Preliminary Findings

- Infrastructure and mobility are critical for economic development & quality of life

- Customer expectations have increased significantly
  - Ag production & processing
  - Oil exploration
  - Personal mobility – cars & transit
- Federal fuel taxes have not increased since 1993
- State fuel taxes increased by 1¢ in 1997 and 2¢ in 2005
- Increasingly efficiency vehicles have caused fuel tax revenues to remain relatively flat
- Inflation has significantly reduced buying power of roadway maintenance budgets

- Federal Highway Trust Fund will be in a deficit position after 2009

- State and local road authorities could face a $100 million loss in federal funding
- Budgetary constraints are causing roadway maintenance to be deferred
- Many counties have bridge replacement schedules that exceed 100 years – well beyond bridge life expectancies
- Deferred maintenance is extremely costly
- Some road authorities are downgrading some roadways
Indian tribes are facing significant road problems related to inflation and federal budget cuts.

Providing state funding to simply match available federal funding is insufficient.

17,000 ND households do not have a vehicle – 6.5% of state’s population.
- ND’s senior population will increase by 60% by the year 2030.

- Transit services promote economic development
  - Senior & disabled citizens are a hidden workforce
  - Seniors should be able to age in place

- Many transit services struggle to provide required 50% local match
Predominant Participant Suggestions

- Eliminate diversions from state Highway Tax Distribution Fund
- Make temporary 10% dedication of motor vehicle excise tax revenues permanent
- Increase dedication of motor vehicle excise tax revenues to transportation
- Increase dedication of oil tax monies to impacted counties, cities, & townships
- Require cost-causing activities to share in cost of required repairs and improvements
- At a minimum, increase roadway funding by an amount equal to inflation
- Finance budget increases via non-diversion & dedication measures
- If necessary, increase fuel tax to coverage unmet shortfalls
- Provide related funding increases to all levels of government within state
- Require base level of planning by local road authorities that receive state support
• Provide increased funding for transit
  ❖ Cover match requirements
  ❖ Cover cost of inflation
  ❖ Maintain existing levels of service
  ❖ Current budget needs estimated at $13.7 million
  ❖ Extend service to unserved areas
  ❖ Extend hours of service

• Require all state-supported transit services to be coordinated with other services within corresponding cities, counties, & regions