

In Support of SB2012

House Appropriations Government Operations Division

March 10, 2025

Chairman Monson and Committee Members,

I am Larry Syverson from Mayville. I grow soybeans on my farm in Traill County. I am the Chairman of the Board of Supervisors for Roseville Township in Traill County and the Executive Director of the North Dakota Township Officers Association. NDTOA represents 6,000 Township Officers serving more than 1,400 dues-paying member townships.

NDTOA thanks the legislature for the increased funding and grant opportunities that you passed in the 2023 session. And we thank those who have worked on the proposals that went into this current SB2012.

As SB2012 now stands, it will provide much needed funding for transportation at all levels statewide. SB2142, SB2151, and SB2372 were all supported by NDTOA, and several township officers traveled here to testify in support of those critical measures. Those measures are now incorporated into SB2012 to fund one transportation network for North Dakota.

NDTOA supports dedicating the Motor Vehicle Excise Tax to transportation, to us, that is the logical use of those funds. NDTOA endorses the distribution of those funds as directed in Section 8 of SB2012.

NDTOA supports Sections 10 and 11 of SB2012, which increases the allocation from Legacy Earnings to transportation and directs its distribution.

North Dakota Townships maintain 54,620 miles of roads, they struggle to provide basic maintenance with available funding. No way can they afford to improve even a fraction of their road miles to the standards recommended by the Upper Great Plains Transportation Institute. Those rural road miles are the first and last miles for much of the agricultural products that build a 41.3-billion-dollar impact on the ND economy, and sadly, most of them are not up to the task.

The promise of consistent road funding in SB2012 will allow counties, cities, and townships to make some needed improvements and upgrade their maintenance more in line with recommended levels. Consistent funding for rural bridges will allow counties to plan for the replacement of these vital fixtures. Continued funding for bridge work will also incentivize contractors to mobilize additional crews to handle a more dependable demand. Material suppliers will also adjust to provide more structural parts and box culverts.

Chairman Monson and committee members, thank you for this opportunity to testify today. Please give SB2012 your favorable consideration. This concludes my prepared statement. I will try to answer any questions you might have.