

Generating Public Involvement in Transportation

Upper Great Plains Transportation Institute
North Dakota State University

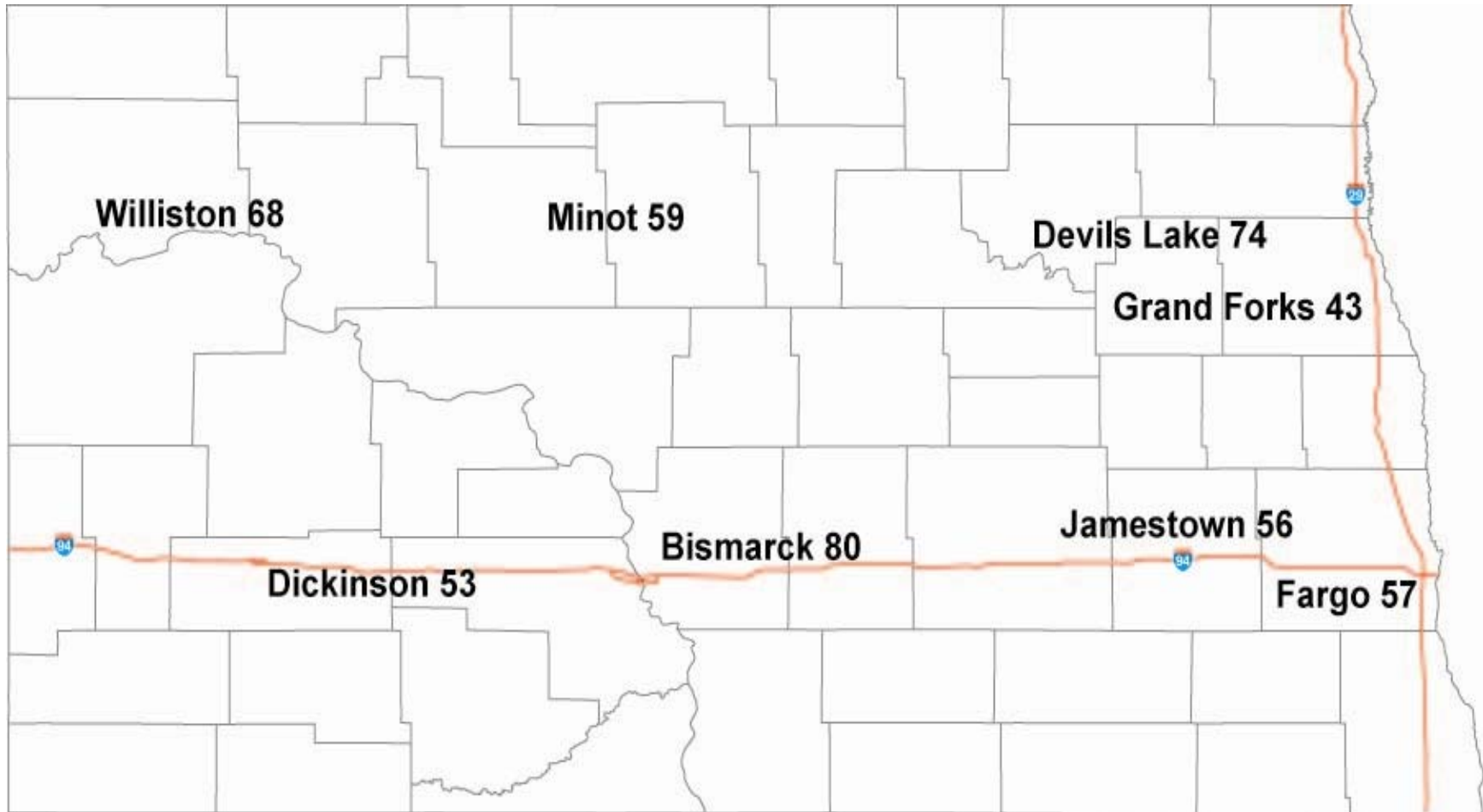
June 2008

Purpose of Workshops

- ▣ Educate participants
- ▣ Solicit input
- ▣ Encourage involvement

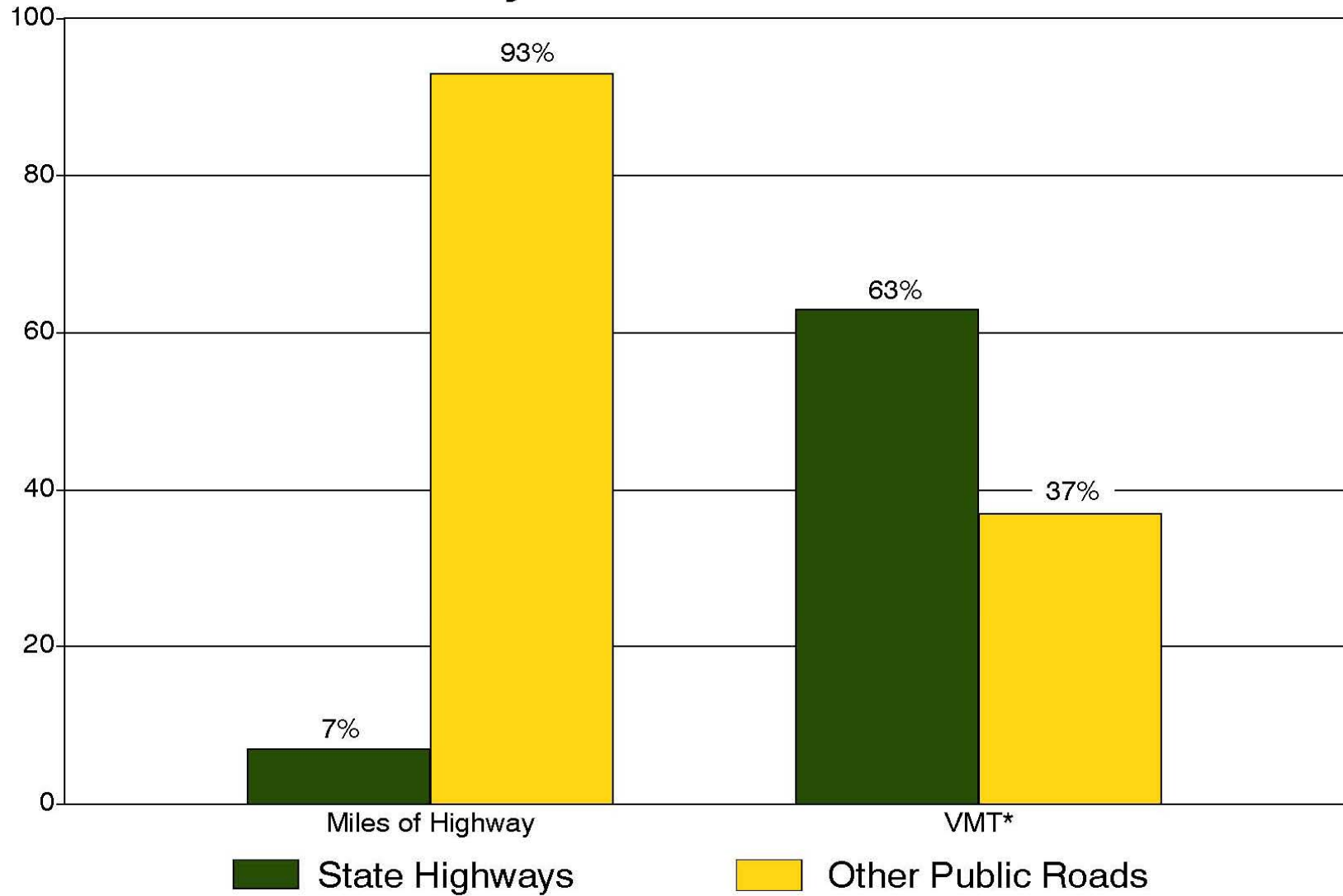
“We’re not trying to tell you what to think, we’re hoping to give you something to think about.”

Workshop Locations/Attendance



Percent

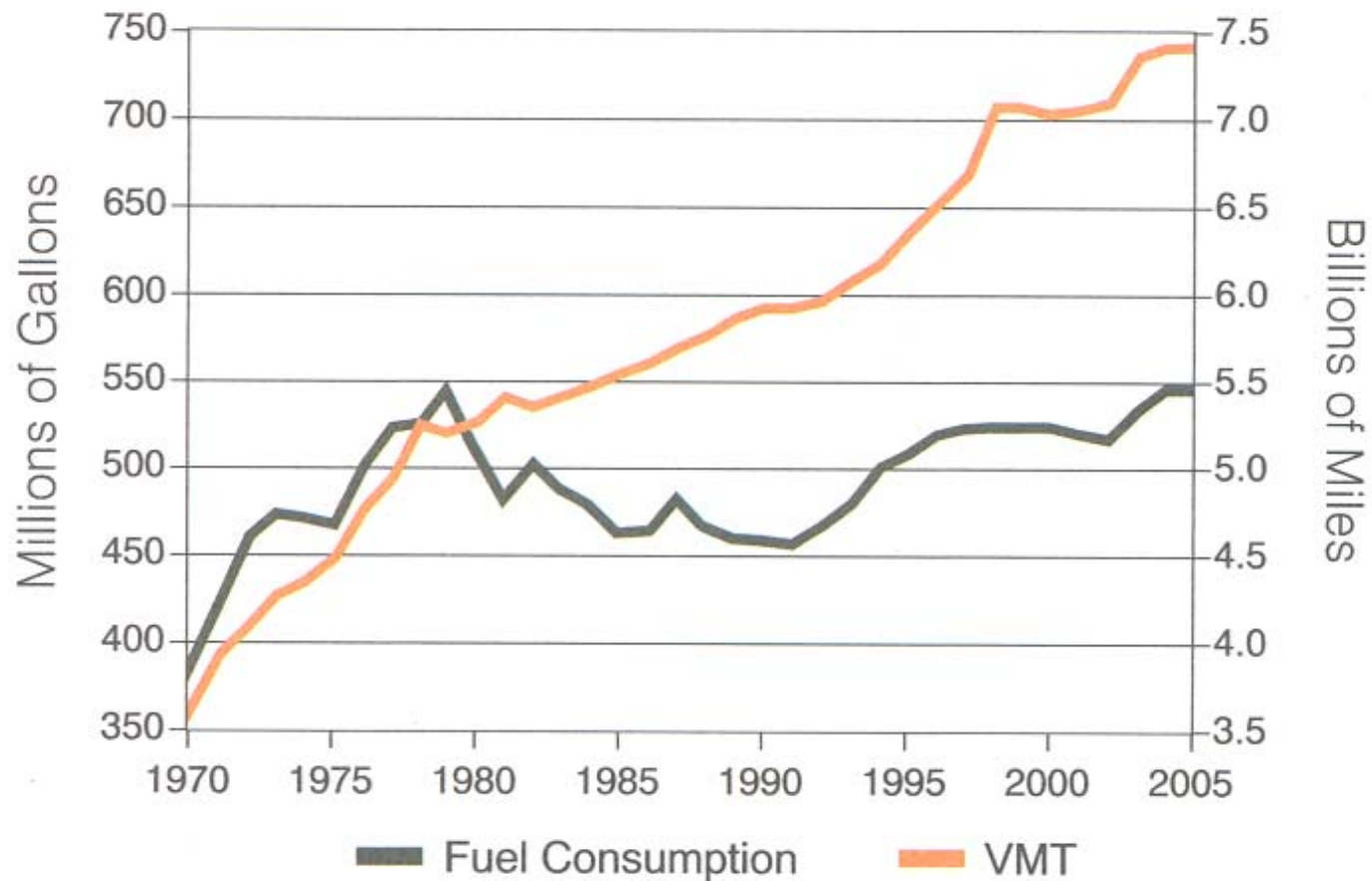
System Size vs. Use



*VMT - Vehicle Miles of Travel

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

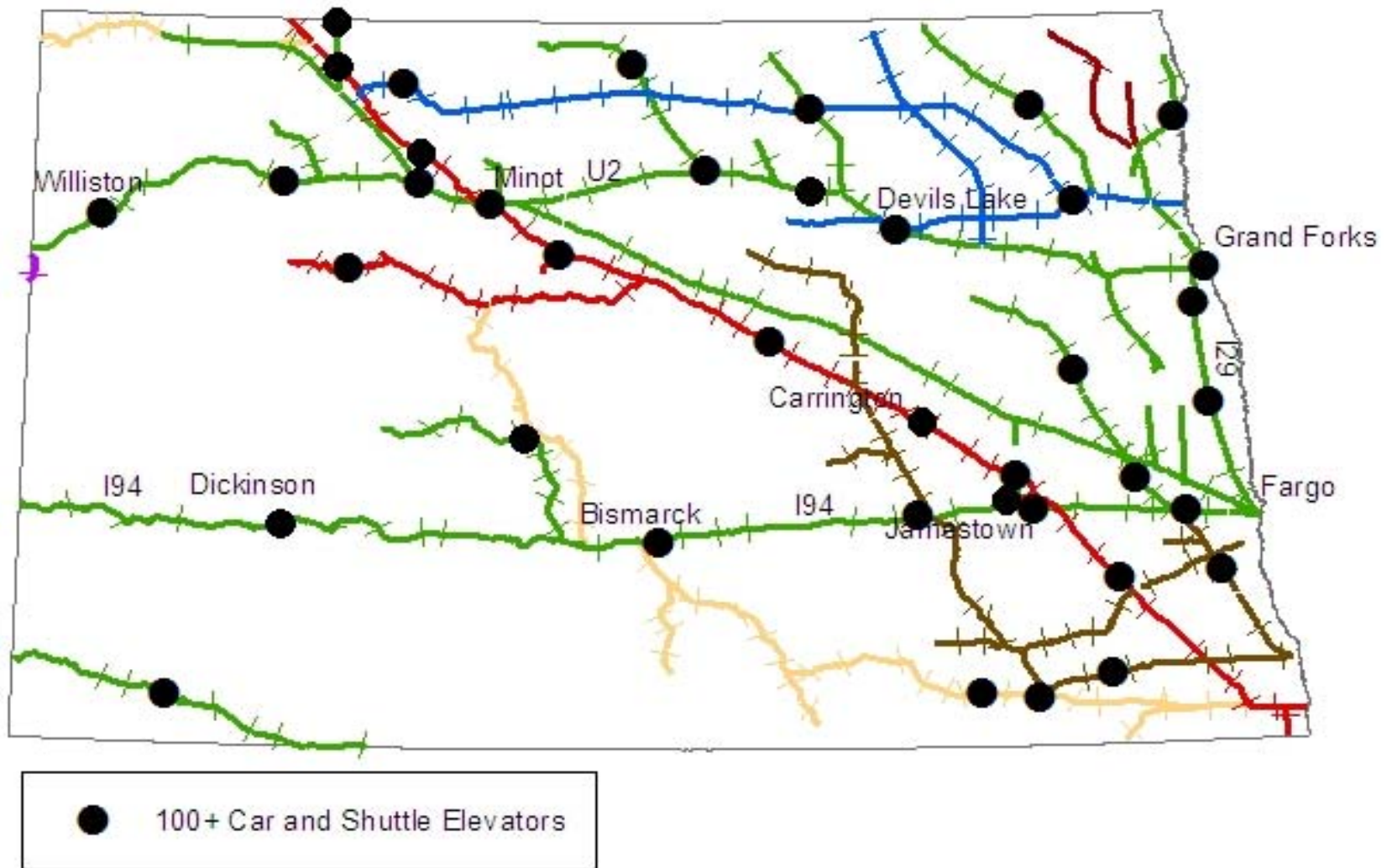
Fuel Consumption vs. Vehicle Miles Traveled - 1970 to 2005



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

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.

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
One-Time Vehicle Excise Tax for Transit	<u>\$ 1.0</u>
Total	\$899.3

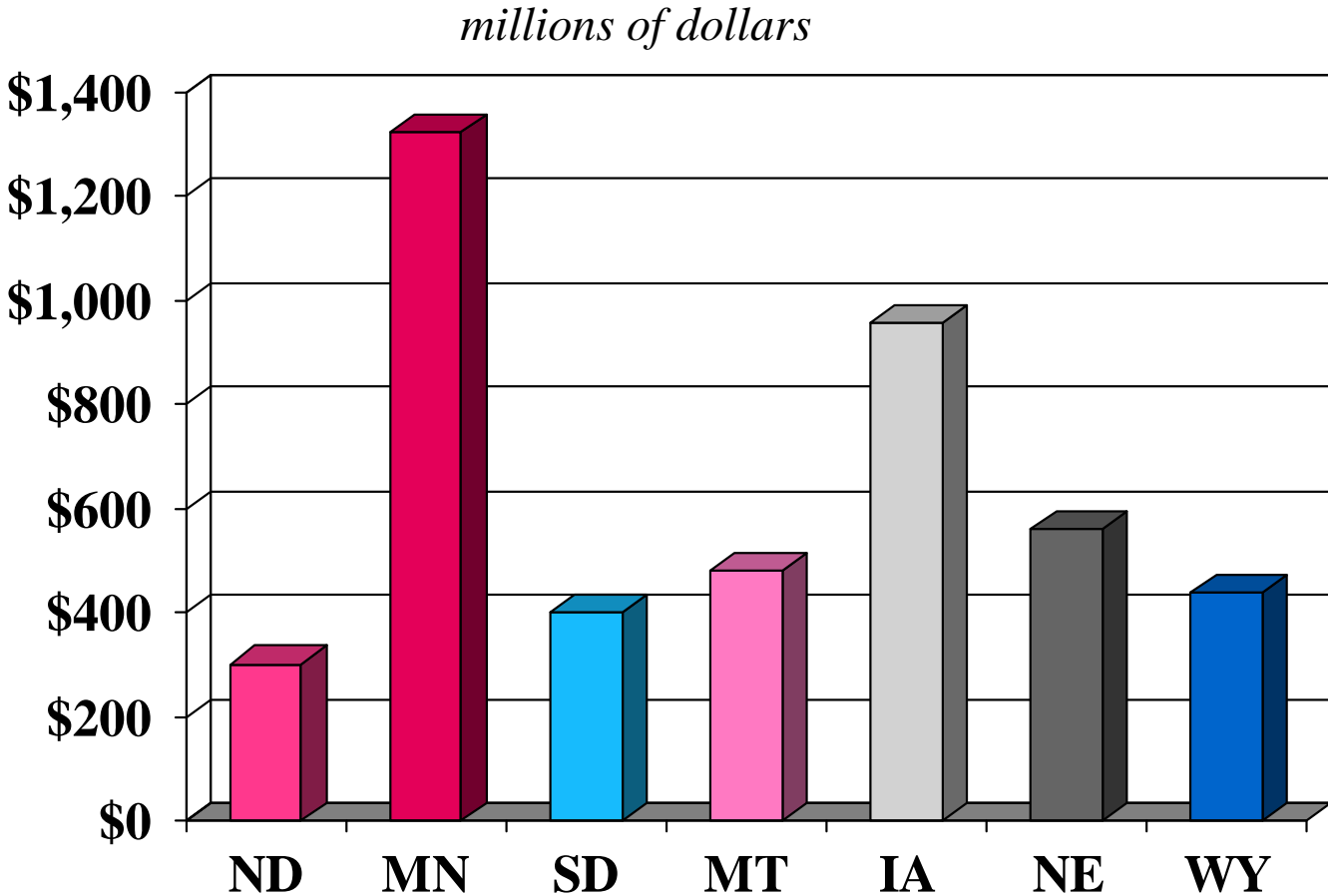
March 2008, in millions per biennium

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

State Transportation Expenditures



2003 figures. Source: State Transportation Statistics 2006.

Projected Balances— Highway and Transit Accounts

Assuming no change in revenues or program levels



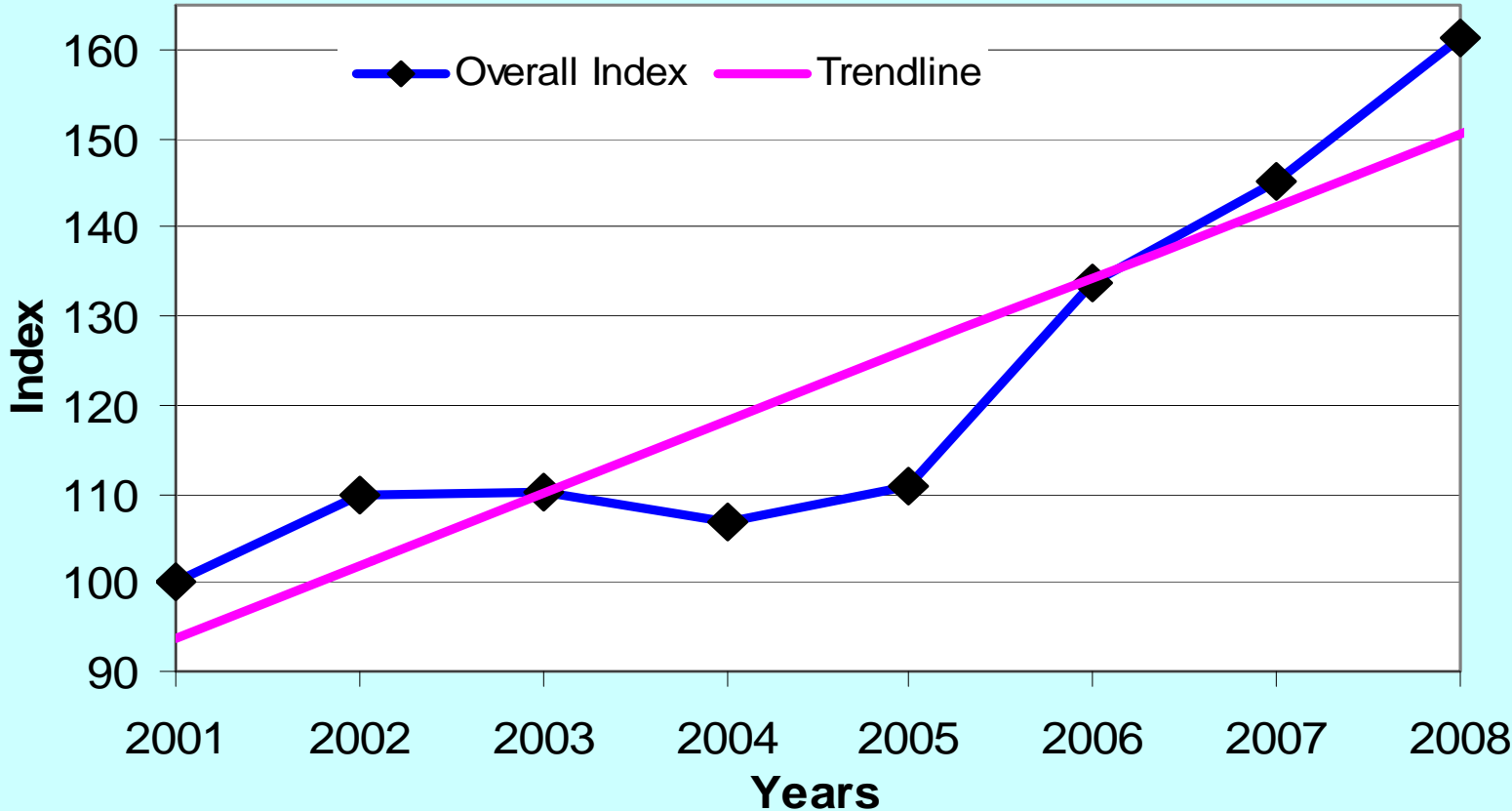
Source: U.S. Department of the Treasury

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

NDDOT Construction Cost Index

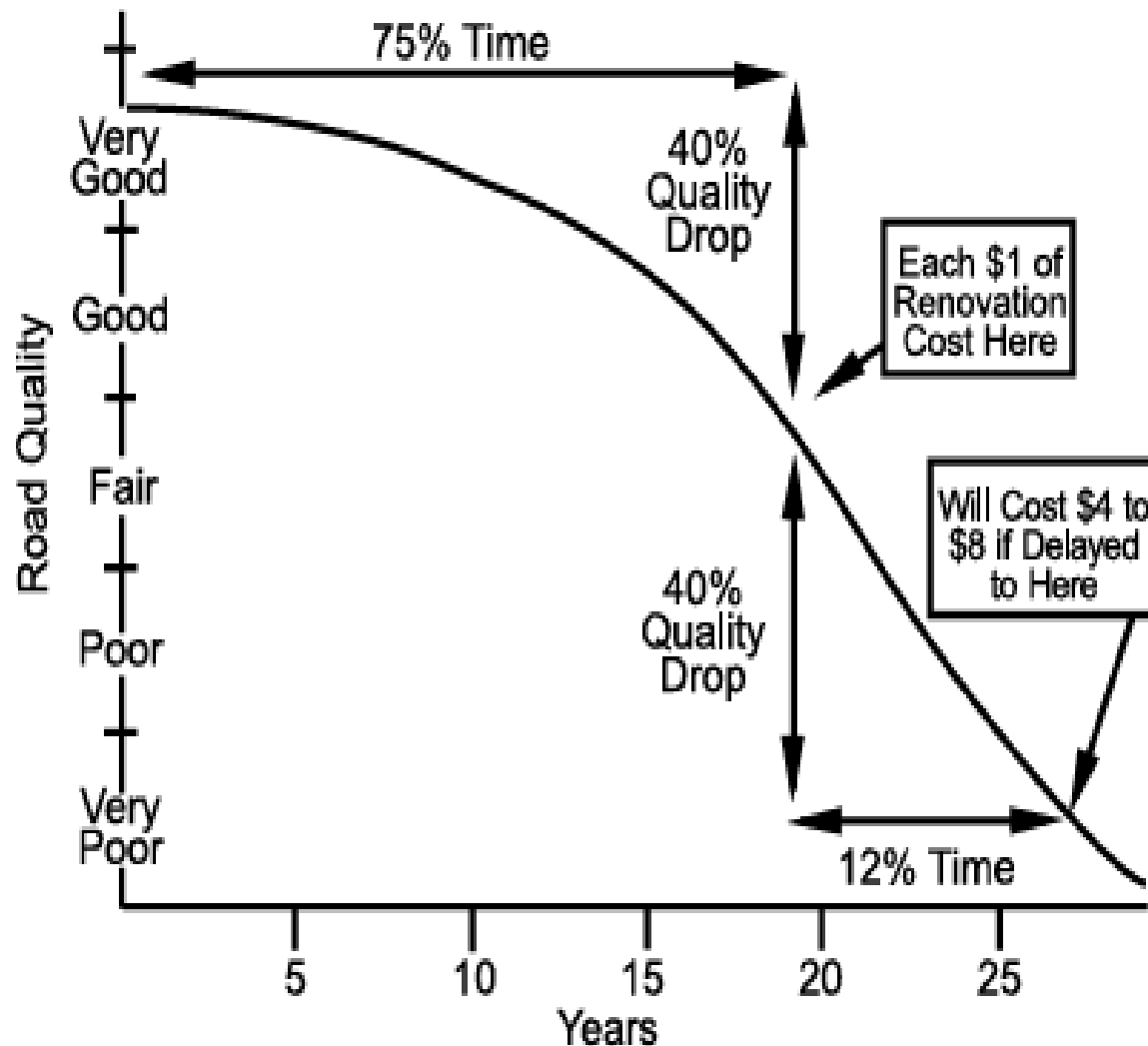
North Dakota's Overall Construction Cost Index



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



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)**

Jurisdiction	Highways	Bridges
State	\$216.6	\$26.3
County	\$140.0	\$19.8
Small Cities	\$29.7	*
Townships	\$36.3	*
Urban Centers	\$70.7	*
Total	\$493.4	\$539.5

*Not estimated

Dedicating MV Excise Tax to Transportation Infrastructure & Transit

(Millions / Year)

	Current Needs	2007 Funding	2008 Buying Power	Required New Funding	Proposed New Funding
NDDOT	\$242.9	\$148.0	\$125.8	\$117.1	\$34.3
Counties	\$159.8	\$75.6	\$64.3	\$95.6	\$12.3
Urban	\$70.7	\$52.3	\$44.4	\$26.3	\$7.5
Small Cities	\$29.7	***	****	****	(Included in Urban)
Townships	\$36.3	\$24.7	\$21.0	\$15.3	\$2.1
Transit	\$13.7	\$13.2	\$11.2	\$2.5	\$1.6
Totals	\$553.1	\$313.8	\$266.7	\$256.8	\$57.8

- ▣ 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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