Generating Public Involvement in Transportation

Upper Great Plains Transportation Institute
North Dakota State University

June 2008
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.”
Workshop Locations/Attendance

Williston 68
Minot 59
Devils Lake 74
Grand Forks 43
Dickinson 53
Bismarck 80
Jamestown 56
Fargo 57
Data taken from the North Dakota Transportation Handbook, NDDOT, December 2006.
Fuel Consumption vs. Vehicle Miles Traveled - 1970 to 2005
## North Dakota Transportation Facts

<table>
<thead>
<tr>
<th></th>
<th>1950</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paved State Highways</td>
<td>2,100 miles</td>
<td>7,400 miles</td>
</tr>
<tr>
<td>Paved County Highways</td>
<td>2,800 miles</td>
<td>6,800 miles</td>
</tr>
<tr>
<td>Load Limit (on State Highways)</td>
<td>73,280 GVW</td>
<td>105,500 GVW</td>
</tr>
<tr>
<td>Crop Production</td>
<td>17 billion pounds</td>
<td>57 billion pounds</td>
</tr>
</tbody>
</table>
## State Highway Conditions

<table>
<thead>
<tr>
<th>Flexible Pavements</th>
<th>Concrete Pavements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Good – 6%</td>
<td>Very Good – 22%</td>
</tr>
<tr>
<td>Good – 35%</td>
<td>Good – 38%</td>
</tr>
<tr>
<td>Fair – 22%</td>
<td>Fair – 20%</td>
</tr>
<tr>
<td>Mediocre – 39%</td>
<td>Mediocre – 18%</td>
</tr>
<tr>
<td>Poor – &lt; 1%</td>
<td>Poor - &lt; 1%</td>
</tr>
</tbody>
</table>

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
- Est. Non-Driver Trips per Day: 2.6
- Est. Need for Transportation by Individuals Without Vehicles: 106,600/day
<table>
<thead>
<tr>
<th>Service</th>
<th>2003-04</th>
<th>2005-06</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Route Bus Systems (Bismarck, Fargo, Grand Forks &amp; Minot)</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Urban &amp; Rural Dial-A-Ride Services</td>
<td>40</td>
<td>39</td>
</tr>
<tr>
<td>Rides Provided</td>
<td>1.7 million</td>
<td>2.4 million</td>
</tr>
<tr>
<td>Cost/Ride</td>
<td>$5.17</td>
<td>$4.49</td>
</tr>
<tr>
<td>Fare/Ride</td>
<td>$.92</td>
<td>$.80</td>
</tr>
<tr>
<td>Subsidy/Ride</td>
<td>$4.25</td>
<td>$3.69</td>
</tr>
</tbody>
</table>
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.
<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Aid</td>
<td>$488.0</td>
</tr>
<tr>
<td>State Fuel Tax</td>
<td>$251.6</td>
</tr>
<tr>
<td>Motor Vehicle Registration</td>
<td>$114.1</td>
</tr>
<tr>
<td>Truck Regulatory &amp; Miscellaneous</td>
<td>$33.0</td>
</tr>
<tr>
<td>Temp. 10% of Vehicle Excise Tax</td>
<td>$11.6</td>
</tr>
<tr>
<td>One-Time Vehicle Excise Tax for Transit</td>
<td>$1.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$899.3</strong></td>
</tr>
</tbody>
</table>

March 2008, in millions per biennium
## Distribution of North Dakota’s Federal & State Transportation Revenues

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount (in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NDDOT</td>
<td>$618.3</td>
</tr>
<tr>
<td>Counties</td>
<td>$109.6</td>
</tr>
<tr>
<td>Cities</td>
<td>$128.9</td>
</tr>
<tr>
<td>Townships</td>
<td>$10.4</td>
</tr>
<tr>
<td>Transit</td>
<td>$23.3</td>
</tr>
<tr>
<td>Miscellaneous (Highway Patrol, Ethanol, Tribal, etc.)</td>
<td>$8.8</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$899.3</strong></td>
</tr>
</tbody>
</table>

March 2008, in millions per biennium
State Transportation Expenditures

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

- $3.3 billion deficit predicted for fiscal year 2009
- Estimated impact on North Dakota - $70 million in cuts and tighter restrictions on use of funds
North Dakota's Overall Construction Cost Index

NDDOT Construction Cost Index

North Dakota's Overall Construction Cost Index

Overall Index

Trendline

Years

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

- 75% Time
- 40% Quality Drop
- 40% Quality Drop
- 12% Time
- Each $1 of Renovation Cost Here
- Will Cost $4 to $8 if Delayed to Here

Road Quality:
- Very Good
- Good
- Fair
- Poor
- Very Poor

Years:
- 5, 10, 15, 20, 25
WORKSHOP 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
Inflation has dramatically impacted the cost of transit & maintaining infrastructure.

ND may face federal funding cuts of $25 to $100 per year (current estimate is $70M).

Delaying scheduled 20-year maintenance 7-8 years may increase related costs by 400 to 500%.
Many local transit systems find it difficult to provide the federally required 50% match.

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.
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.
At a minimum, increase roadway funding by an amount equal to inflation.

Finance budget increases via non-diversion & dedication measures and, if necessary, increase fuel tax to cover unmet shortfalls.

Provide related funding increases to all levels of government within state.
- Provide increased funding for transit:
  - Cover match requirements.
  - Cover cost of inflation.
  - Maintain existing levels of service.
  - 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.
Table 1: Estimated Annual Roadway & Bridge Funding Needs (in millions)

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Highways</th>
<th>Bridges</th>
</tr>
</thead>
<tbody>
<tr>
<td>State</td>
<td>$216.6</td>
<td>$26.3</td>
</tr>
<tr>
<td>County</td>
<td>$140.0</td>
<td>$19.8</td>
</tr>
<tr>
<td>Small Cities</td>
<td>$29.7</td>
<td>*</td>
</tr>
<tr>
<td>Townships</td>
<td>$36.3</td>
<td>*</td>
</tr>
<tr>
<td>Urban Centers</td>
<td>$70.7</td>
<td>*</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$493.4</strong></td>
<td><strong>$539.5</strong></td>
</tr>
</tbody>
</table>

*Not estimated
## Dedicating MV Excise Tax to Transportation Infrastructure & Transit

(Millions / Year)

<table>
<thead>
<tr>
<th></th>
<th>Current Needs</th>
<th>2007 Funding</th>
<th>2008 Buying Power</th>
<th>Required New Funding</th>
<th>Proposed New Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>NDDOT</td>
<td>$242.9</td>
<td>$148.0</td>
<td>$125.8</td>
<td>$117.1</td>
<td>$34.3</td>
</tr>
<tr>
<td>Counties</td>
<td>$159.8</td>
<td>$75.6</td>
<td>$64.3</td>
<td>$95.6</td>
<td>$12.3</td>
</tr>
<tr>
<td>Urban</td>
<td>$70.7</td>
<td>$52.3</td>
<td>$44.4</td>
<td>$26.3</td>
<td>$7.5</td>
</tr>
<tr>
<td>Small Cities</td>
<td>$29.7</td>
<td>***</td>
<td>****</td>
<td>****</td>
<td>(Included in Urban)</td>
</tr>
<tr>
<td>Townships</td>
<td>$36.3</td>
<td>$24.7</td>
<td>$21.0</td>
<td>$15.3</td>
<td>$2.1</td>
</tr>
<tr>
<td>Transit</td>
<td>$13.7</td>
<td>$13.2</td>
<td>$11.2</td>
<td>$2.5</td>
<td>$1.6</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>$553.1</strong></td>
<td><strong>$313.8</strong></td>
<td><strong>$266.7</strong></td>
<td><strong>$256.8</strong></td>
<td><strong>$57.8</strong></td>
</tr>
</tbody>
</table>
Even with this infusion of new monies, many of North Dakota’s transportation needs would remain underfunded (funding only 22.5% of unmet needs).

Additional measures would be required if appropriate investments are to be made to:

- Maintain North Dakota’s transportation infrastructure and
- Satisfy the mobility needs of North Dakota residents and the state’s growing economy.
Roles of UGPTI

Facilitate Quality Transportation Via

- Research
- Outreach
- Education

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