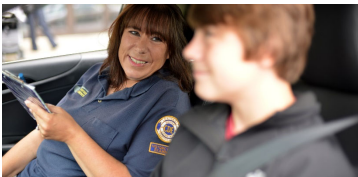




SB 2012
OVERVIEW TESTIMONY
Senate Appropriations Committee



NORTH
Dakota | Transportation
Be Legendary.

January 9, 2025



THANK YOU



MISSION

Safely move people and goods.

VISION

North Dakota's transportation leader promoting safe ways, superior service & economic growth.

VALUES | P.R.I.D.E.

Professionalism | Respect | Integrity | Dedication | Excellence

CULTURAL ASPIRATIONS

Take care of yourself and your family
 Invest in yourself and the team | Work as a team
 Be helpful, inclusive, and appreciative

3

EXECUTIVE TEAM

Ron Henke
 Director



Robin Rehborg
 Deputy Director
 for Driver Safety



Matt Linneman
 Deputy Director
 for Engineering



Chad Orn
 Deputy Director
 for Planning



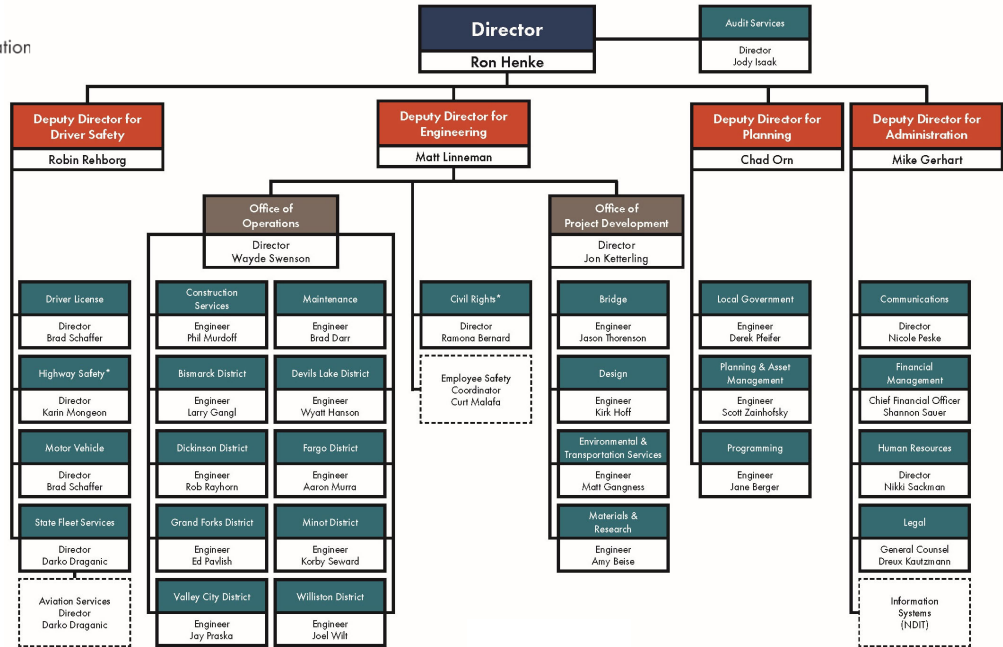
Mike Gerhart
 Deputy Director
 for Administration



4

4

TEAM NDDOT



5



HOW WE SERVE NORTH DAKOTA

6

ABOUT THE NDDOT



State Fleet Services

Purchases, manages, operates, maintains and disposes of the state's licensed motor vehicles (over 3,500 vehicles).



Driver & Vehicle Services

Provides ID validation, licensing & driver record management, as well as vehicle title, registrations and license plates.



Collaboration

The NDDOT partners with state agencies, local governments, tribal nations, townships, public, etc. to ensure efficiency and effectiveness.



Transportation Programs

Maintain the long-range transportation plan, manage grants, various funding programs, and transit programs.



Project Delivery & Operations

Design, construction, maintenance, operations and snow removal of the state highway system.



Highway Safety

Designated State Highway Safety Office and Vision Zero lead, manages the Strategic Highway Safety Plan.

7

7

STRATEGIC FOCUS AREAS



SAFETY - Provide a safe and secure transportation system and workplace.



INNOVATION – Promote a culture of innovation.



ASSETS – Preserve and enhance assets managed by the NDDOT.



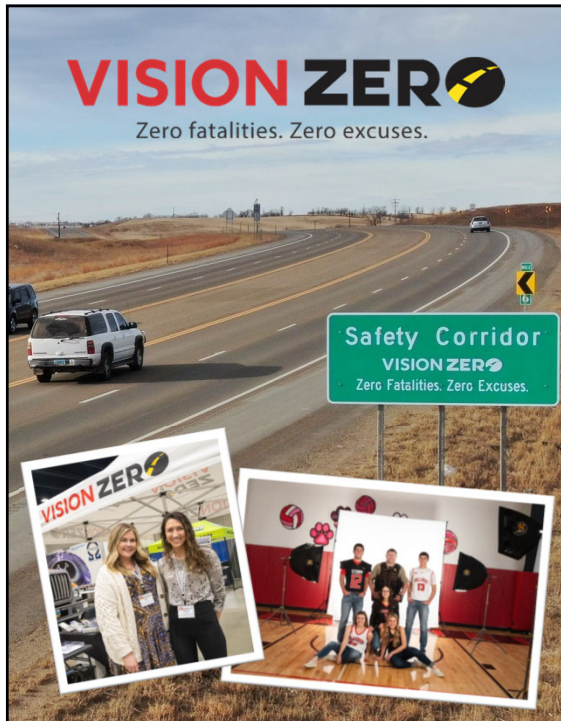
MOBILITY – Improve access to our transportation systems through multi-modal solutions.



LEADERSHIP – Be a local, state, and nationally trusted leader.

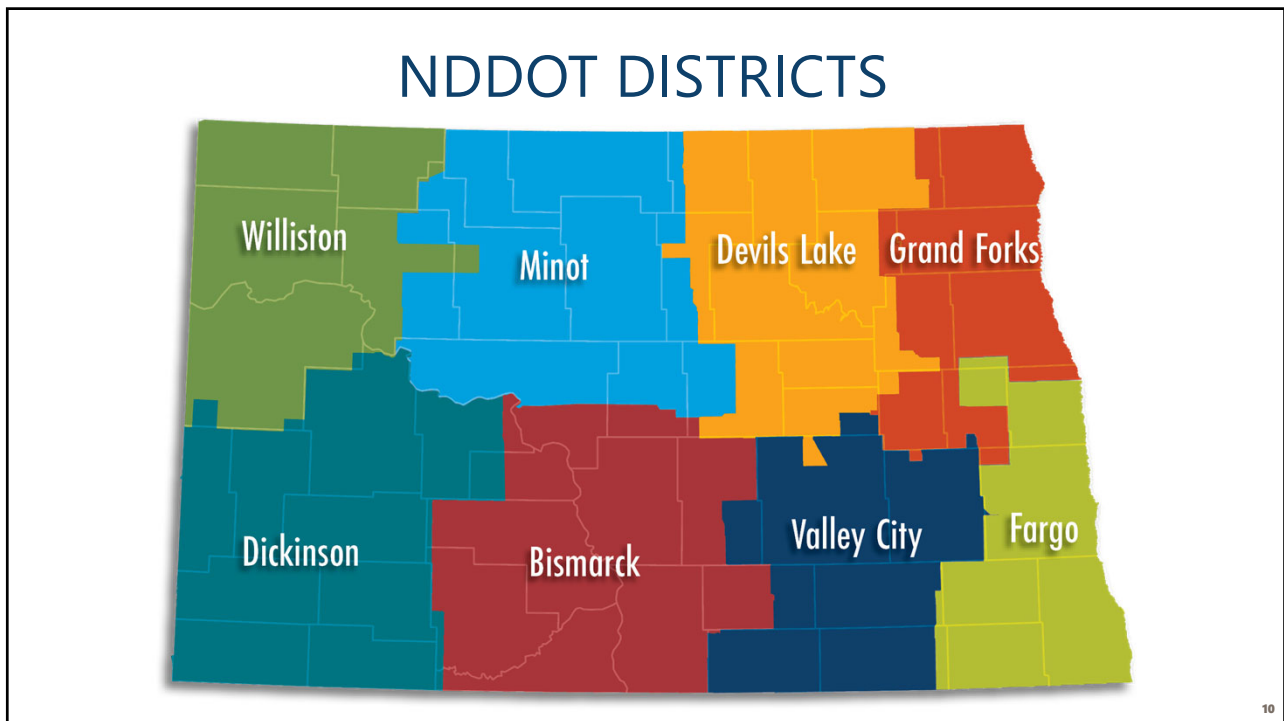
8

8



- **Mission:** Eliminate motor vehicle crash fatalities and serious injuries in ND.
- *2024: 90 fatalities (preliminary)*
2023: 106 fatalities
2022: 98 fatalities
- Motor vehicle crashes are largely preventable if everyone takes personal responsibility.
- **Vision Zero Schools** – 14 schools engaged (Kidder County, Flasher, Wing, Oakes, Killdeer, Des Lacs-Burlington, LaMoure, Carrington, Standing Rock, Nedrose, Watford City, Sheyenne, Northern Cass and Larimore).
- **Regional Coordinators** – Five across the state - extends the work of Vision Zero into the heart of the community.

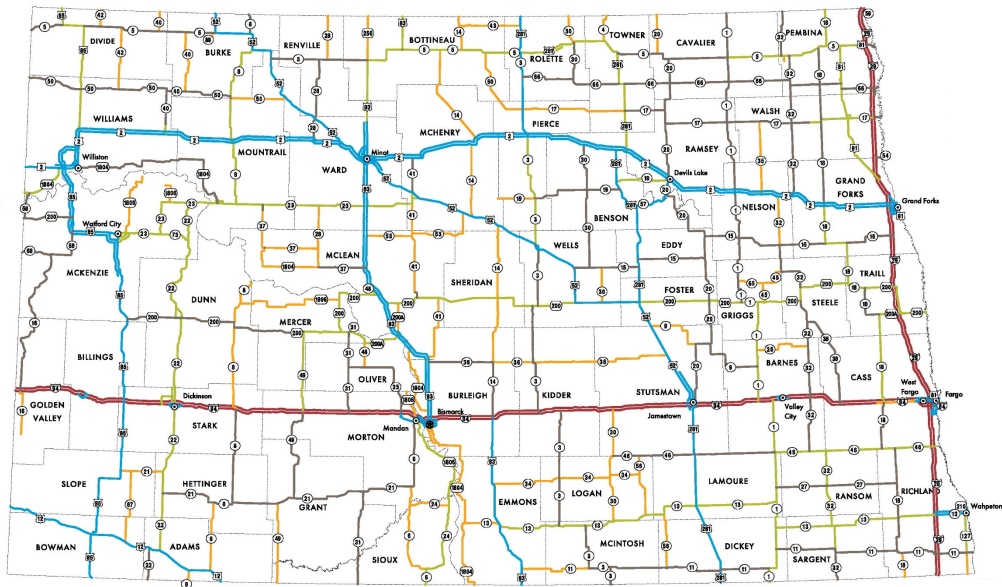
9



10

HIGHWAY CLASSIFICATION SYSTEM

- Interstate
- Interregional
- State Corridor
- District Corridor
- District Collector

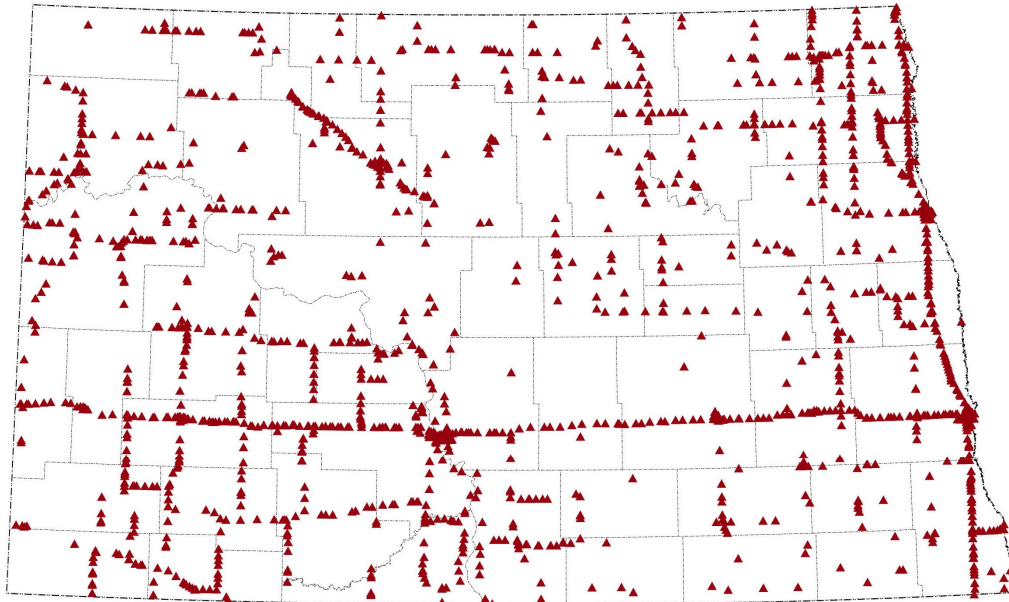


11

STATE BRIDGE INFRASTRUCTURE

▲ State Bridges
1,734

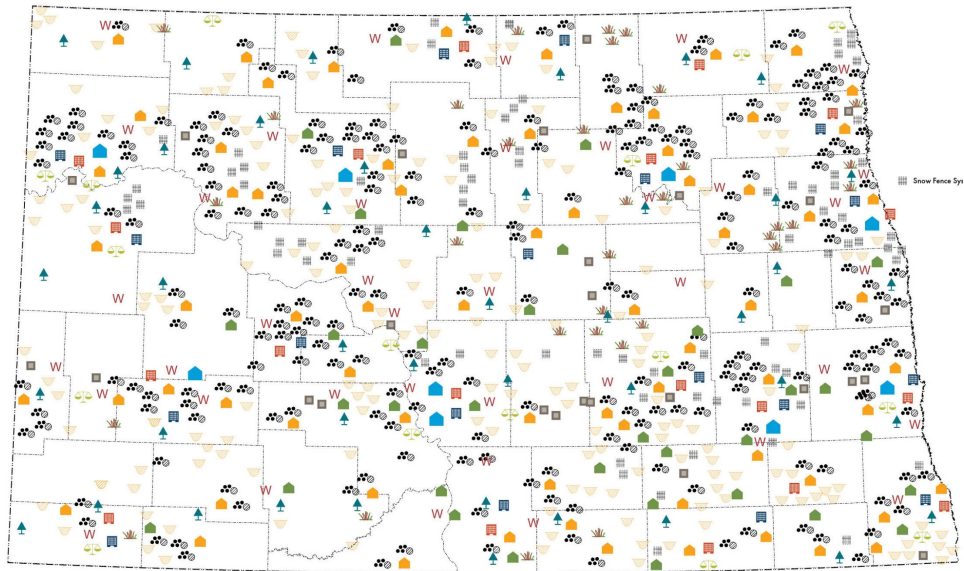
Total Bridges
(state, county,
city, etc.)
4,814



12

SUPPORT FACILITIES & ASSETS

-  DOT Offices
-  MV Offices
-  Drivers License Offices
-  Maintenance Sections
-  Satellite Buildings
-  Vehicle Weighing Facilities
-  Road Weather Stations
-  DOT Communication Towers
-  Rest Areas
-  Storage Tanks
-  Quarries/Pits
-  Wetland Mitigation Sites
-  Snow Fence Systems



13

13

EQUIPMENT & FLEET

1,500+ TOTAL
PIECES OF EQUIPMENT

- Equipment is located across all eight districts.
- Additional equipment includes items like mowers, skid steers, patching equipment, etc.



14

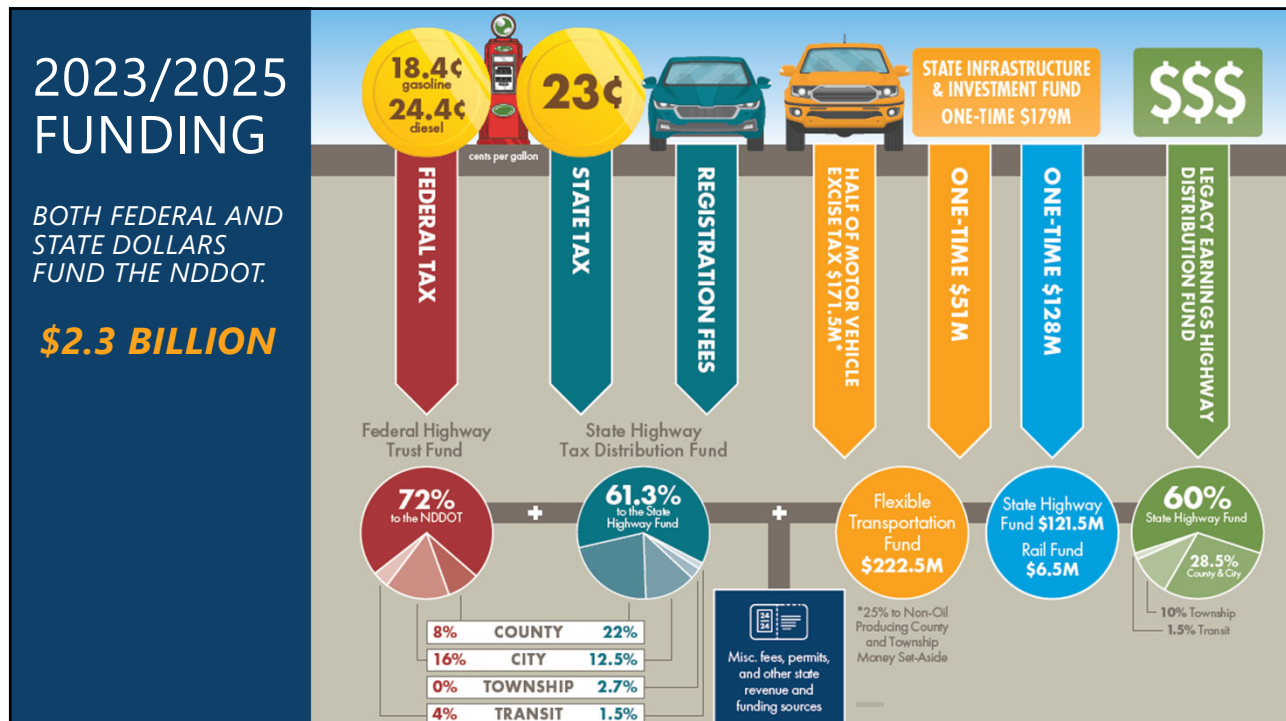
SNOW AND ICE CONTROL

- Cost - \$27.1M per year
- Statewide operations 5 a.m. – 11 p.m. in urban areas
- Lane miles – 17,286
- State funded – not eligible for federal reimbursement

Know before you go.
Download the ND
Roads app!



15



16



ACCOMPLISHMENTS

17

ACCOMPLISHMENTS

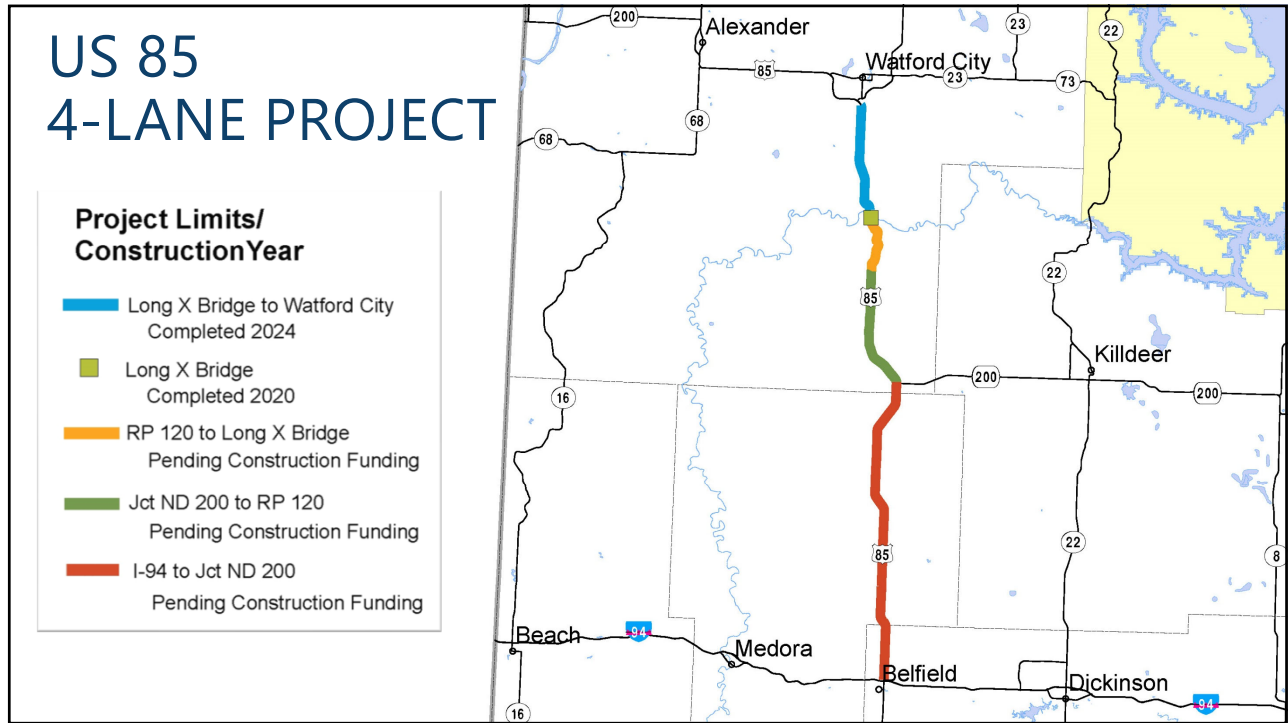
- Completed construction contracts totaling \$1.2B (2023/2024).
- Extended hours of service for snow and ice control.
- Added 6 new CDL testing sites.
- Implemented a new driver license for enhanced ID safety and security.
- 4-laned a 10-mile segment of US 85.
- Launched *Buckle Up Phone Down*
- Administered the Flexible Transportation Fund to provide \$222.5M on and off the state highway system.



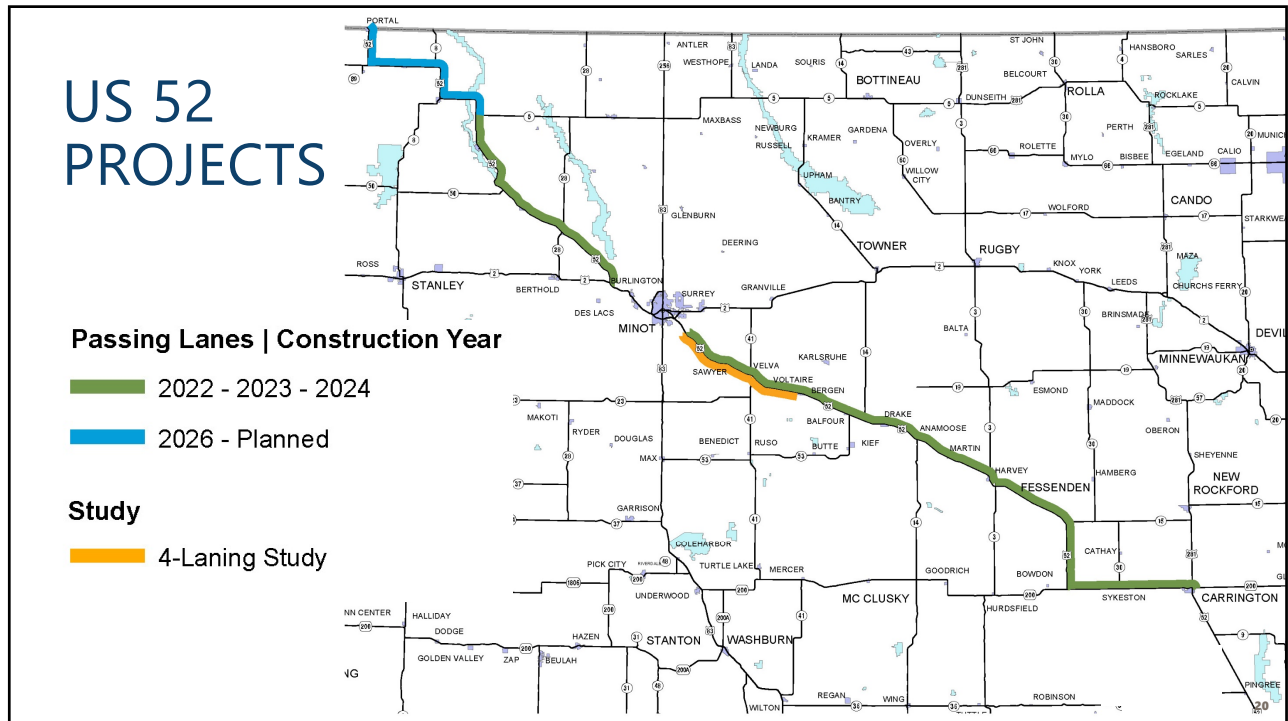
Bridge Deck Pour

18

18

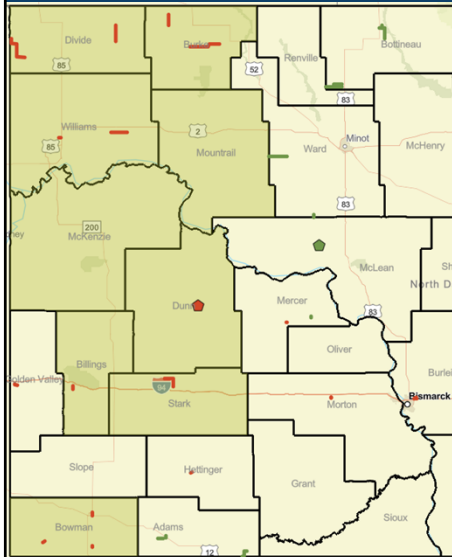


19



20

FLEXIBLE TRANSPORTATION FUND | \$222.5M



- Improve transportation infrastructure off the state highway system, including within townships, cities & counties
- Provide match for federal funding
- Provide for support costs including staffing, facilities, and operational expenditures
- Provide sustainable flexibility to augment traditional funding and deliver projects of significance in a timely manner
- **Find results at dot.nd.gov/flexfund**

21

21

NORTHERN RED RIVER VALLEY FLOOD STUDY



- \$2.5M to partner with MnDOT and the US Army Corps of Engineers to conduct a study to identify projects that reduce the frequency and duration of transportation infrastructure closures due to flooding of the Red River.
- Signed Agreements: Spring 2024
- First Public Input Meeting: Oct. 21, 2024
- Estimated Completion: May 2027

Find more info at
dot.nd.gov/RedRiverFloodStudy

22

22

EXTENDED HOURS OF SERVICE

SNOW & ICE CONTROL

24 Hours Coverage

Fargo Metro

5 a.m. -11 p.m. Coverage

- Bismarck
- Jamestown
- Minot
- Valley City
- Dickinson
- Williston
- Grand Forks



23



FEDERAL DISCRETIONARY FUNDING *THIS BIENNIUM*

- **Awarded** \$236.8M
- **Applied for** \$805.6M
- **Awaiting** award announcement \$268.7M

(As of Jan. 6)

24

FEDERAL DISCRETIONARY FUNDING

- **Accelerated Innovation Deployment (AIM) Demonstration Program – Oversize Vehicle Detection** (*Awarded Aug. 2023*) This project will provide active warning to oversize trucks to reduce bridge strikes. (US 2 in Minot and I-29 nr. RP 25) **\$500K**
- **Infrastructure for Rebuilding America (INFRA) Grant – US 85 4-Lane (ND 200 North to RP 120.3)** (*Awarded Dec. 2023*) Improves safety and travel efficiency. **\$55M**
- **End of Federal Fiscal Year Redistribution** – (*Awarded Sept. 2023*) Various projects. Federal Highway Administration (FHWA) distributes unobligated funds to States based on ability to obligate. **\$55M**
- **End of Federal Fiscal Year Redistribution** – (*Awarded Sept. 2024*) Various projects. FHWA distributes unobligated funds to States based on ability to obligate. **\$35.9M** 25

25

FEDERAL DISCRETIONARY FUNDING

- **Bridge Investment Program (BIP) ND 1806 Bridge Replacements** (*Awarded Oct. 2024*) This project will replace two deteriorated State System bridges and provide bicycle/pedestrian facilities in of support the Standing Rock WOZU development. **\$9.4M**
- **BIP – Valley City Viking Bridge Replacement** (*Awarded Oct. 2024*). **\$2.7M**



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FEDERAL DISCRETIONARY FUNDING

- **INFRA Grant – US 52 Freight Reliability** (*Awarded Oct. 2024*) **\$20M**
This project will:
 - Install acceleration/deceleration lanes at up to 6 rail crossings;
 - Reconstruct US 52/ND 3 intersection at Harvey;
 - Add turn lanes at 4 intersections between Velva & Anamoose;
 - Mill and overlay from reference point 141-185 (approx. Fessenden to Drake)
- **Low-Carbon Transportation Materials (LCTM) Program** (*Awarded Nov. 2024*)
100% federal grant to investigate and test construction materials requiring less energy to produce and install, while ensuring equal or better performance. Materials will be tested on regularly planned projects. **\$31.9M**

27

27

FEDERAL DISCRETIONARY FUNDING

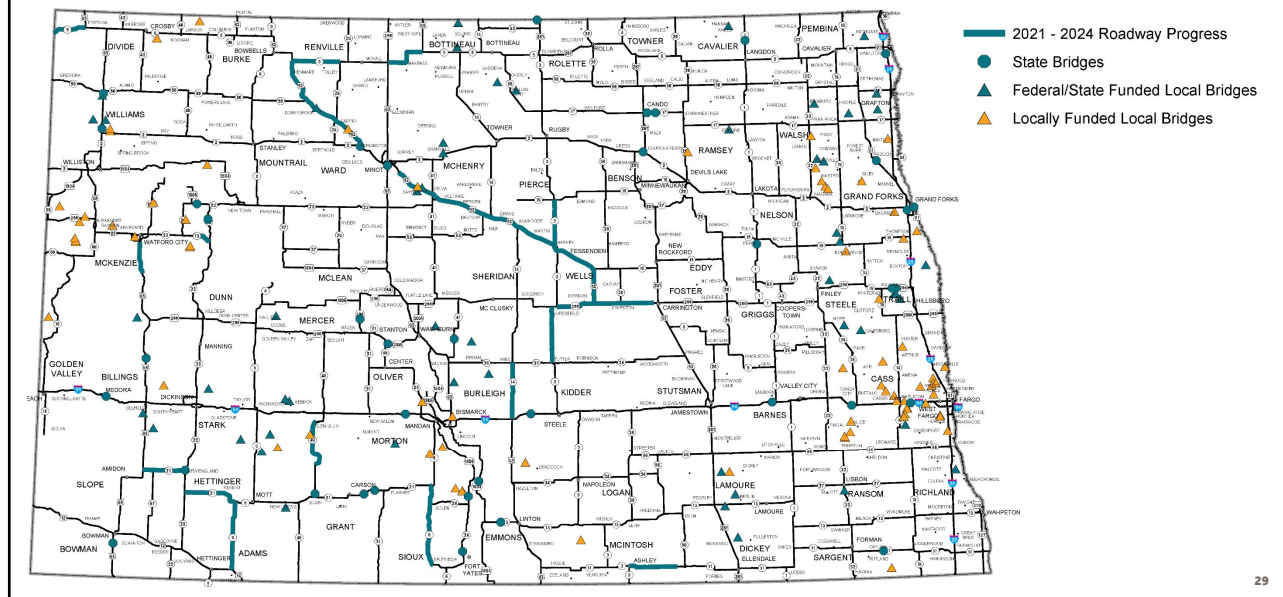
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant – I-94 Reconstruction** (*Awarded Jan. 2025*) This project will reconstruct 20 miles of I-94 east of Bismarck (RP 162-172 WB and 172-182 EB). **\$24.5M**
- **RAISE Grant – Marley Crossing Planning** (*Awarded Jan. 2025*) This project will develop the environmental and preliminary-design documents necessary to apply for a construction grant to install a rail-highway grade separation on ND 1804 south of Trenton near recent industrial developments. **\$1.9M**

28

28

INFRASTRUCTURE IMPROVEMENT PLAN

2021-2024 PROGRESS



29



AWARDS & ACCOLADES THIS BIENNIUM

- **BISMARCK STATE STREET PROJECT** – America’s Transportation Award for Safety, Medium Project
- **1804 TEST SECTION PROJECT** – American Association of Highway and Transportation Officials (AASHTO) Committee on Materials & Pavement Innovation Award
- **NDDOT TRAINING ACADEMY** – AASHTO President’s Award
- **MOTOR VEHICLE & DRIVER LICENSE** – American Assoc. of Motor Vehicle Administrators (AAMVA) Reinventing Customer Experience Award
- **VISION ZERO** – AAMVA Communications Awards for the Vision Zero Impaired Driving Campaign and ND Sober Ride Campaign.

30

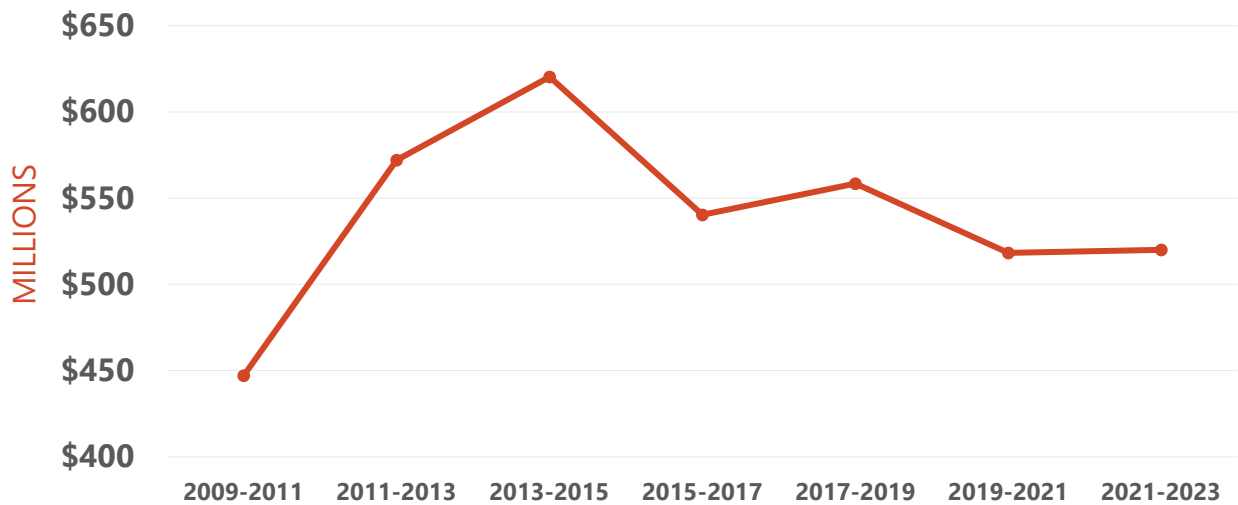
30

CHALLENGES & NEEDS



31

STATE TRANSPORTATION REVENUES

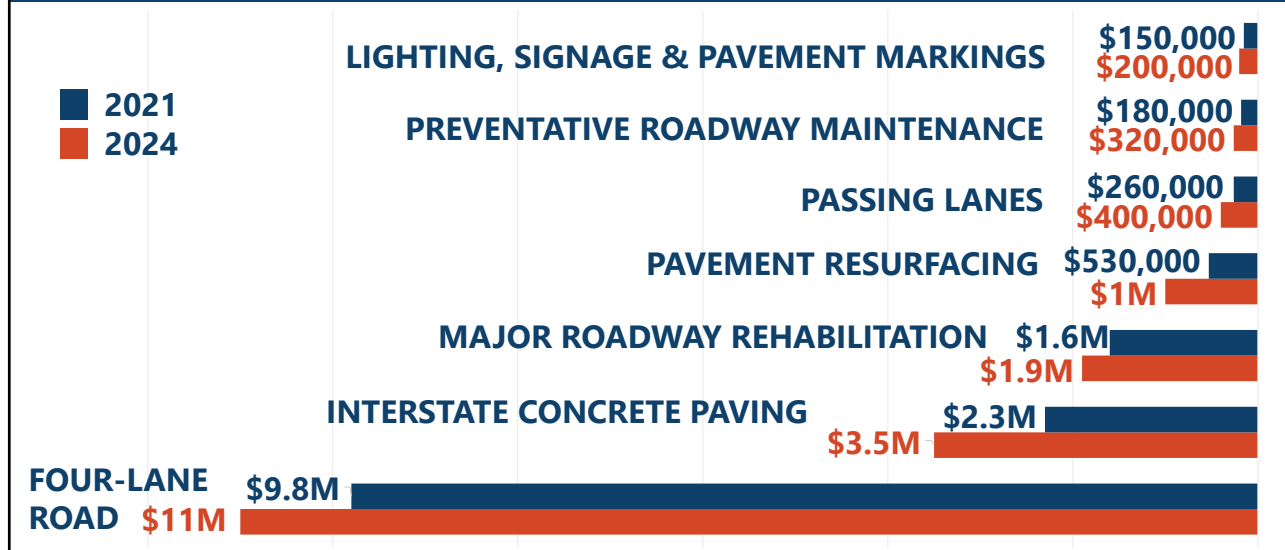


32

32

TRANSPORTATION SYSTEM COSTS

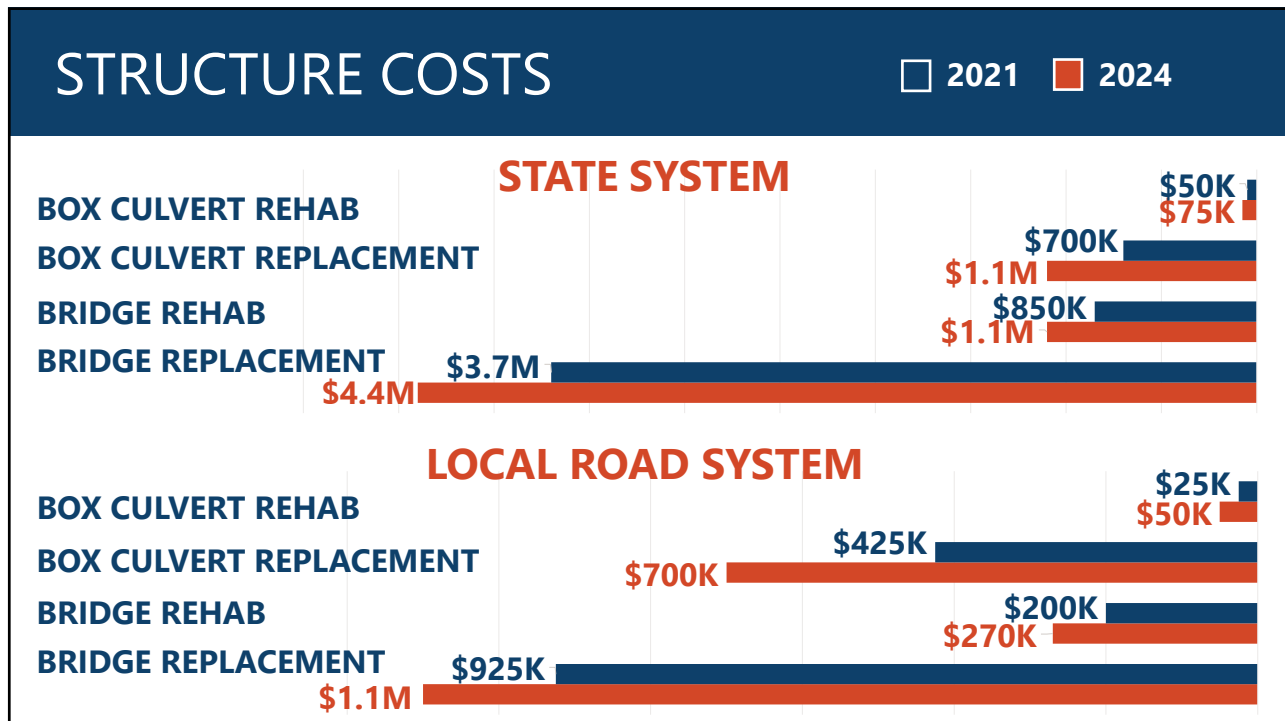
Per Mile



33

STRUCTURE COSTS

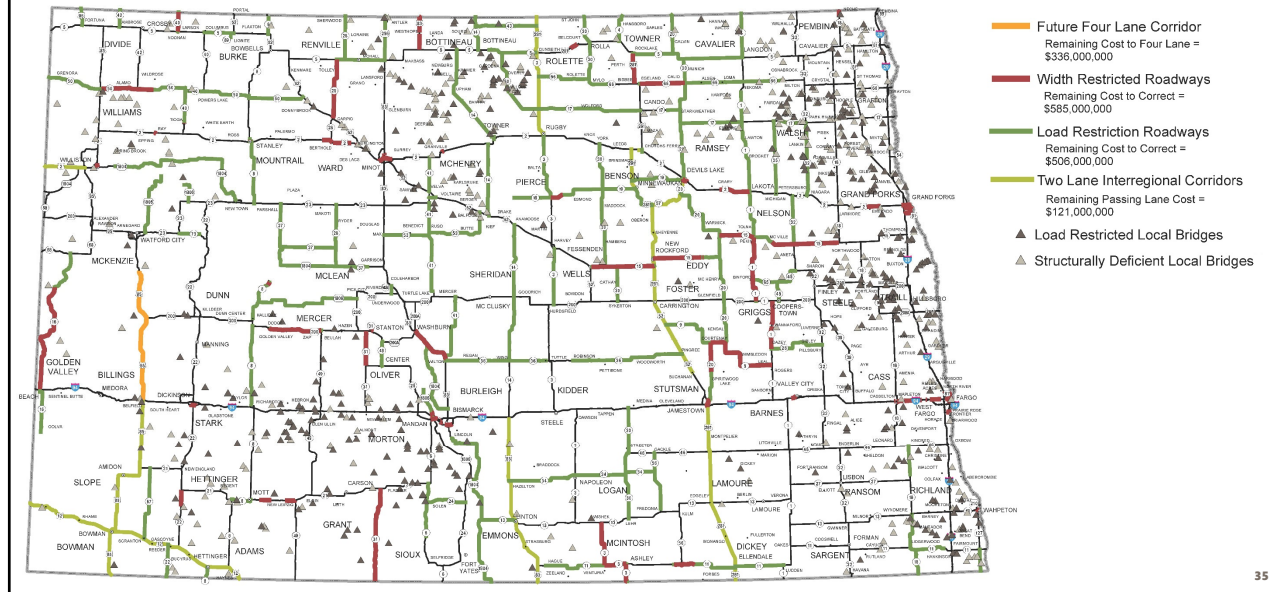
2021 2024



34

INFRASTRUCTURE IMPROVEMENT PLAN

REMAINING NEEDS | BASED ON BRIDGE & ROADWAY RESTRICTIONS



35

EQUIPMENT & BUILDING NEEDS

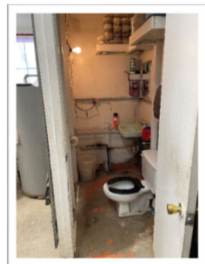
EQUIPMENT

- There is a replacement schedule for all equipment and a base fleet inventory for all districts.

DISTRICT/SECTION BUILDINGS

Capital Projects and Deferred Maintenance

Capital Improvement Plan – proactive approach that identifies capital projects based on needs, necessities, and priorities within the NDDOT.



36

MEET THE NEEDS OF NORTH DAKOTANS & TEAM NDDOT

NDDOT STRATEGIC GOALS

- Reduce Roadway Fatalities
- Promote an Interconnected Transportation Network
- Develop and Integrate Technology into Everyday Work
- Recruit and Retain the Workforce of the Future
- Provide a Better Physical Workplace and Provide the Tools Needed to do our Work
- Provide a Resilient and Sustainable Roadway and Bridge Network
- Deliver Reliable Service and Communication to the Public

37

37

2025-27 BASE BUDGET RECOMMENDATION

Object/Revenue		2023-25 Biennium Appropriations	2025-27 Base Budget Recommended
Description	Code		
TOTAL BY APPROPRIATIONS ORGS		2,306,094,393	1,749,752,645
Salaries and Wages	80110	217,746,396	219,279,648
Operating Expenses	80130	332,881,474	316,256,474
Capital Improvements	80150	1,556,395,065	1,101,395,065
Grants	80160	120,571,458	112,821,458
Federal Stimulus Funds - 2009	80175	78,500,000	-
TOTAL BY OBJECT SERIES		2,306,094,393	1,749,752,645
General	GEN	10,375,000	-
Federal	FED	1,219,302,445	929,302,445
Special	SPEC	1,076,416,948	820,450,200
TOTAL BY FUNDS		2,306,094,393	1,749,752,645
Full Time Equivalent Positions		1,001	1,001

38

38

UNEXPENDED APPROPRIATIONS

DESCRIPTION	APPROPRIATED AMOUNT	REMAINING AMOUNT
1. Road & Bridge Construction Projects	\$100,000,000 (<i>special funds</i>)	\$14,147,246
2. State, County & Township Road & Bridge Projects	\$317,000,000 (<i>federal funds</i>)	\$11,697,962
3. Surface Transportation Grants	\$61,700,060 (<i>federal funds</i>)	\$4,478,557
4. Information Technology (IT) Projects	\$13,660,000 (<i>special funds</i>) \$9,125,000 (<i>general funds</i>)	\$12,080,513 \$8,448,243
5. Red River Valley Infrastructure & US 52 Environmental Study	\$2,500,000 (<i>special funds</i>) \$5,000,000 (<i>special funds</i>)	\$2,151,245 \$2,368,407
6. Transfer	\$757,000 (<i>deferred maintenance funding pool</i>)	\$757,000
7. Flexible Transportation Fund Projects	\$222,500,000 (<i>special funds</i>)	\$162,000,000

39



AGENCY BILLS

40

LEGISLATIVE PRIORITIES

SB 2062 | Request for Bids

Eliminate the requirement to advertise for bids in the official county newspaper.

HB 1056 | Ownership of Lake Oahe Bridge and Roadway

If a bridge is constructed over Lake Oahe on tribal land, NDDOT will need ownership of the bridge and adjacent roadways to provide maintenance to support Standing Rock.



41

LEGISLATIVE PRIORITIES

SB 2063 | Delayed Bid Opening

NDDOT is requesting flexibility with the solicitation in publication requirements when there is a change delaying a bid opening. This change would allow NDDOT to continue with the original 21-day solicitation requirements when bids are delayed.

HB 1051 | Tribal Access to Special Road Funds

This change would provide tribes access to Special Road Funds by including them in NDCC 24-02-37 #3.

42

42

LEGISLATIVE PRIORITIES

HB 1053 | State Highway System Regulated Size Limit

Repeal NDCC 24-01-01.2. The state highway system may not exceed seven percent of the entire road mileage of the state, whether such roads are township, county, or state roads, which may be functionally classified as to service, and in no case may such highway system exceed seven thousand seven hundred miles [12391.95 kilometers] in length.

HB 1054 | Highway Sponsorship

This bill would allow the NDDOT to enter into sponsorship agreements with entities to provide services that benefit the traveling public. The NDDOT may then acknowledge sponsors with a sign in the highway right of way.

43

43

LEGISLATIVE PRIORITIES

HB 1055 | Regulation of Hydraulic Brake Fluid

Repeal NDCC 39-21-35. The NDDOT has been provided authority under NDCC 39-21-30 to approve safety equipment. The NDDOT doesn't regulate the distribution, sale, or service of vehicles utilizing hydraulic brake fluid set forth in section NDCC 39-21-35.

HB 1052 | Tourist-Oriented Direction Signs

This change will align language in the century code clarifying where tourism-oriented direction signs are allowed with the Manual on Uniform Traffic Control Devices.

SB 2061 | Align NDCC with Federal Regulations Regarding Railroad Crossings

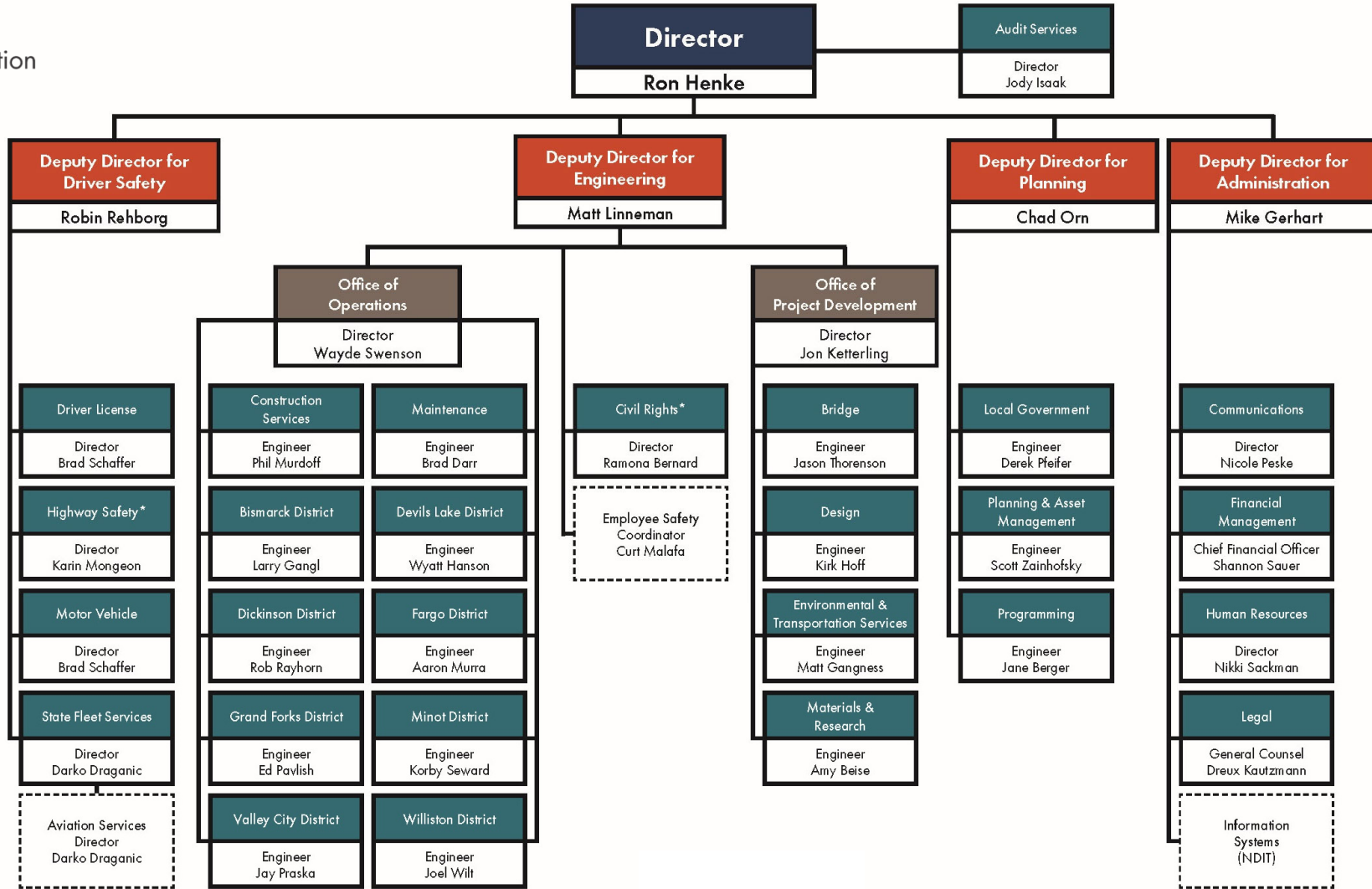
This change would allow NDDOT to mark crossings as exempt eliminating the requirement for buses and CMV's hauling hazmat to stop when there is no train.

44

44



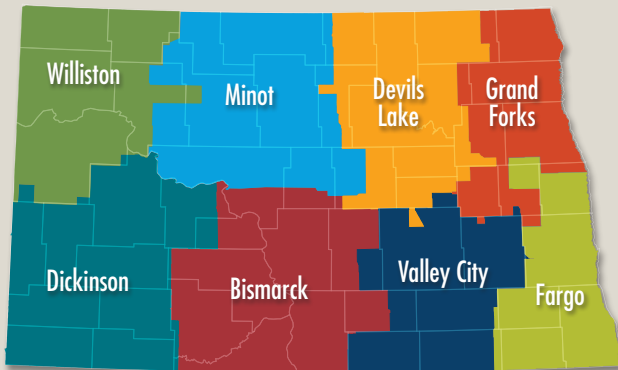
TEAM NDDOT



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Special	SPEC	1,076,416,948	820,450,200
TOTAL BY FUNDS		2,306,094,393	1,749,752,645
Full Time Equivalent Positions		1,001	1,001

WHO WE ARE



District Map

- 1,001** Full-Time Team Members
- 30-50** Temporary Team Members
- 8** Districts

WHAT WE'RE ABOUT

- Mission:**
Safely move people and goods.
- Vision:**
North Dakota's transportation leader promoting safe ways, superior service and economic growth.
- Values:**
Professionalism | Respect | Integrity | Dedication | Excellence
- Goals/Objectives:**
 - Safety* - Provide a safe and secure transportation system and workplace.
 - Innovation* - Promote a culture of innovation.
 - Assets* - Preserve and enhance assets managed by NDDOT.
 - Mobility* - Improve access to our transportation system through multi-modal solutions.
 - Leadership* - Be a local, state and nationally trusted leader.
- Cultural Aspirations:**
Take care of yourself and your family | Invest in yourself and the team
Work as a team | Be helpful, inclusive, and appreciative.

WHAT WE DO



Highway Safety
Designated State Highway Safety Office and Vision Zero lead, managing the Strategic Highway Safety Plan.



Project Delivery & Operations
Design, construction, maintenance, operations and snow removal of the state highway system.



Driver & Vehicle Services
Provides ID validation, licensing & driver record management, as well as vehicle title, registrations and license plates.



Transportation Programs
Maintain the long-range transportation plan, manage grants, various funding programs, and transit programs.



Collaboration
The NDDOT partners with state agencies, local governments, tribal nations, townships, public, etc. to ensure efficiency and effectiveness.




State Fleet Services
Purchases, manages, operates, maintains and disposes of the state's licensed motor vehicles (over 3,500 vehicles).

DRIVER & VEHICLE SERVICES



52
self-serve kiosks


564,578
licensed drivers


2.4M
motor vehicle registrations per biennium


333,500
license, permit, & ID cards per biennium


47,000
road tests per biennium


103,000
written tests per biennium


300,000
vision screenings per biennium



RECENT SUCCESS

Expanded & Improved Services for ND Citizens

- Launched a new website.
- Reduced wait time for registration/title from nine weeks to two weeks.
- Extended hours of service for snow and ice control.
- Added six new commercial driver license testing sites.

Focus on Highway Safety

- Launched the Buckle Up Phone Down program to encourage individuals to buckle up and put the phone down every time they drive.
- Strengthened employee safety by adding two team members.
- Installed ND's first reduced conflict intersection.
- Implemented a new driver license to enhance identification safety and security.

Improved Infrastructure

- Completed construction totaling \$1.2B (2023/24).
- Established the Flexible Transportation Fund to provide \$222.5M on and off the state highway system.
- Executed the Township Assistance Program and awarded \$10M to local entities.
- Awarded a \$55M federal discretionary grant (largest to date) to 4-lane a segment of US 85.



AAMVA Communications Awards
Vision Zero Impaired Driving Campaign



AAMVA Reinventing Customer Experience Award
Driver License & Motor Vehicle



AASHTO President's Award
NDDOT Training Academy



AAMVA Communications Awards
ND Sober Ride Campaign



AASHTO Committee on Materials & Pavement Innovation Award
1804 Test Section Project



America's Transportation Awards - Safety, Medium Project
Bismarck State Street Project

LEARN MORE



NDDOT
Biennial Report



dot.nd.gov



VISION
ZERO
Zero fatalities. Zero excuses.

STAY CONNECTED



ND Roads and ND Drive Apps



North Dakota's transportation system is a tremendous asset.

The system was built by our parents and grandparents who understood that investing in transportation was important for them and for the future. After generations of investment, the system now has a replacement value of \$21.7 billion. Today, the North Dakota Department of Transportation (NDDOT) is charged with determining how we will invest to ensure that it continues to be an asset for decades to come.

NORTH DAKOTA SYSTEM AND COSTS TO MAINTAIN

88,447 / 
total miles of roadway

State Highway System 7,415

Per Mile Cost

- \$3.5M** interstate concrete reconstruction
- \$1.9M** major roadway reconstruction
- \$1.0M** pavement resurfacing
- \$320K** preventive maintenance

IN 2024 
160 construction projects completed
\$580M project investments


4,814 total bridges

State Bridges 1,734
\$3M for each bridge replacement
\$400K for bridge rehabilitation

351 
snowplows,
41 tow plows, 19 rotary snow blowers,
70 tractors and 64 loaders
\$27.1M snow and ice control each winter

2023-2025 BIENNIAL BUDGET



*Includes \$51M one-time funding from SIF

- \$10.4M** General Fund
- \$11.5M** Rail Loan Program
- \$13.9M** Misc. Highway Fund Revenue
- \$60.0M** Legacy Earnings Highway Distribution Fund
- \$69.8M** Local Government Reimbursements
- \$74.6M** License, Fees, Permits
- \$78.5M** Borrowing (SB 2012 Section 4&5)
- \$80.3M** Fleet Revenue
- \$102.5M** Motor Vehicle Revenue
- \$177.2M** One-Time Non-Recurring State Funds
- \$204.5M** Fuel Taxes
- \$222.5M** Flexible Transportation Fund*
- \$1,219.3M** Federal Revenue



- \$29.6M** Motor Vehicle
- \$37.8M** Driver License
- \$67.5M** Administrative Program
- \$80.3M** State Fleet Program
- \$196.2M** DOT Maintenance
- \$1,894.6M** Highways Program

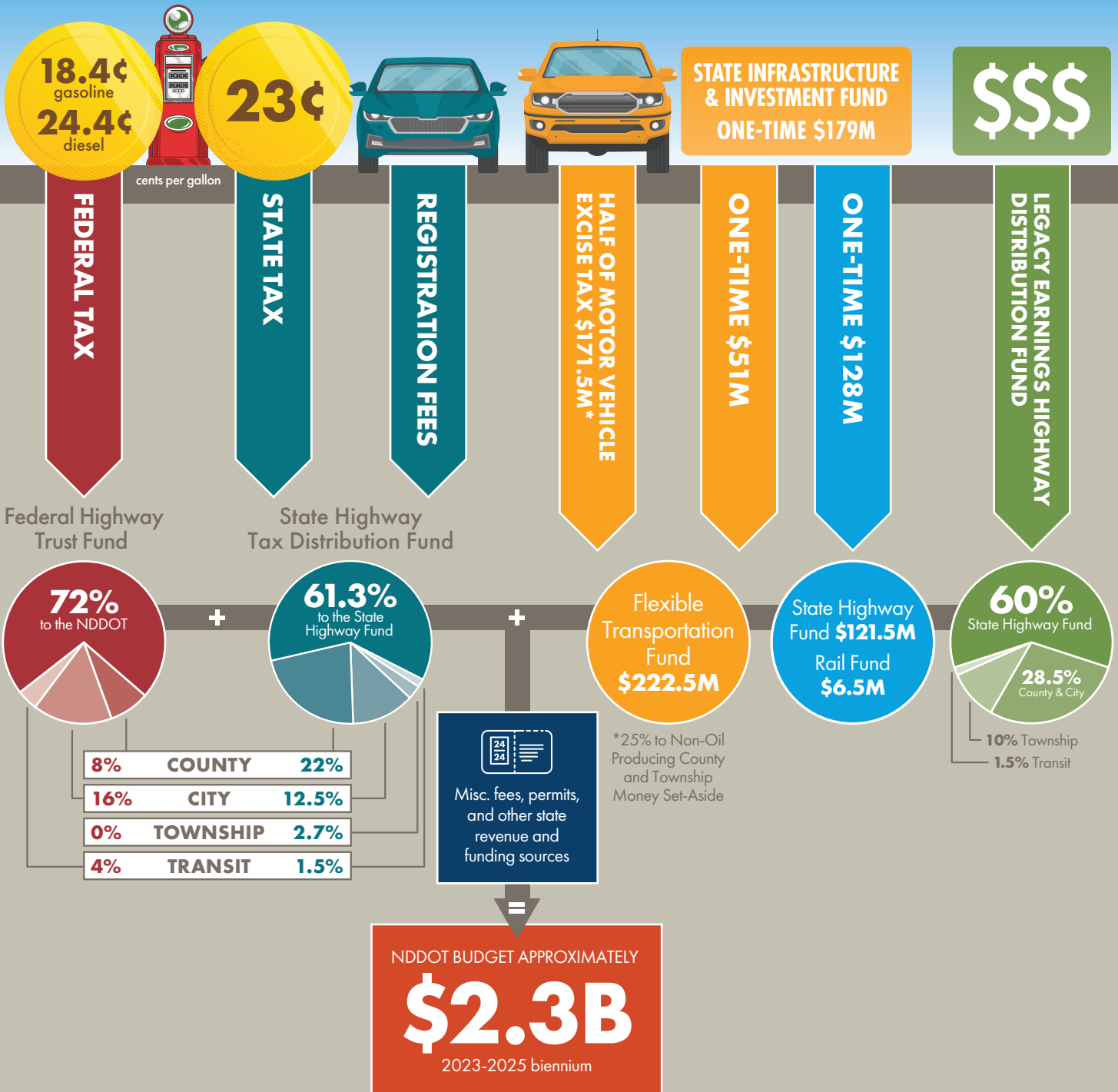
HOW WE ARE FUNDED

Both federal and state dollars fund the NDDOT.

Be Legendary.

For each gallon of gas you purchase, 18.4¢ goes to the Federal Highway Trust Fund and 23¢ cents to the State Highway Tax Distribution Fund. Both funding sources are then distributed to county, city, township, transit providers, and the NDDOT.

This budget is used to invest in infrastructure like roads and bridges, modes of transportation, DMV registration services, snow and ice control, maintenance, and safety.



VISION ZERO

Zero fatalities. Zero excuses.

Vision Zero is North Dakota's traffic safety initiative to end motor vehicle fatalities and serious injuries on our roads.

Vision: Establish a culture of shared responsibility where fatalities and serious injuries on North Dakota roadways are recognized as preventable and not tolerated.

Mission: Eliminate fatalities and serious injuries on North Dakota roadways.

"E" STRATEGIES

The North Dakota Vision Zero Plan identifies partners and "E" strategies to meet the Vision Zero goal.

Education – All North Dakota road users should know that they can save their lives and the lives of others from motor vehicle crashes by taking personal responsibility.

Environment – Strengthening traffic safety policies and laws such as mandating seat belt use for all vehicle occupants at all times, increasing fines associated with speed violations, etc. changes driver and passenger behavior and reduces injury and fatality crashes.



Enforcement – Regular enforcement of traffic safety laws deters unsafe drivers and occupant behavior.

Engineering – State and local North Dakota roads are designed, constructed and maintained with safety as a priority.

Emergency Medical Services – Crash victims are transported to an appropriate level of health care for their injuries in the shortest amount of time possible.



PERSONAL RESPONSIBILITY

Motor vehicle crash fatalities in North Dakota can be reduced if every driver and vehicle occupant takes personal responsibility. This means:



- Buckling up and transporting children in child passenger safety seats appropriate for the child's age, height and weight.
- Driving distraction-free.
- Driving sober (not under the influence of alcohol and/or drugs).
- Obeying all posted speed limits and driving according to road conditions.

SUCCESSES



- Continued to convene Vision Zero Priority Emphasis Area (PEA) teams comprised of expert stakeholders to advance the strategies within the Vision Zero Plan. The Occupant Protection PEA was successful with passing a Primary Seat Belt law (PBL) through the 2023 North Dakota legislature. The PBL bill went into effect on August 1, 2023.
- Approved hiring two additional regional Vision Zero Outreach Coordinators who work to implement Vision Zero strategies at the community level, bringing the total to six.
- Continued to grow the ND Sober Ride program by providing 2,600+ sober rides since the program launched in early 2021.
- Added nine schools to Vision Zero Schools, a peer-to-peer program that allows students the opportunity to become traffic safety advocates. As of November 2024, there are 14 active schools.
- The Buckle Up Phone Down (BUPD) program was launched in April 2023 to encourage individuals, schools and businesses to take the BUPD pledge to wear a seat belt and put the phone away every time they drive.



STAY CONNECTED



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@VisionZeroND



VisionZeroNorthDakota



dottrafficgrp@nd.gov



VisionZero.ND.gov

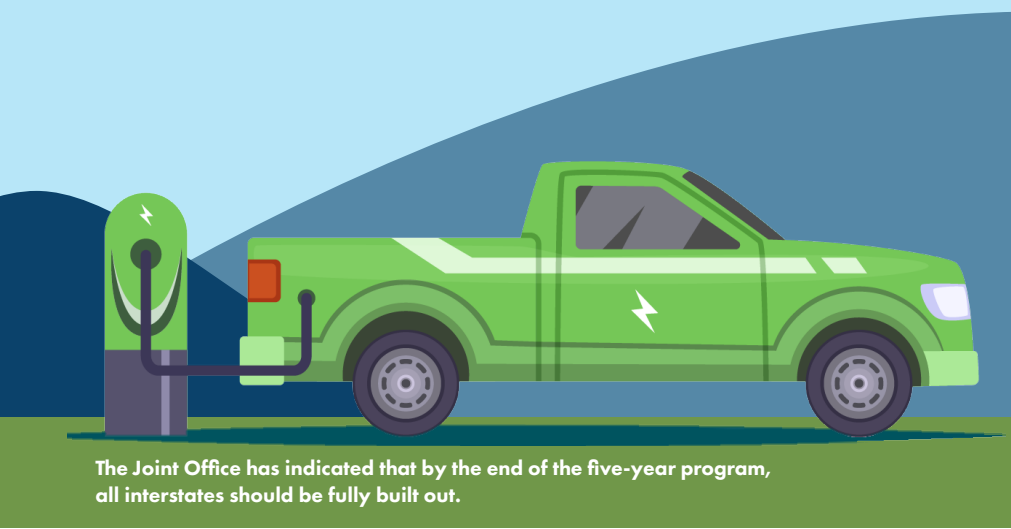


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VISION ZERO
Zero fatalities. Zero excuses.

NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM OVERVIEW



The Joint Office has indicated that by the end of the five-year program, all interstates should be fully built out.

NEVI Overview

The Bipartisan Infrastructure Law (BIL) passed in 2021 has funding available for the development of electric vehicle (EV) infrastructure. As part of the BIL, the National Electric Vehicle Infrastructure (NEVI) Formula Program is distributing five billion dollars (\$5B) over five years (Fiscal Years (FY) 2022-2026) to state departments of transportation for the development of DC fast charging (DCFC) infrastructure. This infrastructure is intended to serve long-distance EV travel along Alternative Fuel Corridors (AFCs).

In order to access NEVI funds, North Dakota is required to submit an annual plan, demonstrating how the network will be completed to meet requirements set by the U.S. Department of Energy and U.S. Department of Transportation's Joint Office for EV Infrastructure Deployment. NDDOT updates the plan at the end of summer each year, and the FY 2025 plan submitted September 1, 2024 was approved by FHWA. In the plan update, NDDOT requested three exceptions to the one-mile maximum distance rule in clusters that did not receive bids. These exception requests were denied and NDDOT is evaluating options to fill the network gaps.

Once both of North Dakota's AFCs are deemed fully built-out (at least a notice of award at all required sites), the remainder of North Dakota's formula NEVI funds can be used to develop chargers in areas throughout the state.

Basic Requirements of the Charging Infrastructure



Located no more than one mile from an Alternative Fuel Corridor (AFC)



Support up to four vehicles charging at a minimum of 150kW simultaneously



Open to all vehicle makes (non-proprietary)



Maximum 50 miles between charging stations

NDDOT NEVI Program Website

Visit the North Dakota Department of Transportation (NDDOT) NEVI Program website for regular project updates, project information, and the approved FY25 North Dakota EV Infrastructure Deployment Plan.

dot.nd.gov/nevi



NEVI FAQ



Location

Where will NEVI-funded charging infrastructure be located?

Under federal law, it is not legal to sell power from highway right of way (including rest areas), making these areas unsuitable for charging stations. NDDOT is anticipating that infrastructure will be built on private sites within one mile of the AFCs, through strong partnerships with the private sector to host, operate, and maintain the charging locations.

Charging station siting will be done through a cluster approach, defined as one or more exits along the state's AFCs where the placement of a single charging station within a cluster will fulfill the maximum 50-mile spacing requirement. This approach balances the need for efficient spacing of charging infrastructure while increasing the number of sites that can participate.

NDDOT identified rural priority clusters along the two corridors (Round 1) and urban clusters where chargers are needed to meet NEVI Program requirements (Round 2). The siting strategy addresses the more difficult rural stations first, allowing any clusters that did not receive bids to be re-bid in a Round 2 solicitation. NDDOT plans to award one charging station in each cluster by approximately 2026 to achieve full build-out according to NEVI Program requirements.



Funding

How much funding is North Dakota receiving under NEVI?

North Dakota will receive \$25,952,484 over the five funding years (FY2022-2026). The grant program will fund up to 80% of EV charging infrastructure with a required 20% non-federal match, which will be funded by the grant awardee. NDDOT is allowing operations and maintenance (including the cost of electricity and demand charges) a reimbursable expense. Round 1 conditional awardees are receiving, on average, \$867,000 federal dollars of maximum reimbursement per station. Assuming the same average for Round 2, the build-out of both AFC corridors will use approximately \$16.4M of North Dakota's almost \$26M award, with the remainder of the funds available for off-corridor charging, additional on-corridor charging, workforce training, and program administration.



Ownership And Operation

Who will own and operate the charging infrastructure?

Funding will be awarded to developers who will build the charging stations. In accordance with state law, NDDOT cannot own or operate charging stations. After a station has been operational for five years, the developer's fulfillment to the agreement will be completed and NDDOT will no longer be involved.



Grid Capacity

Have utilities been consulted on EV charging grid capacity?

NDDOT is actively engaging the North Dakota Public Service Commission and utility stakeholders as part of NEVI Program development. These partnerships are crucial for supporting the planned EV infrastructure today and into the future. Further details on utility engagement conducted as part of the NEVI Program can be found in Section 3 (Public Engagement) of the North Dakota EV Infrastructure Plan.

NEVI PROCUREMENT PROCESS

NDDOT developed a procurement process to meet federal and state requirements, using a competitive best-value contracting approach. Each applicant was responsible for developing their own teams, identifying charging infrastructure, finding site hosts, and developing competitive applications to win the federal award. Applicants respond to the public NOFO, and awardees will handle the design, construction, ownership, operations, and maintenance of the infrastructure for five years, as required by the NEVI Program.

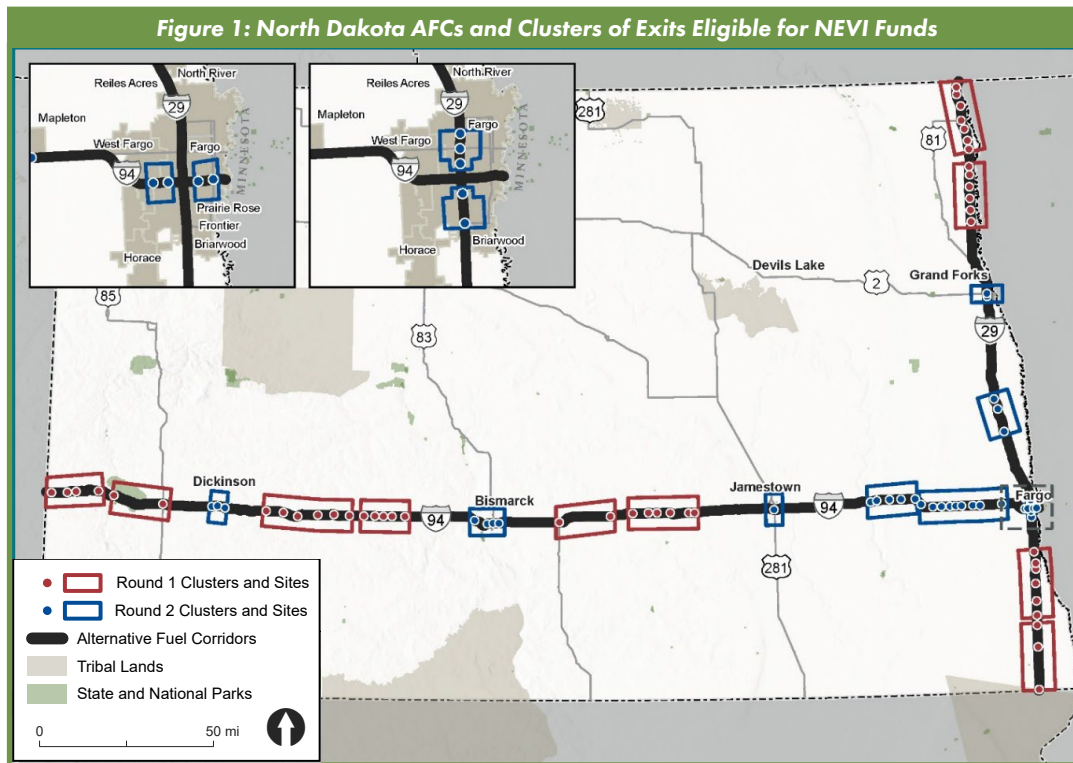
Procurement Rounds:

ROUND 1

Focused on the rural areas.

ROUND 2

Focused on urban areas and where bids are more likely, and invites additional proposals for clusters not awarded in Round 1.



An estimated 19 stations will be needed to fully build-out North Dakota's designated AFCs based on NEVI program requirements.

Round 1 Communications (July 2023 - July 2024)

NDDOT's communications efforts focused on informing stakeholders about the NEVI Program's Notice of Funding Opportunity (NOFO) and working to raise awareness and funding opportunities for potential applicants. Key activities included:

Mailers

NDDOT sent mailers and made targeted calls to businesses within one mile of rural exits, including those in disadvantaged communities like Dakota Magic Casino and Turtle Mountain Tribe, to raise awareness of the ND NEVI Program NOFO.

NEVI Webinar

A virtual networking event held on May 16, 2024 brought together 22 industry representatives, including Dakota Magic Casino, to facilitate partnerships and provide information for NOFO preparation.

Participant Database

Interested parties were encouraged to sign up for the NEVI database, connecting potential site hosts with service providers for EV charging station development. As of July 2024, the database includes 29 organizations.

Round 1 Timeline:

- **Jun 11, 2024**
NOFO Released
- **Jul 12, 2024**
Letters of Intent Due
- **Aug 9, 2024**
Proposals Due
- **Aug 26, 2024**
Application Completeness Check
- **Oct 30, 2024**
Proposal Evaluation and Scoring
- **Nov 1, 2024**
Consensus Meetings
- **Nov 5, 2024**
Cost Proposal Evaluation
- **Mid-Nov 2024**
Scoring Complete, Awardees Notified
- **Spring 2025**
Contract Execution Expected
- **Summer 2025**
Construction Begins
- **Early 2026**
Stations Becoming Operational

ROUND 1 CONDITIONAL AWARDEES

Starting in August 2024, NDDOT evaluated and scored Round 1 proposals. Applications were assessed and scored on a cluster basis, with scoring completed and awardees notified in November 2024. Award notifications will be published on NDDOT's NEVI webpage.

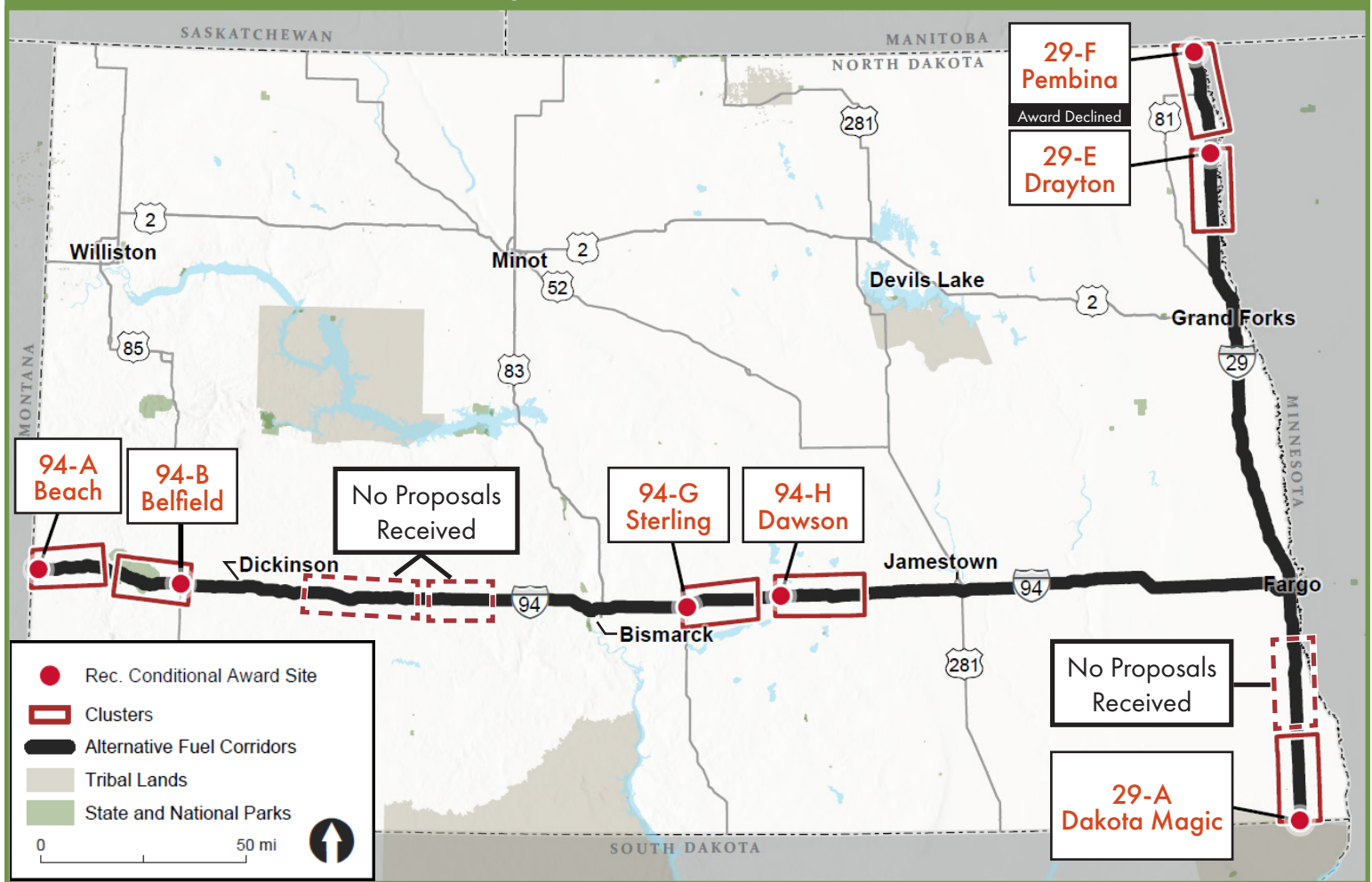
Round 1 Results:

16 proposals received
No proposals between Dickinson and Bismarck (clusters 94-D and E) or south of Fargo (cluster 29-B)

7 conditional awards offered

6 conditional awards accepted

Figure 2: Round 1 Conditional Awardees



Based on the review and the recommendations provided by the Joint Office of Energy and Transportation (Joint Office), FHWA has determined that the FY25 North Dakota EV Infrastructure Deployment Plan is approved for implementation. With this approval, Fiscal Year 2025 funds are now available to North Dakota for obligation.

A NOFO for the second round of funding will go out in early 2025.