

# INTERIM TRANSPORTATION COMMITTEE

January 30, 2008

North Dakota Department of Transportation

Francis G. Ziegler, P.E., Director

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**INTRODUCTION:** Chairman O'Connell and members of the committee. I am Francis Ziegler, Director of the North Dakota Department of Transportation (NDDOT). I would like to thank the committee for the opportunity to discuss some of the issues, challenges and opportunities facing the Department of Transportation.

In my testimony I will specifically address the following items:

- Transportation Funding
  - Federal Funding
  - National Study Commission Report
  - State Revenue
- Driver's License and Motor Vehicle Issues
  - REAL ID
  - Renewal Notification for Vehicle Registrations
- Highway Performance Classification System
- Inflation
- Truck Permits
- Diesel Fuel Shortage
- Transit Program
  - Regionalization

**Federal Funding:** The NDDOT continues to be very dependent on federal highway revenue to build and preserve its state highway system. Historically, North Dakota has received more than \$2 in federal funding for every \$1 it has contributed to the Federal Highway Trust Fund. Ninety percent of the revenue supporting the Federal Highway Trust Fund comes from motor fuel taxes. The current federal gasoline tax is 18.4 cents per gallon, of which 15.44 cents is dedicated to the Trust Fund, and 2.86 cents is dedicated to the Mass Transit Account. The tax rate on diesel fuel is 24.4 cents, of which 21.44 cents is deposited in the Highway Account, and 2.86 cents to the Transit Account.

The Federal Highway Program was operating under a series of continuing resolutions since October 1, 2007. On December 19, 2007, the House passed the omnibus appropriations bill as amended by the Senate, and the bill was signed by President Bush on December 26. A highway obligation limit of \$40.2 billion was contained in the bill. We are anticipating that North Dakota will receive about \$230 million in federal highway funding in FY 2008. The bill also included an extra \$1 billion for bridges on top of the \$40.2 billion obligation limitation. However, at this time we do not know how the bridge funds will be allocated.

The bill also contains \$3.15 billion in rescissions of contract authority for federal fiscal year 2008. This means that apportionment, not spending authority, for North Dakota could be reduced about \$20 million in FY 2008. In the past, the states had the authority to determine what

programs would be impacted by the rescissions. This flexibility is maintained in the Omnibus Appropriations Bill. However, there are provisions in the Energy Bill that call for across the board cuts to implement the rescissions. FHWA will have to choose which law to follow in applying the rescissions to the FY 2008 apportioned contract authority. Across the board cuts would have a negative impact on flexibility to direct funds to the road and bridge construction program.

Predicting federal funding beyond 2008 continues to be a challenge. As we reported during the last committee meeting, the status of the Federal Highway Program in 2009 is in limbo. Based on the program funding levels identified in SAFETEA-LU the Federal Highway Trust Fund (HTF) will be expending more funds than it is collecting. In July 2007, the Office of Management and Budget estimated the HTF would have a \$4.3 billion shortfall. On January 23, 2008, the Congressional Budget Office estimated the HTF will have a \$1.1 billion shortfall in 2009. Depending on which estimate is accurate, the negative impact on North Dakota could be as high as \$100 million. There are several proposals floating around that could potentially help alleviate the HTF shortfall. However, at this time nothing has been finalized.

**National Surface Transportation Policy and Revenue Study Commission Report:** The current highway bill, SAFETEA-LU, expires on September 30, 2009. The NDDOT continues to work diligently with our Congressional delegation and Five-State Coalition to influence the development of the reauthorization legislation. To assist in developing the next transportation legislation, Congress, in 2005, created a twelve-member bipartisan National Surface Transportation and Revenue Study Commission to examine the existing condition and operation of the system and ensure that the transportation system serves the needs of the nation now and in the future. As part of the public input process the Commission held ten hearings throughout the country. I had the opportunity to testify before the Commission at a hearing in Minneapolis in April 2007.

On January 15, 2008, the Commission unveiled a comprehensive study called "Transportation for Tomorrow." The report calls for increasing investment, expanding services, repairing infrastructure, demand accountability, and refocusing federal programs, while maintaining a strong federal role in surface transportation.

Some of the key recommendations in the report include:

- Significantly increasing investment in surface transportation, including investing at least \$225 billion annually from all sources (federal, state, local, and private) for the next 50 years. Overall spending is less than 40 percent of this amount today. The Commission recommends increasing the federal gas tax between 25-40 cents (5-8 cents per gallon, per year), with the rate increase indexed and phased in over time. In the long term, a vehicle miles traveled fee should be implemented to replace the fuel tax. Other user-based fees to help address the shortfall include; tolling, congestion pricing, freight fees for freight projects, and ticket taxes for passenger rail improvements. Governments at all levels are encouraged to enter public-private partnerships.
- Accelerating the time between conception and delivery of major transportation projects to reduce costs while still addressing environmental concerns. Many large federally-funded

projects take 10-13 years to complete after they are proposed, due to lengthy approval processes.

- Retaining a strong federal role in transportation, while depoliticizing investment decisions. Money will be spent through outcome-based, performance-driven programs supported by cost/benefit evaluations. Political earmarking should be eliminated.
- Replacing over 100 current transportation programs with ten programs that are outcome based and focused on national interest. National performance standards would be developed for each applicable program area. The new streamlined federal program structure recommended by the Commission includes:
  - **Rebuilding America:** A National Asset Management Program to focus on the infrastructure in which there is a strong federal interest.
  - **Freight Transportation:** A program to enhance U.S. global competitiveness by increasing capacity on the federal-aid highway system significantly affected by national and regional freight movements.
  - **Congestion Relief:** A program for improved metropolitan mobility and reduce congestion in our largest metropolitan areas (one million or more in population). This includes expanding transit systems and additional highway capacity.
  - **Saving Lives:** A National Safe Mobility Program with a goal of cutting transportation fatalities in half by 2025.
  - **Connecting America:** A national access program for smaller cities and rural areas. High-performing connections for the movement of freight and people are necessary to link the nation's population and economic centers.
  - **Interstate Passenger Rail:** A program to serve high-growth corridors by rail. This network would primarily connect regions and population centers within 500 miles of each other.
  - **Environmental Stewardship:** A transportation investment program to support a healthy environment and provide more flexibility to states in their efforts to mitigate the environmental impacts of transportation.
  - **Energy Security:** A program to accelerate the development of environmentally friendly replacement fuels.
  - **Federal Lands:** A program for providing public access to federal lands.
  - **Research Development and Technology:** This program would dedicate funding to monitor the vast scope of research activities underway across the nation and the world, targeting funds to research gaps.
- Creating a new independent National Surface Transportation Commission to act as an overseer to develop national strategic plans for each of the program areas, and establish costs to finance the plan. The independent commission will recommend federal fuel tax increases or equivalent federal mechanisms to fund the federal share, subject to Congressional veto.

We are concerned that many of the programs recommended by the Commission deal with congestion and national freight movements and would do little to maintain and improve the transportation network in rural areas. Meeting the national standards and completing projects that have a positive benefit/cost ratio could be challenges for rural states like North Dakota. The

report assumes that 60 percent of the annual \$225 billion investment will have to come from state and local jurisdictions. Therefore, state and local governments will also have to look at increasing revenues to carry out a program of this magnitude. The report recommends actions such as tolling, congestion pricing, and public/private partnerships pose challenges for rural areas.

We believe the recommendations from the Commission could become the basis for the next reauthorization legislation. We currently have representation on AASHTO subcommittees dealing with transportation finance and freight issues. We will continue working to try to influence the recommendations that come out of AASHTO.

The Commission will be holding a follow-up hearing that provides the opportunity for additional input. Jim Lynch, the director of the Montana DOT, has been designated to present the views of our Five-State Coalition.

**State Revenue:** The 2007 Legislature provided a comprehensive transportation package to provide \$266.7 million for the NDDOT, \$74.4 million for counties, and \$45.3 million for cities. Key provisions of this package included:

- A one-time 10 percent Motor Vehicle Excise Tax allocation, an estimated \$12.6 million.
- A \$1 million transfer to the state Public Transportation Fund.
- A reduction in the transfer to Highway Patrol from the Highway Tax Distribution Fund. The 2005-07 biennium appropriated \$7.5 million compared to \$4.2 million appropriated in the 2007-09 biennium.
- Changes to the two percent Excise Tax and heating fuel components, the fiscal impact as estimated by the Tax Department, is \$2.4 million less to the Highway Tax Distribution Fund. Further explanation to these fuel components is as follows:

During the last legislative session HB 1049 and HB 1348 passed which changed the two percent excise tax on special fuel used for heating, industrial, agricultural, and railroad use. The tax rate used to be two percent of the selling price. However, the rates have been changed in the following manner:

- As of July 1, 2007, the rates are two percent for propane and **four** cents per gallon for heating, industrial, agricultural, and railroad fuel.
- As of January 1, 2008, the rates for the heating fuel component are reduced to **one** percent for propane and **two** cents per gallon on all other heating fuel.
- On June 30, 2009, tax on heating fuel will be eliminated.

At this time, this revenue package is essentially producing the intended revenue levels.

#### **Drivers License/Personal Identification/Security Issues:**

As a result of 911, there are various means of personal identification being explored to enhance national security and to prevent terrorism. These increased security measures will impact the way we travel by land and sea and our ability to access commercial airlines and federal buildings. The documents shown in Figure 1 identify various activities for which these

documents may be utilized. The form of ID required impacts our ability to fly domestically and internationally. It also affects cross border travel by land and sea in the western hemisphere.

**Figure 1**

<b>DOCUMENT ACCEPTANCE</b>						
<b>ACTION</b>		<b>Current Drivers License</b>	<b>Real ID Compliant Drivers License</b>	<b>EDL/EID</b>	<b>Pass Port</b>	<b>Pass Port Card</b>
	<b>Fly within the United States</b>	Yes, with Real ID extensions until <b>5/11/11*</b>	Yes	No	Yes	No
	<b>Return from the Western Hemisphere by land/sea</b>	Yes, with birth certificate until 06/01/09	No	Yes	Yes	Yes
	<b>Flying Internationally</b>	No	No	No	Yes	No
	<b>Use to drive a vehicle</b>	Yes	Yes	Yes	No	No
	<b>Enter into a federal building</b>	Yes, with Real ID extensions until <b>5/11/11*</b>	Yes	No	Yes	No
	<b>Needs RFID (Radio Frequency ID Chip)</b>	No	No	Yes	No	Yes
	<b>Approximate cost</b>	\$10	\$25 - \$30	\$25 - \$30	\$85 - \$100	\$45/20

**\*First extension goes through 12/31/09, and second extension goes through 5/11/11.**

On January 11, 2008, the U.S. Department of Homeland Security (DHS) announced a final rule establishing minimum security standards for state-issued drivers' licenses and identification cards. The rule sets uniform standards that enhance the integrity and reliability of drivers' licenses and identification cards, strengthens verification capabilities, and increases security at drivers' license and identification card production facilities.

The state of North Dakota has requested an extension of time for compliance with requirements of the REAL-ID statute and regulations through December 31, 2009. By then, states must upgrade the security of their license systems, to include a check for legal presence of all applicants, to ensure that illegal aliens cannot obtain REAL-ID licenses. On January 28, 2008, we received official notice that our extension request was approved. The extension will allow us to use our current driver's licenses to board a commercial airplane for domestic flights or enter a federal building. If, by December 31, 2009, we can demonstrate that we are making progress with compliance we may apply for another extension that will be good till May 11, 2011. At that time, the second phase of the security upgrades must be completed.

We are currently in the process of reviewing the REAL-ID regulations that were released on January 11, and exploring various short-term and long-term options for complying with the federal regulations while serving our customers in an efficient manner.

**Renewal Notices for Vehicle Registrations:**

As many of you are aware, we discovered there was a problem with our October and November motor vehicle renewal notices. In 2007, we mailed a total of 810,000 renewal notices. In October and November alone, we sent out over 313,000 renewal notifications, as we have done for a number of years. Into December, we began to hear from some citizens who did not receive their renewal notifications. It is not unusual to hear from some citizens each month who do not receive notices. However, the number appeared to be larger than normal.

A good amount of time was spent internally checking our systems to see if a problem was apparent. However, all of our systems and software told us all the renewal notices were processed and mailed. We also made certain we took measures to get the message out to citizens. In mid-December we sent out a statewide press release, which some papers, TV news stations, and radio stations covered. We purchased advertising in all of the North Dakota newspapers reminding people to check their vehicle tabs. In addition, we had some TV and radio programs contact us which allowed us to get the message out again.

In the latter part of December, we notified law enforcement (state, county, and city) we were having an issue with the recently sent renewal notices. We asked them to encourage citizens to visit the Motor Vehicle Division or one of the branch offices to get their tabs renewed.

Now that we have a firm number of registrations that were not renewed by the end of 2007, we decided to send out 74,000 second notices (at a cost of \$27,000) to ensure that all registered vehicle owners have been notified.

Out of the 74,000 vehicles that have not yet renewed:

- 17,515 are motorcycles whose owners may be waiting to renew until the driving season starts,
- 41,955 are RV/farm truck/trailer vehicles whose owners may decide not to renew until winter is over, and
- Approximately 14,500 other vehicles whose owners have not yet renewed.

Some of these vehicles probably will not be renewed until spring, but rather than choose which group to send a second mailing to, we took the proactive approach and mailed to all.

We know this situation is not typical, and we are continuing to review and analyze the issue and look for new ways to find a solution so that it doesn't happen again.

**Highway Performance Classification System (HPCS) Analysis:** Due to limited resources the NDDOT cannot provide the same level of service and apply the same roadway standards on all 7,385 miles of roadway on the state system. Not all highways need to provide the same level of service, because they function in different manners. In order to use available resources most effectively the department has adopted, and is implementing, a highway performance classification system (HPCS).

During the 2005 legislative session the legislature endorsed the HPCS concept. The HPCS focuses on the performance of the highway system and identified desired service levels and performance standards for each of the highway categories. The five categories identified in the HPCS include:

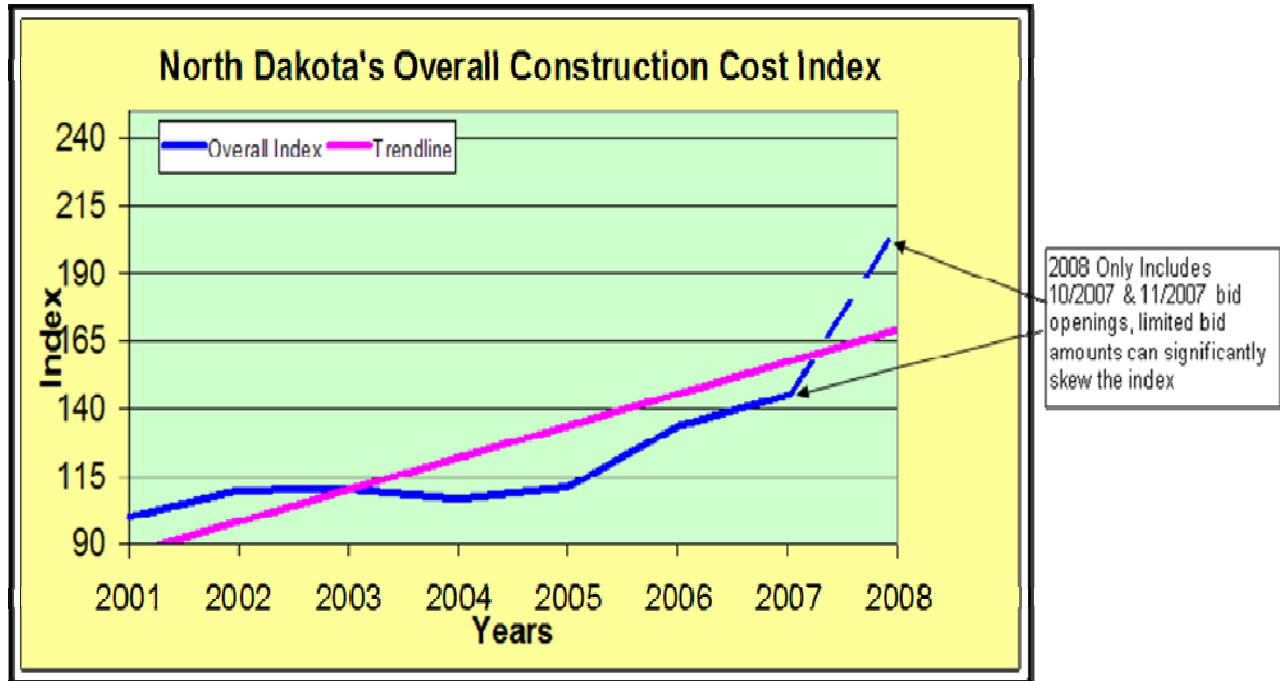
- Interstate (highest level of service)
- Interregional
- State Corridor
- District Corridor
- District Collector (lowest level of service)

There are some areas where we have made some progress in meeting standards and service levels established for the HPCS. One area that has shown improvement is the number of miles with ride deficiencies. From 2005 to 2006 there was about a 20 percent reduction (1794 to 1438) in the number of miles with ride deficiencies. The number of miles with load restrictions below HPCS guidelines decreased about 13 percent from 592 miles in 2005 to 513 miles in 2006. Although the miles with ride and load deficiencies have decreased, the miles with distress scores below the HPCS standards have increased about 13 percent. In 2005, there were 1,444 miles with distress scores below the standard compared to 1,637 miles in 2006.

The department's aggressive pavement preservation program has led to these improvements. However, through the preservation mode we are making improvements that are only short term and will last only seven to ten years. Timely maintenance is the key to getting the maximum life out of our pavements. For every dollar not spent on timely preventive maintenance, \$4 to \$5 will be needed for complete reconstruction a few years later. While preservation programs have been very effective for now, eventually many of these roadways will need more expensive rehabilitation or reconstructive measures. The impact of inflation hinders our ability to implement the service levels and performance standards established for the HPCS.

**Inflation:** Inflation continues to be one of the greatest challenges facing the transportation industry. In the past couple years the NDDOT continued to experience major price increases in oil-based materials, steel, concrete, equipment, and building materials. Figure 2 shows that North Dakota's overall construction cost index increased about 45 percent from 2001 to 2007. For example, if we purchased a product for \$100 in 2001 the same product would cost us \$145 in 2007. Even more dramatic was the increase from 2005 to 2007 which was about 34 percent.

Figure 2

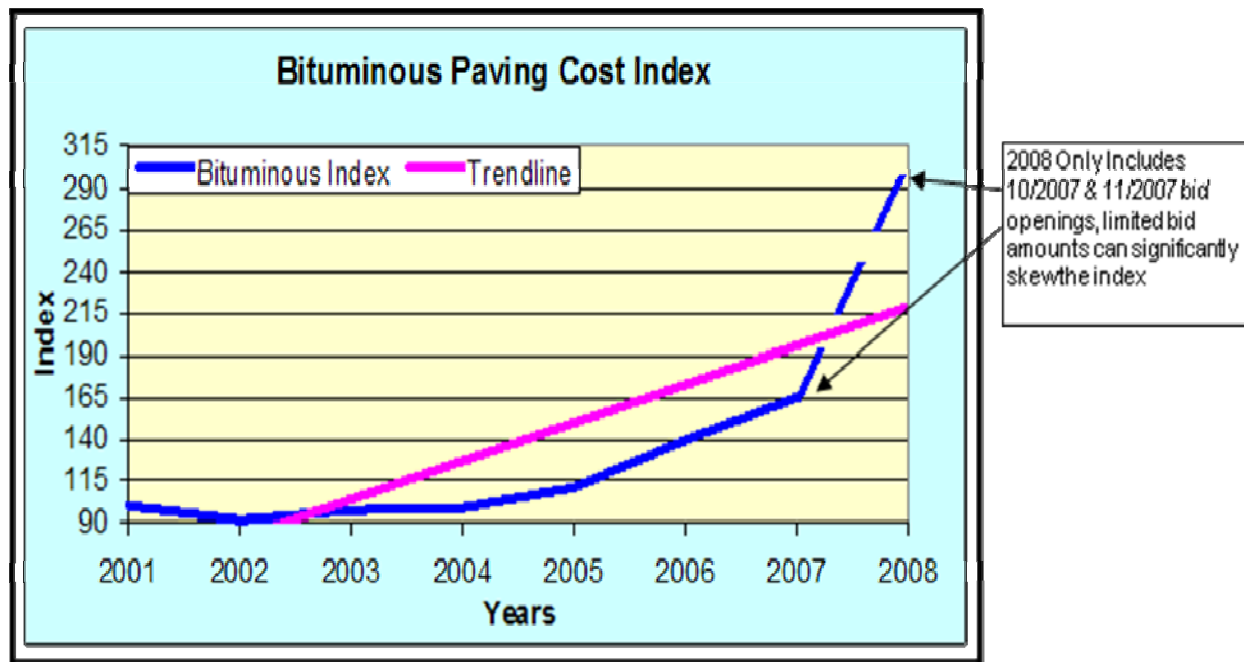


Federal and state revenue sources have been relatively flat and have not kept pace with these rising costs. Therefore, adjustments to the construction and maintenance program delaying some projects must take place. These project delays will impact the long-term performance of the highway network.

The overall bituminous paving cost index showed even a larger increase during this time frame. See Figure 3. From 2005 to 2007, the bituminous paving cost index increased about 54 percent.



Figure 3



The preliminary information that is available from the 2007 October and November bid lettings indicate that the trend of increasing construction costs continues. However, these were small bid lettings and there is not adequate data available from these two bid lettings to determine the exact impacts. Table 1 provides an overview of crude oil prices from 2005 to January 2008. In August 2005 the price of crude oil was \$59 per barrel. On January 2, 2008, it peaked at over \$100 per barrel, and on January 11, 2008, it was \$92.82 per barrel. Unless the price of crude oil drops, we anticipate that the price of oil based products will continue to increase.

**Table 1**  
**Crude Oil Prices**  
U.S Energy Information Center

Date	Price/Barrel
August 2005	\$59.00
August 2006	\$71.45
August 2007	\$73.81
January 2, 2008	\$100.18
January 11, 2008	\$92.82

We will continue to monitor these trends and report back to the committee as additional information becomes available.

**Truck Permits:** During the past legislative session Senate Bill 2406 was passed that allowed truckers to purchase an annual overwidth permit for \$500. The bill states that *a fee for an overwidth vehicle or load that is fourteen feet six inches (4.42 meters) or less is twenty dollars per trip or five hundred dollars per calendar year unless the vehicle is a noncommercial fish house trailer being moved by the owner, than the fee is twenty dollars per calendar year.*

According to the North Dakota Highway Patrol, there have been several inquiries regarding the annual permit, but there were only two permits issued through 2007. The law went into effect on July 1, 2007. The annual \$500 fee is based on a calendar year. Therefore, anyone purchasing a permit after July 1 would have to pay the entire annual fee of \$500 for part of the year. Several truckers felt this was too much to pay for part of a year. There were four fish house permits issued in 2007, and two have been issued in January 2008.

It is assumed that some overwidth permits will be issued after January 1, 2008, as they will then be valid for an entire calendar year. As of January 24, two overwidth permits have been issued. In addition, the permit is only valid for overwidth loads. In many instances, the truckers that inquired about the permit also had loads that were overheight or overlength in addition to being overwidth. In these instances, the overwidth permit did not serve their needs. It will take a full calendar year to determine the use of these permits.

This past session House Bill 1295 was passed that allowed an annual permit for trucks to travel on the Interstate with 105,500 pound loads with the appropriate axle weights. In 2007, there were 339 annual permits issued allowing 105,500 pound loads on the Interstate System. The annual fee for this permit is \$300.

**Diesel Fuel Shortage:** The threat and reality of diesel fuel shortages is being felt throughout the state. The NDDOT is also concerned about the availability of diesel fuel in our sections during times of emergencies or lengthy snowstorms. We have had one situation where one of our sections ran out of diesel fuel. To deal with the potential diesel fuel shortage the NDDOT has signed an agreement with the North Dakota National Guard. The National Guard has agreed to let the NDDOT use four HEMTT fuel storage tankers. The empty storage tankers will be located at the armories in Dickinson, Minot, Grand Forks, and Valley City. If a shortage materializes, the NDDOT has an agreement with its fuel supplier to meet the tankers at the site experiencing the shortage and fill them with fuel. The National Guard will provide the personnel to move the tankers and pump the fuel.

**Transit Program:** The NDDOT oversees the public transportation program in North Dakota. There are a variety of programs that help serve the transit needs in the urban and rural areas. Attachment A provides an overview of the federal transit programs that are available. Public transit projects in North Dakota provide the following services:

- **Fixed route**, scheduled service.
- **Dial-A-Ride/Paratransit**, curb-to-curb or door-to-door accessible service.
- **Demand/Response**, request served in order receive–taxi-style (may also be curb-to-curb or door-to-door accessible service).
- **Medical Rides**, regularly scheduled service between rural areas and medical facilities for the purpose of transporting passengers for dialysis or chemotherapy. System may be formal or volunteer based.
- **City-to-City**, used as regularly scheduled means for rural residents to travel to larger cities to access goods and services not available in their home towns.
- **Intercity**, feeder service to commercial over-the-road bus lines.

There are currently 35 transit projects in the state. Collectively these systems operate approximately 235 buses, vans, and cars that provide more than 1.7 million rides per year.

Rural and Special Needs: North Dakota is challenged with developing transportation solutions that serve rural populations. Many of these individuals live a significant distance from a transit system and even further from specialized medical services and sources of other basic goods. One of the things the department is doing to further improve public transportation throughout the state is regionalization of public transit programs in order to more efficiently and effectively use the limited resources available to better serve the citizens of North Dakota. The NDDOT has been working with the North Dakota Community Action Association, North Dakota Department of Human Services and transit providers in developing the regionalization concept.

**Regionalization:** NDDOT is working toward consolidating the state's 35 public transit projects into eight regions, each with a regional administrator and centralized dispatching. The outcome of regionalization will be more efficient use of human and program resources, improved and expanded service, and greater return on federal and state grant monies invested.

Over the next four years, individual transit projects will be absorbed into their respective regions through retirement and attrition of their current administrators. During this time the NDDOT will:

- Conduct needs assessments throughout the state.
- Conduct a transit study to include:
  - Route planning and coordination
  - Rolling stock needs
  - Financial assessment
- Research and choose dispatching software for statewide use.
- Research and finalize staffing plans

The fifth and final year of the regionalization process will include:

- Implementation and staffing plans
- Training (drivers, dispatchers, other staff as needed)
- Community education and awareness (social services, medical providers, etc.)
- Public education and awareness

The result will be eight regions, each with centralized administration and dispatching that will coordinate resources within its respective region. This coordination will more efficiently and effectively use available funding to improve public transit service throughout the state and better serve the people of North Dakota.

On December 28, 2007, the NDDOT met with the North Dakota Department of Human Services (NDHS), including a representative of Medicaid, to provide an overview of the public transit services provided in North Dakota. These include current public transit services, a needs assessment that is underway, and additional rural services to be provided under the Job Access/Reverse Commute (JARC) and New Freedoms rural grant programs, and plans for regionalization of existing transit services. NDDOT and NDHS will continue to work together on the items discussed in order to better serve the public and plan on meeting again later this spring.

**Status of UGPTI Study:** NDDOT is continuing to work with the UGPTI as they proceed with obtaining public input regarding transportation policy and funding decisions. Attachment B provides the date, location, and agenda for the educational and input workshops. We look forward to seeing the results of their needs analysis and recommendations from the public sector.

**Employee Recruitment and Retention:** NDDOT continues to be challenged in the area of employee recruitment and retention. Just like other employers, NDDOT also faces critical challenges relating to workforce availability. We devote a lot of time recruiting and recently hired five engineers, but we need at least 10 more. We also have trouble recruiting equipment operators or transportation technicians--these positions operate heavy equipment for snow and ice control and summer maintenance activities.

Our retention also remains a challenge as we recently lost two skilled engineers--one to a consulting firm and another to the energy industry. They received salary increases from \$6,000 to \$12,000 in their new positions. We also lose heavy equipment operators to county and city entities. For example, some counties offer salary ranges that exceed DOT's by \$200-\$600 a month, even when adjusted for state benefits. We expect these challenges to continue as we look at salaries and job openings across the state.

**Conclusion:** As you can see we have many issues, challenges and opportunities at DOT as we achieve our mission to "Provide a transportation system that safely moves people and goods."

**Federal Transit Funding**

North Dakota supports its transit projects by making use of Federal Transit Administration grant program funding from the following sources:

Section 5307: Provides funding for transit projects in urbanized areas with populations greater than 50,000. This formula grant program primarily funds administrative and operating expenses. Urbanized areas usually apply directly to FTA and the grants are overseen by FTA. Administrative grant funds are matched 80 percent federal and 20 percent local funds; operating grant funds are matched 50/50.

Section 5311: Provides funding for transit projects in rural areas with populations less than 50,000. This formula grant program primarily funds administrative and operating expenses. The states apply to the FTA for funding. Rural transit projects apply to their respective states as sub-recipients, and funding is administered and overseen by the states. In addition, a minimum of 15 percent of this grant is required to be used to fund intercity service (fixed-schedule point-to-point service). Administrative grant funds are matched 80 percent federal and 20 percent local funds; operating grant funds are matched 50/50.

Section 5309: Provides funding for transit capital improvements such as construction, maintenance, and renovation of bus storage facilities. Rolling stock may also be purchased using these funds. Capital improvements and purchases are matched 80 percent federal and 20 percent local funds.

Section 5310: Provides funding for transit projects serving elderly and/or disabled clients. These grant funds can be used to purchase ADA-compliant rolling stock (buses and vans that have wheelchair lifts or ramps and are fully compliant with the requirements of the Americans with Disabilities Act). Capital improvements and purchases are matched 80 percent federal and 20 percent local funds.

Section 5316: This is also known as the Jobs Access and Reverse Commute Program. This program funds activities that improve welfare recipients' and eligible low-income individuals' access to transportation services to and from employment and employment-related activities. Local match of 20 to 50 percent is required, depending on how the funds are used.

Section 5317: This is also known as the New Freedom Program. This program funds activities that help Americans with disabilities who want to work and fully participate in society to overcome existing transportation barriers that make it difficult for them to achieve these goals. Local match of 20 to 50 percent is required, depending on how the funds are used.

**LOCAL WORKSHOPS  
(Time, Date & Location)**

The Upper Great Plains Transportation Institute has scheduled eight educational and input workshops throughout the state. All workshops will run from 10 a.m. to 2:30 p.m., local time.

**Meeting Date**

Monday, March 24  
Tuesday, March 25  
Wednesday, March 26  
Thursday, March 27  
Friday, March 28  
Monday, March 31  
Tuesday, April 1  
Wednesday, April 2

**Location**

Dickinson, Day's Inn  
Williston, Airport International Inn  
Minot, Grand International  
Bismarck, Best Western Doublewood Inn  
Fargo, Doublewood Inn  
Jamestown, Gladstone Inn & Suites  
Devils Lake, Spirit Lake Casino & Resort  
Grand Forks, Hilton Garden Inn

**State Conference**

Thursday, May 1                      Mandan, Seven Seas

**AGENDA  
LOCAL EDUCATIONAL & INPUT WORKSHOPS**

<b>10:00</b>	Welcome, Introductions & Goals
<b>10:15</b>	Inventory of North Dakota's Transportation System
<b>10:35</b>	Condition of Existing System, Inflationary Trends & Transportation Role in Economic Development
<b>11:05</b>	Funding Sources, Income Projections, & Distribution
<b>11:25</b>	Planning, Project Selection, & Budgeting Process
<b>11:45</b>	Buffet Lunch & Small Group Discussions
<b>12:45</b>	Panel Discussion – Local Perspective & Challenges
<b>1:30</b>	Participant Input – System & Service Needs, Budgets, & Options (Open Microphone & Questionnaire)
<b>2:00</b>	Effectuating Change – Where Do We Go From Here?
<b>2:15</b>	Adjourn