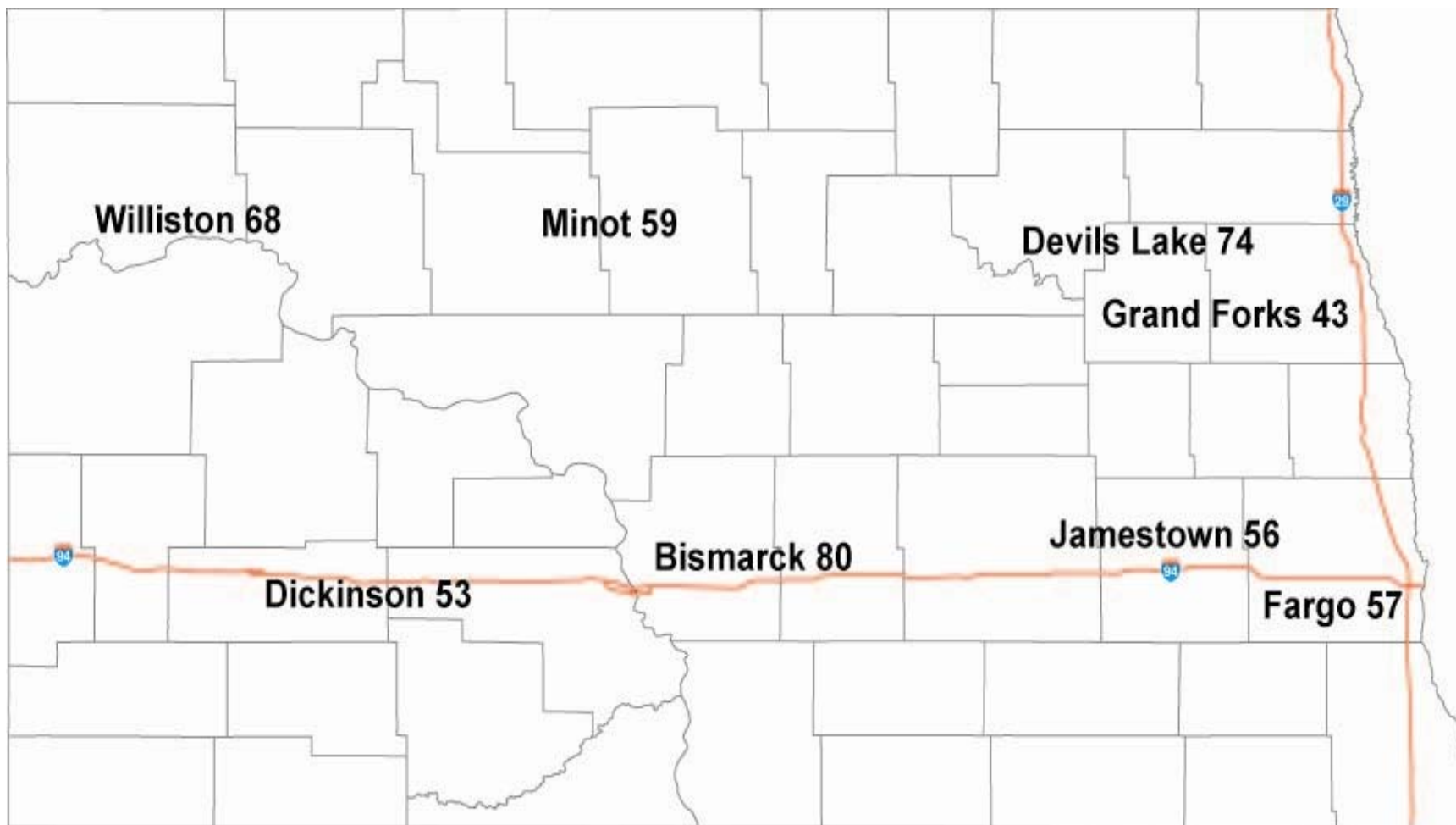


Generating Public Involvement in Transportation

Upper Great Plains Transportation Institute
North Dakota State University

May 2008

Workshop Locations/Attendance



Purpose of Workshops

- Educate participants
- Solicit input
- Encourage involvement

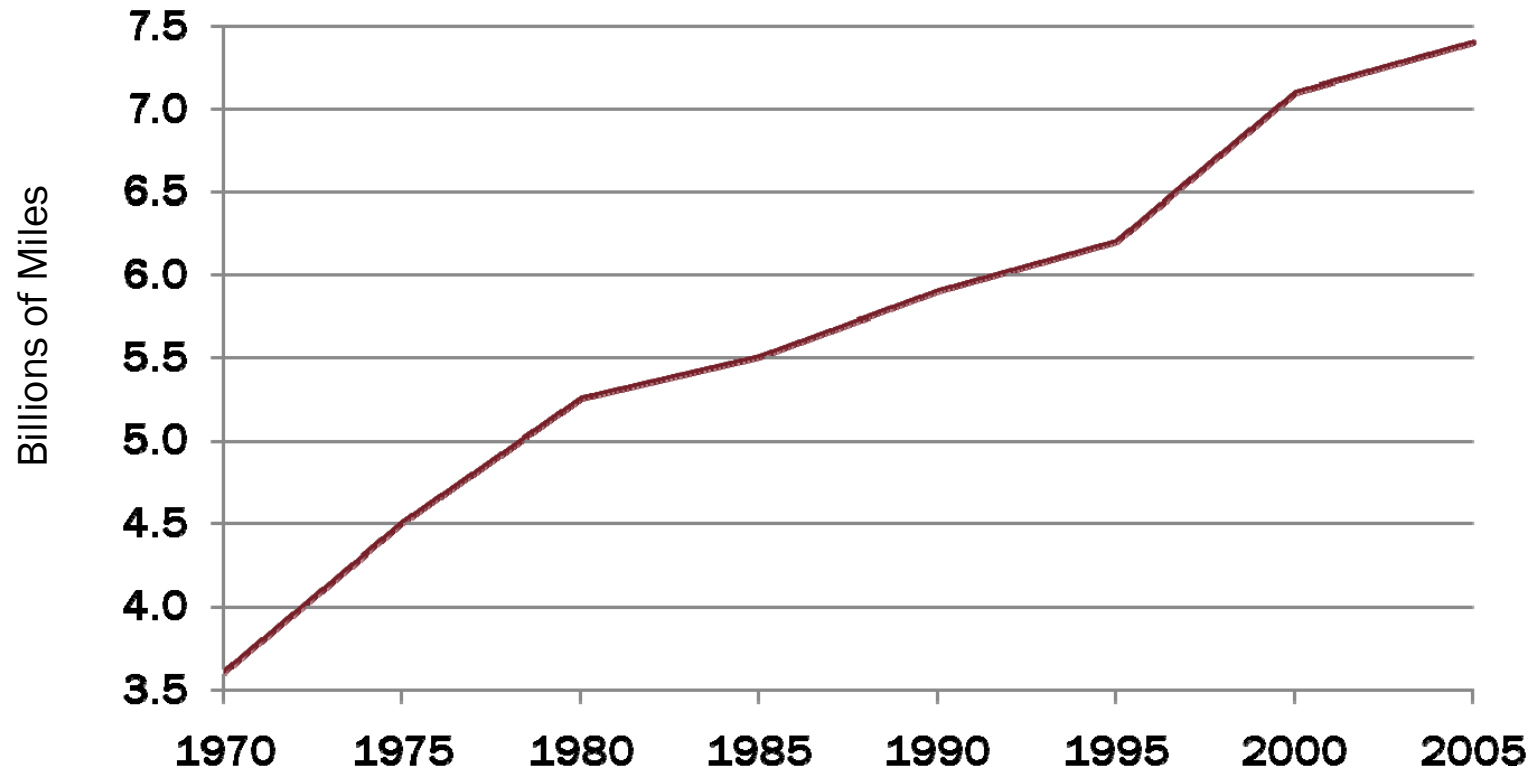
“We’re not trying to tell you what to think, we’re hoping to give you something to think about.”

North Dakota Roadways

Interstate	571 miles
Other National & State Highways	6,814 miles
County Roads	19,043 miles
Other Rural (Township) Roads	56,509 miles
City Streets	3,860 miles
Trails	<u>19,827 miles</u>
TOTAL	106,624 miles

North Dakota has more miles of road per capita than any other state.

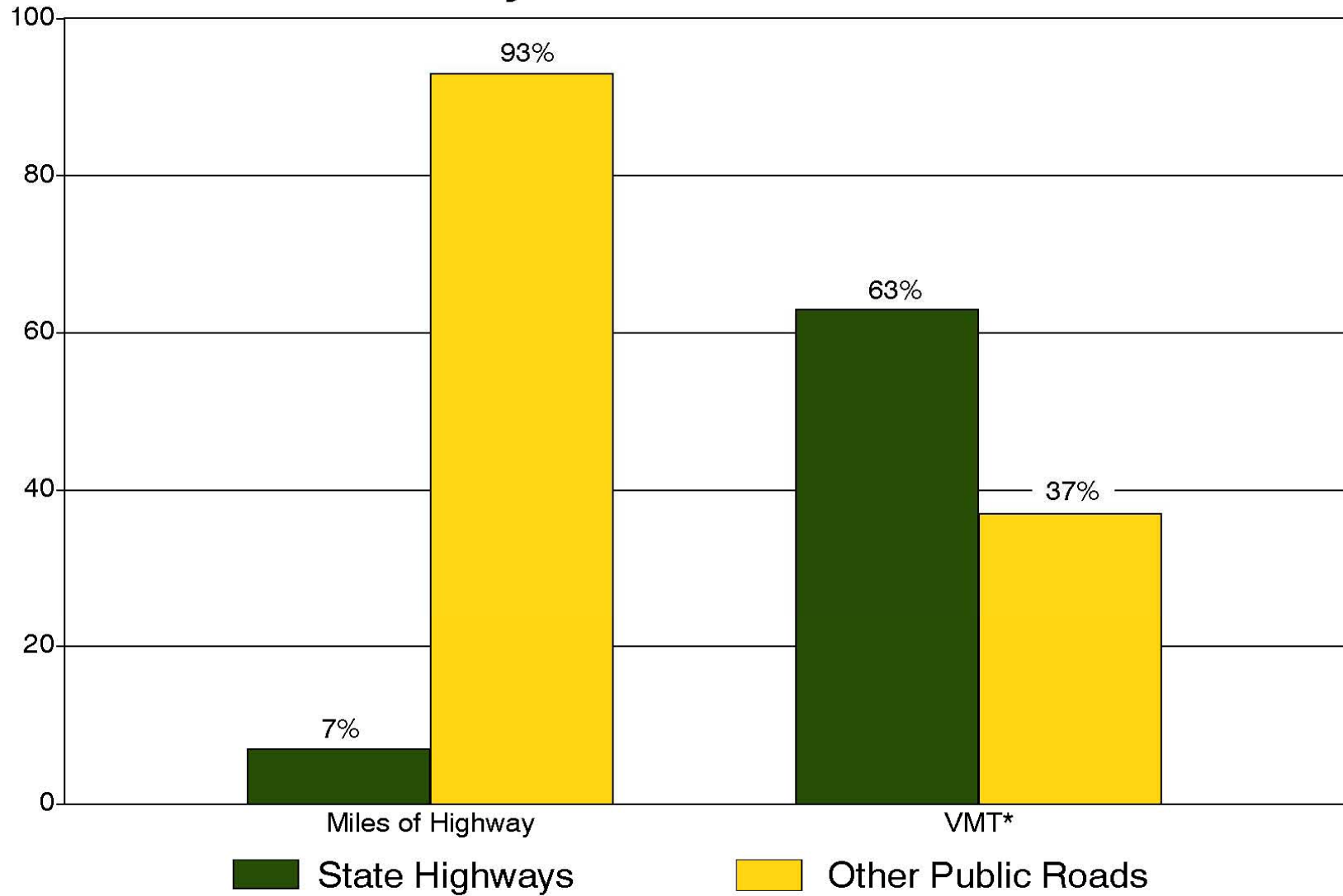
North Dakota Vehicle Miles Traveled – 1970 to 2005



Despite the steady increase in travel, fuel consumption has been relatively stable since 1995, primarily as a result of increasing fuel efficiency.

Percent

System Size vs. Use



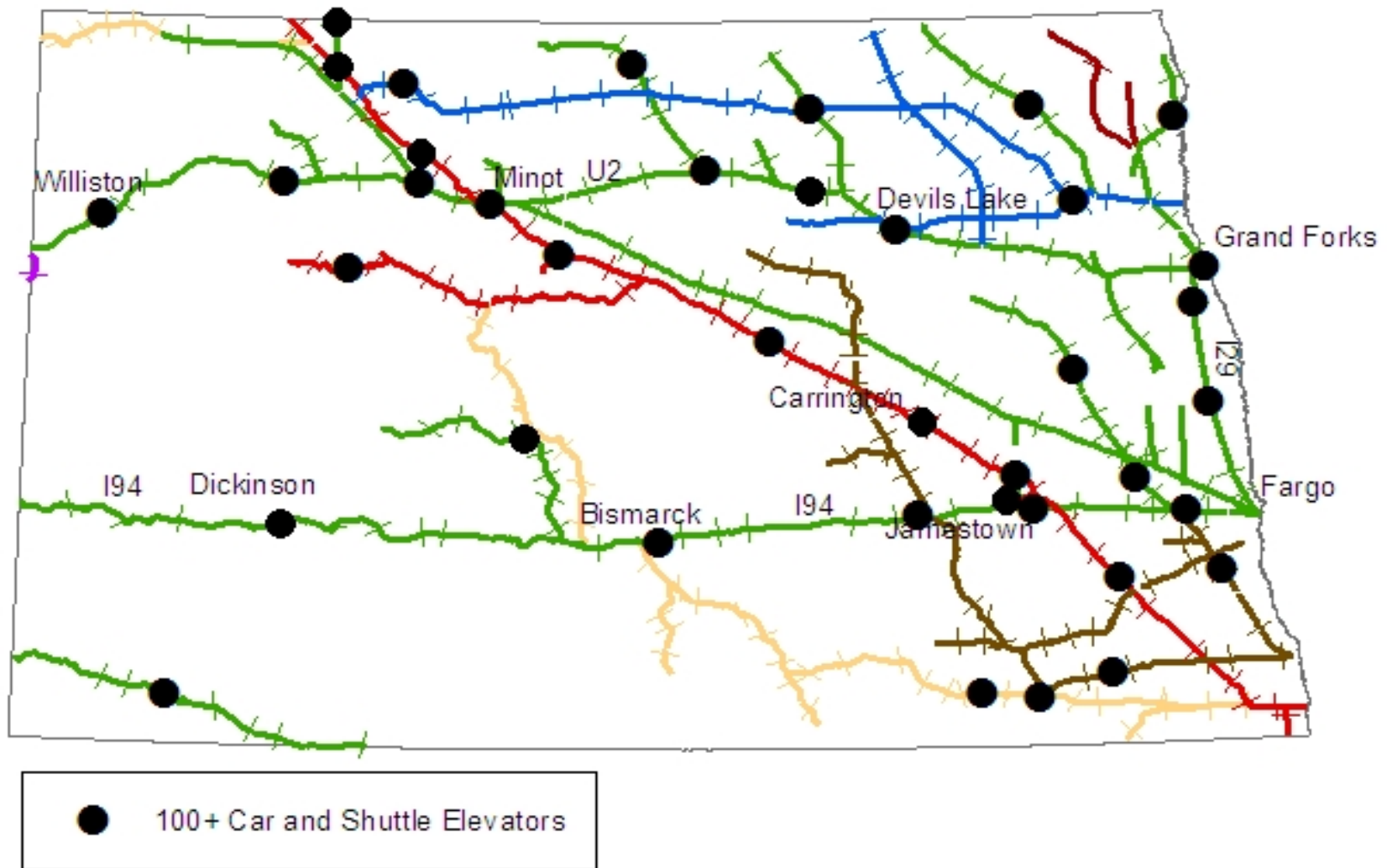
*VMT - Vehicle Miles of Travel

Data taken from the North Dakota Transportation Handbook, NDDOT, December 2006.

North Dakota Transportation Facts

	1950	2007
Paved State Highways	2,100 miles	7,400 miles
Paved County Highways	2,800 miles	6,800 miles
Load Limit (on State Highways)	73,280 GVW	105,500 GVW
Crop Production	17 billion pounds	57 billion pounds

North Dakota Shuttle Elevators



State Highway Conditions

FLEXIBLE PAVEMENTS

- Very Good – 6%
- Good – 35%
- Fair – 22%
- Mediocre – 39%
- Poor – < 1%

CONCRETE PAVEMENTS

- Very Good – 22%
- Good – 38%
- Fair – 20%
- Mediocre – 18%
- Poor - < 1%

Pavement smoothness based upon IRI measurements
(Source: NDDOT)

Current County Conditions

- County Major Collectors
 - 24% Good
 - 43% Fair
 - 33% Poor
- Road Conditions
 - 12% Good
 - 48% Fair
 - 32% Poor
 - 8% Not Rated







Good = Some Signs of Wear

Fair = Noticeable Signs of Wear Throughout

Poor = Significant Wear Throughout

(Source: Survey of County Engineers)

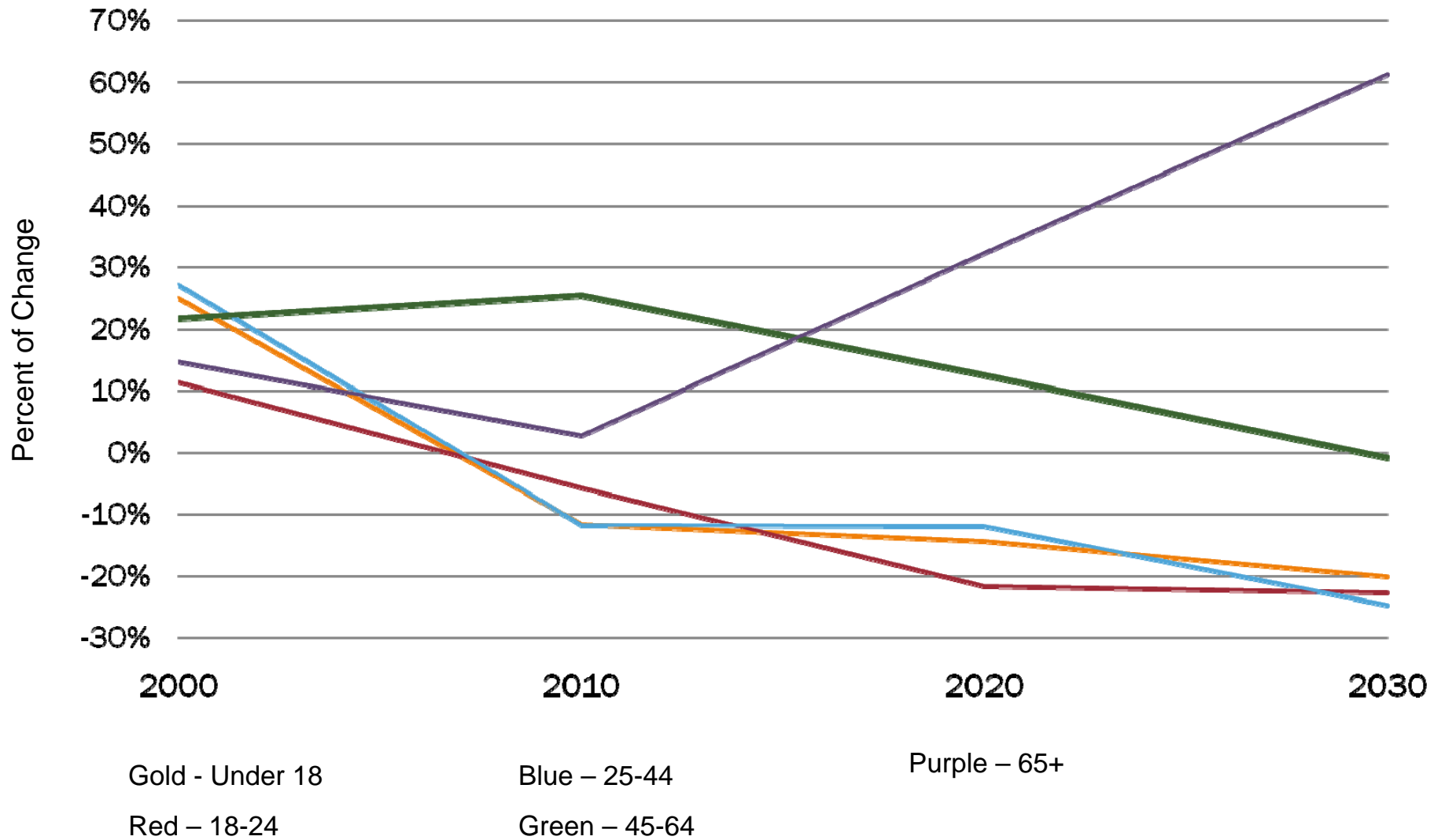
North Dakota Households Without Vehicles

ND Households Without Vehicles		17,030
Average Residents/Household		2.41
Est. Individuals Without Direct Vehicle Access		41,000
Residents Without Direct Vehicle Access		6.5%
Est. Non-Driver Trips per Day		2.6
Est. Need for Transportation by Individuals Without Vehicles		106,600/day

NORTH DAKOTA TRANSIT FACTS

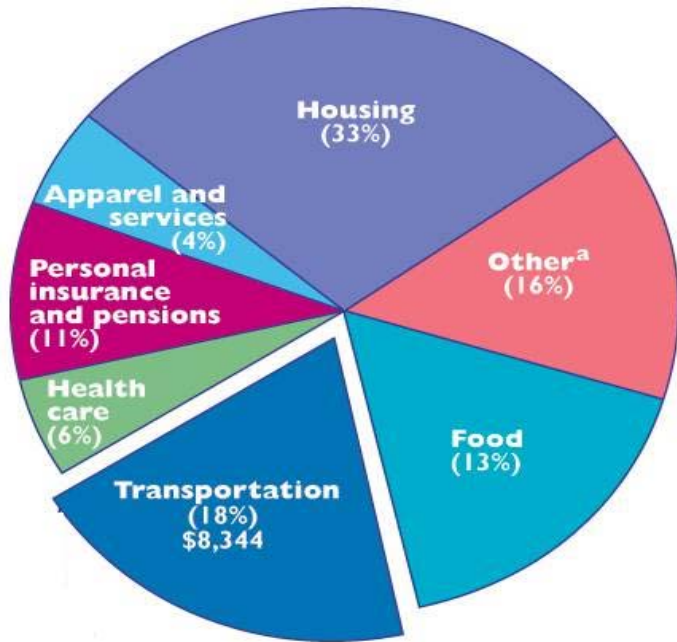
	2003-04	2005-06
Fixed Route Bus Systems (Bismarck Fargo, Grand Forks & Minot)	4	4
Urban & Rural Dial-A-Ride Services	40	39
Rides Provided	1.7 million	2.4 million
Cost/Ride	\$5.17	\$4.49
Fare/Ride	\$.92	\$.80
Subsidy/Ride	\$4.25	\$3.69

North Dakota Population Trends



Source: U.S. Census Bureau, Population Division, Interim State Population Projections, 2005

Average Household Expenditures on Transportation - 2005



Private vehicle expenditures	=	\$7,896
Vehicle purchases	=	\$3,554
Gasoline and motor oil	=	\$2,013
Other vehicle expenditures	=	\$2,339
Public transportation expenditures	=	\$448
Airline fares	=	\$285
Mass transit fares	=	\$52
Ship fares	=	\$42
Taxi fares	=	\$24
Intercity train fares	=	\$19
Intercity bus fares	=	\$12
Location transportation on out-of-town trips	=	\$11
School bus	=	\$3

^a Includes entertainment, personal care products and services, education, tobacco products and smoking, and miscellaneous.

Note: Numbers do not add to totals due to rounding.

Source: U.S. Department of Labor, Bureau of Labor Statistics, Consumer Expenditure Survey, 2005; and personal communication, November 2006.

Primary Funding Sources

- Federal
 - ❖ Federal Fuel Tax & Miscellaneous
- State
 - ❖ State Fuel Tax
 - ❖ Motor Vehicle Registration Fees
 - ❖ Motor Vehicle Excise Tax
- Local
 - ❖ Mill Levies, Bonds, Special Assessments & Misc.

Federal Fuel Taxes

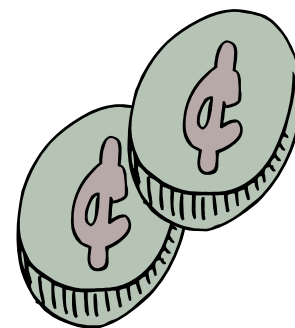


- Gasoline: 18.4¢ per gallon (constant since 1993)
 - 15.44¢ to Highway Trust Fund
 - 2.86¢ to Mass Transit Account

- Diesel: 24.4¢ per gallon (constant since 1993)
 - 21.44¢ to Highway Trust Fund
 - 2.86¢ to Mass Transit Account

State Fuel Tax

- 23¢/gal on gas and gasohol
 - ❖ Increased 1¢ in 1997 and 2¢ in 2005
 - ❖ Each cent of gas tax generates \$5.1 million / year



Federal Transportation Funding to North Dakota

Federal Highway Administration	\$453.7
Federal Transit Administration	\$ 17.6
FHWA Emergency Relief	\$ 2.5
Rail Program	\$ 8.6
Highway Safety	<u>\$ 5.6</u>
Total	\$488.0

March 2008, in millions per biennium

ND's Federal & State Transportation Revenues Sources

Federal Aid	\$488.0
State Fuel Tax	\$251.6
Motor Vehicle Registration	\$114.1
Truck Regulatory & Miscellaneous	\$ 33.0
Temp. 10% of Vehicle Excise Tax	\$ 11.6
General Fund Support for Transit	<u>\$ 1.0</u>
Total	\$899.3

March 2008, in millions per biennium

Distribution of North Dakota's Federal & State Transportation Revenues

NDDOT	\$618.3
Counties	\$109.6
Cities	\$128.9
Townships	\$ 10.4
Transit	\$ 23.3
Miscellaneous (Highway Patrol, Ethanol, Tribal, etc.)	<u>\$ 8.8</u>
Total	\$899.3

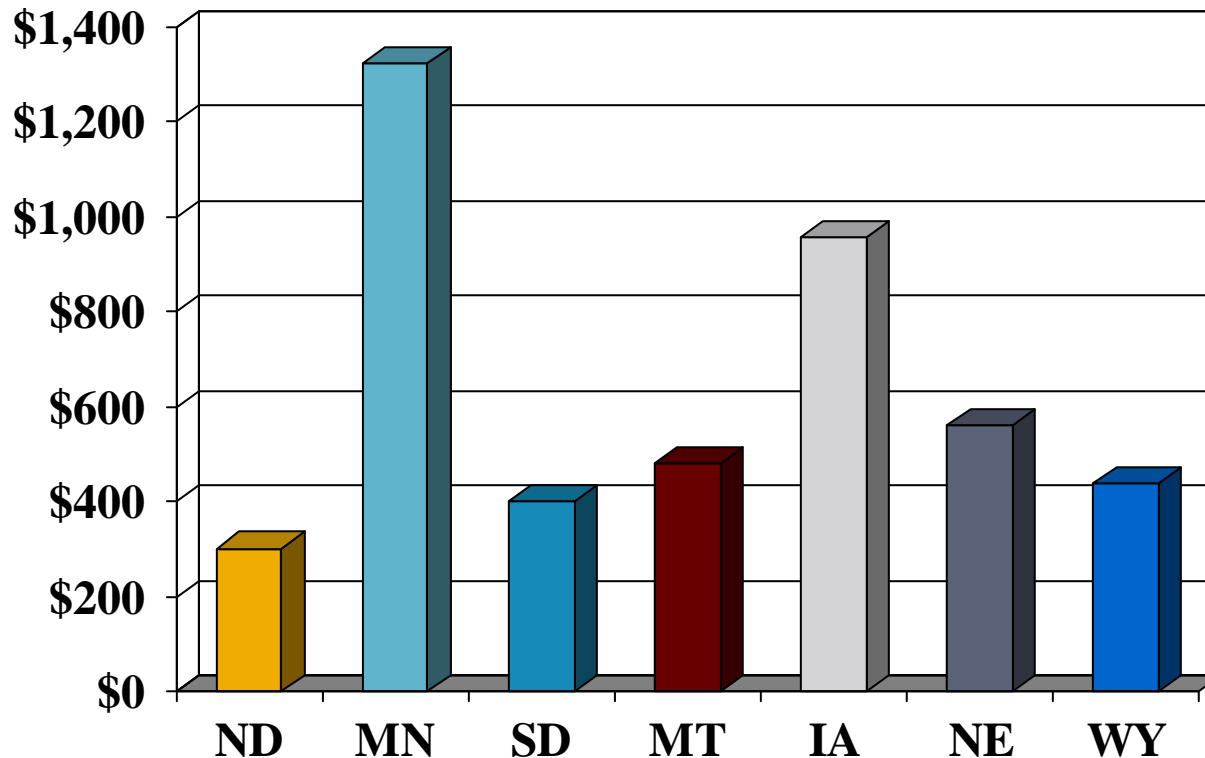
March 2008, in millions per biennium

Additional Local Funding Sources

- Undesignated State Aid
- Bonding
- Special Assessments
- Mill Levies
- Oil, Gas, & Coal Impact Funds
- Sales Tax Revenues

State Transportation Expenditures

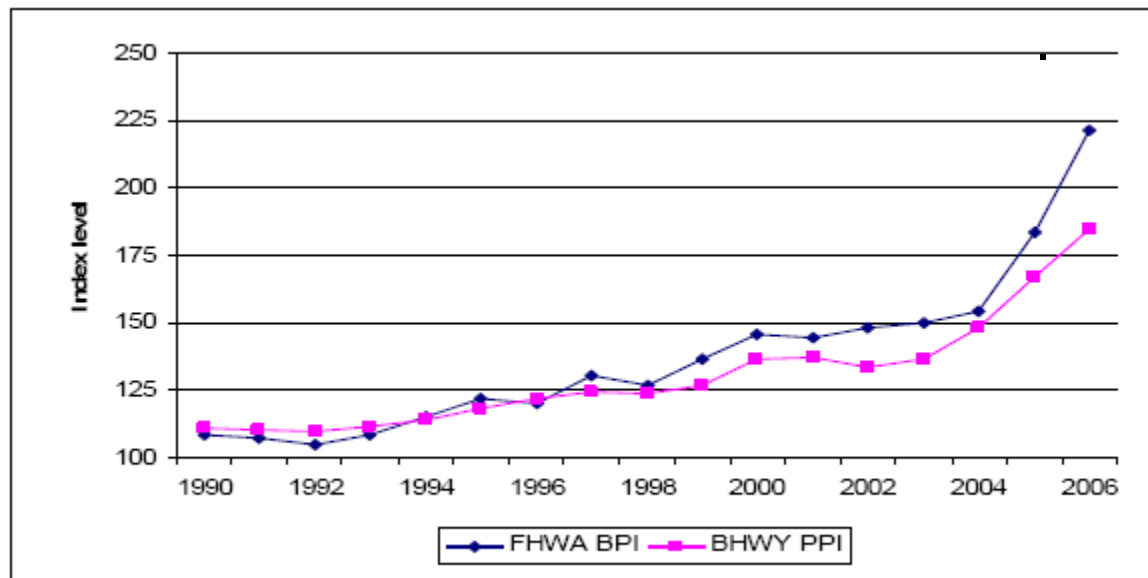
millions of dollars



2003 figures. Source: State Transportation Statistics 2006.

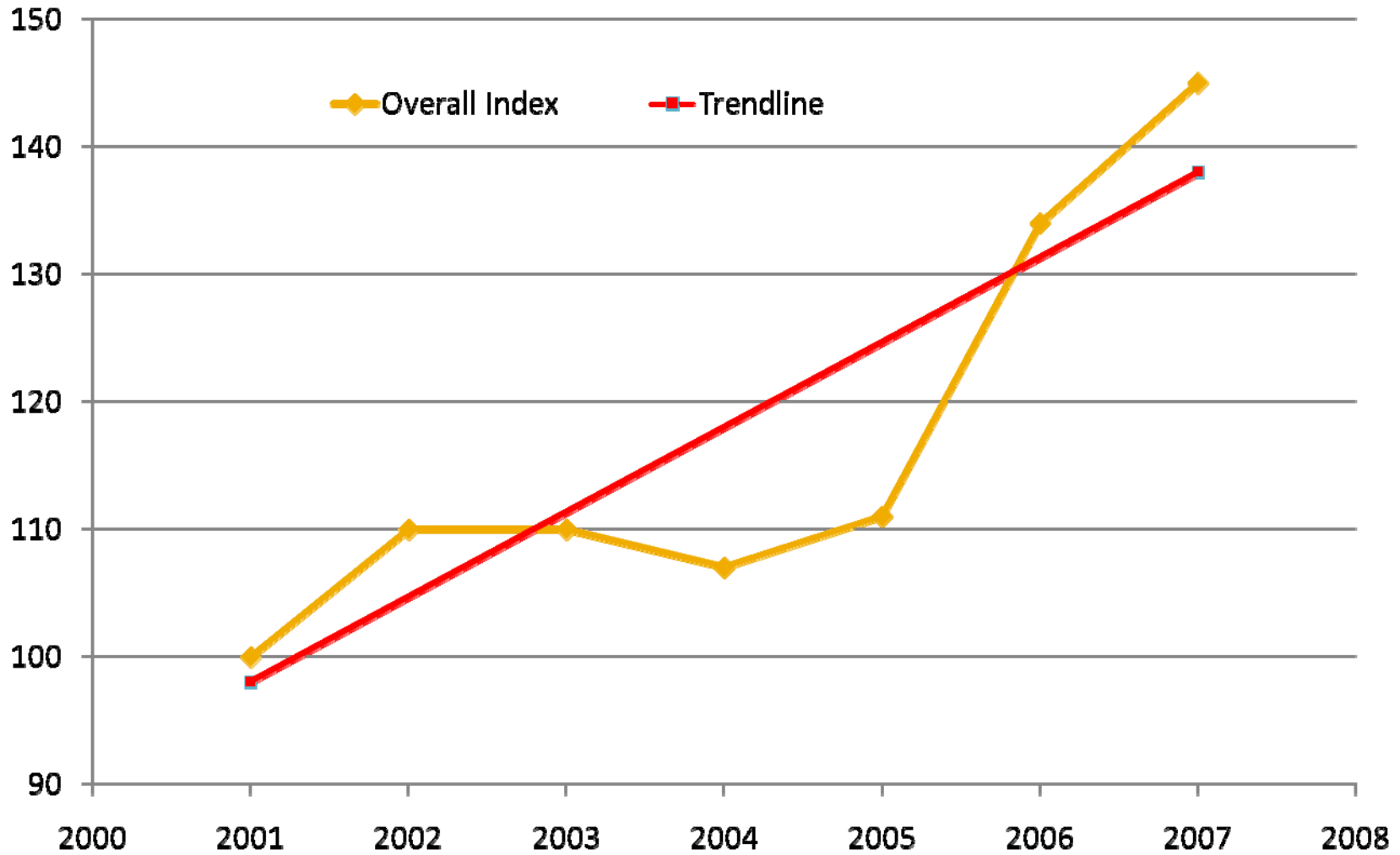
National Highway Construction and Maintenance Cost Indices*

(Source: FHWA)

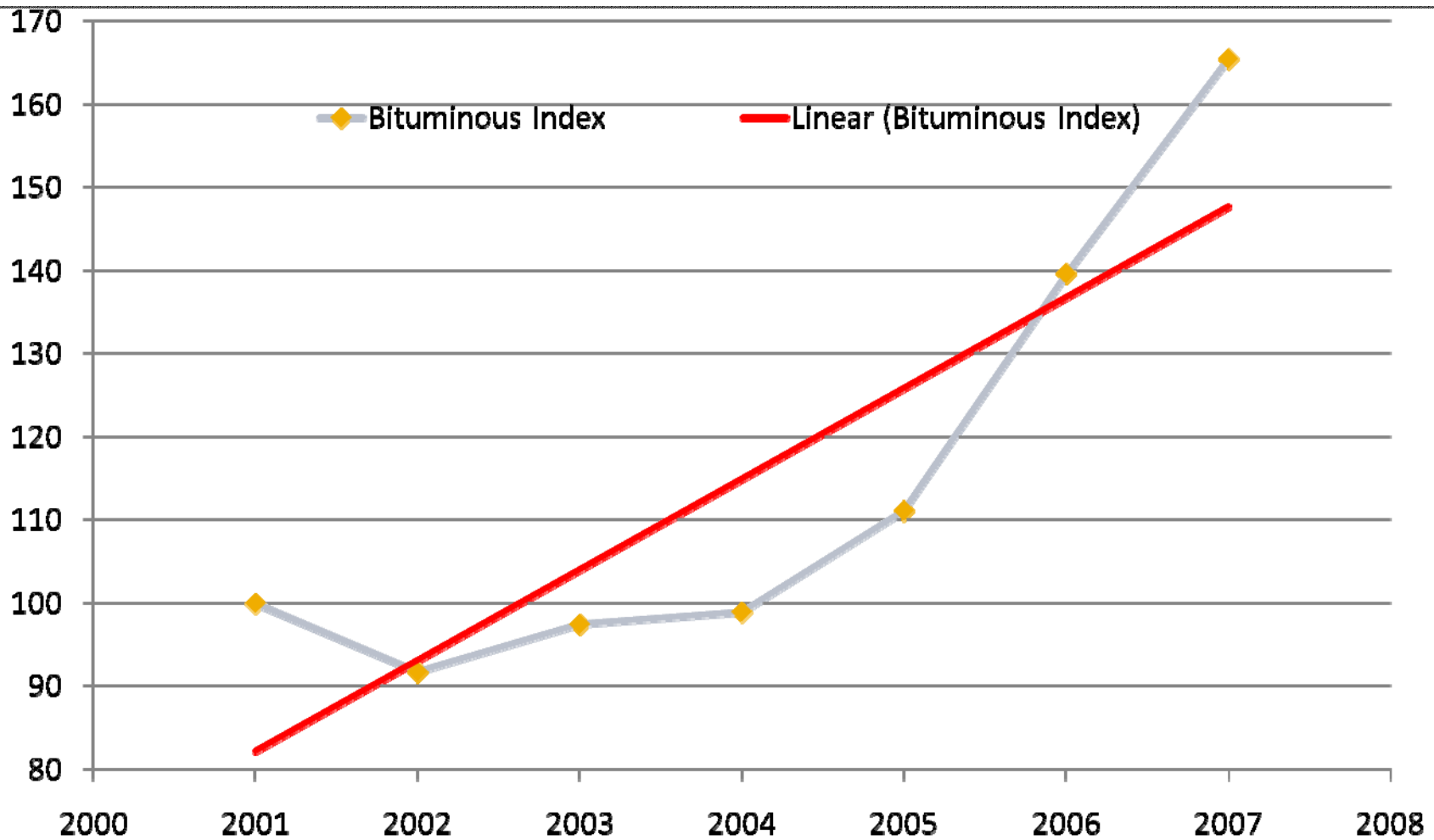


*These indices have been scaled to equal 100 in 1987.

North Dakota's Overall Construction Cost Index



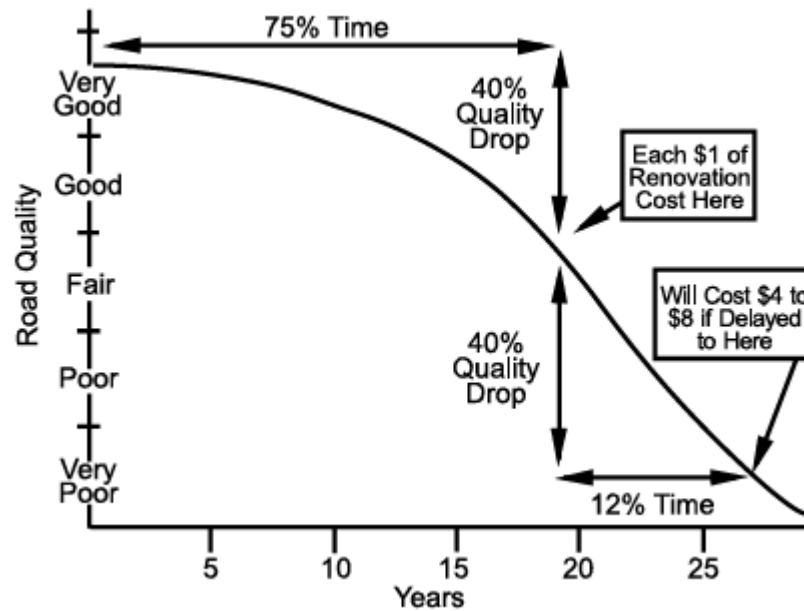
Bituminous Paving Overall Cost Index



Highway System Implications

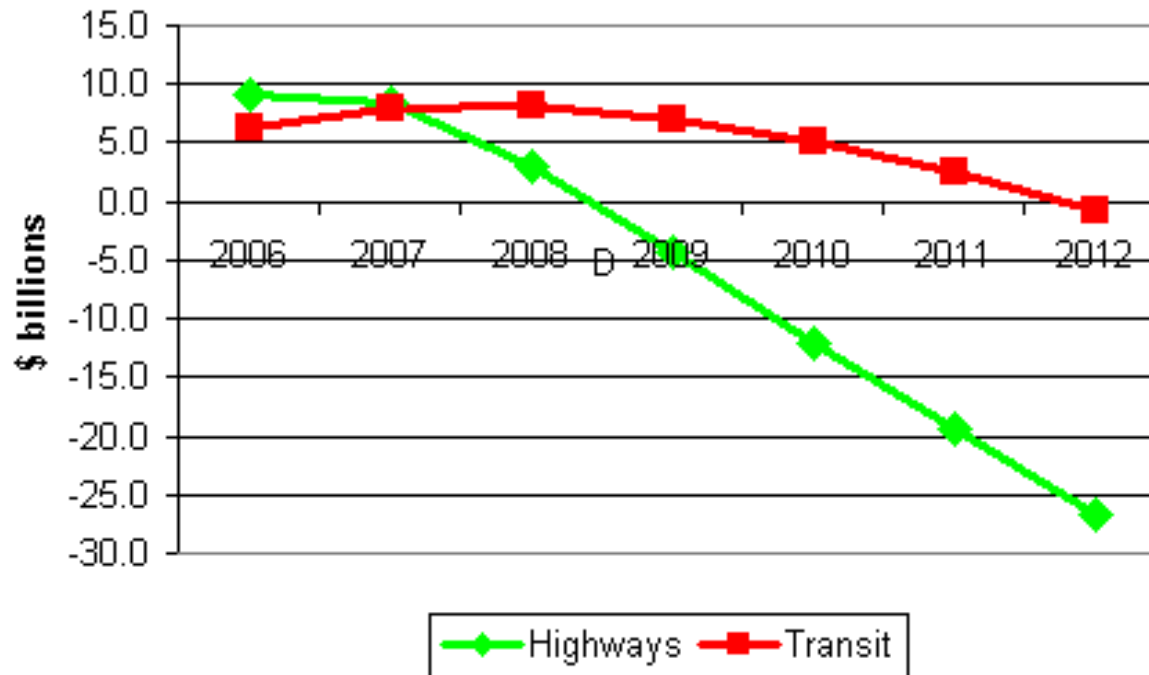
- Revenues increased 18% from 2001-2005
- Producer Price Index increased 32% over the same time frame
- Reduced buying power is causing deferred maintenance

Timeliness of Improvements



Projected Balances— Highway and Transit Accounts

Assuming no change in revenues or program levels



Source: U.S. Department of the Treasury

Federal Highway Trust Fund Shortfall

- Trust Fund spending has been outpacing revenues
- \$1.1 billion shortfall predicted for 2009
- Could result in \$100 million cut to ND and tighter restrictions on use of funds

Overriding Trends Facing ND

- Modest increase in federal funding
- Relatively stable state funding
- Increasing demands on infrastructure
- Increasing demands for transit services
- Sharply rising maintenance costs
- Sharply rising transit operating costs
- Possible cuts in federal funding