



Advocating for North Dakota's Integrated Infrastructure Network

Testimony in SUPPORT of House Bill 1020 – Upper Great Plains Transportation Institute

Chairman Munson and Members of the Committee:

I'm Scott Meske, representing the North Dakota Transportation Coalition and offer our support for continued funding of the Upper Great Plains Transportation Institute to continue the valuable work they do on behalf of the integrated transportation network across North Dakota.

The North Dakota Transportation Coalition consists of the largest twenty statewide and regional trade associations, agriculture groups, political subdivisions and business entities in the State – all of whom have a vested interest in moving goods, services and people as efficiently and safely as possible. Our purpose is to advance and enhance North Dakota's transportation infrastructure through advocacy and education efforts resulting in sustainable funding and sound public policy solutions.

The Upper Great Plains Transportation Institute plays a key role in these efforts on several levels. Over the next 20 years, the Institute estimates more than \$24 billion will be required to maintain our current system of roads and bridges, with an estimated \$10 billion in state revenues realized in the same timeframe. Working with political subdivisions and industry stakeholders, the Institute can harvest key data points that help guide those funds where they are needed most. They are truly a vital component to the overall transportation infrastructure network, conducting crucial research services to the State DOT and stakeholders, like the North Dakota Transportation Coalition Members, who rely on our road and bridge network to keep our economy thriving.

The NDTC urges this Committee and the full Appropriations Committee to continue their support of the Upper Great Plains Transportation Institute by approving their budget request in House Bill 1020.

Thank you

North Dakota Transportation Coalition Legislative Priorities



Primary Priorities

Funding:



Prioritize the political subdivision infrastructure fund (OPD) bucket over the Strategic Investment and Improvement Fund bucket in the oil and gas tax distribution formula, to ensure long-term and consistent funding from this revenue source.

Support utilizing a portion of the Legacy Fund earnings for transportation infrastructure in one-time projects.



Support the Infrastructure Revolving Loan Fund.

Generally, support appropriating general fund dollars to match federal funds when needed.



Ensure NDDOT has the administrative capacity to apply for and manage federal funds, including discretionary funds contained within the Infrastructure Investment and Jobs Act.

Regulatory Environment:



Where appropriate, ease burdensome regulations to ensure fair and balanced oversight of overweight fees and permitting.

Secondary Priorities



Continued support for UGPTI.

Support the utilization of Motor Vehicle Excise Tax revenues for transportation infrastructure projects.

