

North Dakota Transportation Handbook

December 2014

prepared by

**NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION**

BISMARCK, NORTH DAKOTA
dot.nd.gov



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A Message from Director Grant Levi



Welcome to the NDDOT Transportation Handbook.

The 2014 North Dakota Transportation Handbook provides valuable information about the North Dakota Department of Transportation (NDDOT). Here you will find details about our state road system, bridges, construction, programs, funding and the variety of services provided by the department.

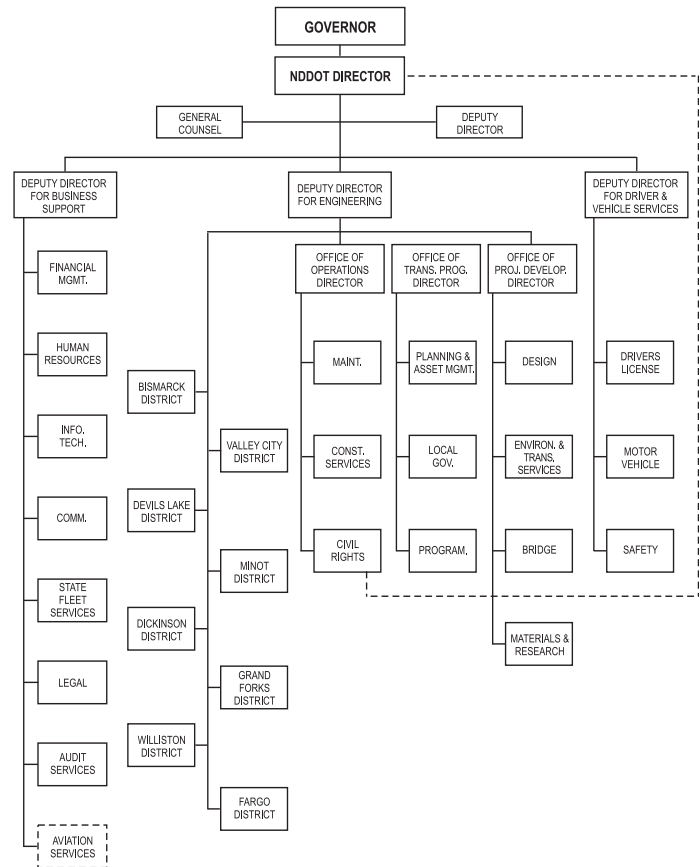
North Dakota is experiencing tremendous growth in many areas such as manufacturing, agriculture and business as well as an increase in traffic throughout the state. Growth impacts our transportation infrastructure and the NDDOT is working hard to maintain our roads and bridges for citizens and visitors to our state.

This system is critical to many different aspects of our lives by providing us with a means to conduct business, take kids to school, visit friends and family and to serve as an artery for economic growth across the state.

Thanks to our wonderful team of employees, the department will continue its efforts to provide a transportation system that safely moves people and goods.

To learn more about the NDDOT and our mission please visit our website at dot.nd.gov or call us at 1-855-NDROADS (1-855-637-6237).

Organizational Chart



Organization

- The ND State Highway Department was created in March 1917 and became the ND Department of Transportation (NDDOT) on January 1, 1990.
- NDDOT is led by a director appointed by the governor. The department also has three deputy directors: business support, engineering and driver and vehicle services.
- The Central Office is in Bismarck, with eight district offices: Bismarck, Devils Lake, Dickinson, Fargo, Grand Forks, Minot, Valley City and Williston.
- NDDOT oversees the development of surface transportation (highways, bridges, rail, transit, pedestrian and bicycle paths, and safe routes to schools) in the state.

Contact Information

NDDOT Toll-Free 1-855-637-6237
Central Office Information Desk (701) 328-2500
Motor Vehicle Registration and Titling . . . (701) 328-1270
Drivers License (701) 328-2601
Director's Offices (701) 328-2581
Mailing address:
608 E. Boulevard Ave.
Bismarck, ND 58505-0700
Website:
dot.nd.gov
Email:
dot@nd.gov
District Offices:
See page 4.

History

1889

Creation of a North Dakota state office dedicated to roads.

1911

First ND motor vehicle license plates issued.

1913

First highway commission created.

1917

Creation of North Dakota State Highway Department.

1922

ND has 20 miles of gravel roads, 1,000+ miles of dirt trails.

1933

Highway commission abolished. F.A. Vogel becomes first independent highway commissioner.

1935

First driver's license issued.

1956

First ND Interstate contracts let (US 10 between Valley City and Jamestown).

1977

ND is first state in union to let contracts for final Interstate highway (I-29 between Drayton and Pembina).

1990

Highway Department becomes Department of Transportation.

2002

NDDOT is lead agency for creation of first statewide strategic transportation plan for all modes of transportation.

2008

NDDOT completed the four-laning of US Highway 2 between Williston and Minot.

2012

Completed first roundabout project on a state highway on ND 22 near Killdeer.

2013

Worked on the largest construction seasons in state history (\$1.6 billion) during the 2013-15 biennium.

2014

Constructed truck bypasses and truck reliever routes around the following communities; Alexander, Dickinson, New Town, Watford City and Williston.

Road Condition Information Available Through a Variety of Tools

The NDDOT provides a variety of tools available for motorists to check road conditions before traveling. Listed below are the tools.

511

511 is a national telephone service for travelers to get the information they need to safely travel across North Dakota and the nation. Motorists can access weather and road information, road construction reports and seasonal load restriction information by calling 511 from any type of phone. When calling from out of state, dial 1-866-696-3511. From July 2012 to June 2013, 356,797 calls were placed and from July 2013 to June 2014, there were 219,559 calls placed to 511.



NDDOT Travel Information Map

The NDDOT Travel Information Map can be found on our website at dot.nd.gov.

The map provides information on road conditions, load restrictions, work zones, road and weather cameras, width/height restrictions and weather radar. The travel information is designed for computer desktop and laptop use. In 2013, the travel map had 4.3 million page views.

NDRoads

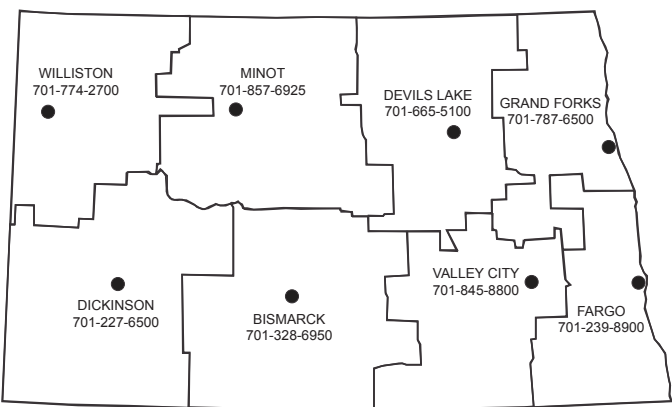
The information on the NDRoads smartphone app is the same as what is found on the popular web-based Travel Information Map, but in a format better suited for smaller mobile devices. NDRoads is available for download by going to our website. In 2013 there were approximately 77,800 downloads of the app.



GovDelivery

GovDelivery is an email and text message subscription that allows subscribers to receive news and information updates directly from the NDDOT's website on a variety of interesting topics.

ND State Highway Districts



ND Road Mileage - 2013

State Highway System*	7,378
County System	18,698
Other Rural Roads	56,867
City Streets	3,907
Trails	19,823
Total	106,673

*NDDOT maintains approximately 8,518 roadway miles of highway, which includes miles in each direction on four-lane highways.

- North Dakota has 3,692 miles of road on the National Highway System (NHS)—including 571 miles of Interstate roads—that are part of the state highway network.
- 2013 U.S. Census estimate of North Dakota population was 723,393 people. There are approximately 147 miles of road for every 1,000 people.

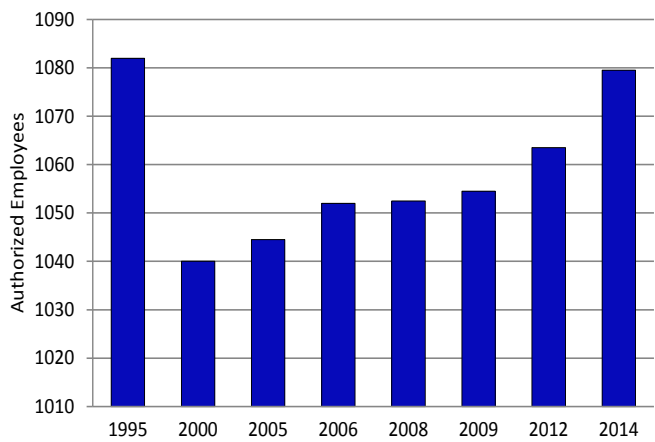
ND Bridge System Condition - August 2014

System	Number of Bridges	Number of S.D. or F.O.*	Percent of S.D. or F.O.*
State	1,711	81	4.7%
Urban	111	15	13.5%
County	3,036	749	24.7%
Total	4,858	845	17.4%

*A bridge designated “structurally deficient (S.D.)” does not mean that the bridge is unsafe; it means that either the deck, the superstructure, or the substructure has a condition that warrants attention. This can be as simple as a concrete bridge deck needing work or requiring a bridge deck overlay.

A bridge designated “functionally obsolete (F.O.)” means that some part of the bridge does not meet a design standard such as vertical clearance, deck width, etc. It has nothing to do with the structural integrity of the bridge.

NDDOT Employee Facts 1995 to 2014

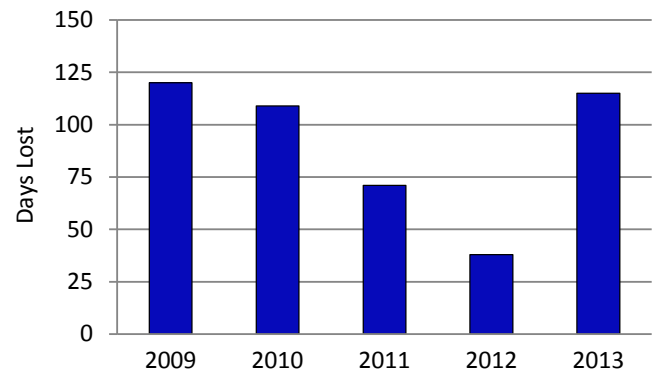


- NDDOT has 1,079.5 authorized budgeted positions as of July 1, 2014.
- At the peak of the construction season, NDDOT employed 116 temporary workers in 2014.

Worker Safety

For the 2013 calendar year NDDOT had 239 lost work days due to workplace injuries. In 2013, NDDOT employees worked a total of 2,083,915 hours. This meant that there were 115 lost days per million hours worked.

Days Lost per Million Hours Worked 2009 - 2013



NDDOT Strategic Plans

The NDDOT Strategic Planning process has steadily evolved since its inception in 1997. Through these efforts, the department continues to be recognized as the State's transportation leader that operates as a progressive and innovative organization that carries out its vision and mission.

Vision

North Dakota's Transportation Leader Promoting:

Safe Ways – Superior Service – Economic Growth

Mission

Safely move people and goods.

As the department strives to meet the transportation needs of the energy, agriculture, and manufacturing industries it is faced with increasing challenges. To meet these challenges and advance our mission the NDDOT has incorporated five strategic emphasis focus areas and goals.

Strategic Focus Areas and Goals

- **Safety** – Provide a safe and secure transportation system and workplace.
- **Team** – Recruit, develop, and retain a high performing workforce that results in everyone working together to achieve our mission and vision.
- **Service** – Be proactive and adaptive to provide superior external and internal services, products, and programs.
- **Innovation** – Promote a culture of innovation to enhance external and internal services, products, and programs.
- **Assets** – Preserve and enhance assets managed by NDDOT.

Values

In practicing the department's values of *Professionalism, Respect, Integrity, Dedication, and Excellence* it will be successful in being North Dakota's transportation leader.

The NDDOT plans for projects and future transportation system needs through strategic planning. In carrying out the statewide transportation planning process, which includes the development of both short and long-range transportation plans, the NDDOT also utilizes a public in-

(continued on next page)

NDDOT Strategic Plans (cont.)

volvement process that provides opportunities for public review and comments.

The NDDOT works on numerous strategic plans to achieve our mission including:

- **TransAction III** – The statewide strategic long-range transportation plan for all modes of transportation in North Dakota which covers a 20-year planning horizon. It provides broad strategic direction for collaborative transportation efforts across modes, the public and private sectors, and governmental jurisdictions.
- **State Freight Plan** – The freight plan is multimodal; with primary emphasis on highways and secondary emphasis on last mile connections to railroad, pipeline transload, and air cargo freight facilities. It is comprehensive and inclusive of immediate and long-term freight planning activities and investment strategies at the state level.
- **Strategic Highway Safety Plan** – The safety plan works on a long-term goal to reduce traffic fatalities on North Dakota's public roads. The plan aligns traffic safety efforts across the state and encourages agencies and organizations to work together in a coordinated effort.
- **Highway Performance Classification System** – This system identifies service levels of the various highways under NDDOT's jurisdiction. The definitions and individual roadway classifications are reviewed for possible update through the strategic transportation planning process.

In working on strategic planning and state transportation improvement, the NDDOT incorporates performance measures. The department surveys customers and employees on a regular basis to measure services and products the agency provides throughout the state.

- The 2014 Customer Satisfaction Survey results illustrated the top four categories that ranged from 83 percent to 96 percent in satisfied or very satisfied were: traveler info, motor vehicle, drivers license, and communications. Stakeholder awareness of traffic safety issues, specifically texting while driving and driving under the influence, were listed as areas of concerns.
- The employee survey is completed to gauge the health of the organization. The survey was first administered in 2002; and the seventh survey of the department will be conducted in late 2014 or early 2015.

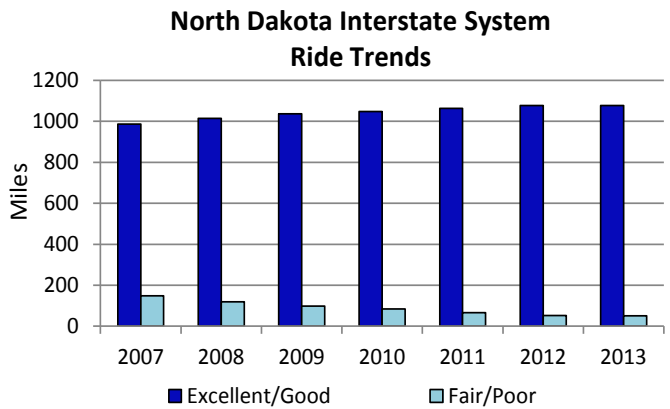
More information about the department's strategic planning process is available on the NDDOT website at dot.nd.gov.

Commitment to a Smooth Ride

The North Dakota Department of Transportation is committed to providing motorists with as smooth a ride as possible on state roadways. A smooth roadway creates a more pleasant driving experience and a safer ride. Smooth pavement has less distress and lasts longer, keeping maintenance costs down.

The department is working with both the asphalt and concrete industries to use the best materials, equipment, and technology available to meet stringent quality standards. The department uses both ride quality and condition to determine which roadways receive a higher priority when it comes to maintenance, overlays, or reconstruction.

Ride Index - 2013



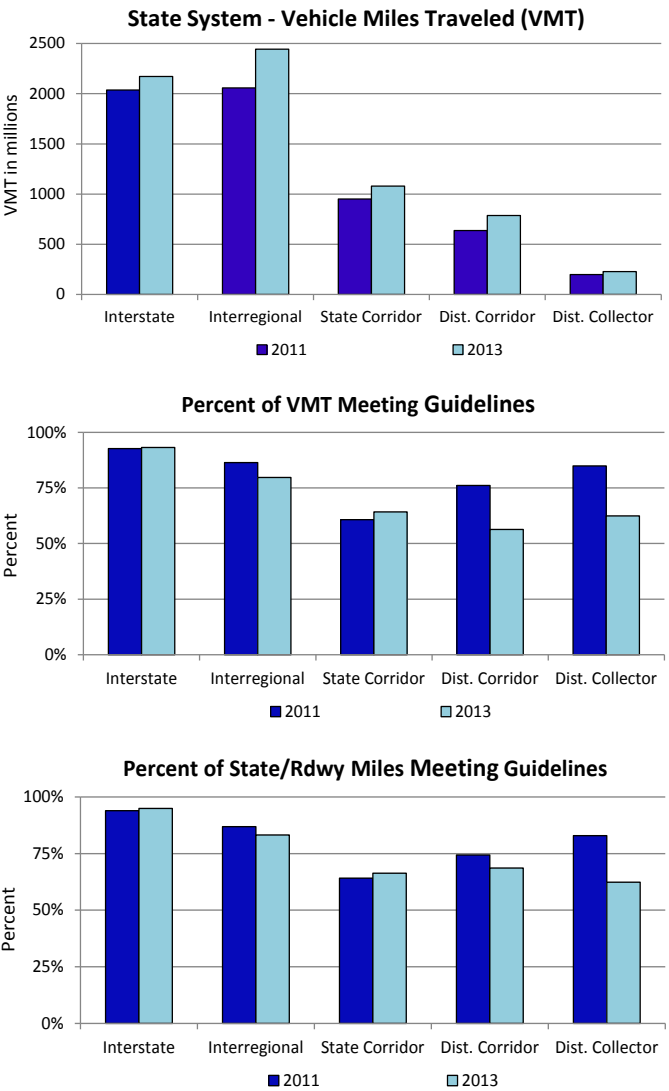
SOURCE: NDDOT condition data, International Roughness Index (IRI)

The North Dakota Department of Transportation is committed to a smooth ride quality on its roadways. The department has moved to defining ride quality using the International Roughness Index (IRI). The IRI is a worldwide standard for measuring pavement smoothness. The IRI is a numerical value calculated from the measured longitudinal profile of the roadway surface. NDDOT has developed IRI ranges that relate to a perception of excellent, good, fair, and poor ride quality. The IRI data is collected in the fall of each year. The years in the chart above reflect the year the data was collected.

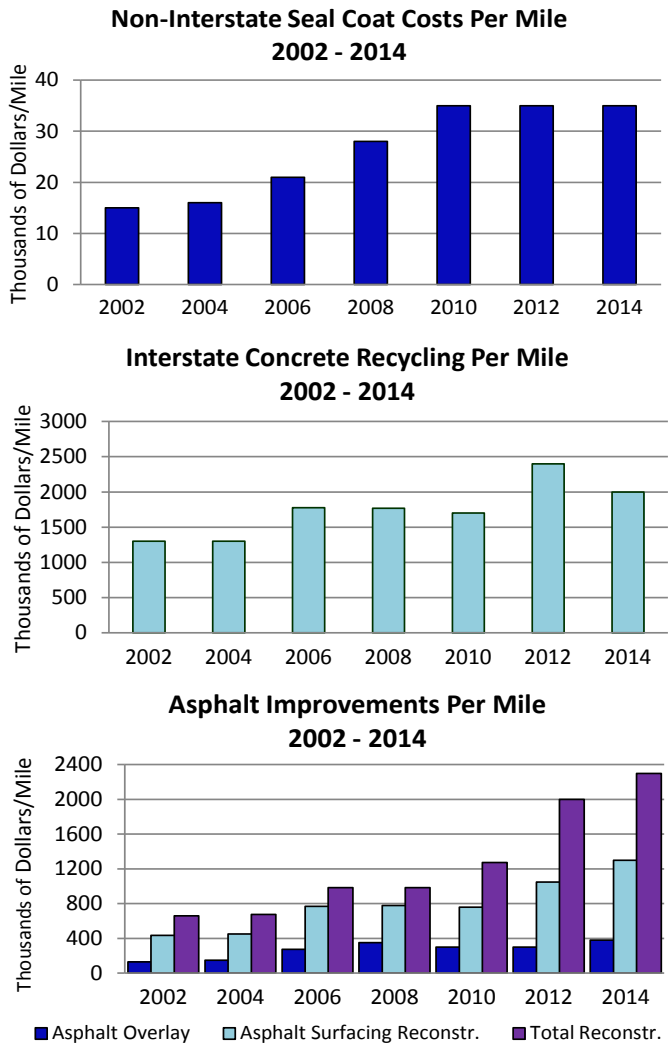
State Highway System Pavement Conditions

North Dakota has 7,440 centerline* miles on its state highway system. These miles fall into five categories of the Highway Performance Classification System (HPCS). The department puts an emphasis on the roadways that accumulate the most Vehicle Miles Traveled (VMT). The following charts show the number of miles and the respective travel on each system as well as the percent of the system that meets performance guidelines. In 2011, 6,742 roadway miles met guidelines compared to 6,288 in 2013.

*Centerline measures miles down the center line of a roadway or median of a divided highway.



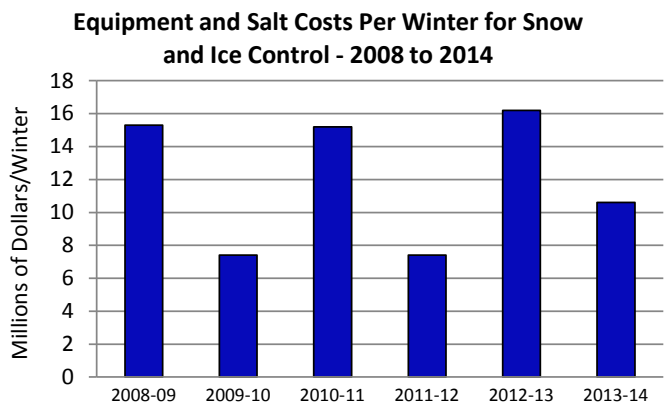
Cost of Doing Business



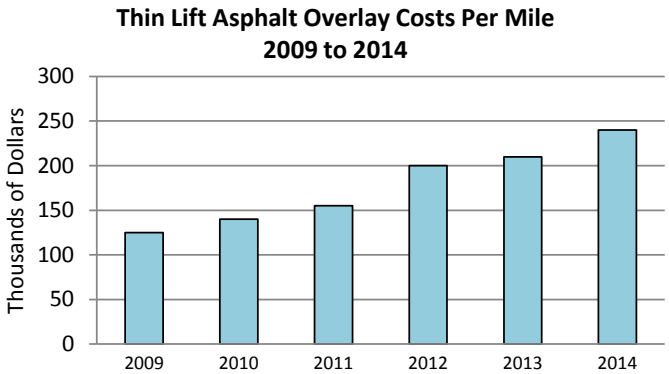
Average Construction Costs - 2014

Improvement	Total Dollars/Mile
Non-Interstate seal coat (by contract)	\$ 35,000
Interstate seal coat (by contract)	\$ 55,000
Thin lift overlay	\$ 240,000
3" asphalt overlay	\$ 380,000
Asphalt surfacing reconstruction (includes subgrade repair and resurfacing)	\$1,300,000
Total reconstruction (includes grading and asphalt surfacing)	\$2,300,000
Interstate concrete paving (two lanes in one direction)	\$2,000,000

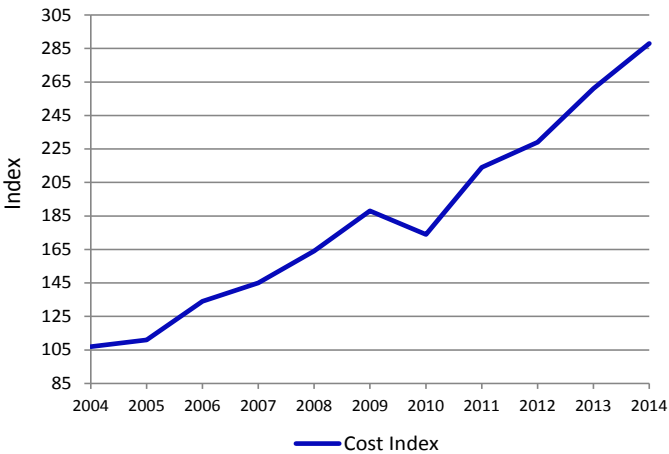
Maintenance Expenditures



Construction of new salt shed in Minot District.



Construction Cost Index

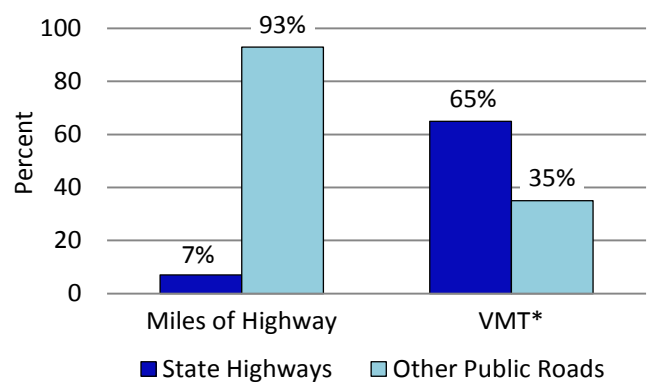


Construction cost inflation is eating up growth in revenues. Construction project costs have increased as the price of materials used in highway construction have risen.



Construction of Watford City bypass, May 2014

System Size vs. Use



*VMT - Vehicle Miles of Travel

- The North Dakota state highway system consists of 7 percent of the total public road mileage in the state, but carries 65 percent of the total VMT.
- Total VMT on North Dakota roads in 2013 was 10.1 billion.
- Truck traffic accounts for about 22 percent of the total traffic on the state system and 22 percent of the total traffic on North Dakota's Interstate system.



US 2 and 85 bypass through Williston.

- The highest rural traffic volumes on state highways, including truck traffic, are on I-29 between Fargo and Grand Forks, I-94 between Fargo and Bismarck, and Highway 2 between Minot and Williston.
- The Interstate system makes up about 13 percent of the total roadway miles on the state highway system but carries 33 percent of the annual VMT and 32 percent of the annual truck VMT.

Transportation Alternatives Program (TAP)

The current transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP-21) establishes a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The Transportation Alternatives Program (TAP) replaces the funding from the former Transportation Enhancement activities and consolidates these eligibilities with the former Safe Routes to School program wrapping them into a single funding source.

TAP provides funding for programs and projects defined as transportation alternatives and are designed to provide funds for community-based projects to enhance the travel experience. They include pedestrian and bicycle facilities; safe routes to school projects; safe routes for non-drivers; community improvement activities, and environmental mitigation projects.

NDDOT spends about \$1.5 million per year on TAP projects. TAP funds are awarded through a statewide competitive process and must have a connection to the surface transportation system.



A shared use path through the forest around Lake Metigoshe in Bottineau.

A trail in Cavalier that provides a safe route to school for children and their families.



Changes in North Dakota and Traffic Growth Trends

Transportation infrastructure is the backbone of our nation's economy. Americans depend on the transportation system, directly or indirectly, on a daily basis to commute to work, go to school, move commodities, and obtain basic everyday services.

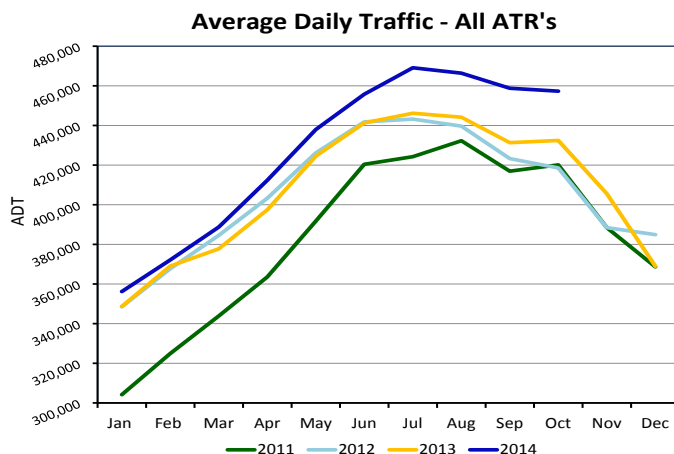
Businesses, such as the agriculture and energy industry, rely on a safe reliable transportation network to get their supplies and deliver goods to market and ship their products throughout the world.

North Dakota Challenges

The state of North Dakota is experiencing challenges due to record growth in agriculture, energy, manufacturing and other areas throughout the past few years, which has created an atmosphere of change and learning how to adapt to change.

With the increase in economic development there are other types of growth and demand for services in the state:

- Traffic Growth – The number of miles driven on state highways have increased.



- » From 2010-2012 North Dakota saw a 22 percent increase in traffic statewide, and a 53 percent increase in traffic in western North Dakota on all state highways. Traffic growth remains at high levels in 2013 and 2014.

(continued on next page)

Changes in North Dakota and Traffic Growth Trends (cont.)

- » In western North Dakota truck traffic increased 60 percent in 2011 and 37 percent in 2012, more than doubling in two years.
- Rail freight originating in North Dakota doubled between 2000 and 2011. Daily train traffic through Fargo increased 87 percent in four years from 2008 to 2012.
- The state issued a record number of driver's licenses (500,000+) and motor vehicle registration renewals (one million) annually over the past three years.

Meeting growing needs for the state's transportation system, the NDDOT worked on the largest road construction programs in state history in 2013 and 2014, with more than \$1.6 billion bid on roadway projects.

NDDOT strives to maximize the productivity of the state's investments and provide a transportation system to safely move people and goods.

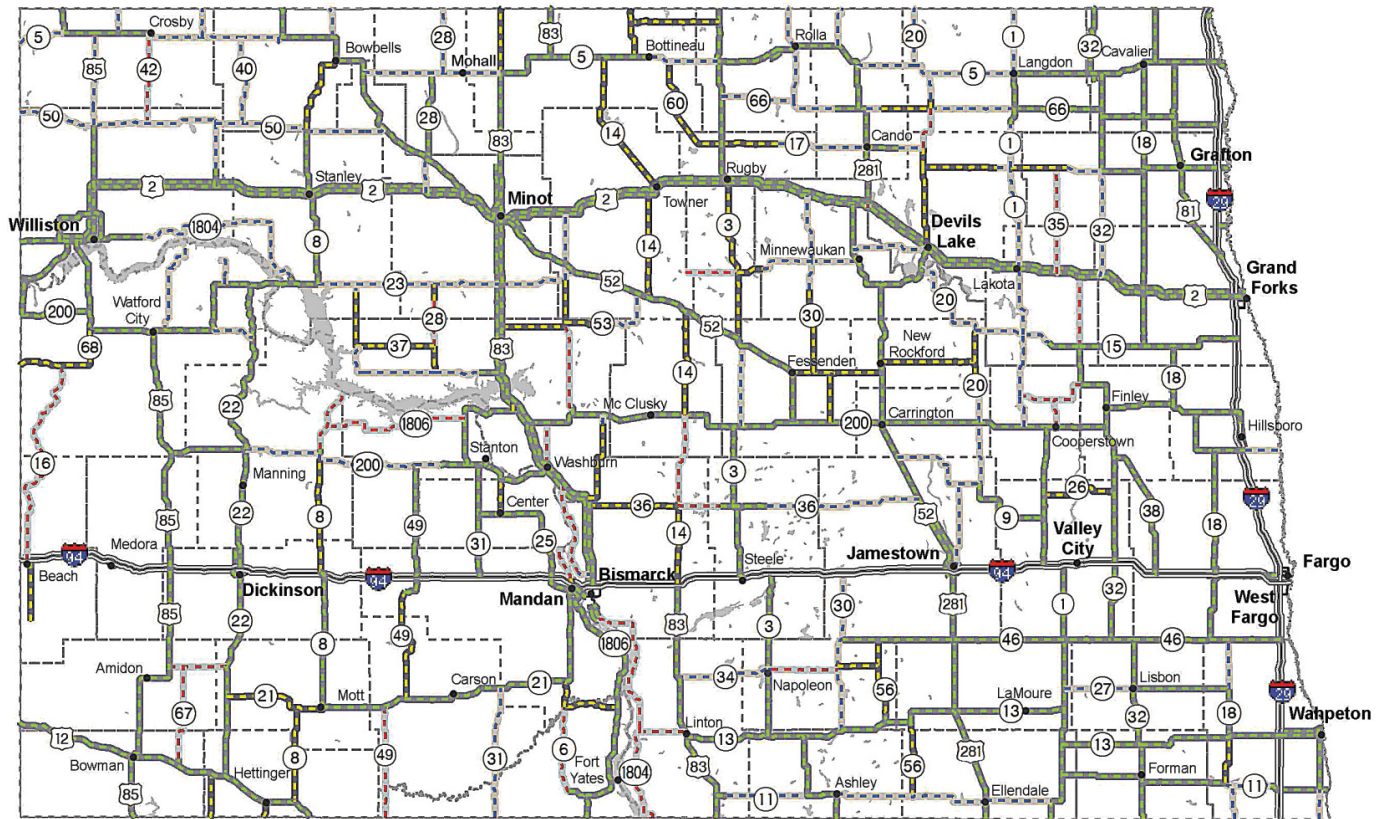


New Town Truck Reliever Route Ribbon Cutting, November 2014



Valley City 7th Street SE Ribbon Cutting, November 2014

Spring Load Restriction Map



Interstate System

by Legal Weight

8 - Ton

7 - Ton

6 - Ton

5 - Ton

Single Axle

Tandem Axle

3 Axle Group or more per Axle

Max. Axle Group

Gross Weight

20,000 lbs

34,000 lbs

17,000 lbs

48,000 lbs

105,500 lbs

16,000 lbs

32,000 lbs

14,000 lbs

42,000 lbs

105,500 lbs

14,000 lbs

28,000 lbs

12,000 lbs

36,000 lbs

105,500 lbs

12,000 lbs

24,000 lbs

10,000 lbs

30,000 lbs

80,000 lbs

10,000 lbs

20,000 lbs

10,000 lbs

30,000 lbs

80,000 lbs

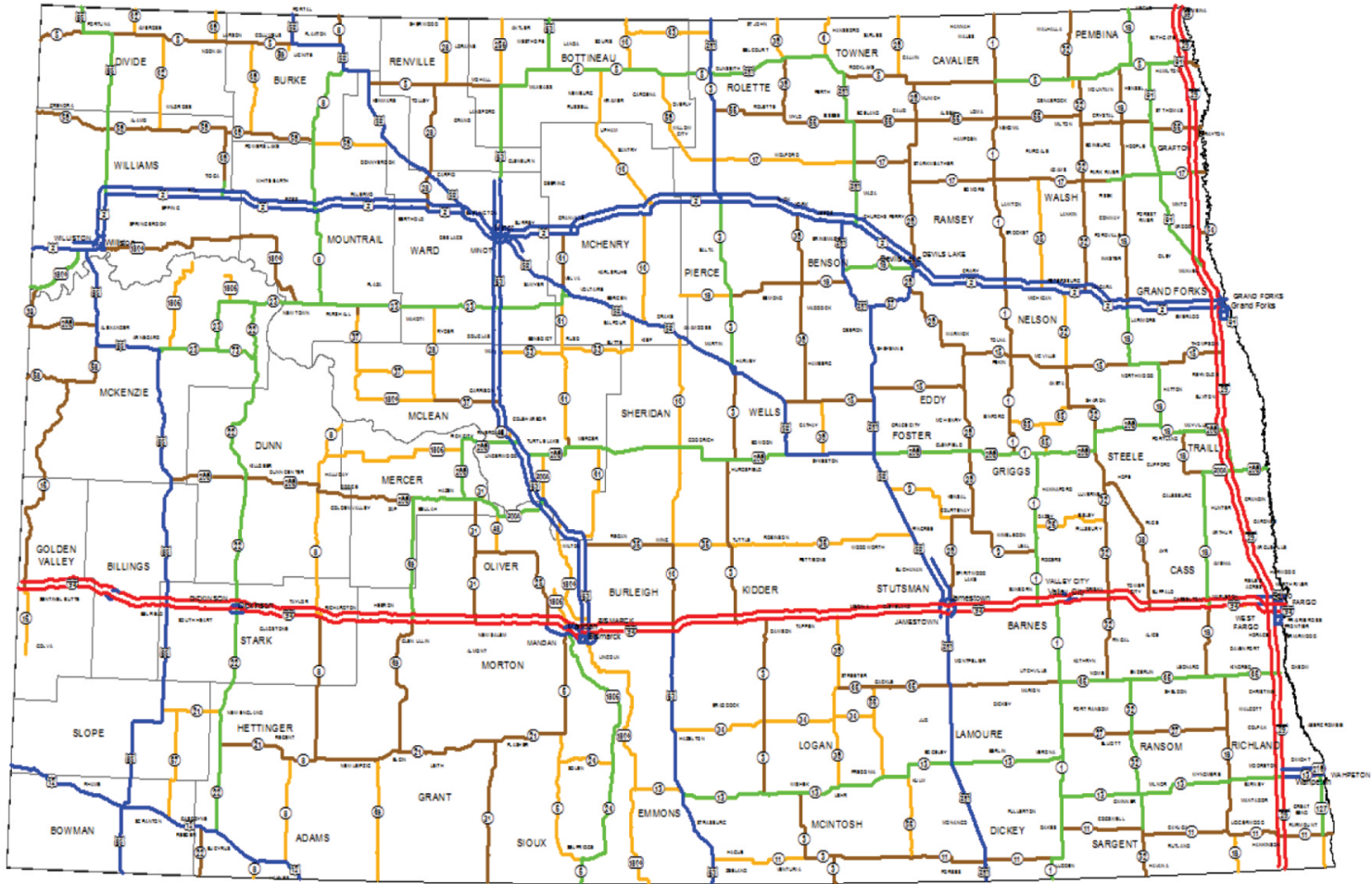
Call Highway Patrol for vehicle size/weight and permits.

Call 511 for enroute information

Phone #'s (701)

HP Permit Office	328-2621	Minot	857-6925
NDDOT Office	328-2545	Dickinson	227-6500
Bismarck	328-6950	Grand Forks	787-6500
Valley City	845-8800	Williston	774-2700
Devils Lake	685-5100	Fargo	239-8900

State Highway Performance Classification System



State Highway Performance Classification System (cont.)

RURAL INTERSTATE SYSTEM

Maintaining a high degree of reliability and mobility on these highways is critical to support and promote international, national, regional and statewide trade and economic activity. Movements are primarily long-distance, interstate and intrastate traffic.

RURAL INTERREGIONAL SYSTEM

Maintaining a high degree of reliability on these highways is critical since they support and promote international, national, regional and state trade and economic activity. Movements on these highways are primarily long-distance, interstate and intrastate traffic.

RURAL STATE CORRIDOR

Maintaining a moderately high degree of reliability and mobility on these highways is critical since they support the movement of a wide variety of goods within the state by providing connectivity between lower and higher level roadways. Movements on these highways are primarily medium-distance intrastate traffic.

RURAL DISTRICT CORRIDOR

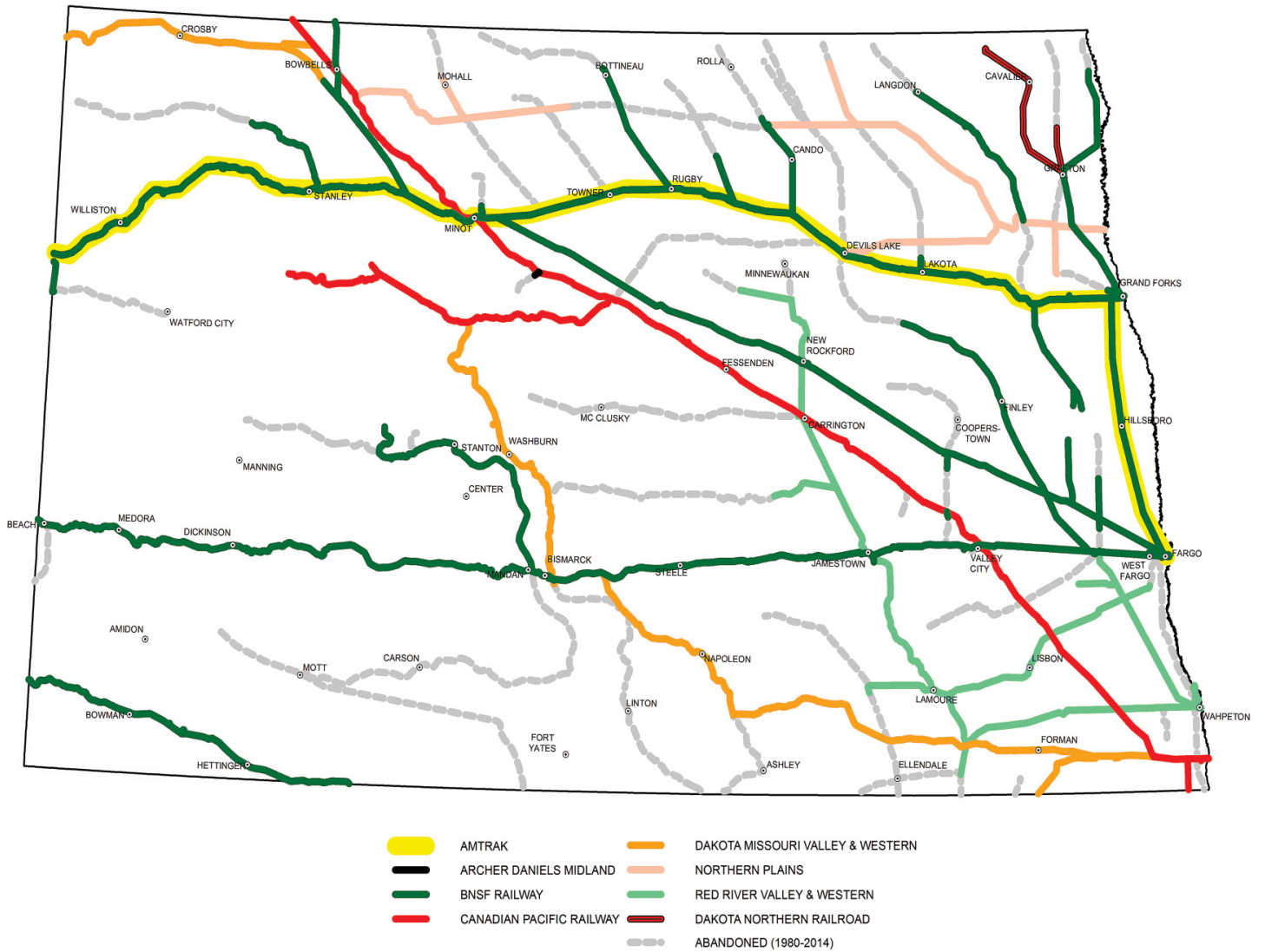
Maintaining a moderate degree of reliability and mobility on these highways is desirable. Movements on these highways are primarily short to medium distance intrastate traffic. Rural District Corridors are typically comprised of one travel lane in each direction. Moderate volumes of traffic are relatively consistent year round with occasional increases of seasonal traffic volumes and truck movements. These roadways have relatively moderate travel speeds and strive for crash rates at or near the statewide average.

RURAL DISTRICT COLLECTOR

Maintaining reliability and mobility on these highways is desirable but a lower priority compared to the other types of routes listed, here. These highways are generally short routes that provide connectivity to the higher level road systems. Movements on these highways are relatively short distance intraregional movements

For more information on the NDDOT Highway Performance Classification System, please refer to dot.nd.gov.

Railroads In North Dakota



ND Rail Freight and Passenger Service

- NDDOT administers a rail loan program with two revolving loan funds, Local Rail Freight Assistance (LRFA) and Freight Rail Improvement Program (FRIP). These funds are used for loans to support projects that improve the North Dakota rail system.
- The LRFA and FRIP loan funds have provided \$41.3 million for 49 projects that have rehabilitated approximately 680 miles of branch line tracks, constructed 10 facility access spur or loop tracks and supported three major flood disaster recovery projects.
- There are 3,439 at-grade public highway rail crossings in the state, of which 17 percent are active warning devices. NDDOT normally funds six to eight crossing improvements annually, as resources permit.
- Since 1980, nearly 1,800 miles of rail line in North Dakota have been abandoned. This loss of rail service has put an additional strain on our state and local road network.¹
- North Dakota ranks 16th among the states in rail tons (39.8 million) originated in the state.²
- North Dakota ranks 36th among the states in rail tons (12.4 million) terminated in the state.³

ND Rail System Mileage - 2014⁴

Railroads	Main-line	Branch-line	Trackage Rights	Total Miles Operated
BNSF	1,112	585	16	1,713
CPR	359	124	8	491
DMVW	-	394	38	432
DNRR	-	51	-	51
NPR	-	294	-	294
RRVW	-	412	87	499
Total	1,471	1,860	149	3,480

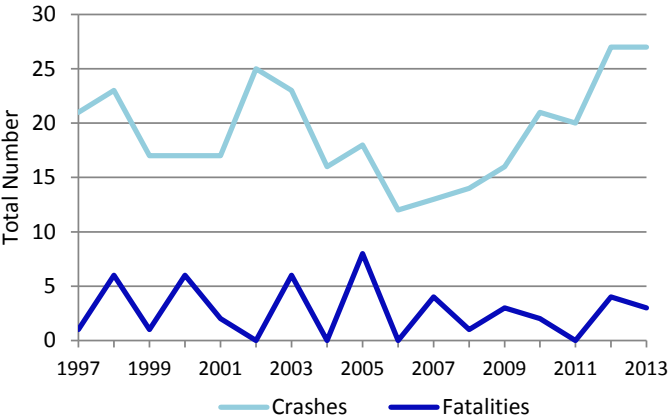
¹ NDDOT Public Service Commission (NDPSC) and NDDOT Rail Plan.

² Association of American Railroads (ARR), from the Surface Transportation Board's (STB) most recent 2011 *Waybill Sample* available.

³ *ibid*

⁴ Total miles and Trackage Rights miles are from the operating railroads in the state. The information was confirmed by the railroads for calendar year 2014.

Motor Vehicle Crashes and Fatalities at North Dakota Railroad Crossings - 1997 to 2013



SOURCE: Federal Railroad Administration safety data.



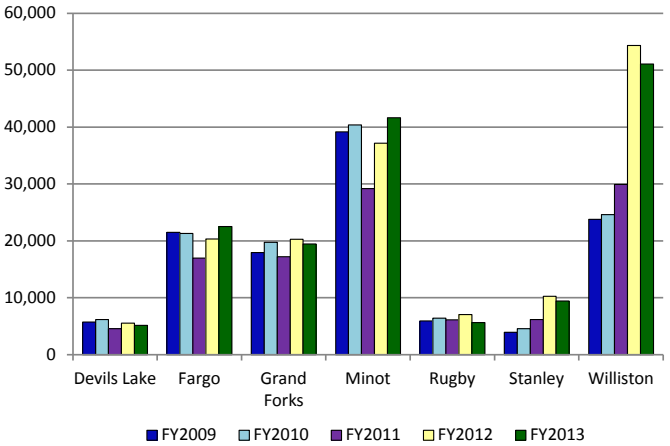
Railroad crossing at Windsor.

Amtrak Ridership - 2009 to 2013

Amtrak serves North Dakota with one long-distance east/west daily train called the Empire Builder. It follows a route from Chicago-Minneapolis/St. Paul through North Dakota to Seattle/Portland.

Amtrak Ridership for North Dakota					
City	FY2009	FY2010	FY2011	FY2012	FY2013
Devils Lake	5,740	6,148	4,569	5,505	5,142
Fargo	21,514	21,286	16,968	20,304	22,497
Grand Forks	17,928	19,751	17,201	20,271	19,422
Minot	39,136	40,360	29,179	37,169	41,615
Rugby	5,906	6,409	6,106	7,057	5,637
Stanley	3,921	4,549	6,146	10,234	9,411
Williston	23,793	24,586	29,920	54,324	51,076
Total	117,938	123,089	110,089*	154,864	154,800

* Down 10.6% from FY2010. Empire Builder service was greatly impacted by flooding during FY2011.



SOURCE: Amtrak State Fact Sheets

Registrations, Driver and Safety Information

- In 2013, North Dakota processed a total of 1,110,241 vehicle registrations.
- In December 2013, North Dakota had 520,083 licensed drivers; 268,652 were male and 251,431 were female.
- In 2013, North Dakota had a fatality rate of 1.47 deaths per 100 million vehicle miles traveled, compared to the national rate of 1.11.
- The total number of crashes increased in 2013 to 18,997, compared to 18,356 crashes in 2012.
- There were 148 people killed on North Dakota roadways in 2013. This is a decrease of 12.9 percent from 2012, and the same number as in 2011.

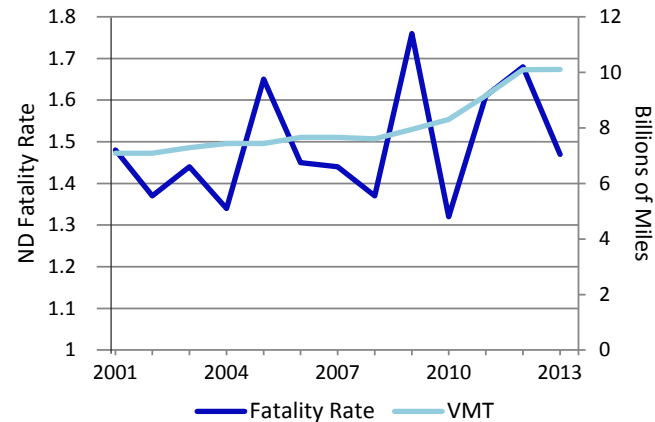
Rest Areas

The North Dakota Department of Transportation maintains 28 rest areas and visitor centers conveniently located across the state. Visitor centers are modern and decorated in themes with historical information specific to the site where they are located. Many of the rest areas have wireless Internet services in addition to picnic shelters, phones, vending machines, and ADA-approved restroom facilities.



East bound I-94 Hailstone Creek Rest Area near New Salem.

Highway Safety - 2001 to 2013



DEATHS AND DEATH RATES - How Do We Compare?

	2013 Fatalities	2013 Fatality Rate*
North Dakota	148	1.47
National	32,850	1.11

*Deaths per 100 million VMT (Vehicle Miles of Travel)

In 2013, 148 people died on North Dakota roadways, a decrease of 12.9 percent from 2012.

- 48.12 percent of all North Dakota motor vehicle fatal crashes involved alcohol, compared to 52.38 percent in 2012.
- 57.8 percent of individuals killed in motor vehicle crashes were not wearing seat belts, compared to 66.7 percent in 2012.
- 37.6 percent of fatal motor vehicle crashes were speed related/driving too fast for conditions, an increase from 2012.



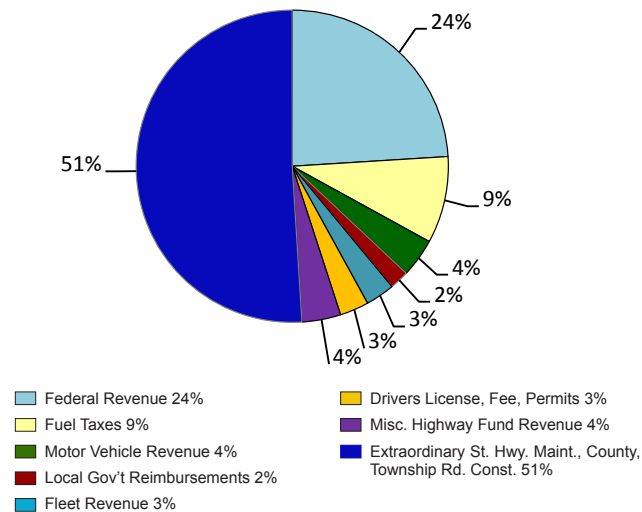
Work zone speed limit sign, 25th Street in Fargo, July 2014.

Revenue and Expenditures

- Historically, North Dakota has received about \$2 of Federal Highway funds for every \$1 North Dakota drivers paid into the Federal Highway Trust Fund.
- To fund highway improvement projects, North Dakota must match federal-aid highway funds at a ratio of about 4:1, or 80 percent federal and 20 percent state.
- The major sources of revenue going into the state highway tax distribution fund include: gasoline, gasohol and diesel fuel taxes, motor vehicle registration fees, and the special fuels excise tax. The 2013 legislative session provided a \$5.5 million per biennium transfer from the highway tax distribution fund to the state highway fund for the purpose of providing administrative assistance to other transferees. After the first \$5.5 million transfer, the remaining highway tax distribution fund is allocated in the following manner: 61.3 percent to the state, 22 percent to the counties, 12.5 percent to the cities, 2.7 percent to townships, and 1.5 percent to public transportation.
- Under TEA-21 (1998-2003), North Dakota’s annual average obligational authority approached \$160 million. Under SAFETEA-LU (2005-2012) NDDOT’s annual average obligation authority was \$235 million. Under Map-21 (2013-2014), North Dakota’s annual average obligational authority was \$230 million.
- From 1994 through 2014, North Dakota received about \$667.7 million in federal emergency relief funds to repair roads damaged by flooding.
- In 2014, the total tax on a gallon of gasoline in North Dakota was 41.4 cents. Of that, 23 cents is state tax and 18.4 cents is federal tax.
- The NDDOT maintenance program is funded by state funds.
- The Federal Highway Administration agrees with the Council of Economic Advisers in estimating that 13 jobs are directly associated with every \$1 million the federal government spends in transportation projects.
- A study conducted by the Upper Great Plains Transportation Institute in Fargo revealed that investing in our transportation system returns \$4.90 for every \$1 spent. The study shows that an investment in transportation is an investment in North Dakota’s economic future.

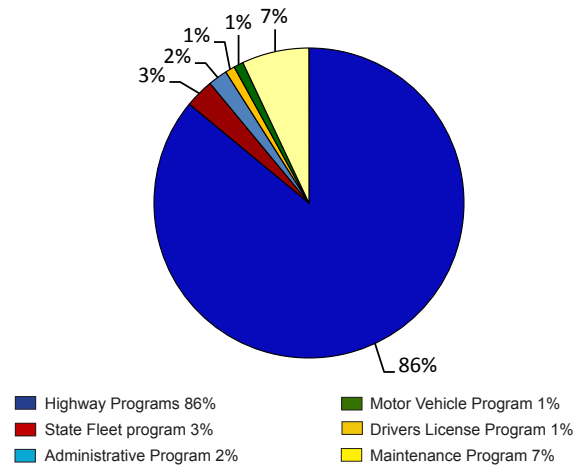
Budgeted Biennial Funding Sources - 2013 to 2015

Total of All Sources: \$2,845.6 Million



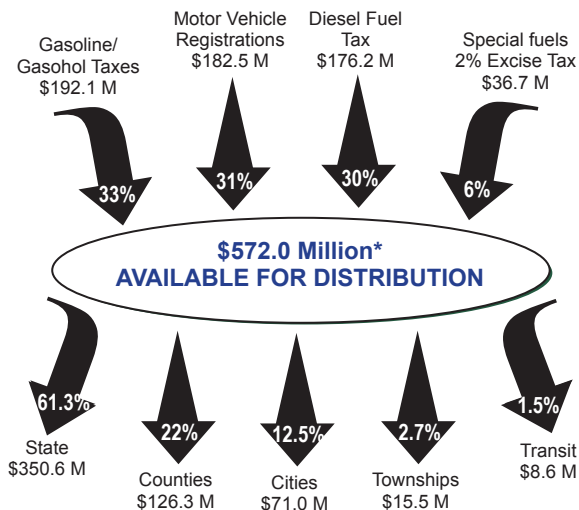
Budgeted Biennial Expenditures - 2013 to 2015

Total Budget: \$2,842.1 Million



NOTE: NDDOT funding sources, as passed by the 2013 Legislature, are slightly more than the related budget (approximately \$3.5 million). NDDOT can spend its budget only to the extent of available revenues. In the event that the revenues do not come in ahead of the projections, NDDOT will leave that amount of the budget unexpended.

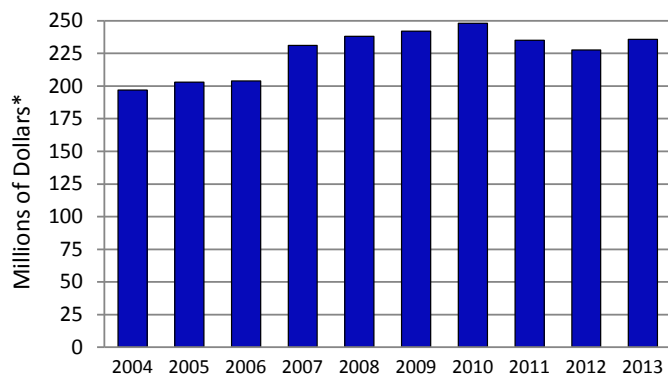
ND Highway Tax Distribution Fund Revenue and Distribution - 2011 to 2013



NOTE: One cent (equaling about \$8.2 million annually) of the state motor fuel tax no longer goes directly to the townships and currently receives 2.7 percent allocated through the Highway Tax Distribution Fund.

* A total of \$15.5 million was withheld prior to distribution for allocation of \$5.0 million to the Highway Patrol Fund, \$4.6 million to the Ethanol Subsidy Fund, approximately \$400,000 to the Motorboat Safety/Snowmobile Fund, and \$5.5 million to the Highway Fund for administrative assistance to other transferees.

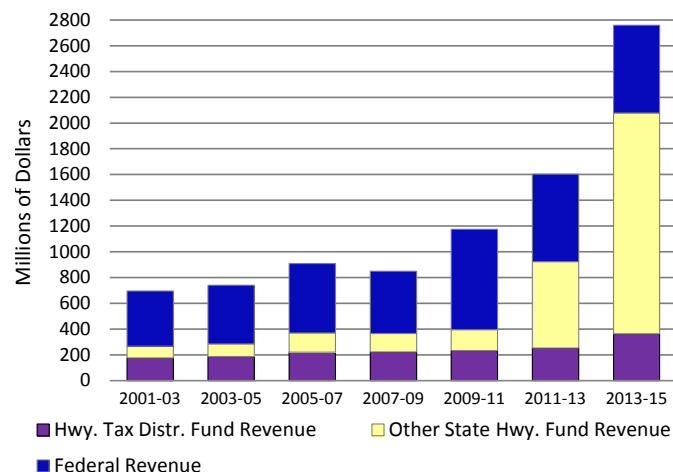
Congressional Appropriated Highway Funds for Core Programs



NOTE: In 2012, Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP-21) – highway authorization legislation.

* Demonstration Project Funds, American Recovery and Reinvestment Act Funds and end-of-year Redistributions of Spending Authority are not included.

Gross NDDOT Biennial Revenue Sources (excluding Fleet)



ND Motor Fuel Tax History

Year	Cents/Gal.
1919	1/4
1926	2
1929	3
1939	4
1951	5
1955	6
1970	7
1978	8
1983*	13
1987	17
1993	18
1996	20
1999	21
2005	23

* Beginning in 1983 the state legislature dedicated 1 cent of the state motor fuel tax to townships for road purposes. This was repealed July 2009. Townships now receive 2.7 percent of the Highway Tax Distribution Fund.

Motor Fuel Tax Rates - Cents Per Gallon - 2014

Tax Rates	Gasoline	Diesel	Gasohol
Montana	27.0	27.8	27.0
Nebraska	26.4	26.4	26.4
South Dakota	22.0	22.0	22.0
Minnesota*	28.5	28.5	28.5
North Dakota	23.0	23.0	23.0
National Average	20.5	19.1	20.5
Federal	18.4	24.4	18.4

Highest:

Washington	37.5		37.5
Connecticut		54.5	

Lowest:

Georgia	7.5	7.5	7.5
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* Approximately four months of the year, Minnesota adds a two-cent tax for environmental cleanup, making its tax a total of 30.5 cents per gallon.



2012 Motor Fuel Tax Revenue - Annual Yield of 1 Cent of Motor Fuel Tax*

Regional Tax Yield	Millions
Minnesota	\$ 32.4
Nebraska	12.7
Montana	7.7
South Dakota	6.9
North Dakota	8.2

National Tax Yield

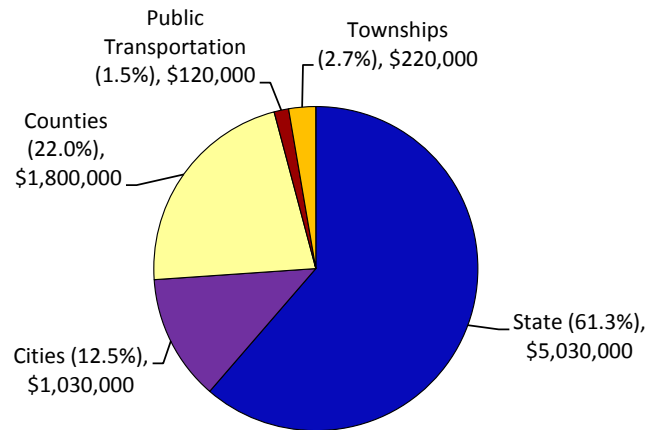
Highest: California	\$172.7
Lowest: Dist. of Columbia	1.1
Average	33.7

* Motor fuel includes gasoline, gasohol, and diesel fuel.

SOURCE: FHWA Highway Statistics

Motor Fuel Tax Annual Revenue - FY2013

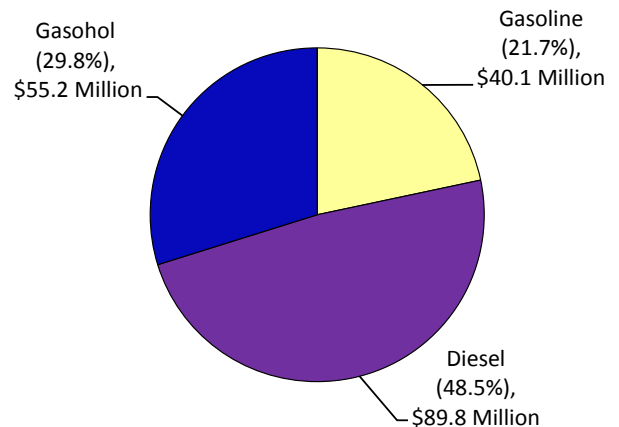
Statewide Impact of 1 Cent Motor Fuel Tax



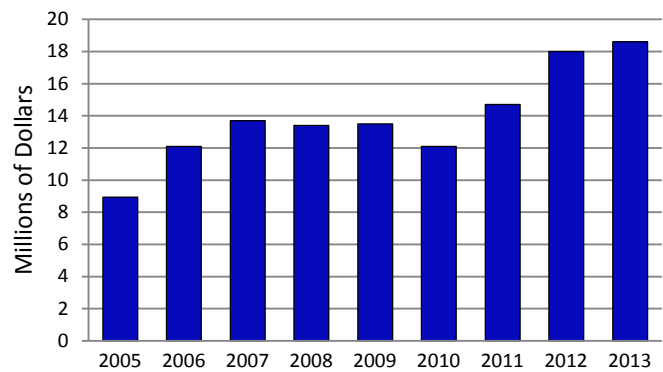
Based on FY2013 revenue, 1 cent of the state motor fuel tax will generate about \$8.2 million annually.

Net Tax Annual Receipts

Total Receipts: \$185.1 Million

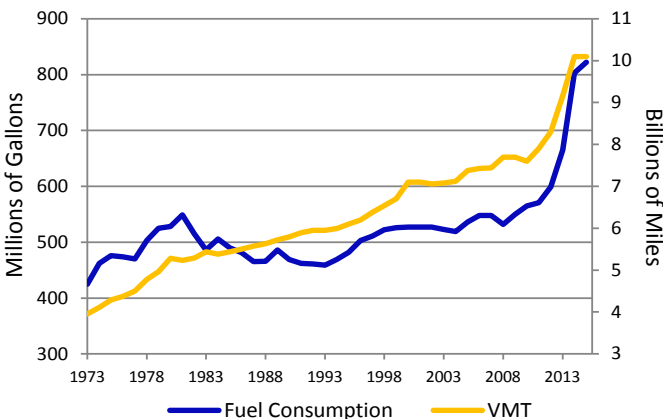


Special Fuels Excise Tax - FY2005 to FY2013



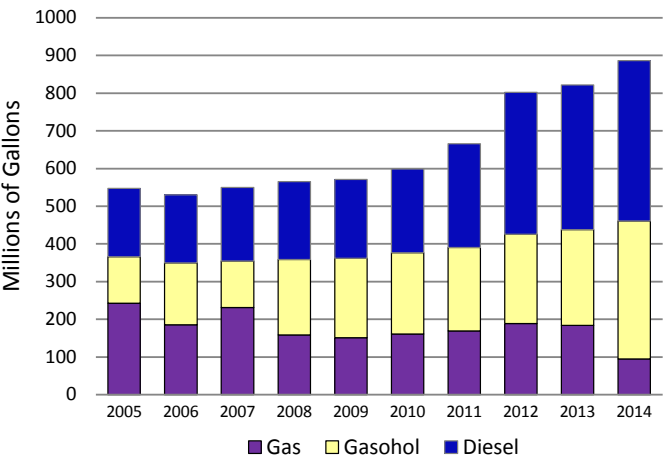
The 2013 legislative session allowed for a transfer from special fuel excise tax on diesel fuel sold to railroads. The transfer of \$500,000 in the highway rail grade crossing safety projects fund for the pilot program, and \$640,000 was re-appropriated from the prior biennium.

Fuel Consumption vs. Vehicle Miles Traveled - 1973 to 2013



- Vehicle miles of travel (VMT) on North Dakota’s system increased steadily from 1970 to 1999, then leveled off from 1999 to 2003, increased again in 2004 to 2005, increased slightly in 2009 and 2010 greatly increased in 2011 and 2012, and leveled off in 2013.
- As a result of the increased fuel efficiency of vehicles, and the fluctuating price of motor fuel, revenue generated from motor fuel taxes has not kept pace with increased transportation system demands.

ND Fuel Consumption - FY2005 to FY2014



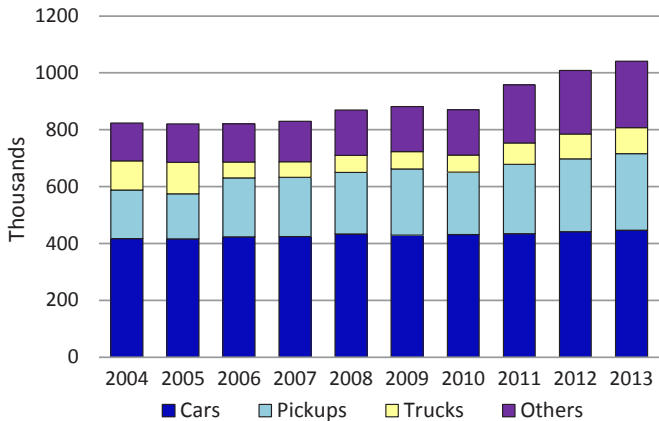
	2011	2012	2013	2014
Gas*	168.6	189.1	184.1	94.9
Gasohol	221.6	237.0	254.0	365.6
Diesel*	275.1	376.4	383.9	425.5

*Gross gallons taxes.



I-94 traffic through Fargo, March 2014

Vehicle Registrations - 2004 to 2013

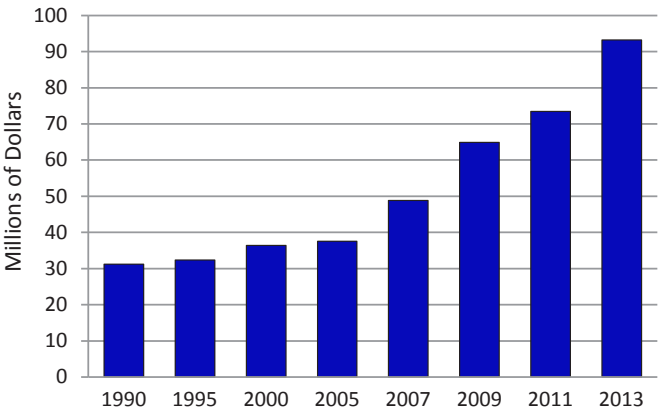


	2011	2013
Cars	435,169	447,222
Pickups	243,278	269,416
Trucks	76,040	90,800
Others*	204,152	233,880
Total	958,639	1,041,318

*Includes low speed, motorcycles, snowmobile, trailers, off-highway, unconventional.

NOTE: Historically, data did not always track pickups separately from trucks.

ND Vehicle Registration Fees Available for use in the Highway Tax Distribution Fund and State Highway Fund



Vehicle Registration Fee Comparison

State	Fee ¹	2013 Ford Taurus 3,739 lbs	2013 3/4 Ton Pickup 12,000 GVW	2013 KW Tractor 80,000 lbs	2006 Farm Truck 44,000 lbs	2012 Farm Truck 44,000 lbs
MN	Flat Fee	261	461	1,687	161	268
	Other Fee	-	-	-	-	-
	Total	\$261	\$461	\$1,687	\$161	\$268
MT ²	Flat Fee	217	217	375	100	284
	Other Fee	-	-	-	-	-
	Total	\$217	\$217	\$375	\$100	\$284
ND	Flat Fee	93	142	1,059	149	219
	Other Fee	-	-	-	-	-
	Total	\$93	\$142	\$1,059	\$149	\$219
SD	Flat Fee	60	120	1,457	307	438
	Other Fee	-	-	-	-	-
	Total	\$60	\$120 ⁴	\$1,457	\$307	\$438
WY ³	Flat Fee	-	-	-	-	-
	County Fee	465	825	5	5	5
	Total	\$465	\$825	5	5	5

- ¹ Fees can include vehicle valuation, property, or other taxes and fees.
² Additional fees may be assessed by the county in which the vehicle is registered.
³ Registration fees are computed on vehicles registered in Laramie County.
⁴ Fee shown is for a 4-ton truck.
⁵ Registration fees are based on factory price, vehicle weight and annual mileage.

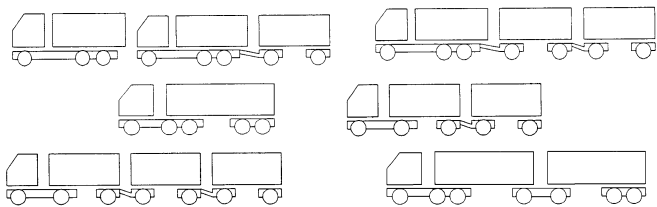
Compiled by: North Dakota Motor Vehicle Division, 2014.

Vehicle Registration Fee Increase History

- 1977** Passenger vehicle fees were increased \$5; pickups and small truck increases ranged from \$4 to \$7; farm trucks were increased \$10; large non-farm truck increases ranged from \$14 to \$20.
- 1981** Passenger vehicles and pickups were increased \$5; small trucks were increased \$10; farm and non-farm truck increases ranged from \$10 to \$25.
- 1983** Passenger vehicle increases ranged from \$1 to \$20; pickup increases ranged from \$1 to \$11; small truck increases ranged from \$2 to \$5; farm truck fees were not changed; large truck fee reductions ranged from \$17 to \$258.
- 1987** Most vehicle registrations were increased by \$6.
- 1999** Most vehicle registrations, except farm trucks, were increased by \$1 per vehicle. In addition, a \$1 increase went into the Public Transportation Fund.
- 2001** Most vehicle registrations were increased by \$7 per vehicle.
- 2003** Most vehicle registrations were increased by \$3 per vehicle.
- 2005** Most vehicle registrations were increased by \$10, plus a \$1 increase for the Public Transportation Fund. Pickup fees were aligned with passenger registrations. The first half of the fee increase for pickups occurred in July 2005.
- 2007** Implemented second half of 2005 pickup fee increase.

ND Truck Size and Weight

Basic Truck Configuration



General Information

Legal Width: 8 ft. 6 in. Legal Height: 14 ft.

Legal Length: The length of a vehicle may vary depending on the configuration and on the jurisdiction of the highway. Maximum length may not exceed 110 feet.

Legal Axle Weights:

Single axle:	20,000 lbs.
3 axles or more:	48,000 lbs.
Tandem axle:	34,000 lbs.
Gross Vehicle Weight	105,500 lbs.

(unless posted)

NOTE: The above weights apply to state highways other than Inter-state highways.

Call Highway Patrol, Permit Section, at (701) 328-2621 for more information, nd.gov/ndhp.

State Fleet Services

NDDOT is responsible for all state-owned licensed motor vehicles which make up the state fleet. The number of vehicles in the state fleet varies throughout the year from a low of approximately 3,400 to a peak of approximately 3,700 which is based on need, summer programs, and purchasing/disposal patterns. These vehicles are used by all state agencies, including NDDOT, the university system, and agricultural research centers. State Fleet Services purchases and maintains the vehicles. When the vehicles are due for replacement or no longer needed, they are sold at public auction.

The total active state fleet vehicle count as of July 1, 2014, was 3,658. This fleet is comprised of 3,041 light vehicles and 617 heavy trucks.

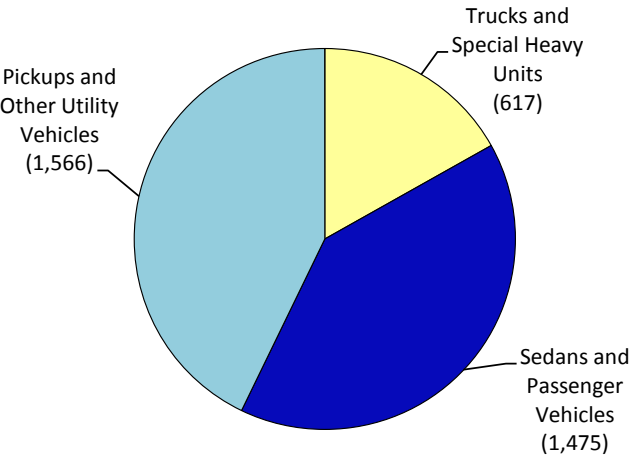
State Fleet Services (continued)

Approximately 465 vehicles are located in nine motor pool locations throughout the state for daily check out. The balance of the vehicles are assigned directly to agencies and institutions based on their employee specific needs. All vehicle usage is charged to the agency or institution on a per-mile basis for light vehicles or per-operating hour fee for trucks.

State Fleet is budgeted as an intergovernmental service fund. Rental rates are established based on fleet expenses so that all revenue from rental rates must balance with the fleet's total expenses.

- State Fleet purchases and disposes of approximately 400 light vehicles and 35 heavy trucks each year.
- State vehicles traveled 39.2 million miles in FY2014.
- State Fleet used 3 million gallons of fuel in FY2014, at a cost of \$10.6 million.
- State Fleet has used E10 fuel at its fueling sites since 2003 and expanded bio-diesel to all of its sites in 2006.
- There are 13 state-owned refueling sites state-wide.
- State Fleet coordinates the defensive driving and vehicle safety courses for all state employees.
- Selected as one of the 100 best public fleets in North America in 2011, 2012, and 2013.

Active ND State Fleet Vehicles - July 2014



Transit Program - 2014

Federal Transit Program

Rural Public Transportation

North Dakota Department of Transportation provides formula grants for rural programs that is formula based for the purpose of supporting public transportation in rural areas, with a population of less than 50,000. The goal of the program is to enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services and recreation.

Transportation for the Elderly and Disabled

This program provides formula funding to states for the purpose meeting transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of population for these groups of people.

Urban Public Transportation

These funds are used to support and improve public transportation in urbanized areas that have a population between 50,000 and 200,000 (Bismarck, Fargo and Grand Forks).

Urban Transit Planning

More than \$500,000 is distributed annually to Bismarck, Fargo, and Grand Forks for planning purposes.

Transit Facts - 2014

- Transit service in North Dakota meets people's needs 76.6 percent of the time.
- North Dakota public transit providers, both rural and urban, provided over 3.0 million rides in 2014.
- North Dakota has 39 transit providers statewide (rural, urban and intercity).
- State and federal funds support nearly all the urban and rural transit systems. Collectively, these systems operate approximately 316 buses and vans.

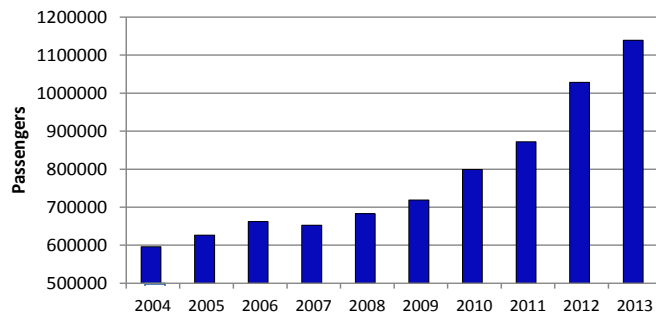
Aeronautics Commission - Aviation Transportation

Aeronautics Mission

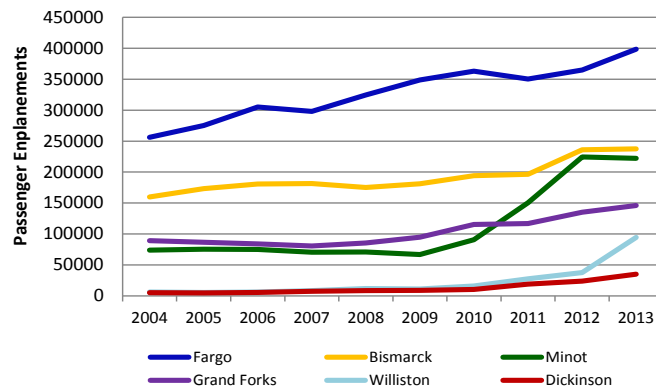
To serve the public by providing economic and technical assistance for the aviation community ensuring the safe and cost-effective advancement of aviation in North Dakota.

Aviation in North Dakota functions well with significant local involvement, good communication with the FAA, and a small state agency charged with advancing aeronautics in North Dakota through encouraging aviation and administering federal and state grants. Aerospace gives to other industries while historically supporting its infrastructure through its own taxes on fuel and sales.

Statewide Airline Passenger History



Annual Boarding Trend by Major Airports



SOURCE: ND Aeronautics Commission
(701) 328-9650
nd.gov/ndaero

Disadvantaged Business Enterprises (DBE)

The DBE Program, administered by the Civil Rights Division, encourages the development and use of firms owned and controlled by minorities, women and socially and economically disadvantaged individuals on federally-aided projects. NDDOT annually reviews each DBE's continued eligibility. A directory of DBE certified contracting, supply, consulting and manufacturing firms may be accessed at dot.nd.gov/dotnet2/dbedirectory/default.aspx.

To achieve NDDOT's overall DBE goal, federal aid projects are assigned participation goals based on the project's total dollar amount. The prime contractor must meet the project's DBE goal or detail their good faith efforts to meet their goal. State projects are not assigned DBE participation goals.

Contact the Civil Rights Division at (701) 328-2576.

	DBEs Certified	North Dakota-Based DBE Firms
FY2013	113	42
FY2012	105	44
FY2011	85	41
FY2010	71	40
FY2009	73	40

	DBE Goal	% Achieved
FY2013	7.40%	7.66%
FY2012	7.40%	6.42%
FY2011	7.32%	7.26%
FY2010	7.32%	7.12%
FY2009	7.00%	3.67%

	DBE \$ Achieved	Non-DBE \$
FY2013	26,424,245	306,181,936
FY2012	26,484,872	399,854,772
FY2011	31,860,453	400,692,288
FY2010	32,040,948	408,683,763
FY2009	12,123,451	322,338,804