



# **2019 County Roads Conference**

**January 30, 2019  
Alerus Conference Center  
Grand Forks**

**Bryon Fuchs**



# Kudos

Thanks to the *Local Technical Assistance Program (LTAP)* and *Upper Great Plains Transportation Institute* for providing a variety of training opportunities to our county personnel.

I want to thank all of the counties for their continued support and for all the TLC you provide to our local road network. Your efforts help move products and goods across the state and provide a vital component to our state's economy.

Also a very *special* thanks to Terry Traynor for all of the support you give the NDDOT and the support you give to the counties to further their efforts in maintaining a reliable transportation system.

# Vision Zero



# Vision Zero

The North Dakota Department of transportation along with other partners recently launched the Vision Zero Initiative. The comprehensive, multi-agency effort's goal is to continually work toward zero motor vehicle fatalities and serious injuries on North Dakota roads.

*Vision Zero* will be implemented through various strategies, including:

- Widespread public education/outreach
- Working with the legislature to ensure state laws represent best practices in traffic safety
- High visibility enforcement of existing laws
- Infrastructure/road safety improvements. Along with the support and action of these lead agencies, private sector stakeholders that share interest in traffic safety will also be included in *Vision Zero* efforts.



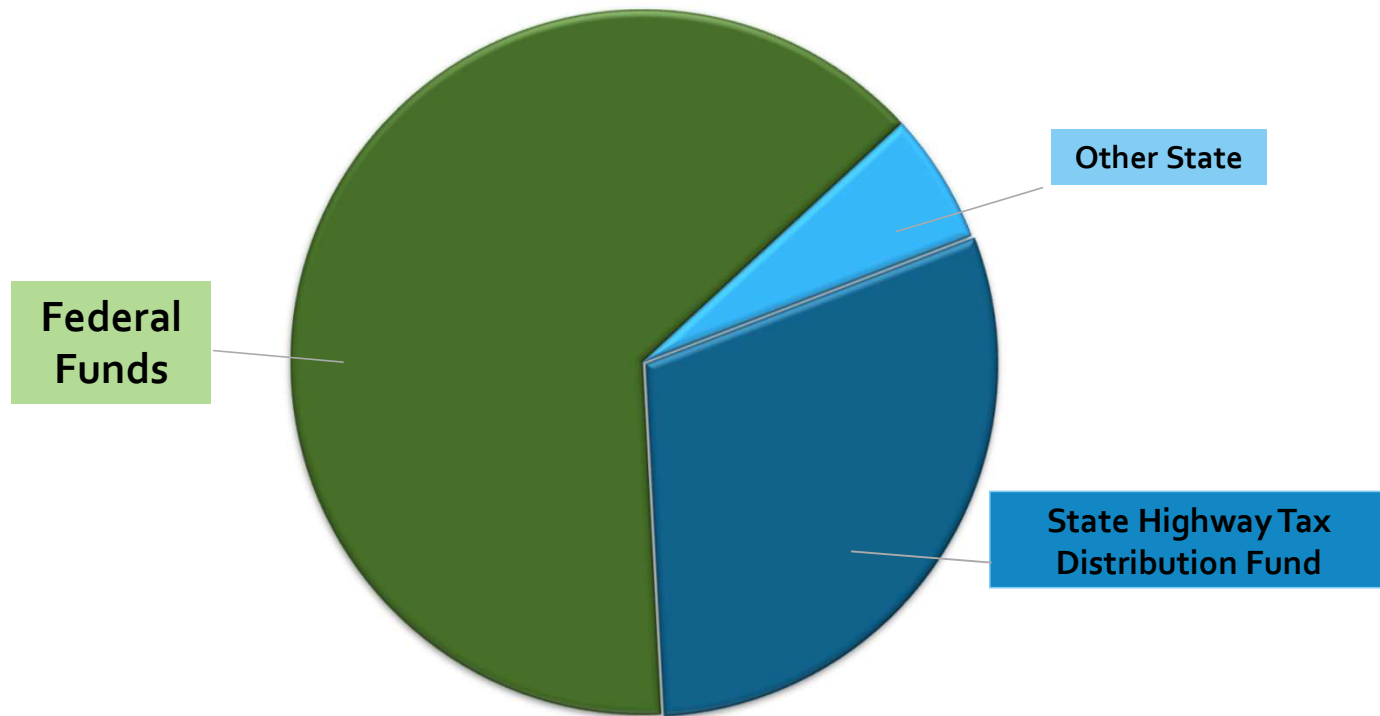
# Vision Zero

Park River, North Dakota, recently became our first Vision Zero community.

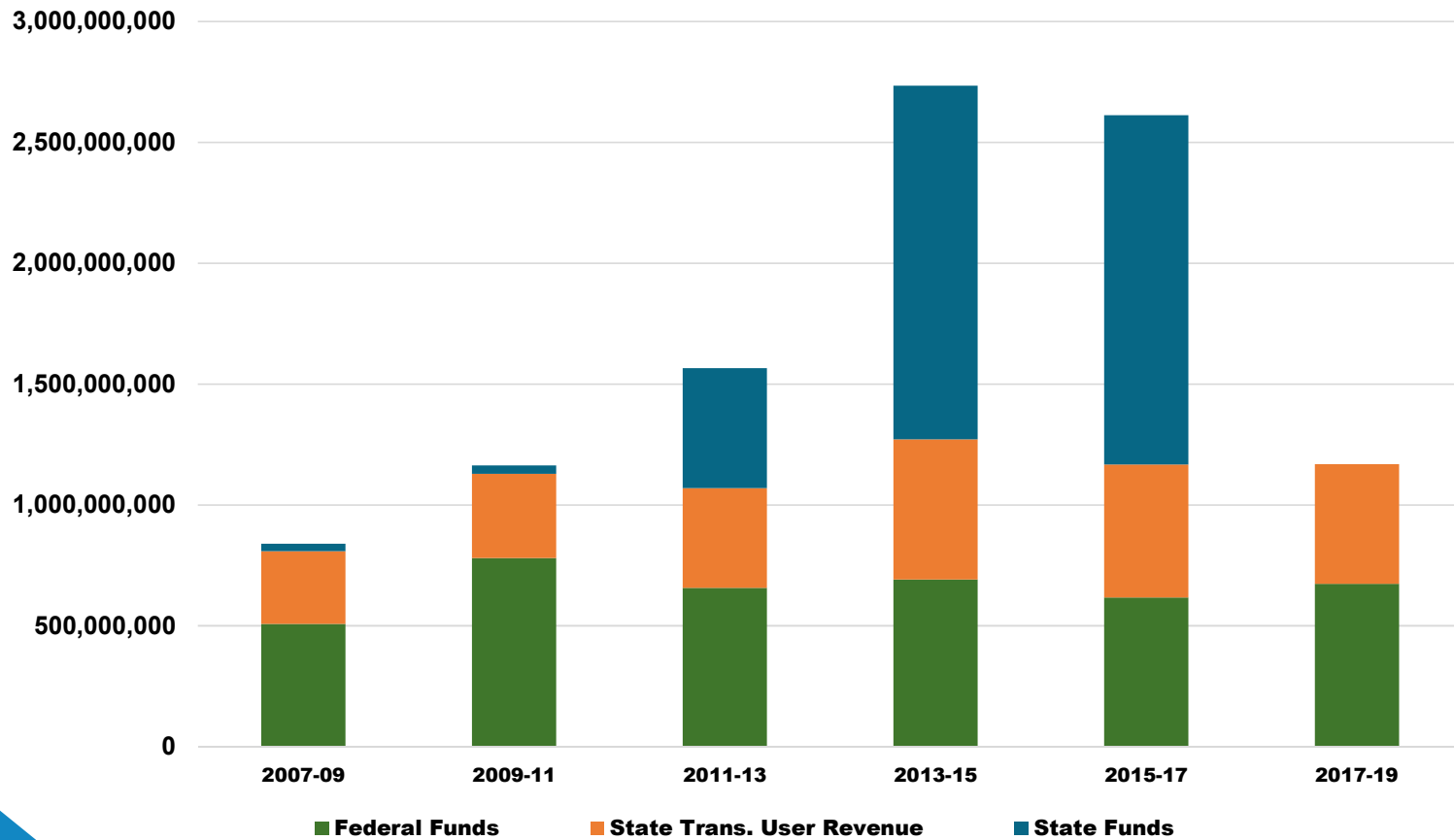


# NDDOT Transportation Revenue

The primary sources of revenue provided to NDDOT are Federal Funds, State User Funds from the Highway Tax Distribution Fund and Other state sources primarily Drivers License Fees and oversize/overweight permits.



# NDDOT Funding Resources

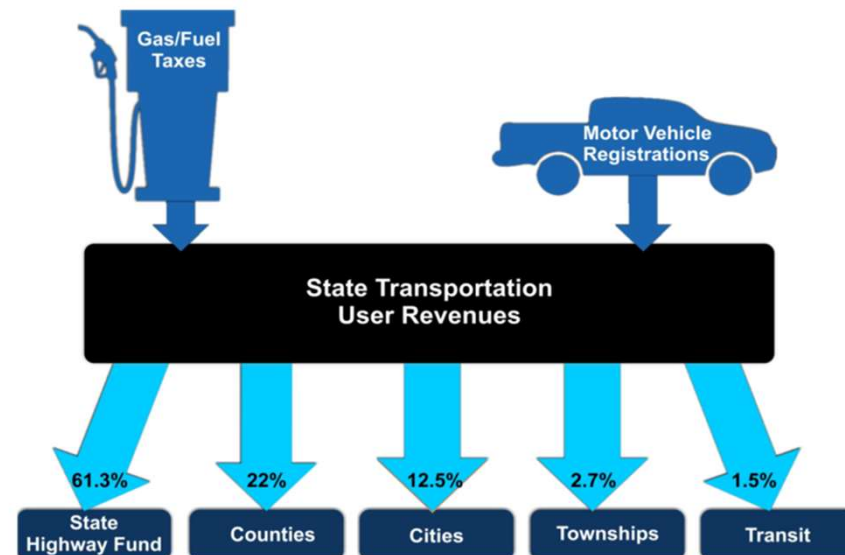


# Current State Funded Sources of Transportation Revenue

The largest source of state transportation revenue comes from Highway Tax Distribution Funds = derived from state fuel taxes and motor vehicle registrations.

- **North Dakota Motor Fuel Tax**
  - 23 cents/gallon. Has not changed since 2005
- **Motor Vehicle Registration Fees**
  - Has not changed since 2005

It is important to note that 23 cents per gallon for state fuel tax is collected whether the price at the pump is \$1.99 or \$3.99.





# How much do we drive?

**12000**

The average North Dakotan drives 12,000 miles per year

**20 MPG**

Average pickup gets 20 miles per gallon



State/ND  
Gasoline Tax  
\$138/Year  
\$11.50/month

**VS**

**CABLE TV**



\$1188/YEAR  
\$99/MONTH

Electricity to run  
**REFRIGERATOR**



\$468/YEAR  
\$39/MONTH

**CELL PHONE BILL**



\$1,200/YEAR  
\$100/MONTH

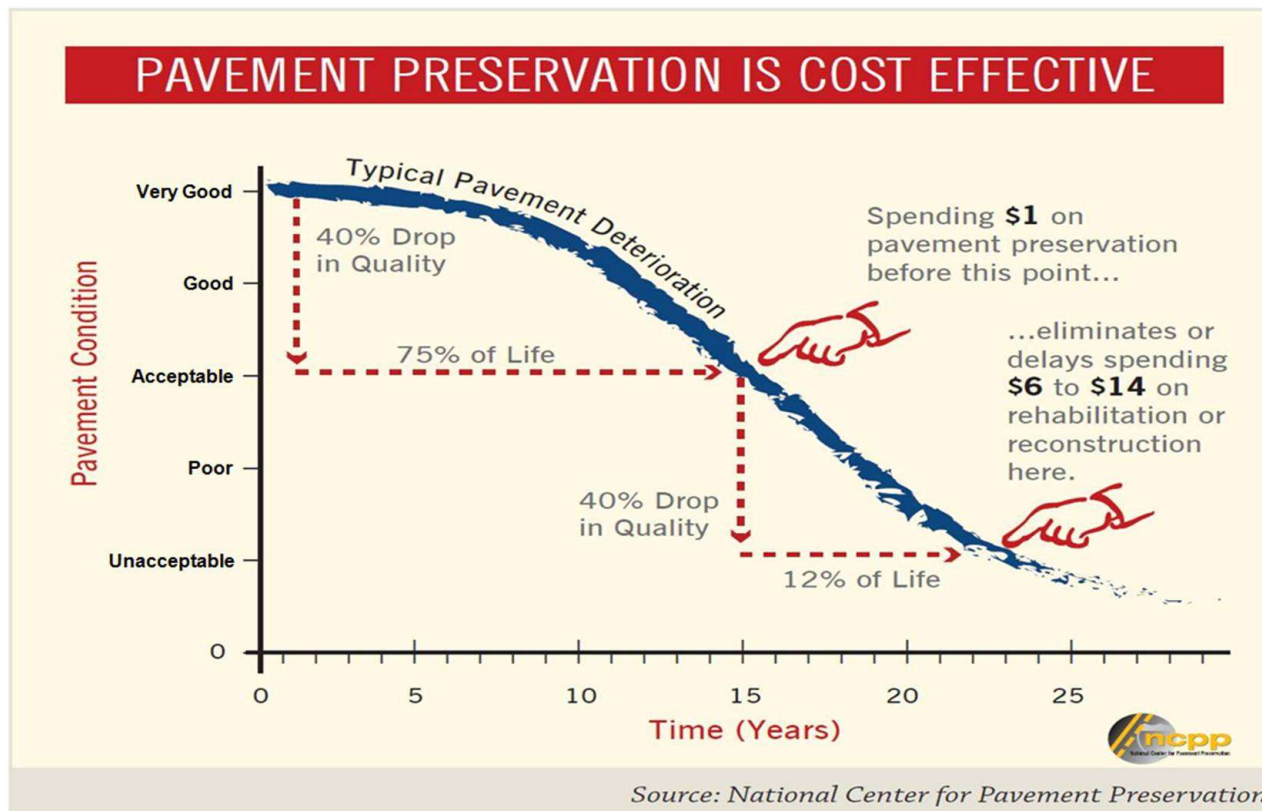
# Infrastructure Needs for City, County, State and Transit

## Statewide Infrastructure Needs – All Jurisdictions

Year	State (\$million)	County and Twp (\$million)	Urban (\$million)	Transit (\$million)	Total (\$million)
2016-17	\$1,469	\$1,028	\$149	\$72	\$2,717
2018-19	\$1,223	\$993	\$105	\$66	\$2,388
2020-21	\$818	\$1,025	\$88	\$69	\$2,000
2022-23	\$818	\$985	\$78	\$70	\$1,951
2024-25	\$788	\$926	\$51	\$72	\$1,837
2026-35	\$5,159	\$3,848	\$173	\$369	\$9,549
Harmonization	\$761				\$761
2016-35	\$11,037	\$8,805	\$643	\$718	\$21,202

# Investment Timing is Critical

- Long-term planning - known funding generates efficiencies.





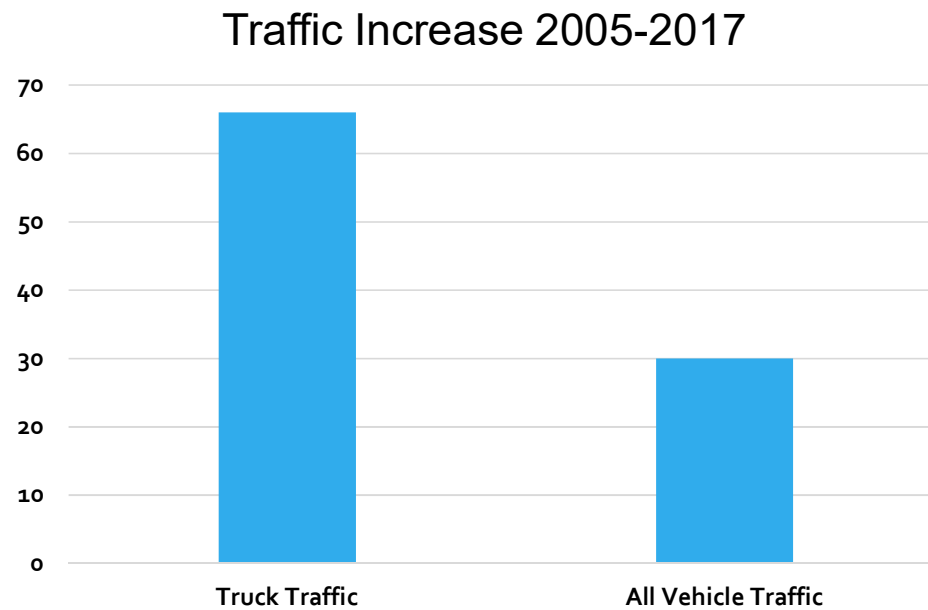
## Traffic and costs have increased while funding remains flat

NDDOT's main sources of funding come from state fuel taxes and vehicle fees (the same since 2005), but costs and traffic have increased.

- Asphalt surfacing cost \$500,000 per mile in 2005 and costs \$1.1 million per mile in 2017.
- Salt used for snow and ice control cost \$55 per ton in 2005 and \$81 per ton in 2017.

# Traffic Numbers Increase

North Dakota traffic has increased on state highways. From 2005 - 2017 truck traffic numbers increased 66% and all vehicle traffic numbers have climbed 30%.



# Buying Power

Due to inflation, each 23 cents on a gallon of gas buys about 46% of the infrastructure construction costs compared to when the rate went into effect in 2005.

**2005**



**23¢**

**Today**



**23¢**



# Legislative Session

## Operation Prairie Dog impact

- Oil and gas counties and hub cities maintain funding levels with no sunset clause
- Non-oil counties and townships \$115 million
  - \$15 million for townships evenly distributed
  - \$100 million for counties based on UGPTI needs study
- Non-oil cities
  - \$115 million based on population and property valuations
  - Must be used for infrastructure (streets, water, sewer, etc.)
  - Cannot be used for debt payments or to secure debt

\* NDDOT supports Operation Prairie Dog even though we do not receive any direct funding.





# State and Global Economy

- North Dakota's transportation system must be interconnected, maintained and enhanced to allow us to be globally competitive.
- Products and services we deliver must create a transportation system that allows state business to prosper.





# Partnerships

To accomplish our mission DOT partners with several entities:

- Cities
- Counties
- Townships
- Tribal Governments
- Metropolitan Planning Organizations
- Businesses
- Transit Providers
- Contracting Industry
- Consultants

# Future

There are many factors that can affect funding for transportation today and in the future:

- Disruptive technology in vehicles and other transportation modes.
- Increased fuel efficiencies in vehicles.





# Thank you!