allowable per loan is seven thousand five hundred dollars, less any amount received by the student in the form of employer matching grants, financial aid, third-party training programs, income, unemployment insurance benefits, or workers' compensation benefits, during the period of the truck driver training program.
2. The Bank of North Dakota shall provide a schedule for repayment of any loan provided under subsection 1. The schedule must require that the student begin repayment no later than sixty days after completion of the truck driver training program and that the loan be repaid in full within sixty months of the first payment.

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Deanna Walcott
Operator's Signature

10/22/03
Date

Mel Olson, Director

Skills & Technology Training Center

Testimony on SB 2630 ²³⁶⁰

Wednesday, March 19, 2003

Hello my name is Mel Olson, I am the Director of the Skills & Technology Training Center in Fargo. I am here to testify in favor of Senate Bill 2360.

The Skills & Technology Training Center is the only truck driver training school in the state of North Dakota. We are having difficulty securing sufficient enrollment to continue operating even though there are many truck driving jobs going unfilled in our state. We only need to look at the Sunday edition of any paper in the state to realize the need that exists throughout the State.

Our lack of consistent enrollment and our limited number of participants does not warrant a significant investment in the program. We could not afford to own the tractor and we could not afford to have an instructor on our staff on a full-time basis. The only way we have been able to afford to keep the program running is by forming a partnership with Southeast Technical Institute in Sioux Falls South Dakota who provides a tractor, an instructor and all the necessary insurances.

The program was started at the Skills & Technology Training Center in July of 2000 and during the first year we trained only 32 drivers in (5) sessions. From July 2001 until July of 2002 we trained another 27 in (4) sessions. We have trained another 16 in (3) sessions since that time for a total of 75 in two and one half years. We do have nine enrolled in a class that is currently being held.

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Deanne Wallin
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We charge \$3,410 per student for the instruction and that results in approximately \$500 per student in gross profit for the Skills & Technology Training Center. The small enrollments we have had in the classes have been barely paying for the rent of the room.

The cost of the training (\$3,400) may seem expensive, however, when you consider the cost of the equipment required to teach the course and the fact that only a small number of students can be enrolled at one time the cost is justified. In addition, individuals can take the class and in six weeks qualify for a (\$30,000-\$50,000) job. It would take 2-4 years of college and a much larger expenditure to qualify for most jobs that pay those wages.

We are looking forward to the passage of this bill. We believe the bill will greatly enhance the options for additional individuals to enroll in truck driver training and will go a long way toward addressing the expanding need for truck drivers in this state.

We do have a considerable number of individuals who contact our business and inquire about the truck-driving program, however, most people who inquire can not take (6) weeks off from earning a paycheck in addition to paying \$3,400 for the course without some type of financial assistance. Most of these individuals are working at low wage jobs and perhaps owe money, therefore, do not have the collateral necessary to borrow the money elsewhere.

Most of the individuals who have enrolled in the class to date are either unemployed or for some other reason qualify for financial aide from Job Service North Dakota (WIA) or from Minnesota Concentrated Employment Program.

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Deanna Hall
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I believe the passage of this bill would allow the individual who is currently working at a \$7-\$8/ hr. job to actually take the (6) week driver training course which would lead to a \$30-\$40,000/yr. truck driving profession.

Truck driving is a unique profession in that individuals must be 21 to be properly licensed; therefore, most of the perspective drivers must come from a group of individuals who are already employed in some kind of work. I urge passage of the bill to provide additional North Dakotans the opportunity to move on to a higher paying job and to meet the needs of the trucking industry in North Dakota.

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