


# Preliminary Findings & Participant Suggestions


Upper Great Plains Transportation Institute  
North Dakota State University


May 2008


# 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