

ND DEPARTMENT OF AGRICULTURE
MOTOR POOL
2025-27 BIENNIUM PROJECTIONS

Group No.	Apr 2024	May 2024	Jun 2024	Total Miles	Total Billed	New Rate	Difference	% Increase
GROUP 1 MOTOR POOL VEHICLE COSTS								
1			1,620	1,620	\$ 1,296.00	\$ 1,458.00	\$ 162.00	12.50%
GROUP 2 MOTOR POOL VEHICLE COSTS								
2			391	391	\$ 152.49	\$ 273.70	\$ 121.21	79.49%
2	288			288	\$ 112.32	\$ 201.60	\$ 89.28	79.49%
2	148	413		561	\$ 218.79	\$ 392.70	\$ 173.91	79.49%
2	56			56	\$ 21.84	\$ 39.20	\$ 17.36	79.49%
2	399			399	\$ 155.61	\$ 279.30	\$ 123.69	79.49%
2		367		367	\$ 143.13	\$ 256.90	\$ 113.77	79.49%
2	297			297	\$ 115.83	\$ 207.90	\$ 92.07	79.49%
GROUP 2 ASSIGNED VEHICLE COSTS								
2	1,560	1,111	1,308	3,979	\$ 1,472.86	\$ 2,511.03	\$ 1,038.17	70.49%
2	1,418	1,561	2,132	5,111	\$ 1,857.74	\$ 3,156.27	\$ 1,298.53	69.90%
2	2,918	3,043	2,458	8,419	\$ 2,982.46	\$ 5,041.83	\$ 2,059.37	69.05%
2	3,800	4,400	4,200	12,400	\$ 4,336.00	\$ 7,311.00	\$ 2,975.00	68.61%
2	2,174	2,310	2,226	6,710	\$ 2,401.40	\$ 4,067.70	\$ 1,666.30	69.39%
GROUP 3 ASSIGNED VEHICLE COSTS								
3	1,023	2,559	3,393	6,975	\$ 4,535.24	\$ 8,415.75	\$ 3,880.51	85.56%
3	753	294	3,071	4,118	\$ 2,849.62	\$ 5,187.34	\$ 2,337.72	82.04%
3	88	1,214	1,995	3,297	\$ 2,365.23	\$ 4,259.61	\$ 1,894.38	80.09%
GROUP 4 ASSIGNED VEHICLE COSTS								
4		317	562	879	\$ 736.19	\$ 1,484.75	\$ 748.56	101.68%
GROUP 13 MOTOR POOL VEHICLE COSTS								
13			290	290	\$ 150.80	\$ 321.90	\$ 171.10	113.46%
13		225		225	\$ 117.00	\$ 249.75	\$ 132.75	113.46%
13			426	426	\$ 221.52	\$ 472.86	\$ 251.34	113.46%
13	388			388	\$ 201.76	\$ 430.68	\$ 228.92	113.46%
13		175		175	\$ 91.00	\$ 194.25	\$ 103.25	113.46%
13			569	569	\$ 295.88	\$ 631.59	\$ 335.71	113.46%
13		324		324	\$ 168.48	\$ 359.64	\$ 191.16	113.46%
13	129			129	\$ 67.08	\$ 143.19	\$ 76.11	113.46%
GROUP 13 ASSIGNED VEHICLE COSTS								
13	1,804	1,663	1,186	4,653	\$ 2,047.02	\$ 4,556.52	\$ 2,509.50	122.59%
13	1,927	3,529	3,004	8,460	\$ 3,341.40	\$ 7,754.40	\$ 4,413.00	132.07%
13	1,016	1,404	1,715	4,135	\$ 1,870.90	\$ 4,121.40	\$ 2,250.50	120.29%
13	5,467	6,060	5,199	16,726	\$ 6,151.84	\$ 14,697.84	\$ 8,546.00	138.92%
13	578	1,059	383	2,020	\$ 1,151.80	\$ 2,344.80	\$ 1,193.00	103.58%
13	1,601	1,440	2,034	5,075	\$ 2,190.50	\$ 4,911.00	\$ 2,720.50	124.20%
13	1,252	1,220	1,434	3,906	\$ 1,793.04	\$ 3,929.04	\$ 2,136.00	119.13%
13	2,110	767		2,877	\$ 1,288.18	\$ 2,848.68	\$ 1,560.50	121.14%
13	1,558	1,880	1,948	5,386	\$ 2,296.24	\$ 5,172.24	\$ 2,876.00	125.25%
13	2,312	2,454	2,615	7,381	\$ 2,974.54	\$ 6,848.04	\$ 3,873.50	130.22%
13	822	1,348	1,141	3,311	\$ 1,590.74	\$ 3,429.24	\$ 1,838.50	115.58%
13	217	3,143	2,904	6,264	\$ 2,478.82	\$ 5,909.76	\$ 3,430.94	138.41%
13	2,906	2,975	2,650	8,531	\$ 3,733.63	\$ 7,814.04	\$ 4,080.41	109.29%
13	634	1,489	1,492	3,615	\$ 1,694.10	\$ 3,684.60	\$ 1,990.50	117.50%

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13	1,557	1,834	2,232	5,623	\$ 2,376.82	\$ 5,371.32	\$ 2,994.50	125.99%
13	1,499	1,344	745	3,588	\$ 1,684.91	\$ 3,661.92	\$ 1,977.01	117.34%
13		96	3,718	3,814	\$ 1,469.04	\$ 3,635.76	\$ 2,166.72	147.49%
13			516	516	\$ 268.32	\$ 649.44	\$ 381.12	142.04%
13	776	75	468	1,319	\$ 913.46	\$ 1,755.96	\$ 842.50	92.23%
13	1,965			1,965	\$ 823.10	\$ 1,866.60	\$ 1,043.50	126.78%
13	1,103	2,509	1,562	5,174	\$ 2,224.16	\$ 4,994.16	\$ 2,770.00	124.54%
13		1,264	371	1,635	\$ 938.42	\$ 1,805.40	\$ 866.98	92.39%
13	2,424	2,153	2,063	6,640	\$ 2,722.60	\$ 6,225.60	\$ 3,503.00	128.66%
13	1,243	2,546	1,418	5,207	\$ 2,235.38	\$ 5,021.88	\$ 2,786.50	124.65%
13	843	687	1,110	2,640	\$ 1,362.60	\$ 2,865.60	\$ 1,503.00	110.30%
13	876	999	1,990	3,865	\$ 1,779.10	\$ 3,894.60	\$ 2,115.50	118.91%
13	1,838	2,595	2,931	7,364	\$ 2,968.76	\$ 6,833.76	\$ 3,865.00	130.19%
13	836	1,868	2,426	5,130	\$ 2,209.19	\$ 4,957.20	\$ 2,748.01	124.39%
13	2,512	2,423	2,460	7,395	\$ 2,979.30	\$ 6,859.80	\$ 3,880.50	130.25%
13	1,530	3,270	2,701	7,501	\$ 3,015.34	\$ 6,948.84	\$ 3,933.50	130.45%
				Quarterly Totals	\$ 91,640	\$ 192,718	\$ 101,078	110.30%
				Biennium Estimates	\$ 733,116	\$ 1,541,743	\$ 808,627	**
	** NOTE - \$808,627 is the projected increase.							
	Assigned Vehicles							
	Division							
	Animal Health		2					
	Livestock/Meat Insp		14					
	Pest/Fertilizer		9					
	Grain		4					
	Marketing		1					
	Plant Prot/Apiary		7					
			37					
			32	Permanent				
			5	Seasonal				

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
STATE FLEET SERVICE
2025 - 2027 BIENNIUM**

May 1, 2024

ASSIGNED VEHICLE BUDGET GUIDELINES

DESCRIPTION	GROUP No.	OPER RATE	REPLCMNT RATE	MILE/HOUR RATE	DEPREC/ MONTH
Mini Pass. Van	1	0.51	0.14	0.65	129.00
Sedan/Wagon	2	0.45	0.12	0.57	81.00
Light Pickup/Cargo Van/Full-Size Utility	3	0.93	0.20	1.13	178.00
Heavy Pickup/Van/Full-Size Utility	4	1.10	0.15	1.25	193.00
Highway Patrol	7	1.07	0.06	1.13	448.00
Game & Fish Enforcement	8	0.45	0.08	0.53	356.00
Regulatory Vehicles	9	0.55	0.14	0.69	250.00
Facility Service Vehicle	12	1.09	0.20	1.29	112.00
Compact Utility/All	13	0.75	0.09	0.84	216.00
Miscellaneous Truck/Mid-Size Bus	18	36.00	5.00	41.00	173.00
Distributor Truck	19	54.00	5.00	59.00	370.00
Sign Truck/Garbage Truck	20	49.00	14.00	63.00	549.00
Tandem Axle Truck/All	22	91.00	15.00	106.00	673.00
Truck Tractor	23	62.00	10.00	72.00	236.00
Water Commission Truck	27	72.00		72.00	1,062.00
Drill Truck	32	175.00	10.00	185.00	366.00

FLEET MOTOR POOL VEHICLE BUDGET GUIDELINES

DESCRIPTION	GROUP No.	OPER & DEPR RATE	REPLCMNT RATE	MILE/HOUR RATE
Mini Pass. Van	1	0.76	0.14	0.90
Sedan/Wagon	2	0.58	0.12	0.70
Light Pickup/Cargo Van/Full-Size Utility	3	1.20	0.20	1.40
Heavy Pickup/Van/Full-Size Utility	4	1.39	0.15	1.54
Highway Patrol	7	1.43	0.06	1.49
Game & Fish Enforcement	8	0.60	0.08	0.68
Regulatory Vehicles	9	0.72	0.14	0.86
Facility Service Vehicle	12	1.83	0.20	2.03
Compact Utility/All	13	1.02	0.09	1.11
Miscellaneous Truck/Mid-Size Bus	18	48.00	3.00	51.00
Rotary Snowplow	24	1706.00		1706.00
Medical Simulator Trucks	25	50.00		50.00
Bridge Aerial Lift	28	23.00		23.00
Lineworker Truck	29	41.00		41.00
Fuel Truck	31	9.00	20.00	29.00

Note: The budget guidelines for state fleet customers were prepared using estimated fuel prices for the coming biennium. Our primary fuel supplier cannot provide more definitive direction for the coming biennium due to volatile nature of oil pricing. Given the high level of uncertainty in which we are operating, it is possible that fuel prices may vary considerably from our current projections. Prior to the completion of the upcoming legislative session, if we become aware of significantly changed circumstances that would materially affect these guidelines, we will provide additional guidance via OMB.