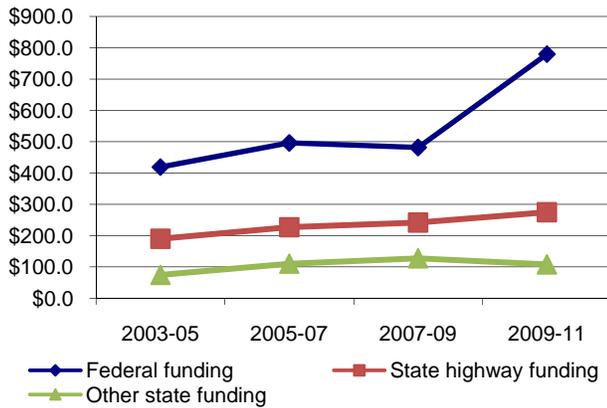


## HIGHWAY FUNDING - HISTORY (Amounts Shown in Millions)



	(Amounts Shown in Millions)			
	2003-05	2005-07	2007-09	2009-11
Federal funding	\$418.9	\$496.0	\$481.6	\$779.6 <sup>1</sup>
State highway funding	\$189.9	\$226.8	\$241.8	\$274.8
Other state funding	\$74.4	\$110.3	\$127.5	\$108.1

<sup>1</sup>Includes \$176.1 million of federal fiscal stimulus funds.

## STATE HIGHWAY FUNDING

	(Amounts Shown in Millions)		
	2007-09 Statutory Funding <sup>1</sup>	Weather- Related Cost- Sharing and Disaster Funding	2009-11 Statutory Funding
State highway fund	\$234.3 <sup>1,2</sup>	\$7.5 <sup>3</sup>	\$274.8 <sup>1,5</sup>
Counties	74.4 <sup>1</sup>	26.4 <sup>3</sup>	82.1 <sup>1</sup>
Cities	45.3 <sup>1</sup>	15.0 <sup>3</sup>	49.7 <sup>1</sup>
Townships	10.2 <sup>1</sup>	10.0 <sup>3</sup>	10.3 <sup>1</sup>
Public transportation fund	5.7 <sup>1</sup>	1.0 <sup>3</sup>	5.7 <sup>1</sup>
Disaster relief funding		43.0 <sup>4</sup>	
Total	\$369.9	\$102.9	\$422.6

<sup>1</sup>Funding provided from the highway tax distribution fund.

<sup>2</sup>Includes \$18.2 million of motor vehicle registration fees deposited in the highway fund and \$12.6 million of motor vehicle excise taxes deposited in the highway fund.

<sup>3</sup>Funding of \$59.9 million from the general fund was appropriated by the 2009 Legislative Assembly to the State Treasurer for distribution to the state highway fund and political subdivisions for weather-related cost-sharing before June 30, 2009.

<sup>4</sup>Senate Bill No. 2012 (2009) provided a \$43 million transfer from the general fund to the state disaster relief fund before June 30, 2009, and appropriated the funds to the Adjutant General for disaster relief funding during the 2007-09 and 2009-11 bienniums.

<sup>5</sup>Includes a \$4.6 million transfer from the general fund to the highway fund for Devils Lake area highway projects and \$30.5 million of motor vehicle excise taxes deposited in the highway fund.

## ESTIMATED FEDERAL HIGHWAY FUNDING<sup>1</sup>

	(Amounts Shown in Millions) <sup>1</sup>			
	2007-09 Biennium	2009-11 Biennium Regular Highway Funding	2009-11 Biennium Federal Fiscal Stimulus Funding	Total 2009-11 Biennium Funding
Federal Highway Administration funding	\$453.7	\$500.9	\$0	\$500.9
Emergency relief funds	2.5	33.7	0	33.7
Federal rail funds	8.6	2.3	0	2.3
National Highway Traffic Safety Administration	5.6	10.0	0	10.0
Federal transit funds	11.2	12.8	0	12.8
Funding for Devils Lake area projects	0	43.8	0	43.8
Federal fiscal stimulus funding - Highway infrastructure	0	0	170.1	170.1
Federal fiscal stimulus funding - Transit programs	0	0	6.0 <sup>2</sup>	6.0
<b>Total</b>	<b>\$481.6</b>	<b>\$603.5</b>	<b>\$176.1</b>	<b>\$779.6</b>

<sup>1</sup>Federal funding received for highway construction projects requires matching funds provided by the state. Interstate highway projects are funded 90 percent with federal funds and 10 percent with state funds and most other state highway projects are funded with 80 percent federal funds and 20 percent state funds.

<sup>2</sup>Does not include \$5,041,000 of federal fiscal stimulus funding distributed directly to transit programs in metropolitan planning areas.

## MOTOR FUELS TAXES

Both gasoline and special fuels (diesel) are taxed in North Dakota at a rate of 23 cents per gallon. A one-cent increase in the gas tax is estimated to generate an additional \$3.4 million per year or \$6.8 million for a biennium. A one-cent increase in the special fuels tax is estimated to generate an additional \$1.9 million per year or \$3.8 million per biennium. The federal tax rate per gallon is 18.4 cents for gasoline and 24.4 cents for diesel fuel.

## MILES OF ROADWAYS IN NORTH DAKOTA - 2007

State highway system	7,385
County roads	18,969
Other rural roads	56,621
City streets	3,867
<b>Total</b>	<b>86,842</b>

## ESTIMATED HIGHWAY CONSTRUCTION COSTS PER MILE

	2004	2008
Interstate concrete paving (two lanes in one direction)	\$1,300,000	\$1,700,000
Two-lane road reconstruction (includes grading and asphalt surfacing)	\$675,000	\$985,000
Asphalt surface reconstruction (includes subgrade repair and resurfacing)	\$450,000	\$780,000
Three-inch asphalt overlay	\$150,000	\$350,000
Interstate seal coat	\$21,000	\$31,000
Noninterstate seal coat	\$16,000	\$28,000

## NORTH DAKOTA BRIDGE SYSTEM CONDITION

	Structurally Deficient <sup>1</sup> or Functionally Obsolete <sup>2</sup> Bridges			
	State	Urban	County	Total
<b>2004</b>				
Bridges	1,699	84	3,268	5,051
Percentage deficient	5%	19%	31%	22%
<b>2006</b>				
Bridges	1,709	84	3,242	5,035
Percentage deficient	5%	18%	30%	22%
<b>2008</b>				
Bridges	1,714	104	3,160	4,978
Percentage deficient	3.6%	11.5%	27%	18.6%

<sup>1</sup>Structurally deficient bridge means that the deck, the superstructure, or the substructure has a condition that warrants attention.

<sup>2</sup>A functionally obsolete bridge has some part of the bridge that does not meet a design standard, such as vertical clearance or deck width.

## NORTH DAKOTA INTERSTATE SYSTEM RIDE TRENDS

