

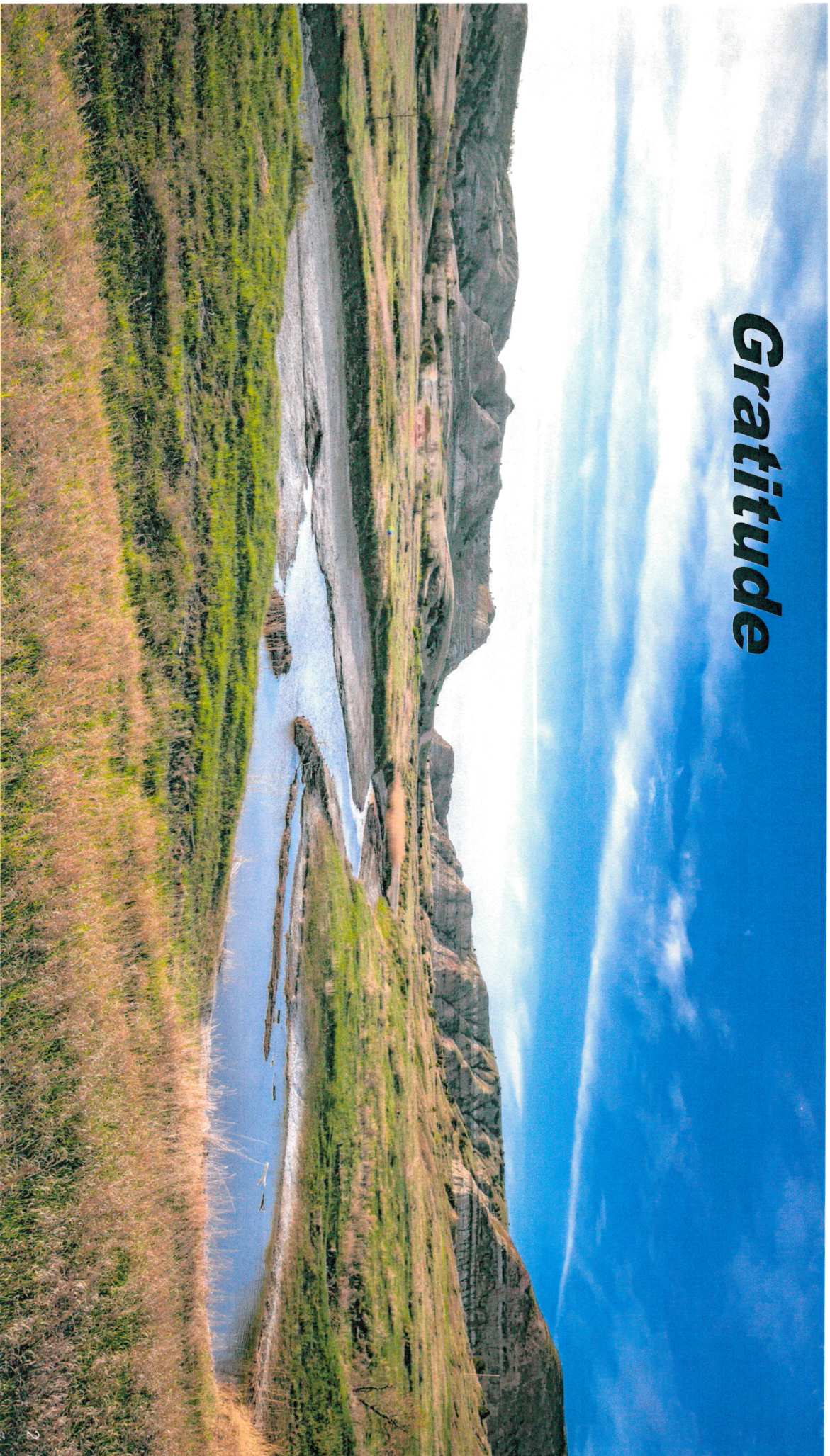
SB 2012

Budget Testimony

Senate Appropriations Sub Committee
February 8, 2021




Gratitude





Thank You!

- Thank you, Senator Oehlke, Senator Rust, and Senator Heckaman
- Thank you, Chris Kadrmaz/ Skyler Strand
- Thank you, Stephanie Johnson/ Joe Morrissette



Current Senate Recommendation Summary

| | |
|--|-------------------------|
| Executive Recommendation | \$ 1,829,935,907 |
| Reduction in Recommended Salary Package | (943,748) |
| Removed Bond Proposal | (347,400,000) |
| Removed TMC | (10,000,000) |
| Added Contingent BND Loan | 50,000,000 |
| Added Emergency Road Repair Grants | 500,000 |
| Senate Version | \$ 1,522,092,159 |



Ongoing Challenges

- Saving Lives
- Modernized State Funding for ND Roads and Bridges
- Break Down Government Silos
- Reduce Transfers-Out of Highway Trust Fund
- Improve Maintenance of Existing Road and Bridges
- 24/7 Snow and Ice Control
- Install State-Wide Traffic Management Center
- Proper Staffing to Support Road Operations
- Secure More Federal Grant Funding



Improvements for Consideration

Section 6: Consider including 2023 and 2025 to make sure we have budget authority to complete projects (see handout)

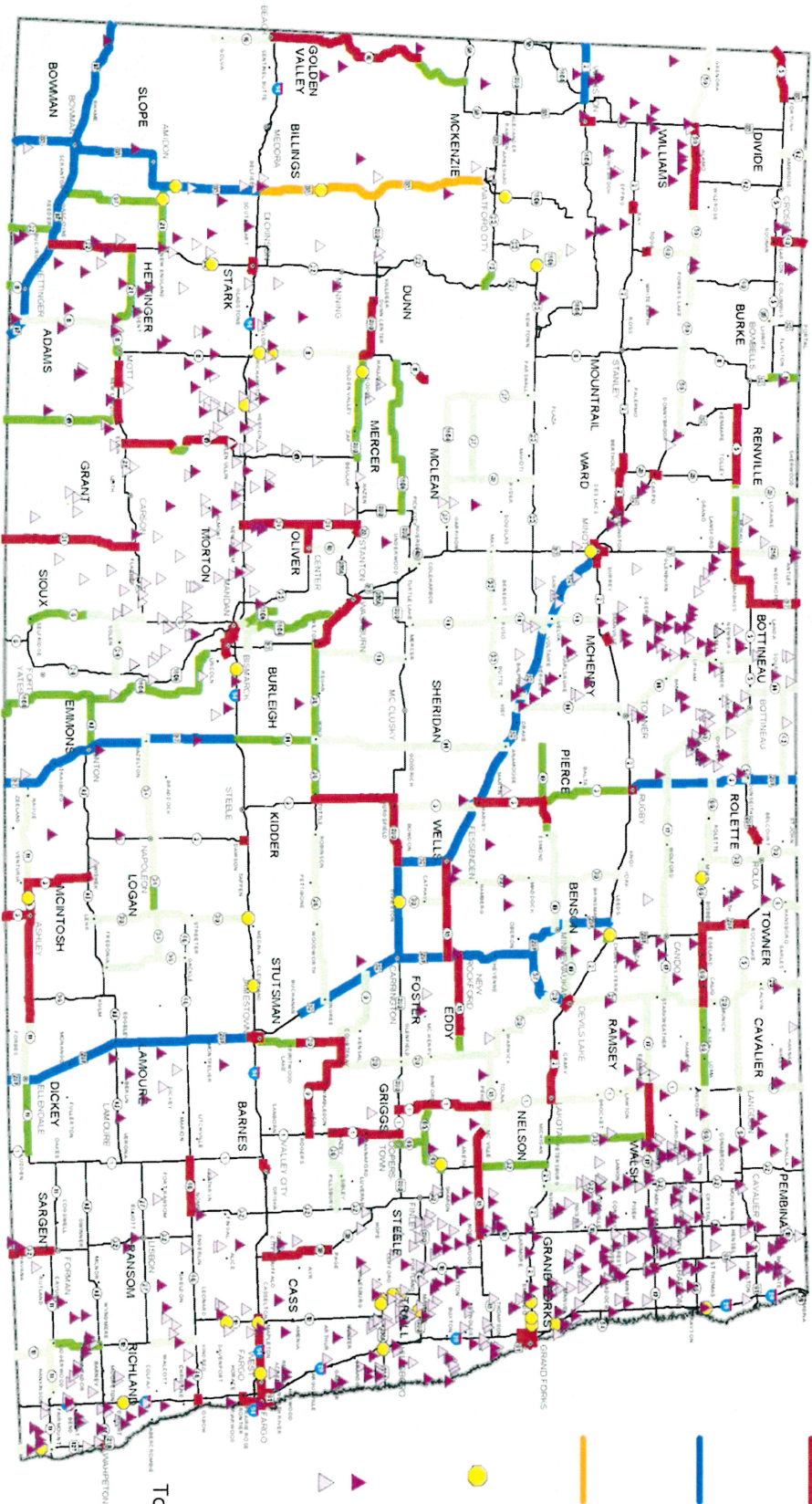
10-Year Infrastructure Plan

10-Year Infrastructure Plan - The proposed plan will provide dedicated state funding for transportation.

- There hasn't been a change in how ND invests in transportation for over 50 years.
- NDDOT has stretched every dollar as far as it can.
- A recent national report ranked North Dakota's transportation system 1st in the nation in overall cost-effectiveness and performance.
- But more work needs to be done, North Dakota ranked 42nd for bridges in the nation due to the number of our structurally deficient bridges.
- We need to improve our bridges on state and local roads so that we can reduce the need for load restrictions.



10-Year Infrastructure Plan



— Load Restricted Roadways
— Restricted by Classification
— Other Load Restrictions
— Estimated Cost to Correct = \$625,000,000

— Roadway Width
— Restricted Roadways
— Estimated Cost to Correct = \$700,000,000

— Two Lane Interregional Corridors
— Estimated Cost to Add Passing Lanes = \$160,000,000

— Future Four Lane Interregional Corridor
— Estimated Cost to Four Lane = \$450,000,000

● Structurally Deficient State Bridges
● Estimated Cost to Correct = \$25,000,000

▲ Local Bridges Structurally Deficient
▲ Load Restricted
▲ Estimated Cost to Correct = \$200,000,000

▲ Rest Areas
▲ Estimated Cost to Improve = \$20,000,000

Total Investment = \$2.18 Billion

Questions?

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