

TRANSPORTATION IN NORTH DAKOTA

North Dakota Department of Transportation

April 2010



Purpose of Meetings

- **Section 24-01-01 of NDCC:** Legislative Assembly determines and declares that an adequate and integrated system of roads and streets is essential to the general welfare of the state of North Dakota and the system is to provide safe and efficient highway transportation throughout the state.

Purpose of the Meeting

TransAction II

- Statewide transportation plan (2007)
- **Initiative 1:** Strategically prioritize the use of transportation resources, and define levels of service to be provided and maintained.



Purpose of the Meeting

TransAction II

- **Initiative 2:** Enhance communication and facilitate cooperation and collaboration between and within governmental units, tribal authorities, modes of transportation, and public and private sectors.
 - District Engineers met with local officials
 - UGPTI review of levels of service
 - Statewide meeting on May 17, 2010

Kelly Inn - Bismarck

Purpose of Meetings

- Discuss prioritization of resources.
- Present levels of service that can be provided with existing resources.
- Consensus on the level of service.

Federal Funding

- Federal Aid is vital to our system. Historically, North Dakota received about \$2 for every \$1 contributed to the Federal Highway Trust Fund.
- Federal Aid makes up about 57% of NDDOT budget.

Federal Funding

- March 18th President signed “HIRE Act” (Hiring Incentives to Restore Employment Act)
 - Extend authorization of federal highway and transit programs through December 31, 2010
 - Provide \$19.5 billion to keep Highway Trust Fund solvent
 - Restore \$8.7 billion in contract authority that had been rescinded

SAFETEA-LU Funding for ND

	2005 (\$ millions)	2006 (\$ millions)	2007 (\$ millions)	2008 (\$ millions)	2009 (\$ millions)	2010 (\$ millions) as of 3/15/10
Apportionment	\$220	\$224	\$226	\$244	\$259	\$69*
Obligations (Spending Auth. From trans. handbook)	\$203	\$204	\$231	\$235	\$245	\$217
ARRA	N/A	N/A	N/A	N/A	\$90	\$80

Federal Funding

- Federal Funds shared with counties and cities:
 - NDDOT 74.99%
 - Cities 16.57%
 - Counties 8.44%
- ND Hwy Distribution Fund percentages:
 - State 61.3%
 - Cities 13%
 - Counties 21.5 %
 - Townships 2.7%
 - Transit 1.5%



Federal Funding

- House Authorizing Committee – Oberstar Bill
 - Decreases number of Federal Programs
 - Increases Funding but not for Core Programs
 - Places an emphasis on Urban Areas
- Challenges in the donee vs. donor relationship

State Budget

- During the last legislative session, the State of North Dakota committed an unprecedented \$1.35 billion including federal funds for transportation-- an increase from \$903 million in the previous biennium.
 - \$176.1 million in ARRA (stimulus)
 - \$59.9 million weather related (state)
 - \$43 million disaster related (state)
 - \$86 million in Emergency Relief
 - \$47.2 million additional regular federal funds
 - \$34 million in state funds for projects



State Funding

- Following our priorities, NDDOT put the money to good use.
- Additional state funding allowed NDDOT to complete:
 - Over 300 miles of road surfacing work
 - Thin lift overlays
 - Seal coatings
 - Pavement repair
- Local entities fixed roadways (flood/winter issues)

State and Federal Funding

- Transportation funding is vital to our economy:
 - Every \$1 million of highway construction funding supports approximately 30 jobs in our state.

State Transit Studies

- Statewide Transit Needs Study
 - Results will be presented at Statewide Meeting on May 17th
- SB 2223 Regional Transit Pilot Study
 - NDDOT working with Small Urban & Rural Transit Center on two pilot projects

Changing North Dakota



- Population growing
- Seeing a population shift
- Many of our small rural communities no longer offer basic health care services, shopping and employment opportunities.

Changing North Dakota



1967 - 1968

438 School Districts

2009 – 2010

184 School Districts

Some school districts have bus routes that extend into as many as six counties and across state boundaries.

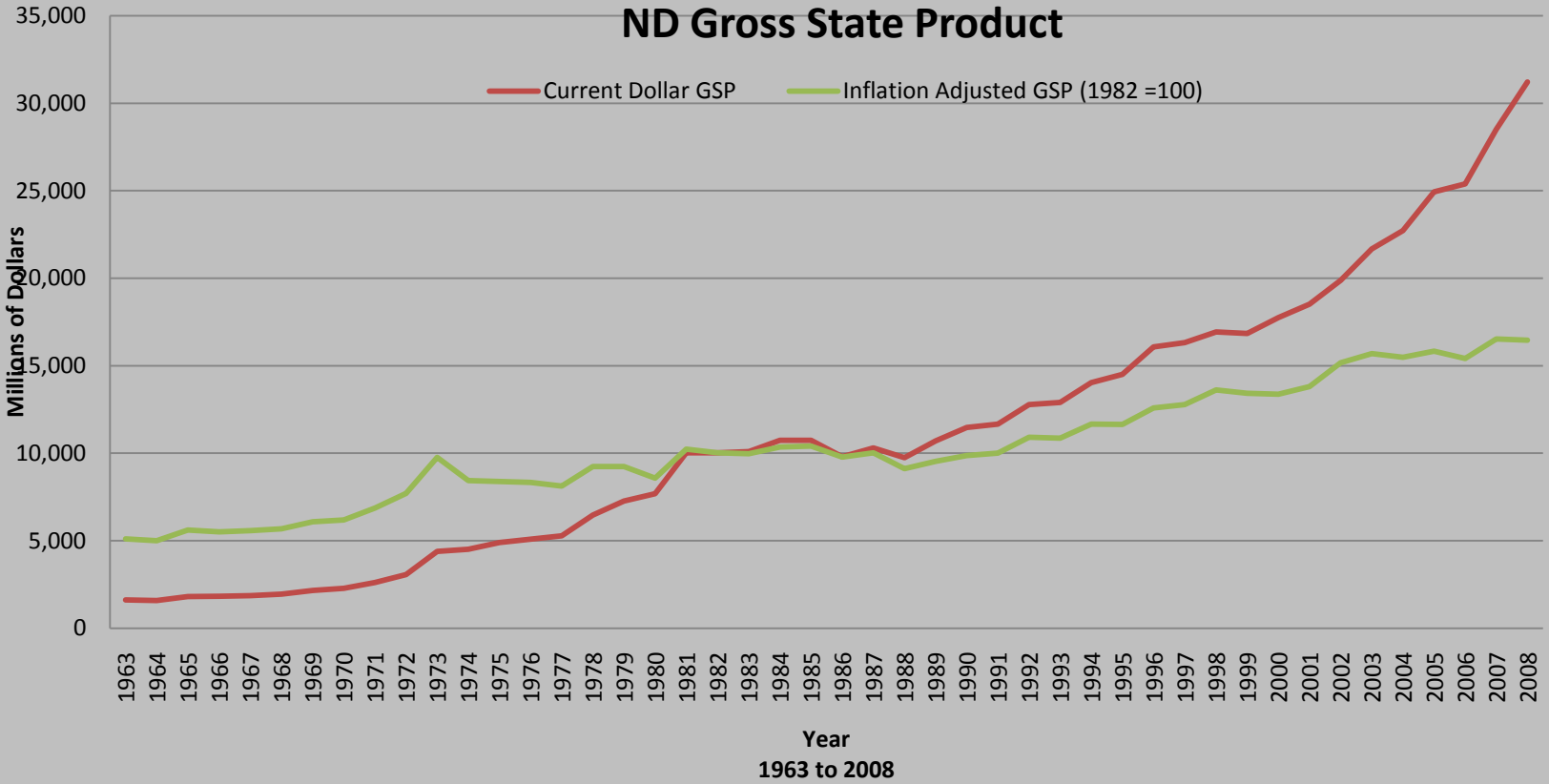


Changing North Dakota

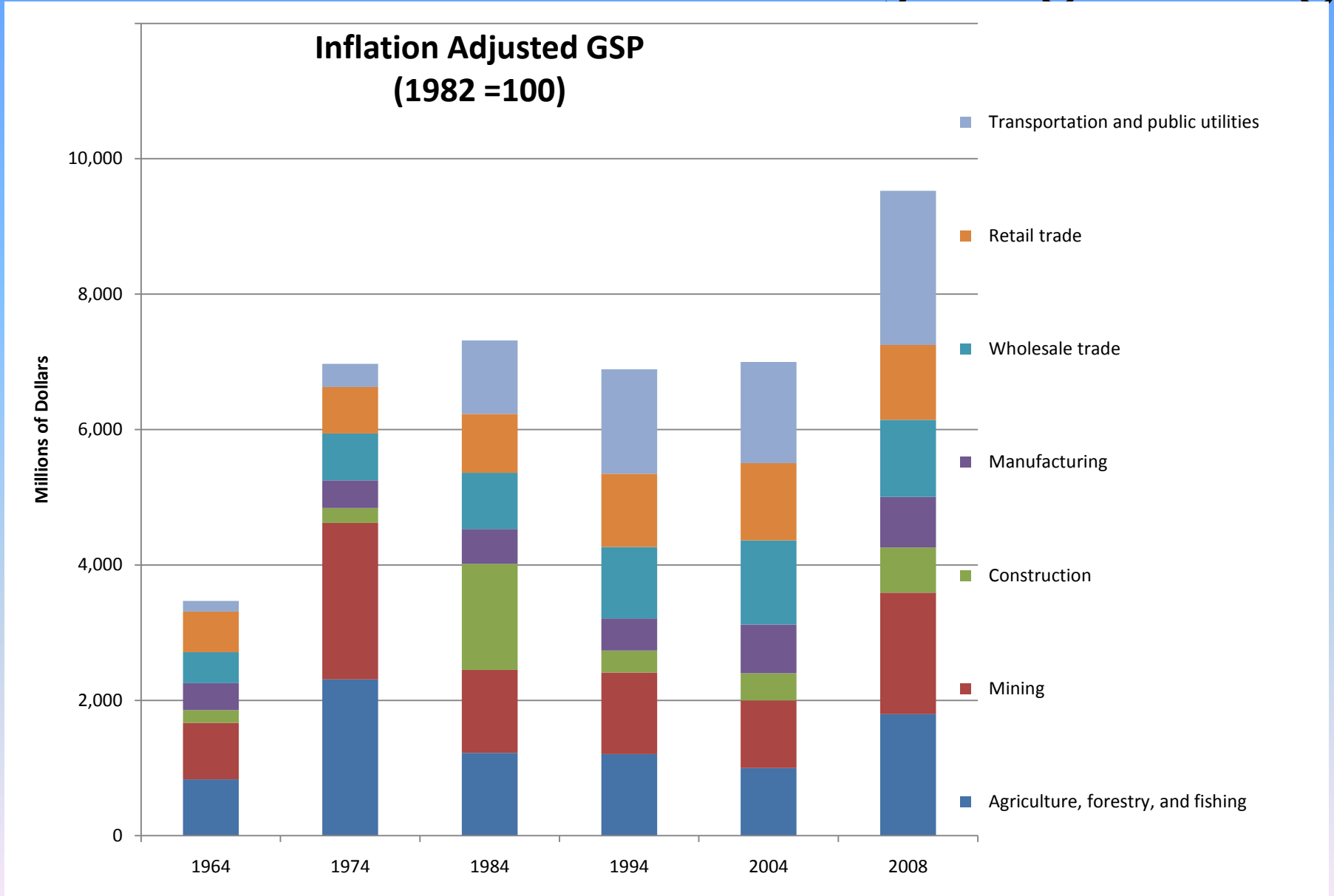


- Drive at higher speeds
- Expect smoother and safer roads
- Businesses haul larger and heavier loads

North Dakota's Economy is growing



North Dakota's Economy is growing



Products and industry changing



- Manufacturing

- North Dakota was one of only a handful of states to experience a growth in manufacturing.

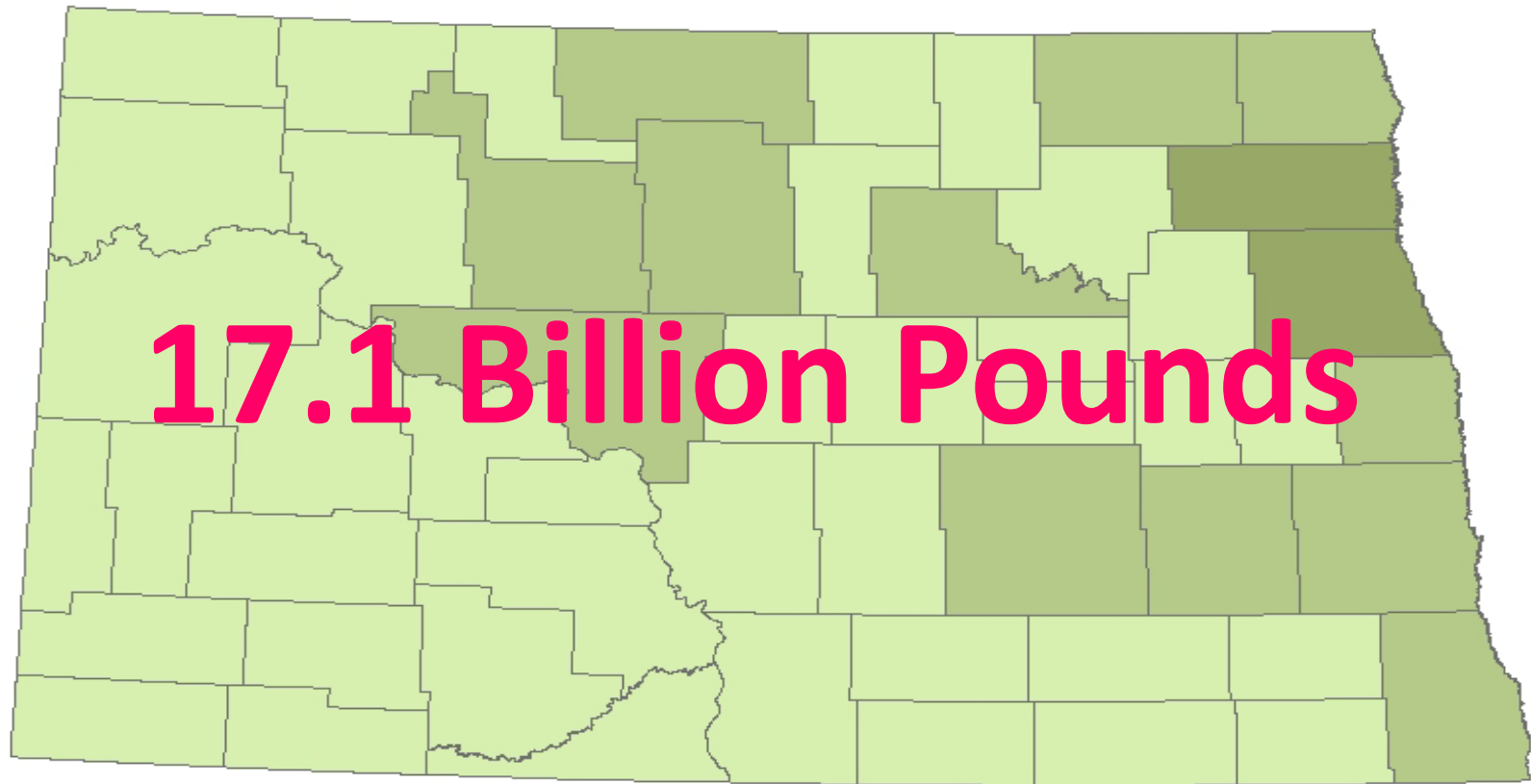
- Agriculture

- Increased production
- New crops

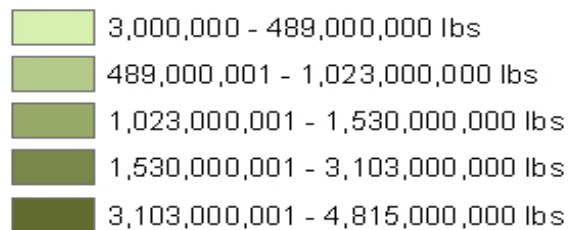
- Energy

- Oil
- Gas
- Wind
- Biofuels
- Ethanol

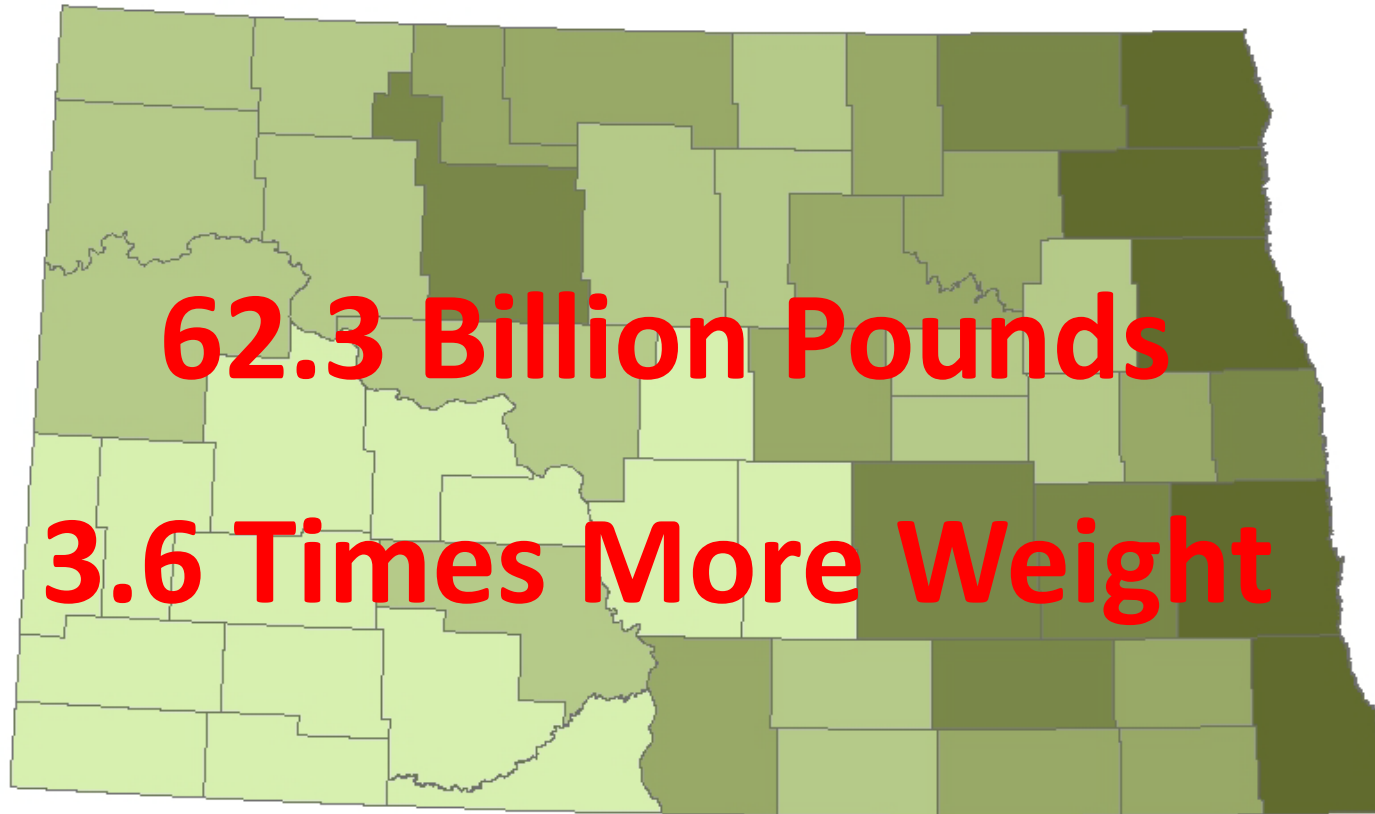
All Crops in Pounds 1950



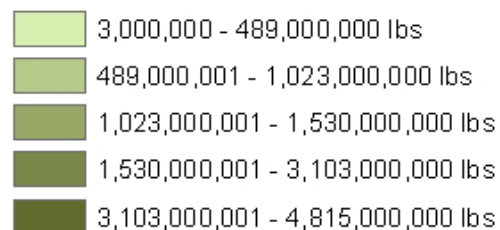
Legend



All Crops in Pounds 2008



Legend



Changing North Dakota

1950

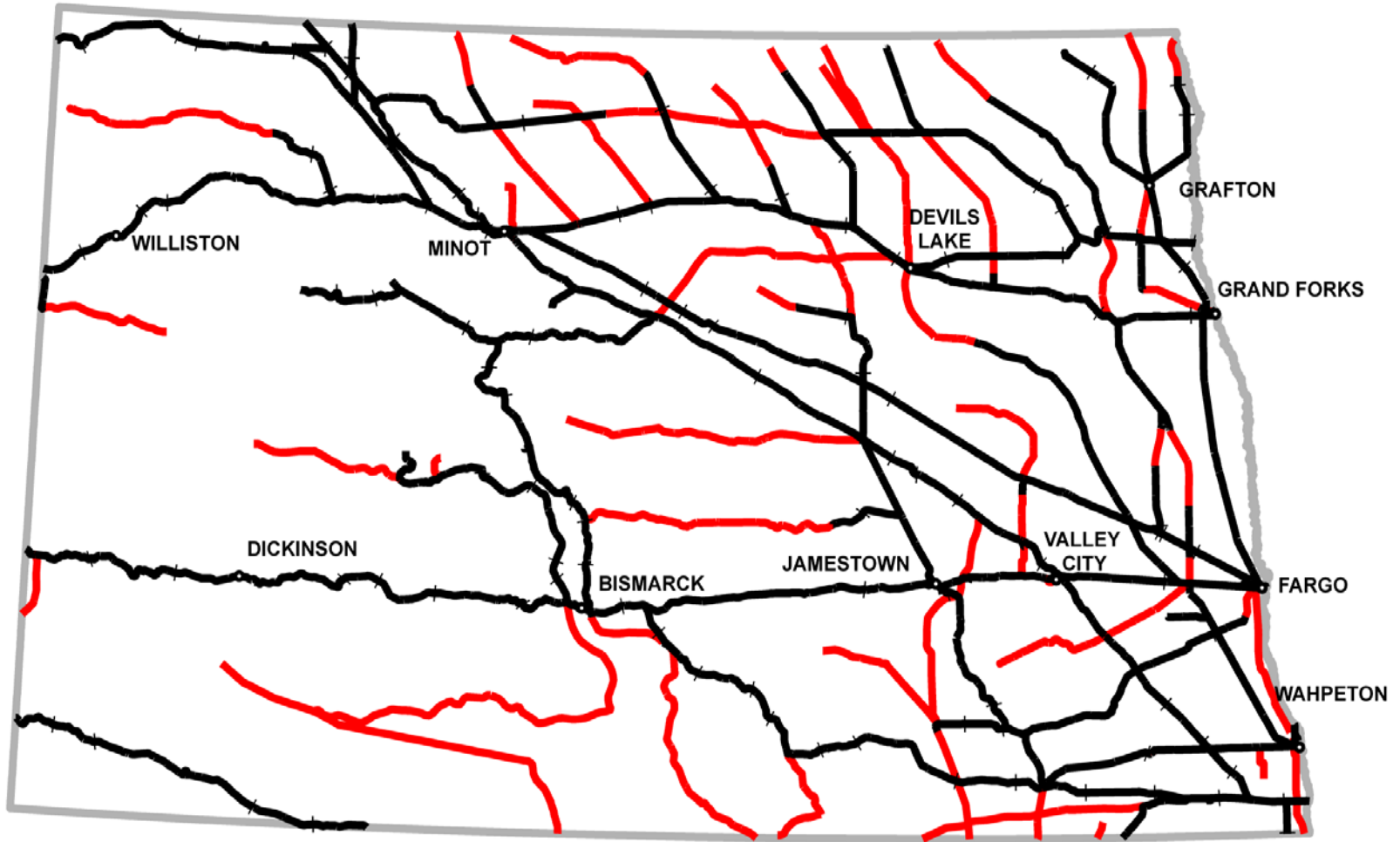
**Five Class 1 Railroads
5,243 Miles**

2010

**Two Class 1 Railroads
Five Shortlines
3,409 Miles**



1950 to 2010 Branchline Abandonments



Changing North Dakota

1950

- 1,025 Licensed Elevators
- 60 million Bushel Capacity

2008

- 402 Licensed Elevators
- 288 million Bushel Capacity



1950

**Gross Vehicle Weight
73,280 Pounds**



2010

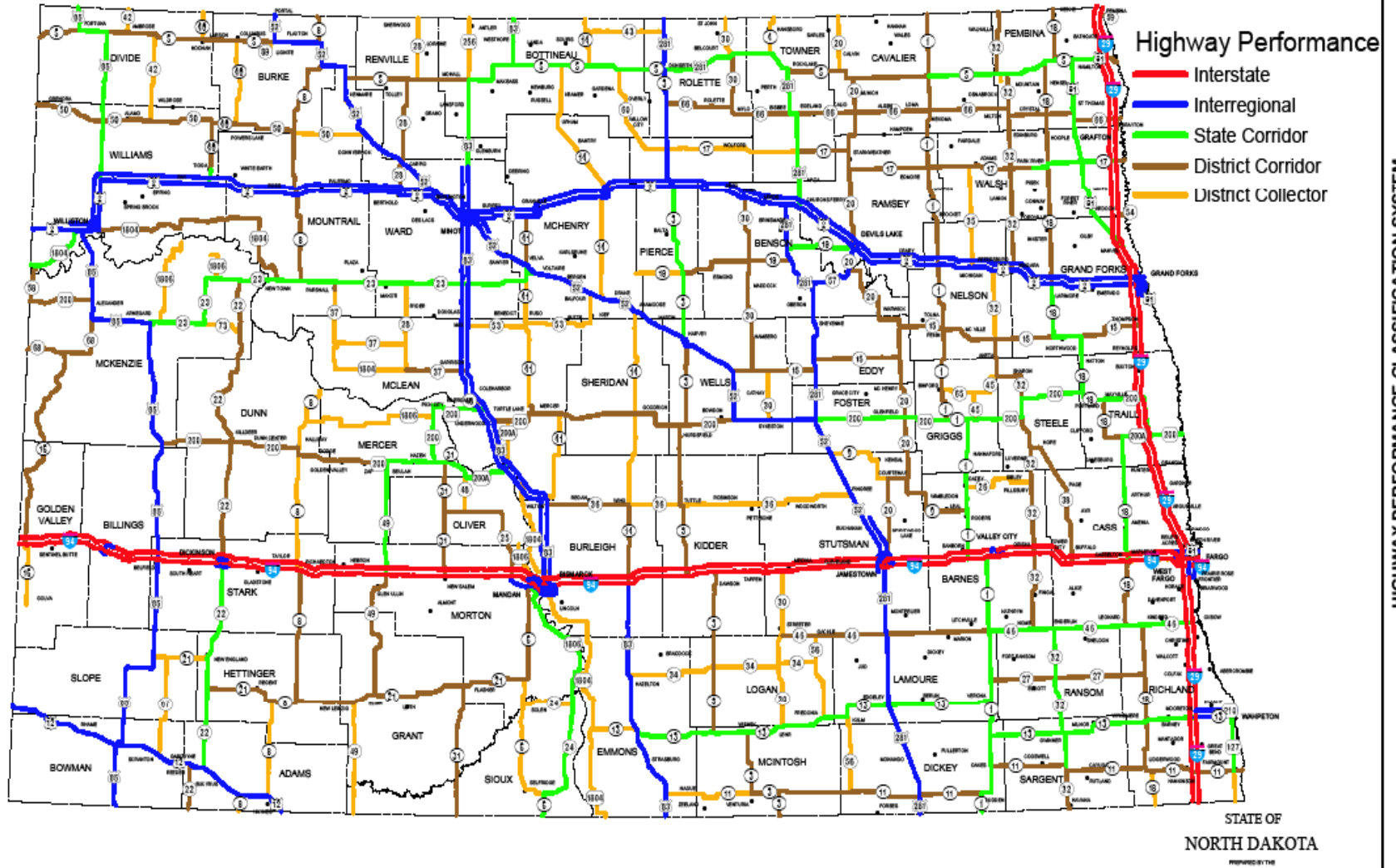
**Gross Vehicle Weight
105,500 Pounds**

ND driving habits changing

- In the 1960's there were 440,000 registrations.
- In 2009, there were 952,000 registrations.
- In 1950's motorists drove 2.3 billion vehicle miles annually.
- In 2008 motorists drove 7.6 billion vehicle miles annually.



State Highway Performance Classification System 2008



Highway Performance Classification System (HPCS)

- In 2005, the Legislature endorsed the concept and required NDDOT, to the extent possible, to implement the Highway Performance Classification System (HPCS).

Highway Performance Classification System (HPCS)

Investment strategy –
appropriately distributes
funds to the following
priority levels:

- Interstate System
- Interregional System
- State Corridors
- District Corridors
- District Collectors



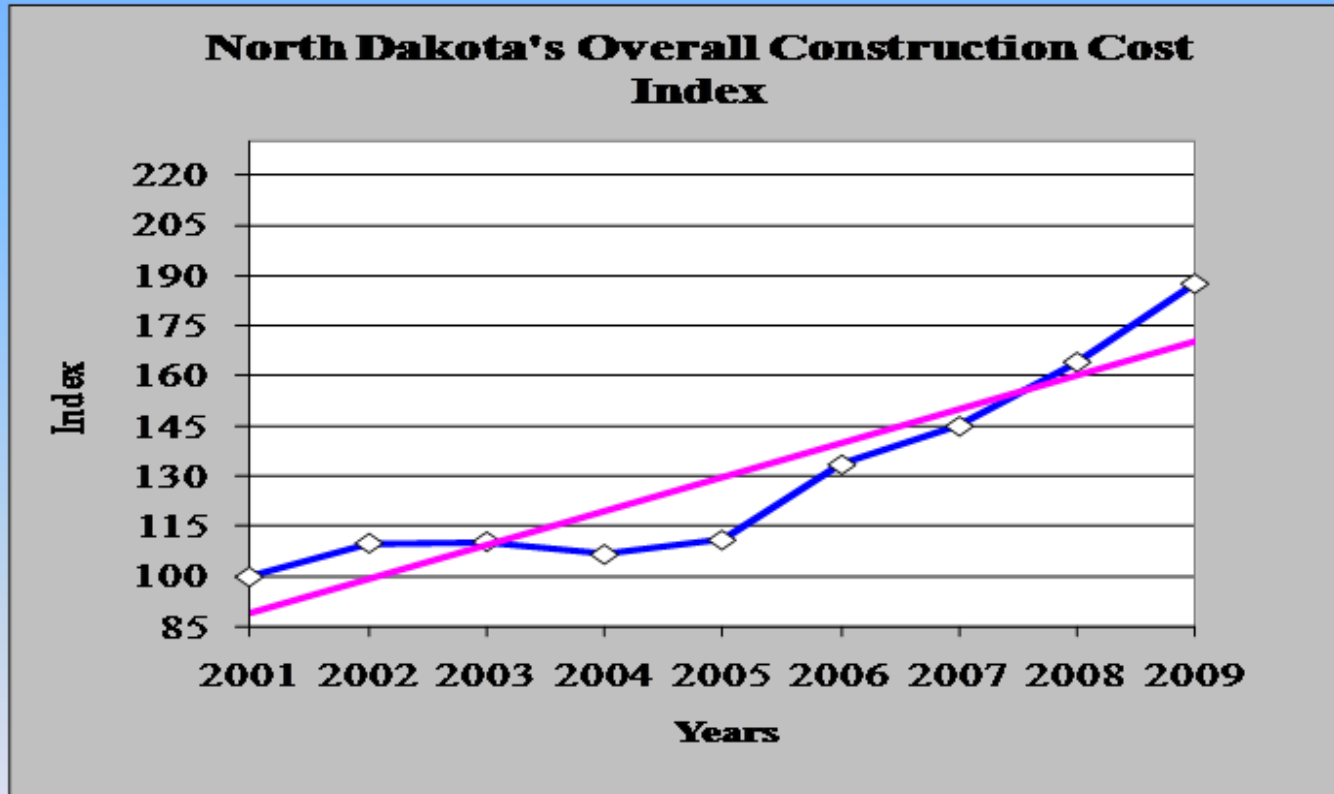
Highway Performance Classification System Status

Performance Measures show we have made some progress but we haven't been able to meet HPCS performance guidelines:

- Preventive Maintenance Program
 - Short-term fixes, thin lift overlays, etc.
- Narrower roadways
- Reduced shoulder width
- Load Restrictions

Major challenge for all levels of government

Inflation



Between 2001 to 2009, North Dakota's overall construction cost index rose 88 percent

Cost of Doing Business

2004

3" Overlay - \$150,000 per mile

Seal coat - \$ 16,000 per mile

2009

3" Overlay - \$275,000 per mile

Seal coat - \$ 28,000 per mile

Construction Investment

- Interstate - \$58,285_(per mile)
- Non-Interstate - \$30,900_(per mile)

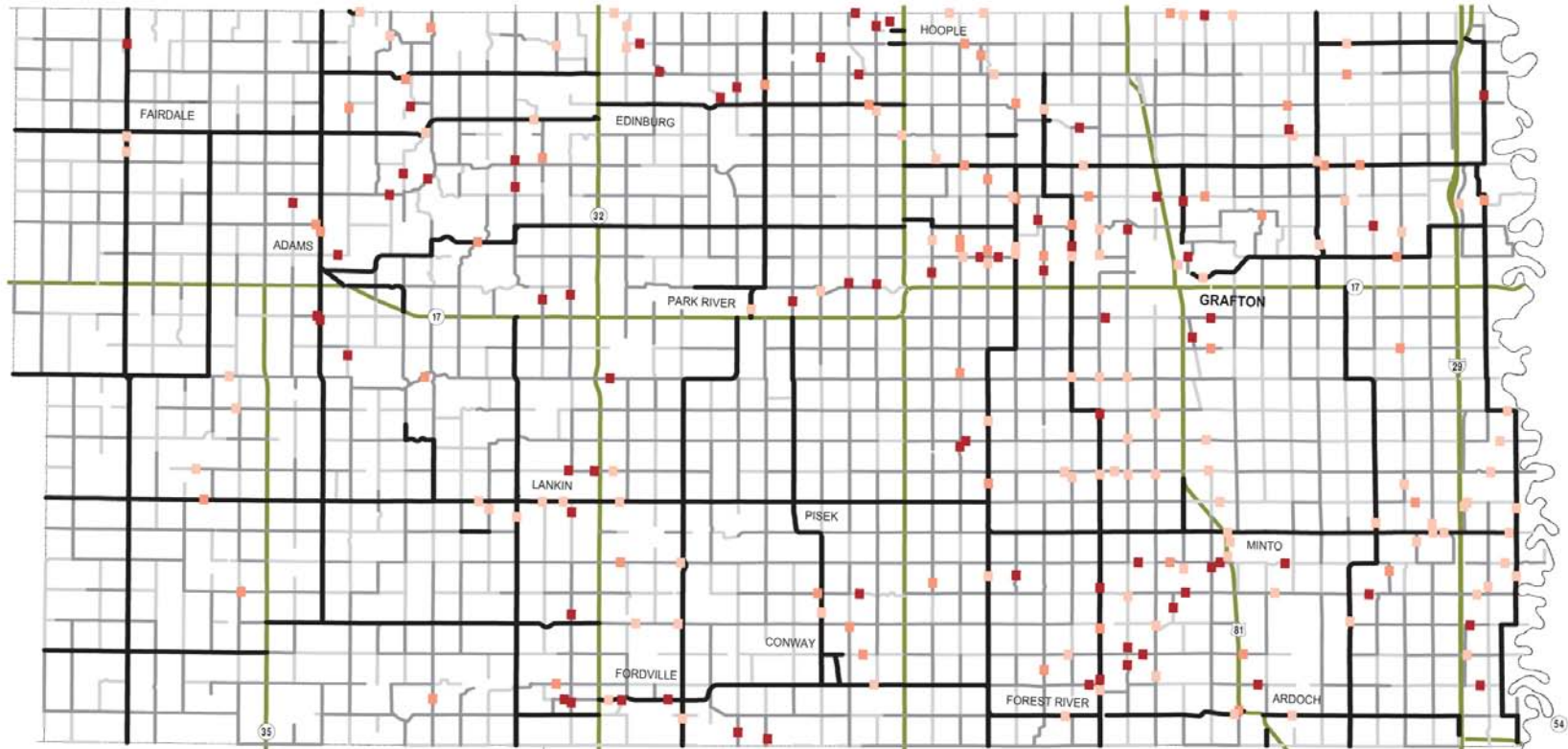
Maintenance/ Operating Costs

(per year)

- NDDOT Budgets \$9,200/mile
- 2,720 vehicles based on fuel user fees

County Roadway Classification System

Walsh County Roadway Levels of Service



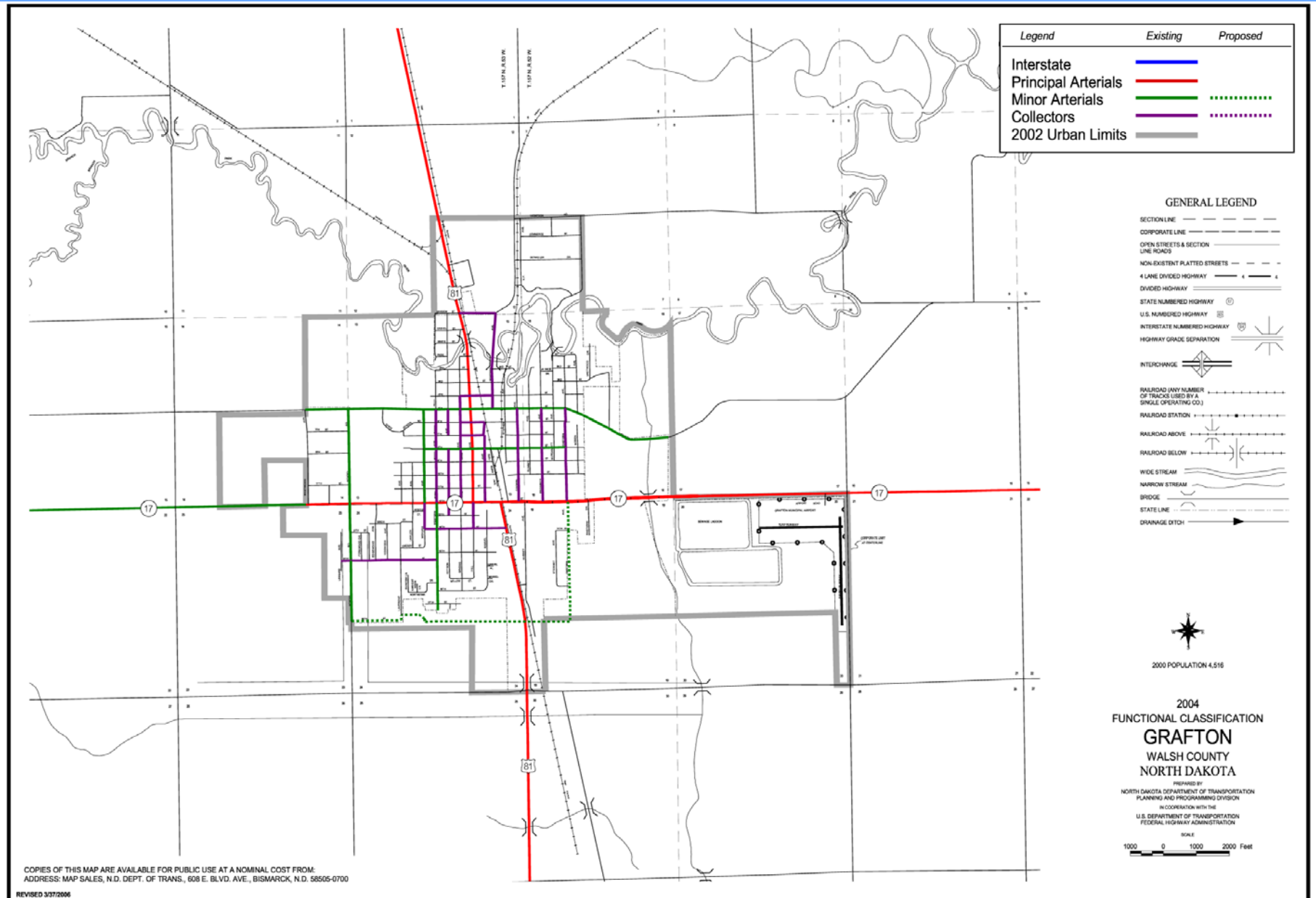
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|------------------------|-------------------|
| ■ Bridges 80 to 100 | — Service Level 1 |
| ■ Bridges 50 to 79 | — Service Level 2 |
| ■ Bridges Less than 50 | — Service Level 3 |
| | — State Highways |

STATE OF NORTH DAKOTA

PREPARED BY THE
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
PLANNING & PROGRAMMING DIVISION

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

City Roadway Classification System



Service Level Expectations

- Maintenance Expectations
 - Snow & ice control
 - Traffic signals
- Expansion/Improvement
 - Adding miles to system
 - Paved roadways
 - Load carrying capacity
- Balance expected level of service with available resources.

Highway Safety

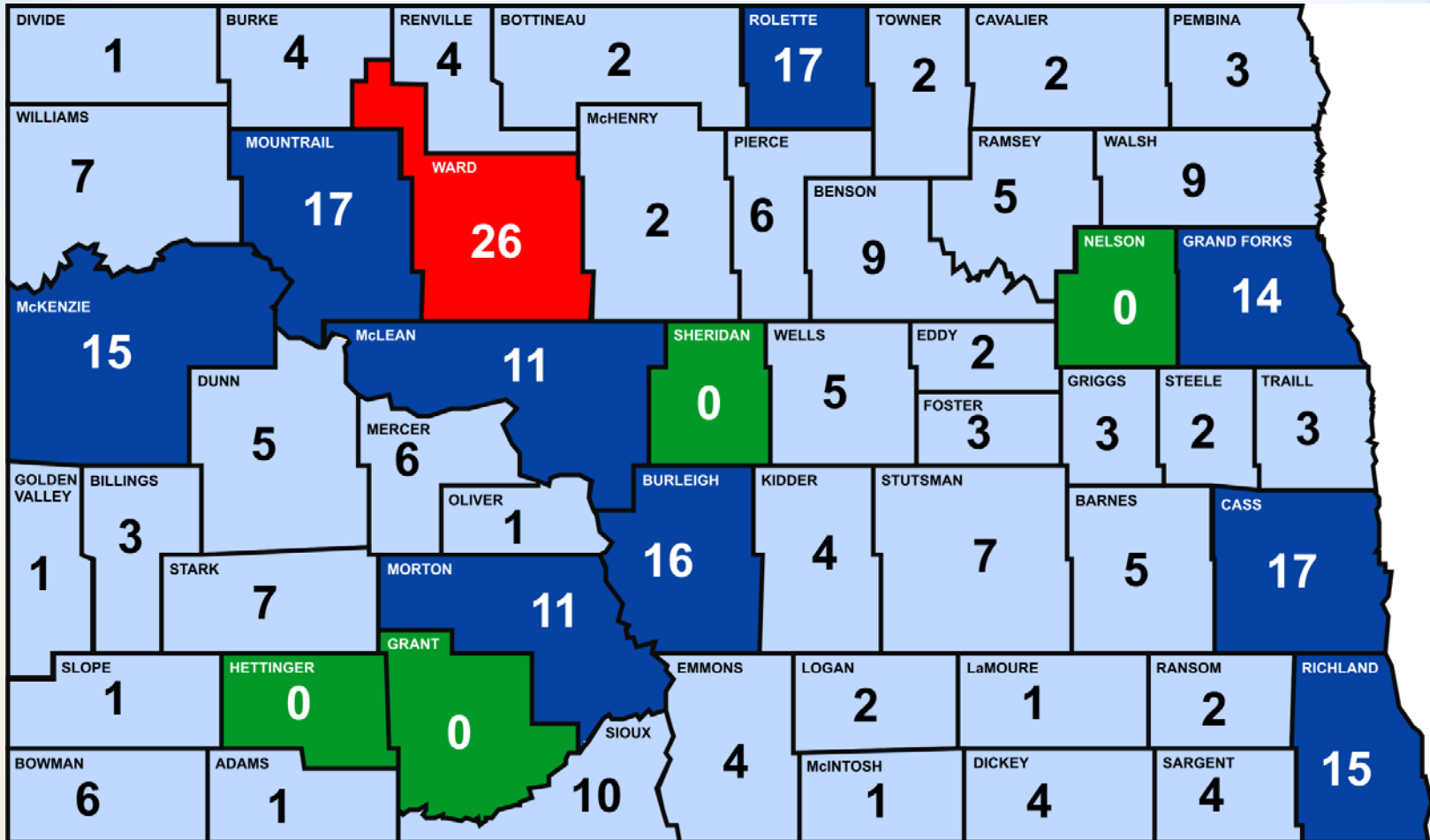
- Safety is our number one priority.
 - One fatality is too many. Goal is for zero deaths on roadways.
- Primary contributing factors to fatal crashes
 - Alcohol
 - Not using seatbelts
 - Speed
 - Lane departure

2007-2009

Total Fatal Crashes

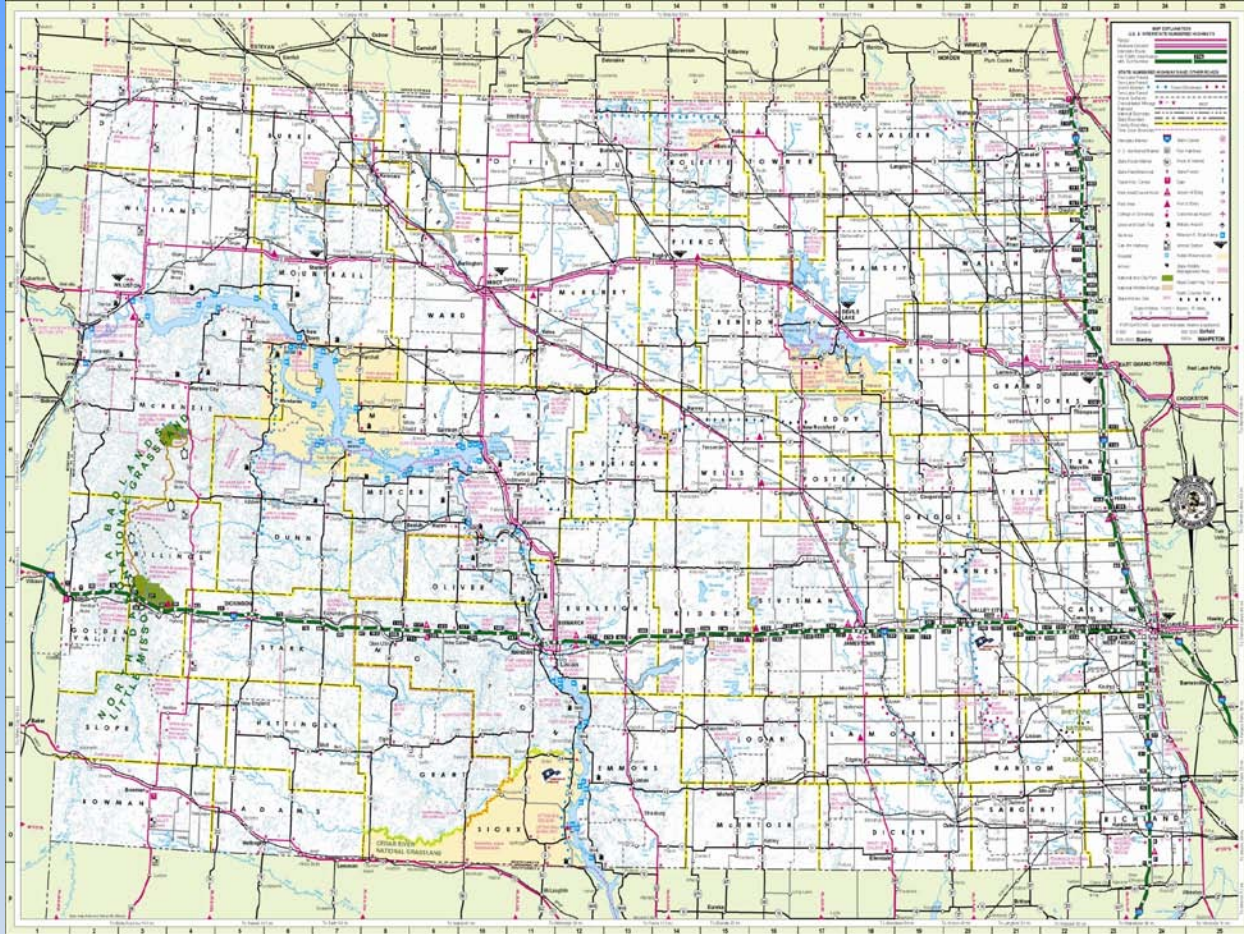
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TOTAL FATAL CRASHES



Highway Safety

- NDDOT Mission: “Providing a transportation system that safely moves people and goods”
 - Safety Improvements – adding turning and passing lanes, intersection improvements, etc.
 - Rumble strips on all state highways
- Consolidated safety functions within NDDOT



We value your input. Thank you.