2023 HOUSE APPROPRIATIONS

HB 1012

Department 801 - Department of Transportation
House Bill No. 1012

Executive Budget Comparison to Base Level

	General Fund	Other Funds	Total
2023-25 Executive Budget	$134,125,000	$2,242,036,670	$2,376,161,670
2023-25 Base Level	0	1,495,514,727	1,495,514,727
Increase (Decrease)	$134,125,000	$746,521,943	$880,646,943

Selected Budget Changes Recommended in the Executive Budget

	General Fund	Other Funds	Total
1. Adds funding for state employee salary and benefit increases, of which $13,726,830 is for salary increases and $5,030,586 is for health insurance increases	$0	$18,757,416	$18,757,416
2. Adds 29 FTE positions, including 8 driver's license examiners, 3 accountants, 4 auditors, and 14 snow and ice control operators	$0	$5,444,921	$5,444,921
3. Adds **one-time funding** to complete the roadway information management system project	$6,250,000	$0	$6,250,000
4. Provides **one-time funding** of $25 million from the general fund and $115 million of ongoing funding received from motor vehicle excise tax collections for a new state funded transportation program (The executive budget recommends depositing 25 percent of motor vehicle excise tax collections in the highway fund during the 1st year of the 2023-25 biennium and 50 percent during the 2nd year of the biennium.)	$25,000,000	$115,000,000	$140,000,000
5. Provides **one-time funding** of $100 million from the general fund and $300 million from the strategic investment and improvements fund to match federal highway funding	$100,000,000	$300,000,000	$400,000,000
6. Adds **one-time funding** for facility door security	$865,000	$0	$865,000
7. Adds **one-time funding** for automated vehicle locators	$2,010,000	$0	$2,010,000

A summary of the executive budget changes to the agency's base level appropriations is attached as an appendix.

A copy of the draft appropriations bill containing the executive budget recommendations is attached as an appendix.

Selected Bill Sections Recommended in the Executive Budget

Line item transfers - Section 3 would authorize the Department of Transportation (DOT) to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items when it is cost-effective for the construction and maintenance of highways.

Exemption - Enhanced state highway investments - Section 4 would provide that $503,115,558 appropriated in the capital assets line item of House Bill No. 1012 (2015), relating to enhanced state highway investments, is exempt from North Dakota Century Code Section 54-44.1-11 and may be continued into the 2023-25 biennium.

Appropriation - Additional income - Section 5 would appropriate any additional federal or other funds available to DOT during the 2023-25 biennium.

Strategic investment and improvements fund - Section 6 would identify $300 million from the strategic investment and improvements fund to match federal highway funding.

Contingent loan authorization - Section 7 would allow DOT to borrow up to $50 million from the Bank of North Dakota to match $50 million of federal funds.

Exemptions - Sections 8 through 17 would provide exemptions for various road and infrastructure projects.

Rest area and visitor center construction - Section 18 would authorize DOT to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.

Amendment - 2021-23 biennium appropriation authority - Section 19 would amend an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.

Continuing Appropriations

Public transportation fund - Section 39-04.2-04 - Consists of a 1.5 percent allocation from the state highway tax distribution fund. The funds received by the public transportation fund are allocated to each county. Each county receives .4 percent base amount plus $1.50 per capita of population in the county, based upon the latest regular or special official federal census.

Deficiency Appropriations

No deficiency appropriations for this agency.

Significant Audit Findings

The Department of Transportation audit report for the biennium ending June 30, 2021, included the following findings:

- DOT did not properly assign or restrict individual access rights to the computer system related to storage of REAL ID documents which could give employees access to sensitive information without being authorized.
- DOT has not designed and implemented procedures to identify inappropriate access to sensitive personal information in the REAL ID document computer storage system.
- DOT did not have proper procedures in place to track required training and did not have procedures in place to track annual confidentiality policy acknowledgements.

Major Related Legislation

House Bill No. 1080 - Electronic proof of motor vehicle registration - Allows drivers to provide electronic proof of motor vehicle registration.

House Bill No. 1081 - Electronic vehicle charging tax study - Requires DOT to conduct a study of options to implement an electronic charging tax.

House Bill No. 1102 - Continuing appropriation for federal funds - Provides a continuing appropriation for any federal grant and discretionary funds received by DOT.

House Bill No. 1103 - General fund matching dollars - Appropriates $35 million from the general fund to match federal funds.

House Bill No. 1117 - Veterans memorial bridge - Designates a bridge as the veterans memorial bridge and provides DOT with a continuing appropriation to spend any funds donated for the placements of signs designating the name of the bridge.

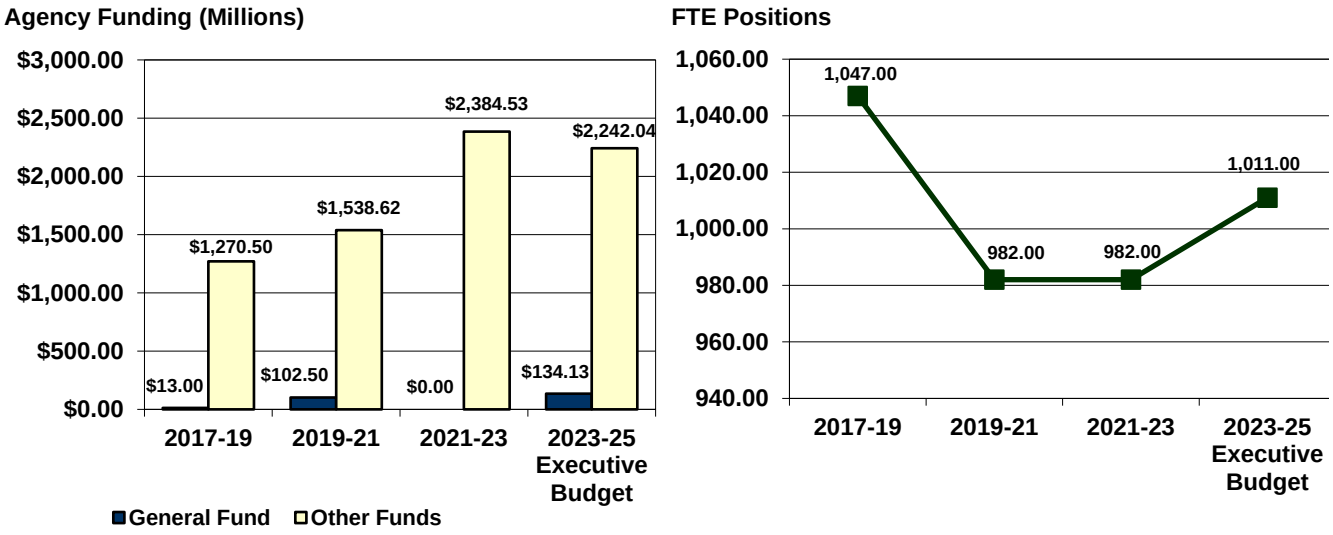
Senate Bill No. 2063 - Federal electric vehicle infrastructure grants - Provides a continuing appropriation for any federal funds received for electric vehicle charging stations.

Senate Bill No. 2110 - National park maintenance agreement - Allows DOT to enter an agreement for the joint maintenance of the road network in Theodore Roosevelt National Park.

Senate Bill No. 2113 - Flexible transportation fund - Creates a flexible transportation fund for the construction and maintenance of state and local roads.

Historical Appropriations Information

Agency Appropriations and FTE Positions



Ongoing Other Funds Appropriations

	2015-17	2017-19	2019-21	2021-23	2023-25 Executive Budget
Ongoing other funds appropriations	$1,266,540,461	$1,269,489,868	$1,388,445,404	$1,495,514,727	$1,652,036,667
Increase (decrease) from previous biennium	N/A	$2,949,407	$118,955,536	$107,069,323	$156,521,940
Percentage increase (decrease) from previous biennium	N/A	0.2%	9.4%	7.7%	10.5%
Cumulative percentage increase (decrease) from 2015-17 biennium	N/A	0.2%	9.6%	18.1%	30.4%

Major Increases (Decreases) in Ongoing Other Funds Appropriations

2017-19 Biennium

1. Removed 26.5 vacant FTE positions	($5,363,021)
2. Removed 5 FTE positions ($658,219) and related operating expenses ($628,400) through consolidation of eight highway maintenance sections	($1,286,619)
3. Removed 2 FTE administrator positions and transferred $396,261 from the salaries and wages line item to the capital assets line item	$0
4. Adjusted funding for operating expenses, capital assets, and grants	$14,067,380
5. Added funding for capital assets	$588,122
6. Reduced funding for operating expenses	($5,013,726)
7. Reduced funding for driver's license field sites	($160,293)

2019-21 Biennium

1. Removed 42 unspecified FTE positions and related funding	($7,979,595)
2. Restored 16 FTE positions for research and development, enterprise management, and to transform the department's artificial intelligence and design, drones, robotics, smart license plates, and digital driver's licenses ($3 million), and added 2 FTE positions related to Fargo driver's license operations ($334,000)	$3,334,000
3. Transferred 41 FTE IT positions and related funding to the Information Technology Department (ITD) ($8,224,012) and adds funding of $8,284,451 for payments to ITD for the IT unification initiative	$60,439
4. Increased funding for capital assets to provide a total ongoing capital asset funding of $859,725,944	$87,874,093

5. Increased funding for grants to provide a total of $95,854,637 $17,226,607

2021-23 Biennium

1. Increased funding for capital payments to provide a total of $837,191,709 $19,416,426
2. Increased funding for building, grounds, and maintenance to provide a total of $80,402,361 $11,874,907
3. Increased funding for professional services to provide a total of $79,008,372 $10,213,695
4. Increased funding for data processing to provide a total of $26,176,352 $6,143,124
5. Increased funding for operating fees and services to provide a total of $7,840,256 $4,365,500

2023-25 Biennium (Executive Budget Recommendation)

1. Adds $115 million for a new state funded transportation program $115,000,000
2. Adds 29 FTE positions $5,444,921

One-Time Appropriations

	2015-17	2017-19	2019-21	2021-23	2023-25 Executive Budget
One-time appropriations	$820,000,000	$1,015,000	$73,800,000	$889,019,357	$724,125,000

Major One-Time Appropriations

2017-19 Biennium

1. Added one-time funding for an electronic payment processing system to be implemented by ITD, of which $147,000 is from a Bank of North Dakota loan and $159,000 is for repayment of the loan. $306,000
2. Added one-time funding of other funds received from Adjutant General loan proceeds for law enforcement costs relating to unlawful activity associated with the construction of the Dakota Access Pipeline $709,000

2019-21 Biennium

1. Added one-time funding from the highway fund to replace the driver's license system $22,500,000
2. Added contingent one-time funding from a Bank of North Dakota loan to match federal grants $50,000,000

2021-23 Biennium

1. Added one-time funding from federal funds as matching funds for road and bridge projects, of which $35 million is to match funding provided through bonding and $20 million is to match funding allocated to townships $55,000,000
2. Added one-time funding from federal funds received under the federal American Rescue Plan Act and other federal funding $318,609,357
3. Added one-time funding from bond proceeds deposited in the highway fund for state highway bridge projects and for matching federal funds for US Highway 85 $70,000,000
4. Added contingent one-time funding from a Bank of North Dakota loan to match federal grants for US Highway 85 $50,000,000
5. Added one -time funding from federal funds for infrastructure improvements to US Highway 85 $45,000,000

2023-25 Biennium (Executive Budget Recommendation)

1. Adds $100 million from the general fund and $300 million from the strategic investments and improvements fund to match federal funds, including one-time federal funds of $290 million $690,000,000
2. Adds $25 million from the general fund to establish a state funded transportation program $25,000,000
3. Adds $6.25 million from the general fund for the roadway information management system project $6,250,000
4. Provides $2.01 million from the general fund for automated vehicle locators $2,010,000

Department of Transportation - Budget No. 801
House Bill No. 1012
Base Level Funding Changes

	Executive Budget Recommendation			
	FTE Positions	General Fund	Other Funds	Total
2023-25 Biennium Base Level	982.00	$0	$1,495,514,727	$1,495,514,727
2023-25 Ongoing Funding Changes				
Cost to continue salary increases, including cost to continue 2021-23 equity adjustments			$9,903,727	$9,903,727
Salary increase			13,726,830	13,726,830
Health insurance increase			5,030,586	5,030,586
Base budget adjustments, including adjustments to federal funding levels			7,415,879	7,415,879
State funded transportation program			115,000,000	115,000,000
New FTE positions	29.00		5,444,921	5,444,921
Total ongoing funding changes	29.00	$0	$156,521,943	$156,521,943
One-time funding items				
Federal matching funds one-time, including SIIF		$100,000,000	$73,736,663	$173,736,663
Federal discretionary funds, including SIIF match			516,263,337	516,263,337
State-funded transportation program		25,000,000		25,000,000
Roadway information management system project		6,250,000		6,250,000
Door security		865,000		865,000
Automated vehicle location		2,010,000		2,010,000
Total one-time funding changes	0.00	$134,125,000	$590,000,000	$724,125,000
Total Changes to Base Level Funding	29.00	$134,125,000	$746,521,943	$880,646,943
2023-25 Total Funding	1,011.00	$134,125,000	$2,242,036,670	$2,376,161,670
Federal funds included in other funds			*$1,219,302,445*	
Total ongoing changes as a percentage of base level	*3.0%*		*10.5%*	*10.5%*
Total changes as a percentage of base level	*3.0%*		*49.9%*	*58.9%*

Other Sections in Department of Transportation - Budget No. 801

	Executive Budget Recommendation
Line item transfers	Section 3 would authorize the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.
Exemption - State highway investments	Section 4 would provide that $503,115,558 appropriated in the capital assets line item of House Bill No. 1012 (2015), relating to enhanced state highway investments, is exempt from North Dakota Century Code Section 54-44.1-11 and may be continued into the 2023-25 biennium.
Additional income appropriation	Section 5 would appropriate any additional federal or other funds available to the Department of Transportation during the 2023-25 biennium.
Strategic investment and improvements fund	Section 6 would identify $300 million from the strategic investment and improvements fund to be used to match federal highway funding.
Contingent loan authorization	Section 7 would allow the Department of Transportation to borrow up to $50 million from the Bank of North Dakota to match $50 million of federal funds.

Other Sections in Department of Transportation - Budget No. 801

	Executive Budget Recommendation
Exemptions	Sections 8 through 17 would provide exemptions for various road and infrastructure projects.
Rest area and visitor center construction	Section 18 would authorize the Department of Transportation to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.
Amendment - 2021-23 biennium appropriation authority	Section 20 would amend an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.

Sixty-eighth
Legislative Assembly
of North Dakota

HOUSE BILL NO. 1012
(Governor's Recommendation)

Introduced by

Appropriations Committee

(At the request of the Governor)

A bill for an Act to provide an appropriation for defraying the expenses of the department of transportation; to provide for a transfer; to provide exemptions; and to provide an amendment.

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

SECTION 1. APPROPRIATION. The funds provided in this section, or so much of the funds as may be necessary, are appropriated from special funds derived from federal funds and other income, to the department of transportation for the purpose of defraying the expenses of the department of transportation, for the biennium beginning July 1, 2023 and ending June 30, 2025, as follows:

	Base Level	Adjustments or Enhancements	Appropriation
Salaries and Wages	$ 204,109,585	$ 34,106,064	$ 238,215,649
Operating Expenses	270,888,188	65,187,630	336,075,818
Capital Assets	902,431,344	778,748,301	1,681,179,645
Grants	118,085,610	2,604,948	120,690,558
Total All Funds	$1,495,514,727	$880,646,943	$2,376,161,670
Less Estimated Income	1,495,514,727	746,521,943	2,242,036,670
Total General Fund	$ 0	$134,125,000	$ 134,125,000
Full-Time Equivalent Positions	982.00	29.00	1,011.00

SECTION 2. ONE-TIME FUNDING. The following amounts reflect the one-time funding items approved by the sixty-seventh legislative assembly for the 2021-23 biennium and the 2023-25 one-time funding items included in the appropriation in section 1 of this Act:

One-Time Funding Description	2021-23	2023-25
Infrastructure Improvements	$873,609,357	$425,000,000
Construction Systems Replacement	9,660,000	6,250,000
Emergency Road Repair Grants	750,000	0
Unmanned Aircraft System Program	5,000,000	0
Automated Vehicle Location	0	2,010,000
Door Security System	0	865,000
Total All Funds	$889,019,357	$434,125,000
Less Estimated Income	889,019,357	300,000,000
Total General Fund	$ 0	$134,125,000

SECTION 3. EXEMPTION - LINE ITEM TRANSFERS. Notwithstanding section 54-16-04, the director of the department of transportation may transfer between the salaries and wages, operating, capital assets, and grants line items in section 1 of this Act. The department of transportation shall notify the office of management and budget of any transfers made pursuant to this section.

SECTION 4. EXEMPTION - ENHANCED STATE HIGHWAY INVESTMENT FUNDING. Section 54-44.1-11 does not apply to the remaining $26,200,669 of the $503,115,558 in the capital assets line item relating to enhanced state highway investments in section 1 of chapter 12 of the 2015 Session Laws. Any funds continued into the 2021-23 biennium but not spent by June 30, 2023, must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for enhanced state highway investments.

SECTION 5. APPROPRIATION – DEPARTMENT OF TRANSPORTATION. In addition to the amounts appropriated to the department of transportation in section 1 of this Act, there is appropriated any additional income from federal or other funds which may become available to the agency for the biennium beginning July 1, 2023, and ending June 30, 2025.

SECTION 6. ESTIMATED INCOME - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The estimated income and the capital assets line items in section 1 of this Act include the sum of $300,000,000 from the strategic investment and improvements fund for infrastructure projects and matching federal formula and discretionary grants.

SECTION 7. CONTINGENT LOAN AUTHORIZATION - CONTINGENT APPROPRIATION - HIGHWAY IMPROVEMENT PROJECTS. The department of transportation may borrow from the Bank of North Dakota, $50,000,000, or so much of the sum as may be necessary, to match $50,000,000 of federal funds that may become available, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds borrowed under this section from the Bank of North Dakota and the federal funds are appropriated to the department of transportation. The department of transportation shall request from the sixty-nineth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

SECTION 8. EXEMPTION - INFORMATION TECHNOLOGY PROJECTS. Section 54-44.1-11 does not apply to the $13,660,000 in the operating expenses line item relating to the information technology projects in section 1 of chapter 40 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the construction and materials management system, traffic counting and data estimating and analysis program, and the website drupal uplift.

SECTION 9. EXEMPTION - EMERGENCY ROAD REPAIR GRANTS. Section 54-44.1-11 does not apply to the $750,000 in section 4 of chapter 40 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of providing grants to townships for emergency township road repairs.

SECTION 10. EXEMPTION - TRANSPORTATION GRANTS. Section 54-44.1-11 does not apply to the $1,609,357 in subdivision 10 of section 2 of chapter 28 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of COVID-19 grants.

SECTION 11. EXEMPTION - DISCRETIONARY MATCH. Section 54-44.1-11 does not apply to the $100,000,000 in section 13, subsection 2, of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of matching federal discretionary funds.

SECTION 12. EXEMPTION - INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $100,000,000 in section 13, subsection 3, of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of defraying the expenses of road and bridge construction projects.

SECTION 13. EXEMPTION - INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $55,000,000 in section 5 of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of road and bridge projects.

SECTION 14. EXEMPTION - INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $70,000,000 in section 10 of chapter 80 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of state highway bridge projects and for matching federal funds for state highway projects.

SECTION 15. EXEMPTION - INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $317,000,000 in section 7 of chapter 548 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of road and bridge projects.

SECTION 16. EXEMPTION - INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $135,000,000 in section 8 of chapter 548 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of road and bridge construction projects.

SECTION 17. EXEMPTION - TRANSPORTATION GRANTS. Section 54-44.1-11 does not apply to the $61,700,060 in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of COVID-19 surface transportation grants.

SECTION 18. CONSTRUCTION OF REST AREA AND VISITOR CENTER. Notwithstanding any other provision of law, the director of the department of transportation may expend moneys from the state highway fund or any moneys within the limits of the legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota, for the biennium beginning July 1, 2023, and ending June 30, 2025.

SECTION 19. AMENDMENT. Section 10 of chapter 80 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 20. APPROPRIATION - HIGHWAY FUND ~~- CONTINGENT TRANSFER~~. There is appropriated out of any moneys in the highway fund in the state treasury, not otherwise appropriated, the sum of $70,000,000, or so much of the sum as may be necessary, derived from bond proceeds to the department of transportation for state highway and state highway bridge projects and for matching federal funds that may become available, for the biennium beginning July 1, 2021, and ending June 30, 2023. ~~Of the $70,000,000, $35,000,000 is designated for state highway bridge projects, and $35,000,000 is designated for matching federal funds that may become available for state highway projects in excess of the federal funds appropriated to the department of transportation as part of its 2021-23 biennial budget. By October 1, 2022, the director of the department of transportation shall certify to the office of management and budget the amount of funding committed to matching excess federal funds from the $35,000,000 provided under this section. If the amount committed is less than $35,000,000, the office of management and budget shall transfer any uncommitted amounts to the infrastructure revolving loan fund under section 6-09-49.~~

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee
Brynhild Haugland Room, State Capitol

HB1012
1/5/2023

BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption.

8:35 Chairman Vigesaa Called the meeting to order, roll call was taken

Members present; Chairman Vigesaa Representative Kempenich Representative B. Anderson Representative Bellew Representative Brandenburg Representative Hanson Representative Kreidt Representative Martinson Representative Mitskog Representative Meier Representative Monson Representative Nathe Representative J. Nelson Representative O'Brien Representative Pyle Representative Richter Representative Sanford Representative Schatz Representative Schobinger Representative Strinden Represenative J. Stemen Representative Swiontek

Members not present; Representative Mock

Discussion Topics:

- Overview
- Vision Zero
- Budget request
- NEVI

Ron Henke; Director of Department of Transportation- Presented overview (Testimony #12424)

9:45 Robin Rehborg: Deputy Director for Driver Safety- Gave further explanation to questions

Additional written testimony: #12425

10:02 Chairman Vigesaa- closed the overview meeting for HB 1012

Risa Berube, Committee Clerk

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Brynhild Haugland Room, State Capitol

HB 1012
1/11/2023

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption.

8:31:38 AM Chairman Monson opened the hearing on HB1012.

Members present: Chairman Monson, Vice Chairman Brandenburg, Rep. Bellew, Rep. Kempenich, Rep. Meier, Rep. Pyle, Rep. Mock

Discussion Topics:

- Overview -ND Department of Transportation (NDDOT)

Ron Henke - Director NDDOT, presented testimony #12809

Robin Rehborg - Deputy Director for Driver Safety - NDDOT – presented testimony #12809, 12807

Chad Orn- Director- Office of Project Development & Acting Director- Planning - DOT – presented testimony #12809, 12869,

10:56:05 AM Chairman Monson – Recessed hearing
11:10:00 AM Chairman Monson – Reconvened hearing

Matt Linneman – Deputy Director of Engineering NDDOT- presented testimony #12809

12:07:04 PM Chairman Monson Adjourned the meeting

Robyn Engelstad, Committee Clerk

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Brynhild Haugland Room, State Capitol

HB 1012
1/11/2023

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption.

2:16 PM Chairman Monson: Opened the afternoon hearing on HB1012, roll call was taken:

Members present: Chairman Monson, Vice Chairman Brandenburg, Representatives: Bellew, Kempenich, Meier, Pyle, Mock

Discussion Topics:

- Transit System
- Medical Rides
  Fuel Prices

Brian Baird- Lobbyist Dakota Transit Association- Introduces Pat Hansen and testifies in favor.

Pat Hansen- Executive Director- South Central Adult Services- Testifies in favor (Testimony # 12960)

Peter Hamm- Director of Public Policy- ND Farm Bureau- Testifies in favor.

Terra Miller-Bowley Deputy Director for Administration NDDOT- Testifies in favor. (Testimony #12868, #12808 #12809 & #12869)

Cal Klewin- Executive Director- Theodore Roosevelt Expressway- Testifies in

favor. (Testimony #21081, #21082)

Chairman Monson- Closes the hearing for HB 1012 at 4:08 PM

Robyn Engelstad, Committee Clerk by Risa Berube

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Brynhild Haugland Room, State Capitol

HB1012
1/20/2023

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption.

8:30 AM Chairman Monson: Opened the hearing on HB 1012

Members present: Chairman Monson, Vice Chair Brandenburg, Rep Bellew, Rep Kempenich, Rep Meier, Rep Pyle, Rep Mock

Discussion Topics:

- Amendments requested.
- Proposed rest area in western ND.
- Agency bills review
- DOT unclaimed property
- Executive recommendation revenues
- Executive budget

Ron Heinke, Director DOT introduced Ms. Miller.

Tara Miller-Bowley Deputy Director of the DOT
Testimony in favor #14345 Testimony in favor of the bill.

Ron Heinke, Director of DOT provided written testimony #14784, #14839

Shannon Sauer, Director of Finance NDDOT Chief Officer, testimony #14564 in favor.

Additional written testimony:

Denver Tolliver, Director of Upper Great Plans Transportation Institute and Mountain – Plain Consortium testimony # 14783

Amanda Remynse- ND Motor Carriers Association- testimony #14267

Andrea Pfenning, GNDC, testimony #14615

11:21 AM Chairman Monson, adjourned the meeting.

Amy Liepke, Committee Clerk

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Brynhild Haugland Room, State Capitol

HB1012
1/23/2023

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption.

8:31 AM Chairman Monson: Opened the morning hearing on HB 1012

Members present: Chairman Monson, Vice Chair Brandenburg, Rep. Bellew, Rep Kempenich, Rep Pyle, Rep Mock, Rep Meier

Discussion Topics:

- Proposed Amendments
- One time funding
- Current conditions of short line railroads
- CDL testing
- Transit funding and quality

Rep Brandenburg, first amendment **#18151** [23.0241.01001] and second amendment **#18152** [23.0241.01002]

Terra Miller – Bowley, Director of DOT explanation of amendment **#17671** one-time funding **#17670**

Teri Efferts, Executive Director of Short line Railroads Coalition, provided neutral oral testimony.

Ron Heinke, Director of DOT oral testimony in favor **#18097**

Shannon Sauer, CFO – NDDOT, testimony in favor

Robin Rehburg, Deputy Director for driver safety - NDDOT Oral testimony in favor
Chad Om, Office of Project Development

Trever Vannett, community member provided oral testimony in favor of the bill.

Additional written testimony: Legislative Council #17643

Chairman Monson closed the meeting at 11:47 AM

Amy Liepke, Committee Clerk

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Brynhild Haugland Room, State Capitol

HB 1012
1/30/2023

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption

Chairman Monson opened meeting at 3:21 PM

Members present: Chairman Monson, Vice Chair Brandenburg, Rep. Bellew, Rep. Kempenich, Rep. Meier, Rep. Pyle, Rep. Mock

Discussion Topics:

- Short line freight railroads
- Rail condition
- Northern Plains Railroad update

Terry Efferts, ND Short line railroad coalition, (#17763, #17764).

Vick Meyers, Red River Valley Western Railroad, Oral testimony in support.

Dan Mack, Executive Vice President Northern Plains Railroad, testimony in support (#17723)

Ron Henke, Director of the NDDOT, (#14839)

Robin Rehberg, Director Driver Safety NDDOT, (#17790, #17966)

Terra Miller- Bowley, Deputy Director, administrator NDDOT- verbally answered questions. #17784

Matt Linneman – Deputy director of the NDDOT- verbally answered questions.

Ron Henke, Director of the NDDOT, verbally answering questions.

Robin Rehberg, Director Driver Safety NDDOT, verbally answered questions.

Additional Testimony: Mark Trottier #17761, Rep. Brandenburg #17951, Legislative Council #18107.

Chairman Monson closed meeting at 4:50 PM

Amy Liepke, Committee Clerk By: Leah Kuball

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Brynhild Haugland Room, State Capitol

HB 1012
2/6/2023

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption

Chairman Monson starts meeting at 8:31 AM

Members present: Chairman Monson, Vice Chair Brandenburg, Rep. Kempenich, Rep. Meier, Rep. Pyle, Rep. Mock
Members Absent: Rep. Bellew

Discussion Topics:

- Additional job opportunities
- Additional funding for the NDDOT employees
- CDL accessibility

Ron Henke, Director of the NDDOT, verbally answered question for the committee.

Shannon Sauer, Chief financial officer of the NDDOT, verbally answered question for the committee.

Robin Rehborg, Deputy Director for driver safety (#17790)

Ron Henke, Director of the NDDOT, verbally answered question for the committee.

Additional Written Testimony: Legislative Council (#19253)

Chairman Monson closes meeting at 9:24 AM

Leah Kuball, Committee Clerk

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Brynhild Haugland Room, State Capitol

HB 1012
2/9/2023

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption

11:05 AM Chairman Monson called the bill to order.

Members present: Chairman Monson, Vice Chair Brandenburg, Rep. Bellew, Rep. Kempenich, Rep. Meier, Rep. Pyle, Rep. Mock

Discussion Topics:

- Public transit
- Shortfall for rural transit
- Budget discussion

Chairman Monson discussed amendment language involving public transit.

Rep. Brandenburg reviewed the bill and the needs.

Ron Henke, Director of NDDOT provided clarification on cities vs. county in regard to the bill. He also referenced the formula used in Century Code Chapter 39. Testimony (#20332)

Committee discussion. Legislative Council (# 20329)

Ron Henke, Director of NDDOT, provided testimony (#20332) and (#20363)

11:58 AM Chairman Monson closed the meeting.

Amy Liepke, Committee Clerk

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Brynhild Haugland Room, State Capitol

HB 1012
2/9/2023

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption

2:49 PM Chairman Monson called the meeting to order.

Members present: Chairman Monson, Vice Chair Brandenburg, Rep. Bellew, Rep. Kempenich, Rep. Meier, Rep. Pyle, Rep. Mock

Discussion Topics:

- Budget work #801
- Roadway Information System

Committee work reviewing and working though Legislative Council #801

Ron Henke, Director NDDOT Roadway Information Systems is their Main Frame System

Rep. Brandenburg's explanation of the long sheet Testimony (#20381)

Rep. Brandenburg made a motion to accept amended long sheet as approved by the committee and vocal additions as passed on to the LC Representative.

Rep. Mock Seconded.

Roll Call Vote:

Representatives	Vote
Representative David Monson	Y
Representative Mike Brandenburg	Y
Representative Larry Bellew	N
Representative Keith Kempenich	Y
Representative Lisa Meier	Y
Representative Corey Mock	Y
Representative Brandy Pyle	Y

6-1-0, motion carries

Rep. Brandenburg will carry.

3:25 PM Chairman Monson closed the meeting.

Amy Liepke, Committee Clerk

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Brynhild Haugland Room, State Capitol

HB 1012
2/13/2023

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption

Chairman Monson opened the hearing at 8:30 AM

Members present: Chairman Monson, Vice Chair Brandenburg, Rep. Kempenich, Rep. Meier, Rep. Pyle

Members not present: Rep. Bellew

Discussion Topics:

- **Line of Credit with the Bank of ND**

Rep Brandeburg, introduced the amendment language **[23.0241.01006] (#20580, #20581)**

Tara Miller Bowley, Deputy Director of the ND DOT answered questions for the committee.

Rep Brandenburg moves to adopt the amendment **[23.0241.01006]** with change to Section 5 to $28.5 million line of credit.

Rep Meier second the motion.

Roll Call Vote:

Representatives	Vote
Representative David Monson	A
Representative Mike Brandenburg	y
Representative Larry Bellew	A
Representative Keith Kempenich	y
Representative Lisa Meier	y
Representative Corey Mock	A
Representative Brandy Pyle	y

Motion carries 4 -0-3

Rep Brandenburg moved a Do Pass as amended on HB 1012.
Rep Meier seconds the motion.

Roll Call Vote:

Representatives	Vote
Representative David Monson	A
Representative Mike Brandenburg	y
Representative Larry Bellew	A

Representative Keith Kempenich	y
Representative Lisa Meier	y
Representative Corey Mock	y
Representative Brandy Pyle	A

Motion Carries: 4-0-3

8:47 AM Vice Chairman Brandenburg closed the meeting.

Amy Liepke, Committee Clerk

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Brynhild Haugland Room, State Capitol

HB 1012
2/14/2023

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption

10:45 AM Chairman Monson called the meeting to order.

Members present: Chairman Monson, Vice Chair Brandenburg, Rep. Kempenich, Rep. Meier, Rep. Pyle, Rep. Mock

Member not Present: Rep. Bellew

Discussion Topics:

- Reconsider action
- Amendment

Rep. Mock moved to reconsider their action.

Rep Kempenich seconded the motion.

Voice Vote- motion carries

Rep Komenich Moved to adopt amendment 23.0241.01009

Rep Mock seconded.

Roll call vote

Representatives	Vote
Representative David Monson	Y
Representative Mike Brandenburg	Y
Representative Larry Bellew	A
Representative Keith Kempenich	Y
Representative Lisa Meier	Y
Representative Corey Mock	Y
Representative Brandy Pyle	Y

Motion carries 6-0-1

Rep Kempenich moved a Do Pass as amended.

Rep Mock Seconded

Roll call vote

Representatives	Vote
Representative David Monson	Y
Representative Mike Brandenburg	Y
Representative Larry Bellew	A
Representative Keith Kempenich	Y
Representative Lisa Meier	Y
Representative Corey Mock	Y
Representative Brandy Pyle	Y

Motion carries 6-0-1

Rep Brandenberg is the bill carrier.

Chairman Monson Closed the meeting at 10:49 AM.

Amy Liepke, Committee Clerk

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee
Brynhild Haugland Room, State Capitol

HB 1012
2/16/2023

BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption.

8:09 AM Chairman Vigesaa- Meeting was called to order and roll call was taken:

All Members Present; Chairman Vigesaa, Representative Kempenich, Representative B. Anderson, Representative Bellew, Representative Brandenburg, Representative Hanson, Representative Kreidt, Representative Martinson, Representative Mitskog, Representative Meier, Representative Mock, Representative Monson, Representative Nathe, Representative J. Nelson, Representative O'Brien, Representative Pyle, Representative Richter, Representative Sanford, Representative Schatz, Representative Schobinger, Representative Strinden, Representative G. Stemen and Representative Swiontek.

Discussion Topics:

- Amendment

Representative Brandenburg – Gives statement of purpose and amendment 23.0241.01009 (Testimony #20982)

Representative Brandenburg- Move to adopt the amendment.

Representative Monson Seconds the motion.

Committee discussion- Roll call vote

Representatives	Vote
Representative Don Vigesaa	Y
Representative Keith Kempenich	Y
Representative Bert Anderson	Y
Representative Larry Bellew	N
Representative Mike Brandenburg	Y
Representative Karla Rose Hanson	Y
Representative Gary Kreidt	Y
Representative Bob Martinson	Y
Representative Lisa Meier	Y
Representative Alisa Mitskog	Y
Representative Corey Mock	Y
Representative David Monson	Y
Representative Mike Nathe	Y
Representative Jon O. Nelson	Y
Representative Emily O'Brien	Y

Representative Brandy Pyle	Y
Representative David Richter	Y
Representative Mark Sanford	Y
Representative Mike Schatz	Y
Representative Randy A. Schobinger	Y
Representative Greg Stemen	Y
Representative Michelle Strinden	Y
Representative Steve Swiontek	Y

Motion Carries 22-1-0

Representative Brandenburg Move for a Do Pass as Amended

Representative Monson Seconds the motion.

Committee discussion- Roll call vote

Representatives	Vote
Representative Don Vigesaa	Y
Representative Keith Kempenich	Y
Representative Bert Anderson	Y
Representative Larry Bellew	N
Representative Mike Brandenburg	Y
Representative Karla Rose Hanson	Y
Representative Gary Kreidt	Y
Representative Bob Martinson	Y
Representative Lisa Meier	Y
Representative Alisa Mitskog	Y
Representative Corey Mock	Y
Representative David Monson	Y
Representative Mike Nathe	Y
Representative Jon O. Nelson	Y
Representative Emily O'Brien	Y
Representative Brandy Pyle	Y
Representative David Richter	Y
Representative Mark Sanford	Y
Representative Mike Schatz	Y
Representative Randy A. Schobinger	Y
Representative Greg Stemen	Y
Representative Michelle Strinden	Y
Representative Steve Swiontek	Y

Motion Carries 22-1-0 Representative Brandenburg will carry the bill.

8:41 AM Chairman Vigesaa Closed the meeting for HB 1012

Risa Berube, Committee Clerk

23.0241.01009
Title.02000

Fiscal No. 2

Prepared by the Legislative Council staff for
House Appropriations - Government
Operations Division Committee
February 13, 2023

DR
1/7
2-16-23

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1012

Page 1, line 2, replace the first "and" with "to amend and reenact section 57-40.3-10 of the North Dakota Century Code and section 13 of chapter 15 and section 10 of chapter 80 of the 2021 Session Laws, relating to motor vehicle excise tax allocations, an appropriation for township roadway funding, and the appropriation of bond proceeds for transportation projects;"

Page 1, line 2, after "exemption" insert "; to provide a report; to provide an effective date; and to declare an emergency"

Page 1, replace lines 9 through 18 with:

"

	Base Level	Adjustments or Enhancements	Appropriation
Salaries and wages	$204,109,585	$28,313,251	$232,422,836
Operating expenses	270,888,188	59,493,286	330,381,474
Capital assets	902,431,344	741,713,721	1,644,145,065
Grants	118,085,610	3,985,848	122,071,458
Contingent loan authorization	0	78,500,000	78,500,000
Total all funds	$1,495,514,727	$912,006,106	$2,407,520,833
Less estimated income	1,495,514,727	901,631,106	2,397,145,833
Total general fund	$0	$10,375,000	$10,375,000
Full-time equivalent positions	982.00	16.00	998.00"

Page 1, line 19, after "**FUNDING**" insert "**- EFFECT ON BASE BUDGET - REPORT TO SIXTY-NINTH LEGISLATIVE ASSEMBLY**"

Page 1, line 20, after "biennium" insert "and the 2023-25 biennium one-time funding items included in the appropriation in section 1 of this Act"

Page 1, replace line 23 with:

"Contingent loans	50,000,000	78,500,000"

Page 2, replace lines 4 and 5 with:

"Township emergency repair grants	750,000	0
Federal discretionary funds and match	0	490,000,000
State flexible transportation fund	0	115,000,000
Roadway management system project	0	6,250,000
Door security	0	865,000
Automated vehicle location	0	2,010,000
Short line railroad programs	0	8,000,000
Flood projects study	0	5,000,000
Rural transit program grants	0	1,250,000
Total all funds	$889,019,357	$706,875,000
Less estimated income	889,019,357	696,500,000
Total general fund	$0	$10,375,000

The 2023-25 biennium one-time funding amounts are not a part of the department's base budget for the 2025-27 biennium. The department of transportation shall report to the appropriations committees of the sixty-ninth legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2023, and ending June 30, 2025."

Page 2, after line 11, insert:

"**SECTION 4. CONTINGENT LOAN AUTHORIZATION - CONTINGENT FUNDING - HIGHWAY IMPROVEMENT PROJECTS.** The department of transportation may borrow from the Bank of North Dakota, $50,000,000, or so much of the sum as may be necessary, which is appropriated to the department of transportation in the contingent loan authorization line item in section 1 of this Act for matching federal funds that may become available, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds may be borrowed and spent only upon certification by the director of the department of transportation to the director of the office of management and budget that the department has been awarded additional federal grants related to United States highway 85 during the biennium beginning July 1, 2023, and ending June 30, 2025. The department of transportation shall request from the sixty-ninth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

SECTION 5. CONTINGENT LOAN AUTHORIZATION - CONTINGENT FUNDING - FLOOD PROJECTS. The department of transportation may borrow from the Bank of North Dakota, $28,500,000, or so much of the sum as may be necessary, which is appropriated to the department of transportation in the contingent loan authorization line item in section 1 of this Act for matching funds made available from the state of Minnesota for northern Red River valley transportation projects, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds authorized in this section may be borrowed and spent only upon certification by the director of the department of transportation to the office of management and budget that the Minnesota department of transportation will match these funds one dollar-for-dollar basis. The funds may be borrowed and spent for phase one of a project to address northern Red River valley flooding issues and are available for design, redesign, preliminary and final engineering, environmental analysis, right of way acquisition, and construction, including demolition. The department of transportation shall request from the sixty-ninth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

SECTION 6. ESTIMATED INCOME - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The estimated income line item in section 1 of this Act includes the sum of $328,000,000 from the strategic investment and improvements fund for the following purposes:

1. The sum of $200,000,000 for matching federal highway discretionary grants;
2. The sum of $115,000,000 to establish a state flexible transportation fund;
3. The sum of $8,000,000 to enhance existing loan programs to assist short line railroads with rail improvement projects; and
4. The sum of $5,000,000 for studies, preliminary engineering, and environmental studies to address northern Red River valley infrastructure affected by flooding.

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SECTION 7. RURAL TRANSIT FUNDING. The grants line item in section 1 of this Act includes the sum of $1,250,000 from the general fund for grants to rural transit providers in nonurban areas.

SECTION 8. CONSTRUCTION OF REST AREA AND VISITOR CENTER. Notwithstanding any other provision of law, the director of the department of transportation may enter into a cooperative agreement with a public or private entity and may expend moneys from the state highway fund or any moneys within the limits of the legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota, for the biennium beginning July 1, 2023, and ending June 30, 2025.

SECTION 9. AMENDMENT. Section 57-40.3-10 of the North Dakota Century Code is amended and reenacted as follows:

57-40.3-10. Transfer of revenue.

All moneys collected and received under this chapter must be transmitted monthly by the director of the department of transportation to the state treasurer ~~to be transferred and credited to the general fund~~who shall deposit fifty percent of collections in the state highway fund and fifty percent of collections in the general fund.

SECTION 10. AMENDMENT. Section 13 of chapter 15 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 13. 2019-21 BIENNIUM APPROPRIATION - TRANSFER - GENERAL FUND TO HIGHWAY FUND - 2021-23 BIENNIUM APPROPRIATION - HIGHWAY FUND AND FEDERAL FUNDS - EXEMPTION - REPORT.

1. There is appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, the sum of $100,000,000, which the office of management and budget shall transfer to the highway fund during the period beginning with the effective date of this Act, and ending June 30, 2021. The funds transferred to the highway fund must be maintained and reported separately from other funds in the highway fund.

2. There is appropriated out of any moneys in the highway fund, not otherwise appropriated, the sum of $100,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of matching federal discretionary funds received in excess of the regular federal funding amounts included in the department's 2021-23 biennium budget, for the biennium beginning July 1, 2021, and ending June 30, 2023. Of this amount, the department shall use at least $10,000,000 ~~for matching federal funds~~ for township road and bridge projects as follows:

   a. The funds must be allocated by the department to counties for projects or grants for the benefit of organized and unorganized townships;

   b. The department shall establish criteria to distribute the funds;

   c. The funds must be used for the maintenance and improvement of township paved and unpaved roads and bridges;

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d. Priority must be given to projects that match federal funds and to projects that improve roadways that serve as local corridors; and

e. A township is not eligible to receive funding if the township does not maintain any roadways.

3. There is appropriated from federal funds, the sum of $100,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of defraying the expenses of road and bridge construction projects for the biennium beginning July 1, 2021, and ending June 30, 2023.

4. ~~On June 30, 2023, the office of management and budget shall transfer any unexpended and unobligated funds transferred to the highway fund under subsection 1 to the general fund~~The appropriation provided in this section is not subject to section 54-44.1-11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025.

5. During the 2021-22 interim, the department of transportation shall provide quarterly reports to the budget section regarding the use of funds transferred from the general fund to the highway fund.

SECTION 11. AMENDMENT. Section 10 of chapter 80 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 10. APPROPRIATION - HIGHWAY FUND - ~~CONTINGENT TRANSFER~~EXEMPTION. There is appropriated out of any moneys in the highway fund in the state treasury, not otherwise appropriated, the sum of $70,000,000, or so much of the sum as may be necessary, derived from bond proceeds to the department of transportation for state highway road and bridge projects and for matching federal funds that may become available, for the biennium beginning July 1, 2021, and ending June 30, 2023. ~~Of the $70,000,000, $35,000,000 is designated for state highway bridge projects, and $35,000,000 is designated for matching federal funds that may become available for state highway projects in excess of the federal funds appropriated to the department of transportation as part of its 2021-23 biennial budget. By October 1, 2022, the director of the department of transportation shall certify to the office of management and budget the amount of funding committed to matching excess federal funds from the $35,000,000 provided under this section. If the amount committed is less than $35,000,000, the office of management and budget shall transfer any uncommitted amounts to the infrastructure revolving loan fund under section 6-09-49~~The appropriation provided in this section is not subject to section 54-44.1-11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025.

SECTION 12. EXEMPTION - UNEXPENDED APPROPRIATIONS. The following appropriations are not subject to the provisions of section 54-44.1-11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025:

1. The sum of $750,000 appropriated from the state disaster relief fund for emergency township road repairs in section 4 of chapter 40 of the 2021 Session Laws;

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2. The sum of $1,609,357 appropriated from federal funds for grants to transit providers in subdivision 10 of section 2 of chapter 28 of the 2021 Session Laws;

3. The sum of $55,000,000 appropriated from federal funds to match state bond proceeds in section 5 of chapter 15 of the 2021 Session Laws;

4. The sum of $317,000,000 appropriated from federal funds for state, county, and township road and bridge projects in section 2 of chapter 28 of the 2021 Session Laws;

5. The sum of $61,700,060 appropriated from federal funds for surface transportation grants in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws; and

6. The sum of $13,660,000 appropriated from special funds for information technology projects in section 1 of chapter 40 of the 2021 Session Laws.

SECTION 13. EFFECTIVE DATE. Section 9 of this Act is effective for motor vehicle excise tax collections transmitted to the state treasurer after July 31, 2023.

SECTION 14. EMERGENCY. Sections 10 and 11 of this Act are declared to be an emergency measure."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1012 - Department of Transportation - House Action

	Base Budget	House Changes	House Version
Salaries and wages	$204,109,585	$28,313,251	$232,422,836
Operating expenses	270,888,188	59,493,286	330,381,474
Capital assets	902,431,344	741,713,721	1,644,145,065
Grants	118,085,610	3,985,848	122,071,458
Contingent loan authorization		78,500,000	78,500,000
Total all funds	$1,495,514,727	$912,006,106	$2,407,520,833
Less estimated income	1,495,514,727	901,631,106	2,397,145,833
General fund	$0	$10,375,000	$10,375,000
FTE	982.00	16.00	998.00

Department 801 - Department of Transportation - Detail of House Changes

	Adds Funding for Cost to Continue Salary Increases[1]	Adjusts Base Level Funding[2]	Adds Funding for Salary and Benefit Increases[3]	Adds FTE Positions[4]	Adds Funding to Match Federal Formula Funds[5]	Adds One-Time Funding to Match Federal Discretionary Grants[6]
Salaries and wages	$9,903,727		$15,414,574	$2,994,950		
Operating expenses		$45,216,310		151,976		
Capital assets		(32,536,279)			$169,250,000	$490,000,000
Grants		(5,264,152)				
Contingent loan authorization						
Total all funds	$9,903,727	$7,415,879	$15,414,574	$3,146,926	$169,250,000	$490,000,000
Less estimated income	9,903,727	7,415,879	15,414,574	3,146,926	169,250,000	490,000,000
General fund	$0	$0	$0	$0	$0	$0
FTE	0.00	0.00	0.00	16.00	0.00	0.00

	Adds Funding for State Flexible Transportation Program[7]	Adds Contingent Loan Authorizations[8]	Adds One-Time Funding for Short Line Railroad Programs[9]	Adds One-Time Funding for Projects to Address Flooding[10]	Adds One-Time Funding for Rural Transit[11]	Adds One-Time Funding for Projects and Technology[12]
Salaries and wages						
Operating expenses				$5,000,000		$9,125,000
Capital assets	$115,000,000					
Grants			$8,000,000		$1,250,000	
Contingent loan authorization		$78,500,000				
Total all funds	$115,000,000	$78,500,000	$8,000,000	$5,000,000	$1,250,000	$9,125,000
Less estimated income	115,000,000	78,500,000	8,000,000	5,000,000	0	0
General fund	$0	$0	$0	$0	$1,250,000	$9,125,000
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	Total House Changes
Salaries and wages	$28,313,251
Operating expenses	59,493,286
Capital assets	741,713,721
Grants	3,985,848
Contingent loan authorization	78,500,000
Total all funds	$912,006,106
Less estimated income	901,631,106
General fund	$10,375,000
FTE	16.00

[1] Funding is added for the cost to continue 2021-23 biennium salary increases.

[2] Funding is adjusted based on estimated federal funds to be received and for other adjustments.

[3] The following funding is added for 2023-25 biennium salary adjustments of 4 percent on July 1, 2023, and 4 percent on July 1, 2024, and increases in health insurance premiums from $1,429 to $1,648 per month:

	Other Funds
Salary increase	$10,268,264
Health insurance increase	5,146,310
Total	$15,414,574

[4] Funding is added for the following FTE positions:

	FTE	Other Funds
Auditors	4.00	$829,992
Equipment operators	7.00	949,974
Driving examiners	2.00	499,984
Accountants	3.00	715,000
Total	16.00	$2,994,950

Operating funding of $151,976 is also added for the examiner positions to increase the availability of commercial driver's license testing.

[5] Funding from the highway fund is appropriated to match federal funds. The funding is from 50 percent of motor vehicle excise taxes deposited in the highway fund resulting in a general fund revenue reduction of $169,250,000.

[6] Funding from the strategic investment and improvements fund ($200 million) is appropriated to match federal discretionary grants ($290 million).

[7] Funding is appropriated from the strategic investment and improvements fund to establish a state flexible transportation program.

[8] A $50 million appropriation from a contingent Bank of North Dakota loan is provided to match federal grants

received for projects improving United States Highway 85. A $28.5 million appropriation from a contingent Bank of North Dakota loan is provided to match funds provided by the Minnesota Department of Transportation for projects to address flooding in the northern Red River Valley.

[9] One-time funding from the strategic investment and improvements fund is added to enhance loan programs to assist short line railroads with rail improvement projects.

[10] One-time funding from the strategic investment and improvements fund is added for studies, preliminary engineering, and environmental studies to address northern Red River Valley infrastructure affected by flooding.

[11] One-time funding is added for grants to rural transit providers.

[12] One-time funding from the general fund is added for the following projects:

- $6,250,000 for the roadway information management system project;
- $865,000 for building door security; and
- $2,010,000 for an automated vehicle location project.

This amendment also:

- Amends North Dakota Century Code Section 57-40.3-10 to deposit 50 percent of motor vehicle excise tax collections in the highway fund. The amendment would reduce estimated general fund revenues by $169,250,000.
- Amends Section 13 of Chapter 15 of the 2021 Session Laws to adjust appropriation language relating to the distribution of 2021-23 biennium funding to townships.
- Amends Section 10 of Chapter 80 of the 2021 Session Laws to adjust appropriation language relating to the use of funding derived from bond proceeds during the 2021-23 biennium.
- Authorizes the Department of Transportation to construct a rest area in the western part of the state utilizing funds from the highway fund.
- Provides exemptions to allow the Department of Transportation to continue selected 2021-23 biennium appropriations into the 2023-25 biennium.

REPORT OF STANDING COMMITTEE

HB 1012: Appropriations Committee (Rep. Vigesaa, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (22 YEAS, 1 NAY, 0 ABSENT AND NOT VOTING). HB 1012 was placed on the Sixth order on the calendar.

Page 1, line 2, replace the first "and" with "to amend and reenact section 57-40.3-10 of the North Dakota Century Code and section 13 of chapter 15 and section 10 of chapter 80 of the 2021 Session Laws, relating to motor vehicle excise tax allocations, an appropriation for township roadway funding, and the appropriation of bond proceeds for transportation projects;"

Page 1, line 2, after "exemption" insert "; to provide a report; to provide an effective date; and to declare an emergency"

Page 1, replace lines 9 through 18 with:

"

	Base Level	Adjustments or Enhancements	Appropriation
Salaries and wages	$204,109,585	$28,313,251	$232,422,836
Operating expenses	270,888,188	59,493,286	330,381,474
Capital assets	902,431,344	741,713,721	1,644,145,065
Grants	118,085,610	3,985,848	122,071,458
Contingent loan authorization	0	78,500,000	78,500,000
Total all funds	$1,495,514,727	$912,006,106	$2,407,520,833
Less estimated income	1,495,514,727	901,631,106	2,397,145,833
Total general fund	$0	$10,375,000	$10,375,000
Full-time equivalent positions	982.00	16.00	998.00"

Page 1, line 19, after "**FUNDING**" insert "**- EFFECT ON BASE BUDGET - REPORT TO SIXTY-NINTH LEGISLATIVE ASSEMBLY**"

Page 1, line 20, after "biennium" insert "and the 2023-25 biennium one-time funding items included in the appropriation in section 1 of this Act"

Page 1, replace line 23 with:

"Contingent loans	50,000,000	78,500,000"

Page 2, replace lines 4 and 5 with:

"Township emergency repair grants	750,000	0
Federal discretionary funds and match	0	490,000,000
State flexible transportation fund	0	115,000,000
Roadway management system project	0	6,250,000
Door security	0	865,000
Automated vehicle location	0	2,010,000
Short line railroad programs	0	8,000,000
Flood projects study	0	5,000,000
Rural transit program grants	0	1,250,000
Total all funds	$889,019,357	$706,875,000
Less estimated income	889,019,357	696,500,000
Total general fund	$0	$10,375,000

The 2023-25 biennium one-time funding amounts are not a part of the department's base budget for the 2025-27 biennium. The department of transportation shall report to the appropriations committees of the sixty-ninth legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2023, and ending June 30, 2025."

Page 2, after line 11, insert:

"**SECTION 4. CONTINGENT LOAN AUTHORIZATION - CONTINGENT FUNDING - HIGHWAY IMPROVEMENT PROJECTS.** The department of transportation may borrow from the Bank of North Dakota, $50,000,000, or so much of the sum as may be necessary, which is appropriated to the department of transportation in the contingent loan authorization line item in section 1 of this Act for matching federal funds that may become available, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds may be borrowed and spent only upon certification by the director of the department of transportation to the director of the office of management and budget that the department has been awarded additional federal grants related to United States highway 85 during the biennium beginning July 1, 2023, and ending June 30, 2025. The department of transportation shall request from the sixty-ninth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

SECTION 5. CONTINGENT LOAN AUTHORIZATION - CONTINGENT FUNDING - FLOOD PROJECTS. The department of transportation may borrow from the Bank of North Dakota, $28,500,000, or so much of the sum as may be necessary, which is appropriated to the department of transportation in the contingent loan authorization line item in section 1 of this Act for matching funds made available from the state of Minnesota for northern Red River valley transportation projects, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds authorized in this section may be borrowed and spent only upon certification by the director of the department of transportation to the office of management and budget that the Minnesota department of transportation will match these funds one dollar-for-dollar basis. The funds may be borrowed and spent for phase one of a project to address northern Red River valley flooding issues and are available for design, redesign, preliminary and final engineering, environmental analysis, right of way acquisition, and construction, including demolition. The department of transportation shall request from the sixty-ninth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

SECTION 6. ESTIMATED INCOME - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The estimated income line item in section 1 of this Act includes the sum of $328,000,000 from the strategic investment and improvements fund for the following purposes:

1. The sum of $200,000,000 for matching federal highway discretionary grants;

2. The sum of $115,000,000 to establish a state flexible transportation fund;

3. The sum of $8,000,000 to enhance existing loan programs to assist short line railroads with rail improvement projects; and

4. The sum of $5,000,000 for studies, preliminary engineering, and environmental studies to address northern Red River valley infrastructure affected by flooding.

SECTION 7. RURAL TRANSIT FUNDING. The grants line item in section 1 of this Act includes the sum of $1,250,000 from the general fund for grants to rural transit providers in nonurban areas.

SECTION 8. CONSTRUCTION OF REST AREA AND VISITOR CENTER. Notwithstanding any other provision of law, the director of the department of transportation may enter into a cooperative agreement with a public or private entity and may expend moneys from the state highway fund or any moneys within the limits of the legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota, for the biennium beginning July 1, 2023, and ending June 30, 2025.

SECTION 9. AMENDMENT. Section 57-40.3-10 of the North Dakota Century Code is amended and reenacted as follows:

57-40.3-10. Transfer of revenue.

All moneys collected and received under this chapter must be transmitted monthly by the director of the department of transportation to the state treasurer ~~to be transferred and credited to the general fund~~who shall deposit fifty percent of collections in the state highway fund and fifty percent of collections in the general fund.

SECTION 10. AMENDMENT. Section 13 of chapter 15 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 13. 2019-21 BIENNIUM APPROPRIATION - TRANSFER - GENERAL FUND TO HIGHWAY FUND - 2021-23 BIENNIUM APPROPRIATION - HIGHWAY FUND AND FEDERAL FUNDS - EXEMPTION - REPORT.

1. There is appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, the sum of $100,000,000, which the office of management and budget shall transfer to the highway fund during the period beginning with the effective date of this Act, and ending June 30, 2021. The funds transferred to the highway fund must be maintained and reported separately from other funds in the highway fund.

2. There is appropriated out of any moneys in the highway fund, not otherwise appropriated, the sum of $100,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of matching federal discretionary funds received in excess of the regular federal funding amounts included in the department's 2021-23 biennium budget, for the biennium beginning July 1, 2021, and ending June 30, 2023. Of this amount, the department shall use at least $10,000,000 ~~for matching federal funds~~ for township road and bridge projects as follows:

   a. The funds must be allocated by the department to counties for projects or grants for the benefit of organized and unorganized townships;

   b. The department shall establish criteria to distribute the funds;

   c. The funds must be used for the maintenance and improvement of township paved and unpaved roads and bridges;

   d. Priority must be given to projects that match federal funds and to projects that improve roadways that serve as local corridors; and

   e. A township is not eligible to receive funding if the township does not maintain any roadways.

3. There is appropriated from federal funds, the sum of $100,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of defraying the expenses of road and bridge construction projects for the biennium beginning July 1, 2021, and ending June 30, 2023.

4. ~~On June 30, 2023, the office of management and budget shall transfer any unexpended and unobligated funds transferred to the~~

~~highway fund under subsection 1 to the general fund~~The appropriation provided in this section is not subject to section 54-44.1-11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025.

5. During the 2021-22 interim, the department of transportation shall provide quarterly reports to the budget section regarding the use of funds transferred from the general fund to the highway fund.

SECTION 11. AMENDMENT. Section 10 of chapter 80 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 10. APPROPRIATION - HIGHWAY FUND - ~~CONTINGENT TRANSFER~~EXEMPTION. There is appropriated out of any moneys in the highway fund in the state treasury, not otherwise appropriated, the sum of $70,000,000, or so much of the sum as may be necessary, derived from bond proceeds to the department of transportation for state highway road and bridge projects and for matching federal funds that may become available, for the biennium beginning July 1, 2021, and ending June 30, 2023. ~~Of the $70,000,000, $35,000,000 is designated for state highway bridge projects, and $35,000,000 is designated for matching federal funds that may become available for state highway projects in excess of the federal funds appropriated to the department of transportation as part of its 2021-23 biennial budget. By October 1, 2022, the director of the department of transportation shall certify to the office of management and budget the amount of funding committed to matching excess federal funds from the $35,000,000 provided under this section. If the amount committed is less than $35,000,000, the office of management and budget shall transfer any uncommitted amounts to the infrastructure revolving loan fund under section 6-09-49~~The appropriation provided in this section is not subject to section 54-44.1-11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025.

SECTION 12. EXEMPTION - UNEXPENDED APPROPRIATIONS. The following appropriations are not subject to the provisions of section 54-44.1-11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025:

1. The sum of $750,000 appropriated from the state disaster relief fund for emergency township road repairs in section 4 of chapter 40 of the 2021 Session Laws;

2. The sum of $1,609,357 appropriated from federal funds for grants to transit providers in subdivision 10 of section 2 of chapter 28 of the 2021 Session Laws;

3. The sum of $55,000,000 appropriated from federal funds to match state bond proceeds in section 5 of chapter 15 of the 2021 Session Laws;

4. The sum of $317,000,000 appropriated from federal funds for state, county, and township road and bridge projects in section 2 of chapter 28 of the 2021 Session Laws;

5. The sum of $61,700,060 appropriated from federal funds for surface transportation grants in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws; and

6. The sum of $13,660,000 appropriated from special funds for information technology projects in section 1 of chapter 40 of the 2021 Session Laws.

SECTION 13. EFFECTIVE DATE. Section 9 of this Act is effective for motor vehicle excise tax collections transmitted to the state treasurer after July 31, 2023.

SECTION 14. EMERGENCY. Sections 10 and 11 of this Act are declared to be an emergency measure."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1012 - Department of Transportation - House Action

	Base Budget	House Changes	House Version
Salaries and wages	$204,109,585	$28,313,251	$232,422,836
Operating expenses	270,888,188	59,493,286	330,381,474
Capital assets	902,431,344	741,713,721	1,644,145,065
Grants	118,085,610	3,985,848	122,071,458
Contingent loan authorization		78,500,000	78,500,000
Total all funds	$1,495,514,727	$912,006,106	$2,407,520,833
Less estimated income	1,495,514,727	901,631,106	2,397,145,833
General fund	$0	$10,375,000	$10,375,000
FTE	982.00	16.00	998.00

Department 801 - Department of Transportation - Detail of House Changes

	Adds Funding for Cost to Continue Salary Increases[1]	Adjusts Base Level Funding[2]	Adds Funding for Salary and Benefit Increases[3]	Adds FTE Positions[4]	Adds Funding to Match Federal Formula Funds[5]	Adds One-Time Funding to Match Federal Discretionary Grants[6]
Salaries and wages	$9,903,727		$15,414,574	$2,994,950		
Operating expenses		$45,216,310		151,976		
Capital assets		(32,536,279)			$169,250,000	$490,000,000
Grants		(5,264,152)				
Contingent loan authorization						
Total all funds	$9,903,727	$7,415,879	$15,414,574	$3,146,926	$169,250,000	$490,000,000
Less estimated income	9,903,727	7,415,879	15,414,574	3,146,926	169,250,000	490,000,000
General fund	$0	$0	$0	$0	$0	$0
FTE	0.00	0.00	0.00	16.00	0.00	0.00

	Adds Funding for State Flexible Transportation Program[7]	Adds Contingent Loan Authorizations[8]	Adds One-Time Funding for Short Line Railroad Programs[9]	Adds One-Time Funding for Projects to Address Flooding[10]	Adds One-Time Funding for Rural Transit[11]	Adds One-Time Funding for Projects and Technology[12]
Salaries and wages						
Operating expenses				$5,000,000		$9,125,000
Capital assets	$115,000,000					
Grants			$8,000,000		$1,250,000	
Contingent loan authorization		$78,500,000				
Total all funds	$115,000,000	$78,500,000	$8,000,000	$5,000,000	$1,250,000	$9,125,000
Less estimated income	115,000,000	78,500,000	8,000,000	5,000,000	0	0
General fund	$0	$0	$0	$0	$1,250,000	$9,125,000
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	Total House Changes
Salaries and wages	$28,313,251
Operating expenses	59,493,286
Capital assets	741,713,721
Grants	3,985,848
Contingent loan authorization	78,500,000
Total all funds	$912,006,106
Less estimated income	901,631,106
General fund	$10,375,000
FTE	16.00

[1] Funding is added for the cost to continue 2021-23 biennium salary increases.

[2] Funding is adjusted based on estimated federal funds to be received and for other adjustments.

[3] The following funding is added for 2023-25 biennium salary adjustments of 4 percent on July 1, 2023, and 4 percent on July 1, 2024, and increases in health insurance premiums from $1,429 to $1,648 per month:

	Other Funds
Salary increase	$10,268,264
Health insurance increase	5,146,310
Total	$15,414,574

[4] Funding is added for the following FTE positions:

	FTE	Other Funds
Auditors	4.00	$829,992
Equipment operators	7.00	949,974
Driving examiners	2.00	499,984
Accountants	3.00	715,000
Total	16.00	$2,994,950

Operating funding of $151,976 is also added for the examiner positions to increase the availability of commercial driver's license testing.

[5] Funding from the highway fund is appropriated to match federal funds. The funding is from 50 percent of motor vehicle excise taxes deposited in the highway fund resulting in a general fund revenue reduction of $169,250,000.

[6] Funding from the strategic investment and improvements fund ($200 million) is appropriated to match federal discretionary grants ($290 million).

[7] Funding is appropriated from the strategic investment and improvements fund to establish a state flexible transportation program.

[8] A $50 million appropriation from a contingent Bank of North Dakota loan is provided to match federal grants received for projects improving United States Highway 85. A $28.5 million appropriation from a contingent Bank of North Dakota loan is provided to match funds provided by the Minnesota Department of Transportation for projects to address flooding in the northern Red River Valley.

[9] One-time funding from the strategic investment and improvements fund is added to enhance loan programs to assist short line railroads with rail improvement projects.

[10] One-time funding from the strategic investment and improvements fund is added for studies, preliminary engineering, and environmental studies to address northern Red River Valley infrastructure affected by flooding.

[11] One-time funding is added for grants to rural transit providers.

[12] One-time funding from the general fund is added for the following projects:

- $6,250,000 for the roadway information management system project;

- $865,000 for building door security; and
- $2,010,000 for an automated vehicle location project.

This amendment also:

- Amends North Dakota Century Code Section 57-40.3-10 to deposit 50 percent of motor vehicle excise tax collections in the highway fund. The amendment would reduce estimated general fund revenues by $169,250,000.
- Amends Section 13 of Chapter 15 of the 2021 Session Laws to adjust appropriation language relating to the distribution of 2021-23 biennium funding to townships.
- Amends Section 10 of Chapter 80 of the 2021 Session Laws to adjust appropriation language relating to the use of funding derived from bond proceeds during the 2021-23 biennium.
- Authorizes the Department of Transportation to construct a rest area in the western part of the state utilizing funds from the highway fund.
- Provides exemptions to allow the Department of Transportation to continue selected 2021-23 biennium appropriations into the 2023-25 biennium.

2023 SENATE APPROPRIATIONS

HB 1012

Department 801 - Department of Transportation
House Bill No. 1012

First Chamber Comparison to Base Level

	General Fund	Other Funds	Total
2023-25 First Chamber Version	$10,375,000	$2,397,145,833	$2,407,520,833
2023-25 Base Level	0	1,495,514,727	1,495,514,727
Increase (Decrease)	$10,375,000	$901,631,106	$912,006,106

First Chamber Changes

A summary of the first chamber's changes to the agency's base level appropriations and the executive budget is attached as an appendix.

Selected Bill Sections Included in the First Chamber Version

Line item transfers - Section 3 authorizes the Department of Transportation (DOT) to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items when it is cost-effective for the construction and maintenance of highways.

Contingent loan authorization - Section 4 authorizes DOT to borrow up to $50 million from the Bank of North Dakota to match $50 million of federal funds for US Highway 85 projects.

Contingent loan authorization - Section 5 authorizes DOT to borrow up to $28.5 million from the Bank of North Dakota to match funds for northern Red River Valley flood projects.

Strategic investment and improvements fund - Section 6 identifies $328 million from the strategic investment and improvements fund (SIIF) to match federal highway funding ($200 million), to establish a flexible state transportation fund ($115 million), to enhance short line railroad programs ($8 million), and to conduct northern Red River Valley infrastructure studies ($5 million).

Rural transit funding - Section 7 identifies $1.25 million from the general fund for grants to nonurban rural transit providers.

Rest area and visitor center construction - Section 8 authorizes DOT to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.

Motor vehicle excise tax collections - Section 9 amends North Dakota Century Code Section 57-40.3-10 to deposit 50 percent of motor vehicle excise tax collections in the highway fund.

Amendment - 2021-23 biennium appropriation authority - Section 10 amends an appropriation section from the 2021 legislative session to provide for the distribution of funding for township road and bridge projects. Section 11 amends an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.

Exemptions - Section 12 provides exemptions for various road and infrastructure projects.

Continuing Appropriations

Public transportation fund - Section 39-04.2-04 - Consists of a 1.5 percent allocation from the state highway tax distribution fund. The funds received by the public transportation fund are allocated to each county. Each county receives .4 percent base amount plus $1.50 per capita of population in the county, based upon the latest regular or special official federal census.

Deficiency Appropriations

No deficiency appropriations for this agency.

Significant Audit Findings

The Department of Transportation audit report for the biennium ending June 30, 2021, included the following findings:

- DOT did not properly assign or restrict individual access rights to the computer system related to storage of REAL ID documents which could give employees access to sensitive information without being authorized.
- DOT has not designed and implemented procedures to identify inappropriate access to sensitive personal information in the REAL ID document computer storage system.
- DOT did not have proper procedures in place to track required training and did not have procedures in place to track annual confidentiality policy acknowledgements.

Major Related Legislation

House Bill No. 1080 - Electronic proof of motor vehicle registration - Allows drivers to provide electronic proof of motor vehicle registration.

House Bill No. 1081 - Electronic vehicle charging tax study - Requires DOT to conduct a study of options to implement an electronic charging tax.

House Bill No. 1102 - Federal funds - Provides for the Director of DOT to seek federal grants and discretionary funding.

House Bill Nos. 1117, 1351, 1352, 1354, and 1355 and Senate Bill No. 2146 - Designated names for roads and bridges - Designates names for certain roads and bridges and provides DOT with a continuing appropriation to spend any funds donated for the placements of signs designating the names of the roads and bridges.

House Bill No. 1519 - Uncrewed aircraft and autonomous technology grants - Appropriates $250,000 from the federal State Fiscal Recovery Fund to DOT for uncrewed aircraft and autonomous technology grants to political subdivisions.

Senate Bill No. 2063 - Federal electric vehicle infrastructure grants - Authorizes DOT to enter agreements for electric vehicle charging infrastructure.

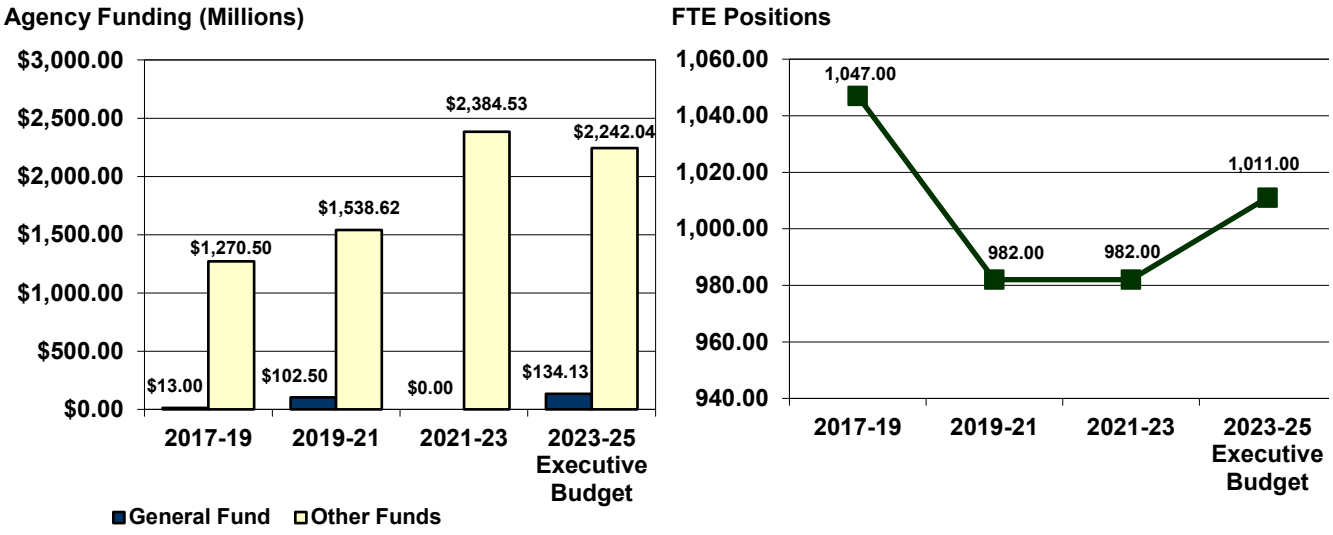
Senate Bill No. 2110 - National park maintenance agreement - Allows DOT to enter an agreement for the joint maintenance of the road network in Theodore Roosevelt National Park.

Senate Bill No. 2113 - Flexible transportation fund - Creates a flexible transportation fund for the construction and maintenance of state and local roads.

Senate Bill No. 2329 - County and township highway aid funds - Creates a county highway aid fund and a township highway aid fund and deposits 12.5 percent of motor vehicle excise tax collections in each fund.

Historical Appropriations Information

Agency Appropriations and FTE Positions



Ongoing Other Funds Appropriations

	2015-17	2017-19	2019-21	2021-23	2023-25 Executive Budget
Ongoing other funds appropriations	$1,266,540,461	$1,269,489,868	$1,388,445,404	$1,495,514,727	$1,652,036,667
Increase (decrease) from previous biennium	N/A	$2,949,407	$118,955,536	$107,069,323	$156,521,940
Percentage increase (decrease) from previous biennium	N/A	0.2%	9.4%	7.7%	10.5%
Cumulative percentage increase (decrease) from 2015-17 biennium	N/A	0.2%	9.6%	18.1%	30.4%

Major Increases (Decreases) in Ongoing Other Funds Appropriations

2017-19 Biennium

1. Removed 26.5 vacant FTE positions	($5,363,021)
2. Removed 5 FTE positions ($658,219) and related operating expenses ($628,400) through consolidation of eight highway maintenance sections	($1,286,619)
3. Removed 2 FTE administrator positions and transferred $396,261 from the salaries and wages line item to the capital assets line item	$0
4. Adjusted funding for operating expenses, capital assets, and grants	$14,067,380
5. Added funding for capital assets	$588,122
6. Reduced funding for operating expenses	($5,013,726)
7. Reduced funding for driver's license field sites	($160,293)

2019-21 Biennium

1. Removed 42 unspecified FTE positions and related funding	($7,979,595)
2. Restored 16 FTE positions for research and development, enterprise management, and to transform the department's artificial intelligence and design, drones, robotics, smart license plates, and digital driver's licenses ($3 million), and added 2 FTE positions related to Fargo driver's license operations ($334,000)	$3,334,000
3. Transferred 41 FTE IT positions and related funding to the Information Technology Department (ITD) ($8,224,012) and adds funding of $8,284,451 for payments to ITD for the IT unification initiative	$60,439
4. Increased funding for capital assets to provide a total ongoing capital asset funding of $859,725,944	$87,874,093

5. Increased funding for grants to provide a total of $95,854,637 $17,226,607

2021-23 Biennium

1. Increased funding for capital payments to provide a total of $837,191,709 $19,416,426
2. Increased funding for building, grounds, and maintenance to provide a total of $80,402,361 $11,874,907
3. Increased funding for professional services to provide a total of $79,008,372 $10,213,695
4. Increased funding for data processing to provide a total of $26,176,352 $6,143,124
5. Increased funding for operating fees and services to provide a total of $7,840,256 $4,365,500

2023-25 Biennium (Executive Budget Recommendation)

1. Adds $115 million for a new state funded transportation program $115,000,000
2. Adds 29 FTE positions $5,444,921

One-Time Appropriations

	2015-17	2017-19	2019-21	2021-23	2023-25 Executive Budget
One-time appropriations	$820,000,000	$1,015,000	$73,800,000	$889,019,357	$724,125,000

Major One-Time Appropriations

2017-19 Biennium

1. Added one-time funding for an electronic payment processing system to be implemented by ITD, of which $147,000 is from a Bank of North Dakota loan and $159,000 is for repayment of the loan. $306,000
2. Added one-time funding of other funds received from Adjutant General loan proceeds for law enforcement costs relating to unlawful activity associated with the construction of the Dakota Access Pipeline $709,000

2019-21 Biennium

1. Added one-time funding from the highway fund to replace the driver's license system $22,500,000
2. Added contingent one-time funding from a Bank of North Dakota loan to match federal grants $50,000,000

2021-23 Biennium

1. Added one-time funding from federal funds as matching funds for road and bridge projects, of which $35 million is to match funding provided through bonding and $20 million is to match funding allocated to townships $55,000,000
2. Added one-time funding from federal funds received under the federal American Rescue Plan Act and other federal funding $318,609,357
3. Added one-time funding from bond proceeds deposited in the highway fund for state highway bridge projects and for matching federal funds for US Highway 85 $70,000,000
4. Added contingent one-time funding from a Bank of North Dakota loan to match federal grants for US Highway 85 $50,000,000
5. Added one -time funding from federal funds for infrastructure improvements to US Highway 85 $45,000,000

2023-25 Biennium (Executive Budget Recommendation)

1. Adds $100 million from the general fund and $300 million from SIIF to match federal funds, including one-time federal funds of $290 million $690,000,000
2. Adds $25 million from the general fund to establish a state funded transportation program $25,000,000
3. Adds $6.25 million from the general fund for the roadway information management system project $6,250,000
4. Provides $2.01 million from the general fund for automated vehicle locators $2,010,000

Department of Transportation - Budget No. 801
House Bill No. 1012
Base Level Funding Changes

	Executive Budget Recommendation				House Version			
	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2023-25 Biennium Base Level	982.00	$0	$1,495,514,727	$1,495,514,727	982.00	$0	$1,495,514,727	$1,495,514,727
2023-25 Ongoing Funding Changes								
Cost to continue salary increases, including cost to continue 2021-23 equity adjustments			$9,903,727	$9,903,727			$9,903,727	$9,903,727
Salary increase			13,726,830	13,726,830			10,268,264	10,268,264
Health insurance increase			5,030,586	5,030,586			5,146,310	5,146,310
Base budget adjustments, including adjustments to federal funding levels			7,415,879	7,415,879			7,415,879	7,415,879
State-funded transportation program			115,000,000	115,000,000				0
New FTE positions	29.00		5,444,921	5,444,921	16.00		3,146,926	3,146,926
Federal matching funds (Motor vehicle excise tax)				0			169,250,000	169,250,000
Total ongoing funding changes	29.00	$0	$156,521,943	$156,521,943	16.00	$0	$205,131,106	$205,131,106
One-Time Funding Items								
Federal matching funds one-time, including SIIF		$100,000,000	$73,736,663	$173,736,663				$0
Federal discretionary funds, including SIIF match			516,263,337	516,263,337			$490,000,000	490,000,000
State-funded transportation program (SIIF)		25,000,000		25,000,000			115,000,000	115,000,000
Roadway information management system project		6,250,000		6,250,000		$6,250,000		6,250,000
Door security		865,000		865,000		865,000		865,000
Automated vehicle location		2,010,000		2,010,000		2,010,000		2,010,000
Contingent US Highway 85 loan				0			50,000,000	50,000,000
Short line railroad programs (SIIF)				0			8,000,000	8,000,000
Northern Red River Valley flood projects study				0			5,000,000	5,000,000
Contingent loan - flood projects				0			28,500,000	28,500,000
Rural transit programs				0		1,250,000		1,250,000
Total one-time funding changes	0.00	$134,125,000	$590,000,000	$724,125,000	0.00	$10,375,000	$696,500,000	$706,875,000
Total Changes to Base Level Funding	29.00	$134,125,000	$746,521,943	$880,646,943	16.00	$10,375,000	$901,631,106	$912,006,106
2023-25 Total Funding	1,011.00	$134,125,000	$2,242,036,670	$2,376,161,670	998.00	$10,375,000	$2,397,145,833	$2,407,520,833
Federal funds included in other funds			*$1,219,302,445*				*$1,218,905,109*	
Total ongoing changes as a percentage of base level	*3.0%*		*10.5%*	*10.5%*	*1.6%*		*13.7%*	*13.7%*
Total changes as a percentage of base level	*3.0%*		*49.9%*	*58.9%*	*1.6%*		*60.3%*	*61.0%*

Other Sections in Department of Transportation - Budget No. 801

	Executive Budget Recommendation	House Version
Line item transfers	Section 3 would authorize DOT to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.	Section 3 authorizes the Office of Management and Budget to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items as requested by DOT when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Legislative Council.
Exemption - State highway investments	Section 4 would provide that $503,115,558 appropriated in the capital assets line item of House Bill No. 1012 (2015), relating to enhanced state highway investments, is exempt from Section 54-44.1-11 and may be continued into the 2023-25 biennium.	Not included.
Additional income appropriation	Section 5 would appropriate any additional federal or other funds available to DOT during the 2023-25 biennium.	Not included.
Contingent loan authorization	Section 7 would allow DOT to borrow up to $50 million from the Bank of North Dakota to match $50 million of federal funds.	Section 4 allows DOT to borrow up to $50 million from the Bank of North Dakota to match federal grant funds received for US Highway 85 projects.
Contingent loan authorization	Not included.	Section 5 allows DOT to borrow up to $28.5 million from the Bank of North Dakota for northern Red River Valley flood projects.
Strategic investment and improvements fund	Section 6 would identify $300 million from SIIF to be used to match federal highway funding.	Section 6 identifies $328 million from SIIF to match federal discretionary funds ($200 million), for a state flexible transportation fund ($115 million), for the short line railroad program ($8 million), and for a flood projects study ($5 million).
Rural transit funding	Not included.	Section 7 provides guidelines for the distribution of $1.25 million of additional rural transit funding.
Rest area and visitor center construction	Section 18 would authorize DOT to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.	Section 8 authorizes DOT to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.
Motor vehicle excise tax allocations	The executive budget recommends an amendment to Senate Bill No. 2015 to deposit 25 percent of motor vehicle excise tax collections into the highway fund the 1st year of the 2023-25 biennium and 50 percent of collections during the 2nd year of the biennium.	Section 9 amends Section 57-40.3-10 to deposit 50 percent of motor vehicle excise tax collections in the highway fund. Section 13 provides an effective date for the deposit of collections.
Amendment - 2021-23 biennium township funding allocation	Not included.	Section 10 amends an appropriation section from the 2021 legislative session to allow townships to access road and bridge project funding.
Amendment - 2021-23 biennium appropriation authority	Section 20 would amend an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.	Section 11 amends an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.
Exemptions	Sections 8 through 17 would provide exemptions for various road and infrastructure projects.	Section 12 provides exemptions for various road and infrastructure projects.
Emergency clause	Not included.	Section 14 provides an emergency clause for Sections 10 and 11 which amend the 2021 Session Laws.

2023 SENATE STANDING COMMITTEE MINUTES

Appropriations

Rough Rider Room, State Capitol

HB 1012
3/2/2023

A bill for an act to provide an appropriation for defraying the expenses of the Department of Transportation, relating to motor vehicle excise tax allocations, an appropriation for township roadway funding, and the appropriation of bond proceeds for transportation projects; to provide an exemption; to provide a report; to provide an effective date; and to declare an emergency.

1:03 PM Chairman Bekkedahl opened the meeting.

Senators Bekkedahl, Krebsbach, Burckhard, Davison, Dever, Dwyer, Erbele, Mathern, Meyer, Roers, Rust, Schaible, Sorvaag, Vedaa, and Wanzek were present. Senator Kreun was absent.

Discussion Topics:

- Department divisions overview
- Contracts issued
- Driver's license knowledge system
- Vision Zero
- Short line rail programs
- Awards and accolades
- Highway classification system
- 4,837 total bridges
- 1,518 total pieces equipment
- Snow and ice control cost
- Agency airplanes
- Fuel tax and MV license fees
- Federal grant funds
- Construction cost index
- Costs per mile
- Discretionary Federal funds
- Federal grant money reporting and follow-up
- Capital improvement plan
- Equipment and building backlog
- Vision Zero school program
- Ten-year infrastructure needs
- Employees turnover rate
- Re-established operational needs
- 80/20 Federal/state fund split
- New flexible transportation fund
- New full-time employee (FTE) requests
- Large IT project requests

- Round-about efficacy

1:04 PM Ron Henke, Director of ND Department of Transportation, testified. Testimony #21797

Additional Written Testimony:
Amanda Remynse, ND Motor Carriers Association, Testimony #21637

Andrea Pfennig, Director of Government Affairs, Greater ND Chamber, Testimony #21647

Geoff Simon, Lobbyist #144, Western Dakota Energy Association, Testimony #21668

11:36 AM Chairman Bekkedahl closed the meeting.

Carol Thompson, Committee Clerk

2023 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Red River Room, State Capitol

HB 1012
3/7/2023

A bill for an act relating to motor vehicle excise tax allocations, an appropriation for township roadway funding, and the appropriation of bond proceeds for transportation projects; to provide an exemption; to provide a report; to provide an effective date; and to declare an emergency.

8:09 AM Chairman Wanzek called the meeting to order.

Senators Wanzek, Erbele, Roers, Dwyer, and Vedaa are present.

Discussion Topics:

- Agency overview
- American Rescue funds
- Bond for bridges
- Full-time employees
- Federal dollar match
- Drone utilization
- Student intern program
- Product research
- Equipment backlog
- Owned/leased equipment
- Capital improvement plan
- State flexible fund corridors
- Motor vehicle excise tax
- Driver license/motor vehicle license efficiencies
- Vision Zero and Sober Ride
- Safety corridors
- Fatal crash data
- State vehicle fleet
- Infrastructure Investment and Jobs Act (IIJA)
- Transportation system costs
- Planning and asset management
- Discretionary funding (Federal dollars)
- Local government partnerships
- Uncrewed aerial systems (UAS)
- Smart corridors
- Employee safety
- Highway infrastructure life-cycle and pavement preservation
- Project development/construction process
- Construction contract breakdown
- US 85 4-lane projects
- Administration and civil rights

- Amendment
- US 85 Theodore Roosevelt Corridor
- Operational audit findings
- One-time appropriated funding
- Transportation fund
- Workforce issues
- Large IT project requests
- Public rural transit services

8:10 AM Ron Henke, Director, ND Department of Transportation, testified.
Testimony #22424

8:36 AM Robin Rehberg, Deputy Director ND DOT Driver Safety, testified.
Testimony # 22424, pp.6-13, #23113

9:06 AM Chad Orn, Deputy Director of Project Development, testified.
Testimony #22424 pp. 14-19

9:23 AM Matt Linneman, Deputy Director of Engineering, testified.
Testimony #22424 pp. 20-51

9:48 AM Recess
10:01 AM Reconvene

10:03 AM Beth Feldner, Community Relations Manager, Xcel Energy, testified in support.
Testimony # 22690

10:05 AM Cal Klewin, Executive Director Theodore Roosevelt Expressway Association, testified affirmatively. Testimony #21871

10:12 AM Terra Miller-Bowley, ND DOT Deputy Director for Administration, testified.
Testimony #22424.

11:00 AM Pat Hansen, Director of SW Services, testified in favor of HB 1012 online.
Testimony #22282

11:12 AM Terry Effertz, Executive Director Short-line Railroads, testified. No written testimony.

11:13 AM Brian Solberg, ND Highway Patrol testified favorably. Testimony #22442

11:14 AM Larry Syverson, ND Township Officers Association, testified in support of HB 1012.
No written testimony.

11:15 AM Matt Gardner, ND League of Cities, testified. No written testimony.

Workforce will be affected.

11:17 AM Chairman Wanzek closed the meeting.

Carol Thompson, Committee Clerk

2023 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Red River Room, State Capitol

HB 1012
3/14/2023

A bill for an act relating to motor vehicle excise tax allocations, an appropriation for township roadway funding, and the appropriation of bond proceeds for transportation projects; to provide an exemption; to provide a report; to provide an effective date; and to declare an emergency.

3:33 PM Chairman Wanzek called the meeting to order.

Senators Wanzek, Erbele, Roers, Dwyer, and Vedaa were present.

Discussion Topics:

- Highway 85 project
- Red River Valley Project
- Rural transit
- Rest area construction
- Motor vehicle tax transfer
- Township road projects
- Bond proceeds, bridge projects
- Unexpended appropriations
- Federal funds
- SIF and Legacy Funds

3:34 PM Terra Miller-Bowley, ND Department of Transportation (DOT) Deputy Director for Administration, testified. Testimony #22424, pp. 38-44

3:59 PM Ron Henke, Director ND DOT, testified. Testimony #24950

4:06 PM Brady Larson, LC Budget Analyst, testified. Testimony #24992

4:09 PM Chairman Wanzek closed the meeting.

Carol Thompson, Committee Clerk

2023 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Red River Room, State Capitol

HB 1012
3/23/2023

A bill to provide an appropriation for defraying the expenses of the Department of Transportation; relating to motor vehicle excise tax allocations, an appropriation for township roadway funding, and the appropriation of bond proceeds for transportation projects; to provide an exemption; to provide a report; to provide an effective date; and to declare an emergency.

2:57 PM Chairman Wanzek called the meeting to order.
Senators Wanzek, Erbele, Roers, Dwyer, and Vedaa were present.

Discussion Topics:

- Motor Vehicle Excise Tax
- Proposed State Flexible Transportation Fund
- Non-oil-producing county distribution criteria
- County – Township projects
- Recurring funding source
- Highway 85 project
- Matching funds source – Federal requirements
- "Flexible Fund" management
- Other bills' effects
- Bonding - lines of credit
- Formula fund/flexible fund
- Decision makers
- Administrators for township fund
- Rural and municipal public transit
- NEVI funding
- FTE requests
- Motor Vehicle Excise Tax
- Bonding - authority

2:59 PM Alex Cronquist, LC Senior Fiscal Analyst, testified. Testimony #26498

2:59 PM Ron Henke, ND Department of Transportation Director (DOT), testified. Testimony #26497

3:22 PM Stephanie Johnson, OMB Fiscal Management Analyst, testified. (No written testimony)

3:28 PM Terra Miller, ND DOT Deputy Director for Administration, testified. (No written testimony)

3:40 PM Robin Rehberg, ND DOT Deputy Director for Driver Safety, testified. (No written testimony)

3:51 Chairman Wanzek closed the meeting.

Carol Thompson, Committee Clerk

2023 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Red River Room, State Capitol

HB 1012
3/29/2023

A bill for an act to provide an appropriation for defraying the expenses of the Department of Transportation; relating to motor vehicle excise tax allocations, an appropriation for township roadway funding, and the appropriation of bond proceeds for transportation projects; to provide an exemption; to provide a report; to provide an effective date; and to declare an emergency.

11:02 AM Chairman Wanzek called the meeting to order.
Senators Wanzek, Erbele, Roers, Dwyer, and Vedaa are present.

Discussion Topics:

- Flexible fund elements
- Existing discretionary bond fund
- Motor vehicle excise tax
- State Investment and Improvement Funds (SIIF) funds
- Highway 85 project
- Total flex fund
- Study for Highway 52
- Cooperative channel of management for state, county, and township roads
- Portal 24 Hour Border Crossing - highways
- Ability to match Federal dollars
- Full-time employees (FTEs) - flexible fund
- HB 1379 effects
- Short line rail revolving loan program
- Study for Northern Red River Valley flood control projects
- Minnesota partnering funds
- Salaries
- Township and county funding match
- HB 1102 effects

11:06 AM Brady Larson, LC Assistant Budget Analyst and Auditor, testified. (No written testimony)

11:33 Stephanie Johnson, OMB Fiscal Management Analyst, testified. (No written testimony)

11:33 Ron Henke, Director ND Department of Transportation, testified. (No written testimony)

11:56 Chairman Wanzek closed the meeting.

Carol Thompson, Committee Clerk

2023 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Red River Room, State Capitol

HB 1012
3/30/2023

A bill for an act to provide an appropriation for defraying the expenses of the Department of Transportation; relating to motor vehicle excise tax allocations, an appropriation for township roadway funding, and the appropriation of bond proceeds for transportation projects; to provide an exemption; to provide a report; to provide an effective date; and to declare an emergency.

8:36 AM Chairman Wanzek opened the meeting.

Senators Wanzek, Dwyer, J. Roers, Vedaa, and Erbele are present.

Discussion Topics:

- Bonding funds
- Motor vehicle excise tax
- DOT flexible fund
- Cost of study
- Casselton project
- Federal matching funds
- Vision Zero
- Short line rail funds
- Red River flood project
- Rural public transit
- Proposed study for Vision Zero section of Highway 52
- New full-time employees (FTEs)
- Township and county roadways
- Roadway information management system
- Automated vehicle location
- Electric vehicle charging stations

8:41 AM Ron Henke, ND Department of Transportation (DOT) Commissioner, testified. Testimony #26497

9:08 AM Brady Larson, LC Assistant Fiscal Analyst and Auditor, testified. Testimony #27132

9:36 AM Chairman Wanzek closed the meeting.

Carol Thompson, Committee Clerk

2023 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Red River Room, State Capitol

HB 1012
03/31/2023

A bill for an act to provide an appropriation for defraying the expenses of the Department of Transportation; relating to motor vehicle excise tax allocations, an appropriation for township roadway funding, and the appropriation of bond proceeds for transportation projects; to provide an exemption; to provide a report; to provide an

11:52 AM Chairman Wanzek opened the meeting.

Senators Wanzek, Dwyer, J. Roers, Vedaa, and Erbele were present.

Discussion Topics:

- Employee positions
- Immigrants
- Driver's license
- Examiners

Senator Wanzek provided information and opened the meeting up for discussion. No written testimony.

Committee discussed.

12:04 PM Chairman Wanzek closed the meeting.

Carol Thompson, Committee Clerk

2023 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Red River Room, State Capitol

HB 1012
4/3/2023

A bill for an act to provide an appropriation for defraying the expenses of the Department of Transportation; relating to motor vehicle excise tax allocations, an appropriation for township roadway funding, and the appropriation of bond proceeds for transportation projects; to provide an exemption; to provide a report; to provide an effective date; and to declare an emergency.

3:20 PM Chairman Wanzek opened the meeting.
Senators Wanzek, Dwyer, J. Roers, Vedaa, and Erbele are present.

Discussion Topics:

- Financial changes to HB 1012
- Motor vehicle excise tax
- Appropriation authority
- Flexible transportation fund
- Allocation of motor vehicle excise tax funds
- American Rescue Plan Act (ARPA) funds

3:21 PM Assistant Legislative Council Budget Analyst and Auditor Brady Larson testified.
Testimony # 27252, #27261

3:30 PM Stephanie Johnson, Office of Management and Budget Analyst, testified.
(No written testimony)

3:38 PM Senator Dwyer moved to adopt Amendment 23.0241.02007.
Senator J. Roers seconded the motion.

Senators	Vote
Senator Terry M. Wanzek	Y
Senator Michael Dwyer	Y
Senator Robert Erbele	Y
Senator Jim P. Roers	Y
Senator Shawn Vedaa	Y

Motion passed 5-0-0

3:30 PM Senator Erbele moved a Do Pass as Amended recommendation for HB 1012.
Senator Vedaa seconded the motion.

Senators	Vote
Senator Terry M. Wanzek	Y
Senator Michael Dwyer	Y
Senator Robert Erbele	Y
Senator Jim P. Roers	Y
Senator Shawn Vedaa	Y

Motion passed 5-0-0

Senator Wanzek will carry this bill.

3:41 Chairman Wanzek closed the meeting.

Carol Thompson, Committee Clerk

NOTE: Committee reconsidered on April 5, 2023 at 8:40 AM.

2023 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Red River Room, State Capitol

HB 1012
4/5/2023 AM

A bill for an act to provide an appropriation for defraying the expenses of the Department of Transportation; relating to motor vehicle excise tax allocations, an appropriation for township roadway funding, and the appropriation of bond proceeds for transportation projects; to provide an exemption; to provide a report; to provide an effective date; and to declare an emergency.

8:41 AM Chairman Wanzek opened the meeting.
Senators Wanzek, Dwyer, J. Roers, Vedaa, and Erbele were present.

Discussion Topics:

- Motor vehicle excise tax
- Counties, townships, city funds
- DOT flexible fund report
- Budget discussion
- Amendments

8:43 AM Senator Roers moved to reconsider HB 1012.
Senator Dwyer seconded the motion.

Senators	Vote
Senator Terry M. Wanzek	Y
Senator Michael Dwyer	Y
Senator Robert Erbele	Y
Senator Jim P. Roers	Y
Senator Shawn Vedaa	Y

Motion passed 5-0-0

8:46 AM Brady Larson, Assistant Legislative Council Budget Analyst and Auditor, testified. (No written testimony)

9:07 AM Chairman Wanzek closed the meeting.

Carol Thompson, Committee Clerk

2023 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Red River Room, State Capitol

HB 1012
4/5/2023 PM

A bill for an act to provide an appropriation for defraying the expenses of the Department of Transportation; relating to motor vehicle excise tax allocations, an appropriation for township roadway funding, and the appropriation of bond proceeds for transportation projects; to provide an exemption; to provide a report; to provide an effective date; and to declare an emergency.

4:23 Chairman Wanzek opened the meeting.

Senators Wanzek, Dwyer, J. Roers, Vedaa, and Erbele are present.

Discussion Topics:

- Potential amendments
- Legacy Fund Streams
- Townships allocation
- Counties and cities allocation
- Strategic Investment and Improvement Fund (SIIF)
- Bridges: township, county, city
- Parameters of flexible fund
- Policy framework for electrical vehicle (EV)
- Study: flooding impacts on roads and short-line railways
- Corps of Engineers
- Study cost: “contributions equal to Minnesota’s”
- Flexible Fund rationale

4:33 PM Kayla Effertz Kleven Lobbyist #60, testified on behalf of Excel Energy.

4:34 PM Terry Effertz, Lobbyist #1044 testified on behalf of ND Short Line Railroads.

4:46 PM Chairman Wanzek closed the meeting.

Carol Thompson, Committee Clerk

2023 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Red River Room, State Capitol

HB 1012
4/6/2023 AM

A bill for an act to provide an appropriation for defraying the expenses of the Department of Transportation; relating to motor vehicle excise tax allocations, an appropriation for township roadway funding, and the appropriation of bond proceeds for transportation projects; to provide an exemption; to provide a report; to provide an effective date; and to declare an emergency.

10:40 AM Chairman Wanzek opened the meeting.
Senators Wanzek, Dwyer, J. Roers, Vedaa, and Erbele are present.

Discussion Topics:

- Proposed amendments
- Flexible funds
- Emergency commission alternative
- Amendment language detail

10:43 Brady Larson, Assistant Legislative Council Budget Analyst and Auditor, testified.
(No written testimony)

10:47 AM Chairman Wanzek closed the meeting.

Carol Thompson, Committee Clerk

2023 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Red River Room, State Capitol

HB 1012
4/6/2023 PM

A bill relating to motor vehicle excise tax allocations, an appropriation for township roadway funding, and the appropriation of bond proceeds for transportation projects; to provide an exemption; to provide a report; to provide an effective date; and to declare an emergency.

3:45 PM Chairman Wanzek opened the meeting. Senators Wanzek, Dwyer, J. Roers, Vedaa, and Erbele are present.

Discussion Topics:

- Amendment
- Highway 85 four-lane project
- Grants
- Budget
- Committee action

3:47 PM Brady Larson, Assistant Legislative Council Budget Analyst and Auditor, reviewed the amendment. Testimony #27358

3:57 PM ND Department of Transportation Commissioner Ron Henke testified. (No written testimony)

4:00 PM Senator Dwyer moved to adopt HB Amendment 23.0241.02008. Testimony #27369 Senator Roers seconded the motion.

Senators	Vote
Senator Terry M. Wanzek	Y
Senator Michael Dwyer	Y
Senator Robert Erbele	Y
Senator Jim P. Roers	Y
Senator Shawn Vedaa	Y

Motion passed 5-0-0

4:01 PM Senator Dwyer moved a Do Pass as Amended recommendation for HB 1012. Senator Roers seconded the motion.

Senators	Vote
Senator Terry M. Wanzek	Y
Senator Michael Dwyer	Y
Senator Robert Erbele	Y
Senator Jim P. Roers	Y
Senator Shawn Vedaa	Y

Motion passed 5-0-0
Senator Dwyer will carry the bill to the full committee.
4:07 PM Chairman Wanzek closed the meeting.

Carol Thompson, Committee Clerk

2023 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Roughrider Room, State Capitol

HB 1012
4/7/2023

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; relating to motor vehicle excise tax allocations, an appropriation for township roadway funding, and the appropriation of bond proceeds for transportation projects; to provide an exemption; to provide a report; to provide an effective date; and to declare an emergency.

9:49 AM Chairman Bekkedahl opened the hearing on HB 1012.

Members present: Senators Bekkedahl, Krebsbach, Burckhard, Davison, Dever, Dwyer, Erbele, Kreun, Meyer, Roers, Schaible, Sorvaag, Wanzek, Rust, and Mathern.

Members absent: Senator Vedaa

Discussion Topics:

- Department of transportation
- Native American excise tax
- Committee action

9:49 AM Senator Wanzek introduced amendment LC 23.0241.02010, testimony # 27380.

9:58 AM Senator Wanzek moved to adopt AMENDMENT 23.0241.02010.
Senator Erbele seconded the motion.

Senators	Vote
Senator Brad Bekkedahl	Y
Senator Karen K. Krebsbach	Y
Senator Randy A. Burckhard	Y
Senator Kyle Davison	Y
Senator Dick Dever	Y
Senator Michael Dwyer	Y
Senator Robert Erbele	Y
Senator Curt Kreun	Y
Senator Tim Mathern	Y
Senator Scott Meyer	Y
Senator Jim P. Roers	Y
Senator David S. Rust	Y
Senator Donald Schaible	Y
Senator Ronald Sorvaag	Y
Senator Shawn Vedaa	AB
Senator Terry M. Wanzek	Y

Motion passed 15-0-1.

10:14 AM Senator Wanzek moved DO PASS AS AMENDED.
Senator Dwyer seconded the motion.

Senators	Vote
Senator Brad Bekkedahl	Y
Senator Karen K. Krebsbach	Y
Senator Randy A. Burckhard	Y
Senator Kyle Davison	Y
Senator Dick Dever	Y
Senator Michael Dwyer	Y
Senator Robert Erbele	Y
Senator Curt Kreun	Y
Senator Tim Mathern	N
Senator Scott Meyer	Y
Senator Jim P. Roers	Y
Senator David S. Rust	Y
Senator Donald Schaible	Y
Senator Ronald Sorvaag	Y
Senator Shawn Vedaa	AB
Senator Terry M. Wanzek	Y

Motion passed 14-1-1.

Senator Wanzek will carry the bill.

10:18 AM Chairman Bekkedahl closed the hearing.

Kathleen Hall, Committee Clerk

23.0241.02010
Title.03000

Fiscal No. 4

Prepared by the Legislative Council staff for
the Senate Appropriations - Government
Operations Division Committee
April 6, 2023

4-7-23

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1012

Page 1, line 2, after "transportation" insert "; to create and enact sections 54-27-19.3 and 54-27-19.4 of the North Dakota Century Code, relating to the legacy earnings highway distribution fund and legacy earnings township highway aid fund"

Page 1, line 2, after "section" insert "24-02-37.3 as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, and section"

Page 1, line 3, after "to" insert "the flexible transportation fund,"

Page 1, line 6, after "report" insert "; to provide for a legislative management study"

Page 1, replace lines 15 through 23 with:

"Salaries and wages	$204,109,585	$13,636,811	$217,746,396
Operating expenses	270,888,188	61,993,286	332,881,474
Capital assets	902,431,344	653,963,721	1,556,395,065
Grants	118,085,610	2,485,848	120,571,458
Contingent loan authorization	0	78,500,000	78,500,000
Total all funds	$1,495,514,727	$810,579,666	$2,306,094,393
Less estimated income	1,495,514,727	800,204,666	2,295,719,393
Total general fund	$0	$10,375,000	$10,375,000
Full-time equivalent positions	982.00	16.00	998.00"

Page 2, replace lines 13 and 14 with:

"State matching funds	0	114,000,000
Federal highway funds	0	290,000,000
State flexible transportation fund	0	51,000,000"

Page 2, replace lines 18 and 19 with:

"Short line railroad programs	0	6,500,000
United States highway 52 environmental study	0	5,000,000
Flood projects study	0	2,500,000"

Page 2, replace lines 21 and 22 with:

"Total all funds	$889,019,357	$557,875,000
Less estimated income	889,019,357	547,500,000"

Page 3, line 29, replace "$328,000,000" with "$179,000,000"

Page 3, line 31, replace "$200,000,000" with "$114,000,000"

Page 3, line 31, replace "discretionary grants" with "funding"

Page 4, line 1, replace "$115,000,000" with "$51,000,000"

Page 4, line 2, replace "$8,000,000" with "$6,500,000"

Page 4, line 3, remove "and"

Page 4, line 4, replace "$5,000,000" with "$2,500,000 to match funding from the state of Minnesota and other sources"

Page 4, line 5, after "flooding" insert "; and

5. The sum of $5,000,000 for an environmental study of a portion of United States highway 52"

Page 4, after line 14, insert:

"**SECTION 9. AMENDMENT.** Section 24-02-37.3 of the North Dakota Century Code as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, is amended and reenacted as follows:

24-02-37.3. Flexible transportation fund - Budget section approval - Report.

There is created in the state treasury the flexible transportation fund. The fund consists of eligible federal or state funding and any contributed private funds.

1. The flexible transportation fund must be administered and expended by the director and may be used for the following:
   a. Providing a match for federal funding obtained by the department of transportation.
   b. State-funded road and bridge construction and maintenance, and transportation support costs including staffing, facilities, and operational expenditures on the state highway system.
   c. State-funded road and bridge construction and maintenance activities within the state but off of the state highway system. The director shall establish the terms and provisions of the program.
2. All money derived from the investment of the flexible transportation fund or any portion of the fund, must be credited to the flexible transportation fund. The director shall monthly transmit all moneys collected and received under this chapter to the state treasurer to be transferred and credited to the flexible transportation fund.
3. The director must receive budget section approval for any project that utilizes more than fifteen million dollars from the fund except for projects that match federal or private funds and the amount utilized from the fund is less than fifty percent of total project costs. Any request considered by the budget section must comply with section 54-35-02.9.
4. The director shall allocate at least twenty-five percent of motor vehicle excise tax collections deposited in the flexible transportation fund pursuant to section 57-40.3-10 for non-oil-producing county and township road and bridge projects as follows:
   a. The funds must be allocated by the department to counties for projects or grants for the benefit of counties and organized and unorganized townships;

b. The department shall establish criteria to distribute the funds;

c. The funds must be used for the maintenance and improvement of county and township paved and unpaved roads and bridges;

d. Priority must be given to projects that match federal funds and to projects that improve roadways that serve as local corridors;

e. An organized township is not eligible to receive funding if the township does not maintain any roadways or does not levy at least eighteen mills for general purposes; and

f. For purposes of this subsection, "non-oil-producing county" means a county that received no allocation of funding or a total allocation of less than five million dollars under subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal year before the start of each biennium.

5. The director shall provide periodic reports to the budget section regarding the status of the fund and projects receiving allocations from the fund.

SECTION 10. Section 54-27-19.3 of the North Dakota Century Code is created and enacted as follows:

54-27-19.3. Legacy earnings highway distribution fund.

A legacy earnings highway distribution fund is created as a special fund in the state treasury into which must be deposited any allocations of legacy fund earnings made under section 21-10-13. Any moneys in the legacy earnings highway distribution fund must be allocated and transferred by the state treasurer, as follows:

1. Sixty percent must be transferred to the department of transportation for deposit in the state highway fund;

2. Ten percent must be transferred to the legacy earnings township highway aid fund;

3. One and five-tenths percent must be transferred to the public transportation fund; and

4. Twenty-eight and five-tenths percent must be allocated to cities and counties using the formula established in subsection 4 of section 54-27-19. Moneys received by counties and cities must be used for roadway purposes in accordance with section 11 of article X of the Constitution of North Dakota.

SECTION 11. Section 54-27-19.4 of the North Dakota Century Code is created and enacted as follows:

54-27-19.4. Legacy earnings township highway aid fund.

A legacy earnings township highway aid fund is created as a special fund in the state treasury into which must be deposited any allocations of legacy fund earnings made under section 54-27-19.3 which must be allocated by the state treasurer, as follows:

1. The state treasurer shall allocate and distribute all money in the legacy earnings township highway aid fund to non-oil-producing counties of the state based on the length of township roads in each county compared to the length of all township roads in the state;

2. The county treasurer shall allocate the funds received to the organized townships in the county based on the length of township roads in each of those organized townships compared to the length of all township roads in the county. The funds received must be deposited in the township road and bridge fund and used for road and bridge purposes;

3. If a county does not have organized townships, or has some organized and some unorganized townships, the county shall retain a pro rata portion of the funds received based on the length of roads in unorganized townships compared to the length of township roads in organized townships in the county. Moneys retained by a county for the benefit of unorganized townships under this section must be deposited in the county road and bridge fund; and

4. For purposes of this section, "non-oil-producing county" means a county that received no allocation of funding or a total allocation of less than five million dollars under subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal year before the start of each biennium."

Page 4, overstrike lines 18 and 19

Page 4, line 20, overstrike "to the general fund"

Page 4, line 20, remove "who shall deposit fifty percent of collections in the state highway fund and"

Page 4, line 21, remove "fifty percent of collections in the general fund"

Page 4, line 21, overstrike the period and insert immediately thereafter "After the deposits under sections 57-39.2-26.1, 57-39.2-26.2, and 57-39.2-26.3, moneys collected and received under this chapter must be deposited monthly in the state treasury and allocated as follows:

1. Fifty percent to the general fund; and

2. The remaining fifty percent to the flexible transportation fund."

Page 6, after line 20, insert:

"**SECTION 15. LEGISLATIVE MANAGEMENT STUDY - ELECTRIC VEHICLES.** During the 2023-24 interim, the legislative management shall consider studying the effect of electric vehicles in the state. As part of the study, the legislative management shall consider the assessment of fees to offset reductions in motor fuel tax revenues, the impact of electric vehicles on electric demand and the electrical grid, the installation of electric vehicle charging infrastructure by private and public entities, including potential funding sources, the impact to public services and public transportation providers, and the effect on employment opportunities and other economic impacts, including tourism, automobile dealers, the energy industry, and the critical minerals industry. The study must include input from key stakeholders, including electric vehicle manufacturers, electric vehicle dealers, electric utilities, electric vehicle charging station manufacturers, and other transportation entities. The legislative

management shall report its findings and recommendations, together with any legislation required to implement the recommendations, to the sixty-ninth legislative assembly.

SECTION 16. DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85 PROJECT - REPORT. The department of transportation shall develop a plan to complete the United States highway 85 four-lane project in its entirety as approved in the final environmental impact statement document for project number 9-085(085)075, PCN20046. The plan must include a review of federal approvals received for the project and options to complete the project before the approvals expire. As part of the plan, the department shall identify potential funding sources, including the issuance of revenue anticipation bonds, to complete the project. The department shall present its plan to the legislative management before August 1, 2024."

Page 7, line 8, replace "9" with "12"

Page 7, line 10, replace "10 and 11" with "14 and 15"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1012 - Department of Transportation - Senate Action

	Base Budget	House Version	Senate Changes	Senate Version
Salaries and wages	$204,109,585	$232,422,836	($14,676,440)	$217,746,396
Operating expenses	270,888,188	330,381,474	2,500,000	332,881,474
Capital assets	902,431,344	1,644,145,065	(87,750,000)	1,556,395,065
Grants	118,085,610	122,071,458	(1,500,000)	120,571,458
Contingent loan authorization		78,500,000		78,500,000
Total all funds	$1,495,514,727	$2,407,520,833	($101,426,440)	$2,306,094,393
Less estimated income	1,495,514,727	2,397,145,833	(101,426,440)	2,295,719,393
General fund	$0	$10,375,000	$0	$10,375,000
FTE	982.00	998.00	0.00	998.00

Department 801 - Department of Transportation - Detail of Senate Changes

	Adjusts Funding for Salary and Benefit Increases[1]	Removes Salary Funding for Funding Pool[2]	Reclassifies 4 FTE Positions[3]	Adjusts Funding for Federal Highway Funds Match[4]	Adjusts Discretionary and Flexible Transportation Funding[5]	Reduces Funding for Short Line Railroad Loan Program[6]
Salaries and wages	$3,181,552	($17,857,992)				
Operating expenses						
Capital assets				$4,750,000	($92,500,000)	
Grants						($1,500,000)
Contingent loan authorization						
Total all funds	$3,181,552	($17,857,992)	$0	$4,750,000	($92,500,000)	($1,500,000)
Less estimated income	3,181,552	(17,857,992)	0	4,750,000	(92,500,000)	(1,500,000)
General fund	$0	$0	$0	$0	$0	$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	Reduces Funding for Flood Study[7]	Adds Funding for Environmental Study[8]	Total Senate Changes
Salaries and wages			($14,676,440)
Operating expenses	($2,500,000)	$5,000,000	2,500,000
Capital assets			(87,750,000)
Grants			(1,500,000)
Contingent loan authorization			
Total all funds	($2,500,000)	$5,000,000	($101,426,440)
Less estimated income	(2,500,000)	5,000,000	(101,426,440)
General fund	$0	$0	$0
FTE	0.00	0.00	0.00

[1] Salaries and wages funding is adjusted to provide for 2023-25 biennium salary increases of 6 percent on July 1, 2023, and 4 percent on July 1, 2024, and for adjustments to health insurance premium rates as follows:

	Other Funds
Salary increase	$3,297,276
Health insurance adjustment	(115,724)
Total	$3,181,552

The House provided salary adjustments of 4 percent on July 1, 2023, and July 1, 2024.

[2] Funding for new FTE positions and estimated savings from vacant FTE positions is removed as shown below. These amounts are available to the agency if needed by submitting a request to the Office of Management and Budget for a transfer from the new and vacant FTE funding pool.

	Other Funds
New FTE positions	($2,994,974)
Vacant FTE positions	(14,863,018)
Total	($17,857,992)

[3] Four vacant FTE positions are reclassified to 2 FTE driver's license examiner positions and 2 FTE positions to administer the county and township roadway program.

[4] Funding of $169,250,000 derived from 50 percent of motor vehicle excise tax collections deposited in the highway fund to match regular federal highway funding is removed and replaced with $60 million from legacy fund earnings and one-time funding of $114 million from the strategic investment and improvements fund.

[5] Funding for federal discretionary funds match and the flexible transportation fund is adjusted as follows:

House:

Flexible transportation fund - $115 million from the strategic investment and improvements fund

Discretionary match - $200 million from the strategic investment and improvements fund

Senate:

Flexible transportation fund, including discretionary match - $171.5 million from motor vehicle excise tax collections, $51 million from the strategic investment and improvements fund

[6] Funding added by the House from the strategic investment and improvements fund to enhance the short line railroad loan program is reduced from $8 million to $6.5 million.

[7] One-time funding from the strategic investment and improvements fund added by the House for studies, preliminary engineering, and environmental studies to address northern Red River Valley infrastructure affected by flooding is reduced from $5 million to $2.5 million.

[8] One-time funding from the strategic investment and improvements fund is added for an environmental study of US Highway 52 from Minot to Voltaire.

This amendment also:

- Adjusts statutory language to provide that 50 percent of motor vehicle excise taxes be deposited in the general fund and the remaining 50 percent be deposited in the flexible transportation fund. The House provided for 50 percent of motor vehicle excise taxes to be deposited in the highway fund and 50 percent to be deposited in the general fund.
- Amends statutory language regarding the flexible transportation fund to provide that at least 25 percent of motor vehicle excise taxes deposited in the fund be used for county and township road and bridge projects, to require Budget Section approval for certain projects, and to require Budget Section reports.
- Adds a section to create a legacy earnings highway distribution fund to distribute transportation funding to the highway fund and political subdivisions that is received from legacy fund earnings.
- Adds a section to create a legacy earnings township highway aid fund to distribute transportation funding to non-oil producing counties that is received from legacy fund earnings.
- Adds a Legislative Management study of the effect of electric vehicles in the state.
- Provides for the Department of Transportation to develop a plan to finish the US Highway 85 four-lane project.

REPORT OF STANDING COMMITTEE

HB 1012, as engrossed: Appropriations Committee (Sen. Bekkedahl, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (14 YEAS, 1 NAY, 1 ABSENT AND NOT VOTING). Engrossed HB 1012 was placed on the Sixth order on the calendar. This bill does not affect workforce development.

Page 1, line 2, after "transportation" insert "; to create and enact sections 54-27-19.3 and 54-27-19.4 of the North Dakota Century Code, relating to the legacy earnings highway distribution fund and legacy earnings township highway aid fund"

Page 1, line 2, after "section" insert "24-02-37.3 as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, and section"

Page 1, line 3, after "to" insert "the flexible transportation fund,"

Page 1, line 6, after "report" insert "; to provide for a legislative management study"

Page 1, replace lines 15 through 23 with:

"Salaries and wages	$204,109,585	$13,636,811	$217,746,396
Operating expenses	270,888,188	61,993,286	332,881,474
Capital assets	902,431,344	653,963,721	1,556,395,065
Grants	118,085,610	2,485,848	120,571,458
Contingent loan authorization	0	78,500,000	78,500,000
Total all funds	$1,495,514,727	$810,579,666	$2,306,094,393
Less estimated income	1,495,514,727	800,204,666	2,295,719,393
Total general fund	$0	$10,375,000	$10,375,000
Full-time equivalent positions	982.00	16.00	998.00"

Page 2, replace lines 13 and 14 with:

"State matching funds	0	114,000,000
Federal highway funds	0	290,000,000
State flexible transportation fund	0	51,000,000"

Page 2, replace lines 18 and 19 with:

"Short line railroad programs	0	6,500,000
United States highway 52 environmental study	0	5,000,000
Flood projects study	0	2,500,000"

Page 2, replace lines 21 and 22 with:

"Total all funds	$889,019,357	$557,875,000
Less estimated income	889,019,357	547,500,000"

Page 3, line 29, replace "$328,000,000" with "$179,000,000"

Page 3, line 31, replace "$200,000,000" with "$114,000,000"

Page 3, line 31, replace "discretionary grants" with "funding"

Page 4, line 1, replace "$115,000,000" with "$51,000,000"

Page 4, line 2, replace "$8,000,000" with "$6,500,000"

Page 4, line 3, remove "and"

Page 4, line 4, replace "$5,000,000" with "$2,500,000 to match funding from the state of Minnesota and other sources"

Page 4, line 5, after "flooding" insert "; and

5. The sum of $5,000,000 for an environmental study of a portion of United States highway 52"

Page 4, after line 14, insert:

"**SECTION 9. AMENDMENT.** Section 24-02-37.3 of the North Dakota Century Code as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, is amended and reenacted as follows:

24-02-37.3. Flexible transportation fund - Budget section approval - Report.

There is created in the state treasury the flexible transportation fund. The fund consists of eligible federal or state funding and any contributed private funds.

1. The flexible transportation fund must be administered and expended by the director and may be used for the following:

   a. Providing a match for federal funding obtained by the department of transportation.

   b. State-funded road and bridge construction and maintenance, and transportation support costs including staffing, facilities, and operational expenditures on the state highway system.

   c. State-funded road and bridge construction and maintenance activities within the state but off of the state highway system. The director shall establish the terms and provisions of the program.

2. All money derived from the investment of the flexible transportation fund or any portion of the fund, must be credited to the flexible transportation fund. The director shall monthly transmit all moneys collected and received under this chapter to the state treasurer to be transferred and credited to the flexible transportation fund.

3. The director must receive budget section approval for any project that utilizes more than fifteen million dollars from the fund except for projects that match federal or private funds and the amount utilized from the fund is less than fifty percent of total project costs. Any request considered by the budget section must comply with section 54-35-02.9.

4. The director shall allocate at least twenty-five percent of motor vehicle excise tax collections deposited in the flexible transportation fund pursuant to section 57-40.3-10 for non-oil-producing county and township road and bridge projects as follows:

   a. The funds must be allocated by the department to counties for projects or grants for the benefit of counties and organized and unorganized townships;

   b. The department shall establish criteria to distribute the funds;

   c. The funds must be used for the maintenance and improvement of county and township paved and unpaved roads and bridges;

d. Priority must be given to projects that match federal funds and to projects that improve roadways that serve as local corridors;

e. An organized township is not eligible to receive funding if the township does not maintain any roadways or does not levy at least eighteen mills for general purposes; and

f. For purposes of this subsection, "non-oil-producing county" means a county that received no allocation of funding or a total allocation of less than five million dollars under subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal year before the start of each biennium.

5. The director shall provide periodic reports to the budget section regarding the status of the fund and projects receiving allocations from the fund.

SECTION 10. Section 54-27-19.3 of the North Dakota Century Code is created and enacted as follows:

54-27-19.3. Legacy earnings highway distribution fund.

A legacy earnings highway distribution fund is created as a special fund in the state treasury into which must be deposited any allocations of legacy fund earnings made under section 21-10-13. Any moneys in the legacy earnings highway distribution fund must be allocated and transferred by the state treasurer, as follows:

1. Sixty percent must be transferred to the department of transportation for deposit in the state highway fund;

2. Ten percent must be transferred to the legacy earnings township highway aid fund;

3. One and five-tenths percent must be transferred to the public transportation fund; and

4. Twenty-eight and five-tenths percent must be allocated to cities and counties using the formula established in subsection 4 of section 54-27-19. Moneys received by counties and cities must be used for roadway purposes in accordance with section 11 of article X of the Constitution of North Dakota.

SECTION 11. Section 54-27-19.4 of the North Dakota Century Code is created and enacted as follows:

54-27-19.4. Legacy earnings township highway aid fund.

A legacy earnings township highway aid fund is created as a special fund in the state treasury into which must be deposited any allocations of legacy fund earnings made under section 54-27-19.3 which must be allocated by the state treasurer, as follows:

1. The state treasurer shall allocate and distribute all money in the legacy earnings township highway aid fund to non-oil-producing counties of the state based on the length of township roads in each county compared to the length of all township roads in the state;

2. The county treasurer shall allocate the funds received to the organized townships in the county based on the length of township roads in each of those organized townships compared to the length of all township roads

in the county. The funds received must be deposited in the township road and bridge fund and used for road and bridge purposes;

3. If a county does not have organized townships, or has some organized and some unorganized townships, the county shall retain a pro rata portion of the funds received based on the length of roads in unorganized townships compared to the length of township roads in organized townships in the county. Moneys retained by a county for the benefit of unorganized townships under this section must be deposited in the county road and bridge fund; and

4. For purposes of this section, "non-oil-producing county" means a county that received no allocation of funding or a total allocation of less than five million dollars under subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal year before the start of each biennium."

Page 4, overstrike lines 18 and 19

Page 4, line 20, overstrike "to the general fund"

Page 4, line 20, remove "who shall deposit fifty percent of collections in the state highway fund and"

Page 4, line 21, remove "fifty percent of collections in the general fund"

Page 4, line 21, overstrike the period and insert immediately thereafter "After the deposits under sections 57-39.2-26.1, 57-39.2-26.2, and 57-39.2-26.3, moneys collected and received under this chapter must be deposited monthly in the state treasury and allocated as follows:

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2. The remaining fifty percent to the flexible transportation fund."

Page 6, after line 20, insert:

"**SECTION 15. LEGISLATIVE MANAGEMENT STUDY - ELECTRIC VEHICLES.** During the 2023-24 interim, the legislative management shall consider studying the effect of electric vehicles in the state. As part of the study, the legislative management shall consider the assessment of fees to offset reductions in motor fuel tax revenues, the impact of electric vehicles on electric demand and the electrical grid, the installation of electric vehicle charging infrastructure by private and public entities, including potential funding sources, the impact to public services and public transportation providers, and the effect on employment opportunities and other economic impacts, including tourism, automobile dealers, the energy industry, and the critical minerals industry. The study must include input from key stakeholders, including electric vehicle manufacturers, electric vehicle dealers, electric utilities, electric vehicle charging station manufacturers, and other transportation entities. The legislative management shall report its findings and recommendations, together with any legislation required to implement the recommendations, to the sixty-ninth legislative assembly.

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department shall present its plan to the legislative management before August 1, 2024."

Page 7, line 8, replace "9" with "12"

Page 7, line 10, replace "10 and 11" with "14 and 15"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1012 - Department of Transportation - Senate Action

	Base Budget	House Version	Senate Changes	Senate Version
Salaries and wages	$204,109,585	$232,422,836	($14,676,440)	$217,746,396
Operating expenses	270,888,188	330,381,474	2,500,000	332,881,474
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Less estimated income	1,495,514,727	2,397,145,833	(101,426,440)	2,295,719,393
General fund	$0	$10,375,000	$0	$10,375,000
FTE	982.00	998.00	0.00	998.00

Department 801 - Department of Transportation - Detail of Senate Changes

	Adjusts Funding for Salary and Benefit Increases[1]	Removes Salary Funding for Funding Pool[2]	Reclassifies 4 FTE Positions[3]	Adjusts Funding for Federal Highway Funds Match[4]	Adjusts Discretionary and Flexible Transportation Funding[5]	Reduces Funding for Short Line Railroad Loan Program[6]
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Operating expenses						
Capital assets				$4,750,000	($92,500,000)	
Grants						($1,500,000)
Contingent loan authorization						
Total all funds	$3,181,552	($17,857,992)	$0	$4,750,000	($92,500,000)	($1,500,000)
Less estimated income	3,181,552	(17,857,992)	0	4,750,000	(92,500,000)	(1,500,000)
General fund	$0	$0	$0	$0	$0	$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	Reduces Funding for Flood Study[7]	Adds Funding for Environmental Study[8]	Total Senate Changes
Salaries and wages			($14,676,440)
Operating expenses	($2,500,000)	$5,000,000	2,500,000
Capital assets			(87,750,000)
Grants			(1,500,000)
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Total all funds	($2,500,000)	$5,000,000	($101,426,440)
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	Other Funds
Salary increase	$3,297,276
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New FTE positions	($2,994,974)
Vacant FTE positions	(14,863,018)
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[3] Four vacant FTE positions are reclassified to 2 FTE driver's license examiner positions and 2 FTE positions to administer the county and township roadway program.

[4] Funding of $169,250,000 derived from 50 percent of motor vehicle excise tax collections deposited in the highway fund to match regular federal highway funding is removed and replaced with $60 million from legacy fund earnings and one-time funding of $114 million from the strategic investment and improvements fund.

[5] Funding for federal discretionary funds match and the flexible transportation fund is adjusted as follows:

House:

Flexible transportation fund - $115 million from the strategic investment and improvements fund

Discretionary match - $200 million from the strategic investment and improvements fund

Senate:

Flexible transportation fund, including discretionary match - $171.5 million from motor vehicle excise tax collections, $51 million from the strategic investment and improvements fund

[6] Funding added by the House from the strategic investment and improvements fund to enhance the short line railroad loan program is reduced from $8 million to $6.5 million.

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This amendment also:

- Adjusts statutory language to provide that 50 percent of motor vehicle excise taxes be deposited in the general fund and the remaining 50 percent be deposited in the flexible transportation fund. The House provided for 50 percent of motor vehicle excise taxes to be deposited in the highway fund and 50 percent to be deposited in the general fund.
- Amends statutory language regarding the flexible transportation fund to provide that at least 25 percent of motor vehicle excise taxes deposited in the fund be used for county and township road and bridge projects, to require Budget Section approval for certain projects, and to require Budget Section reports.
- Adds a section to create a legacy earnings highway distribution fund to distribute transportation funding to the highway fund and political subdivisions that is received from legacy fund earnings.
- Adds a section to create a legacy earnings township highway aid fund to distribute transportation funding to non-oil producing counties that is received from legacy fund

earnings.

- Adds a Legislative Management study of the effect of electric vehicles in the state.
- Provides for the Department of Transportation to develop a plan to finish the US Highway 85 four-lane project.

2023 CONFERENCE COMMITTEE

HB 1012

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Brynhild Haugland Room, State Capitol

HB 1012
4/18/2023
Conference Committee

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption

Chairman Brandenburg calls meeting to order at 10:07AM

Members present: Chairman Brandenburg, Representative Monson, Representative Mock, Senator, Wanzek, Senator Erbele, Senator Dwyer

Discussion Topics:

- Budget 801
- SIIF funds
- Additional FTE's

Senator Wanzek goes over Senate changes in Budget 801 (#27651)

Chairman Brandenburg, Little Missouri River Bridge handout (#27660)

Representative Monson hands out cash and investments by county map (#27661)

Chairman Brandenburg closed the meeting on HB at 10:33 AM

Leah Kuball, Committee Clerk

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Brynhild Haugland Room, State Capitol

HB 1012
4/19/2023
Conference Committee

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption

Chairman Brandenburg calls meeting to order at 8:02 AM

Members present: Chairman Brandenburg, Representative Monson, Representative Mock, Senator, Wanzek, Senator Erbele, Senator Dwyer

Discussion Topics:

- Highway dept.
- New bridge across the Red River
- New bridge in the Bad Lands
- Highway 85 Line of credit
- Budget 801
- Federal funding
- Amendment

Committee discussion on Budget 801 (#27651)

Chairman Brandenburg closed the meeting on HB 1012 at 8:31 AM

Leah Kuball, Committee Clerk

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Brynhild Haugland Room, State Capitol

HB 1012
4/20/2023
Conference Committee

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption

Chairman Brandenburg calls meeting to order at 8:32 AM

Members present: Chairman Brandenburg, Representative Monson, Representative Mock, Senator, Wanzek, Senator Erbele, Senator Dwyer

Discussion Topics:

- SIIF funds
- Federal state funds
- State funding
- Flexible fund

Chairman Brandenburg hands out revenue charts (#27728, #27727)

Terra Miller-Bowley, Deputy Director for Administration NDDOT, Answers questions for the committee.

Chairman Brandenburg closed the meeting on HB 1012 at 9:01 AM

Leah Kuball, Committee Clerk

Date: 4/20/2023
Roll Call Vote #: 1

2023 HOUSE CONFERENCE COMMITTEE
ROLL CALL VOTES

BILL NO. 1012 as (re) engrossed

House Approps Gov Opps. Committee

Action Taken
- ☐ **HOUSE accede to Senate Amendments**
- ☐ **HOUSE accede to Senate Amendments and further amend**
- ☐ **SENATE recede from Senate amendments**
- ☐ **SENATE recede from Senate amendments and amend as follows**

☐ **Unable to agree**, recommends that the committee be discharged and a new committee be appointed

Motion Made by: _____ Seconded by: _____

Representatives	4/18	4/19	4/20	**Yes**	**No**		**Senators**	4/18	4/19	4/20	**Yes**	**No**
Chairman Brandenburg	x	x	x				Senator Wanzek	x	x	x		
Representative Monson	x	x	x				Senator Erbele	x	x	x		
Representative Mock	x	x	x				Senator Dwyer	x	x	x		
Total Rep. Vote							Total Senate Vote					

Vote Count Yes: _____ No: _____ Absent: _____

House Carrier _____ Senate Carrier _____

LC Number _____ . _____ of amendment

LC Number _____ . _____ of engrossment

Emergency clause added or deleted

Statement of purpose of amendment

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Brynhild Haugland Room, State Capitol

HB 1012
4/21/2023
Conference Committee

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption

Chairman Brandenburg calls meeting to order at 10:08 AM

Members present: Chairman Brandenburg, Representative Monson, Representative Mock, Senator, Wanzek, Senator Erbele, Senator Dwyer

Discussion Topics:

- Amendment 23.0241.02014
- Memorial dedicated to Highway patrolman killed in action
- Amendment 23.0241.02011
- Sales tax for tribal members

Representative Brandenburg, goes over amendment (23.0241.02014) (#27780)

Representative Mock, goes over amendment (23.0241.02011) (#27781)

Senator Wanzek, proposes amendment removing the word “Potential.” In Section 16

Chairman Brandenburg closed the meeting on HB 1012 at 10:28 AM

Leah Kuball, Committee Clerk

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Brynhild Haugland Room, State Capitol

HB 1012
4/21/2023
Conference Committee

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption

Chairman Brandenburg calls meeting to order at 3:06 PM

Members present: Chairman Brandenburg, Representative Monson, Representative Mock, Senator, Wanzek, Senator Erbele, Senator Dwyer

Discussion Topics:

- Amendment 23.0241.02016

Senator Dwyer explains amendment (23.0241.02016) (#27800)

Ron Henke, Director of the NDDOT, Answers questions for the committee

Chairman Brandenburg closed the meeting on HB 1012 at 3:23 PM

Leah Kuball, Committee Clerk

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Brynhild Haugland Room, State Capitol

HB 1012
4/22/2023
Conference Committee

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption

Chairman Brandenburg calls meeting to order at 8:05 AM

Members present: Chairman Brandenburg, Representative Monson, Representative Mock, Senator, Wanzek, Senator Erbele, Senator Dwyer

Discussion Topics:

- 23.0241.02017
- 23.0241.02015
- 23.0241.02016

Senator Dwyer proposes amendment (23.0241.02017) (#27813)

Senator Dwyer moves to adopt 23.0241.02017 to HB 1012

Seconded by Senator Wanzek

Roll call vote: 6-0-0

Representative Mock moves to adopt (23.0241.02015) (#27814)

Senator Erbele seconds motion.

Roll call vote: 6-0-0

Senator Dwyer proposes amendment (23.0241.02016) (#27815)

Senator Wanzek seconds motion

Roll call vote: 6-0-0

Senator Wanzek moves that senate recedes Senate Amendment's and amend as follows with 23.0241.02013.

Representative Mock seconds motion

Roll call vote: 6-0-0

House carrier: Chairman Brandenburg

Senate carrier: Senator Wanzek

Chairman Brandenburg closed the meeting on HB 1012 at 8:31 AM

Leah Kuball, Committee Clerk

Prepared by the Legislative Council staff for
Conference Committee
April 22, 2023

4-24-23

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1012

That the Senate recede from its amendments as printed on pages 1840-1845 of the House Journal and pages 1489-1494 of the Senate Journal and that Engrossed House Bill No. 1012 be amended as follows:

Page 1, line 2, after "transportation" insert "; to provide a continuing appropriation; to create and enact a new section to chapter 24-01 and sections 54-27-19.3 and 54-27-19.4 of the North Dakota Century Code, relating to designating state highway 13, the legacy earnings highway distribution fund, and legacy earnings township highway aid fund"

Page 1, line 2, after "section" insert "24-02-37.3 of the North Dakota Century Code as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, section"

Page 1, line 2, after "Code" insert a comma

Page 1, line 3, after "to" insert "the flexible transportation fund,"

Page 1, line 6, after "report" insert "; to provide for a legislative management study"

Page 1, replace lines 15 through 23 with:

"Salaries and wages	$204,109,585	$13,636,811	$217,746,396
Operating expenses	270,888,188	61,993,286	332,881,474
Capital assets	902,431,344	653,963,721	1,556,395,065
Grants	118,085,610	2,485,848	120,571,458
Contingent loan authorization	0	78,500,000	78,500,000
Total all funds	$1,495,514,727	$810,579,666	$2,306,094,393
Less estimated income	1,495,514,727	800,204,666	2,295,719,393
Total general fund	$0	$10,375,000	$10,375,000
Full-time equivalent positions	982.00	19.00	1,001.00"

Page 2, replace lines 13 and 14 with:

"State matching funds	0	114,000,000
Federal highway funds	0	290,000,000
State flexible transportation fund	0	51,000,000"

Page 2, replace lines 18 and 19 with:

"Short line railroad programs	0	6,500,000
United States highway 52 environmental study	0	5,000,000
Flood projects study	0	2,500,000"

Page 2, replace lines 21 and 22 with

"Total all funds	$889,019,357	$557,875,000
Less estimated income	889,019,357	547,500,000"

Page 3, line 29, replace "$328,000,000" with "$179,000,000"

Page 3, line 31, replace "$200,000,000" with "$114,000,000"

4A
4-24-23

Page 3, line 31, replace "discretionary grants" with "funding"

Page 4, line 1, replace "$115,000,000" with "$51,000,000"

Page 4, line 2, replace "$8,000,000" with "$6,500,000"

Page 4, line 3, remove "and"

Page 4, line 4, replace "$5,000,000" with "$2,500,000 to match funding from the state of Minnesota and other sources"

Page 4, line 5, after "flooding" insert "; and

5. The sum of $5,000,000 for an environmental study of a portion of United States highway 52"

Page 4, after line 14, insert:

"**SECTION 9.** A new section to chapter 24-01 of the North Dakota Century Code is created and enacted as follows:

Trooper Beryl McLane memorial highway - State highway 13 - Continuing appropriation.

The department shall designate state highway 13 from Edgeley to LaMoure as the Trooper Beryl McLane memorial highway and shall place signs along the highway designating that name. The department may accept any appropriate signs or funds donated to the department for the placement of signs. Any donated funds are appropriated to the department on a continuing basis for the purpose of providing signs designating state highway 13 as the Trooper Beryl McLane memorial highway.

SECTION 10. AMENDMENT. Section 24-02-37.3 of the North Dakota Century Code as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, is amended and reenacted as follows:

24-02-37.3. Flexible transportation fund - Budget section approval - Report.

There is created in the state treasury the flexible transportation fund. The fund consists of eligible federal or state funding and any contributed private funds.

1. The flexible transportation fund must be administered and expended by the director and may be used for the following:

   a. Providing a match for federal funding obtained by the department of transportation.

   b. State-funded road and bridge construction and maintenance, and transportation support costs including staffing, facilities, and operational expenditures on the state highway system.

   c. State-funded road and bridge construction and maintenance activities within the state but off of the state highway system. The director shall establish the terms and provisions of the program.

2. All money derived from the investment of the flexible transportation fund or any portion of the fund, must be credited to the flexible transportation fund. The director shall monthly transmit all moneys collected and received under this chapter to the state treasurer to be transferred and credited to the flexible transportation fund.

3. The director must receive budget section approval for any project that utilizes more than fifteen million dollars from the fund except for projects that match federal or private funds and the amount utilized from the fund is fifty percent or less of total project costs. Any request considered by the budget section must comply with section 54-35-02.9.

4. The director shall allocate at least twenty-five percent of motor vehicle excise tax collections deposited in the flexible transportation fund pursuant to section 57-40.3-10 for non-oil-producing county and township road and bridge projects as follows:

   a. The funds must be allocated by the department to counties for projects or grants for the benefit of counties and organized and unorganized townships;

   b. The department shall establish criteria to distribute the funds;

   c. The funds must be used for the maintenance and improvement of county and township paved and unpaved roads and bridges;

   d. Priority must be given to projects that match federal funds and to projects that improve roadways that serve as local corridors;

   e. An organized township is not eligible to receive funding if the township does not maintain any roadways or does not levy at least eighteen mills for general purposes; and

   f. For purposes of this subsection, "non-oil-producing county" means a county that received no allocation of funding or a total allocation of less than five million dollars under subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal year before the start of each biennium.

5. The director shall provide periodic reports to the budget section regarding the status of the fund and projects receiving allocations from the fund.

SECTION 11. Section 54-27-19.3 of the North Dakota Century Code is created and enacted as follows:

54-27-19.3. Legacy earnings highway distribution fund.

A legacy earnings highway distribution fund is created as a special fund in the state treasury into which must be deposited any allocations of legacy fund earnings made under section 21-10-13. Any moneys in the legacy earnings highway distribution fund must be allocated and transferred by the state treasurer, as follows:

1. Sixty percent must be transferred to the department of transportation for deposit in the state highway fund;

4-24-23

2. Ten percent must be transferred to the legacy earnings township highway aid fund;

3. One and five-tenths percent must be transferred to the public transportation fund; and

4. Twenty-eight and five-tenths percent must be allocated to cities and counties using the formula established in subsection 4 of section 54-27-19. Moneys received by counties and cities must be used for roadway purposes in accordance with section 11 of article X of the Constitution of North Dakota.

SECTION 12. Section 54-27-19.4 of the North Dakota Century Code is created and enacted as follows:

54-27-19.4. Legacy earnings township highway aid fund.

A legacy earnings township highway aid fund is created as a special fund in the state treasury into which must be deposited any allocations of legacy fund earnings made under section 54-27-19.3 which must be allocated as follows:

1. The state treasurer shall allocate and distribute all money in the legacy earnings township highway aid fund to non-oil-producing counties of the state based on the length of township roads in each non-oil-producing county compared to the length of all township roads in all the non-oil-producing counties;

2. The county treasurer shall allocate the funds received to the organized townships in the county based on the length of township roads in each of those organized townships compared to the length of all township roads in the county. The funds received must be deposited in the township road and bridge fund and used for road and bridge purposes;

3. If a county does not have organized townships, or has some organized and some unorganized townships, the county shall retain a pro rata portion of the funds received based on the length of roads in unorganized townships compared to the length of township roads in organized townships in the county. Moneys retained by a county for the benefit of unorganized townships under this section must be deposited in the county road and bridge fund; and

4. For purposes of this section, "non-oil-producing county" means a county that received no allocation of funding or a total allocation of less than five million dollars under subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal year before the start of each biennium."

Page 4, overstrike lines 18 and 19

Page 4, line 20, overstrike "to the general fund"

Page 4, line 20, remove "who shall deposit fifty percent of collections in the state highway fund and"

Page 4, line 21, remove "fifty percent of collections in the general fund"

4-24-23

Page 4, line 21, overstrike the period and insert immediately thereafter "After the deposits under sections 57-39.2-26.1, 57-39.2-26.2, and 57-39.2-26.3, moneys collected and received under this chapter must be deposited monthly in the state treasury and allocated as follows:

1. Fifty percent to the general fund; and

2. The remaining fifty percent to the flexible transportation fund."

Page 6, after line 20, insert:

"**SECTION 16. LEGISLATIVE MANAGEMENT STUDY - ELECTRIC VEHICLES.** During the 2023-24 interim, the legislative management shall consider studying the effect of electric vehicles in the state. As part of the study, the legislative management shall consider the assessment of fees to offset reductions in motor fuel tax revenues; the impact of electric vehicles on electric demand and the electrical grid; the installation of electric vehicle charging infrastructure by private and public entities, including potential funding sources; the impact to public services and public transportation providers; and the effect on employment opportunities and other economic impacts, including tourism, automobile dealers, the energy industry, and the critical minerals industry. The study must include input from key stakeholders, including electric vehicle manufacturers, electric vehicle dealers, electric utilities, electric vehicle charging station manufacturers, and other transportation entities. The legislative management shall report its findings and recommendations, together with any legislation required to implement the recommendations, to the sixty-ninth legislative assembly.

SECTION 17. DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85 PROJECT - REPORT. The department of transportation shall develop a plan to complete the United States highway 85 four-lane project in its entirety as approved in the final environmental impact statement document for project number 9-085(085)075, PCN20046. The plan must include a review of federal approvals received for the project and options to complete the project before the approvals expire. As part of the plan, the department shall identify funding sources, including the issuance of revenue anticipation bonds, to complete the project. The department shall present its plan to the legislative management before August 1, 2024."

Page 7, line 8, replace "9" with "13"

Page 7, line 10, replace "10 and 11" with "14 and 15"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1012 - Department of Transportation - Conference Committee Action

	Base Budget	House Version	Conference Committee Changes	Conference Committee Version	Senate Version	Comparison to Senate
Salaries and wages	$204,109,585	$232,422,836	($14,676,440)	$217,746,396	$217,746,396	
Operating expenses	270,888,188	330,381,474	2,500,000	332,881,474	332,881,474	
Capital assets	902,431,344	1,644,145,065	(87,750,000)	1,556,395,065	1,556,395,065	
Grants	118,085,610	122,071,458	(1,500,000)	120,571,458	120,571,458	
Contingent loan authorization		78,500,000		78,500,000	78,500,000	
Total all funds	$1,495,514,727	$2,407,520,833	($101,426,440)	$2,306,094,393	$2,306,094,393	$0
Less estimated income	1,495,514,727	2,397,145,833	(101,426,440)	2,295,719,393	2,295,719,393	0
General fund	$0	$10,375,000	$0	$10,375,000	$10,375,000	$0

FTE	982.00	998.00	3.00	1,001.00	998.00	3.00

Department 801 - Department of Transportation - Detail of Conference Committee Changes

	Adjusts Funding for Salary and Benefit Increases[1]	Removes Salary Funding for Funding Pool[2]	Adds Funding for FTE Positions[3]	Reclassifies 2 FTE Positions[4]	Adjusts Funding for Federal Highway Funds Match[5]	Adjusts Discretionary and Flexible Transportation Funding[6]
Salaries and wages	$3,181,552	($18,408,702)	$550,710			
Operating expenses						
Capital assets					$4,750,000	($92,500,000)
Grants						
Contingent loan authorization						
Total all funds	$3,181,552	($18,408,702)	$550,710	$0	$4,750,000	($92,500,000)
Less estimated income	3,181,552	(18,408,702)	550,710	0	4,750,000	(92,500,000)
General fund	$0	$0	$0	$0	$0	$0
FTE	0.00	0.00	3.00	0.00	0.00	0.00

	Reduces Funding for Short Line Railroad Loan Program[7]	Reduces Funding for Flood Study[8]	Adds Funding for Environmental Study[9]	Total Conference Committee Changes
Salaries and wages				($14,676,440)
Operating expenses		($2,500,000)	$5,000,000	2,500,000
Capital assets				(87,750,000)
Grants	($1,500,000)			(1,500,000)
Contingent loan authorization				
Total all funds	($1,500,000)	($2,500,000)	$5,000,000	($101,426,440)
Less estimated income	(1,500,000)	(2,500,000)	5,000,000	(101,426,440)
General fund	$0	$0	$0	$0
FTE	0.00	0.00	0.00	3.00

[1] Salaries and wages funding is adjusted to provide for 2023-25 biennium salary increases of 6 percent on July 1, 2023, and 4 percent on July 1, 2024, and for adjustments to health insurance premium rates as follows:

	Other Funds
Salary increase	$3,297,276
Health insurance adjustment	(115,724)
Total	$3,181,552

The House provided salary adjustments of 4 percent on July 1, 2023, and July 1, 2024.

[2] Funding for new FTE positions and estimated savings from vacant FTE positions is removed as shown below. These amounts are available to the agency if needed by submitting a request to the Office of Management and Budget for a transfer from the new and vacant FTE funding pool.

	Other Funds
New FTE positions	($3,545,684)
Vacant FTE positions	(14,863,018)
Total	($18,408,702)

The Senate also removed funding for the new and vacant FTE funding pool.

[3] Funding is added for the following FTE positions:

Description	FTE	Other Funds
Equipment operator	1.00	$135,714
Township program coordinator	1.00	207,498
Township program coordinator	1.00	207,498
Total	3.00	$550,710

These positions were not added by the House or Senate.

[4] Two vacant FTE positions are reclassified to 2 FTE driver's license examiner positions. The Senate also reclassified these positions.

[5] Funding of $169,250,000 derived from 50 percent of motor vehicle excise tax collections deposited in the highway fund to match regular federal highway funding is removed and replaced with $60 million from legacy fund earnings and one-time funding of $114 million from the strategic investment and improvements fund. The Senate also made this adjustment.

[6] Funding for federal discretionary funds match and the flexible transportation fund is adjusted as follows:

House:

Flexible transportation fund - $115 million from the strategic investment and improvements fund

Discretionary match - $200 million from the strategic investment and improvements fund

Senate and Conference Committee:

Flexible transportation fund, including discretionary match - $171.5 million from motor vehicle excise tax collections, $51 million from the strategic investment and improvements fund

[7] Funding added by the House from the strategic investment and improvements fund to enhance the short line railroad loan program is reduced from $8 million to $6.5 million. The Senate also made this reduction.

[8] One-time funding from the strategic investment and improvements fund added by the House for studies, preliminary engineering, and environmental studies to address northern Red River Valley infrastructure affected by flooding is reduced from $5 million to $2.5 million. The Senate also reduced this funding.

[9] One-time funding from the strategic investment and improvements fund is added for an environmental study of US Highway 52 from Minot to Voltaire. The Senate also added this funding.

This amendment also:

- Adjusts statutory language to provide that 50 percent of motor vehicle excise taxes be deposited in the general fund and the remaining 50 percent be deposited in the flexible transportation fund, the same as the Senate. The House provided for 50 percent of motor vehicle excise taxes to be deposited in the highway fund and 50 percent to be deposited in the general fund.
- Amends statutory language regarding the flexible transportation fund to provide that at least 25 percent of motor vehicle excise taxes deposited in the fund be used for county and township road and bridge projects, to require Budget Section approval for certain projects, and to require Budget Section reports. The Senate also added this language.
- Adds a section to designate a portion of State Highway 13 as the Trooper Beryl McLane Memorial Highway.
- Adds a section to create a legacy earnings highway distribution fund to distribute transportation funding to the highway fund and political subdivisions that is received from legacy fund earnings, the same as the Senate.
- Adds a section to create a legacy earnings township highway aid fund to distribute transportation funding to non-oil-producing counties that is received from legacy fund earnings, the same as the Senate.
- Adds a Legislative Management study of the effect of electric vehicles in the state, the same as the Senate.
- Provides for the Department of Transportation to develop a plan to finish the US Highway 85 four-lane project, the same as the Senate.

Date: 4/22/2023
Roll Call Vote #: 1

2023 HOUSE CONFERENCE COMMITTEE
ROLL CALL VOTES

BILL NO. 1012 as (re) engrossed

House Government Opps. Committee

Action Taken
- ☐ **HOUSE accede to Senate Amendments**
- ☐ **HOUSE accede to Senate Amendments and further amend**
- ☐ **SENATE recede from Senate amendments**
- ☐ **SENATE recede from Senate amendments and amend as follows**

☐ **Unable to agree**, recommends that the committee be discharged and a new committee be appointed

Motion Made by: Senator Dwyer Seconded by: Senator Wanzek

Representatives	4/21 AM	4/21 PM	4/22	Yes	No		Senators	4/21 AM	4/21 PM	4/22	Yes	No
Chairman Brandenburg	x	x	x	x			Senator Wanzek	x	x	x	x	
Representative Monson	x	x	x	x			Senator Erbele	x	x	x	x	
Representative Mock	x	x	x	x			Senator Dwyer	x	x	x	x	
Total Rep. Vote				3			Total Senate Vote				3	

Vote Count Yes: 6 No: 0 Absent: 0

House Carrier _____ Senate Carrier _____

LC Number 23.0241 . 02017 of amendment

LC Number _____ . _____ of engrossment

Emergency clause added or deleted

Statement of purpose of amendment
- Adopted amendment 23.0241.02017

Date: 4/22/2023
Roll Call Vote #: 2

2023 HOUSE CONFERENCE COMMITTEE
ROLL CALL VOTES

BILL NO. 1012 as (re) engrossed

House Government operations Committee

Action Taken
- ☐ **HOUSE accede to Senate Amendments**
- ☐ **HOUSE accede to Senate Amendments and further amend**
- ☐ **SENATE recede from Senate amendments**
- ☐ **SENATE recede from Senate amendments and amend as follows**

☐ **Unable to agree**, recommends that the committee be discharged and a new committee be appointed

Motion Made by: Representative *Mock* Seconded by: *Senator Erbele*

Representatives	4/22			Yes	No		Senators	4/22			Yes	No
Chairman Brandenburg	x			x			Senator Wanzek	x			x	
Representative Monson	x			x			Senator Erbele	x			x	
Representative Mock	x			x			Senator Dwyer	x			x	
Total Rep. Vote							Total Senate Vote					

Vote Count Yes: 6 No: 0 Absent: 0

House Carrier _____ Senate Carrier _____

LC Number 23.0241 . 02015 of amendment

LC Number _____ . _____ of engrossment

Emergency clause added or deleted

Statement of purpose of amendment
- Adopted amendment 23.0241.02015

Date: 4/22/2023
Roll Call Vote #: 3

2023 HOUSE CONFERENCE COMMITTEE
ROLL CALL VOTES

BILL NO. 1012 as (re) engrossed

House Government Opps. Committee

Action Taken
- ☐ **HOUSE accede to Senate Amendments**
- ☐ **HOUSE accede to Senate Amendments and further amend**
- ☐ **SENATE recede from Senate amendments**
- ☐ **SENATE recede from Senate amendments and amend as follows**

☐ **Unable to agree**, recommends that the committee be discharged and a new committee be appointed

Motion Made by: Senator Dwyer Seconded by: Senator Wanzek

Representatives	4/22			Yes	No		Senators	4/22			Yes	No
Chairman Brandenburg	x			x			Senator Wanzek	x			x	
Representative Monson	x			x			Senator Erbele	x			x	
Representative Mock	x			x			Senator Dwyer	x			x	
Total Rep. Vote							Total Senate Vote					

Vote Count Yes: 6 No: 0 Absent: 0

House Carrier _____ Senate Carrier _____

LC Number 23.0241 . .02016 of amendment

LC Number _____ . _____ of engrossment

Emergency clause added or deleted

Statement of purpose of amendment
- Adopted amendment 23.0241.02016

Date: 4/22/2023
Roll Call Vote #: 4

2023 HOUSE CONFERENCE COMMITTEE
ROLL CALL VOTES

HB 1012 as engrossed

House Government Opps. Committee

Action Taken
- ☐ **HOUSE accede to Senate Amendments**
- ☐ **HOUSE accede to Senate Amendments and further amend**
- ☐ **SENATE recede from Senate amendments**
- ☒ **SENATE recede from Senate amendments and amend as follows**

☐ **Unable to agree**, recommends that the committee be discharged and a new committee be appointed

Motion Made by: Senator Wanzek Seconded by: Representative Mock

Representatives	4/22			Yes	No		Senators	4/22			Yes	No
Chairman Brandenburg	x			x			Senator Wanzek	x			x	
Representative Monson	x			x			Senator Erbele	x			x	
Representative Mock	x			x			Senator Dwyer	x			x	
Total Rep. Vote							Total Senate Vote					

Vote Count Yes: 6 No: 0 Absent: 0

House Carrier Representative Brandenburg Senate Carrier Senator Wanzek

LC Number 23.0241 . .02013 of amendment

LC Number 23.0241 . 04000 of engrossment

Emergency clause added or deleted

Statement of purpose of amendment

Insert LC: 23.0241.02013
House Carrier: Brandenburg
Senate Carrier: Wanzek

REPORT OF CONFERENCE COMMITTEE

HB 1012, as engrossed: Your conference committee (Sens. Wanzek, Erbele, Dwyer and Reps. Brandenburg, Monson, Mock) recommends that the **SENATE RECEDE** from the Senate amendments as printed on HJ pages 1840-1845, adopt amendments as follows, and place HB 1012 on the Seventh order:

That the Senate recede from its amendments as printed on pages 1840-1845 of the House Journal and pages 1489-1494 of the Senate Journal and that Engrossed House Bill No. 1012 be amended as follows:

Page 1, line 2, after "transportation" insert "; to provide a continuing appropriation; to create and enact a new section to chapter 24-01 and sections 54-27-19.3 and 54-27-19.4 of the North Dakota Century Code, relating to designating state highway 13, the legacy earnings highway distribution fund, and legacy earnings township highway aid fund"

Page 1, line 2, after "section" insert "24-02-37.3 of the North Dakota Century Code as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, section"

Page 1, line 2, after "Code" insert a comma

Page 1, line 3, after "to" insert "the flexible transportation fund,"

Page 1, line 6, after "report" insert "; to provide for a legislative management study"

Page 1, replace lines 15 through 23 with:

"Salaries and wages	$204,109,585	$13,636,811	$217,746,396
Operating expenses	270,888,188	61,993,286	332,881,474
Capital assets	902,431,344	653,963,721	1,556,395,065
Grants	118,085,610	2,485,848	120,571,458
Contingent loan authorization	0	78,500,000	78,500,000
Total all funds	$1,495,514,727	$810,579,666	$2,306,094,393
Less estimated income	1,495,514,727	800,204,666	2,295,719,393
Total general fund	$0	$10,375,000	$10,375,000
Full-time equivalent positions	982.00	19.00	1,001.00"

Page 2, replace lines 13 and 14 with:

"State matching funds	0	114,000,000
Federal highway funds	0	290,000,000
State flexible transportation fund	0	51,000,000"

Page 2, replace lines 18 and 19 with:

"Short line railroad programs	0	6,500,000
United States highway 52 environmental study	0	5,000,000
Flood projects study	0	2,500,000"

Page 2, replace lines 21 and 22 with

"Total all funds	$889,019,357	$557,875,000
Less estimated income	889,019,357	547,500,000"

Page 3, line 29, replace "$328,000,000" with "$179,000,000"

Page 3, line 31, replace "$200,000,000" with "$114,000,000"

Page 3, line 31, replace "discretionary grants" with "funding"

Page 4, line 1, replace "$115,000,000" with "$51,000,000"

Page 4, line 2, replace "$8,000,000" with "$6,500,000"

Page 4, line 3, remove "and"

Page 4, line 4, replace "$5,000,000" with "$2,500,000 to match funding from the state of Minnesota and other sources"

Page 4, line 5, after "flooding" insert "; and

5. The sum of $5,000,000 for an environmental study of a portion of United States highway 52"

Page 4, after line 14, insert:

"**SECTION 9.** A new section to chapter 24-01 of the North Dakota Century Code is created and enacted as follows:

Trooper Beryl McLane memorial highway - State highway 13 - Continuing appropriation.

The department shall designate state highway 13 from Edgeley to LaMoure as the Trooper Beryl McLane memorial highway and shall place signs along the highway designating that name. The department may accept any appropriate signs or funds donated to the department for the placement of signs. Any donated funds are appropriated to the department on a continuing basis for the purpose of providing signs designating state highway 13 as the Trooper Beryl McLane memorial highway.

SECTION 10. AMENDMENT. Section 24-02-37.3 of the North Dakota Century Code as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, is amended and reenacted as follows:

24-02-37.3. Flexible transportation fund - Budget section approval - Report.

There is created in the state treasury the flexible transportation fund. The fund consists of eligible federal or state funding and any contributed private funds.

1. The flexible transportation fund must be administered and expended by the director and may be used for the following:

   a. Providing a match for federal funding obtained by the department of transportation.

   b. State-funded road and bridge construction and maintenance, and transportation support costs including staffing, facilities, and operational expenditures on the state highway system.

   c. State-funded road and bridge construction and maintenance activities within the state but off of the state highway system. The director shall establish the terms and provisions of the program.

2. All money derived from the investment of the flexible transportation fund or any portion of the fund, must be credited to the flexible transportation fund. The director shall monthly transmit all moneys

collected and received under this chapter to the state treasurer to be transferred and credited to the flexible transportation fund.

3. The director must receive budget section approval for any project that utilizes more than fifteen million dollars from the fund except for projects that match federal or private funds and the amount utilized from the fund is fifty percent or less of total project costs. Any request considered by the budget section must comply with section 54-35-02.9.

4. The director shall allocate at least twenty-five percent of motor vehicle excise tax collections deposited in the flexible transportation fund pursuant to section 57-40.3-10 for non-oil-producing county and township road and bridge projects as follows:

   a. The funds must be allocated by the department to counties for projects or grants for the benefit of counties and organized and unorganized townships;

   b. The department shall establish criteria to distribute the funds;

   c. The funds must be used for the maintenance and improvement of county and township paved and unpaved roads and bridges;

   d. Priority must be given to projects that match federal funds and to projects that improve roadways that serve as local corridors;

   e. An organized township is not eligible to receive funding if the township does not maintain any roadways or does not levy at least eighteen mills for general purposes; and

   f. For purposes of this subsection, "non-oil-producing county" means a county that received no allocation of funding or a total allocation of less than five million dollars under subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal year before the start of each biennium.

5. The director shall provide periodic reports to the budget section regarding the status of the fund and projects receiving allocations from the fund.

SECTION 11. Section 54-27-19.3 of the North Dakota Century Code is created and enacted as follows:

54-27-19.3. Legacy earnings highway distribution fund.

A legacy earnings highway distribution fund is created as a special fund in the state treasury into which must be deposited any allocations of legacy fund earnings made under section 21-10-13. Any moneys in the legacy earnings highway distribution fund must be allocated and transferred by the state treasurer, as follows:

1. Sixty percent must be transferred to the department of transportation for deposit in the state highway fund;

2. Ten percent must be transferred to the legacy earnings township highway aid fund;

3. One and five-tenths percent must be transferred to the public transportation fund; and

4. Twenty-eight and five-tenths percent must be allocated to cities and counties using the formula established in subsection 4 of section 54-27-19. Moneys received by counties and cities must be used for roadway purposes in accordance with section 11 of article X of the Constitution of North Dakota.

SECTION 12. Section 54-27-19.4 of the North Dakota Century Code is created and enacted as follows:

54-27-19.4. Legacy earnings township highway aid fund.

A legacy earnings township highway aid fund is created as a special fund in the state treasury into which must be deposited any allocations of legacy fund earnings made under section 54-27-19.3 which must be allocated as follows:

1. The state treasurer shall allocate and distribute all money in the legacy earnings township highway aid fund to non-oil-producing counties of the state based on the length of township roads in each non-oil-producing county compared to the length of all township roads in all the non-oil-producing counties;

2. The county treasurer shall allocate the funds received to the organized townships in the county based on the length of township roads in each of those organized townships compared to the length of all township roads in the county. The funds received must be deposited in the township road and bridge fund and used for road and bridge purposes;

3. If a county does not have organized townships, or has some organized and some unorganized townships, the county shall retain a pro rata portion of the funds received based on the length of roads in unorganized townships compared to the length of township roads in organized townships in the county. Moneys retained by a county for the benefit of unorganized townships under this section must be deposited in the county road and bridge fund; and

4. For purposes of this section, "non-oil-producing county" means a county that received no allocation of funding or a total allocation of less than five million dollars under subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal year before the start of each biennium."

Page 4, overstrike lines 18 and 19

Page 4, line 20, overstrike "to the general fund"

Page 4, line 20, remove "who shall deposit fifty percent of collections in the state highway fund and"

Page 4, line 21, remove "fifty percent of collections in the general fund"

Page 4, line 21, overstrike the period and insert immediately thereafter "After the deposits under sections 57-39.2-26.1, 57-39.2-26.2, and 57-39.2-26.3, moneys collected and received under this chapter must be deposited monthly in the state treasury and allocated as follows:

1. Fifty percent to the general fund; and

2. The remaining fifty percent to the flexible transportation fund."

Page 6, after line 20, insert:

"**SECTION 16. LEGISLATIVE MANAGEMENT STUDY - ELECTRIC VEHICLES.** During the 2023-24 interim, the legislative management shall consider studying the effect of electric vehicles in the state. As part of the study, the legislative management shall consider the assessment of fees to offset reductions in motor fuel tax revenues; the impact of electric vehicles on electric demand and the electrical grid; the installation of electric vehicle charging infrastructure by private and public entities, including potential funding sources; the impact to public services and public transportation providers; and the effect on employment opportunities and other economic impacts, including tourism, automobile dealers, the energy industry, and the critical minerals industry. The study must include input from key stakeholders, including electric vehicle manufacturers, electric vehicle dealers, electric utilities, electric vehicle charging station manufacturers, and other transportation entities. The legislative management shall report its findings and recommendations, together with any legislation required to implement the recommendations, to the sixty-ninth legislative assembly.

SECTION 17. DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85 PROJECT - REPORT. The department of transportation shall develop a plan to complete the United States highway 85 four-lane project in its entirety as approved in the final environmental impact statement document for project number 9-085(085)075, PCN20046. The plan must include a review of federal approvals received for the project and options to complete the project before the approvals expire. As part of the plan, the department shall identify funding sources, including the issuance of revenue anticipation bonds, to complete the project. The department shall present its plan to the legislative management before August 1, 2024."

Page 7, line 8, replace "9" with "13"

Page 7, line 10, replace "10 and 11" with "14 and 15"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1012 - Department of Transportation - Conference Committee Action

	Base Budget	House Version	Conference Committee Changes	Conference Committee Version	Senate Version	Comparison to Senate
Salaries and wages	$204,109,585	$232,422,836	($14,676,440)	$217,746,396	$217,746,396	
Operating expenses	270,888,188	330,381,474	2,500,000	332,881,474	332,881,474	
Capital assets	902,431,344	1,644,145,065	(87,750,000)	1,556,395,065	1,556,395,065	
Grants	118,085,610	122,071,458	(1,500,000)	120,571,458	120,571,458	
Contingent loan authorization		78,500,000		78,500,000	78,500,000	
Total all funds	$1,495,514,727	$2,407,520,833	($101,426,440)	$2,306,094,393	$2,306,094,393	$0
Less estimated income	1,495,514,727	2,397,145,833	(101,426,440)	2,295,719,393	2,295,719,393	0
General fund	$0	$10,375,000	$0	$10,375,000	$10,375,000	$0
FTE	982.00	998.00	3.00	1,001.00	998.00	3.00

Department 801 - Department of Transportation - Detail of Conference Committee Changes

	Adjusts Funding for Salary and Benefit Increases[1]	Removes Salary Funding for Funding Pool[2]	Adds Funding for FTE Positions[3]	Reclassifies 2 FTE Positions[4]	Adjusts Funding for Federal Highway Funds Match[5]	Adjusts Discretionary and Flexible Transportation Funding[6]
Salaries and wages	$3,181,552	($18,408,702)	$550,710			
Operating expenses						
Capital assets					$4,750,000	($92,500,000)
Grants						
Contingent loan authorization						
Total all funds	$3,181,552	($18,408,702)	$550,710	$0	$4,750,000	($92,500,000)
Less estimated income	3,181,552	(18,408,702)	550,710	0	4,750,000	(92,500,000)
General fund	$0	$0	$0	$0	$0	$0
FTE	0.00	0.00	3.00	0.00	0.00	0.00

	Reduces Funding for Short Line Railroad Loan Program[7]	Reduces Funding for Flood Study[8]	Adds Funding for Environmental Study[9]	Total Conference Committee Changes
Salaries and wages				($14,676,440)
Operating expenses		($2,500,000)	$5,000,000	2,500,000
Capital assets				(87,750,000)
Grants	($1,500,000)			(1,500,000)
Contingent loan authorization				
Total all funds	($1,500,000)	($2,500,000)	$5,000,000	($101,426,440)
Less estimated income	(1,500,000)	(2,500,000)	5,000,000	(101,426,440)
General fund	$0	$0	$0	$0
FTE	0.00	0.00	0.00	3.00

[1] Salaries and wages funding is adjusted to provide for 2023-25 biennium salary increases of 6 percent on July 1, 2023, and 4 percent on July 1, 2024, and for adjustments to health insurance premium rates as follows:

	Other Funds
Salary increase	$3,297,276
Health insurance adjustment	(115,724)
Total	$3,181,552

The House provided salary adjustments of 4 percent on July 1, 2023, and July 1, 2024.

[2] Funding for new FTE positions and estimated savings from vacant FTE positions is removed as shown below. These amounts are available to the agency if needed by submitting a request to the Office of Management and Budget for a transfer from the new and vacant FTE funding pool.

	Other Funds
New FTE positions	($3,545,684)
Vacant FTE positions	(14,863,018)
Total	($18,408,702)

The Senate also removed funding for the new and vacant FTE funding pool.

[3] Funding is added for the following FTE positions:

Description	FTE	Other Funds
Equipment operator	1.00	$135,714
Township program coordinator	1.00	207,498
Township program coordinator	1.00	207,498
Total	3.00	$550,710

These positions were not added by the House or Senate.

[4] Two vacant FTE positions are reclassified to 2 FTE driver's license examiner positions. The Senate also reclassified these positions.

[5] Funding of $169,250,000 derived from 50 percent of motor vehicle excise tax collections deposited in the highway fund to match regular federal highway funding is removed and replaced with $60 million from legacy fund earnings and one-time funding of $114 million from the strategic investment and improvements fund. The Senate also made this adjustment.

[6] Funding for federal discretionary funds match and the flexible transportation fund is adjusted as follows:

House:

Flexible transportation fund - $115 million from the strategic investment and improvements fund

Discretionary match - $200 million from the strategic investment and improvements fund

Senate and Conference Committee:

Flexible transportation fund, including discretionary match - $171.5 million from motor vehicle excise tax collections, $51 million from the strategic investment and improvements fund

[7] Funding added by the House from the strategic investment and improvements fund to enhance the short line railroad loan program is reduced from $8 million to $6.5 million. The Senate also made this reduction.

[8] One-time funding from the strategic investment and improvements fund added by the House for studies, preliminary engineering, and environmental studies to address northern Red River Valley infrastructure affected by flooding is reduced from $5 million to $2.5 million. The Senate also reduced this funding.

[9] One-time funding from the strategic investment and improvements fund is added for an environmental study of US Highway 52 from Minot to Voltaire. The Senate also added this funding.

This amendment also:

- Adjusts statutory language to provide that 50 percent of motor vehicle excise taxes be deposited in the general fund and the remaining 50 percent be deposited in the flexible transportation fund, the same as the Senate. The House provided for 50 percent of motor vehicle excise taxes to be deposited in the highway fund and 50 percent to be deposited in the general fund.
- Amends statutory language regarding the flexible transportation fund to provide that at least 25 percent of motor vehicle excise taxes deposited in the fund be used for county and township road and bridge projects, to require Budget Section approval for certain projects, and to require Budget Section reports. The Senate also added this language.
- Adds a section to designate a portion of State Highway 13 as the Trooper Beryl McLane Memorial Highway.
- Adds a section to create a legacy earnings highway distribution fund to distribute transportation funding to the highway fund and political subdivisions that is received from legacy fund earnings, the same as the Senate.
- Adds a section to create a legacy earnings township highway aid fund to distribute

transportation funding to non-oil-producing counties that is received from legacy fund earnings, the same as the Senate.

- Adds a Legislative Management study of the effect of electric vehicles in the state, the same as the Senate.
- Provides for the Department of Transportation to develop a plan to finish the US Highway 85 four-lane project, the same as the Senate.

Engrossed HB 1012 was placed on the Seventh order of business on the calendar.

2023 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division
Brynhild Haugland Room, State Capitol

HB 1012
4/24/2023
Conference Committee

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; and to provide an exemption

Chairman Brandenburg calls meeting to order at 9:31 AM

Members present: Chairman Brandenburg, Representative Monson, Representative Mock, Senator, Wanzek, Senator Erbele, Senator Dwyer

Discussion Topics:

- Amendment 23.0241.02013

Chairman Brandenburg discusses amendment (23.0241.02013) (#27828)

Additional Testimony: #27864

Chairman Brandenburg closed the meeting on HB 1012 at 9:42 AM

Leah Kuball, Committee Clerk

TESTIMONY

HB 1012

HB 1012
BUDGET TESTIMONY
North Dakota Department of Transportation

NORTH Dakota | Transportation
Be Legendary.

January 5, 2023

1

NORTH Dakota | Transportation
Be Legendary.

MISSION
Safely move people and goods.

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

VALUES | PRIDE
Professionalism | Respect | Integrity
Dedication | Excellence

2

EXECUTIVE TEAM

NORTH Dakota | Transportation
Be Legendary.

Ron Henke
Director

Matt Linneman
Deputy Director
for Engineering

Terra Miller-Bowley
Deputy Director
for Administration

Robin Rehborg
Deputy Director
for Driver Safety

Vacant
Deputy Director
for Planning

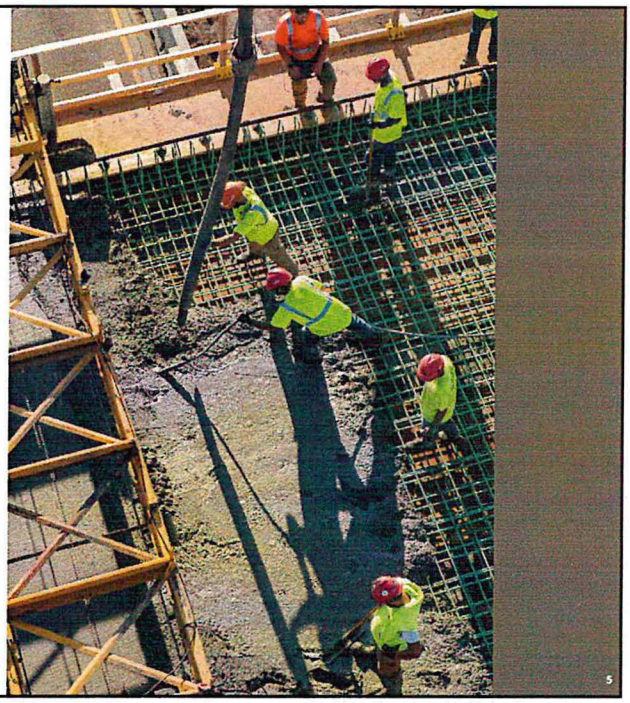
3

3

4

SUCCESS!

- Construction contracts totaling $500M+
- 7,655 driver license online knowledge tests completed
- Completed major Motor Vehicle & Driver License System Upgrade to better serve customers *(Licensing Enterprise Gateway Endpoint for North Dakota | LEGEND)*
- $224.5M in American Rescue Plan Act (ARPA) funds committed | $105M spent
- $35M bond for bridges has been committed | $12.5M spent



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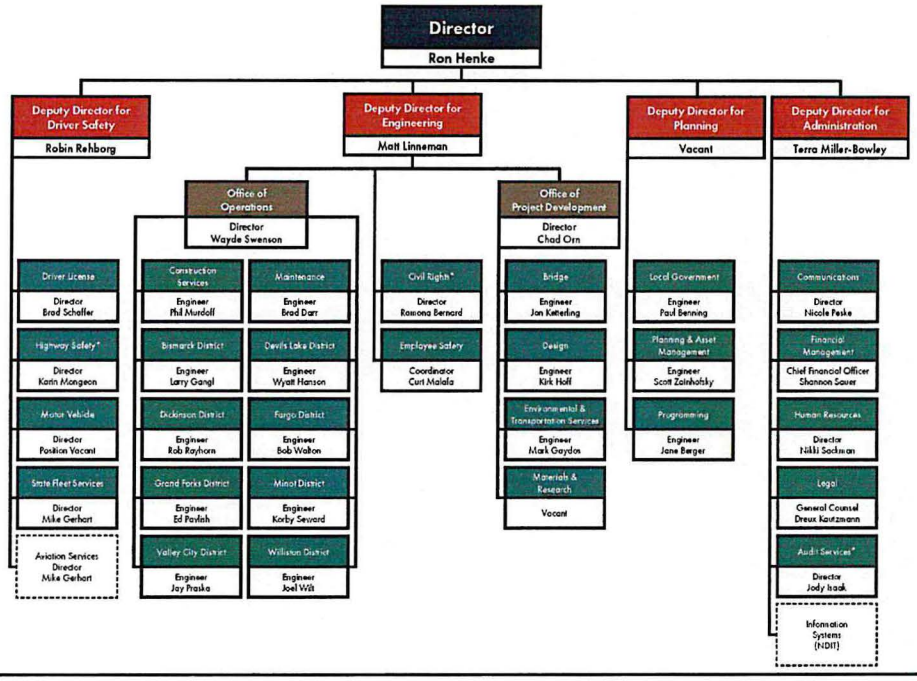
TEAM NDDOT



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AWARDS & ACCOLADES
THIS BIENNIUM

- ND ROADS – RANKED #1 - According to the *Reason Foundation*, North Dakota leads the nation in highway performance and cost effectiveness.
- TEAM NDDOT – Bismarck-Mandan Young Professionals Network 2022 Best Places to Work
- BEULAH RETROFIT ROUNDABOUT – America's Transportation Award for Best Use of Technology & Innovation
- LONG X BRIDGE – Regional American Association of Highway and Transportation Officials (AASHTO) Award
- MOTOR VEHICLE & DRIVER LICENSE – American Assoc. of Motor Vehicle Administrators (AAMVA) Reinventing the Customer Service Award
- LOCAL GOVERNMENT – Dakota Transit Association ND Friend of Transit Award
- COMMUNICATIONS – AASHTO Transportation Communications Award in the categories of external publication, event and crisis communications.
- VISION ZERO – AAMVA Public Affairs and Consumer Education Award

7

7

NORTH Dakota | Transportation
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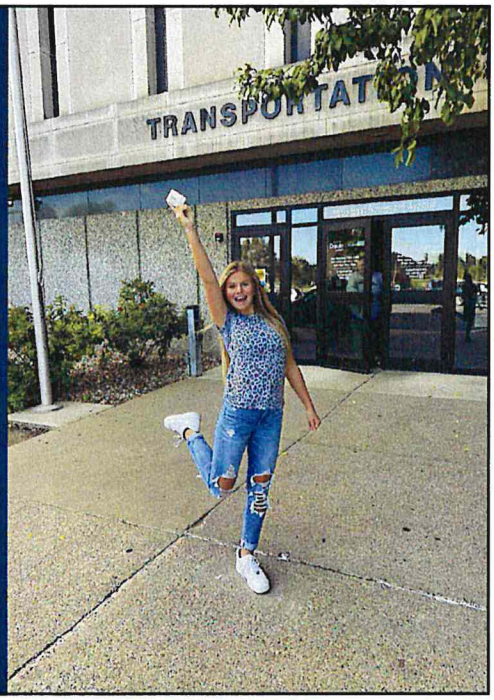
STRATEGIC FOCUS AREAS

- Safety
- Innovation
- Assets
- Mobility
- Leadership



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STRATEGIC FOCUS AREAS

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

INNOVATION – Promote a culture of innovation to enhance external and internal services, products, and programs.

ASSETS – Preserve and enhance assets managed by the NDDOT.

MOBILITY – Work to improve access to our transportation systems through multi-modal solutions to enhance the movement of people and goods, having a positive impact on the quality of life and the economic wellbeing of North Dakotans.

LEADERSHIP – Position the NDDOT as a local, state, and nationally trusted leader. We value service, excellence and diversity and instilling a culture of leadership which expands the problem-solving capacity of our organization.

9

9

WHAT WE DO FOR NORTH DAKOTA

Fleet Services
Purchases, manages, operates, maintains and disposes of the state's licensed motor vehicles (about 3,200 vehicles).

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

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

Local Transportation Programs
Work with local governments, maintain the long-range transportation plan, manage grants and various programs.

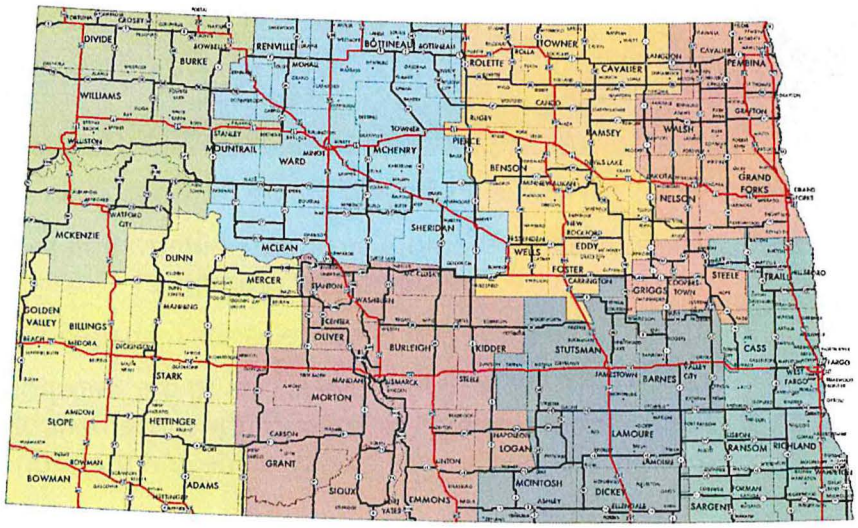
Construction & Maintenance
Facilitates construction projects (bid, contracts, etc.); also oversees the work to maintain roadways and remove snow.

Highway Safety
Coordinates Vision Zero, the strategy to reduce motor vehicle crash fatalities. The designated State Highway Safety Office.

10

10

NDDOT DISTRICTS



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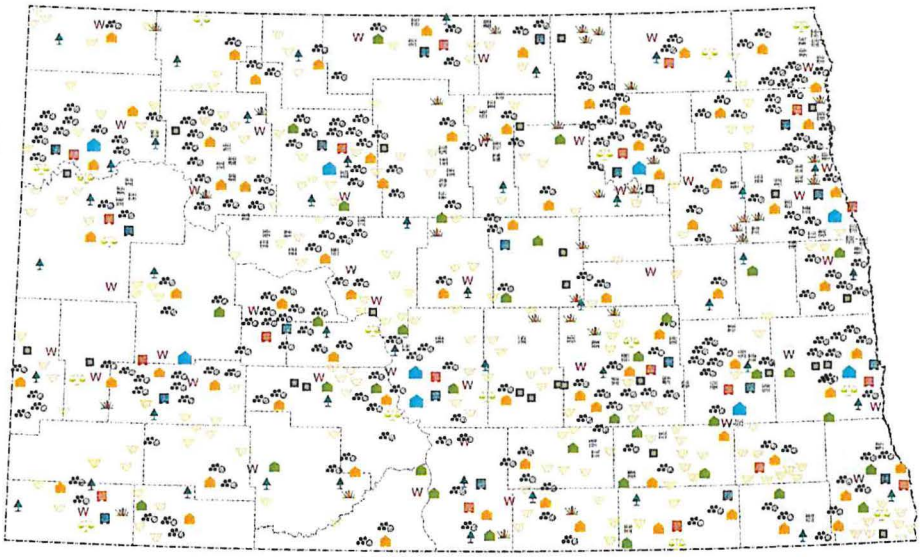
NDDOT SUPPORT FACILITIES & ASSETS



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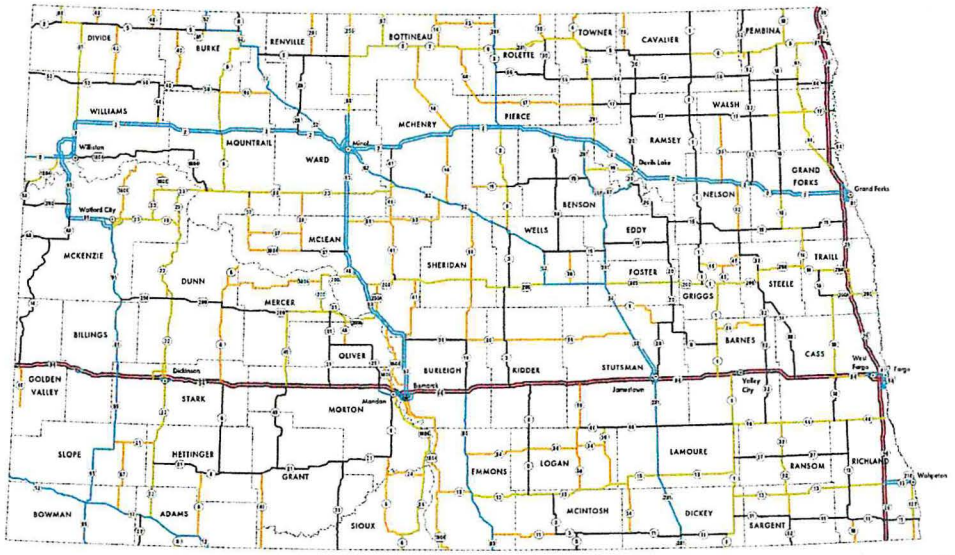
HIGHWAY CLASSIFICATION SYSTEM

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



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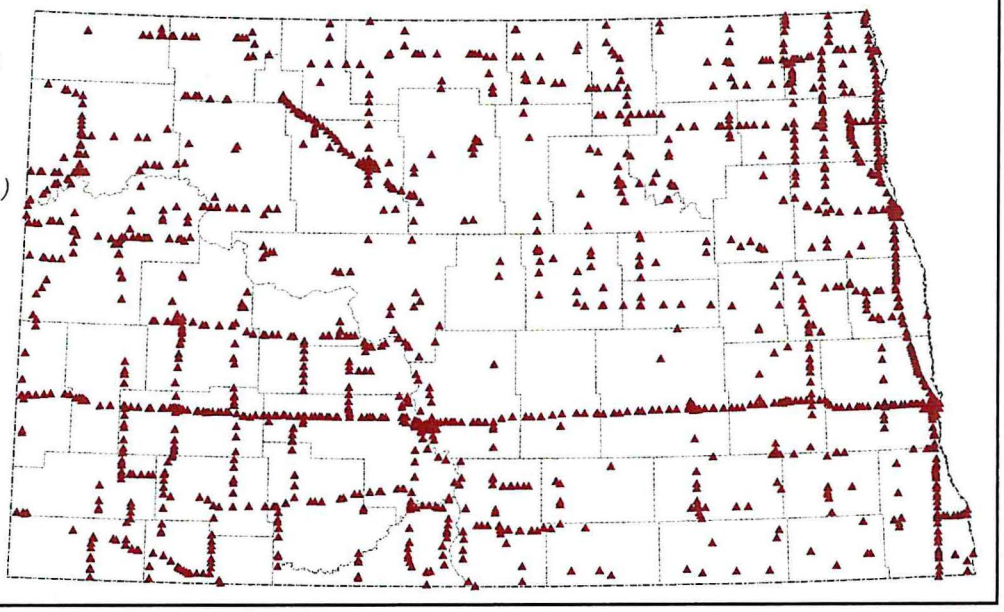
STATE BRIDGE INFRASTRUCTURE

▲ State Bridges
1,724

Total Bridges (county, city, etc.)
4,837

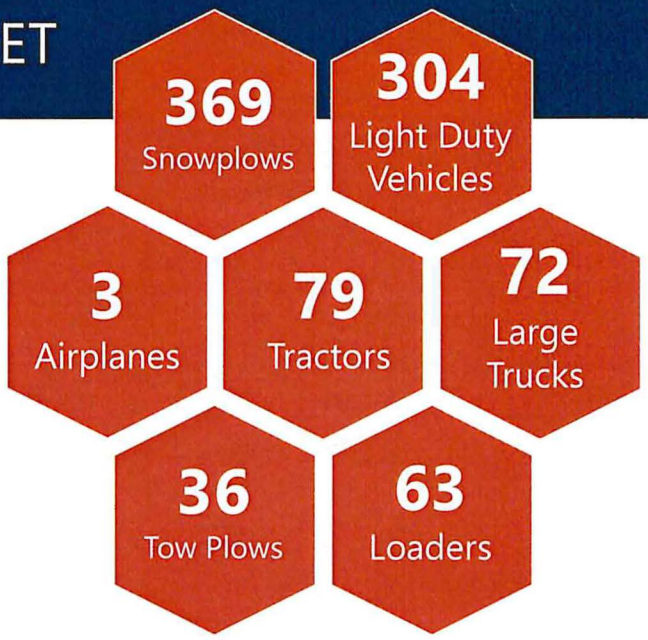


14

EQUIPMENT & FLEET

1,518 TOTAL
PIECES OF EQUIPMENT

- Located in all 8 districts across North Dakota.
- Includes equipment for pavement preservation which saves the state money and has a high return on investment.



15

15

SNOW AND ICE CONTROL

- Cost - $23.6M per year
- Statewide operations 5 a.m. – 7 p.m. daily
- Lane miles – 17,800
- State funded – not eligible for federal reimbursement

Know before you go. Download the ND Roads app!

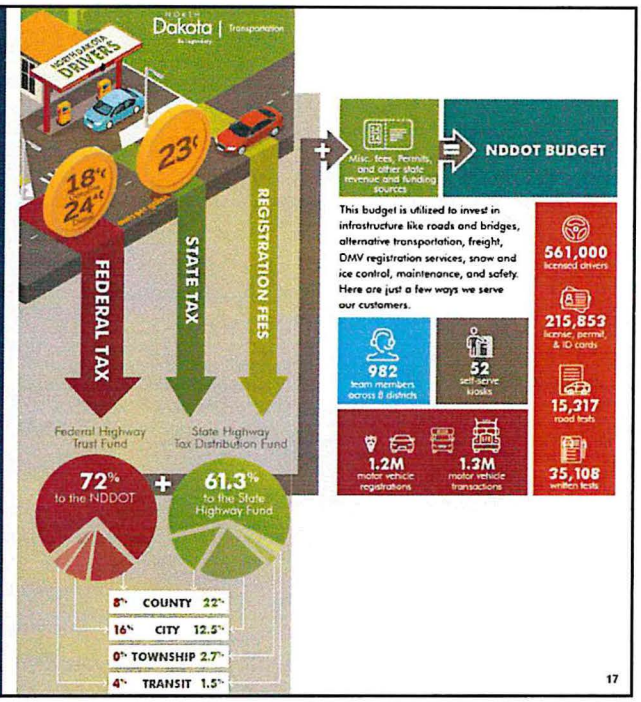
ND ROADS

16

HOW ARE WE FUNDED?

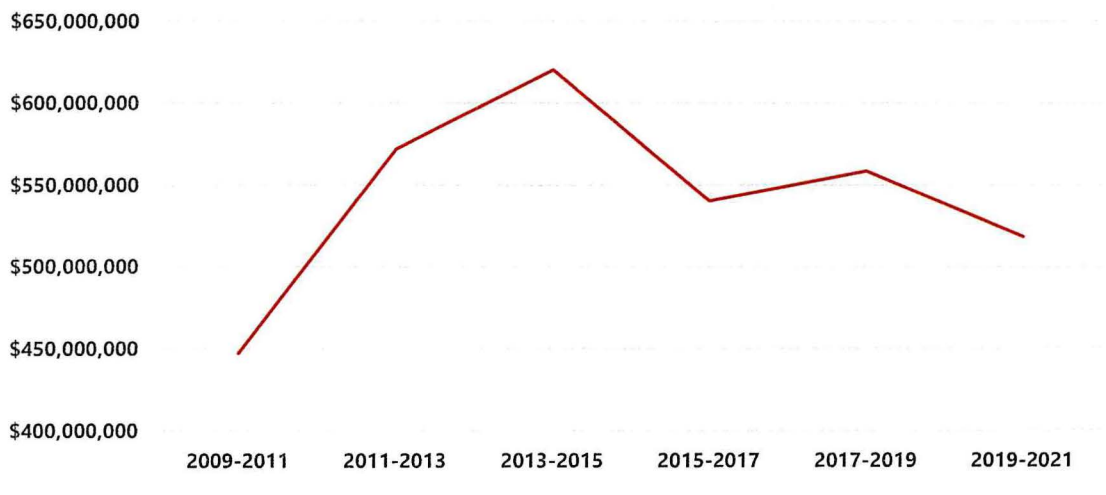
BOTH FEDERAL AND STATE DOLLARS FUND THE NDDOT.

- It all starts with the fuel tax. For each gallon of gas purchased, 18.4 cents goes to the Federal Highway Trust Fund and 23 cents to the State Highway Tax Distribution Fund.
- From there, both funds distribute dollars to county, city, township, transit entities, and the largest portion being directed to fund the NDDOT.
- This allows us to fund the majority of our budget.



17

DECLINING STATE TRANSPORTATION REVENUES



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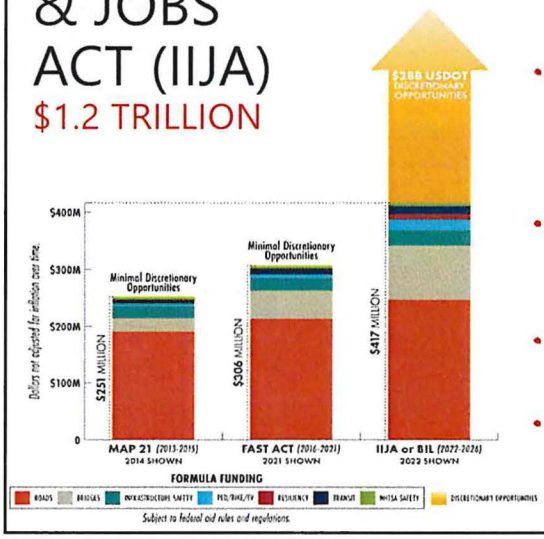
INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA)

$1.2 TRILLION



- Includes a 30% increase in total federal formula funding for the next 5 years.
- Funding amounts designated for roads is similar to previous bills. There is a 15% increase in roadway funding which is about equal to the inflation.
- The $1.2T IIJA funding includes other items like power and grid, broadband, ports and waterways, airports, water infrastructure, and resiliency. This funding is not accessible by the NDDOT.
- Greatest increase in funding is for bridge work, as well as resources for pedestrian/bike, and electric vehicle charging stations.
- Increases much needed funding for transit and highway safety programs.
- Includes historic amount of funding for competitive discretionary programs; award success and the funding timing are unknown.

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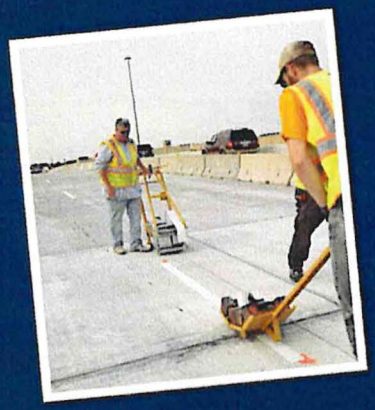
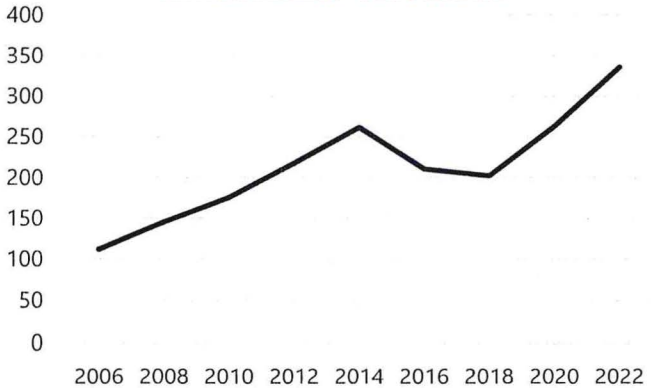
19

INCREASE IN CONSTRUCTION COSTS



- Construction costs increased 26% from 2021 to 2022.
- Projections for 2023 range from 4%-14%.
  - Will likely be around 7%.

Construction Cost Index



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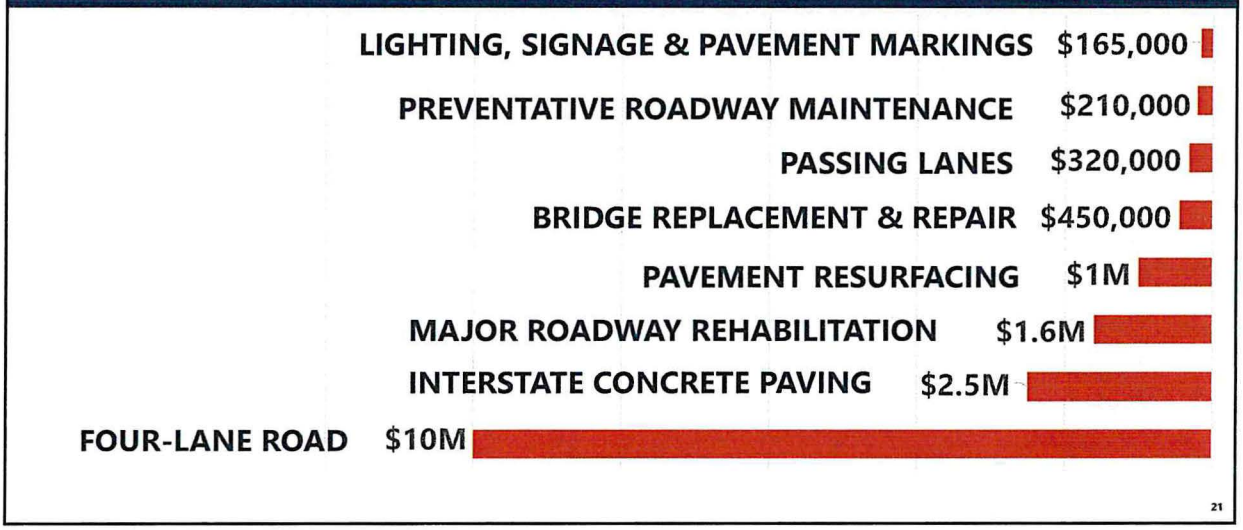
TRANSPORTATION SYSTEM COSTS

Per Mile



21

DISCRETIONARY FUNDING

- **Awarded** $134.7M
- **Applied** $522M
- **Awaiting** award announcement $350M+

(As of Dec. 20)

22

DISCRETIONARY FUNDING

- **August Redistribution $62M**
- **Better Utilizing Investments to Leverage Development (BUILD) Grant** *(Awarded Sept. 2020)* 15 grade-raise locations in the prairie pothole region of central ND to reduce risk of highway flooding. **$22M**
- **INFRA Grants** *(Awarded June 2021)* US Highway 52 Passing Lane Project, Carrington to E. Jct. ND 5. The first segment was constructed in 2022. Two segments will be constructed in 2023. **$16.75M**
- **Rebuilding American Infrastructure with Sustainability and Equity *RAISE) Grant** *(Awarded Nov. 2021)* Statewide Transportation Management Center and I-29 SMART Corridor planning. **$550,000**

23

23

DISCRETIONARY FUNDING

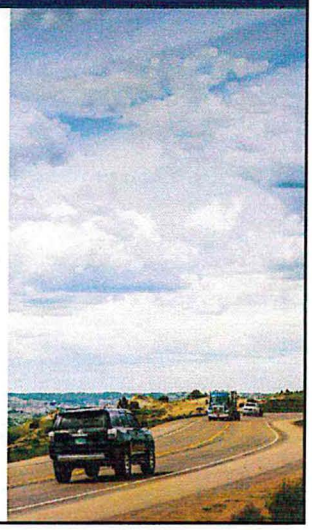
- **RAISE - Tribal Safety Bundle (Standing Rock and MHA)** *(Awarded Aug. 2022)* This project will provide safety improvements at multiple locations along ND 24, ND 23, and ND 73. **$19.5M**
- **Department of Defense Community Infrastructure Pipe Replace** *(Awarded Sept. 2022)* Improves truck/freight weight carrying capacity at Brooks Junction (US 52 and US 2). **$2.85M**
- **Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant** *(Awarded June 2022)* Rail replacement from Oakes to Independence (Red River Valley and Western Short Line Railroad). The project is expected to be constructed in 2024. **$6.7M**

24

24

DISCRETIONARY FUNDING

- **Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant** *(Awarded Aug. 2022)* For electric vehicle charging stations. **$1.5M**
- **Federal Highway Administration Climate Challenge** Process for selecting type of pavement. **$240,000**
  - Technical training on the Life-cycle Assessment Pave tool to evaluate greenhouse gas impacts of existing construction
  - Technical assistance to develop the scope of a university study
  - Perform university study to include greenhouse gas impacts in future grant



25

EQUIPMENT BACKLOG & BUILDING NEEDS

EQUIPMENT | $32M in equipment backlog

- There is a replacement schedule for all equipment and a base fleet inventory for all districts
- Experiencing supply chain issues and costs have increased 20-25% since last biennium

DISTRICT/SECTION BUILDINGS | $33M new
$15.5M maintenance deficiencies

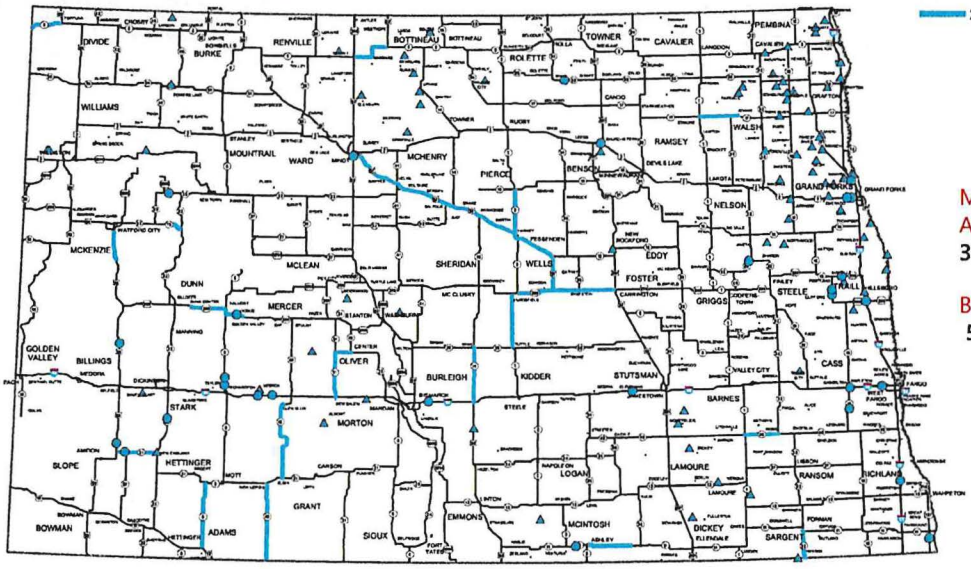
- **Capital Improvement Plan** – proactive approach that identifies capital projects based on (future) needs, necessities, and priorities within the DOT

26

26

10-YEAR INFRASTRUCTURE PLAN

2021-2023 PROGRESS



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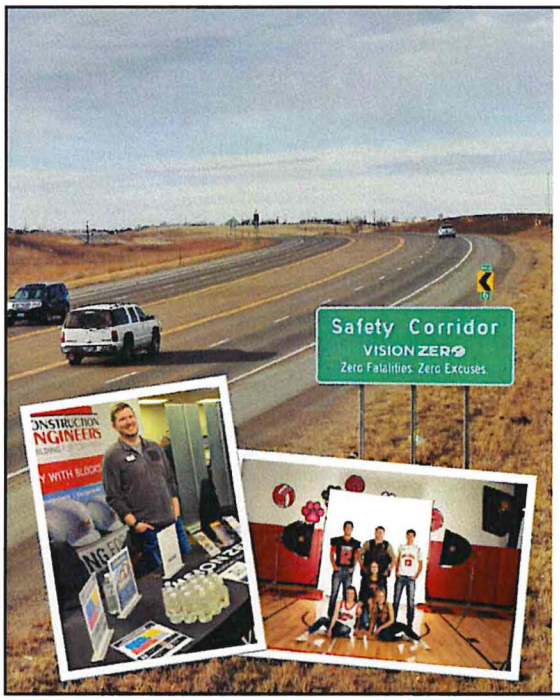


VISION ZERO

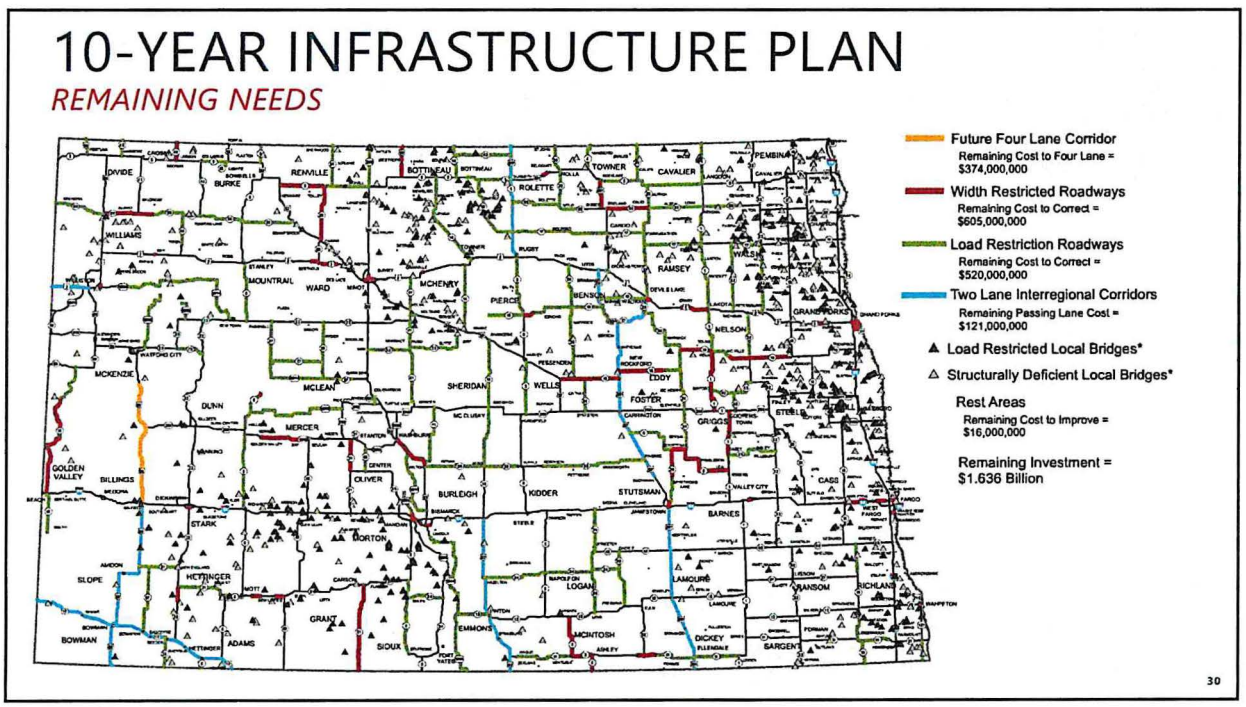
Zero fatalities. Zero excuses.

- **Mission:** Eliminate motor vehicle crash fatalities and serious injuries in ND.
- 2022: 100 fatalities
  2021: 101 fatalities
- Motor vehicle crashes are largely preventable if everyone takes personal responsibility.
- **Vision Zero Schools** – 6 schools engaged (Kidder Cty., Flasher, Wing, Oakes, Killdeer, Des Lacs/Burlington).
- **Regional Coordinators** – Four across the state, extends the work of Vision Zero into the heart of the community.

28

2023-2025
BUDGET REQUEST
Darth Blader
NDDOT

29


10-YEAR INFRASTRUCTURE PLAN
REMAINING NEEDS
Future Four Lane Corridor
Remaining Cost to Four Lane = $374,000,000
Width Restricted Roadways
Remaining Cost to Correct = $605,000,000
Load Restriction Roadways
Remaining Cost to Correct = $520,000,000
Two Lane Interregional Corridors
Remaining Passing Lane Cost = $121,000,000
Load Restricted Local Bridges*
Structurally Deficient Local Bridges*
Rest Areas
Remaining Cost to Improve = $16,000,000
Remaining Investment = $1.636 Billion
30

30

KEY PRIORITY

MEET THE NEEDS OF NORTH DAKOTANS

- NDDOT is currently one of the smallest DOTs in the country. We have optimized our processes, procedures, and use of outside contracted services to achieve award winning efficiencies, unification of services, introduced new technology, and do more with fewer people (-98 FTEs since 2016).
- Infrastructure Investment and Jobs Act (IIJA) established new project demands, new funding opportunities, and expanded our existing workload (+30%).
- In addition to stopping certain tasks and transferring more tasks to consultants/contractors - some limited, additional staffing resources are needed to continue service and meet expectations of citizens, the legislature, and other agencies.

31

31

KEY PRIORITY

RE-ESTABLISH BASIC OPERATIONAL BUDGET

- ND prioritized construction over operations for the last several biennia.
- This has also led to a reduction in operational focus (buildings and equipment), services to citizens, safety programs, workforce retention/recruitment, as well as reduced chances to leverage funding and saying "yes" to emerging opportunities.

32

32

FEDERAL AID PROGRAM

- Funding used to construct and maintain roadways and bridges on the state highway system.
- Federal aid formula funding is distributed based off a formula determined by Congress and is favorable to rural states.
- Used to fund our 10-year Infrastructure Plan.

BUDGET REQUEST: $174M ($100M General Funding / $74M SIIF)

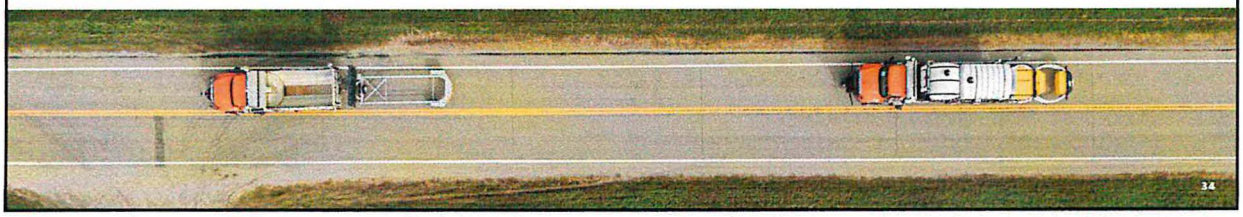
33

33

KEY PRIORITY

INCREASE FLEXIBILITY

- Improve timely response to unanticipated local government needs, economic development support, federal grant wins, and other federal/state funding needs.
- Transition state funding policies away from "federal-connected only" policies to state transportation funding with some federal support.
- Focusing on federal discretionary and state flexible fund.



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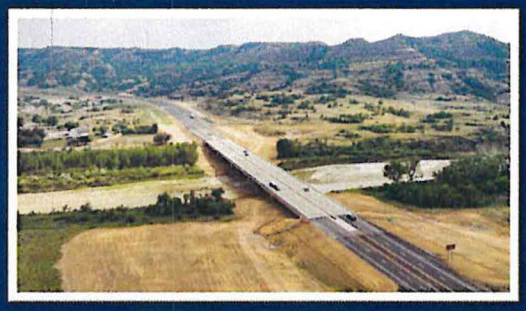
FEDERAL AND STATE DISCRETIONARY PROGRAM



- Discretionary funding is larger than it has ever been.
- Funds additional transportation needs in North Dakota.
- Without additional state resources, the department will not be able to accept discretionary dollars.
- Allows flexibility.

BUDGET REQUEST: $226.3M (SIIF Funding)

35

35

NEW FLEXIBLE TRANSPORTATION FUND

- Establish a new, more flexible fund to:
  - Improve transportation infrastructure off the state highway system, including within townships
  - 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
- In the last year alone, the NDDOT was asked to fund more than $2B in requests not currently in the State Transportation Improvement Program

BUDGET REQUEST: $140M
(General funding and motor vehicle excise tax)

36

36

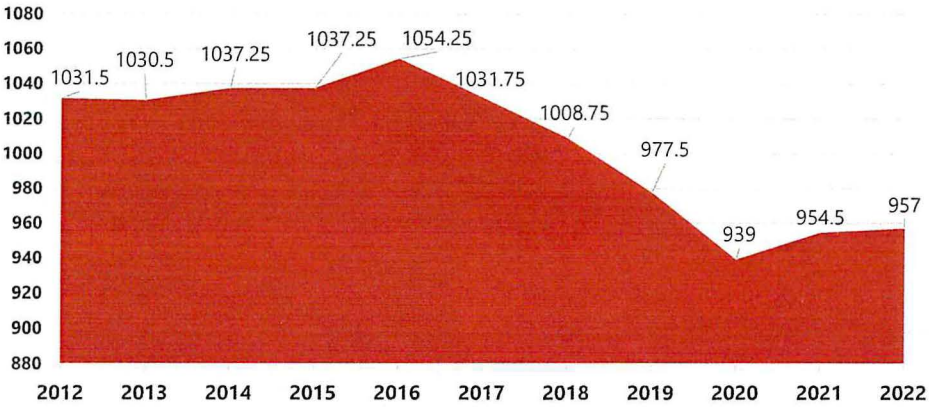
TEAM NDDOT WORKFORCE

982
FTEs

12.4%
Turnover Ratio

29
FTEs Requested

FULL TIME ACTUAL EMPLOYEE COUNT | 10 Year Look



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FULL TIME EMPLOYEE (FTE) REQUEST

- 4 International Fuel Tax Agreement (IFTA)/International Registration Plan (IRP) Auditors
  - Meet regulatory compliance requirements and avoid being sanctioned
- 3 Financial Staff
  - Meet federal aid accounting and reporting requirements
  - Meet increased procurement demands
  - Assistant division director for succession planning
- 14 Operators for Snow and Ice Control
  - Allows for extended hours of service
- 8 Driver License Examiners
  - Allows for reprioritizing existing temporary staff needs
  - Reduce temporary turnovers, hiring and training

38

38

LARGE IT PROJECT REQUESTS

Construction and Materials Management System (RIMS)

- Currently approved project in progress that requires additional funding

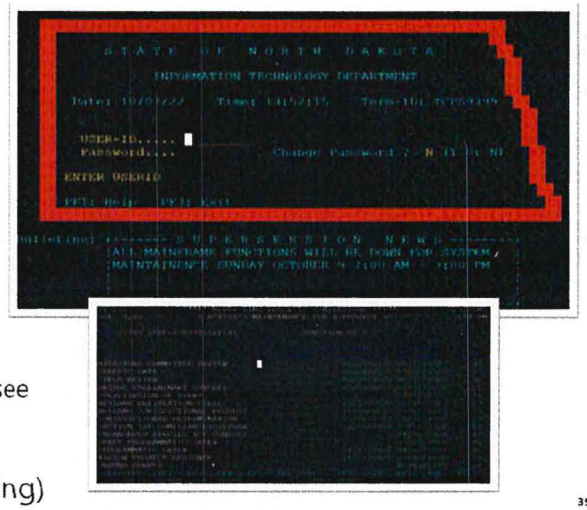
ETS Continuum Upgrade (Door Security System)

- Current security hardware and software are outdated and will no longer be supported

AVL

- Allows the NDDOT to track and the public to see all 369 snowplows

BUDGET REQUEST: $9.2M (General Funding)



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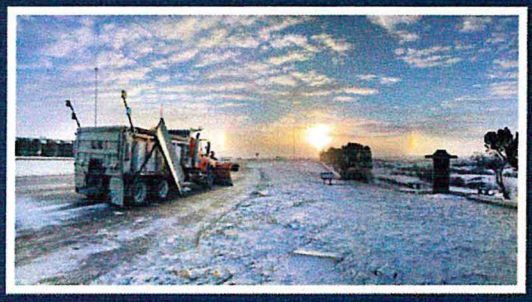
2023-25 EXECUTIVE BUDGET RECOMMENDATION

Object/Revenue		2021-23 Biennium Appropriations	2023-25 Base Budget Recommended	2023-25 Optional Budget Changes Recommended	2023-25 Total Budget Recommended
Description	**Code**				
		2,249,534,084	932,782,909	1,424,977,662	2,376,161,670
TOTAL BY APPROPRIATIONS ORGS		**2,249,534,084**	**932,782,909**	**1,424,977,662**	**2,376,161,670**
Salaries and Wages	60110	204,109,585	214,013,309	5,801,241	238,215,649
Operating Expenses	60130	260,548,188	253,017,962	83,057,856	336,075,818
Capital Improvements	60150	1,227,431,344	405,696,035	1,275,483,610	1,681,179,645
Construction Carryover	60151	-	-	-	-
COVID19 - Capital Assets	60152	317,000,000	-	-	-
HB 1015 Discretionary Match	60153	100,000,000	-	-	-
Enhanced State Highway Invest	60155	-	-	-	-
Grants	60160	118,085,610	60,055,603	60,634,955	120,690,558
Short Line Railroad Program	60162	-	-	-	-
COVID-19 Transportation Grants	60164	-	-	-	-
Grants to Township	60167	750,000	-	-	-
COVID19 - Grants	60168	1,609,357	-	-	-
TOTAL BY OBJECT SERIES		**2,249,534,084**	**932,782,909**	**1,424,977,662**	**2,376,161,670**
General	GEN	-	-	134,125,000	134,125,000
Federal	FED	1,355,876,156	347,057,090	870,051,421	1,219,302,445
Special	SPEC	893,657,928	585,725,819	420,801,241	1,022,734,225
TOTAL BY FUNDS		**2,249,534,084**	**932,782,909**	**1,424,977,662**	**2,376,161,670**
Full Time Equivalent Positions			982	29	1011

40

40

HB 1012 REQUESTED AMENDMENTS



The following sections are NDCC 54-44.1-11 exemptions which continue state and federal funding appropriated in the 21 – 23 biennium:

SECTION 4. EXEMPTION – EMERGENCY ROAD REPAIR GRANTS. Section 54-44.1-11 does not apply to the $750,000 in section 4 of chapter 40 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of providing grants to townships for emergency township road repairs.

SECTION 5. EXEMPTION – TRANSPORTATION GRANTS. Section 54-44.1-11 does not apply to the $1,609,357 in subdivision 10 of section 2 of chapter 28 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of COVID-19 grants.

41

41

SECTION 6. EXEMPTION – DISCRETIONARY MATCH. Section 54-44.1-11 does not apply to the $100,000,000 in section 13, subsection 2, of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of matching federal discretionary funds.

SECTION 7. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $100,000,000 in section 13, subsection 3, of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of defraying the expenses of road and bridge construction projects.

SECTION 8. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $55,000,000 in section 5 of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of road and bridge projects.

SECTION 9. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $70,000,000 in section 10 of chapter 80 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of state highway bridge projects and for matching federal funds for state highway projects.

42

42

SECTION 10. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $317,000,000 in section 7 of chapter 548 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of road and bridge projects.

SECTION 11. EXEMPTION – TRANSPORTATION GRANTS. Section 54-44.1-11 does not apply to the $61,700,060 in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of COVID-19 surface transportation grants.

SECTION 12. EXEMPTION – INFORMATION TECHNOLOGY PROJECTS. Section 54-44.1-11 does not apply to the $13,660,000 in the operating expenses line item relating to the information technology projects in section 1 of chapter 40 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the construction and materials management system, traffic counting and data estimating and analysis program, and the website drupal uplift.

43

43

The following section provides a contingent loan authorization to match federal funding that may become available during the next biennium:

SECTION 13. CONTINGENT LOAN AUTHORIZATION – CONTINGENT APPROPRIATION – HIGHWAY IMPROVEMENT PROJECTS. The department of transportation may borrow from the Bank of North Dakota, $50,000,000, or so much of the sum as may be necessary, to match $50,000,000 of federal funds that may become available, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds borrowed under this section from the Bank of North Dakota and the federal funds are appropriated to the department of transportation. The department of transportation shall request from the sixty-nineth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

44

44

The following sections fulfill the Executive Recommendation by allocating strategic investment and improvements funds to the NDDOT and authorizing the construction of a rest area:

SECTION 14. ESTIMATED INCOME – STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The estimated income and the capital assets line items in section 1 of this Act include the sum of $300,000,000 from the strategic investment and improvements fund for infrastructure projects and matching federal formula and discretionary grants.

SECTION 15. CONSTRUCTION OF REST AREA AND VISITOR CENTER. Notwithstanding any other provision of law, the director of the department of transportation may expend moneys from the state highway fund or any moneys within the limits of the legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota, for the biennium beginning July 1, 2023, and ending June 30, 2025.

45

45

The following section allows the NDDOT to utilize bond proceeds for state highway road and bridge projects by amending 2021 session law:

SECTION 16. AMENDMENT. Section 10 of chapter 80 of the 2021 Session Laws is amended and reenacted as follows:

> **SECTION 10. APPROPRIATION - HIGHWAY FUND - ~~CONTINGENT TRANSFER.~~** There is appropriated out of any moneys in the highway fund in the state treasury, not otherwise appropriated, the sum of $70,000,000, or so much of the sum as may be necessary, derived from bond proceeds to the department of transportation for state highway road and state highway bridge projects and for matching federal funds that may become available, for the biennium beginning July 1, 2021, and ending June 30, 2023. ~~Of the $70,000,000, $35,000,000 is designated for state highway bridge projects, and $35,000,000 is designated for matching federal funds that may become available for state highway projects in excess of the federal funds appropriated to the department of transportation as part of its 2021-23 biennial budget. By October 1, 2022, the director of the department of transportation shall certify to the office of management and budget the amount of funding committed to matching excess federal funds from the $35,000,000 provided under this section. If the amount committed is less than $35,000,000, the office of management and budget shall transfer any uncommitted amounts to the infrastructure revolving loan fund under section 6-09-49.~~

46

46

47

2023-25 EXECUTIVE BUDGET RECOMMENDATION

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COVID19 - Capital Assets	80152	317,000,000	-	-	-
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Grants	80160	118,085,610	60,055,603	60,634,955	120,690,558
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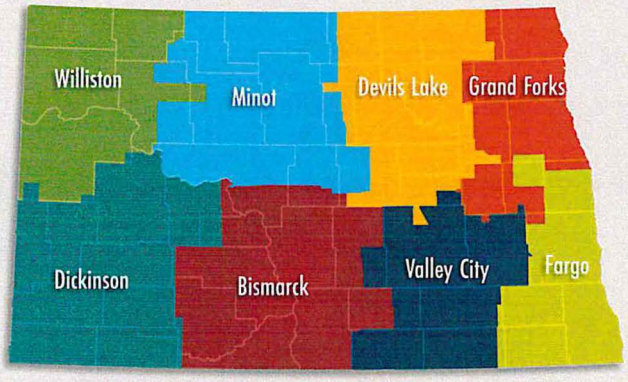
Full Time Equivalent Positions			982	29	1011

NORTH Dakota | Transportation
Be Legendary.

NDDOT FACT SHEET

WHO WE ARE



District Map

982 Full-Time Team Members

39 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 - Enhance external and internal services, products and programs.

Assets - Preserve and enhance assets managed by NDDOT.

Mobility - Improve access to our transportation system through multi-modal solutions that enhance the movement of people and goods, having a positive impact on the quality of life and the economic well-being of North Dakotans.

Leadership - A local, state and nationally trusted leader. We value service, excellence, diversity and instilling a culture of leadership.

WHAT WE DO

Highway Safety

Coordinates Vision Zero, the strategy to reduce motor vehicle crash fatalities. Is the designated State Highway Safety Office.

Construction & Maintenance

Facilitates construction projects (bid, contracts, etc.); also oversees the work to maintain roadways and remove snow.

Motor Vehicle & Driver License

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

Local Transportation Programs

Work with local governments, maintain the long-range transportation plan, manage grants and various programs.

Collaboration

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

Fleet Service

Purchases, manages, operates, maintains and disposes of the state's licensed motor vehicles (about 3,200 vehicles).

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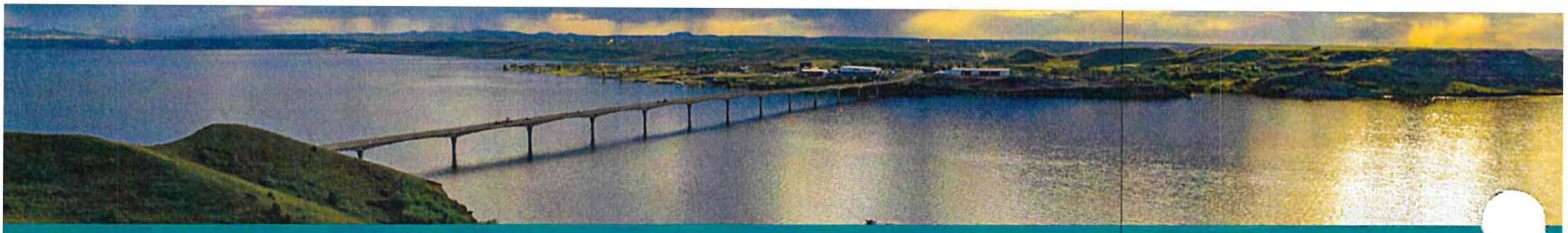


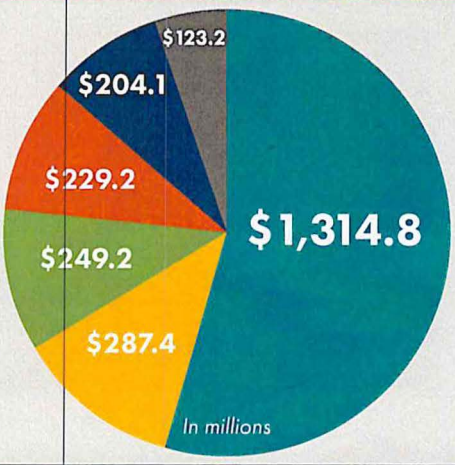
HOW WE DO IT

2021-2023 BIENNIAL BUDGET

$2.4 BILLION

- General Funds: **$100M**
- Federal Funds: **$1.46B**
- Special Funds: **$848M**

- Capital Improvements
- COVID-19 & American Recovery Plan Act Funding
- One-Time Non-Recurring State Funds
- Operating Expenses
- Salaries & Wages
- Grants



RECENT SUCCESS

Expanded & Improved Services

- 7,655 online knowledge tests completed
- **95%** positive Motor Vehicle feedback based on over **244K** customer responses
- Launched the *ND Transportation Conference*

Focus on Highway Safety

- ND Sober Ride program – 1,350 rides given since the start of the program
- Vision Zero Schools program – Six schools participating
- Highway Safety Corridors – Fourth corridor added in October 2022

Improved Infrastructure

- Completed construction contracts totaling over **$808M** last biennium
- Completed major Motor Vehicle and Driver License systems integration
- Received **$134.7M** in discretionary gr[illegible] **$522M** requested *(as of Dec. 20, 2022)*

AMERICA'S TRANSPORTATION AWARDS	REASON FOUNDATION	AASHTO	AAMVA	DAKOTA TRANSIT ASSOC.	YOUNG PROFESSIONALS NETWORK
BEST USE OF TECHNOLOGY/INNOVATION	ND RANKED #1	REGIONAL AWARD	REGIONAL CUSTOMER CONVENIENCE AWARD	STATE RECOGNITION	BISMARCK/ MANDAN
Beulah Retrofit Roundabout	Performance & Cost Effectiveness	Long X Bridge	Reinventing the Customer Experience	ND Friend of Transit Award	Best Place to Work

LEARN MORE

NDDOT Biennial Report (2019-2021)

NDDOT Long Range Transportation Plan

VISION ZERO
Zero fatalities. Zero excuses.

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511 Travel Info

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ND ROADS

NDDOT

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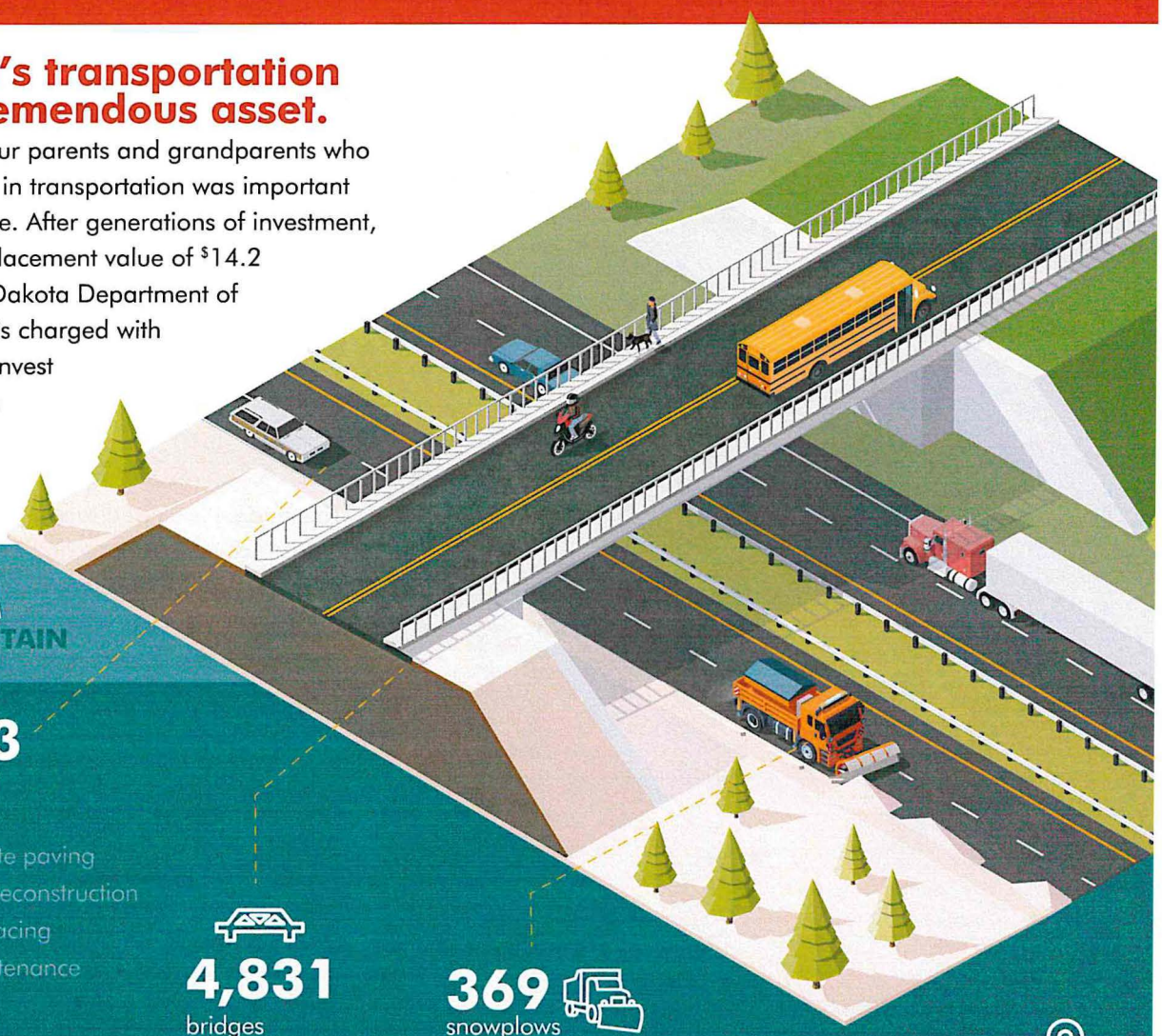
FUNDING THE NDDOT

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 $14.2 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.



OUR SYSTEM
AND COSTS TO MAINTAIN

106,103 miles of roadway

FOR EACH MILE
- $2.5M interstate concrete paving
- $1.6M major roadway reconstruction
- $1.0M pavement resurfacing
- $210K preventive maintenance

IN 2022
209 construction projects completed
$564M project investments

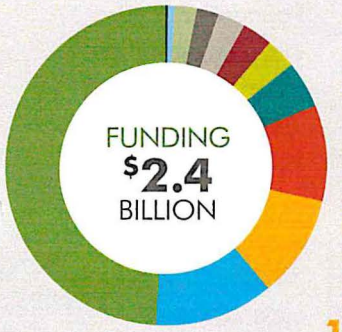
4,831 bridges
$450K for each bridge replacement and repair

369 snowplows
36 tow plows, 14 rotary snow blowers, 63 payloaders and 16 motor graders
$23.6M snow and ice control each winter

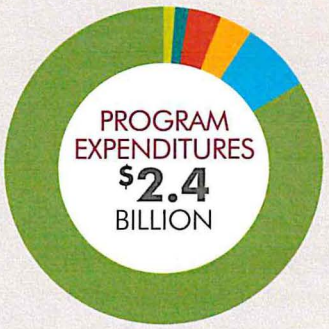
8 North Dakota DOT districts

FUNDING SOURCES AND PROGRAM EXPENDITURES

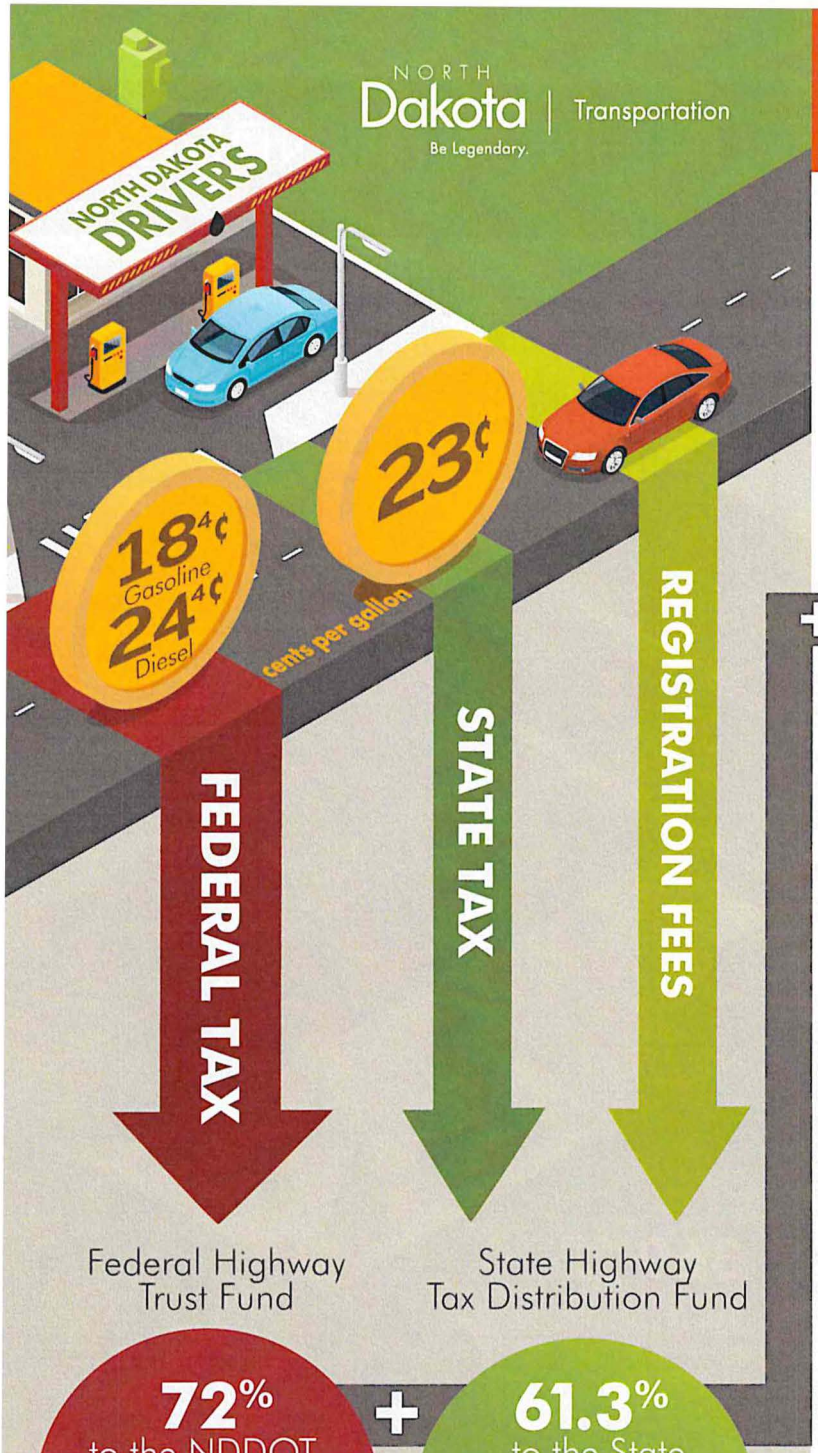
2021-2023 BIENNIAL BUDGET



- 0.2% Unmanned Aircraft System Program (SB 2018)
- 0.8% Misc. H/W Fund Revenue
- 2.1% Borrowing (SB 2012 Section 6)
- 2.4% Local Government Reimbursements
- 2.8% Fleet Revenue
- 2.9% Bonding (HB 1431)
- 3.2% License, Fees, Permits
- 4.6% Motor Vehicle Revenue
- 9.7% Fuel Taxes
- 10.4% One-Time Non-Recurring State Funds
- 12.0% COVID-19 & American Rescue Plan Act
- 48.9% Federal Revenue



- 1.3% Driver License
- 1.4% Motor Vehicle
- 3.3% Administrative
- 3.3% State Fleet
- 7.3% Maintenance
- 83.4% Highway



HOW ARE WE FUNDED?

Both Federal and State dollars fund the NDDOT.

It all starts with the fuel tax. For each gallon of gas you purchase, 18.4 cents goes to the Federal Highway Trust Fund and 23 cents to the State Highway Tax Distribution Fund. From there, both funds distribute dollars to county, city, township, transit entities, and the largest portion being directed to fund the NDDOT. This allows us to fund the majority of our $1.9 billion dollar budget.

+ Misc. fees, Permits, and other state revenue and funding sources = **NDDOT BUDGET** APPROXIMATELY **$2.4B** per biennium

This budget is utilized to invest in infrastructure like roads and bridges, alternative transportation, freight, DMV registration services, snow and ice control, maintenance, and safety. Here are just a few ways we serve our customers.

- **982** team members across 8 districts
- **52** self-serve kiosks
- **1.2M** motor vehicle registrations
- **1.3M** motor vehicle transactions
- **561,000** licensed drivers
- **215,853** license, permit, & ID cards
- **15,317** road tests
- **35,108** written tests

Performance, budget, & the 1¢ fuel tax.

The NDDOT is ranked #1 in the country for performance and cost effectiveness by the Reason Foundation. It also employs one of the smallest staffs of all state DOTs. While that frugalness has served us well, we are anticipating a funding shortfall of **$4.4 billion** over the next 20 years.

1¢ of fuel tax generates

STATE	$4,100,000
COUNTY	$1,470,000
CITY	$840,000
TOWNSHIP	$180,000
TRANSIT	$100,000

Based on FY2021 revenue, 1¢ of state motor fuel tax will generate about $6.7 million annually.

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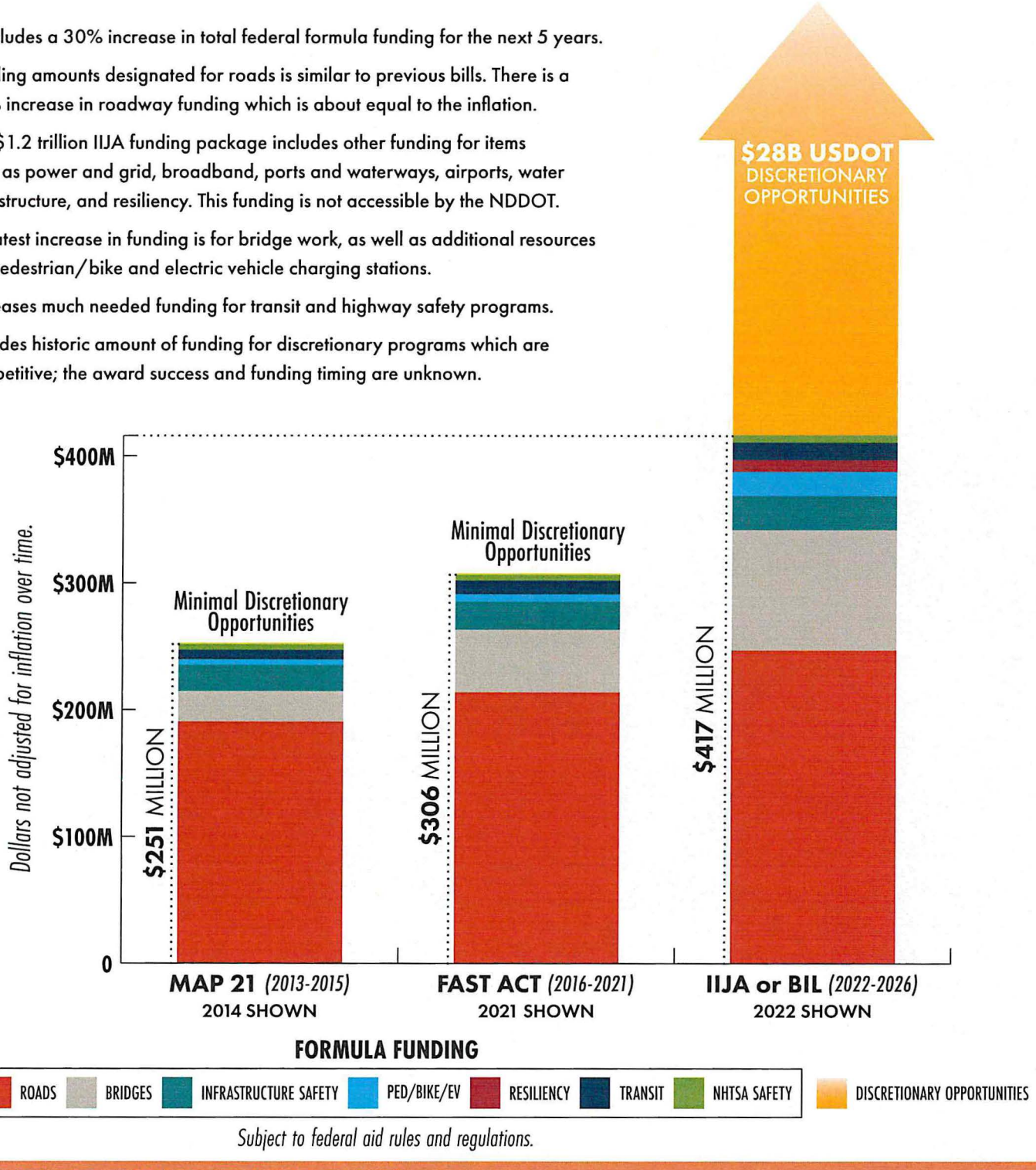
WHAT DOES THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) MEAN FOR THE NDDOT?

IIJA is the transportation bill, but there are a few details that might surprise you.

- It includes a 30% increase in total federal formula funding for the next 5 years.
- Funding amounts designated for roads is similar to previous bills. There is a 15% increase in roadway funding which is about equal to the inflation.
- The $1.2 trillion IIJA funding package includes other funding for items such as power and grid, broadband, ports and waterways, airports, water infrastructure, and resiliency. This funding is not accessible by the NDDOT.
- Greatest increase in funding is for bridge work, as well as additional resources for pedestrian/bike and electric vehicle charging stations.
- Increases much needed funding for transit and highway safety programs.
- Includes historic amount of funding for discretionary programs which are competitive; the award success and funding timing are unknown.



Subject to federal aid rules and regulations.

WANT TO FIND OUT MORE?

To find out more information about the Infrastructure Investment and Jobs Act (IIJA), click or scan the QR code or go to: *www.fhwa.dot.gov/bipartisan-infrastructure-law.*

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DISCRETIONARY FUNDING

$134.7M
Awarded

$522M
Applied for

+$350M
Awaiting
AWARD ANNOUNCEMENT

$226M
Anticipated Match Required
2023-2025 BIENNIUM

BREAKDOWN

August Redistribution: $62M

Better Utilizing Investments to Leverage Development (BUILD) Grant *(Awarded Sept. 2020)*: 15 grade-raise locations in the prairie pothole region of central ND to reduce risk of highway flooding. **$22M**

INFRA Grants *(Awarded June 2021)*: US Highway 52 Passing Lane Project, Carrington to E. Jct. ND 5. The first segment was constructed in 2022. Two segments will be constructed in 2023. **$16.75M**

Note: Dollar amounts listed represent grants awarded, not total project costs.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant *(Awarded Nov. 2021)*: Statewide Transportation Management Center and I-29 SMART Corridor planning. **$550K**

RAISE - Tribal Safety Bundle (Standing Rock and MHA) *(Awarded Aug. 2022)*: This project will provide safety improvements at multiple locations along ND 24, ND 23, and ND 73. **$19.5M**

Department of Defense Community Infrastructure Pipe Replace *(Awarded Sept. 2022)*: Improves truck/freight weight carrying capacity at Brooks Junction (US 52 and US 2). **$2.85M**

Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant *(Awarded June 2022)*: Rail replacement from Oakes to Independence (Red River Valley and Western Short Line Railroad). The project is expected to be constructed in 2024. **$6.7M**

Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant *(Awarded Aug. 2022)*: For electric vehicle charging stations. **$1.5M**

Federal Highway Administration Climate Challenge: Sustainable pavements evaluation process. **$240K**

NEW! FLEXIBLE TRANSPORTATION FUND

- **Establish a new, more flexible state transportation fund to:**
  - » Improve transportation infrastructure off the state highway system, including within townships
  - » 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
- **In the last year, NDDOT was asked to fund more than $2B in requests not currently in the State Transportation Improvement Plan.**

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VISION ZERO
2021-2023 BIENNIUM UPDATE

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 personal responsibility where motor vehicle fatalities and serious injuries are recognized as preventable and not tolerated.

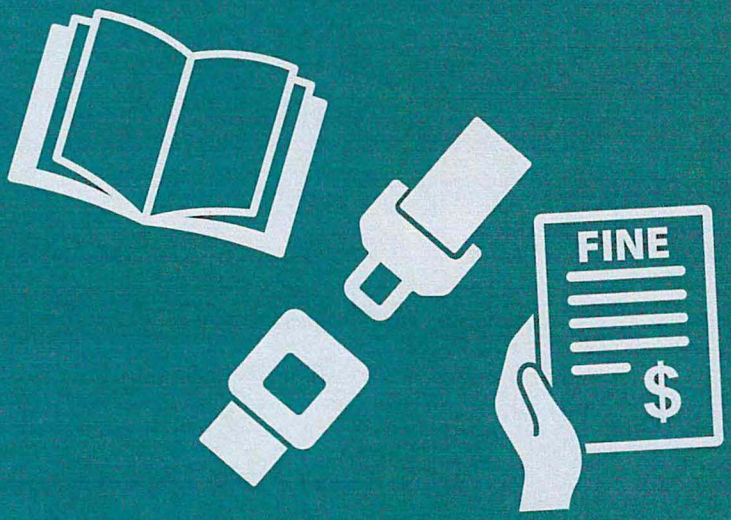
Mission: Eliminate motor vehicle fatalities and serious injuries caused by motor vehicle crashes in North Dakota.

"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.

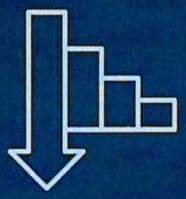
Emergency Medical Services – Crash victims are transported to an appropriate level of health care for their injuries in the shortest amount of time possible.

PERSONAL RESPONSIBILITY

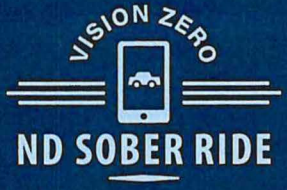
Motor vehicle crash fatalities in North Dakota can be reduced if every driver and vehicle occupant takes personal responsibility. This means:

- 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



LOWEST FATALITY NUMBERS IN ~15 YEARS



- Since the launch of Vision Zero in 2018, vehicle fatalities have been on a steady decline across the state. North Dakota ended 2020 and 2021 with a total of 100 and 101 motor vehicle crash fatalities respectively. These are the lowest fatality numbers in about 15 years.
- Added four regional Vision Zero Coordinators who work to implement Vision Zero strategies at the community level.
- 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 nearly successful with passing a Primary Seat Belt law (PBL) through the 2021 North Dakota legislature. The PBL bill was defeated by only three votes.
- Continued to grow the ND Sober Ride program by providing nearly 1,300 sober rides since the program launched in early 2021.
- Added six schools to Vision Zero Schools, a peer-to-peer program that allows students the opportunity to become traffic safety advocates.

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VisionZeroND
@VisionZeroND
VisionZeroNorthDakota
dottrafficgrp@nd.gov
VisionZero.ND.gov
search "Vision Zero ND"

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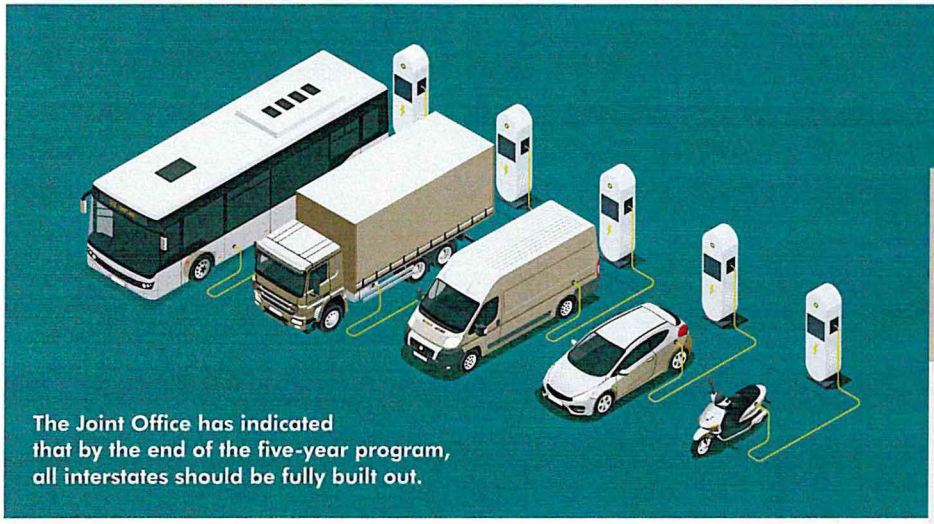
NEVI

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.

TRANSPORTATION CONNECTION

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 150kw simultaneously**
- **Open to all vehicle makes (non-proprietary)**
- **Maximum 50 miles between charging stations**

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 Formula Program distributes five billion dollars ($5B) over the next five 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 was required to submit a plan by August 1, 2022 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. The Joint Office has indicated that by the end of the five-year program, all interstates should be fully built out. The remainder of the funding can be dedicated to other priority corridors as identified by each state.

A Note on Alternative Fuel Corridors

Alternative Fuel Corridors, or AFCs, is a program run by the Federal Highway Administration (FHWA) that establishes a network of corridors that serve travel using alternative fuels. These corridors serve more than just electric vehicles and may include other fuel types such as propane, compressed natural gas (CNG) or hydrogen (H2). States nominate corridors to FHWA, and work to develop the fueling infrastructure to meet the criteria by each fuel type. In relation to the NEVI program, program funding must be dedicated towards building out existing AFCs. If additional corridors are nominated as AFCs, they must be built out as NEVI-compliant corridors before funding can be used outside of the AFC corridors.

North Dakota's NEVI Plan

- **North Dakota will receive $25.9 million in funding from the NEVI Formula Program**
- **The state's first phase of NEVI will be dedicated to building chargers along North Dakota's AFCs, I-94 and I-29.**
- **The later phase will be focused on building chargers throughout the state for more local, community-level charging needs.**

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NEVI

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 charger locations. North Dakota DOT is anticipating that infrastructure will be built on private sites within one mile of the Alternative Fuel Corridors, through strong partnerships with the private sector to host, operate, and maintain the charging locations.

Funding

How much funding is North Dakota receiving under NEVI?
North Dakota is set to receive $25,952,484 over the five funding years (FY2022-2026). The grant program will fund up to 80 percent of EV charging infrastructure with a required 20 percent non-federal match, which can include private dollars.

Ownership And Operation

Who will own and operate the charging infrastructure?
Funding will be awarded to contractors who will build the charging stations. North Dakota DOT does not intend to own or operate those charging stations.

Payment

Who will be paying for the energy costs of electric vehicle charger use?
Electric vehicle drivers will pay for the electricity they use at charging stations.

Participation

Is it necessary that North Dakota participate in NEVI?
This is a federal requirement. The North Dakota DOT is responsible for the planning of the infrastructure and distribution of funding within the state for the NEVI program. All 50 states and US territories have submitted plans and will receive funding for the program.

Energy Stance

Where does North Dakota stand when it comes to electric vehicle use?
The North Dakota DOT is energy-agnostic. Our approach is to:

- Comply with Federal programs when applicable
- Tap federal funding when available
- Save taxpayer dollars when possible
- Prepare for shifts in industry direction and consumer preferences

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ELECTRIC VEHICLES AND MOTOR FUEL TAX REVENUE

REVENUE

TRANSPORTATION CONNECTION

Data from 2019

Vehicle Miles Traveled
9,859,000,000

Tax Rate
$0.23/Gal
(both unleaded and diesel)

Fuel Sold
762,000,000 Gal
(both unleaded and diesel)

MFT Revenue Collected
$175,260,000

Licensed Drivers
559,887
(561,000 current)

Registered Vehicles
Passenger **466,248**
Pickup **279,837**
Truck **89,746**
Total 835,831

As electric vehicle (EV) use continues to grow in North Dakota, the state must consider how to address the impact on the state's motor fuel tax (MFT) revenue. Because EVs do not require gasoline to operate, they do not contribute to the MFT that helps fund North Dakota's transportation system. North Dakota currently charges an annual $120 registration fee for fully-electric EVs, $50 for plug-in hybrid EVs, and $20 for fully-electric motorcycles in addition to the typical annual registration fees (see N.D.C.C. § 39-04-19.2)

What does the average vehicle currently generate in MFT?

North Dakota DOT conducted a study based on historic state travel data and vehicle registration data to estimate the average contribution of MFT from different vehicle categories. Data from 2019 was used as the base.

Using a cell phone validated travel demand model, the impacts to current MFT from out of state drivers was estimated. Because fuel can currently be purchased out of state for miles driven within North Dakota, the state's total VMT is not an accurate representation of the revenue generated from in-state driving. It is estimated that 94.63% of Commercial Truck VMT are paying MFT and 97.51% of Passenger VMT are paying MFT.

Using a combination of the cell phone validated travel demand model and data from NDDOT, the average mileage driven per year, gallons of fuel consumed per year, MFT collected per vehicle per year, and total MFT collected by vehicle class were estimated.

Fuel Consumption and Revenue by Vehicle Class

The estimates indicate that the average passenger vehicle generates $104 per year in MFT, while the average commercial truck generates $1,090. The actual contribution by vehicle will differ based on mileage driven and the vehicle's fuel efficiency, with less efficient vehicles contributing more MFT for every mile driven.

With a $120 EV registration fee in place, the state collects $16 more per year on average through the EV supplemental registration fee than the average MFT.

However, the $120 registration fee is substantially less than the $1,090 estimated revenue collected from commercial trucks. While the use of batteries or hydrogen for commercial vehicles may be years away, their relative effects on revenue will be substantially higher per vehicle than that of passenger vehicles. It should also be mentioned that commercial interstate trucking is highly regulated and subject to interstate agreements such as IFTA and IRP that will impact how fees are assessed and collected from these carriers.

Passenger/Pickup

9,947
Avg VMT/ Reg. Veh.

22.00
MPG (Assumed)

452
Gal./Year

$104
MFT/Year

$77,589,523
MFT/Year/Class

Commercial Truck

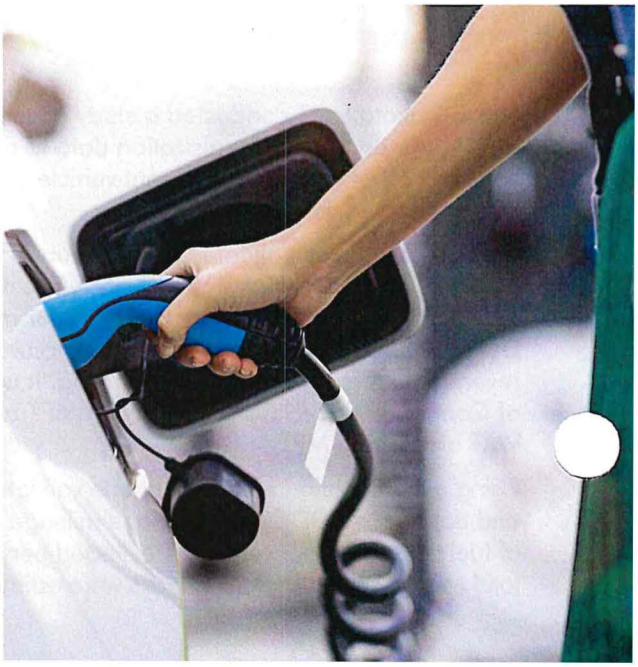
23,701
Avg VMT/ Reg. Veh.

5.00
MPG (Assumed)

4740
Gal./Year

$1,090
MFT/Year

$97,844,335
MFT/Year/Class



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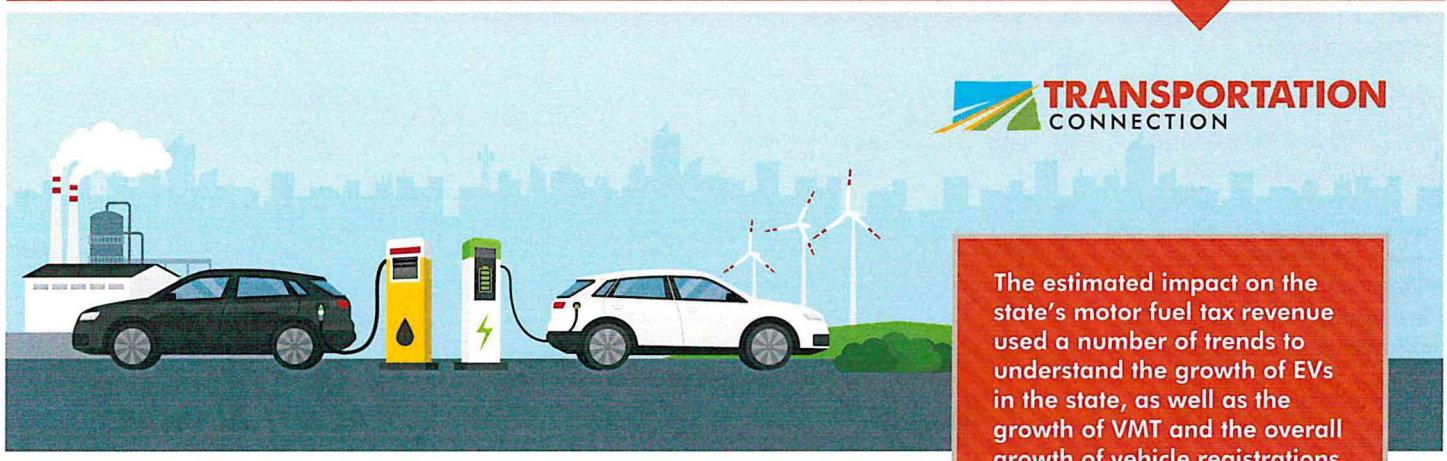
REVENUE

HOW WILL EVs IMPACT MOTOR FUEL TAX REVENUE?

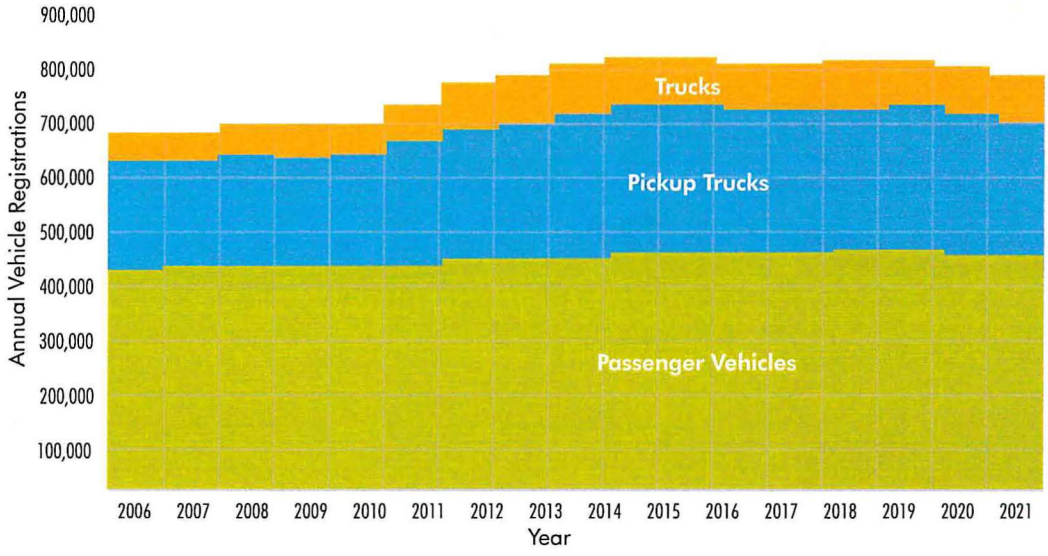


TRANSPORTATION CONNECTION

The estimated impact on the state's motor fuel tax revenue used a number of trends to understand the growth of EVs in the state, as well as the growth of VMT and the overall growth of vehicle registrations.

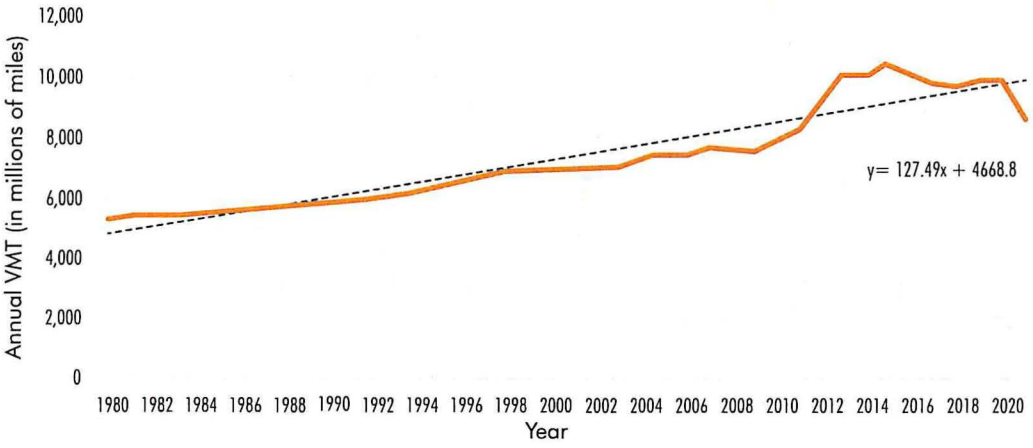
Annual Vehicle Registration

This chart shows the trends of vehicle registrations within North Dakota back to 2006 for passenger vehicles, pickup trucks, and commercial trucks. Overall, the state has averaged an additional 10,259 vehicle registrations per year. This number also accounts for the transfer of vehicles which would count the registration of the same vehicle twice.



Annual Vehicle Miles Traveled (VMT)

This chart shows the growth of annual vehicles miles traveled (VMT), which shows a growth of 127 million miles per year on average since 1980.



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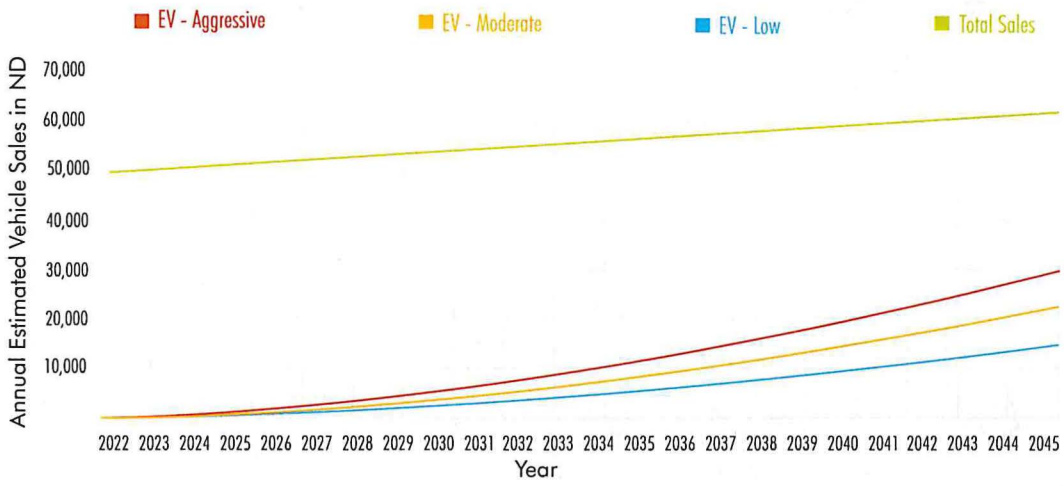
REVENUE

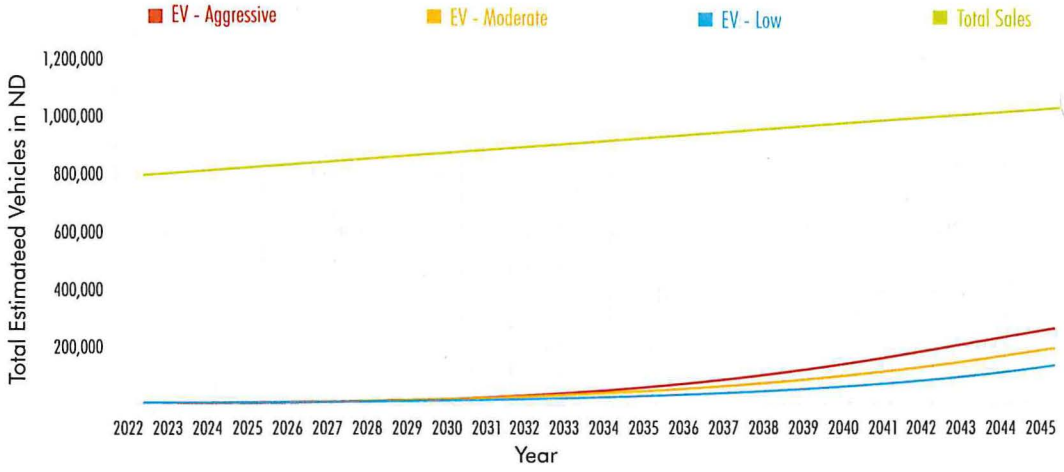
ND Vehicle Sales Projection

This chart shows the estimated growth of EVs within North Dakota, assuming an aggressive, moderate, and low adoptions scenario. The national average of EV adoption was assumed to be the most aggressive North Dakota would experience, moderate growth is 75%, and low growth is 50% of the national average.



ND Vehicle Makeup Projection

This chart shows the impact on the total number of vehicles in North Dakota. While EV sales are projected to grow, so too is the growth of the overall number of vehicles. The number of EVs in North Dakota will lag behind vehicle sales, as vehicles purchased today may last 15 years. As of December 1, 2022 there are 537 EVs registered in North Dakota.



Annual Impact On Revenue Due To EV Adoption

On average, North Dakota collects more money per EV through its EV fee than it receives from the MFT generated by the average registered vehicle. Under the following assumptions, EV's net effect on road fee collections (including MFT and EV registration fees) has been calculated in the table below and the following annual registration fee assumptions have been used for the estimate:

Passenger: $120 **Pickup:$120** **Commercial Truck: $1,090**
(estimated to be revenue-neutral)

	Aggressive EV Adoption	Moderate EV Adoption	Low EV Adoption
2030	+$279k	+$210k	+$142k
2045	+$4.1M	+$3.1M	+$2.0M

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REVENUE

WHAT OPTIONS DOES NORTH DAKOTA HAVE TO SUPPLEMENT THE LOSS IN MOTOR FUEL TAX?

TRANSPORTATION CONNECTION

As EV purchases increase, most states are considering options to replace lost motor fuel tax revenues.

Implemented Fee Collection Approaches Throughout the U.S. in 2022

Mileage Based Fee

Oregon and Utah

OBD-II device, In-Vehicle Telematics, Annual odometer check *(can be visual inspection during registration or captured via smartphone)*.

Benefits: Proportional to road usage. Captures actual EV driving.

Drawbacks: Does not capture out of state driving. Can be difficult/expensive to collect. Privacy concerns.

Electric Vehicle Registration Supplemental Fee

31 States

Fee paid during vehicle registration.

Benefits: Easy to collect.

Drawbacks: May charge drivers more or less than actual vehicle use. Does not capture out of state driving.

Electric Vehicle Registration Fee By Weight

Oklahoma and Michigan

Fee paid during vehicle registration.

Benefits: Easy to collect. Fees determined by vehicle weight recognize the efficiency differences between lighter and heavier vehicles.

Drawbacks: May charge drivers more or less than actual vehicle use.

Electricity Fee (per kWh) For Public Chargers

Kentucky

Wholesale from EVSE provider.

Benefits: Captures out of state driving.

Drawbacks: Double taxation for in-state drivers who already pay registration fee. Only captures public charging, not private charging.

Additional Fee Collection Approaches to Consider

Further EV fee approaches can be explored and customized to determine the best fit for North Dakota's priorities as EV adoption is anticipated to grow. Those options can be combined to provide flexibility. For example, Utah issues a supplemental registration fee for EV drivers but allows users to opt into a mileage-based fee that caps out at the original EV supplemental fee.

Depending on the fee structure, states may experience a net increase in revenue from their EV fees. Some states are using a portion of the EV supplemental funding for the deployment of electric vehicle infrastructure. This allocation has the potential to cover the 20% non-federal match in funding required for NEVI charging deployment projects. Alabama dedicates 25% of its EV fee revenue to the Rebuild Alabama Fund, which funds electric vehicle charging infrastructure until EV registrations exceed 4% of total vehicle registrations.

Peg Fees To Inflation

Inflation can erode the effectiveness of any fee or tax. Some states have pegged their EV fees to inflation, allowing an annual increase of the fee without annual legislation needed for the increase.

Fees Can Be Tiered

Many states have tiered fees for hybrids, plug-in hybrids, and full battery electric vehicles differently. This approach recognizes that fees are not "one size fits all" and can be adjusted as needed.

Approaches Can Be Combined

Approaches do not need to be a singular solution. North Dakota can explore a combination of approaches such as vehicle registration fees and consumption fees that are calibrated to replace any offset in motor fuel tax collection.

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REVENUE

Electric Vehicle Fees by State (2022)

Though flat supplemental registration fees are most common in the application, some states are exploring additional fee mechanisms based on miles traveled, vehicle weight, electricity consumption, etc. Data was obtained October, 2022 and may be subject to change.

BEV = Battery Electric Vehicle PHEV = Plug-In Electric Vehicle HEV = Hybrid Electric Vehicle AFV = Alternative Fuel Vehicle

Alabama
$200 BEV
$100 PHEV
Annual Fee

Arkansas
$200 EV
$100 Hybrid EV
Annual Fee

California
$100 BEV
Annual Fee

Colorado
$50 BEV, PHEV
Annual Fee

Georgia
$212.78 non-commercial AFVs
Annual Fee

Hawaii
$50 EV
Annual Surcharge

Idaho
$140 BEV
$75 PHEV
Annual Fee

Illinois
$100 EV
Annual Fee

Indiana
$150 BEV
$50 PHEV, HEV
Annual Inflation-Indexed Fee

Iowa
$65 BEV
$32 PHEV
Annual Fee

Kansas
$100 EV
$50 PHEV, HEV
Annual Fee

Louisiana
$110 BEV
$60 PHEV, HEV
Annual Fee

Michigan
$135 BEV <8,000 lbs.
$47.50 PHEV <8,000 lbs.
$235 BEV >8,000 lbs.
$117.50 >8,000 lbs.
Annual Fee

Minnesota
$75 BEV
Annual Fee

Mississippi
$150 BEV
$75 PHEV, HEV
Annual Fee

Missouri
$75 Passenger AFV
$37.50 PHEV
Annual Fee

N. Carolina
$130 BEV, PHEV
Annual Fee

N. Dakota
$120 EV
$50 PHEV
$20 EV Motorcycle
Annual Road Use Fee

Ohio
$200 BEV, PHEV
$100 HEV
Annual Fee

Oklahoma
$110/$82 Under 6000 lbs. BEV/PHEV (Class 1)
$158/$118 6000-10000 lbs. BEV/PHEV (Class 2)
$363/$272 10000-26000 lbs. BEV/PHEV (Class 3-6)
$2250/$1687 Over 26000 lbs. BEV/PHEV (Class 7-8)
Annual License Fee by Weight

Oregon
$110 EV
Annual Fee

S. Carolina
$120 AFV
$60 PHEV, HEV
Biennial Fee

S. Dakota
$50 BEV
Annual
Registration Fee

Tennessee
$100 EV
Annual Fee

Utah
$90 BEV. AFV
$39 PHEV
$15 HEV
Annual Consumer
Indexed Fee

Virginia
$64 AFV
(Non-Hybrid)
Annual License Tax

W. Virginia
$200 EV
$100 PHEV, HEV
Annual Fee

Wisconsin
$75 PHEV, HEV
$100 BEV
Annual Fee

Wyoming
$200 BEV, PHEV
Annual Fee

Washington
$150 BEV
$75 PHEV, HEV
Annual Fee

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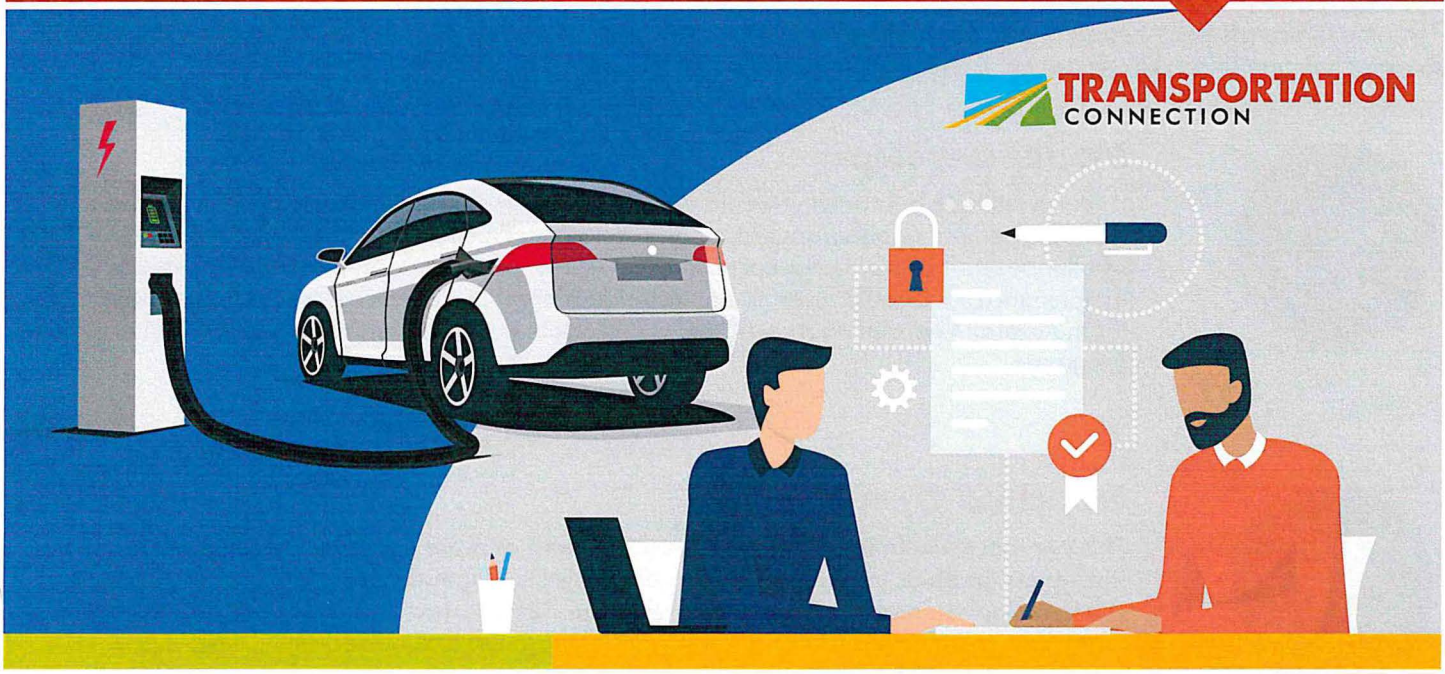
CONTRACTING

WHAT ARE THE CONTRACTING OPTIONS TO IMPLEMENT THE NEVI PROGRAM?



The North Dakota DOT (NDDOT) is in the process of reviewing state laws to determine which contracting mechanisms are currently permissible and which will need legislation passed to be considered. NDDOT would prefer to enter into agreements with third party businesses to provide operation and maintenance of charging infrastructure and sites, and ultimately to delegate ownership to those same parties.

Grant Program

Rather than procure the contractors and manage all of the work themselves, the DOT could instead award one or more grants to other entities to take on that role. The DOT would establish the goals and objectives for the EV program based on the federal requirements and release a notice of funding opportunity for one or more entities to procure design, construction, and operations and maintenance for a statewide EV charging network.

Traditional Design-Bid-Build Contracting Approach

The North Dakota Department of Transportation typically uses Design-Bid-Build (DBB) for its infrastructure projects. Though DBB is normally a low bid process driven primarily by price, it is possible to set a high bar for experience and qualifications that would guarantee a level of EV charging expertise for a winning proposer. DBB steps could include the procurement of design services, procurement of construction and installation services, procurement of operations and maintenance services, and long-term ownership.

EV Design-Build-Finance-Operate Maintain or DBFOM

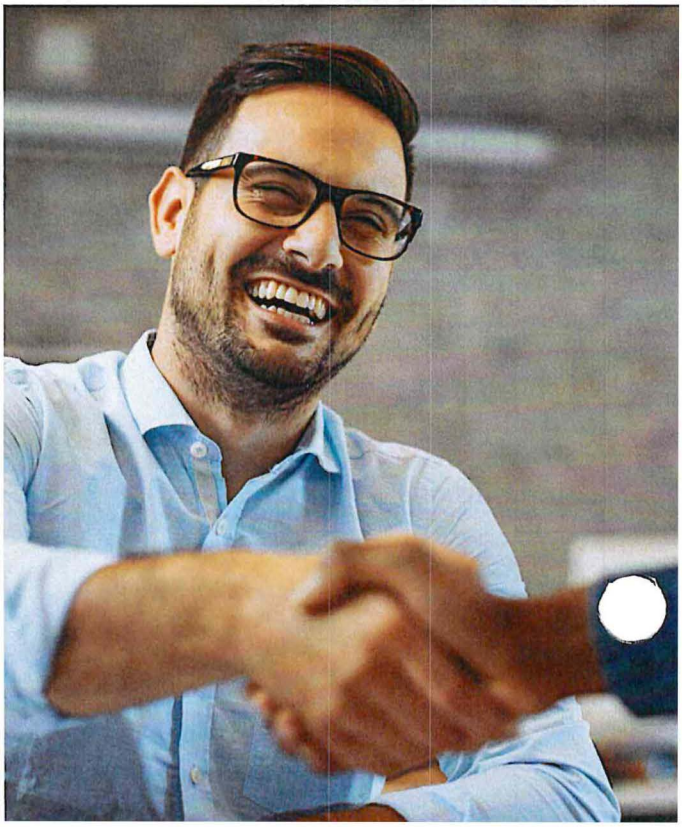
The unique aspects of EV charging also provide the opportunity for an alternative delivery model tailored more specifically to developing an EV system. There are at least two potential ways to approach this effort:

Master Developer

Under a DBFOM approach, it would be possible for the developer to group the project by corridor segment or geographic area and serve as a "master developer" that manages multiple smaller design-build projects. Each small contractor could be responsible for operations and maintenance, or it could revert to th master developer. The developer would retain responsibility for the overall financial approach, and would retain ownership of the chargers at the end of the program.

Franchise Operator

This approach would result in the developer serving as more of a franchise operator, securing final plans and bids from contractors to design, install, operate, maintain, and own stations within major corridors or geographic areas. The DBFOM developer would be responsible for managing the overall system and developing the agreements, including financial agreements, with the smaller franchisees. Once the franchise operator takes on ownership, NDDOT would no longer have responsibility for the charging system.



North Dakota Legislative Council

Prepared for the House Appropriations Committee
LC# 23.9453.01000
January 2023

ESTIMATED UNSPENT GENERAL FUND APPROPRIATIONS

The schedule below details the estimated unspent 2021-23 biennium general fund appropriations "turnback" included the 2023-25 executive budget.

Agency	Amount
Office of Management and Budget	$1,100,000
State Auditor	50,000
State Treasurer	10,000
Tax Department	1,500,000
Department of Public Instruction	40,000,000
State Library	200,000
Department of Career and Technical Education	25,000
Veterans Affairs	25,000
Department of Health and Human Services	120,000,000
Department of Labor and Human Rights	129,019
Highway Patrol	50,000
Department of Corrections and Rehabilitation	5,213,615
Adjutant General	1,000,000
Commerce Department	250,000
Agriculture Department	25,000
Parks and Recreation Department	76,516
Total	$169,654,150

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AGENCY COLLECTIONS

HB 1012 | January 11, 2023

The Driver's License & Motor Vehicle Divisions collect many fees in accordance with rates established by the Legislature. These fees are ultimately deposited in a wide variety of funds, both special and general, as directed in North Dakota Century Code.

NDDOT will be providing extensive information on these fees no later than July 1, 2024 pursuant to a fee study as directed by the 2021 legislative assembly through HB1031.

Fee Description	ND Century Code
Driver License	
Non-Driver Identification Card	39-06-49 sub 2 a
Written Test Operators License	39-06-49 sub 2 b
Ability Test Operators License	39-06-49 sub 2 c; 39-06.2-19 sub 2 a
Application Operators License	39-06-49 sub 2 d; 39-06.2-19 sub 2 b
Application Motorized Bicycle Operators Permit	39-06-49 sub 2 e
Substitute Operators License	39-06-49 sub 2 f
Substitute Operators License (erroneous information change)	39-06-49 sub 2 f
Renewal Operators License	39-06-49 sub 2 g
Endorsement to License fee	39-06.2-19 sub 2 c
Nonresident Commercial License	39-06.2-19 sub 2 d
Service of Summons fee	39-01-11
Reinstatement After Suspension / Revocation	39-06-49 sub 2 h,i
Driving Record for an Employer fee	39-06.2-19 sub 2 e
Driver Abstract of Operating Record fee	39-16-03 sub 3,4; 39-33-06
Completed Copy of Accident Report fee	39-08-13 sub 5
Limited Copy of Accident Report fee	39-08-13 sub 6
Proof of Liability License	39-08-20 sub 6
Entries on Driver Abstract Confidential	39-16-03.1
Electronic Operator's License	39-06-14.3
Examination of Applicants	39.06.13
Motor Vehicle	
Application for Certificate of Title fee	39-05-05 sub 5
Lost, Stolen, or Mutilated Certificate of Title - Duplicate fee	39-05-09.1; 39-05-19
Obtaining Certificate of Title ownership obtained other than voluntary means	39-05-19
Abandoned Motor Vehicle fee	39-26-12

Motor Vehicle Registration fee	39-04-19; 39-04-39
Temporary Motor Vehicle Registration fee	39-04-18.2
Registration for Non-Residents Purchasing Vehicle to Return Home	39-04-21
Registration of Motor Vehicle owned by Collector (one-time fee)	39-04-10.6
Low Speed Vehicles Registration fee	39-29.1-03 sub 4
Motorcycle Registration fee	39-04-19 sub 2 c
Motorcycle Safety Education fee (in addition to registration fee)	39-28-01; 39-28-05
Plate Fee	39-04-36 sub 2
Number Plate Transfer Fee	39-04-36 sub 2
Duplicate Registration Card Only	39-04-13
Duplicate Decal & Registration Card Issued	39-04-13
Duplicate Number Plate, Decal, and Registration Card	39-04-13
Special License Plates, Personalized Plates (one-time fee)	39-04-10.3
Application for a Special License Plate	39-04-10.3
Antique Plate	39-04-10.4
Antique Personalized Plate (one-time fee)	39-04-10.4
Collector Personalized Plate (one-time fee)	39-04-10.3
Firefighter's Association Plate Additional fee	39-04-10.11
GOLDSTAR Plate with Regular License Plate fee	39-04-10.14 sub 1
North Dakota Future Farmers of America Foundation Plate Additional fee	39-04-10.12
National Guard Plate fee	39-04-10.8
One Time Organizational Plate Setup fee	39-04-10.13
Choose Life Organizational Plate	39-04-10.13 sub 4
Cowboy Organizational Plate	39-04-10.13 sub 4
Dickinson State University Organizational Plate	39-04-10.13 sub 4
Ducks Unlimited Organizational Plate	39-04-10.13 sub 4
HIT, INC Organizational Plate	39-04-10.13 sub 4
Lignite Foundation Organizational Plate	39-04-10.13 sub 4
Minot State University Organizational Plate	39-04-10.13 sub 4
North Dakota State University Organization	39-04-10.13 sub 4
Pheasants Forever Organizational Plate	39-04-10.13 sub 4
Rocky Mountain Elk Foundation Organization	39-04-10.13 sub 4
Support our Veterans Organizational Plate	39-04-10.13 sub 4
Valley City State University Organizational Plate	39-04-10.13 sub 4
ND Veterans Number Plates Initial fee	39-04-10.10
ND Veterans Number Plates Renewal fee	39-04-10.10
Patriotic Plate	39-04-10.15
Patriotic Plate Renewal	39-04-10.15
Special Plates for Mobility-impaired Persons with Regular License Plate fee	39-04-10.2
Certificate for Parking Privileges for Mobility Impaired	39-01-15 sub 4, 5
Additional Certificate for Parking Privileges for Mobility Impaired	39-01-15 sub 4, 5
Resident Building Mover or Well Driller Plate fee	39-04-18 sub 2 l
Resident Factory Representative Manufacturer's Plate fee	39-04-10.1

Excise Tax on Purchase Price of Motor Vehicle	57-40.3-02; 57-39.2-26.1
Excise Tax Interest (if Submit False Motor Vehicle Purchaser's Certificate)	57-40.3.11; 57-40.3-10
Excise Tax Penalty (paid to either Tax Commissioner or Director of DOT)	57-40.3-11; 57-40.3-10
All Terrain Vehicle Registration	39-29-03 sub 3; 39-29-05
All Terrain Vehicle (off hwy veh trail tax in addition to registration)	39-29-03 sub 3; 39-29-05
Snowmobile Registration fee	39-24-03 sub 2
Snowmobile Registration (Trail Tax in addition to registration fee)	39-24-03 sub 2
Snowmobile Out-of-State Access Permit	39-24-04 sub 3
Motor Vehicle Dealer Initial Inspection	39-22-05.1; 39-22-14
Motor Vehicle Dealer Initial License Fee	39-22-05.1; 39-22-14
Motor Vehicle Dealer Annual License Fee	39-22-05.1; 39-22-14
Motor Vehicle Dealer Additional Plate fee	39-22-05.1; 39-22-17
Motor Powered Recreational Vehicle Dealer License fee	39-22.3-01; 39-22.3.06
Motor Powered Recreational Vehicle Additional Plate fee	39-22.3-01; 39-22.3.06
Operators of Motor Vehicle Display Lots Permit fee	39-22-05.1; 39-22-22
Display and Sale of Vehicles Offsite	39-22-20
Violation for Display and Sale of Vehicles Offsite	39-22-20 sub 4
Fine for Unlicensed Motor Vehicle Dealer	39-22-05.1; 39-22-14
Fee for Late Renewal of Dealer License	39-22-05.1; 39-22-18
Penalty for Selling Vehicles Without a Franchise	39-22-05.1; 39-22-16
Violation for Dealer Moving Location	39-22-05.1; 39-22-15 sub 4
Violation for Dealer Motor Vehicle Lot - Location	39-22-05.1; 39-22-06
Penalty for Misuse of Dealer Plates	39-22-05.1; 39-22-17
Late fee to Renew Trailer Dealer	39-22-05.1; 39-22.1-01 sub 2
Low Speed Vehicle Dealer Plate fee	39-29.1-04
Trailer Dealer's License fee	39-22.1-01; 39-22.1-02.1
Trailer Dealer Additional Plate fee	39-22.1-01; 39-22.1-02.1
International Fuel Tax Agreement Fees	57-43.1-44
International Fuel Tax Agreement Decal	N/A
International Fuel Tax Agreement Decal Renewal	N/A
International Fuel Tax Agreement Duplicate Decal	N/A
International Registration Plan - ND Base State Carriers	39-04-39
International Registration Plan - Other States	39-04-39
International Registration Plan - Clearinghouse Revenue	39-19-04
Unified Carrier Registration System - ND	39-19-06
Unified Carrier Registration System - Other States	39-19-06
Transporter License Plate and Registration Card fee	39-04-44.1
Farm Truck Registration	39-04-39; 39-04-19 sub 5
Trailer, Semitrailer and Farm Trailer Plates (up to 6 years)	39-04-19 sub 4; 39-04-12 sub 2
Trailers not required to be registered - identification plate fee	39-04-19 sub 4
Special Number Plate for farm vehicles	39-04-10.7
Mobile Home and Manufactured Home Dealer License fee	39-18-01 sub 2; 39-18-02.1

Mobile Home and Manufactured Home Additional Dealer Plate fee	39-18-01 sub 5; 39-18-02.1
Park Model Trailer fee (Registered as a Travel Trailer)	39-18-03.2
Custom Combining Operations Permit	39-04-19 sub 6; 39-04-18 sub 2 h
Truck or Trailer Demo Permit used by Motor Vehicle and Trailer Dealers	39-04-21
Transfer of a Household Goods Carrier Initial Permit fee	39-31-12; 39-31-15
Maintaining a Household Goods Carrier Permit Annual fee	39-31-12; 39-31-15
Request for Motor Vehicle Information.	39-02-05
Non-Sufficient Funds Penalty	39-04-06
Non-Sufficient Funds Penalty for checks exceeding $1,000	39-04-06
Unsatisfied Judgment fee	26.1-23-03

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REQUESTED AMENDMENTS

HB 1012 | January 11, 2023

Sections 4 through Section 12 are exemption requests under North Dakota Century Code (NDCC) 54-44.1-11, which requests that state and federal funding appropriated in the 21 – 23 biennium be allowed to be expended in the 23 – 25 biennium.

All references made to House and Senate bills in the following discussion reference bills passed during the 67th Regular Legislative Session and 67th Special Legislative Session.

SECTION 4. EXEMPTION – EMERGENCY ROAD REPAIR GRANTS. Section 54-44.1-11 does not apply to the $750,000 in section 4 of chapter 40 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of providing grants to townships for emergency township road repairs.

Funding granted under Senate Bill 2012, Section 4 from the State Disaster Relief Fund for grants to townships for emergency township road repairs.

SECTION 5. EXEMPTION – TRANSPORTATION GRANTS. Section 54-44.1-11 does not apply to the $1,609,357 in subdivision 10 of section 2 of chapter 28 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of COVID-19 grants.

Funding granted under House Bill 1395, Section 2 from the American Rescue Plan Act (ARPA) via the Federal Transit Administration for grants to transit providers.

SECTION 6. EXEMPTION – DISCRETIONARY MATCH. Section 54-44.1-11 does not apply to the $100,000,000 in section 13, subsection 2, of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of matching federal discretionary funds.

Funding granted under House Bill 1015, Section 13 from general funds for the purpose of matching federal discretionary funds received in excess of regular federal funding amounts included in NDDOT's 21 – 23 biennium budget.

SECTION 7. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $100,000,000 in section 13, subsection 3, of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of defraying the expenses of road and bridge construction projects.

Funding granted under House Bill 1015, Section 13 for federal funds intended to match state funding provided in this same section of House Bill 1015.

SECTION 8. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $55,000,000 in section 5 of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of road and bridge projects.

Funding granted under House Bill 1015, Section 5 for federal funds for the purpose of matching state bond proceeds ($35 million state funding in HB 1431, Section 10) and matching township road and bridge projects ($20 million state funding in HB 1015, Section 4).

SECTION 9. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $70,000,000 in section 10 of chapter 80 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of state highway bridge projects and for matching federal funds for state highway projects.

Funding granted under House Bill 1431, Section 10 for state bond proceeds designated for state highway bridge projects ($35 million) and matching federal funds that may become available for state highway projects in excess of the federal funds appropriated to the NDDOT in the 21 – 23 biennium ($35 million).

SECTION 10. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $317,000,000 in section 7 of chapter 548 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of road and bridge projects.

Funding granted under Special Session House Bill 1505, Section 7 for federal funds for state road and bridge projects ($200 million), county bridge projects facilitated by the NDDOT ($24.6 million), county road and bridge projects facilitated by the county distributed by formula ($75.3 million), and township road and bridge projects facilitated by the township distributed by formula ($17 million).

SECTION 11. EXEMPTION – TRANSPORTATION GRANTS. Section 54-44.1-11 does not apply to the $61,700,060 in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of COVID-19 surface transportation grants.

Funding granted under House Bill 1394, Section 1 for federal funds for the purposes of defraying COVID-19 and other expenditures, including transit agency funding ($115,202) and revenue replacement funding due to diminishing fuel tax revenue ($61.5 million).

The $61.5 million in revenue replacement funding due to diminishing fuel tax revenue was shared with locals, allocations were made utilizing the Highway Tax Distribution Fund formula. The NDDOT received $37.8 million.

SECTION 12. EXEMPTION – INFORMATION TECHNOLOGY PROJECTS. Section 54-44.1-11 does not apply to the $13,660,000 in the operating expenses line item relating to the information technology projects in section 1 of chapter 40 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the construction and materials management system, traffic counting and data estimating and analysis program, and the website drupal uplift.

Funding granted under Senate Bill 2012, Section 1 for state funded large information technology projects TDEA/Traffic Counting Program ($3.5 million), Drupal Website Uplift ($500,000) and Construction and Materials Management System ($9.6 million).

SECTION 13. CONTINGENT LOAN AUTHORIZATION – CONTINGENT APPROPRIATION – HIGHWAY IMPROVEMENT PROJECTS. The department of transportation may borrow from the Bank of North Dakota, $50,000,000, or so much of the sum as may be necessary, to match $50,000,000 of federal funds that may become available, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds borrowed under this section from the Bank of North Dakota and the federal funds are appropriated to the department of transportation. The department of transportation shall request from the sixty-nineth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

Section 13 provides a $50 million contingent loan authorization to match federal funding that may become available during the 23 – 25 biennium. This contingent loan authorization has historically been intended to match a grant for the US Hwy 85 expansion project. This section would allow the NDDOT to borrow funds from the Bank of North Dakota and request funding from the 69th Legislative Assembly for repayment of any outstanding loan amount.

The NDDOT currently has a Mega grant program application pending award notification for the expansion of US Hwy 85 from Long X Bridge to the intersection of US Hwy 85 and ND Hwy 200. The current grant application was submitted in May 2022.

The Mega grant program known statutorily as the National Infrastructure Project Assistance program supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, and safety benefits.

SECTION 14. ESTIMATED INCOME – STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The estimated income and the capital assets line items in section 1 of this Act include the sum of $300,000,000 from the strategic investment and improvements fund for infrastructure projects and matching federal formula and discretionary grants.

Section 14 provides $300 million in funding from the Strategic Investment and Improvement Fund (SIIF). A total of $74 million in SIIF monies will be used to match federal funding that may become available from the federal aid program (formula funding) and $226 million will be used to match federal funding that may become available from federal discretionary grant programs.

SECTION 15. CONSTRUCTION OF REST AREA AND VISITOR CENTER. Notwithstanding any other provision of law, the director of the department of transportation may expend moneys from the state highway fund or any moneys within the limits of the legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota, for the biennium beginning July 1, 2023, and ending June 30, 2025.

Section 15 authorizes the construction of a rest area in western North Dakota.

SECTION 16. AMENDMENT. Section 10 of chapter 80 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 10. APPROPRIATION - HIGHWAY FUND - CONTINGENT TRANSFER. There is appropriated out of any moneys in the highway fund in the state treasury, not otherwise appropriated, the sum of $70,000,000, or so much of the sum as may be necessary, derived from bond proceeds to the department of transportation for state highway <u>road and state highway</u> bridge projects and for matching federal funds that may become available, for the biennium beginning July 1, 2021, and ending June 30, 2023. ~~Of the $70,000,000, $35,000,000 is designated for state highway bridge projects, and $35,000,000 is designated for matching federal funds that may become available for state highway projects in excess of the federal funds appropriated to the department of transportation as part of its 2021-23 biennial budget. By October 1, 2022, the director of the department of transportation shall certify to the office of management and budget the amount of funding committed to matching excess federal funds from the $35,000,000 provided under this section. If the amount committed is less than $35,000,000, the office of management and budget shall transfer any uncommitted amounts to the infrastructure revolving loan fund under section 6-09-49.~~

Section 16 extends the availability of bond proceeds. The 67th Legislative Assembly passed House Bill 1431, Section 10 which appropriated $70 million in state bond proceeds to the NDDOT. Of these funds, $35 million was designated for state bridge projects and $35 million was designated for matching excess federal funds made available during the 21 – 23 biennium.

The $35 million in bond proceeds designated for state bridge projects has been fully committed.

The NDDOT was required on October 1, 2022 to certify to the Office of Management and Budget how much of the $35 million in bond proceeds designated for matching excess federal funds was committed. Any uncommitted funds as of October 1 were to be transferred to the Infrastructure Revolving Loan Fund at the Bank of North Dakota. The NDDOT was unable to commit any of the $35 million in bond proceeds designated for matching excess federal funds. Accordingly, these funds were transferred to the Infrastructure Revolving Loan Fund.

This section would update the 2021 session law, eliminating the requirement to certify to OMB and the subsequent transfer of the remaining bond proceeds to the Infrastructure Revolving Loan Fund. Ultimately, extending the availability of these bond proceeds into the 23 – 25 biennium.

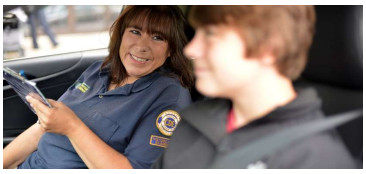
The NDDOT requires the passage of House Bill 1103 ***or*** *the inclusion and passage of the proposed amendment to House Bill 1012 to extend the availability of the remaining bond proceeds.*

The NDDOT believes that it is highly probably that additional federal funding will become available which will allow the NDDOT to use this bond funding for its intended purpose. Currently the NDDOT has more than $350 million in pending grant applications awaiting an award announcement.

HB 1012

North Dakota Department of Transportation

Government Operations Division



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January 11, 2023

1

NORTH Dakota | Transportation
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MISSION

Safely move people and goods.

VISION

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

VALUES | PRIDE

Professionalism | Respect | Integrity
Dedication | Excellence

2

AGENCY OVERVIEW

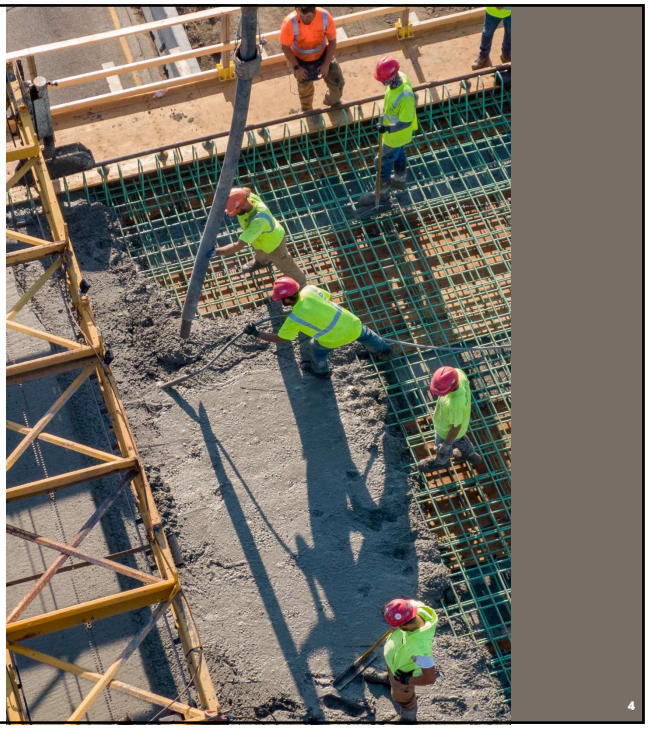
- NDDOT follows primarily North Dakota Century Code Chapters 24 and 39.
- Originally called the State Highway Department, the North Dakota Department of Transportation (NDDOT) was established in 1917. The NDDOT is an innovative and progressive organization that has a talented team of employees who work hard across the state to carry out the department's mission to safely move people and goods.
- The NDDOT strives to build and maintain an efficient transportation system consisting of over 106,000 miles of roadways and nearly 5,000 bridges. We oversee the development of surface transportation including highways, bridges, transit, pedestrian and bicycle paths across the state.
- We also oversee Motor Vehicle and Driver License operations for ND. We process over one million vehicle registrations every year and serve over 500,000 licensed drivers at offices located across the state.

3

3

SUCCESS!

- Construction contracts totaling $500M+
- 7,655 driver license online knowledge tests completed
- Completed major Motor Vehicle & Driver License System Upgrade to better serve customers *(Licensing Enterprise Gateway Endpoint for North Dakota | LEGEND)*
- $224.5M in American Rescue Plan Act (ARPA) funds committed | $105M spent
- $35M bond for bridges has been committed | $12.5M spent



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4

AWARDS & ACCOLADES

THIS BIENNIUM

- ND ROADS – RANKED #1 - According to the *Reason Foundation*, North Dakota leads the nation in highway performance and cost effectiveness.
- TEAM NDDOT – Bismarck-Mandan Young Professionals Network 2022 Best Places to Work
- BEULAH RETROFIT ROUNDABOUT – America's Transportation Award for Best Use of Technology & Innovation
- LONG X BRIDGE – Regional American Association of Highway and Transportation Officials (AASHTO) Award
- MOTOR VEHICLE & DRIVER LICENSE – American Assoc. of Motor Vehicle Administrators (AAMVA) Reinventing the Customer Service Award
- LOCAL GOVERNMENT – Dakota Transit Association ND Friend of Transit Award
- COMMUNICATIONS – AASHTO Transportation Communications Award in the categories of external publication, event and crisis communications.
- VISION ZERO – AAMVA Public Affairs and Consumer Education Award

5

5

CHALLENGE

MEET THE NEEDS OF NORTH DAKOTANS

- NDDOT is currently one of the smallest DOTs in the country. We have optimized our processes, procedures, and use of outside contracted services to achieve award winning efficiencies, unification of services, introduced new technology, and do more with fewer people (-98 FTEs since 2016).
- Infrastructure Investment and Jobs Act (IIJA) established new project demands, new funding opportunities, and expanded our existing workload (+30%).
- In addition to stopping certain tasks and transferring more tasks to consultants/contractors - some limited, additional staffing resources are needed to continue service and meet expectations of citizens, the legislature, and other agencies.

6

6

CHALLENGE

RE-ESTABLISH BASIC OPERATIONAL BUDGET

- ND prioritized construction over operations for the last several biennia.
- This has also led to a reduction in operational focus (buildings and equipment), services to citizens, safety programs, workforce retention/recruitment, as well as reduced chances to leverage funding and saying "yes" to emerging opportunities.

7

RE-ESTABLISH BASIC OPERATIONAL BUDGET

Leverage current level of increased federal/state construction funding to begin replenishing the former, basic operational capacity of NDDOT.

- Capital Improvements
- Mobile Wallet
- UAS Program
- Vision Zero
- Transportation Technology Research Initiative (TTRI) at UND
- Equipment Backlog

8

EQUIPMENT BACKLOG & BUILDING NEEDS

EQUIPMENT | $32M in equipment backlog

- There is a replacement schedule for all equipment and a base fleet inventory for all districts
- Experiencing supply chain issues and costs have increased 20-25% since last biennium

DISTRICT/SECTION BUILDINGS | $33M new
$15.5M maintenance deficiencies

- **Capital Improvement Plan** – proactive approach that identifies capital projects based on (future) needs, necessities, and priorities within the DOT

9

9

CHALLENGE

INCREASE FLEXIBILITY

- Improve timely response to unanticipated local government needs, economic development support, federal grant wins, and other federal/state funding needs.
- Transition state funding policies away from "federal-connected only" policies to state transportation funding with some federal support.
- Focusing on federal discretionary and state flexible fund.

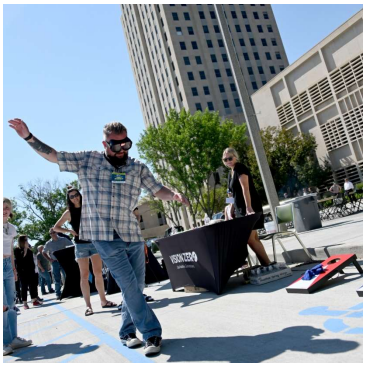
10

10

HOW WE SERVE NORTH DAKOTA

11

DRIVER SAFETY



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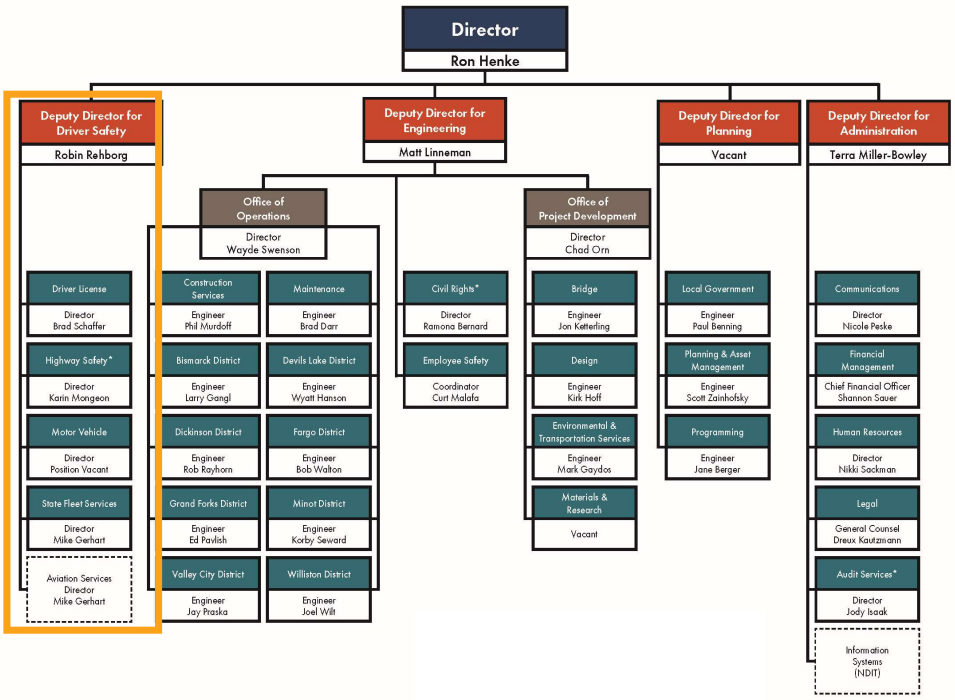
Be Legendary.

TEAM NDDOT



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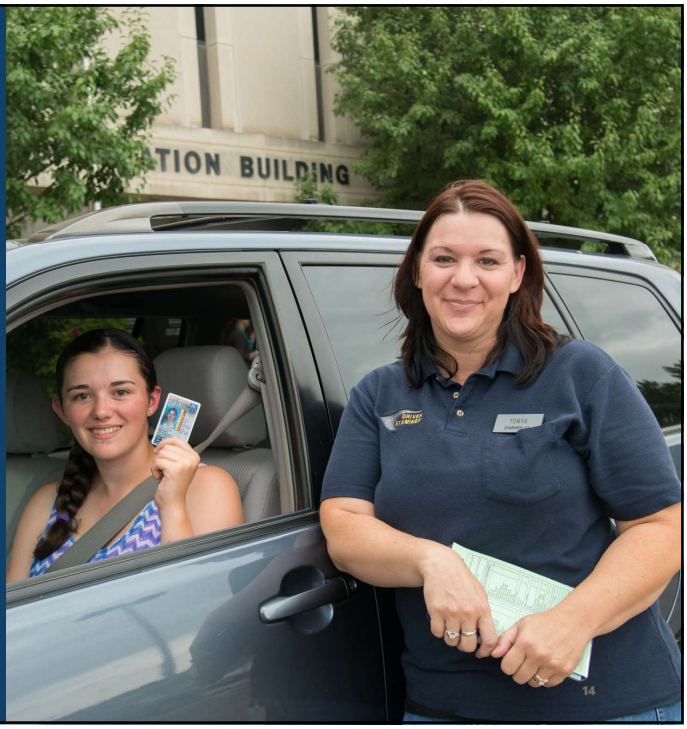
DRIVER LICENSE



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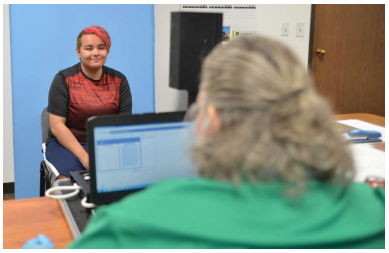
DRIVER LICENSE | *AT A GLANCE*

- 8 Fulltime Sites
- 11 Parttime Sites

- Class D: 532K
- CDL: 49K
- Real ID: 53%



- 8 Tribal ID Days
- Assisted 160 tribal members

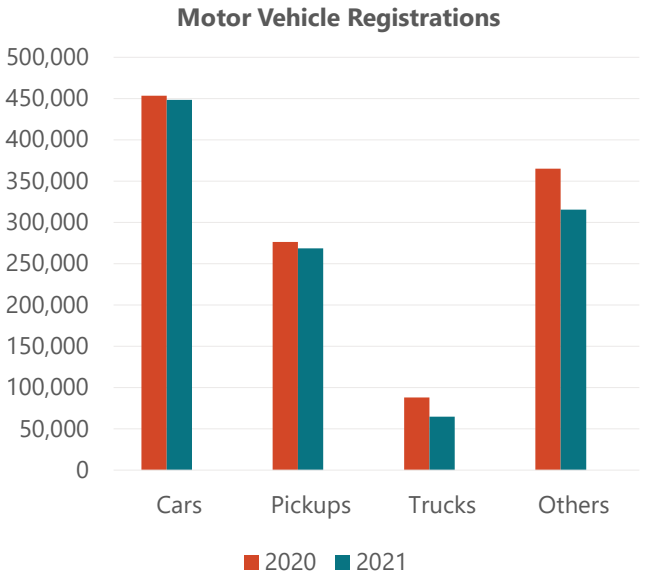
15

15

MOTOR VEHICLE

16

MOTOR VEHICLE | *AT A GLANCE*



LOCATIONS

- 1 Central Office Site
- 18 Contracted MV Offices

VEHICLES PROCESSED

- 1,190,787 vehicle registrations *(2021)*

PROCESSING TIME

- Goal: 4 weeks or less

PARTNERS

- 1048 licensed auto dealers

ELECTRIC VEHICLES (EV)

- 558 EVs
- 468 Plug-in Hybrid
- 5K Hybrid vehicles registered *(2023)*

17

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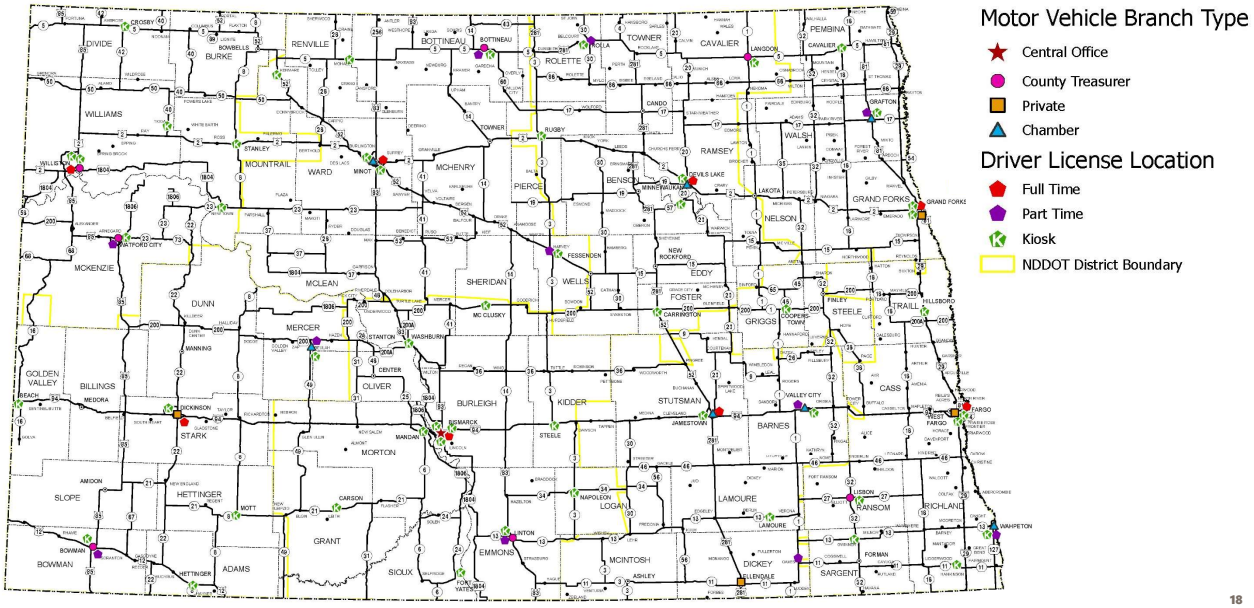
MOTOR VEHICLE & DRIVER LICENSE LOCATIONS



18

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AGENCY COLLECTIONS

- The Driver's License & Motor Vehicle Divisions collect many fees in accordance with rates established by the Legislature. These fees are ultimately deposited in a wide variety of funds, both special and general, as directed in North Dakota Century Code.
- NDDOT will be providing extensive information on these fees no later than July 1, 2024 pursuant to a fee study as directed by the 2021 legislative assembly in HB1031.

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HIGHWAY SAFETY

20

HIGHWAY SAFETY | *AT A GLANCE*

- Coordinates the development, implementation, and evaluation of the Strategic Highway Safety Plan (SHSP)– North Dakota's Vision Zero Plan.
- Works with law enforcement statewide to collect and maintain traffic records data (primarily crash data).
- Applies for and receives annual funding through the National Highway Traffic Safety Administration (NHTSA) to develop and implement the Highway Safety Plan.

21

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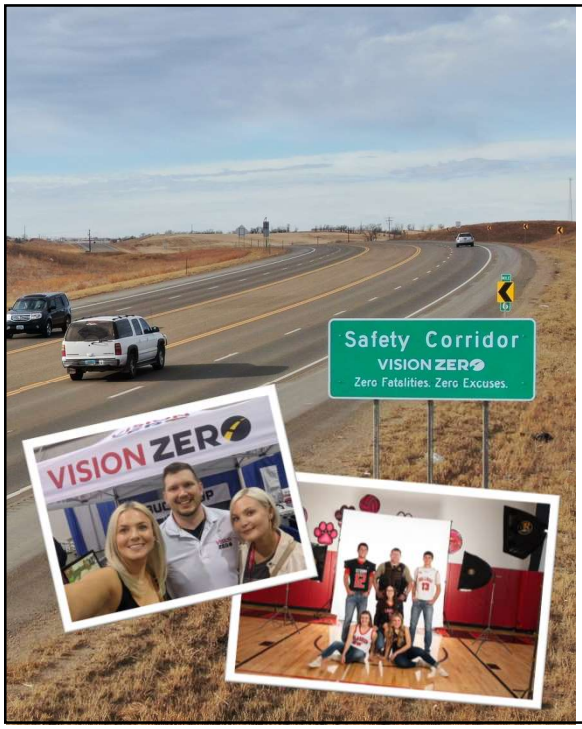

VISION ZERO

Zero fatalities. Zero excuses.

- **Mission:** Eliminate motor vehicle crash fatalities and serious injuries in ND.
- 2022: 100 fatalities *(preliminary)*
  2021: 101 fatalities
- Motor vehicle crashes are largely preventable if everyone takes personal responsibility.
- **Vision Zero Schools** – 6 schools engaged (Kidder Cty., Flasher, Wing, Oakes, Killdeer, Des Lacs/Burlington).
- **Regional Coordinators** – Four across the state, extends the work of Vision Zero into the heart of the community.

22

SAFETY CORRIDORS

- A Vision Zero solution in which engineering, enforcement, emergency response and education work together.
- Total crashes decreased by 30%.
- Locations are selected based on highways with a higher number of vehicle crashes.
- Locations:
  - US 85 Watford City to ND 68
  - US 52 Brooks Junction to Velva
  - US 83 Bismarck to Washburn

23

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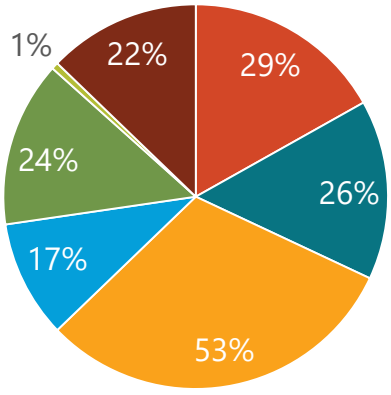
2022 CRASH DATA

FATAL CRASHES BY FACTOR



- Alcohol
- Speed/Too Fast for Conditions
- Lane Departure
- Younger Driver(s) 14-20 years old
- Older Driver(s) 65+ years old
- Train
- Commercial Motor Vehicle(s)

Fatal crash totals/percentages will not equal 100% due to multiple factors per crash and varying denominators. Alcohol involvement may be higher than currently reported due to pending investigations. All 2022 data is preliminary and subject to change as additional information is received.

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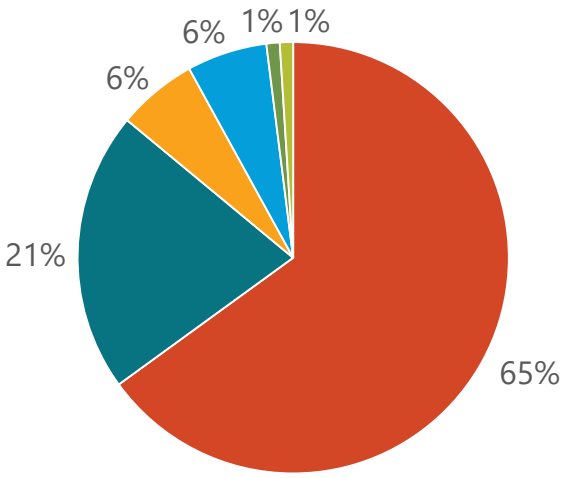
24

2022 CRASH DATA

FATAL CRASHES BY VEHICLE

- Car/Pickup/SUV/Van/CMV
- Motorcycle
- Pedestrian
- ATV/Recreational Vehicles
- Bicycle
- Other



All 2022 data is preliminary and subject to change as additional information is received.

25

25

STATE FLEET

26

STATE FLEET | *AT A GLANCE*

- Provides quality vehicles for all state agencies and institutions.
- Purchases and maintains vehicles.
- Operates a total of 13 state-owned fuel sites.
- Provide driver safety training.
- State Fleet Crash Review Board reviews all fleet crashes to identify trends and training needs.
- Manages flight operations and provides flight service to the NDDOT, Governor's Office, and other state agencies.

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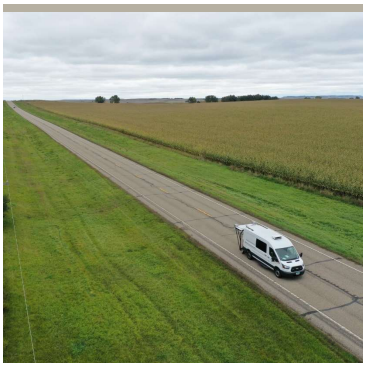

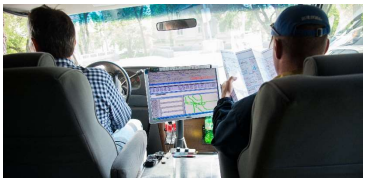

PLANNING

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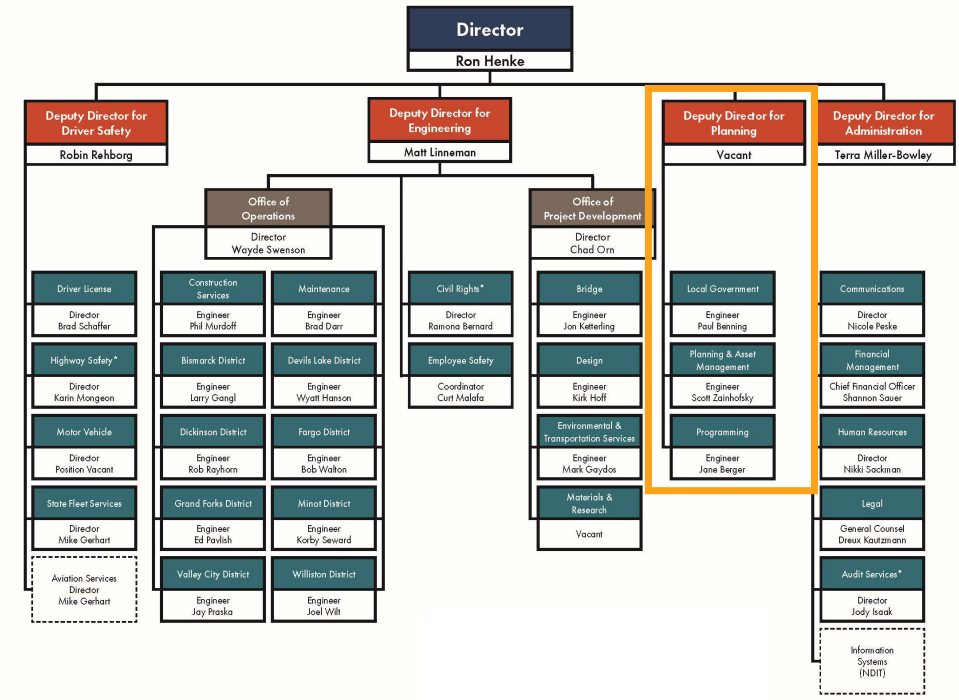
TEAM NDDOT



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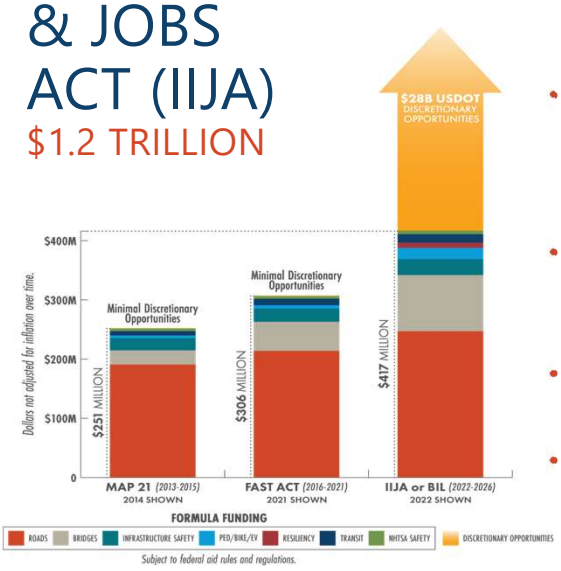
PROGRAMMING

30

INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA)

$1.2 TRILLION



- Includes a 30% increase in total federal formula funding for the next 5 years.
- Funding amounts designated for roads is similar to previous bills. There is a 15% increase in roadway funding which is about equal to the inflation.
- The $1.2T IIJA funding includes other items like power and grid, broadband, ports and waterways, airports, water infrastructure, and resiliency. This funding is not accessible by the NDDOT.
- Greatest increase in funding is for bridge work, as well as resources for pedestrian/bike, and electric vehicle charging stations.
- Increases much needed funding for transit and highway safety programs.
- Includes historic amount of funding for competitive discretionary programs; award success and the funding timing are unknown.

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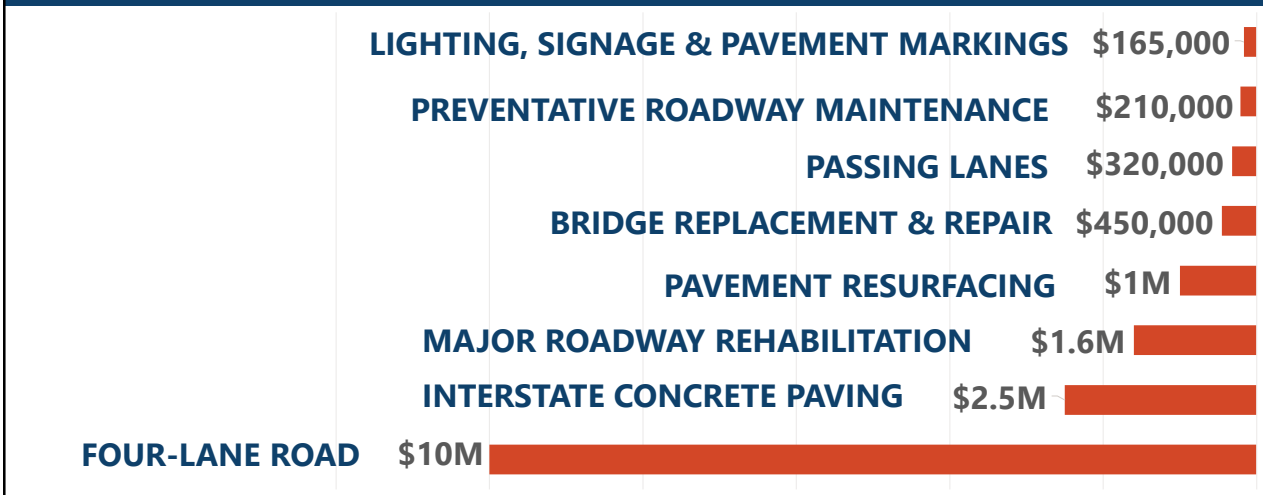
TRANSPORTATION SYSTEM COSTS

Per Mile



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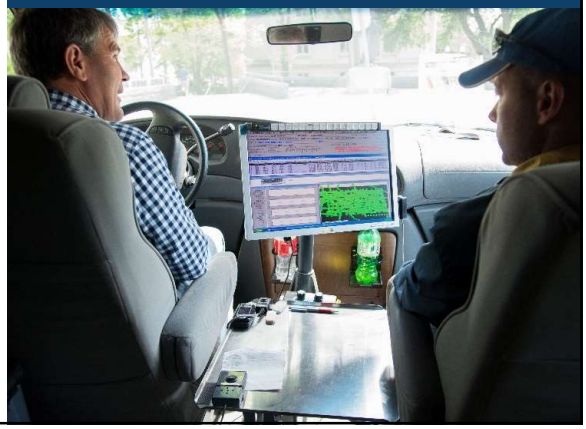
PLANNING & ASSET MANAGEMENT



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DISCRETIONARY FUNDING

- **Awarded** $134.7M
- **Applied** $522M
- **Awaiting** award announcement $350M+

(As of Dec. 20)

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LOCAL GOVERNMENT

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LOCAL GOVERNMENT

Partners with Local Public Agencies (LPAs).

- 12 largest cities, +1 in 2024
- 53 counties
- 3 Metropolitan Planning Organizations (MPOs), +1 in 2024
- 30+ transit agencies/providers
- Townships
- Other small cities

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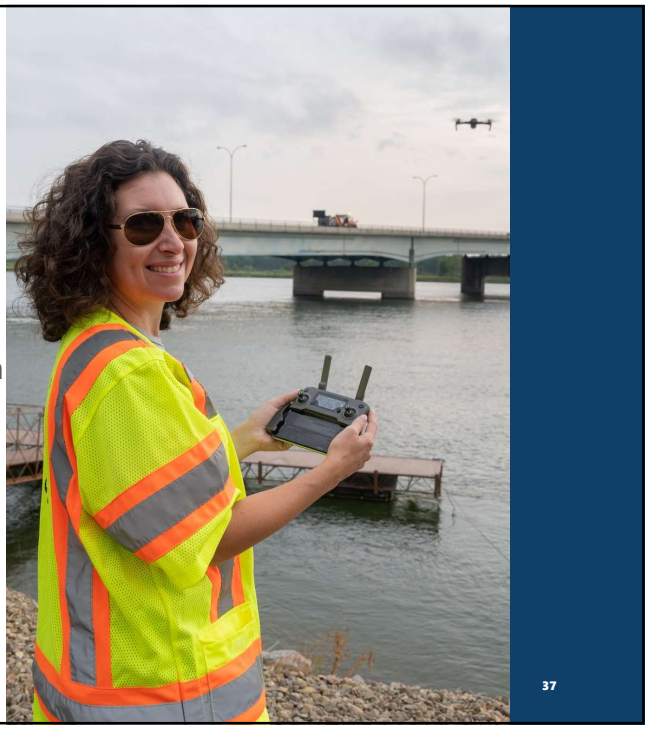
UNCREWED AERIAL SYSTEMS (UAS)

- Key uses:
  - Construction Inspection
  - Structure Inspection
  - Emergency Response
- A lead participant in the Federal Aviation Administration UAS Beyond Program.
- UND Transportation Technology Research Initiative (TTRI) – UAS
  - Assist with designing and building sustainable and intelligent infrastructure.
  - Advance workforce development
  - Real-life student experiences



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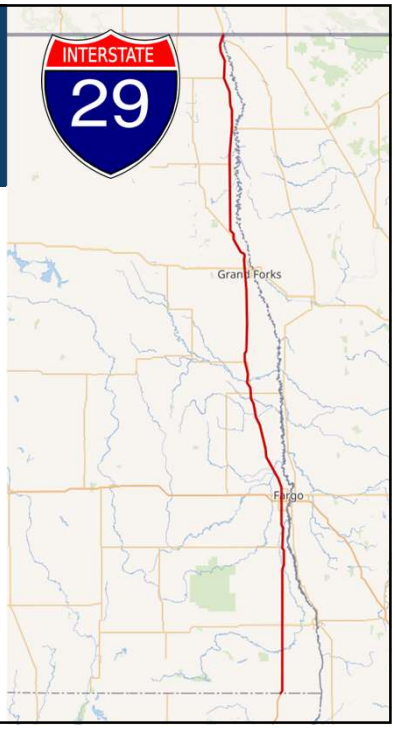
The FUTURE of
SMART CORRIDOR

- Increase efficiency & safety of motorists & freight haulers
- Incorporate new and existing ITS devices and sensors
- Integrate operating strategies and technologies to dynamically manage traffic
- Continuously monitor traffic and roadway conditions
- Incorporate connected and automated vehicles
- Recommend new ITS devices
- Plan & implement deployment of advanced technologies
  - Variable Speed Limits
  - Automated anti-icing
- Integrate Canadian land ports of entry



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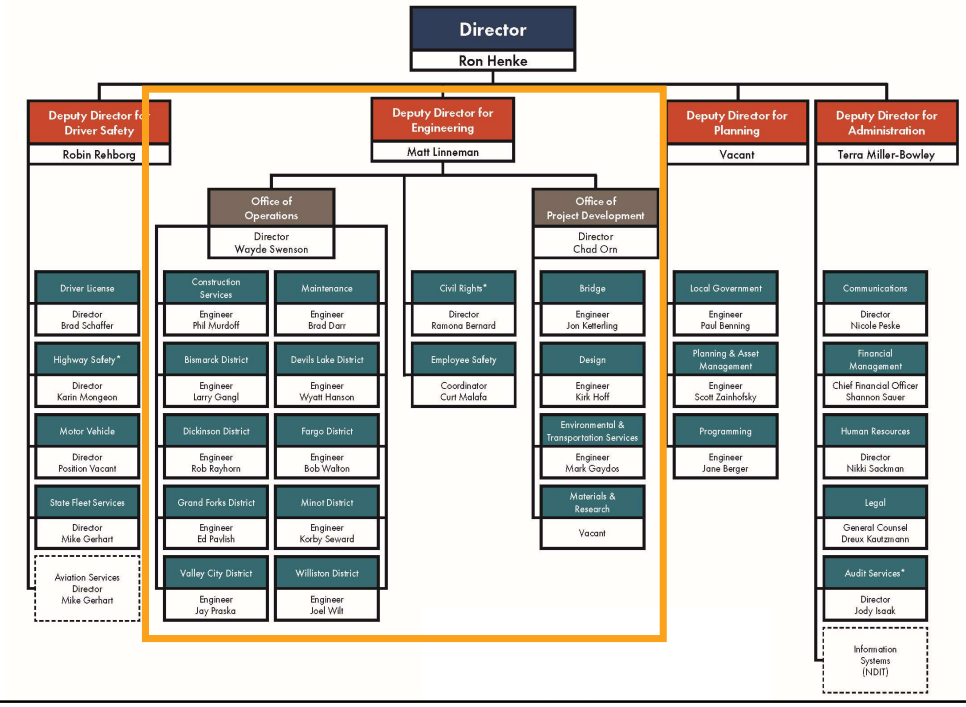
TEAM NDDOT

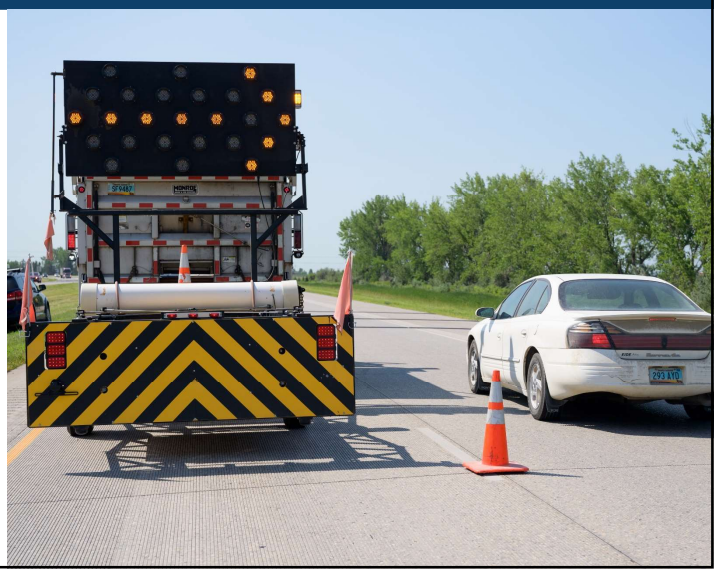


40

EMPLOYEE SAFETY

Ensure the health, safety, and wellbeing of all team members.

- Distracted driving is a major concern for the safety of our team.
  - Field Work/Data Collection
  - Construction Work Zones
  - Maintenance Work
  - Snow & Ice Control



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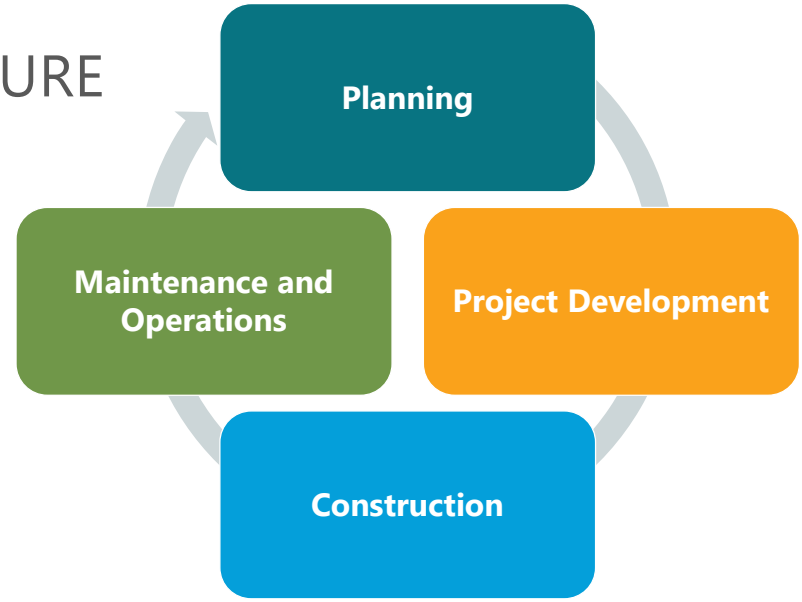
HIGHWAY INFRASTRUCTURE LIFE CYCLE



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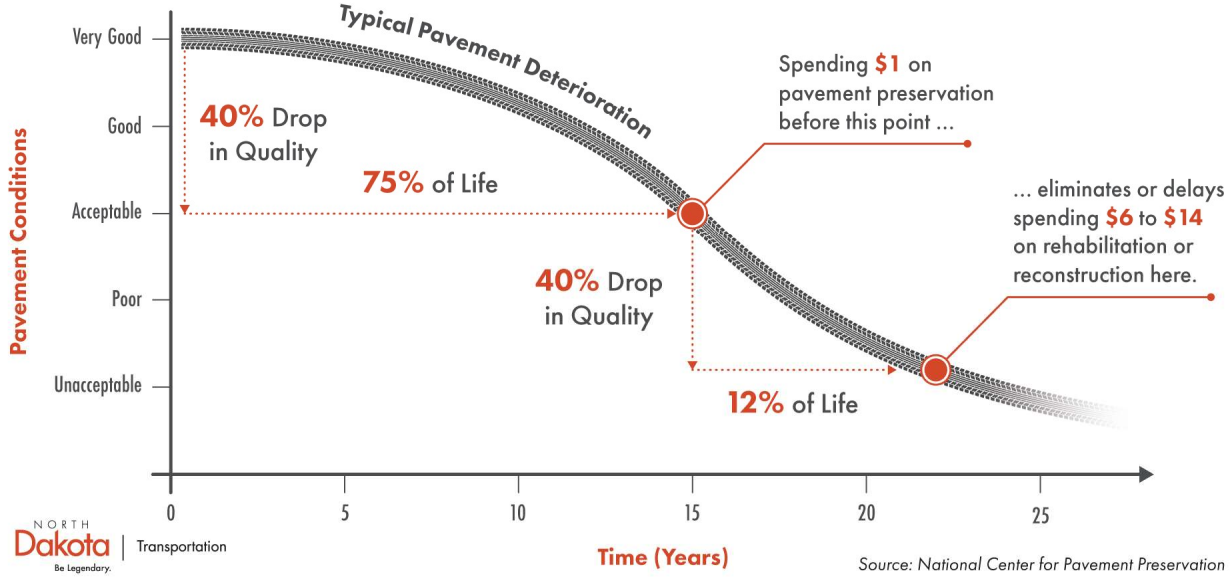
PAVEMENT PRESERVATION IS COST EFFECTIVE



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PROJECT DEVELOPMENT

- Bridge
- Design
- Environmental & Transportation Services
- Materials & Research

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CONSTRUCTION

- Construction Services Division
- Districts:
  - Bismarck
  - Devils Lake
  - Dickinson
  - Fargo
  - Grand Forks
  - Minot
  - Valley City
  - Williston

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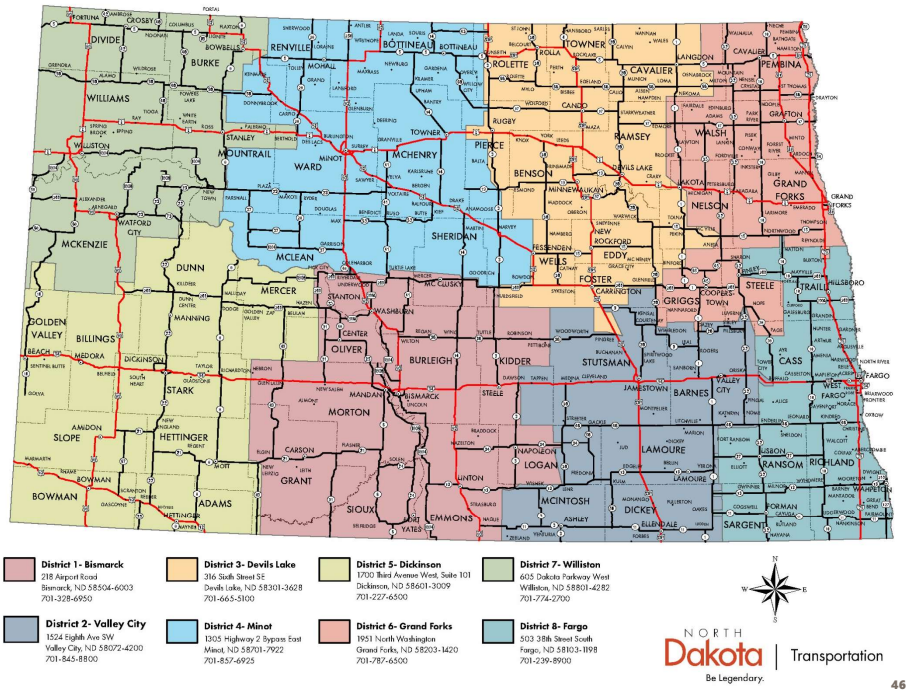
NDDOT DISTRICTS



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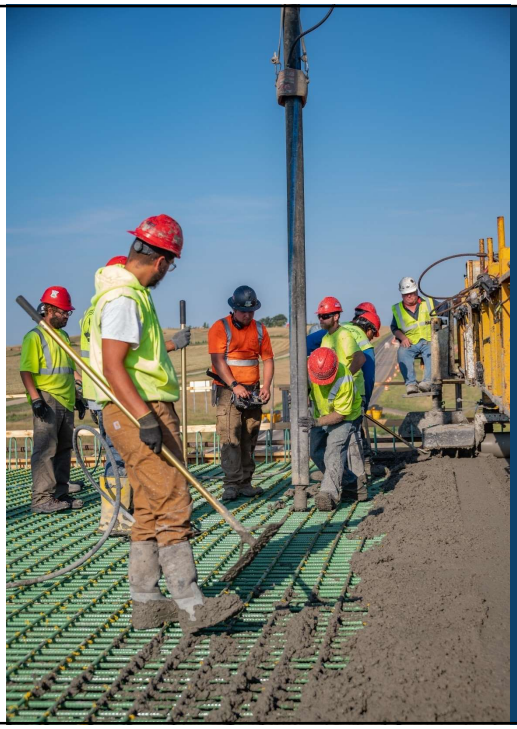
CONSTRUCTION RECAP

- **2021** = 182 projects and $362M
- **2022** = 209 projects and $564M
- Bid out 217 jobs and awarded 209 of them in 2022.



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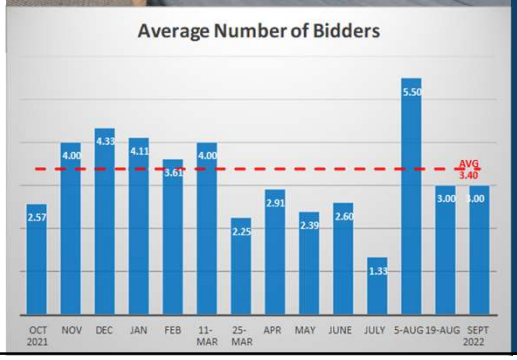
CONSTRUCTION RECAP

- The following is a breakdown of the awarded contracts for projects bid October 2021 through September 2022

Owner	Number of Awarded Jobs	Contract Amount	Engineer's Estimate
NDDOT	151	$443,432,777	$418,181,792
County	40*	$63,704,853	$62,152,914
City	18*	$57,119,516	$51,921,269
TOTAL	209	$564,257,146	$532,255,975



48

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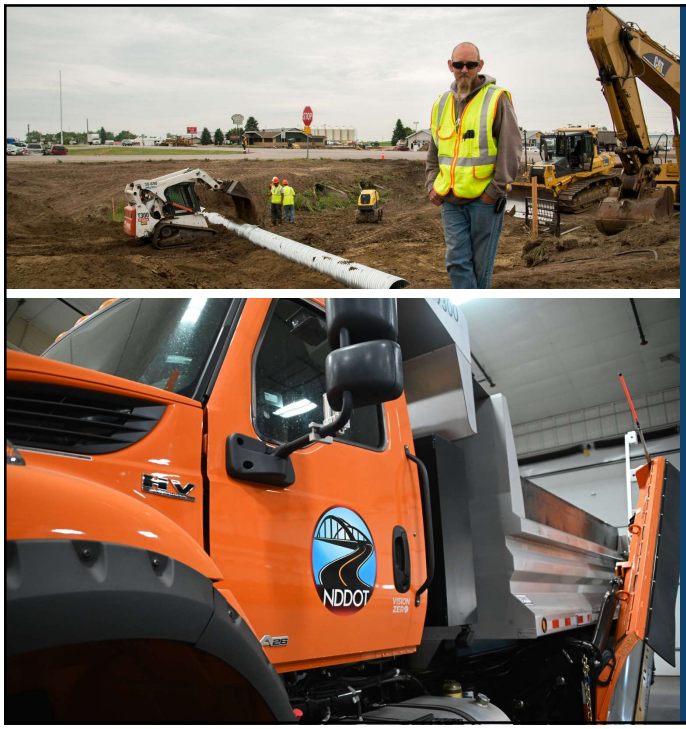
US 52 PASSING LANE PROJECT

Proposed Year

- 2022
- 2023
- 2024

49



MAINTENANCE & OPERATIONS

- Maintenance Division
- Districts:
  - Bismarck
  - Devils Lake
  - Dickinson
  - Fargo
  - Grand Forks
  - Minot
  - Valley City
  - Williston

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CIVIL RIGHTS

Administer and monitor all requirements of the Civil Rights Act of 1964 on all projects, programs, activities and services of the NDDOT.

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ADMINISTRATION

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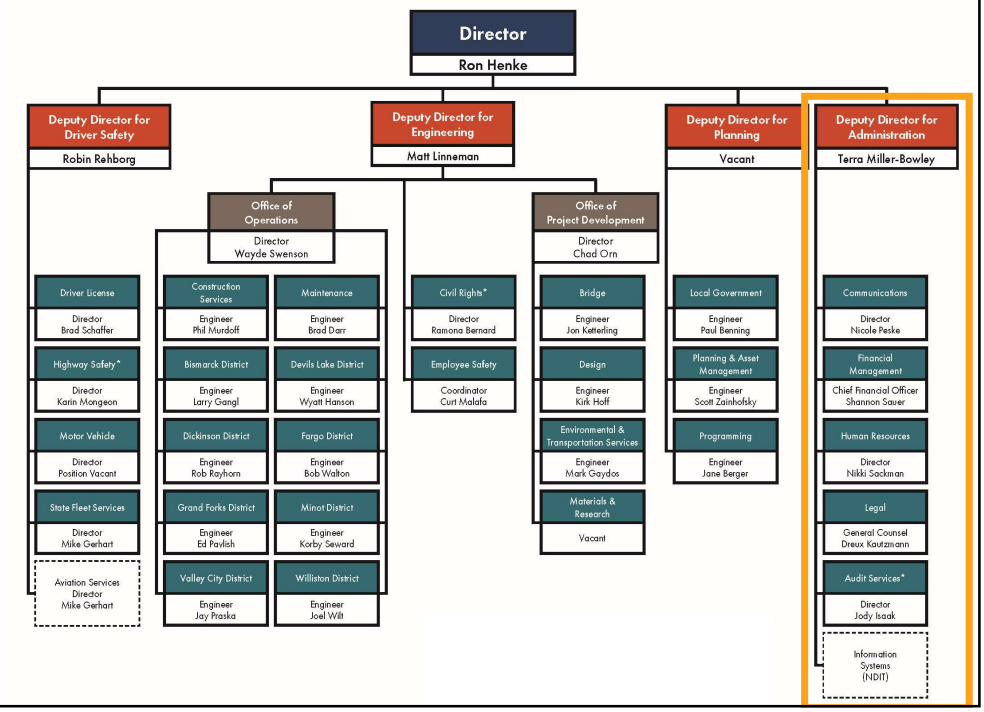
Be Legendary.

TEAM NDDOT



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OPERATIONAL AUDIT FINDINGS

- Access Rights to Personal Information Not Restricted
- Lack of Monitoring for Inappropriate Access
- No Evidence of Training or Acknowledgement of Confidentiality

KEY TAKEAWAYS

- All three findings have been reconciled and steps have been taken to fix the issue.
- Citizen information was not released to the public.
- Examiners complete background checks.
- It was determined there was no improper access.
- Every step an employee takes in the system has an audit trail and is logged by their employee ID. If there was misuse, the NDDOT would be able to identify it.

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67TH LEGISLATIVE ASSEMBLY

ONE-TIME APPROPRIATED FUNDING

AMOUNT: $255M

- **HB 1015, Sec. 13** | 200M state and federal funding for road and bridge projects.
  - 100M general funding to match federal discretionary funds received in excess of funding amounts included in the 2021-23 biennium budget.
  - $100M for federal discretionary funds to match $100M in state funding.
- **HB 1015, Sec. 5** | $55M in federal funding for matching state bond proceeds and township road and bridge projects.
  - $35M for federal discretionary funds to match state bond proceeds appropriated in HB 1431, Sec. 10.
  - $20M for federal discretionary funds to match funding for townships.

55

55

67TH LEGISLATIVE ASSEMBLY

ONE-TIME APPROPRIATED FUNDING

AMOUNT: $50M

- **SB 2012, Sec. 6**
  - $50M in contingent loan authorization authority allowing the NDDOT to borrow from the Bank of North Dakota to match federal funds available in the 2021-23 biennium for US 85.

AMOUNT: $70M

- **HB 1431, Sec. 10**
  - $70M in state bond proceeds for state bridge projects and to match federal funds for state road and bridge projects.

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67TH LEGISLATIVE ASSEMBLY

ONE-TIME APPROPRIATED FUNDING

AMOUNT: $498.5M

- **HB 1395, Sec. 2 (Unfunded) then HB 1505, Sec. 7 (Passed) |** $317M American Rescue Plan Act (ARPA). Not funded. How it was allocated:
  - $200M to NDDOT for state road and bridge projects.
  - $24.5M to NDDOT for county bridge projects.
  - $75.3M to counties for county road and bridge projects.
  - $17M to townships for township road and bridge projects.
- **HB 1395, Sec. 2 |** $1.6M ARPA dollars for grants to transit providers.
- **SB 2012, Sec. 1 |** $45M in federal discretionary for US 85.
- **HB 1505, Sec. 8 |** $135M to defray expenses of road and bridge projects.

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67TH LEGISLATIVE ASSEMBLY

ONE-TIME APPROPRIATED FUNDING

AMOUNT: $5M

- **SB 2018, Sec. 3**
  - Received by the Department of Commerce to the NDDOT to defray infrastructure construction expenses for the Beyond the Visual Line of Sight unmanned aircraft system program. The NDDOT opted not to request the funding.

AMOUNT: $9.66M

- **SB 2012, Sec. 1**
  - State highway funds for construction and materials management system to replace the Roadway Information Management System (RIMS).

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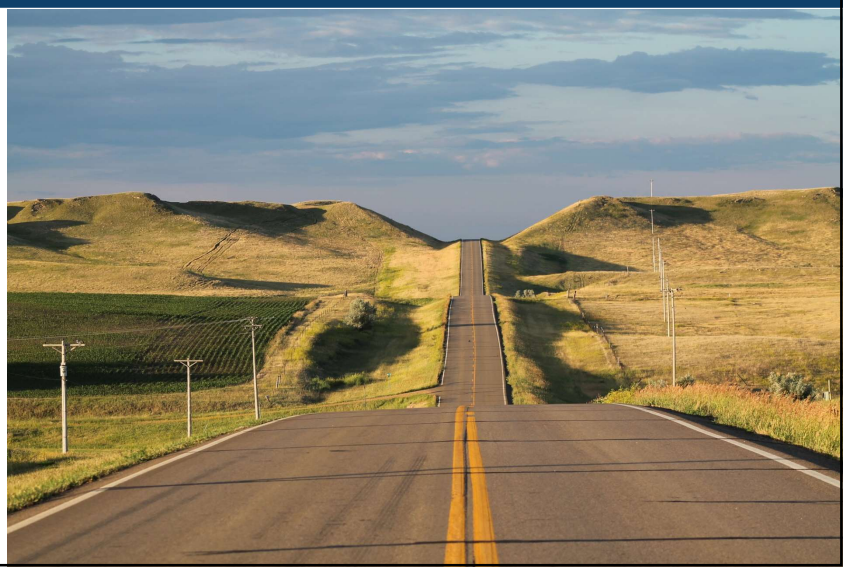
67TH LEGISLATIVE ASSEMBLY

ONE-TIME APPROPRIATED FUNDING

AMOUNT: $750,000

- **SB 2012, Sec. 4**
  - State disaster relief fund to provide grants to townships for emergency township road repairs.



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FISCAL RECOVERY FUNDING UPDATE

PASSED DURING THE 2021 SPECIAL LEGISLATIVE SESSION

AMOUNT: $255M

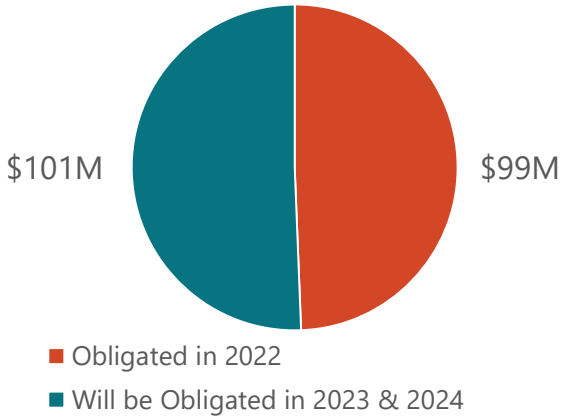
- **HB 1505, Sec. 7** | $317M American Rescue Plan Act (ARPA) funds
  - $200M to NDDOT for state road and bridge projects.
  - $24.5M to NDDOT for county bridge projects.
  - $75.3M to counties for county road and bridge projects
  - $17M to townships for township road and bridge projects

60

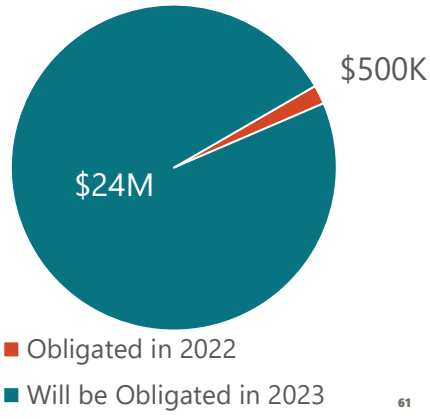
$224.5M FOR NDDOT | $75.4M SPENT

PASSED DURING THE 2021 SPECIAL LEGISLATIVE SESSION

$200M FOR **STATE** ROADS AND BRIDGES



$24.5M FOR **COUNTY** ROADS AND BRIDGES



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2023-2025

BUDGET REQUEST

62

2023-25 EXECUTIVE BUDGET RECOMMENDATION

Object/Revenue		2021-23 Biennium Appropriations	2023-25 Base Budget Recommended	2023-25 Optional Budget Changes Recommended	2023-25 Total Budget Recommended
Description	**Code**				
		2,249,534,084	932,782,909	1,424,977,662	2,376,161,670
TOTAL BY APPROPRIATIONS ORGS		**2,249,534,084**	**932,782,909**	**1,424,977,662**	**2,376,161,670**
Salaries and Wages	80110	204,109,585	214,013,309	5,801,241	238,215,649
Operating Expenses	80130	280,548,188	253,017,962	83,057,856	336,075,818
Capital Improvements	80150	1,227,431,344	405,696,035	1,275,483,610	1,681,179,645
Construction Carryover	80151	-	-	-	-
COVID19 - Capital Assets	80152	317,000,000	-	-	-
HB 1015 Discretionary Match	80153	100,000,000	-	-	-
Enhanced State Highway Invest	80155	-	-	-	-
Grants	80160	118,085,610	60,055,603	60,634,955	120,690,558
Short Line Railroad Program	80162	-	-	-	-
COVID-19 Transportation Grants	80164	-	-	-	-
Grants to Township	80167	750,000	-	-	-
COVID19 - Grants	80168	1,609,357	-	-	-
TOTAL BY OBJECT SERIES		**2,249,534,084**	**932,782,909**	**1,424,977,662**	**2,376,161,670**
General	GEN	-	-	134,125,000	134,125,000
Federal	FED	1,355,876,156	347,057,090	870,051,421	1,219,302,445
Special	SPEC	893,657,928	585,725,819	420,801,241	1,022,734,225
TOTAL BY FUNDS		**2,249,534,084**	**932,782,909**	**1,424,977,662**	**2,376,161,670**
Full Time Equivalent Positions			982	29	1011

63

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FEDERAL FUNDING AVAILABLE

2023-25 BUDGET REQUEST

$1.15B | Federal Highway Administration

- Roadway projects and related items such as consultant engineering and NDDOT support costs.

$20M | Missile Road Funds

- Maintenance of missile roads for the US Air Force.

$12.2M | National Highway Traffic Safety Administration

- Funds North Dakota's traffic safety program. Majority of funds are passed to local entities to support traffic safety initiatives.

$32M | Federal Transit Administration

- Passed through to transit providers to fund local transit programs.

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FEDERAL AID PROGRAM

- Funding used to construct and maintain roadways and bridges on the state highway system.
- Federal aid formula funding is distributed based off a formula determined by Congress and is favorable to rural states.
- Used to fund our 10-year Infrastructure Plan.

BUDGET REQUEST: $174M ($100M General Funding / $74M SIIF)

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FEDERAL AND STATE DISCRETIONARY PROGRAM

- Discretionary funding is larger than it has ever been.
- Funds additional transportation needs in North Dakota.
- Without additional state resources, the department will not be able to accept discretionary dollars.
- Allows flexibility.

BUDGET REQUEST: $226.3M
(SIIF Funding)

66

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NEW FLEXIBLE TRANSPORTATION FUND

- Establish a new, more flexible fund to:
  - Improve transportation infrastructure off the state highway system, including within townships
  - 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
- In the last year alone, the NDDOT was asked to fund more than $2B in requests not currently in the State Transportation Improvement Program

BUDGET REQUEST: $140M
(General funding and motor vehicle excise tax)

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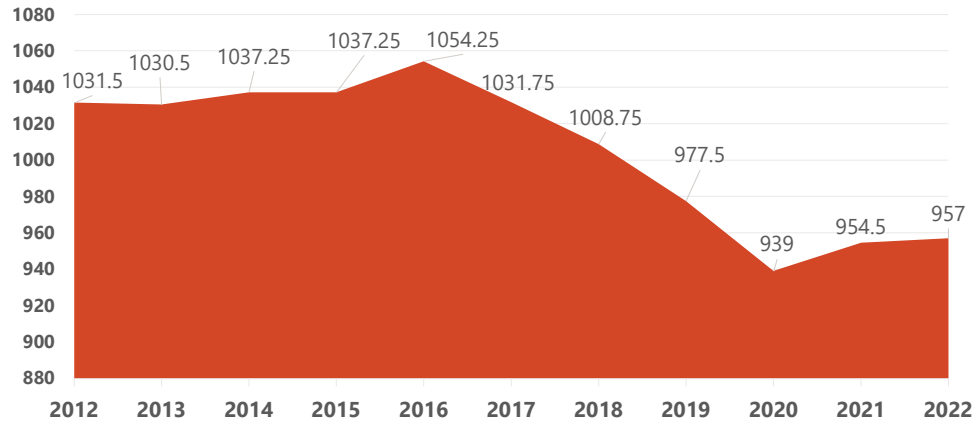
TEAM NDDOT WORKFORCE

982
FTEs

12.4%
Turnover Ratio

29
FTEs Requested

FULL TIME ACTUAL EMPLOYEE COUNT | 10 Year Look



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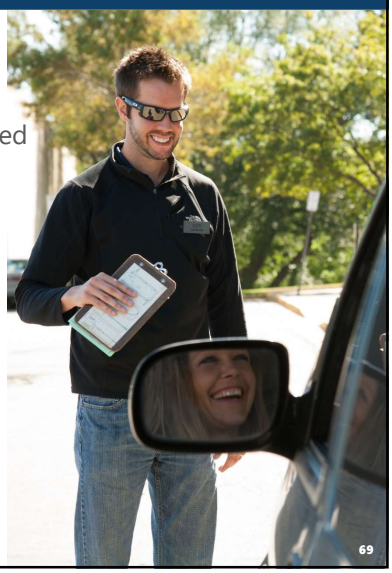
FULL TIME EMPLOYEE (FTE) REQUEST

- 4 International Fuel Tax Agreement (IFTA)/International Registration Plan (IRP) Auditors
  - Meet regulatory compliance requirements and avoid being sanctioned
- 3 Financial Staff
  - Meet federal aid accounting and reporting requirements
  - Meet increased procurement demands
  - Assistant division director for succession planning
- 14 Equipment Operators
  - Allows for extended hours of service for snow and ice control
- 8 Driver License Examiners
  - Allows for reprioritizing existing temporary staff needs
  - Reduce temporary turnovers, hiring and training



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LARGE IT PROJECT REQUESTS

Construction and Materials Management System (RIMS)

- Currently approved project in progress that requires additional funding

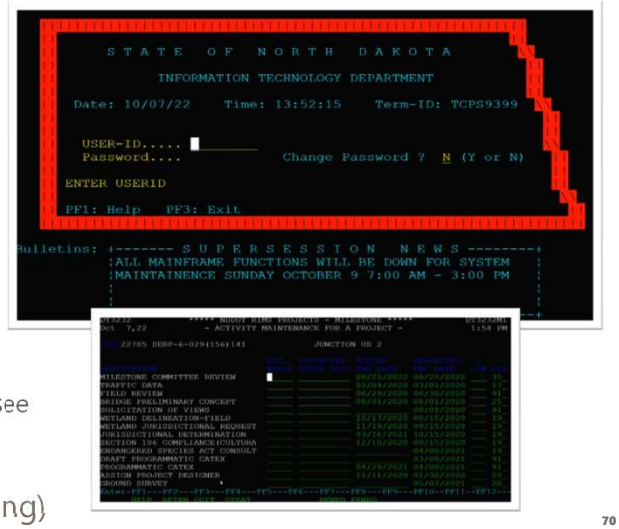
ETS Continuum Upgrade (Door Security System)

- Current security hardware and software are outdated and will no longer be supported

AVL

- Allows the NDDOT to track and the public to see all 369 snowplows

BUDGET REQUEST: $9.2M (General Funding)



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HB 1012 REQUESTED AMENDMENTS

The following sections are NDCC 54-44.1-11 exemptions which continue state and federal funding appropriated in the 21 – 23 biennium:

SECTION 4. EXEMPTION – EMERGENCY ROAD REPAIR GRANTS. Section 54-44.1-11 does not apply to the $750,000 in section 4 of chapter 40 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of providing grants to townships for emergency township road repairs.

SECTION 5. EXEMPTION – TRANSPORTATION GRANTS. Section 54-44.1-11 does not apply to the $1,609,357 in subdivision 10 of section 2 of chapter 28 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of COVID-19 grants.

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SECTION 6. EXEMPTION – DISCRETIONARY MATCH. Section 54-44.1-11 does not apply to the $100,000,000 in section 13, subsection 2, of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of matching federal discretionary funds.

SECTION 7. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $100,000,000 in section 13, subsection 3, of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of defraying the expenses of road and bridge construction projects.

SECTION 8. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $55,000,000 in section 5 of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of road and bridge projects.

SECTION 9. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $70,000,000 in section 10 of chapter 80 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of state highway bridge projects and for matching federal funds for state highway projects.

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SECTION 10. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $317,000,000 in section 7 of chapter 548 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of road and bridge projects.

SECTION 11. EXEMPTION – TRANSPORTATION GRANTS. Section 54-44.1-11 does not apply to the $61,700,060 in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of COVID-19 surface transportation grants.

SECTION 12. EXEMPTION – INFORMATION TECHNOLOGY PROJECTS. Section 54-44.1-11 does not apply to the $13,660,000 in the operating expenses line item relating to the information technology projects in section 1 of chapter 40 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the construction and materials management system, traffic counting and data estimating and analysis program, and the website drupal uplift.

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SECTION 13. CONTINGENT LOAN AUTHORIZATION – CONTINGENT APPROPRIATION – HIGHWAY IMPROVEMENT PROJECTS. The department of transportation may borrow from the Bank of North Dakota, $50,000,000, or so much of the sum as may be necessary, to match $50,000,000 of federal funds that may become available, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds borrowed under this section from the Bank of North Dakota and the federal funds are appropriated to the department of transportation. The department of transportation shall request from the sixty-nineth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

SECTION 14. ESTIMATED INCOME – STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The estimated income and the capital assets line items in section 1 of this Act include the sum of $300,000,000 from the strategic investment and improvements fund for infrastructure projects and matching federal formula and discretionary grants.

SECTION 15. CONSTRUCTION OF REST AREA AND VISITOR CENTER. Notwithstanding any other provision of law, the director of the department of transportation may expend moneys from the state highway fund or any moneys within the limits of the legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota, for the biennium beginning July 1, 2023, and ending June 30, 2025.

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The following section allows the NDDOT to utilize bond proceeds for state highway road and bridge projects by amending 2021 session law:

SECTION 16. AMENDMENT. Section 10 of chapter 80 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 10. APPROPRIATION - HIGHWAY FUND - ~~CONTINGENT TRANSFER.~~ There is appropriated out of any moneys in the highway fund in the state treasury, not otherwise appropriated, the sum of $70,000,000, or so much of the sum as may be necessary, derived from bond proceeds to the department of transportation for state highway road and state highway bridge projects and for matching federal funds that may become available, for the biennium beginning July 1, 2021, and ending June 30, 2023. ~~Of the $70,000,000, $35,000,000 is designated for state highway bridge projects, and $35,000,000 is designated for matching federal funds that may become available for state highway projects in excess of the federal funds appropriated to the department of transportation as part of its 2021-23 biennial budget. By October 1, 2022, the director of the department of transportation shall certify to the office of management and budget the amount of funding committed to matching excess federal funds from the $35,000,000 provided under this section. If the amount committed is less than $35,000,000, the office of management and budget shall transfer any uncommitted amounts to the infrastructure revolving loan fund under section 6-09-49.~~

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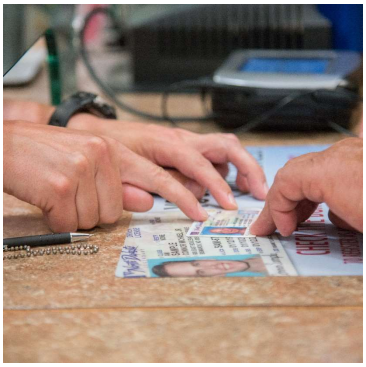

AGENCY BILLS

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AGENCY BILLS

- ~~**HB 1078 | Urban Area Exemption** – Exempts urban areas from requirements regarding sign obstruction set forth under 24-17-12~~
- **HB 1079 | Reciprocal Agreements for Inspection of Fabricated Products** – Would allow for reciprocal agreements between ND and other states on inspection services for products produced in ND.
- **HB 1080 | Registration Card** – Allows for a mobile e-registration card to be carried in a mobile wallet, similar to the mobile ID card.
- **HB 1081 | User Fees from Out-of-State EV Drivers** – Allows for the collection of user fees from out-of-state drivers.

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AGENCY BILLS

- **HB 1102 | Private/Public Partnerships on Federal Grant Applications** – Allows the NDDOT the authority to enter into agreements necessary to effectively administer grant projects. Fiscal note provided.
- **HB 1103 | Certification Extension** – Updates HB 1431, Section 10 to extend the timeframe NDDOT must certify commitment of bond proceeds to match excess federal funding to June 30, 2023.
- **SB 2063 | Public/Private Partnerships for EV Charging** – Allows the NDDOT to engage in public/private partnerships in the construction, operation and maintenance of EV charging infrastructure. Fiscal Note: $16.2M/per biennium

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AGENCY BILLS

- **SB 2110 | Road Maintenance on National Park Service Roads** – Allows the NDDOT to support roadway maintenance and/or snow removal in the national park. Fiscal note provided.
- **SB 2111 | Electronic Title Issuance *(Red Tape)*** – Transitions titles from paper to electronic vehicle titles, saving time for lenders/lienholders.
- **SB 2112 | Drug and Alcohol Clearinghouse** – Allows NDDOT to comply with a Nov. 2021 federal rule change in the Federal Motor Carrier Safety Regulations requiring states to use the federal Drug and Alcohol Clearinghouse.
- **SB 2113 | Flexible Transportation Fund** – Allows the NDDOT a flexible funding source to improve timely response to unanticipated local government needs, economic development support, federal grant wins, and other state/federal funding needs. Fiscal note provided.

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NORTH Dakota | Transportation
Be Legendary.

ND DEPARTMENT OF TRANSPORTATION WORKFORCE

If capacity is not increased, the NDDOT may be forced to shift, reallocate, or outsource work, potentially reducing services to the public due to limited contractor availability. This may result in uncontrolled costs as contractors are also subject to similar workforce challenges including rising wages and expenses. This shift could require NDDOT to move to an oversight and compliance business model which will require different workforce needs and skillsets including procurement, and contract and program management.

The authorized full-time employee count has not grown with the workload. Temporary employees have been used to supplement but are not a long-term solution.

New technology has and will continue to automate tasks but also has an impact on the skills needed for current employees and applicants.

Ensuring employees are adequately equipped for changes requires additional time to develop skills, as well as time to focus on and learn new skills. This can be difficult for employees who provide a direct service to the public.

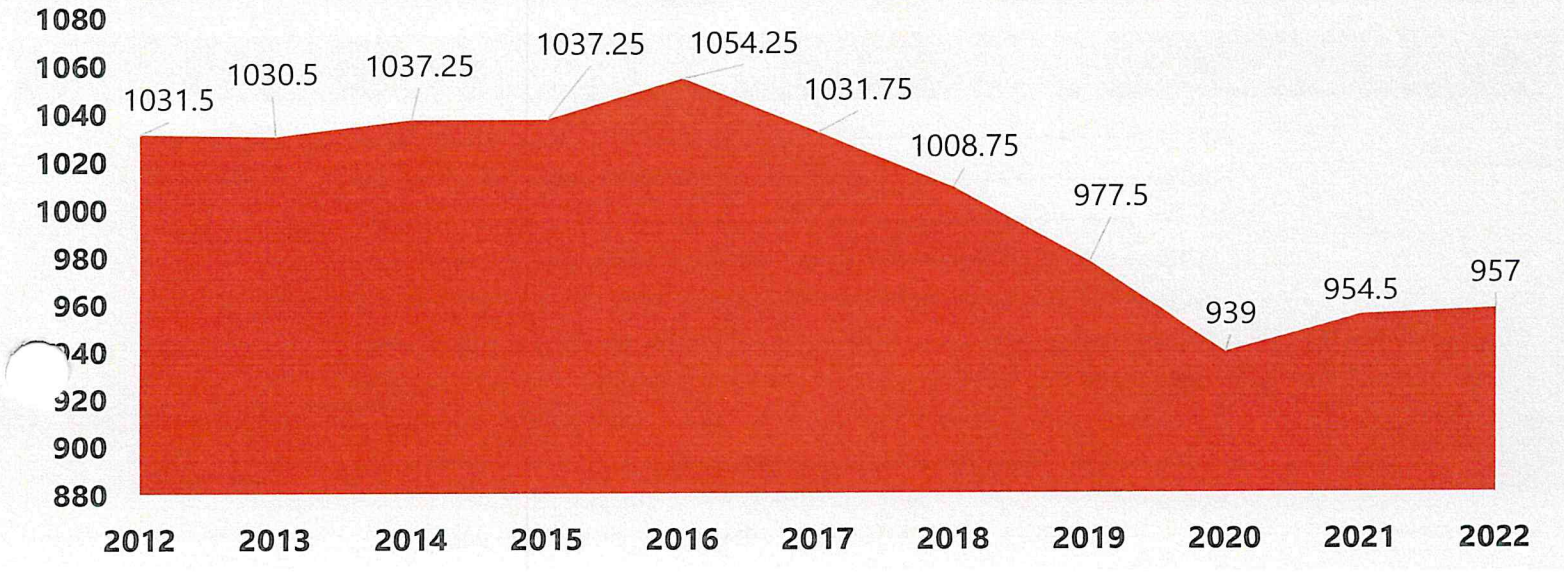
CURRENT AGENCY TEAM MEMBER STATS

- **982** FULL-TIME POSITIONS
- **40** VACANT POSITIONS
- **29** NEW FULL-TIME POSITIONS REQUESTED

BREAKDOWN OF REQUESTED FULL-TIME EMPLOYEES

- **4** IFTA/IRP Auditors
- **3** Financial Staff
- **14** Snow & Ice Control
- **8** Driver License Examiners

FULL-TIME ACTUAL EMPLOYEE COUNT | 10 YEAR LOOK



ND Department of Transportation

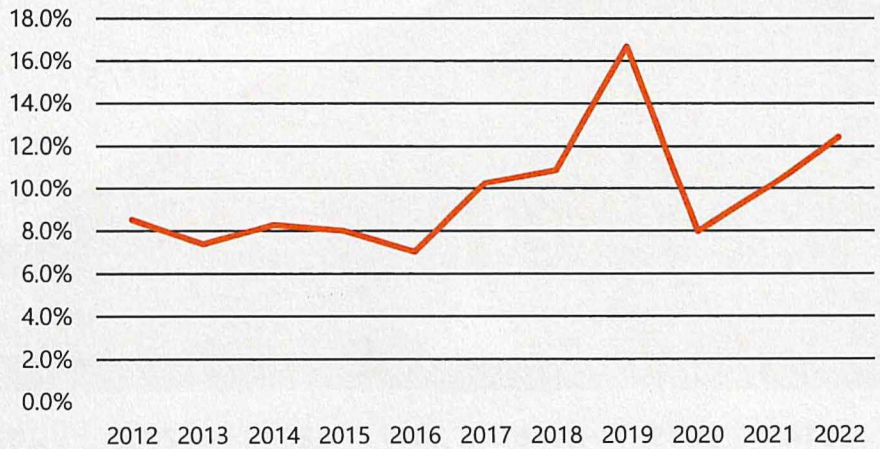
MITIGATING & STABILIZING WORKFORCE ISSUES

- Tuition & Training Reimbursement
- Regional Pay Differentials
- Expanded Internship Programming & Investment
- Market Pay Adjustments
- Moving Allowances
- Performance Bonuses
- Staff Development Opportunities
- Increased Recognition & Employee Engagement Efforts
- Flexible Work Scheduling and/or Hybrid Opportunities
- Reclassifying Positions to Entry Level
- On-site Hiring Events
- Simplified Job Announcements & Streamlining Hiring Process
- Stretch Opportunities (Emerging Leader Roles, etc.)
- Career Advancement Opportunities

WORKFORCE ISSUES

- Loss of experienced workers and knowledge due to turnover.
- Recruiting for rural locations.
- Lack of qualified applicants and shrinking enrollment in programs/certifications needed.
- Decreasing buying power or value of benefits currently available.

TURNOVER | 10 YEAR LOOK



NDDOT TRANSIT AGENCIES FEDERAL AND STATE FUNDING 2020-2024

		2020 Federal Aid Awarded	2021 Federal Aid Awarded	2022 Federal Aid Awarded	2023 Federal Aid Awarded	2024 PROJECTED Federal Aid	2020 State Aid Awarded	2021 State Aid Awarded	2022 State Aid Awarded	2023 State Aid Awarded	2024 Projected State Aid
1	Benson County Transportation	110,323	263,308	85,652	101,844	100,825.00	25,538	23,426	25,276	42,192	42,192
2	BisMan Transit	365,568	131,287	1,544,838	151,050	506,645	405,943	316,528	386,593	342,636	339,132
3	Cando Transportation	65,239	205,110	49,630	118,336	52,850	41,208	39,264	41,182	32,635	32,635
4	Cavalier County Transit	174,526	415,213	307,544	153,721	194,322	47,748	44,293	47,391	36,511	36,511
5	Cities Area Transit	2,090,148	136,242	234,131	116,253	67,112	259,164	201,784	246,730	191,656	191,656
6	Dickey County Transportation	35,078	130,320	39,900	57,814	156,340	52,600	48,023	51,997	39,766	39,766
7	Fargo MAT	2,779,981	777,072	312,949	171,909	2,716,800	499,892	386,865	475,272	395,161	395,161
8	Glen Ullin Transit	0	0	0	0	0	10,533	9,993	10,514	0	10,514
9	Golden Valley/Billings County	110,967	208,800	104,304	86,467	90,430	74,820	72,689	75,154	61,139	61,139
10	Handi Wheels Transportation	0	0	128,446	30,000	30,000	20,095	17,977	19,766	15,524	15,524
11	Hazen Busing	153,885	414,498	103,595	121,218	141,511	27,415	24,869	27,057	23,376	23,376
12	James River Public Transit	597,927	1,601,200	446,729	704,699	698,358	173,467	151,059	177,317	134,918	134,918
13	Jefferson Lines	2,075,630	3,558,023	1,698,487	1,974,360	1,901,257	0	0	0	0	0
14	Kenmare Wheels & Meals	69,467	169,230	53,313	64,216	128,255	33,012	27,908	32,028	18,708	18,708
15	Kidder County	141,758	291,184	78,908	86,136	78,340	41,915	39,808	41,854	33,218	33,218
16	Minot, City of	1,248,140	2,292,808	717,350	843,956	2,251,395	72,050	57,923	69,088	47,424	47,424
17	Nutrition United/Rolette County	190,285	496,400	320,775	172,336	213,660	75,512	65,638	73,749	72,668	72,668
18	Pembina County Meals & Trans	260,039	550,939	141,116	167,953	169,386	60,551	54,136	59,546	44,404	44,404
19	Senior Meals & Services Inc/Devils Lake Transit	238,380	667,177	249,296	175,330	370,015	100,588	88,709	98,587	75,762	75,762
20	Souris Basin Transportation	1,992,500	3,409,440	1,891,188	1,712,934	1,335,227	442,268	384,262	431,899	344,650	344,650
21	South Central Adult Services	1,333,796	3,191,190	2,121,172	1,054,132	1,219,394	424,485	395,865	427,428	334,553	334,553
22	Southwest Transportation Services	157,962	594,080	233,137	376,019	287,500	163,762	156,234	163,713	129,885	129,885
23	Spirit Lake Transit	384,019	706,578	0	0	0	32,194	28,543	0	0	0
24	Standing Rock Transportation	401,764	1,015,422	281,429	582,545	311,092	70,336	66,081	70,039	56,899	53,394
25	Stark County Council on Aging/Dickinson Transit	857,205	2,116,200	1,157,653	799,373	793,650	123,390	102,449	119,204	111,776	111,776
26	Turtle Mt Tribal Transit	175,871	203,854	0	0	0	28,526	25,723	0	0	0
27	Valley Senior Services	314,751	1,121,374	371,387	575,361	392,100	382,528	337,069	374,840	315,802	315,802
28	Walsh County Transportation	269,330	402,104	171,030	158,758	141,710	74,424	64,802	72,717	53,752	53,752
29	West River Transit	752,836	1,659,184	510,595	1,196,567	650,006	265,132	242,386	262,186	202,006	198,501
30	Wildrose Transportation	106,899	321,700	197,124	141,334	210,370	72,290	66,953	71,721	83,568	83,568
31	Williston/Region I	602,237	1,310,200	993,599	477,230	431,376	141,520	120,179	137,446	159,411	159,411
	TOTAL	**18,056,510**	**28,360,136**	**14,545,277**	**12,371,851**	**15,639,926**	**4,242,906**	**3,661,438**	**4,090,294**	**3,400,000**	**3,400,000**

Last Updated: 1/10/2023

NDDOT currently funds 28 Transit Agencies with State and Federal Funds.

Glen Ullin Transportation does not request Federal funds and did not request State Aid in 2023.

Handi-Wheels did not request Federal funds in 2020 and 2021.

Jefferson Lines is an Intercity Transportation provider and does not receive State Aid from NDDOT.

Spirit Lake Transit did not request Federal or State funds from NDDOT in 2022 - 2024. Tribal Agencies receive direct funds from Federal Transit Administration each year.

Turtle Mt Tribal Transit did not request Federal or State funds from NDDOT in 2022-2024. Tribal Agencies receive direct funds from Federal Transit Administration each year.

Testimony
House Bill 1012 – Department of Transportation
State Aid for Public Transit Budget
House Appropriations - Government Operations Division
January 11, 2023

Chairman Monson and members of the committee, my name is Pat Hansen. I am the executive director of South Central Adult Services in Valley City. I am also a member of the North Dakota Senior Service Providers and Dakota Transit Association. I am testifying in support of State Aid for Public Transit funds in HB 1012.

The State Aid for Public Transit funding we receive is used to match federal dollars for operating transit services and as local match for purchasing vehicles for use in public transit. If we do not receive adequate state funding for match, we may be unable to access all of the federal dollars we are appropriated.

South Central Adult Services provides the same service in the very rural areas of North Dakota that are available in the larger cities. In the very rural counties we serve, which include LaMoure, Foster, Logan, McIntosh, Griggs, Emmons and Nelson South Central provided 45,796 rides this past fiscal year. Barnes County (which is our "urban" county) provided 56,572 rides. This is a 20% increase over our last fiscal year. Local service is provided to communities within the counties, and transit is available from the southwestern counties to Bismarck 5 days per week, to Jamestown 3 days per week, from our eastern counties to Fargo 5 days per week and to Grand Forks 5 days per week. We are transporting dialysis patients from Strasberg, Linton, Wishek, Ashley, McVille, Lakota, Carrington and Valley City on a

regular basis. We have made many trips to Fargo and Bismarck with patients for radiation treatments and chemotherapy in the last few months.

That is only the tip of the iceberg. We provide rides for local medical appointments, rides to work, school, daycare, Head Start, and many rides for local grocery shopping, hair appointments, rides to senior centers and rides for nursing homes and assisted living facilities. We currently have 32 full-time and 46 part-time transit employees. The cost of personne 152 8th St. NEI has increased dramatically over the past few years. We have had to increase wages in order to compete with other employers in our area and have increased hours to keep up with the demand for services. This problem has increased since the pandemic. Even taking the impact on the residents of our counties out of the picture, if we do not receive adequate funding, the staff reductions in these rural counties would be devastating to our employees and to the small rural communities where there are very few jobs available.

The Executive Budget estimated there would be $6.8 million available in the State Aid for Public Transit fund in the 2022-23 biennium. In the past biennium, transit providers divided $8.4 million. Even when providers were at the $10 million level, South Central had to provide $160,000 local dollars, or 13% of our budget to maintain services. Last fiscal year with the reduction in State Aid we had to put $360,015 (over 20% of our operating budget) in local dollars in to meet expenses. That amount of local funding cannot be sustained long term. This concerns me on several levels as many of the people we serve do not have other options for transportation. Some of our rural riders would be forced to move to locations where

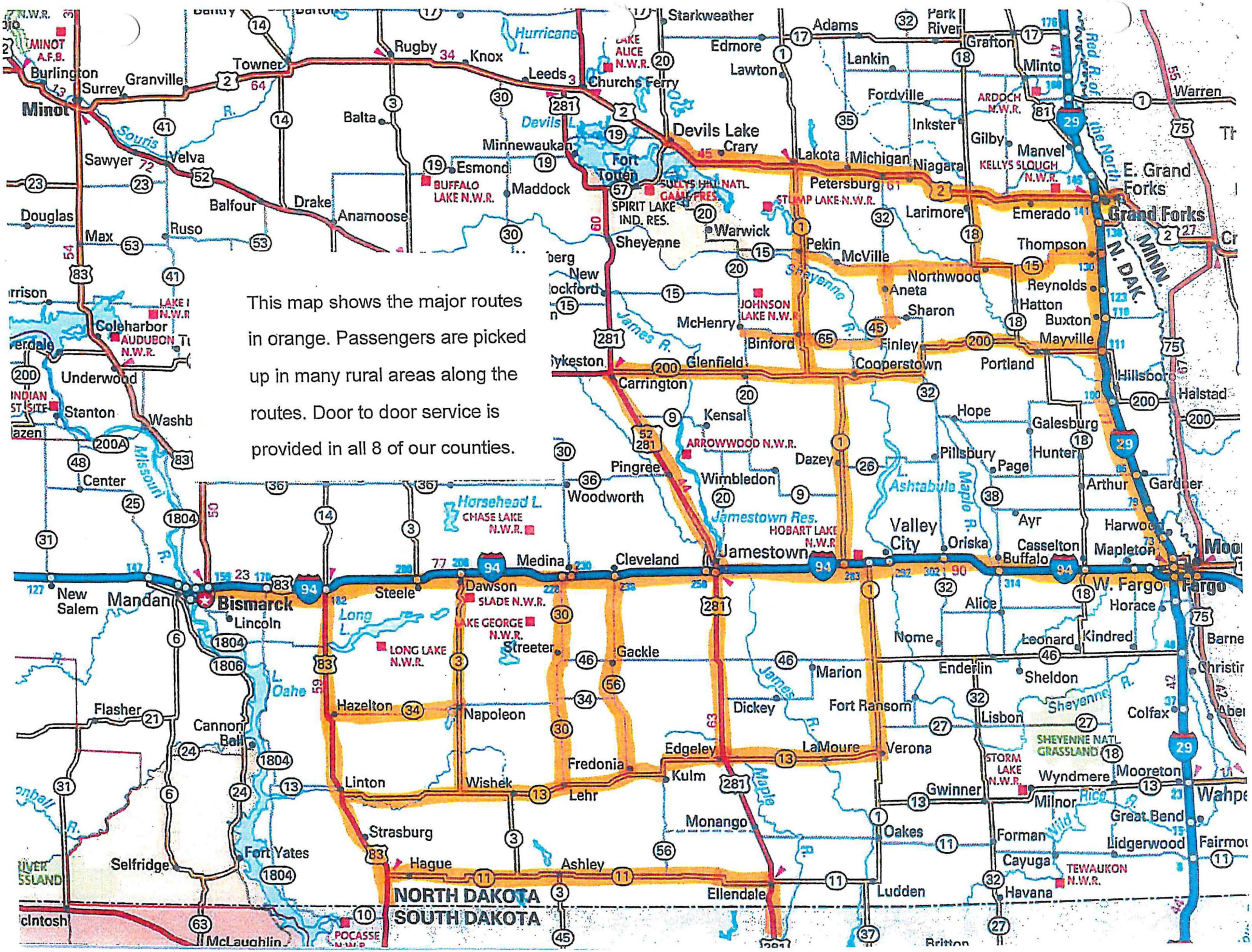
medical services such as dialysis and cancer treatments are available. A large percentage of them would need long term care and are low-income. Many of the people we serve do not have vehicles.

During the last session I expressed my appreciation to the DOT for applying and receiving a grant to replace our worn out vehicles. Sadly, Covid came along and none of the 10-15 passenger vehicles we ordered have been received. We are hoping that we will receive most of them in 2023. We are being told that they will be produced this year.

Transit providers would like to see us get back to a minimum of the $10 million funding level that we received in the 2014-15 biennium.

I have attached a map of our coverage area and a financial report from the last fiscal year for your information.

Thank you for your consideration. I would be happy to answer any questions you may have.



This map shows the major routes in orange. Passengers are picked up in many rural areas along the routes. Door to door service is provided in all 8 of our counties.

NDMCA
NORTH DAKOTA MOTOR CARRIERS ASSOCIATION

HB 1012
House Appropriations Committee
Government Operations Division
Chairman David Monson
January 17, 2023

Chairman Monson and members of the Committee, my name is Amanda Remynse, and I am writing to you on behalf of the the North Dakota Motor Carriers Association (NDMCA), **in support** of HB 1012. Infrastructure is critical to the trucking industry and the North Dakota Department of Transportation is a valuable partner.

NDMCA members support fiscally responsible financing programs for infrastructure development. This includes using the motor vehicle excise tax to fund future transportation needs, rather than diverting a portion of it to the North Dakota General Fund. Additionally, NDMCA supports funding of state and county transportation infrastructure from North Dakota's General Fund and oil extraction and production taxes. Finally, it is critical to have the necessary state funding to match available Federal funds.

According to the NDSU Challey Institute for Global Innovation and Growth, Transportation and Warehousing accounts for 4.7% of the state's GDP. Reliable transportation networks expand markets by allowing North Dakota businesses to sell products across the state, to other states, and internationally. North Dakota has the nation's most freight-dependent economy. Comprehensive infrastructure is important the economic success of North Dakota.

NDMCA thanks the Committee for your consideration and urges a **do pass** recommendation.

P.O. Box 874 ◆ Bismarck, ND 58502-0874 ◆ 701-223-2700 ◆ ga@ndmca.org ◆ www.ndmca.org
To Promote and Represent the Motor Carrier Industry in North Dakota

January 20, 2023

HB 1012 REQUESTED AMENDMENTS

The following sections are NDCC 54-44.1-11 exemptions which continue state and federal funding appropriated in the 21 – 23 biennium:

SECTION 4. EXEMPTION – EMERGENCY ROAD REPAIR GRANTS. Section 54-44.1-11 does not apply to the $750,000 in section 4 of chapter 40 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of providing grants to townships for emergency township road repairs.

SECTION 5. EXEMPTION – TRANSPORTATION GRANTS. Section 54-44.1-11 does not apply to the $1,609,357 in subdivision 10 of section 2 of chapter 28 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of COVID-19 grants.

1

1

SECTION 6. EXEMPTION – DISCRETIONARY MATCH. Section 54-44.1-11 does not apply to the $100,000,000 in section 13, subsection 2, of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of matching federal discretionary funds.

SECTION 7. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $100,000,000 in section 13, subsection 3, of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of defraying the expenses of road and bridge construction projects.

SECTION 8. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $55,000,000 in section 5 of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of road and bridge projects.

SECTION 9. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $70,000,000 in section 10 of chapter 80 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of state highway bridge projects and for matching federal funds for state highway projects.

1/20/2023 2

2

SECTION 10. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $317,000,000 in section 7 of chapter 548 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of road and bridge projects.

SECTION 11. EXEMPTION – TRANSPORTATION GRANTS. Section 54-44.1-11 does not apply to the $61,700,060 in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of COVID-19 surface transportation grants.

SECTION 12. EXEMPTION – INFORMATION TECHNOLOGY PROJECTS. Section 54-44.1-11 does not apply to the $13,660,000 in the operating expenses line item relating to the information technology projects in section 1 of chapter 40 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the construction and materials management system, traffic counting and data estimating and analysis program, and the website drupal uplift.

3

SECTION 13. CONTINGENT LOAN AUTHORIZATION – CONTINGENT APPROPRIATION – HIGHWAY IMPROVEMENT PROJECTS. The department of transportation may borrow from the Bank of North Dakota, $50,000,000, or so much of the sum as may be necessary, to match $50,000,000 of federal funds that may become available, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds borrowed under this section from the Bank of North Dakota and the federal funds are appropriated to the department of transportation. The department of transportation shall request from the sixty-nineth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

SECTION 14. ESTIMATED INCOME – STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The estimated income and the capital assets line items in section 1 of this Act include the sum of $300,000,000 from the strategic investment and improvements fund for infrastructure projects and matching federal formula and discretionary grants.

SECTION 15. CONSTRUCTION OF REST AREA AND VISITOR CENTER. Notwithstanding any other provision of law, the director of the department of transportation may enter into a cooperative agreement with a public or private entity and may expend moneys from the state highway fund or any moneys within the limits of the legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota, for the biennium beginning July 1, 2023, and ending June 30, 2025.

4

The following section allows the NDDOT to utilize bond proceeds for state highway road and bridge projects by amending 2021 session law:

SECTION 16. AMENDMENT. Section 10 of chapter 80 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 10. APPROPRIATION - HIGHWAY FUND - ~~CONTINGENT TRANSFER~~. There is appropriated out of any moneys in the highway fund in the state treasury, not otherwise appropriated, the sum of $70,000,000, or so much of the sum as may be necessary, derived from bond proceeds to the department of transportation for state highway road and state highway bridge projects and for matching federal funds that may become available, for the biennium beginning July 1, 2021, and ending June 30, 2023. ~~Of the $70,000,000, $35,000,000 is designated for state highway bridge projects, and $35,000,000 is designated for matching federal funds that may become available for state highway projects in excess of the federal funds appropriated to the department of transportation as part of its 2021-23 biennial budget. By October 1, 2022, the director of the department of transportation shall certify to the office of management and budget the amount of funding committed to matching excess federal funds from the $35,000,000 provided under this section. If the amount committed is less than $35,000,000, the office of management and budget shall transfer any uncommitted amounts to the infrastructure revolving loan fund under section 6-09-49.~~

5

SECTION 17. AMENDMENT. Section 57-40.3-10 of the North Dakota Century Code is amended and reenacted as follows:

57-40.3-10. TRANSFER OF REVENUE. Seventy-five percent of all ~~All~~ moneys collected and received under this chapter during the period of July 1, 2023, through June 30, 2024, and fifty percent of all moneys collected and received under this chapter thereafter must be transmitted monthly by the director of the department of transportation to the state treasurer to be transferred and credited to the general fund. Twenty-five percent of all moneys collected and received under this chapter during the period of July 1, 2023, through June 30, 2024, and fifty percent of all moneys collected and received under this chapter thereafter must be transmitted monthly by the director to the department of transportation highway fund. Upon the creation of a flexible transportation fund, the director of the department of transportation shall transfer all moneys collected and received from motor vehicle excise tax from the department of transportation highway fund to the flexible transportation fund.

6

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EXECUTIVE RECOMMENDATION REVENUE - HB 1012
2023 - 2025 BIENNIUM REVENUE
(MILLIONS)

HIGHWAY TAX DISTRIBUTION FUND

MOTOR VEHICLE FEES AND FUEL TAXES

GASOLINE TAX	$37.2
GASOHOL TAX	144.5
SPEC. FUELS TAX	135.3
2% SF EXC. TAX	29.7
MV REGIS. FEES x	177.8

524.5

Deductions before Distribution

Highway Patrol	12.0
Ethanol	4.7
Admin. Asst. to Trnsferees (a)	5.5

22.2

502.3

173.3

34.50%

110.5
COUNTIES
22.0%

62.8
CITIES
12.5%

X TOTAL MV REGIS. FEES	$206.2
(less "off the top")	($30.2)
AVAILABLE FOR DISTRIBUTION	176.0

307.9
61.30%

13.6
TOWNSHIPS
2.70%

7.5
TRANSIT
1.50%

HIGHWAY FUND

FEDERAL AID

FEDERAL HIGHWAY ADMIN	$1,154.7
MISSILE ROADS (100%)	20.0
SAFETY	12.2
TRANSIT	32.4

1,527.2

1,219.3

LICENSING, FEES, & PERMITS

MOTOR VEHICLE "OFF THE TOP"	$30.2
NEW & USED DEALER FEES	0.30
STARS Update	0.0
TRUCK REGULATORY	37.0
DRIVERS LICENSE FEES	8.0

75.5

OTHER STATE REVENUE SOURCES

Fleet Services	$80.9
Reimbursement from Fleet Services	2.0
Hay Bids, Road Materials, Etc.	4.0
Interest	1.5
Admin. Asst. to Transferees (a)	5.5
Rail Loan Program	11.5
Cash Balance	49.2

154.6
REIMBURSEMENT FROM COUNTIES & CITIES FOR THEIR SHARE OF CONSTRUCTION COSTS

69.8

Motor Vehicle Excise Tax	115.0
General Funds (one-time)	134.1
Stategic Investment & Improvement Fund (one-time)	300.0

2,376.2
RECOMMENDATION FOR HIGHWAY FUNDING

PREPARED BY NDDOT
FINANCIAL MANAGEMENT DIVISION
JANUARY 6, 2023

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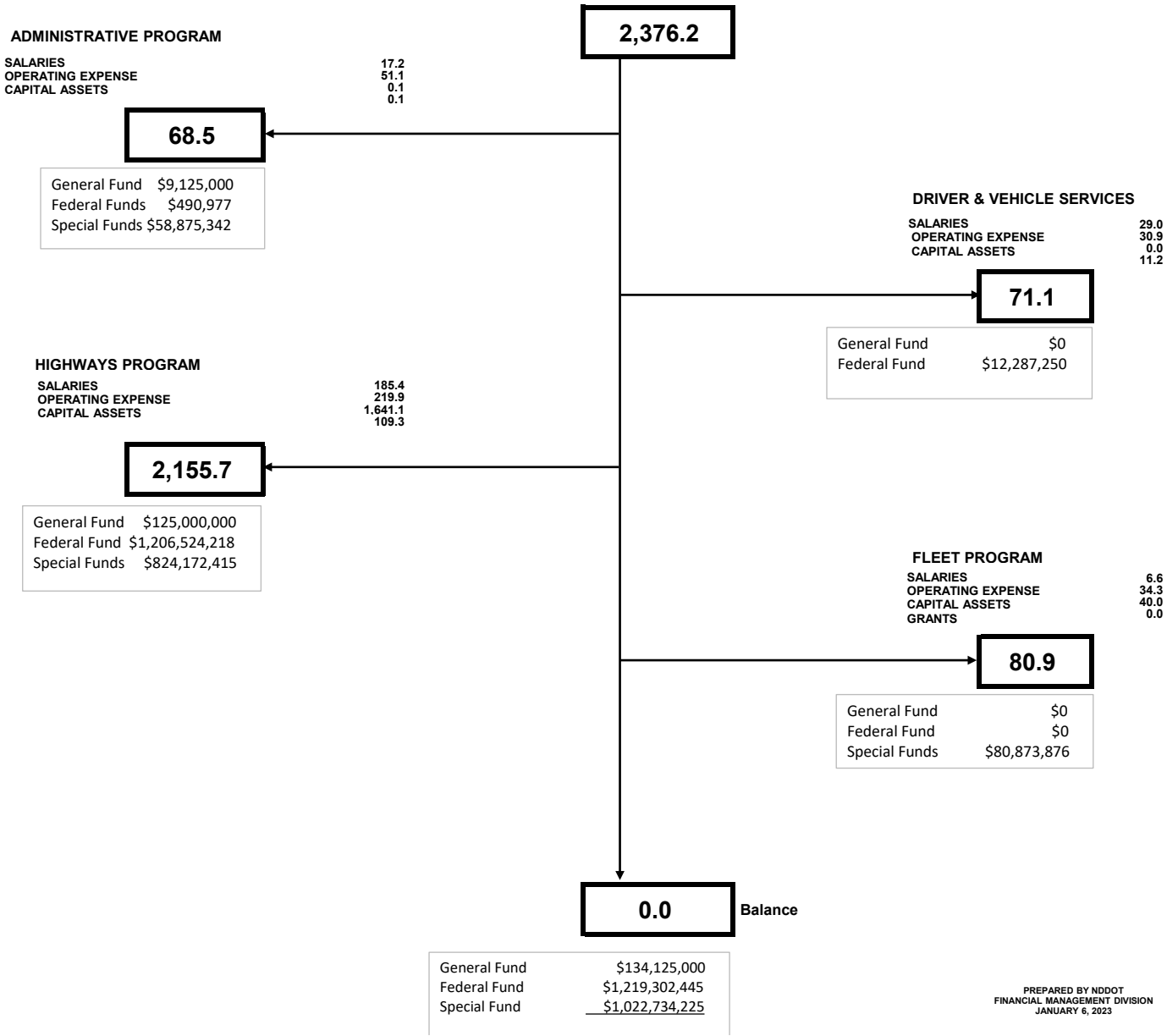
EXECUTIVE BUDGET - HB 1012
2023 - 2025 BIENNIUM EXPENDITURES
(MILLIONS)



PREPARED BY NDDOT
FINANCIAL MANAGEMENT DIVISION
JANUARY 6, 2023

Greater North Dakota Chamber

GREATER NORTH DAKOTA CHAMBER
HB 1012
House Appropriations Committee
Government Operations Division
Chairman David Monson
January 19, 2023

Mr. Chairman and members of the Committee, my name is Andrea Pfennig, and I am the Director of Government Affairs for the Greater North Dakota Chamber. GNDC is North Dakota's largest statewide business advocacy organization, with membership represented by small and large businesses, local chambers, and trade and industry associations across the state. We stand in **support** of House Bill 1012.

Transportation infrastructure is important to our members as a way to get goods to market. One of our policy priorities is to ensure that existing maintenance needs are met, along with future needs. Our membership covers all sectors and corners of the state. Transportation infrastructure is needed by all of them.

We also feel that it is important to support both Federal infrastructure funds designated for North Dakota and flexible matching state appropriations to maximize investment. We would encourage consideration of utilizing motor vehicle excise tax revenues for infrastructure investments.

Because of this, we would like to offer support for those aspects of HB 1012. Thank you for your consideration.

701.222.0929 ndchamber@ndchamber.com ndchamber.com PO Box 2639 • Bismarck, ND 58502

Larson, Brady A.

From: Brandenburg, Michael D.
Sent: Friday, January 20, 2023 9:39 AM
To: Larson, Brady A.
Subject: FW: Data for Short Line Railroad Funding Discussion

From: Tolliver, Denver <denver.tolliver@ndsu.edu>
Sent: Friday, January 20, 2023 4:03 AM
To: Brandenburg, Michael D. <mbrandenburg@ndlegis.gov>; Monson, David C. <dmonson@ndlegis.gov>
Subject: RE: Data for Short Line Railroad Funding Discussion

Representatives Brandenburg and Monson:

We have the preliminary results of a quick study of the potential highway costs that would be incurred without the benefit of regional railroads in North Dakota. In this study, we used the latest year of traffic data for the Northern Plains Railroad and the Red River Valley & Western Railroad. We developed alternative highway routes for the traffic originated and terminated at these stations. For RRVW traffic that is interchanged with the BNSF, we assumed that (in the short run), it would be trucked to Casselton and Breckinridge for transloading and subsequent movement over the BNSF. Westbound traffic would be interchanged at Casselton and move up the KO subdivision to Minot en route to the West Coast. Eastbound traffic would move to Breckenridge for transloading and subsequent movement east (e.g., to Minneapolis or Chicago) or south. We assumed that the traffic on the Northern Plains Railroad (which moves long distances over the CP network once it is interchanged with the CP Railway in Thief River Falls) would be trucked to Thief River Falls and transloaded on to the CP Rail for subsequent movement to its destinations. However, only the highway miles in North Dakota are included in our study.

As is usually the case in a large study like this one, there are a few data issues that need to be examined in more detail. Some of the station names in the traffic and highway files don't match up perfectly. So, we only have about 90% of the regional railroad traffic represented in the preliminary results I am giving you today. Nevertheless, our study indicates that nearly 16.5 million additional loaded truck miles (and probably an equivalent number of empty miles) would result per year. **The estimated highway cost associated with this traffic is $4.73 million per year, which equals $47.3 million over a 10-year period.** The final numbers will be somewhat higher than these initial estimates, when all the traffic is considered. The impacts could be worse in the long run if shippers decide to truck all the way to Minneapolis, for example, instead of trucking to transload stations.

I hope this helps you for today. We will continue to work on the study and hope to have final summary report ready by the end of next week.

Best wishes
Denver

From: Tolliver, Denver
Sent: Thursday, January 19, 2023 7:48 AM
To: mbrandenburg@ndlegis.gov; dmonson@ndlegis.gov
Subject: Data for Short Line Railroad Funding Discussion

Good morning, Representatives Brandenburg and Monson:

I just wanted to let you know that we are working on an update to the short-line railroad study that we discussed on Tuesday. I have the traffic data from the Northern Plains and Red River Valley & Western Railroads and we are in the process of routing the traffic the way it would move by truck if we did not have short-line railroad service in the future. Once we finish the routings, I will estimate the additional highway maintenance impacts that would occur.

I expect to have it finished later this evening or early tomorrow morning and will get it to you before 7 a.m. Friday. If I run into issues, I will send the summary from the old report. But I hope to get this one finished, because it would reflect current highway maintenance costs, which are much higher than in the original study.

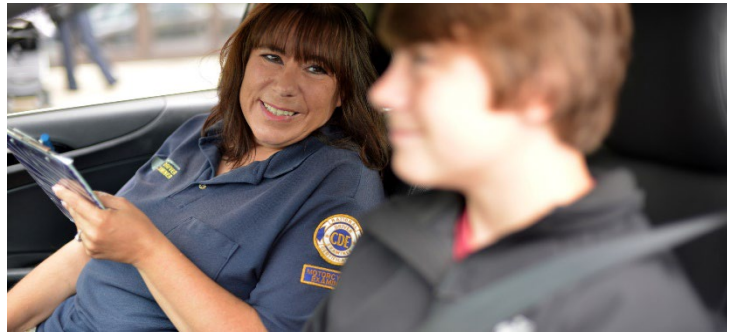
Thanks
Denver

Denver Tolliver, Ph.D.
Director, Upper Great Plains Transportation Institute and Mountain-Plains Consortium
North Dakota State University
Room 418 Quentin Burdick Building
1320 Albrecht Blvd, Fargo, ND 58102
Mailing address: NDSU Dept. 2880, PO Box 6050, Fargo, ND 58108-6050
Phone: 701.231.7190

HB 1012

North Dakota Department of Transportation

Government Operations Division



NORTH Dakota | Transportation

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January 11, 2023

NORTH Dakota | Transportation

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MISSION

Safely move people and goods.

VISION

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

VALUES | PRIDE

Professionalism | Respect | Integrity

Dedication | Excellence

AGENCY OVERVIEW

- NDDOT follows primarily North Dakota Century Code Chapters 24 and 39.
- Originally called the State Highway Department, the North Dakota Department of Transportation (NDDOT) was established in 1917. The NDDOT is an innovative and progressive organization that has a talented team of employees who work hard across the state to carry out the department's mission to safely move people and goods.
- The NDDOT strives to build and maintain an efficient transportation system consisting of over 106,000 miles of roadways and nearly 5,000 bridges. We oversee the development of surface transportation including highways, bridges, transit, pedestrian and bicycle paths across the state.
- We also oversee Motor Vehicle and Driver License operations for ND. We process over one million vehicle registrations every year and serve over 500,000 licensed drivers at offices located across the state.

SUCCESS!

- Construction contracts totaling $500M+
- 7,655 driver license online knowledge tests completed
- Completed major Motor Vehicle & Driver License System Upgrade to better serve customers *(Licensing Enterprise Gateway Endpoint for North Dakota | LEGEND)*
- $224.5M in American Rescue Plan Act (ARPA) funds committed | $105M spent
- $35M bond for bridges has been committed | $12.5M spent

AWARDS & ACCOLADES

THIS BIENNIUM

- ND ROADS – RANKED #1 - According to the *Reason Foundation*, North Dakota leads the nation in highway performance and cost effectiveness.
- TEAM NDDOT – Bismarck-Mandan Young Professionals Network 2022 Best Places to Work
- BEULAH RETROFIT ROUNDABOUT – America's Transportation Award for Best Use of Technology & Innovation
- LONG X BRIDGE – Regional American Association of Highway and Transportation Officials (AASHTO) Award
- MOTOR VEHICLE & DRIVER LICENSE – American Assoc. of Motor Vehicle Administrators (AAMVA) Reinventing the Customer Service Award
- LOCAL GOVERNMENT – Dakota Transit Association ND Friend of Transit Award
- COMMUNICATIONS – AASHTO Transportation Communications Award in the categories of external publication, event and crisis communications.
- VISION ZERO – AAMVA Public Affairs and Consumer Education Award

CHALLENGE

MEET THE NEEDS OF NORTH DAKOTANS

- NDDOT is currently one of the smallest DOTs in the country. We have optimized our processes, procedures, and use of outside contracted services to achieve award winning efficiencies, unification of services, introduced new technology, and do more with fewer people (-98 FTEs since 2016).
- Infrastructure Investment and Jobs Act (IIJA) established new project demands, new funding opportunities, and expanded our existing workload (+30%).
- In addition to stopping certain tasks and transferring more tasks to consultants/contractors - some limited, additional staffing resources are needed to continue service and meet expectations of citizens, the legislature, and other agencies.

CHALLENGE

RE-ESTABLISH BASIC OPERATIONAL BUDGET

- ND prioritized construction over operations for the last several biennia.
- This has also led to a reduction in operational focus (buildings and equipment), services to citizens, safety programs, workforce retention/recruitment, as well as reduced chances to leverage funding and saying “yes” to emerging opportunities.

RE-ESTABLISH BASIC OPERATIONAL BUDGET

Leverage current level of increased federal/state construction funding to begin replenishing the former, basic operational capacity of NDDOT.

- Capital Improvements
- Mobile Wallet
- UAS Program
- Vision Zero
- Transportation Technology Research Initiative (TTRI) at UND
- Equipment Backlog

EQUIPMENT BACKLOG & BUILDING NEEDS

EQUIPMENT | $32M in equipment backlog

- There is a replacement schedule for all equipment and a base fleet inventory for all districts
- Experiencing supply chain issues and costs have increased 20-25% since last biennium

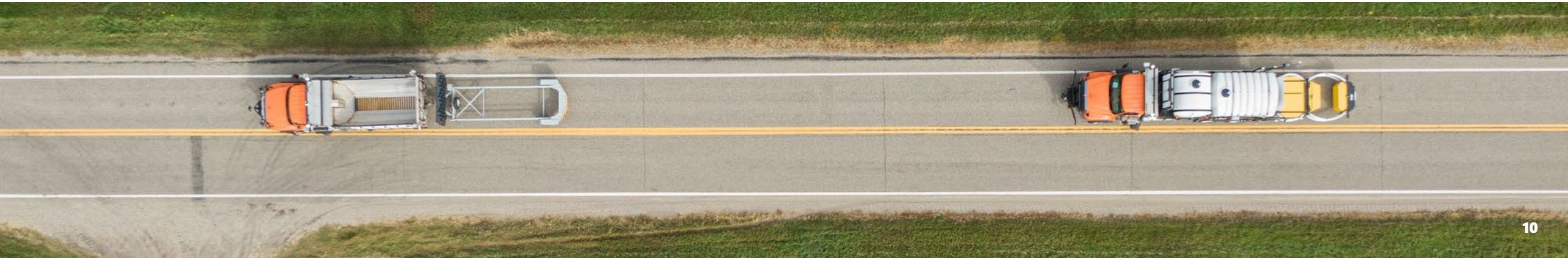
DISTRICT/SECTION BUILDINGS | $33M new $15.5M maintenance deficiencies

- **Capital Improvement Plan** – proactive approach that identifies capital projects based on (future) needs, necessities, and priorities within the DOT

CHALLENGE

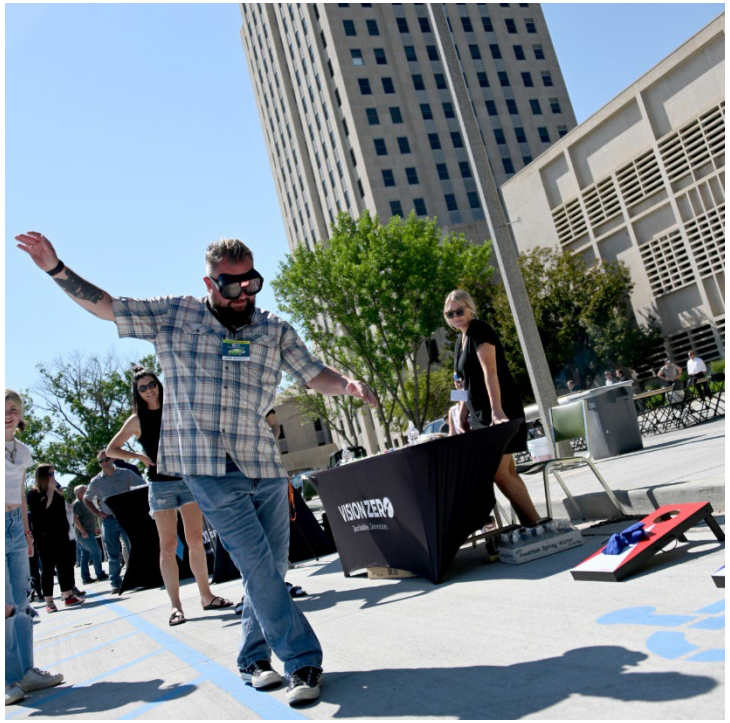
INCREASE FLEXIBILITY

- Improve timely response to unanticipated local government needs, economic development support, federal grant wins, and other federal/state funding needs.
- Transition state funding policies away from “federal-connected only” policies to state transportation funding with some federal support.
- Focusing on federal discretionary and state flexible fund.



HOW WE SERVE NORTH DAKOTA

DRIVER SAFETY



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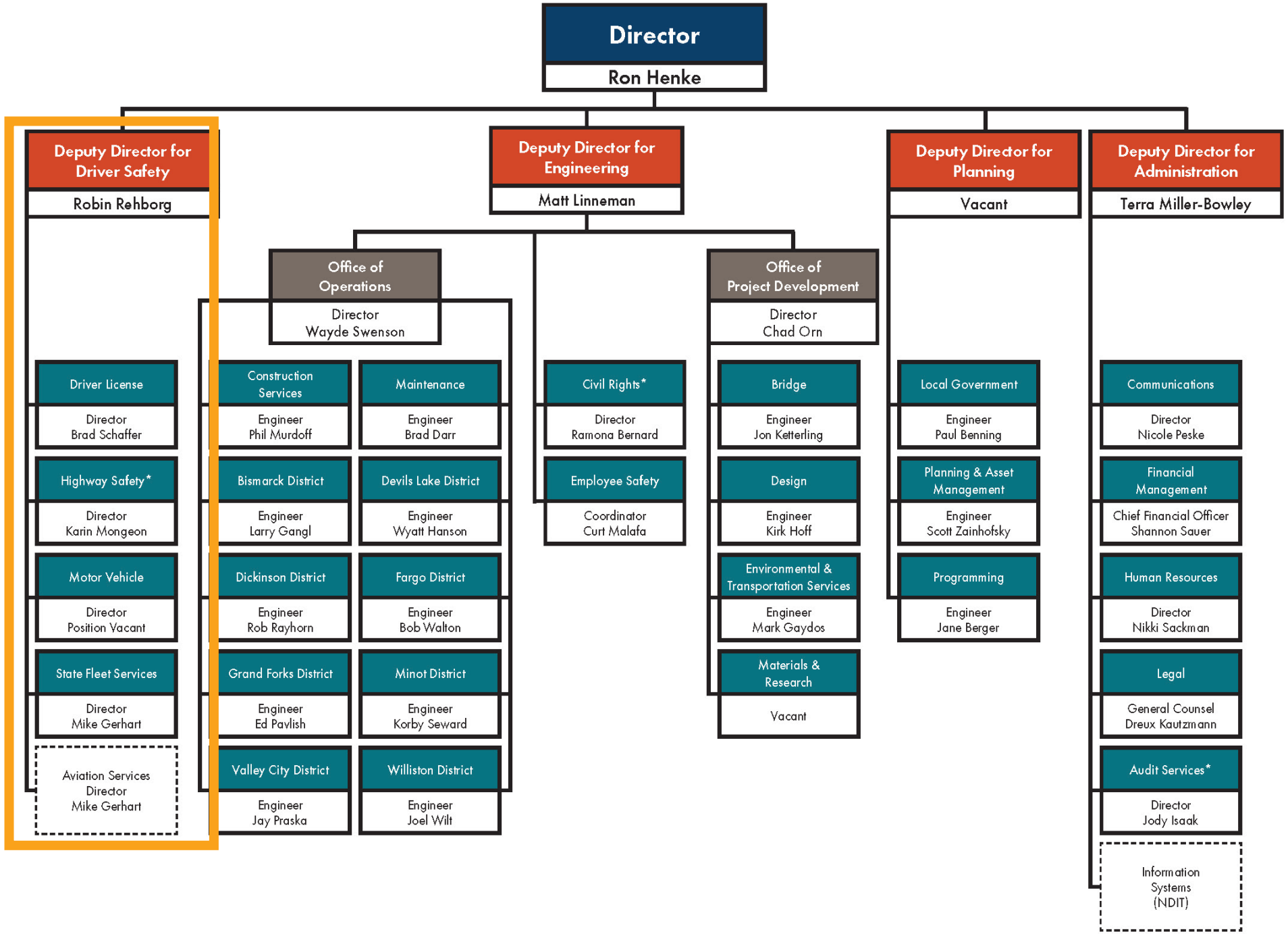
TEAM NDDOT



DRIVER LICENSE

DRIVER LICENSE | *AT A GLANCE*

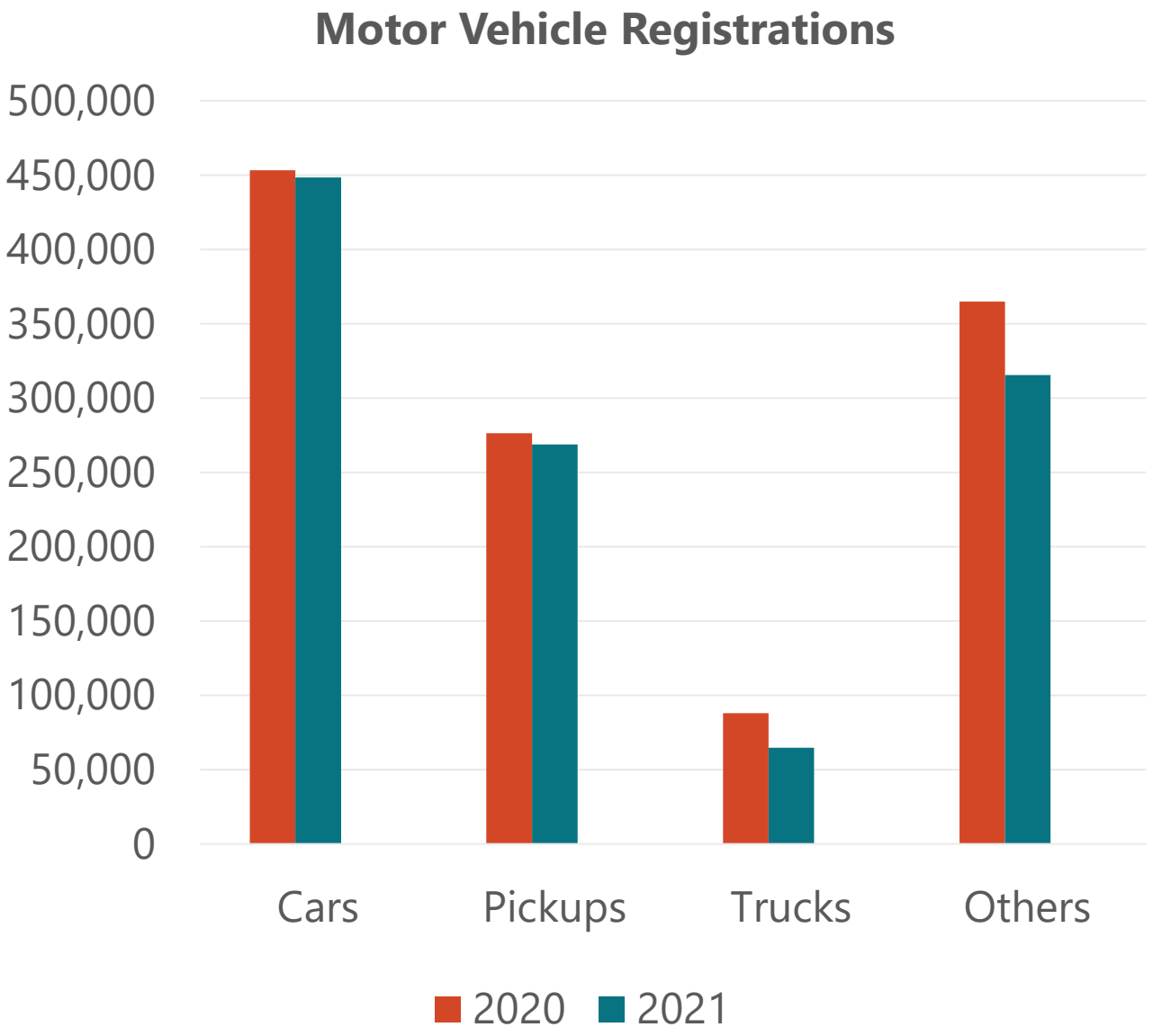
- 8 Fulltime Sites
- 11 Parttime Sites

- Class D: 532K
- CDL: 49K
- Real ID: 53%

- 8 Tribal ID Days
- Assisted 160 tribal members

MOTOR VEHICLE

MOTOR VEHICLE | *AT A GLANCE*



LOCATIONS

- 1 Central Office Site
- 18 Contracted MV Offices

VEHICLES PROCESSED

- 1,190,787 vehicle registrations *(2021)*

PROCESSING TIME

- Goal: 4 weeks or less

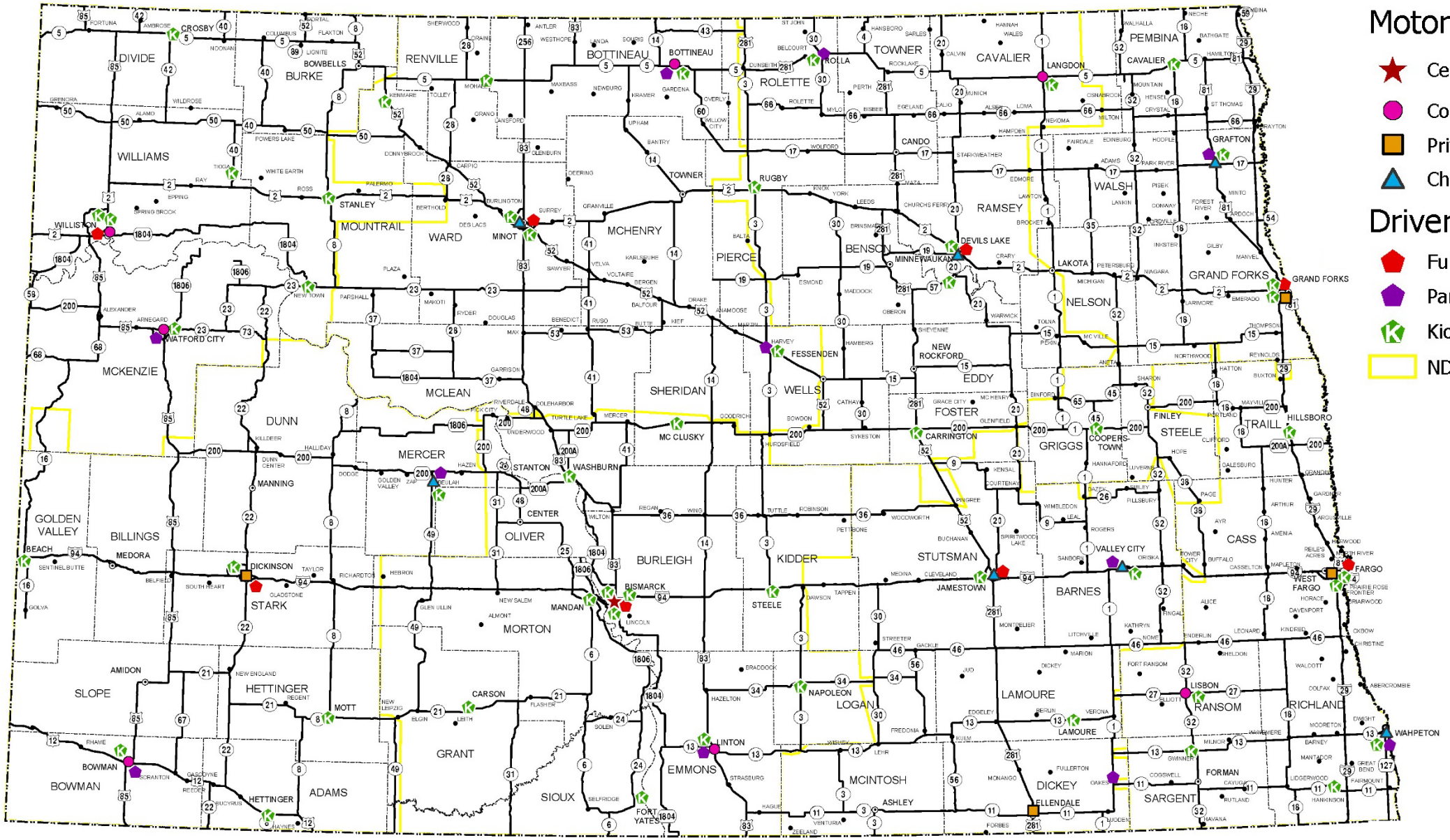
PARTNERS

- 1048 licensed auto dealers

ELECTRIC VEHICLES (EV)

- 558 EVs
- 468 Plug-in Hybrid
- 5K Hybrid vehicles registered *(2023)*

MOTOR VEHICLE & DRIVER LICENSE LOCATIONS



AGENCY COLLECTIONS

- The Driver's License & Motor Vehicle Divisions collect many fees in accordance with rates established by the Legislature. These fees are ultimately deposited in a wide variety of funds, both special and general, as directed in North Dakota Century Code.
- NDDOT will be providing extensive information on these fees no later than July 1, 2024 pursuant to a fee study as directed by the 2021 legislative assembly in HB1031.

HIGHWAY SAFETY

HIGHWAY SAFETY | *AT A GLANCE*

- Coordinates the development, implementation, and evaluation of the Strategic Highway Safety Plan (SHSP)– North Dakota's Vision Zero Plan.
- Works with law enforcement statewide to collect and maintain traffic records data (primarily crash data).
- Applies for and receives annual funding through the National Highway Traffic Safety Administration (NHTSA) to develop and implement the Highway Safety Plan.

VISION ZERO

Zero fatalities. Zero excuses.

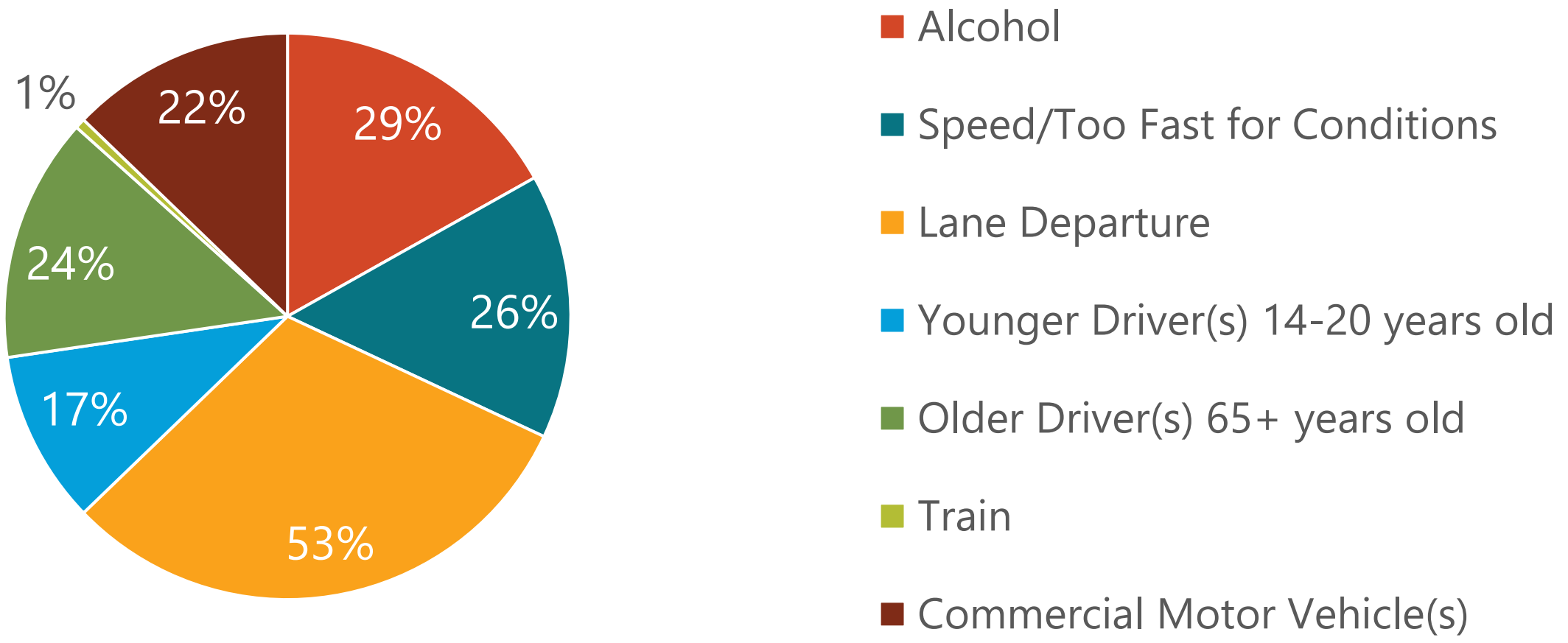
- **Mission:** Eliminate motor vehicle crash fatalities and serious injuries in ND.
- 2022: 100 fatalities *(preliminary)*
  2021: 101 fatalities
- Motor vehicle crashes are largely preventable if everyone takes personal responsibility.
- **Vision Zero Schools** – 6 schools engaged (Kidder Cty., Flasher, Wing, Oakes, Killdeer, Des Lacs/Burlington).
- **Regional Coordinators** – Four across the state, extends the work of Vision Zero into the heart of the community.

SAFETY CORRIDORS

- A Vision Zero solution in which engineering, enforcement, emergency response and education work together.
- Total crashes decreased by 30%.
- Locations are selected based on highways with a higher number of vehicle crashes.
- Locations:
  - US 85 Watford City to ND 68
  - US 52 Brooks Junction to Velva
  - US 83 Bismarck to Washburn

2022 CRASH DATA

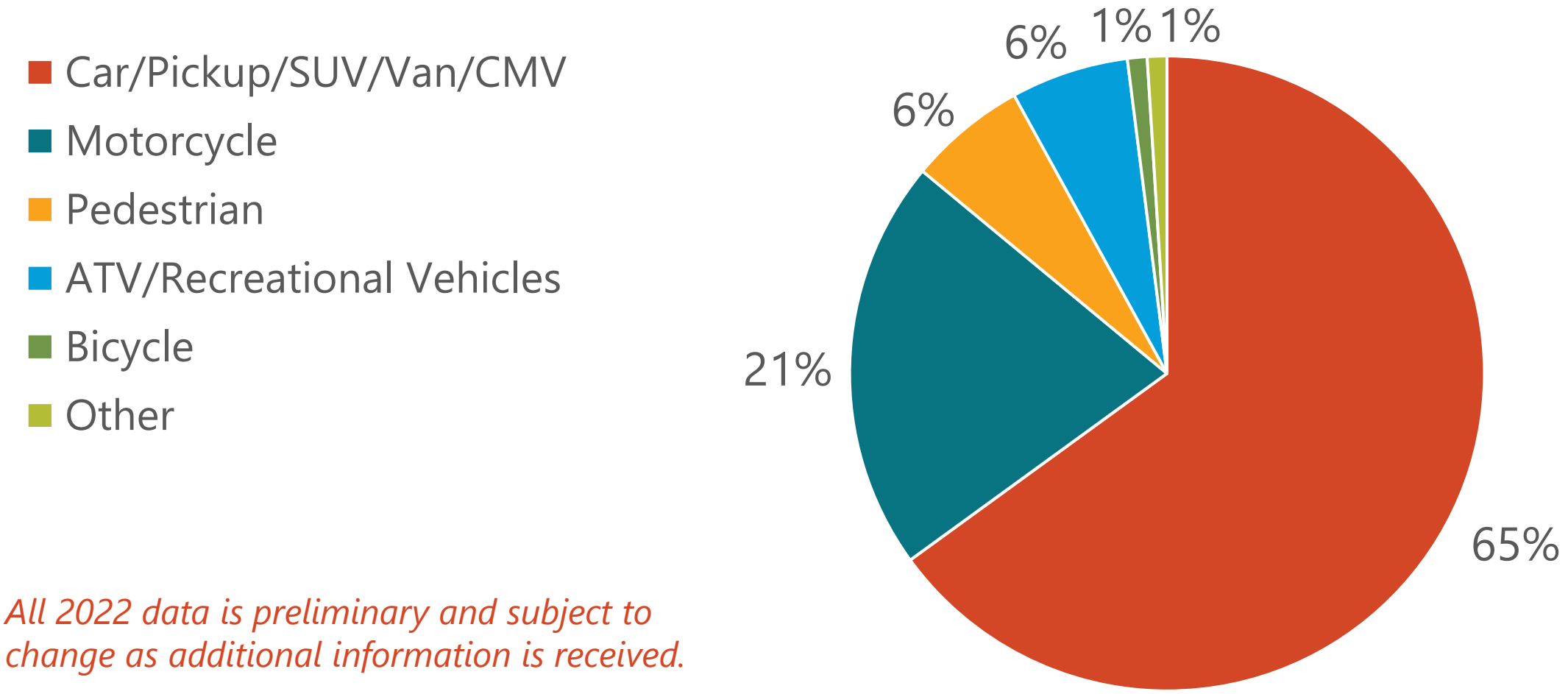
FATAL CRASHES BY FACTOR



Fatal crash totals/percentages will not equal 100% due to multiple factors per crash and varying denominators. Alcohol involvement may be higher than currently reported due to pending investigations. All 2022 data is preliminary and subject to change as additional information is received.

2022 CRASH DATA

FATAL CRASHES BY VEHICLE

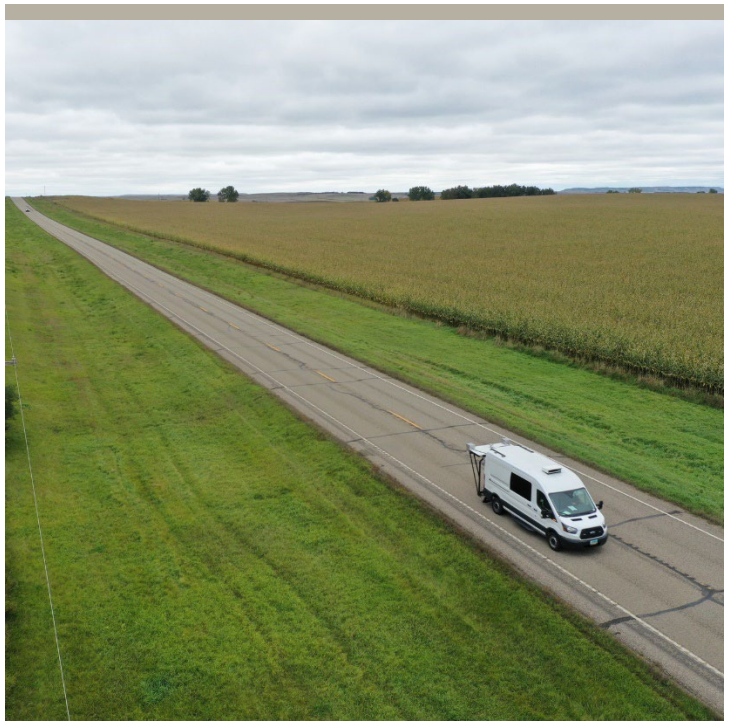


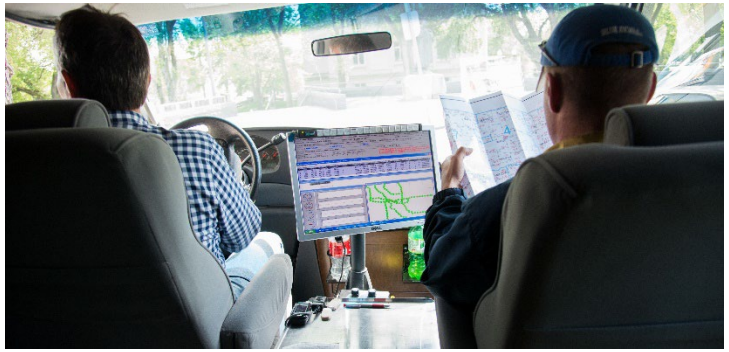
All 2022 data is preliminary and subject to change as additional information is received.

STATE FLEET

STATE FLEET | *AT A GLANCE*

- Provides quality vehicles for all state agencies and institutions.
- Purchases and maintains vehicles.
- Operates a total of 13 state-owned fuel sites.
- Provide driver safety training.
- State Fleet Crash Review Board reviews all fleet crashes to identify trends and training needs.
- Manages flight operations and provides flight service to the NDDOT, Governor's Office, and other state agencies.

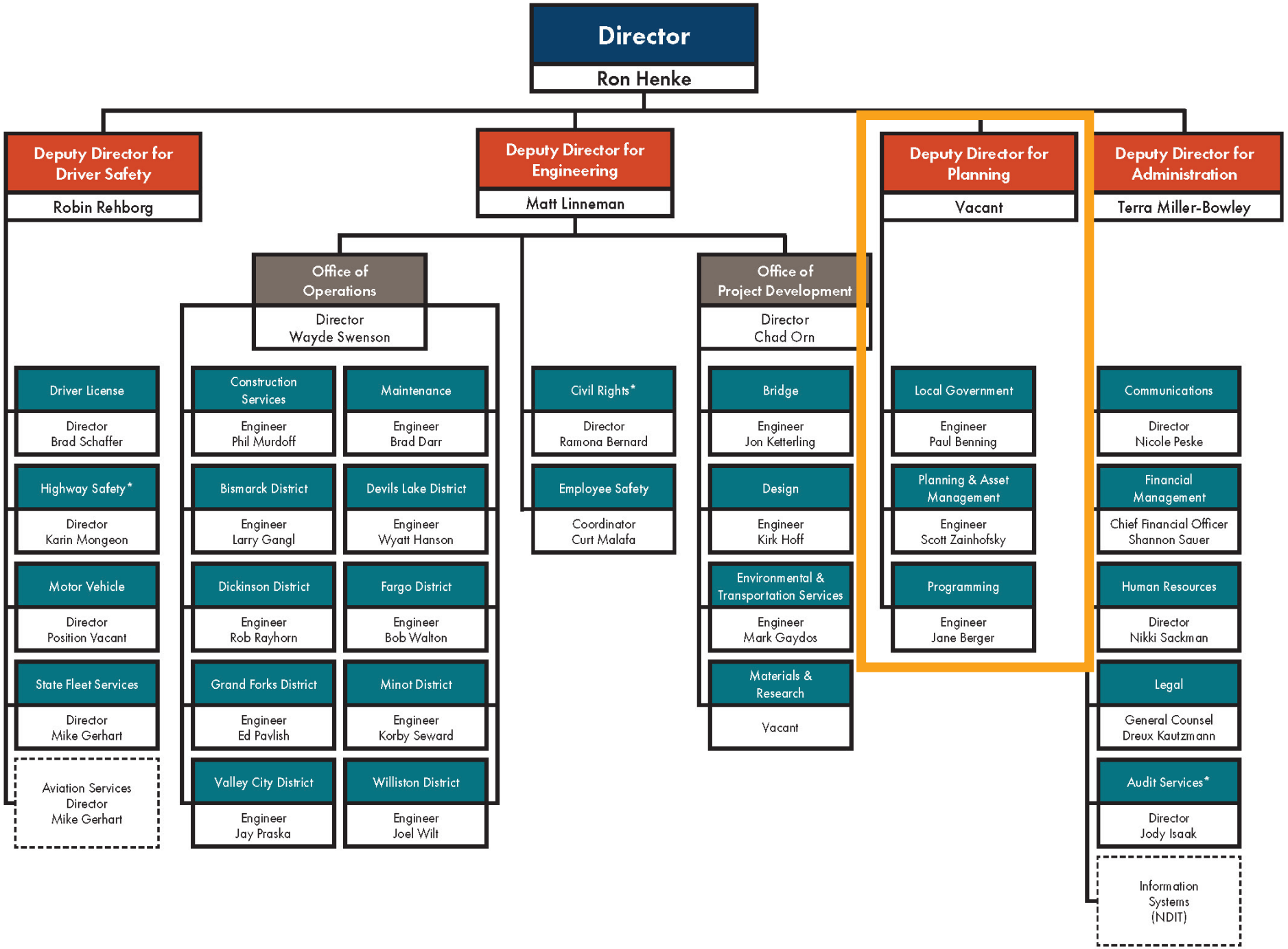




PLANNING

NORTH Dakota | Transportation
Be Legendary.

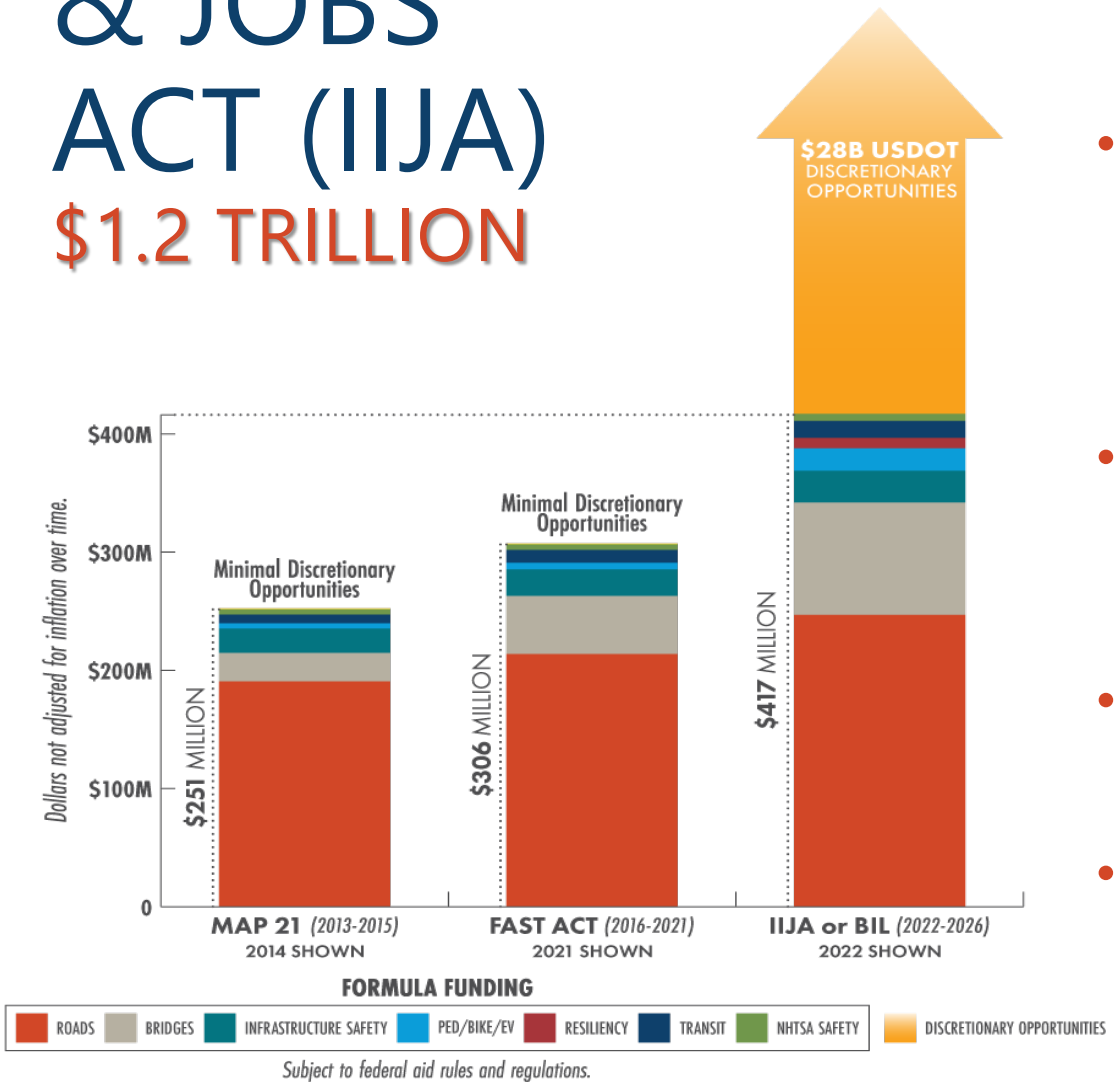
TEAM NDDOT



PROGRAMMING

INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA)

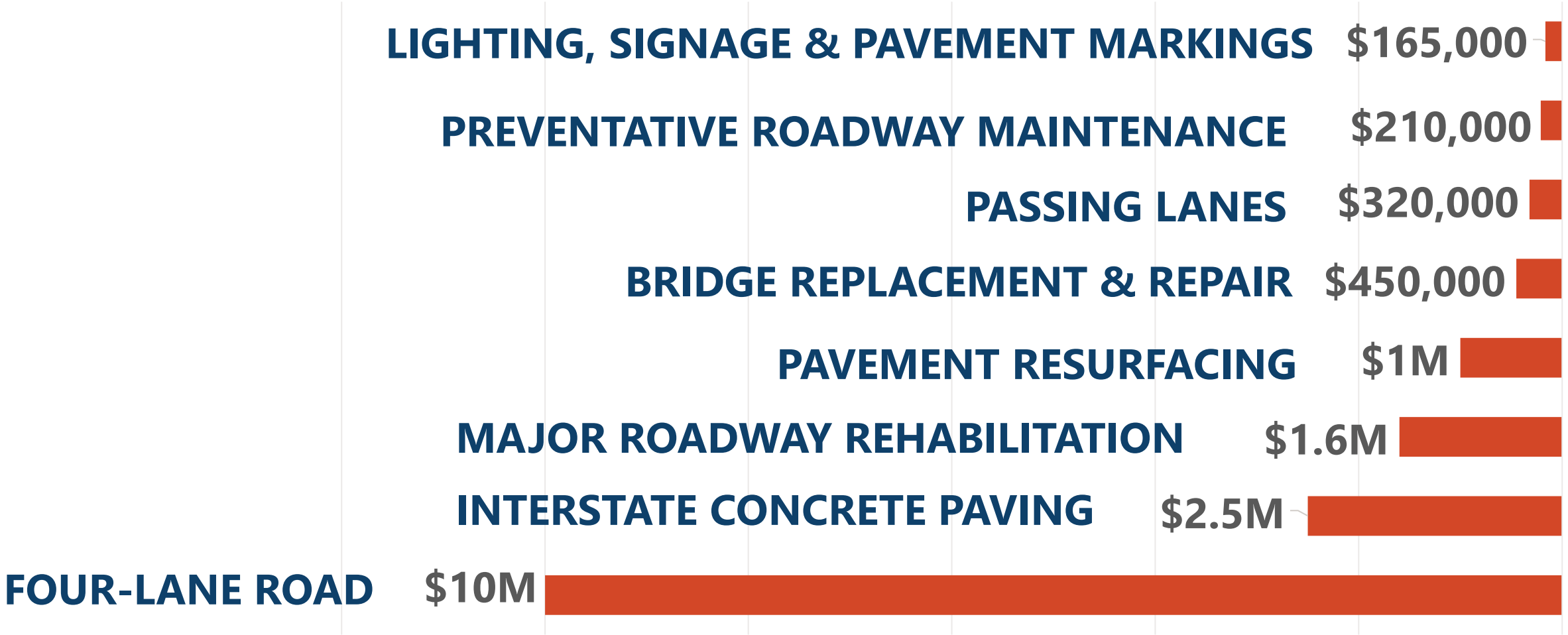
$1.2 TRILLION



- Includes a 30% increase in total federal formula funding for the next 5 years.
- Funding amounts designated for roads is similar to previous bills. There is a 15% increase in roadway funding which is about equal to the inflation.
- The $1.2T IIJA funding includes other items like power and grid, broadband, ports and waterways, airports, water infrastructure, and resiliency. This funding is not accessible by the NDDOT.
- Greatest increase in funding is for bridge work, as well as resources for pedestrian/bike, and electric vehicle charging stations.
- Increases much needed funding for transit and highway safety programs.
- Includes historic amount of funding for competitive discretionary programs; award success and the funding timing are unknown.

TRANSPORTATION SYSTEM COSTS

Per Mile



PLANNING & ASSET MANAGEMENT

DISCRETIONARY FUNDING

- **Awarded** $134.7M
- **Applied** $522M
- **Awaiting** award announcement $350M+

(As of Dec. 20)

LOCAL GOVERNMENT

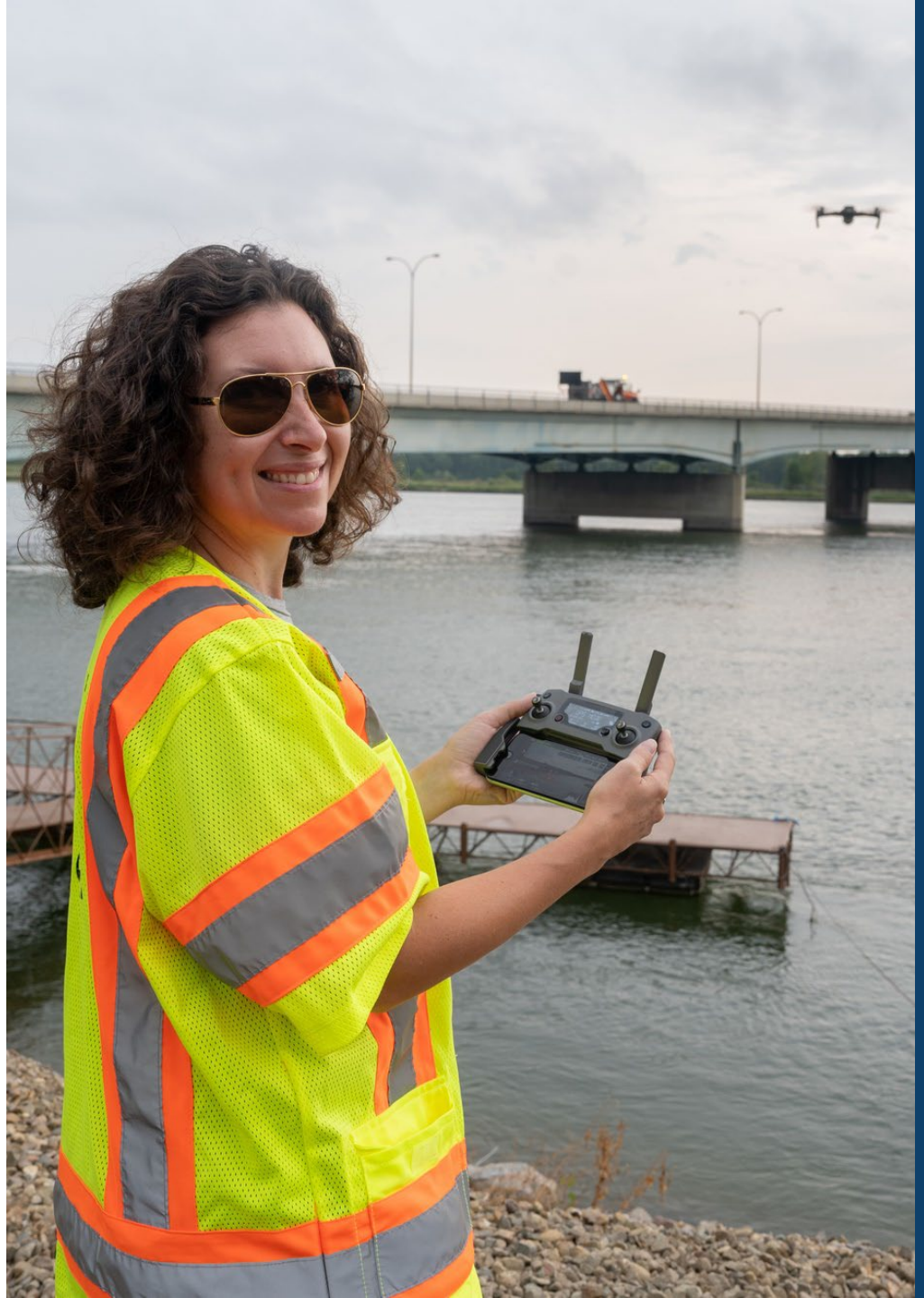
LOCAL GOVERNMENT

Partners with Local Public Agencies (LPAs).

- 12 largest cities, +1 in 2024
- 53 counties
- 3 Metropolitan Planning Organizations (MPOs), +1 in 2024
- 30+ transit agencies/providers
- Townships
- Other small cities

UNCREWED AERIAL SYSTEMS (UAS)

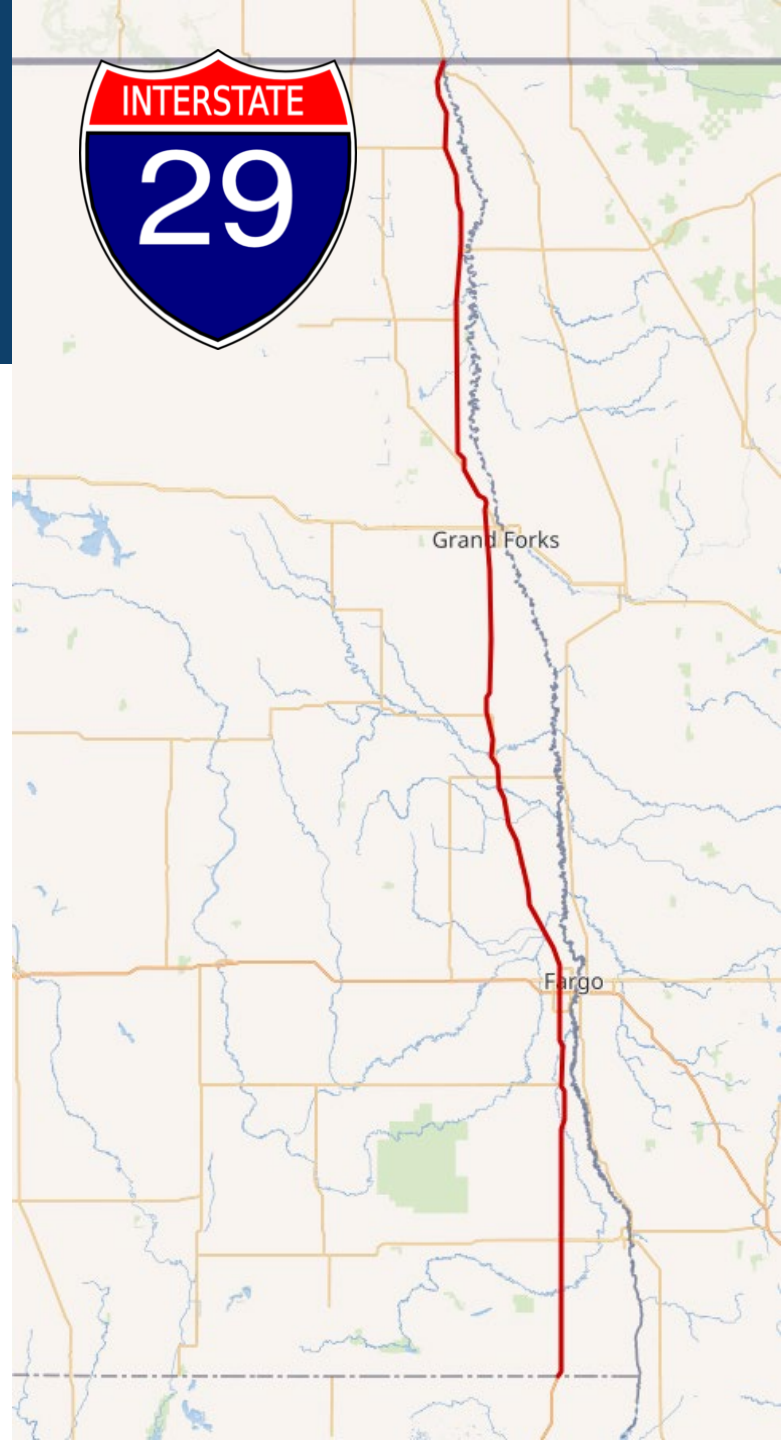
- Key uses:
  - Construction Inspection
  - Structure Inspection
  - Emergency Response
- A lead participant in the Federal Aviation Administration UAS Beyond Program.
- UND Transportation Technology Research Initiative (TTRI) – UAS
  - Assist with designing and building sustainable and intelligent infrastructure.
  - Advance workforce development
  - Real-life student experiences



The FUTURE of

SMART CORRIDOR

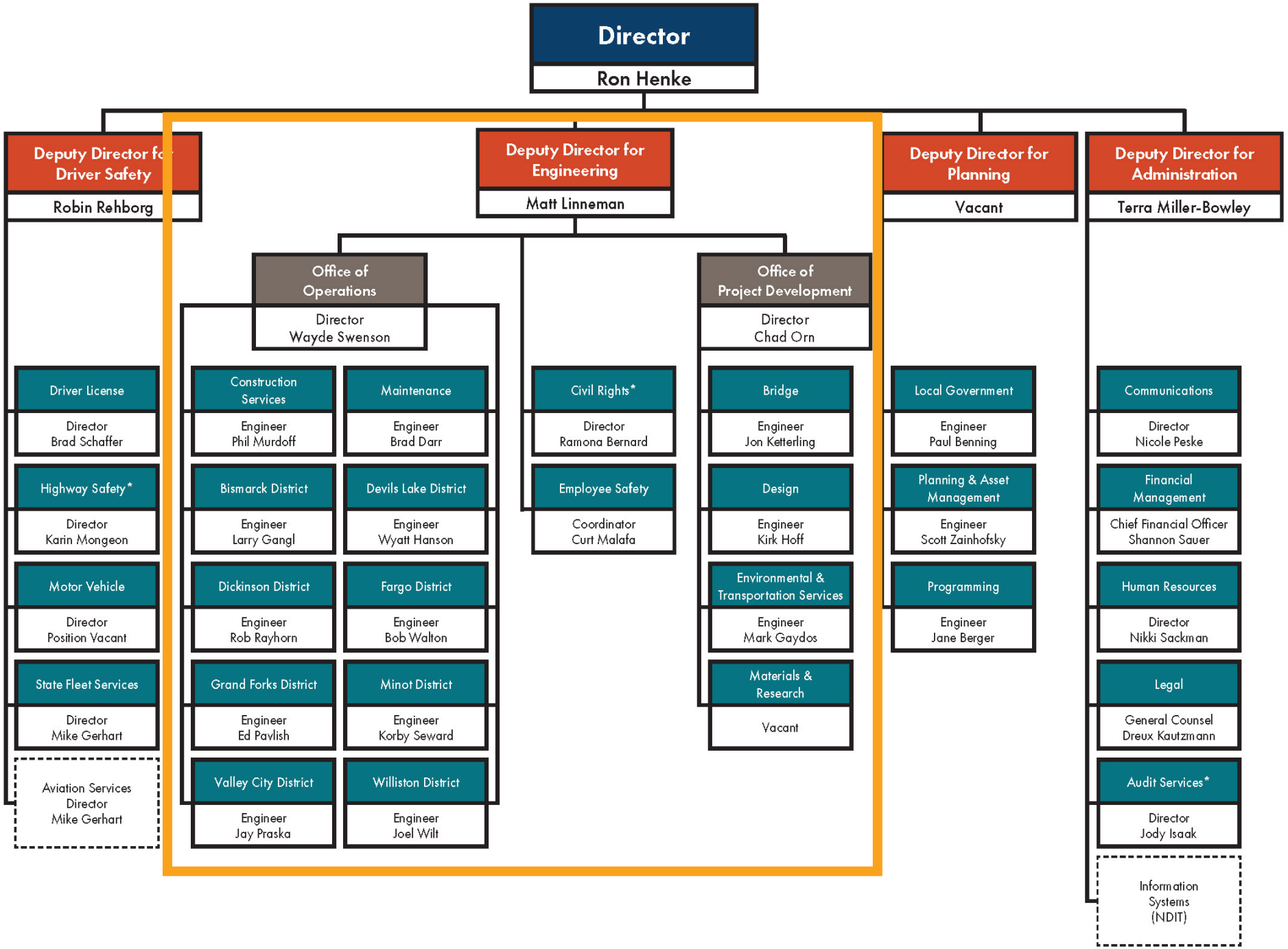
- Increase efficiency & safety of motorists & freight haulers
- Incorporate new and existing ITS devices and sensors
- Integrate operating strategies and technologies to dynamically manage traffic
- Continuously monitor traffic and roadway conditions
- Incorporate connected and automated vehicles
- Recommend new ITS devices
- Plan & implement deployment of advanced technologies
  - Variable Speed Limits
  - Automated anti-icing
- Integrate Canadian land ports of entry



ENGINEERING

NORTH Dakota | Transportation
Be Legendary.

TEAM NDDOT

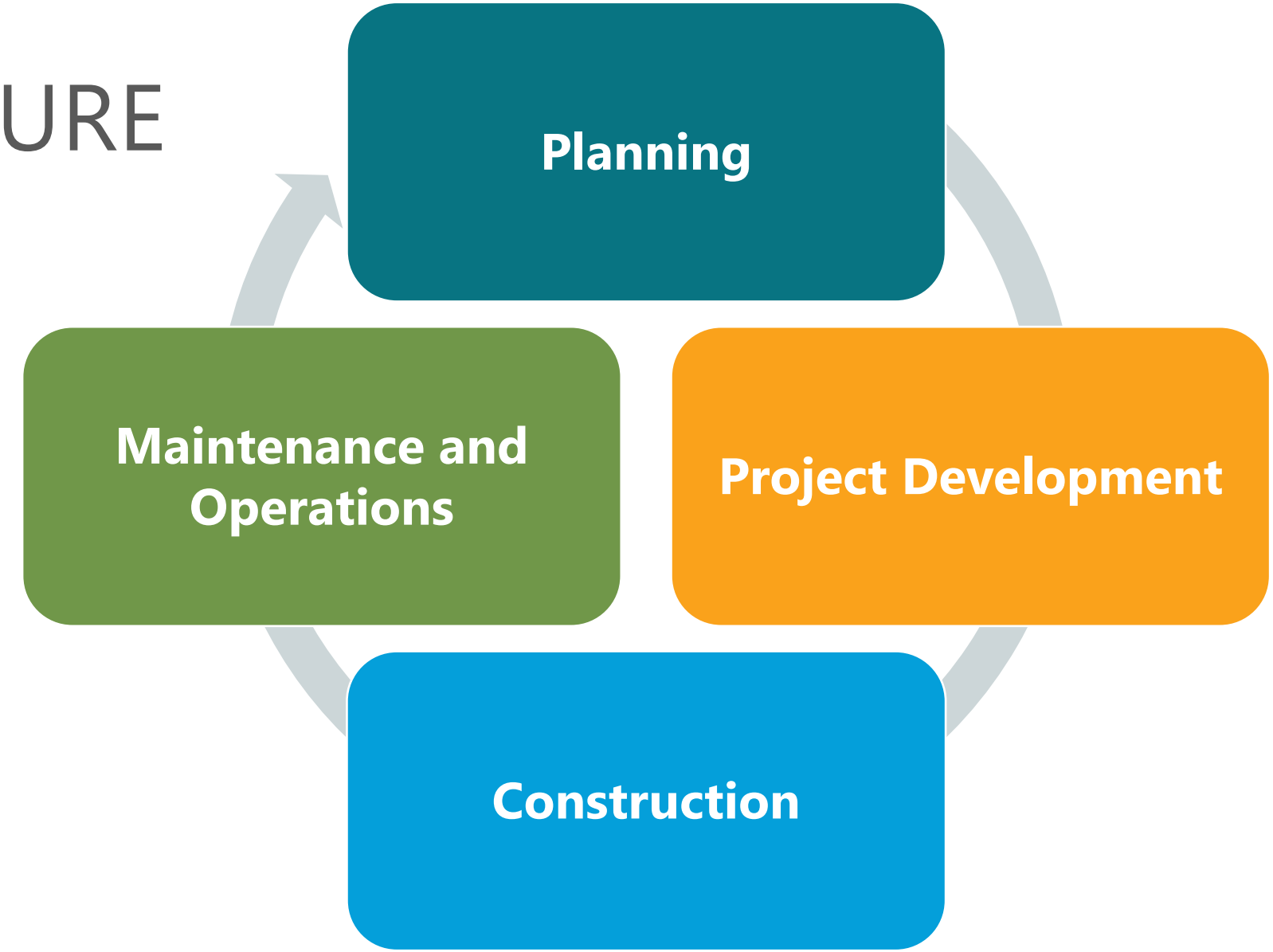


EMPLOYEE SAFETY

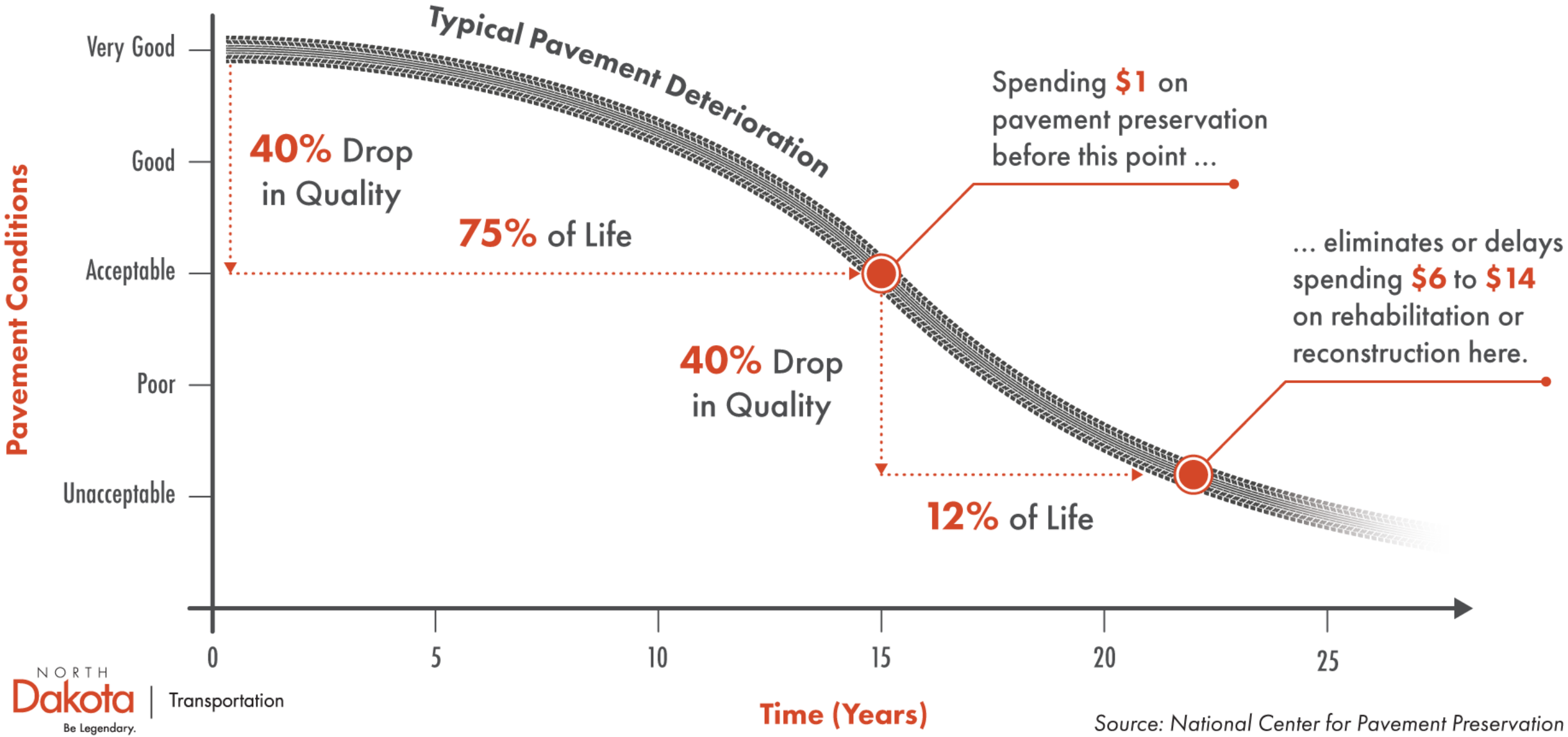
Ensure the health, safety, and wellbeing of all team members.

- Distracted driving is a major concern for the safety of our team.
  - Field Work/Data Collection
  - Construction Work Zones
  - Maintenance Work
  - Snow & Ice Control

HIGHWAY INFRASTRUCTURE LIFE CYCLE



PAVEMENT PRESERVATION IS COST EFFECTIVE



NORTH Dakota | Transportation
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Source: National Center for Pavement Preservation

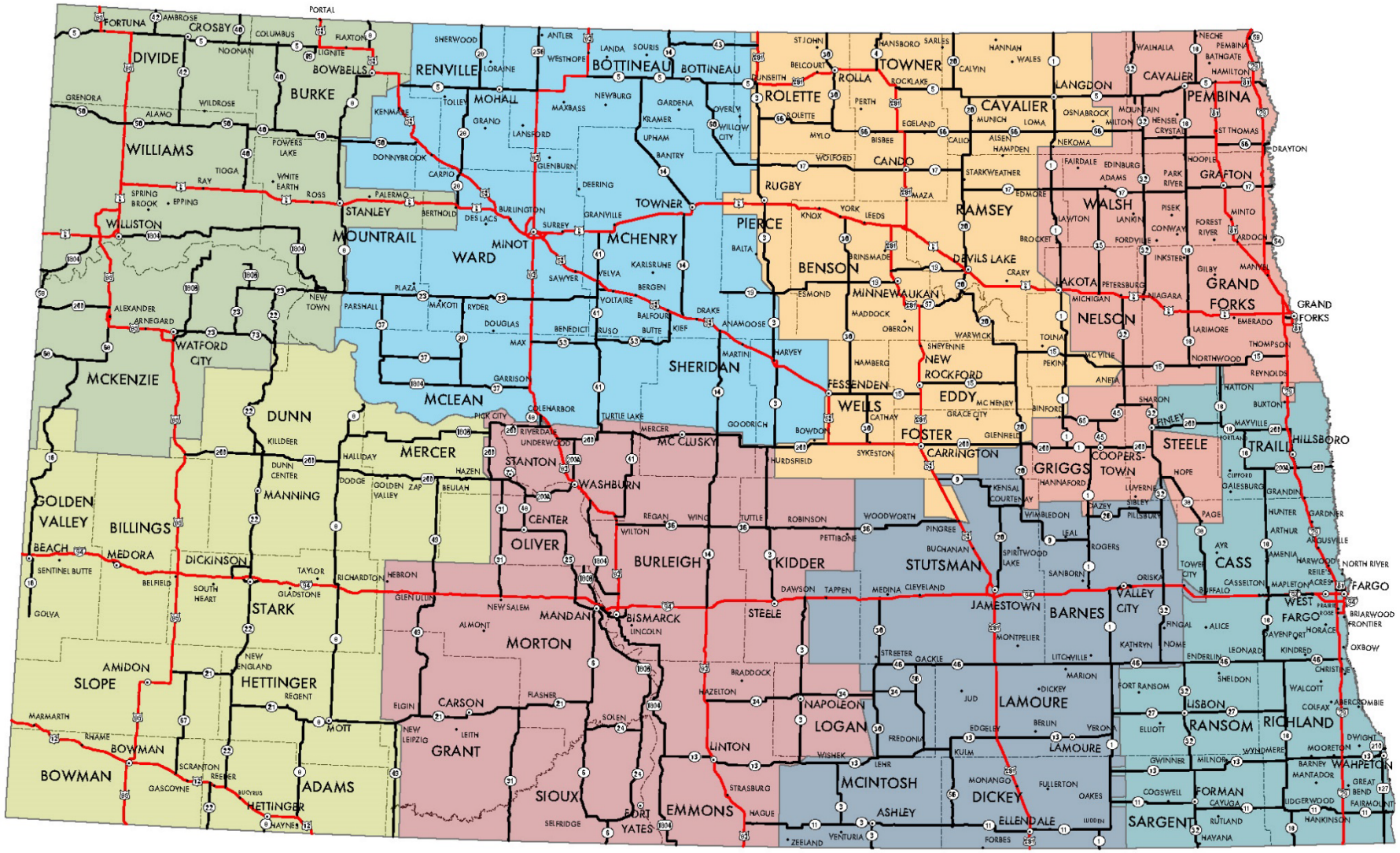
PROJECT DEVELOPMENT

- Bridge
- Design
- Environmental & Transportation Services
- Materials & Research

CONSTRUCTION

- Construction Services Division
- Districts:
  - Bismarck
  - Devils Lake
  - Dickinson
  - Fargo
  - Grand Forks
  - Minot
  - Valley City
  - Williston

NDDOT DISTRICTS



District 1- Bismarck
218 Airport Road
Bismarck, ND 58504-6003
701-328-6950

District 2- Valley City
1524 Eighth Ave SW
Valley City, ND 58072-4200
701-845-8800

District 3- Devils Lake
316 Sixth Street SE
Devils Lake, ND 58301-3628
701-665-5100

District 4- Minot
1305 Highway 2 Bypass East
Minot, ND 58701-7922
701-857-6925

District 5- Dickinson
1700 Third Avenue West, Suite 101
Dickinson, ND 58601-3009
701-227-6500

District 6- Grand Forks
1951 North Washington
Grand Forks, ND 58203-1420
701-787-6500

District 7- Williston
605 Dakota Parkway West
Williston, ND 58801-4282
701-774-2700

District 8- Fargo
503 38th Street South
Fargo, ND 58103-1198
701-239-8900

N
W E
S

NORTH Dakota | Transportation
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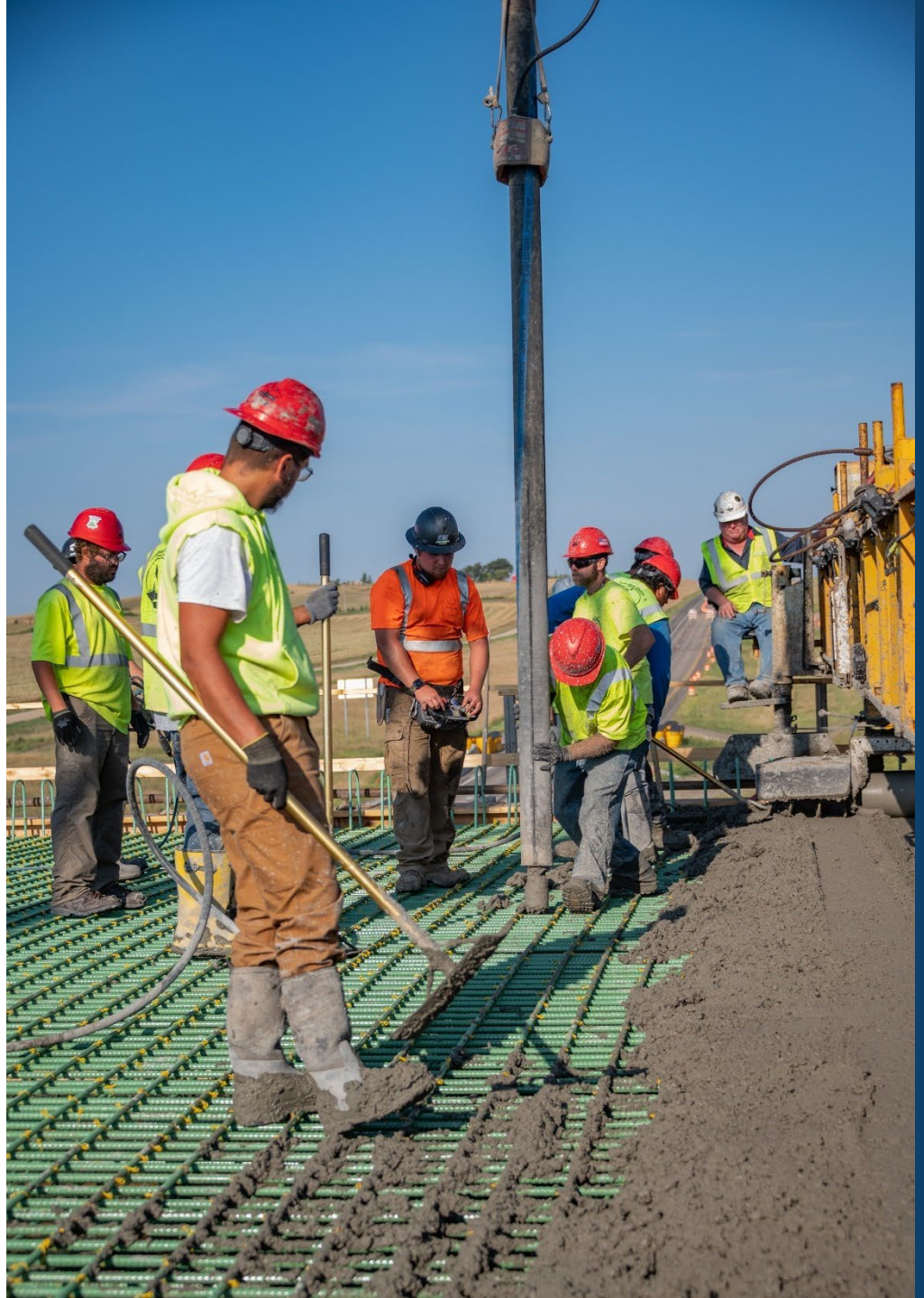
CONSTRUCTION RECAP

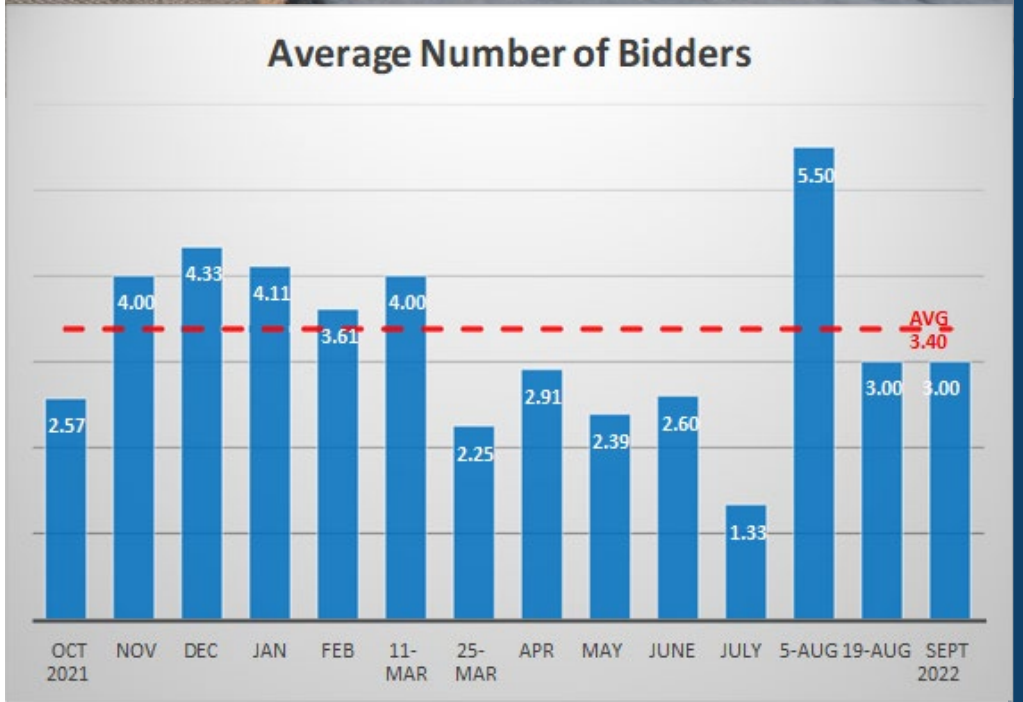
- **2021** = 182 projects and $362M
- **2022** = 209 projects and $564M
- Bid out 217 jobs and awarded 209 of them in 2022.



CONSTRUCTION RECAP

- The following is a breakdown of the awarded contracts for projects bid October 2021 through September 2022

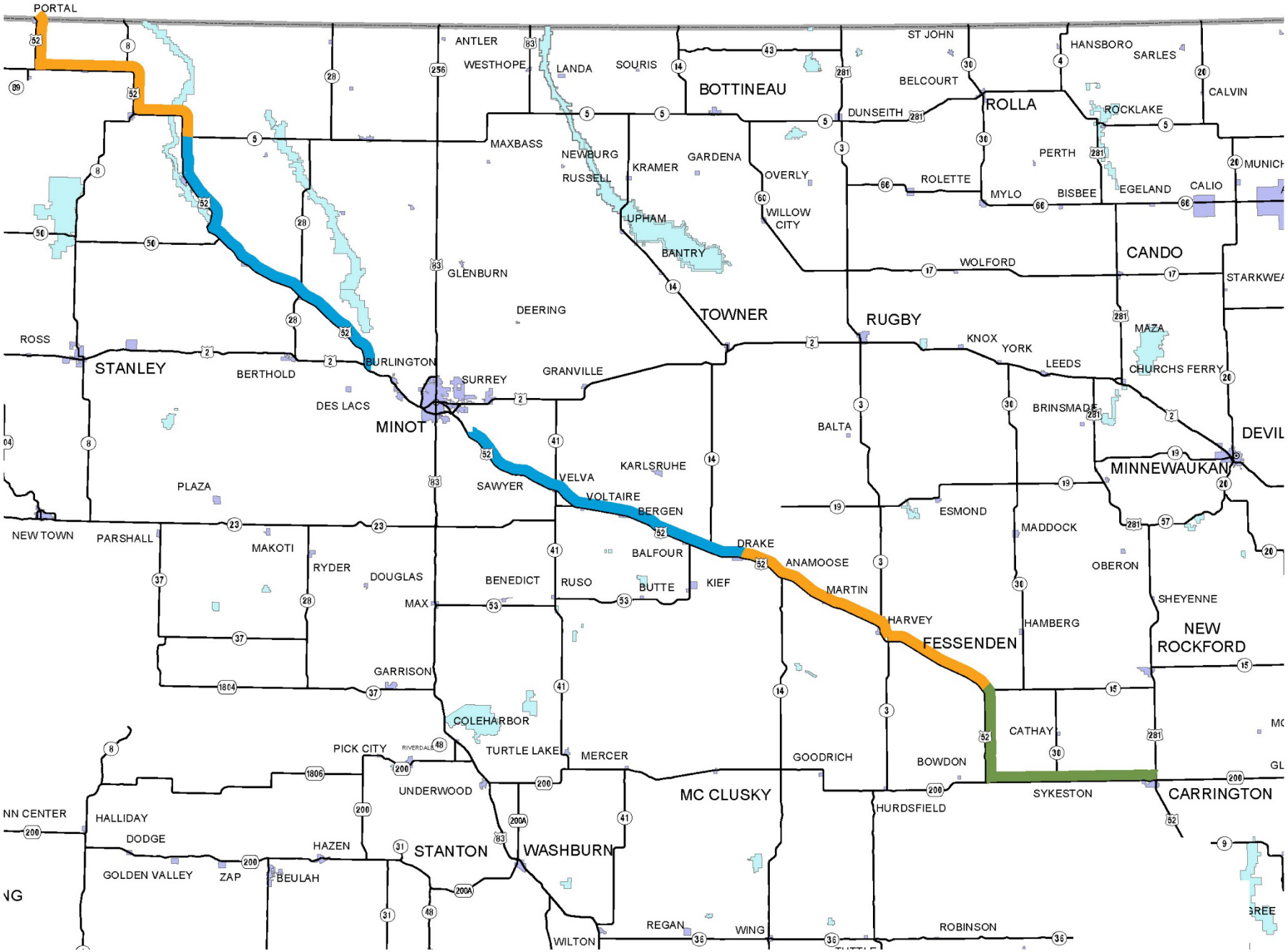
Owner	Number of Awarded Jobs	Contract Amount	Engineer's Estimate
NDDOT	151	$443,432,777	$418,181,792
County	40*	$63,704,853	$62,152,914
City	18*	$57,119,516	$51,921,269
TOTAL	209	$564,257,146	$532,255,975



US 52 PASSING LANE PROJECT

Proposed Year

- 2022
- 2023
- 2024



MAINTENANCE & OPERATIONS

- Maintenance Division
- Districts:
  - Bismarck
  - Devils Lake
  - Dickinson
  - Fargo
  - Grand Forks
  - Minot
  - Valley City
  - Williston

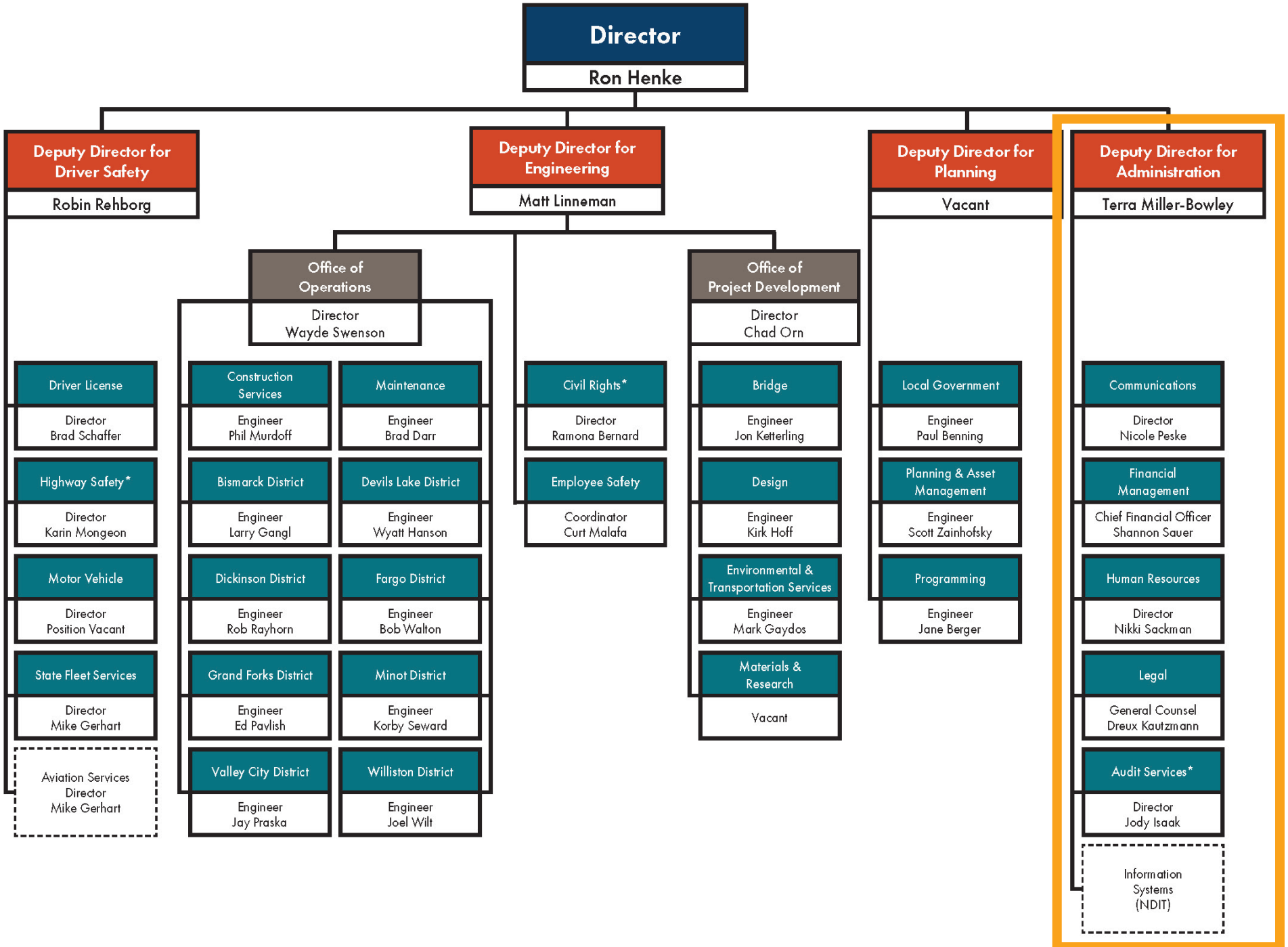
CIVIL RIGHTS

Administer and monitor all requirements of the Civil Rights Act of 1964 on all projects, programs, activities and services of the NDDOT.

ADMINISTRATION

NORTH Dakota | Transportation
Be Legendary.

TEAM NDDOT



OPERATIONAL AUDIT FINDINGS

- Access Rights to Personal Information Not Restricted
- Lack of Monitoring for Inappropriate Access
- No Evidence of Training or Acknowledgement of Confidentiality

KEY TAKEAWAYS

- All three findings have been reconciled and steps have been taken to fix the issue.
- Citizen information was not released to the public.
- Examiners complete background checks.
- It was determined there was no improper access.
- Every step an employee takes in the system has an audit trail and is logged by their employee ID. If there was misuse, the NDDOT would be able to identify it.

ONE-TIME APPROPRIATED FUNDING

AMOUNT: $255M

- **HB 1015, Sec. 13** | 200M state and federal funding for road and bridge projects.
  - 100M general funding to match federal discretionary funds received in excess of funding amounts included in the 2021-23 biennium budget.
  - $100M for federal discretionary funds to match $100M in state funding.
- **HB 1015, Sec. 5** | $55M in federal funding for matching state bond proceeds and township road and bridge projects.
  - $35M for federal discretionary funds to match state bond proceeds appropriated in HB 1431, Sec. 10.
  - $20M for federal discretionary funds to match funding for townships.

ONE-TIME APPROPRIATED FUNDING

AMOUNT: $50M

- **SB 2012, Sec. 6**
  - $50M in contingent loan authorization authority allowing the NDDOT to borrow from the Bank of North Dakota to match federal funds available in the 2021-23 biennium for US 85.

AMOUNT: $70M

- **HB 1431, Sec. 10**
  - $70M in state bond proceeds for state bridge projects and to match federal funds for state road and bridge projects.

ONE-TIME APPROPRIATED FUNDING

AMOUNT: $498.5M

- **HB 1395, Sec. 2 (Unfunded) then HB 1505, Sec. 7 (Passed) |** $317M American Rescue Plan Act (ARPA). Not funded. How it was allocated:
  - $200M to NDDOT for state road and bridge projects.
  - $24.5M to NDDOT for county bridge projects.
  - $75.3M to counties for county road and bridge projects.
  - $17M to townships for township road and bridge projects.
- **HB 1395, Sec. 2 |** $1.6M ARPA dollars for grants to transit providers.
- **SB 2012, Sec. 1 |** $45M in federal discretionary for US 85.
- **HB 1505, Sec. 8 |** $135M to defray expenses of road and bridge projects.

ONE-TIME APPROPRIATED FUNDING

AMOUNT: $5M

- **SB 2018, Sec. 3**
  - Received by the Department of Commerce to the NDDOT to defray infrastructure construction expenses for the Beyond the Visual Line of Sight unmanned aircraft system program. The NDDOT opted not to request the funding.

AMOUNT: $9.66M

- **SB 2012, Sec. 1**
  - State highway funds for construction and materials management system to replace the Roadway Information Management System (RIMS).

67TH LEGISLATIVE ASSEMBLY

ONE-TIME APPROPRIATED FUNDING

AMOUNT: $750,000

- **SB 2012, Sec. 4**
  - State disaster relief fund to provide grants to townships for emergency township road repairs.

FISCAL RECOVERY FUNDING UPDATE

PASSED DURING THE 2021 SPECIAL LEGISLATIVE SESSION

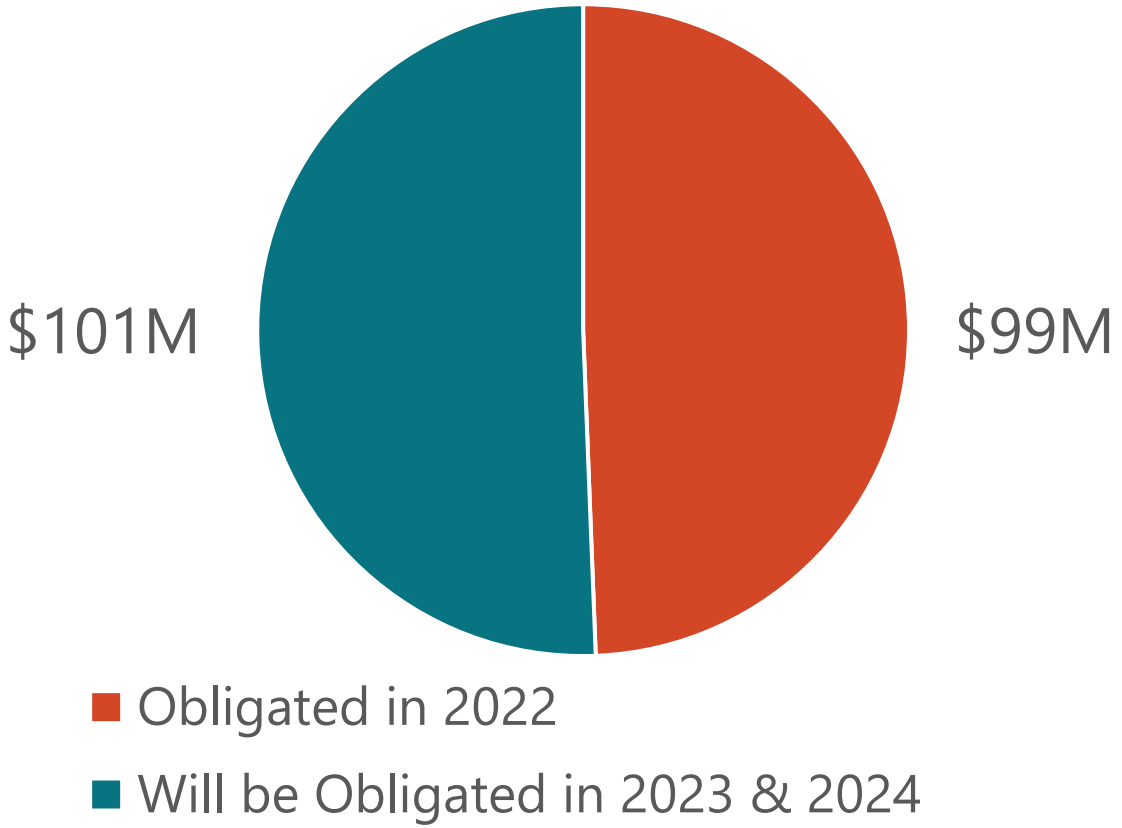
AMOUNT: $255M

- **HB 1505, Sec. 7** | $317M American Rescue Plan Act (ARPA) funds
  - $200M to NDDOT for state road and bridge projects.
  - $24.5M to NDDOT for county bridge projects.
  - $75.3M to counties for county road and bridge projects
  - $17M to townships for township road and bridge projects

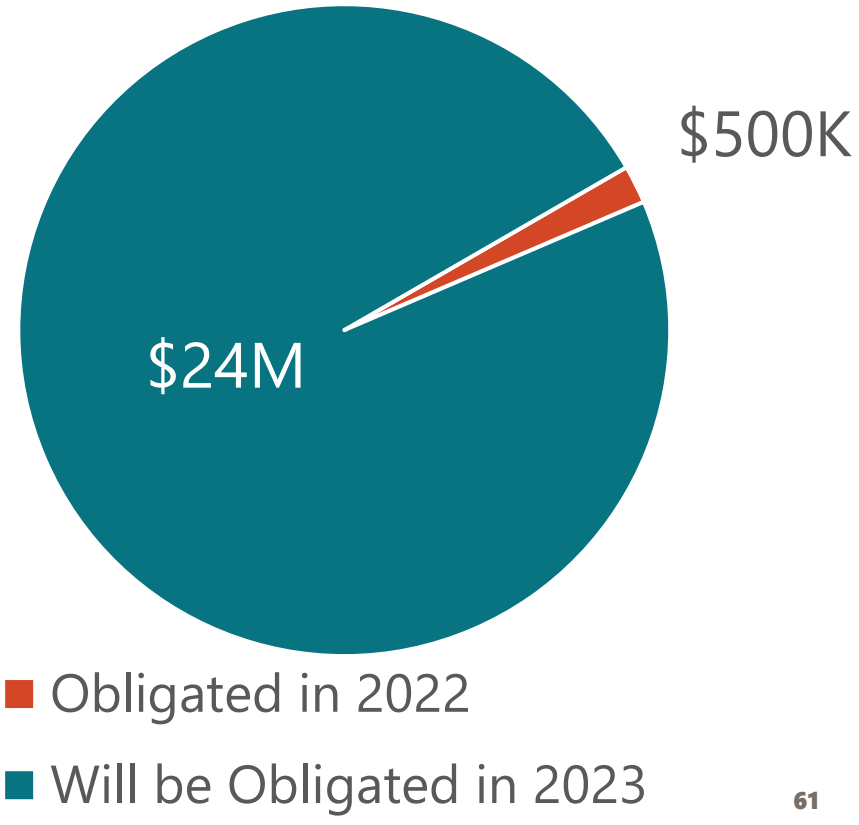
$224.5M FOR NDDOT | $75.4M SPENT

PASSED DURING THE 2021 SPECIAL LEGISLATIVE SESSION

$200M FOR **STATE** ROADS AND BRIDGES

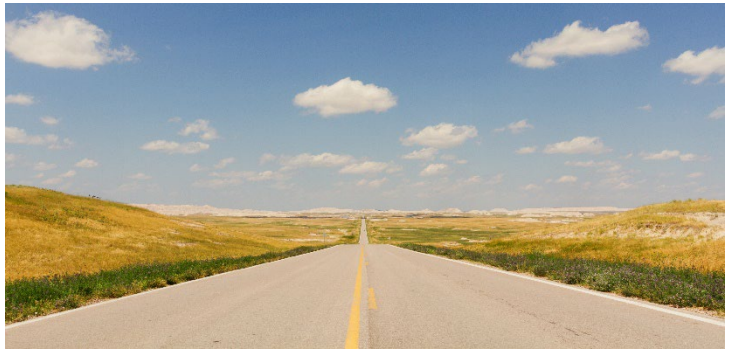


$24.5M FOR **COUNTY** ROADS AND BRIDGES



2023-2025

BUDGET REQUEST



2023-25 EXECUTIVE BUDGET RECOMMENDATION

Object/Revenue		2021-23 Biennium Appropriations	2023-25 Base Budget Recommended	2023-25 Optional Budget Changes Recommended	2023-25 Total Budget Recommended
Description	**Code**				
		2,249,534,084	932,782,909	1,424,977,662	2,376,161,670
TOTAL BY APPROPRIATIONS ORGS		**2,249,534,084**	**932,782,909**	**1,424,977,662**	**2,376,161,670**
Salaries and Wages	80110	204,109,585	214,013,309	5,801,241	238,215,649
Operating Expenses	80130	280,548,188	253,017,962	83,057,856	336,075,818
Capital Improvements	80150	1,227,431,344	405,696,035	1,275,483,610	1,681,179,645
Construction Carryover	80151	-	-	-	-
COVID19 - Capital Assets	80152	317,000,000	-	-	-
HB 1015 Discretionary Match	80153	100,000,000	-	-	-
Enhanced State Highway Invest	80155	-	-	-	-
Grants	80160	118,085,610	60,055,603	60,634,955	120,690,558
Short Line Railroad Program	80162	-	-	-	-
COVID-19 Transportation Grants	80164	-	-	-	-
Grants to Township	80167	750,000	-	-	-
COVID19 - Grants	80168	1,609,357	-	-	-
TOTAL BY OBJECT SERIES		**2,249,534,084**	**932,782,909**	**1,424,977,662**	**2,376,161,670**
General	GEN	-	-	134,125,000	134,125,000
Federal	FED	1,355,876,156	347,057,090	870,051,421	1,219,302,445
Special	SPEC	893,657,928	585,725,819	420,801,241	1,022,734,225
TOTAL BY FUNDS		**2,249,534,084**	**932,782,909**	**1,424,977,662**	**2,376,161,670**
Full Time Equivalent Positions			982	29	1011

FEDERAL FUNDING AVAILABLE

2023-25 BUDGET REQUEST

$1.15B | Federal Highway Administration

- Roadway projects and related items such as consultant engineering and NDDOT support costs.

$20M | Missile Road Funds

- Maintenance of missile roads for the US Air Force.

$12.2M | National Highway Traffic Safety Administration

- Funds North Dakota's traffic safety program. Majority of funds are passed to local entities to support traffic safety initiatives.

$32M | Federal Transit Administration

- Passed through to transit providers to fund local transit programs.

FEDERAL AID PROGRAM

- Funding used to construct and maintain roadways and bridges on the state highway system.
- Federal aid formula funding is distributed based off a formula determined by Congress and is favorable to rural states.
- Used to fund our 10-year Infrastructure Plan.

BUDGET REQUEST: $174M ($100M General Funding / $74M SIIF)

FEDERAL AND STATE DISCRETIONARY PROGRAM

- Discretionary funding is larger than it has ever been.
- Funds additional transportation needs in North Dakota.
- Without additional state resources, the department will not be able to accept discretionary dollars.
- Allows flexibility.

BUDGET REQUEST: $226.3M
(SIIF Funding)

NEW FLEXIBLE TRANSPORTATION FUND

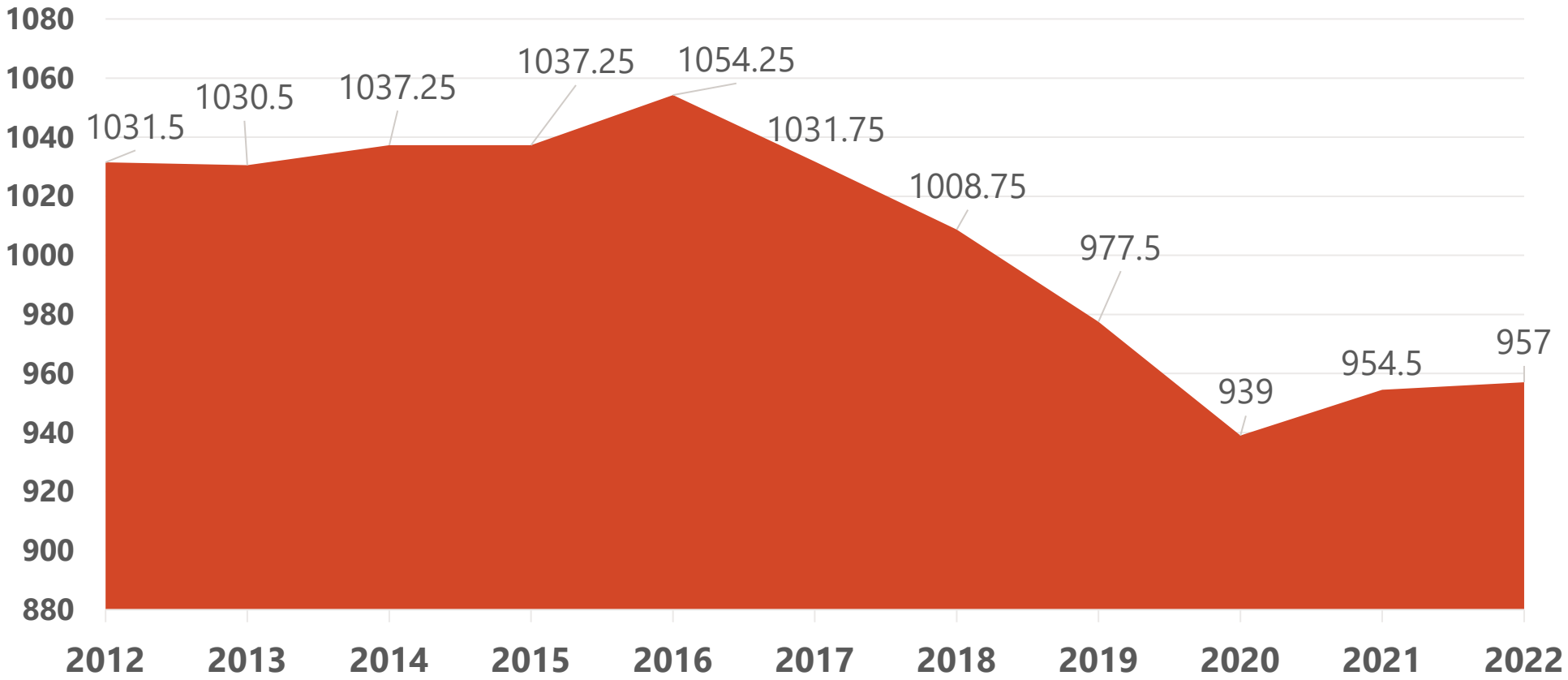
- Establish a new, more flexible fund to:
  - Improve transportation infrastructure off the state highway system, including within townships
  - Provide match for federal funding
  - Provide for support costs including staffing, facilities, and operational expenditures
  - Provide sustainable flexibility to augment traditional funding and deliver projects of significance in a timely manner
- In the last year alone, the NDDOT was asked to fund more than $2B in requests not currently in the State Transportation Improvement Program

BUDGET REQUEST: $140M
(General funding and motor vehicle excise tax)

TEAM NDDOT WORKFORCE

982
FTEs

FULL TIME ACTUAL EMPLOYEE COUNT | 10 Year Look



12.4%
Turnover Ratio

29
FTEs Requested

FULL TIME EMPLOYEE (FTE) REQUEST

- 4 International Fuel Tax Agreement (IFTA)/International Registration Plan (IRP) Auditors
  - Meet regulatory compliance requirements and avoid being sanctioned
- 3 Financial Staff
  - Meet federal aid accounting and reporting requirements
  - Meet increased procurement demands
  - Assistant division director for succession planning
- 14 Equipment Operators
  - Allows for extended hours of service for snow and ice control
- 8 Driver License Examiners
  - Allows for reprioritizing existing temporary staff needs
  - Reduce temporary turnovers, hiring and training

LARGE IT PROJECT REQUESTS

Construction and Materials Management System (RIMS)

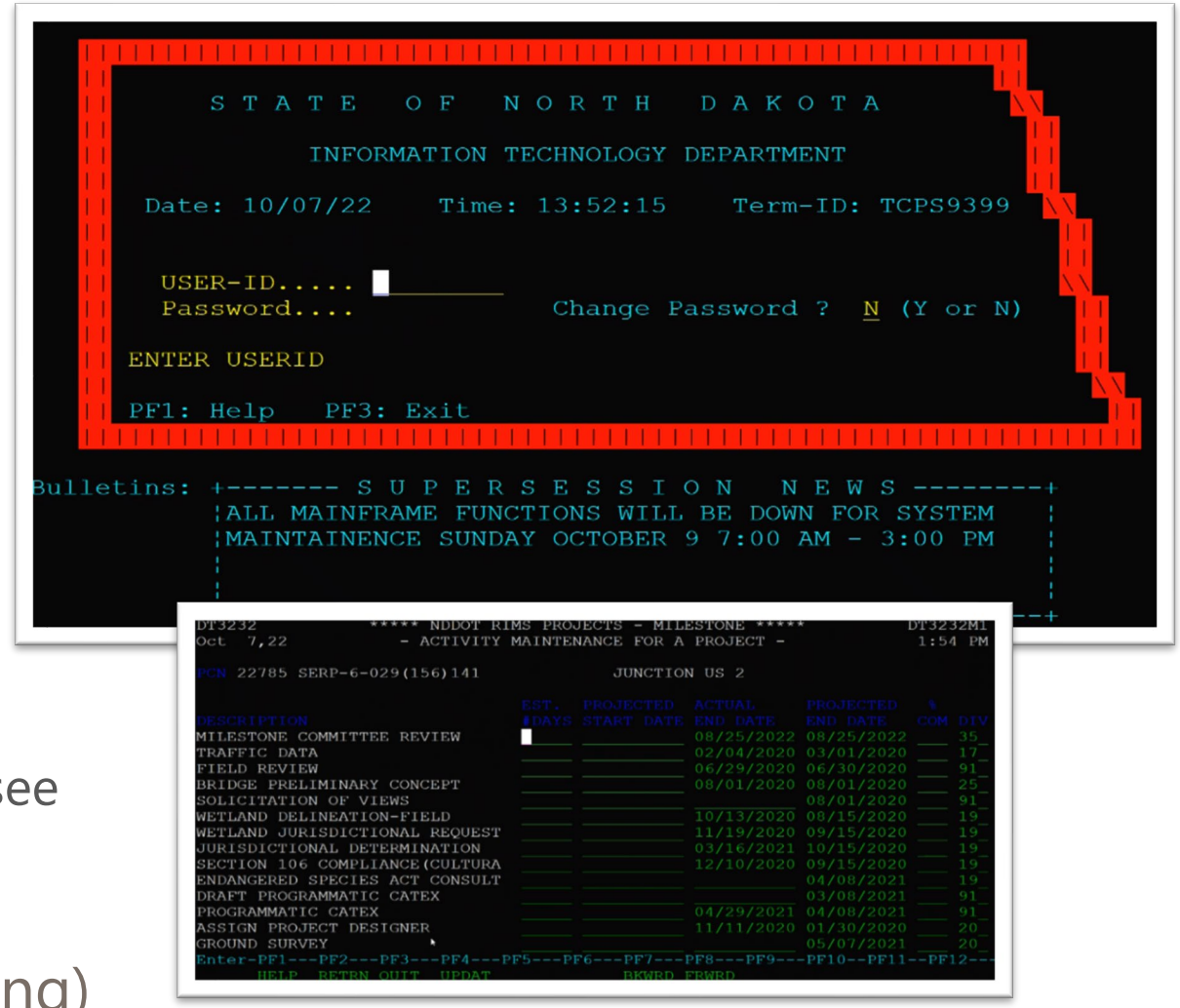
- Currently approved project in progress that requires additional funding

ETS Continuum Upgrade (Door Security System)

- Current security hardware and software are outdated and will no longer be supported

AVL

- Allows the NDDOT to track and the public to see all 369 snowplows



BUDGET REQUEST: $9.2M (General Funding)

January 20, 2023

HB 1012 REQUESTED AMENDMENTS

The following sections are NDCC 54-44.1-11 exemptions which continue state and federal funding appropriated in the 21 – 23 biennium:

SECTION 4. EXEMPTION – EMERGENCY ROAD REPAIR GRANTS. Section 54-44.1-11 does not apply to the $750,000 in section 4 of chapter 40 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of providing grants to townships for emergency township road repairs.

SECTION 5. EXEMPTION – TRANSPORTATION GRANTS. Section 54-44.1-11 does not apply to the $1,609,357 in subdivision 10 of section 2 of chapter 28 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of COVID-19 grants.

SECTION 6. EXEMPTION – DISCRETIONARY MATCH. Section 54-44.1-11 does not apply to the $100,000,000 in section 13, subsection 2, of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of matching federal discretionary funds.

SECTION 7. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $100,000,000 in section 13, subsection 3, of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of defraying the expenses of road and bridge construction projects.

SECTION 8. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $55,000,000 in section 5 of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of road and bridge projects.

SECTION 9. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $70,000,000 in section 10 of chapter 80 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of state highway bridge projects and for matching federal funds for state highway projects.

SECTION 10. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $317,000,000 in section 7 of chapter 548 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of road and bridge projects.

SECTION 11. EXEMPTION – TRANSPORTATION GRANTS. Section 54-44.1-11 does not apply to the $61,700,060 in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of COVID-19 surface transportation grants.

SECTION 12. EXEMPTION – INFORMATION TECHNOLOGY PROJECTS. Section 54-44.1-11 does not apply to the $13,660,000 in the operating expenses line item relating to the information technology projects in section 1 of chapter 40 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the construction and materials management system, traffic counting and data estimating and analysis program, and the website drupal uplift.

SECTION 13. CONTINGENT LOAN AUTHORIZATION – CONTINGENT APPROPRIATION – HIGHWAY IMPROVEMENT PROJECTS. The department of transportation may borrow from the Bank of North Dakota, $50,000,000, or so much of the sum as may be necessary, to match $50,000,000 of federal funds that may become available, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds borrowed under this section from the Bank of North Dakota and the federal funds are appropriated to the department of transportation. The department of transportation shall request from the sixty-nineth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

SECTION 14. ESTIMATED INCOME – STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The estimated income and the capital assets line items in section 1 of this Act include the sum of $300,000,000 from the strategic investment and improvements fund for infrastructure projects and matching federal formula and discretionary grants.

SECTION 15. CONSTRUCTION OF REST AREA AND VISITOR CENTER. Notwithstanding any other provision of law, the director of the department of transportation may enter into a cooperative agreement with a public or private entity and may expend moneys from the state highway fund or any moneys within the limits of the legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota, for the biennium beginning July 1, 2023, and ending June 30, 2025.

The following section allows the NDDOT to utilize bond proceeds for state highway road and bridge projects by amending 2021 session law:

SECTION 16. AMENDMENT. Section 10 of chapter 80 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 10. APPROPRIATION - HIGHWAY FUND - ~~CONTINGENT TRANSFER.~~ There is appropriated out of any moneys in the highway fund in the state treasury, not otherwise appropriated, the sum of $70,000,000, or so much of the sum as may be necessary, derived from bond proceeds to the department of transportation for state highway road and state highway bridge projects and for matching federal funds that may become available, for the biennium beginning July 1, 2021, and ending June 30, 2023. ~~Of the $70,000,000, $35,000,000 is designated for state highway bridge projects, and $35,000,000 is designated for matching federal funds that may become available for state highway projects in excess of the federal funds appropriated to the department of transportation as part of its 2021-23 biennial~~ budget. ~~By October 1, 2022, the director of the department of transportation shall certify to the office of management and budget the amount of funding committed to matching excess federal funds from the $35,000,000 provided under this section. If the amount committed is less than $35,000,000, the office of management and budget shall transfer any uncommitted amounts to the infrastructure revolving loan fund under section 6-09-49.~~

SECTION 17. AMENDMENT. Section 57-40.3-10 of the North Dakota Century Code is amended and reenacted as follows:

57-40.3-10. TRANSFER OF REVENUE. Seventy-five percent of all ~~All~~ moneys collected and received under this chapter during the period of July 1, 2023, through June 30, 2024, and fifty percent of all moneys collected and received under this chapter thereafter must be transmitted monthly by the director of the department of transportation to the state treasurer to be transferred and credited to the general fund. Twenty-five percent of all moneys collected and received under this chapter during the period of July 1, 2023, through June 30, 2024, and fifty percent of all moneys collected and received under this chapter thereafter must be transmitted monthly by the director to the department of transportation highway fund. Upon the creation of a flexible transportation fund, the director of the department of transportation shall transfer all moneys collected and received from motor vehicle excise tax from the department of transportation highway fund to the flexible transportation fund.

AGENCY BILLS

AGENCY BILLS

- ~~**HB 1078 | Urban Area Exemption** – Exempts urban areas from requirements regarding sign obstruction set forth under 24-17-12~~
- **HB 1079 | Reciprocal Agreements for Inspection of Fabricated Products** – Would allow for reciprocal agreements between ND and other states on inspection services for products produced in ND.
- **HB 1080 | Registration Card** – Allows for a mobile e-registration card to be carried in a mobile wallet, similar to the mobile ID card.
- **HB 1081 | User Fees from Out-of-State EV Drivers** – Allows for the collection of user fees from out-of-state drivers.

AGENCY BILLS

- **HB 1102 | Private/Public Partnerships on Federal Grant Applications** – Allows the NDDOT the authority to enter into agreements necessary to effectively administer grant projects. Fiscal note provided.
- **HB 1103 | Certification Extension** – Updates HB 1431, Section 10 to extend the timeframe NDDOT must certify commitment of bond proceeds to match excess federal funding to June 30, 2023.
- **SB 2063 | Public/Private Partnerships for EV Charging** – Allows the NDDOT to engage in public/private partnerships in the construction, operation and maintenance of EV charging infrastructure. Fiscal Note: $16.2M/per biennium

AGENCY BILLS

- **SB 2110 | Road Maintenance on National Park Service Roads** – Allows the NDDOT to support roadway maintenance and/or snow removal in the national park. Fiscal note provided.
- **SB 2111 | Electronic Title Issuance *(Red Tape)*** – Transitions titles from paper to electronic vehicle titles, saving time for lenders/lienholders.
- **SB 2112 | Drug and Alcohol Clearinghouse** – Allows NDDOT to comply with a Nov. 2021 federal rule change in the Federal Motor Carrier Safety Regulations requiring states to use the federal Drug and Alcohol Clearinghouse.
- **SB 2113 | Flexible Transportation Fund** – Allows the NDDOT a flexible funding source to improve timely response to unanticipated local government needs, economic development support, federal grant wins, and other state/federal funding needs. Fiscal note provided.

QUESTIONS?

NORTH Dakota | Transportation

Be Legendary.

NORTH Dakota | Transportation
Be Legendary.

RESPONSES TO QUESTIONS

From hearing on HB 1012 on January 11, 2023

Provide the NDDOT Capital Improvement Plan including a plan for new, replacement and maintenance needs on buildings. *(See attachment.)*
During the 2019-2021 biennium, OMB received funding to address some of the deferred maintenance of the state's facilities. In 2020, SiteLogiQ was hired and conducted a needs assessment on all state buildings greater than 10,000 sq ft. Within this report, SiteLogiQ assessed 13 locations that are owned and maintained by the NDDOT that met the criteria stated. This assessment details the necessary work on those 13 locations, which includes each of our district offices. Please reference the SiteLogiQ report for detailed information. Meanwhile, information on the necessary work on the section buildings is included in the attached.

Does the department have the ability to use an NDDOT engineer to design a building? The department does have the ability under Section 48-01.2-02 to use a department engineer to design and bid a truck garage. We do that for our truck garages for outlying sections, although it is becoming more challenging. Fire suppression, additional structural expertise and understanding of code is required.

We do utilize architects for new buildings and remodels that are larger projects and have more complicated designs. Examples of where we use architects for those new buildings and remodels are as follows.

- NDDOT headquarters in Bismarck
- District headquarters (administration, shop, truck barns)
- Driver License offices
- Materials and Research facility
- Additions to truck barns and garages

Driver License Road Test Waiver Program

- Are schools limited in the amount of driver license waivers that they can issue? No – there is not a limit.
- Number of registered schools in ND that can issue waivers – 87 public schools, 21 private driving schools.
- CDL - 10 registered 3rd party testers – 5 are schools and 5 are private companies

When a ND driver license is issued to an individual after coming from another state, does their citizenship follow them?

- Yes, we are a member of American Association of Motor Vehicle Association's (AAMVA) State to State Verification System and the U.S. Department of Human Service's Systematic Alien Verification for Entitlements (SAVE) Program which checks driving records and immigration status.
- The applicant from another state must present the license and a birth certificate, passport, or immigration documents. The passport is verified by the U.S. Department of State. Immigration documents are electronically verified by the U.S. Department of

Homeland Security. There is no system to verify birth certificates, but examiners are trained to identify fraudulent documents.

Can vehicles like a golf cart get licensed? Yes, Golf Carts can be registered as a low-speed vehicle.

- 39-29.1-01. Definitions. As used in this chapter, unless the context otherwise requires: 1. "Low-speed vehicle" means a four-wheeled vehicle that is able to attain a speed, upon a paved level surface, of more than twenty miles [32 kilometers] per hour in one mile [1.6 kilometers] and not more than twenty-five miles [40 kilometers] per hour in one mile [1.6 kilometers] and may not exceed three thousand pounds [1361 kilograms] in weight when fully loaded with passengers and any cargo.
- What does the vehicle need to be licensed? *(See SFN58593 attachment.)*
- Can golf carts be on state roads? If they are licensed properly as stated above.
- 39-29.1-08. Equipment. A low-speed vehicle must be equipped with headlamps, front and rear turn signal lamps, taillamps, stop lamps, red reflex reflectors on each side as far to the rear of the vehicle as practicable and one red reflector on the rear, brakes, a parking brake, a windshield, a vehicle identification number, a safety belt assembly installed at each designated seating position, an exterior mirror mounted on the operator's side of the vehicle, and either an exterior mirror mounted on the passenger's side of the vehicle or an interior rearview mirror.
- Is there law against being on state roads and what is the fine?
- 39-29.1-09. Penalty. A violation of this chapter for which there is no civil or criminal penalty in this title is a class B misdemeanor.
- 40-05-22. Golf carts on city streets. The governing body of a city may allow by an ordinance the operation of golf carts on the city streets. The ordinance may not allow a golf cart on federal, state, or county highways in the city, except for the perpendicular crossing of these highways. The ordinance may not allow the operation of a golf cart on city streets except for daytime travel between the owner's place of residence and a golf course. Golf carts that are allowed to operate on the city streets as the result of an ordinance are exempt from the title, registration, and equipment provisions of title 39.

Provide a copy of the 2021 EV Legislative Study *(See attachment.)*

How many electric buses do we have in the state? West Fargo School District currently has 1 electric bus.

- Were the grants for EV buses that schools applied for through the NDDOT? No
- Mapleton, Glen Ullin, and Enderlin School Districts received grants for electric school buses from the EPA's Clean School Bus Program as noted below
  - Enderlin: grant for 4 buses totaling $1,580,000
  - Mapleton: grant for 1 bus totaling $395,000
  - Glen Ullin: grant for 1 bus totaling $395,000

Is Vision Zero effective?

- Yes. View the 2021 Crash Summary (page 3) at https://visionzero.nd.gov/uploads/105/NDDOT2021CrashSummary_Single.pdf.

Are school beacons on buses effective?

- They have been required since 1998 per the Department of Public Instruction.
- What is the crash total before and after beacon installation? Data not available
- Crashes Involving a School Bus in North Dakota, 2018-2022 see below. *Note: Includes crash injuries from the bus and/or other involved vehicle(s).*

Count of CRASH NUMBER Row Labels	2018	2019	2020	2021	2022	Grand Total
Fatal					1	1
Incapacitating Injury		2	1	3	5	11
Non-incapacitating injury	6	5	5	4	3	23
Property Damage only	51	70	16	12	39	188
Possible Injury	5	4	3	5	3	20

Do we have lane departures broken down by the various factors? *(See attachment.)*

- What are the times of year crashes happen? See page 5 of 2021 Crash Summary: https://visionzero.nd.gov/uploads/105/NDDOT2021CrashSummary_Single.pdf

In motorcycle fatalities, what percent were not wearing helmets? 2021: 62.5% or 5 of the 8 fatalities (view page 17 of the 2021 Crash Summary for more information: https://visionzero.nd.gov/uploads/105/NDDOT2021CrashSummary_Single.pdf).
2022: 67% were not, or 14 of the 21, with 1 unknown.

How many crashes involve out-of-state drivers? In 2021, 79 crashes involved out of state drivers.

How often do we bid out our fuel contract for state fleet? The current contract began in July 2020. The first renewal goes through June 2024 - three 24-month renewals and one 12-month extension remain. We typically use all the renewals and extensions as it is a very large multifaceted contract.

- How does the contract work? This contract is not only fuel and additives, it includes the credit card program, dispensing equipment repair and replacement, ability to contract/fix price fuel and more, etc.

How many hybrids do we have in the fleet? Currently we have 26 hybrids in the fleet (20 sedans and 6 SUV's).

Do we use biodiesel? B20 is used at our locations in the spring, summer, and fall. We transition away from B20 during the winter months due to issues with gelling which has occurred in the past.

What would be the cost to maintain charging stations for the State Fleet? Purchase and installation of Level 2 charging typically costs between $6,000 and $10,000 per unit for the charger and basic installation. This would not include any additional work necessary for electrical, ground/cement work or any other installation costs. A level 2 charging station is one that would take as long as 4-8 hours to fully charge a vehicle.

Electric charging station maintenance costs will be determined by the number of devices in use, their operating environment, and how often they require service which is estimated to be $1,200 per year.

What are the bridge funding needs?
State Highways:

- NDDOT has recently updated our Transportation Asset Management Plan (TAMP), which identifies two performance measures for state bridges: % good and % poor weighted by deck area. NDDOT set a goal of 50% good and no more than 5% poor. However, these goals were based on a desired state of the bridge network and were not our predicted condition after the 10-years. Meeting the goal of 50% good is currently unrealistic given many constraints. However, the TAMP projected that maintaining the current overall bridge network condition is possible with an investment of approximately $75M per year over the next 10 years.

  It should be noted that just because bridges are identified as being in poor condition, does not mean they are unsafe. It simply means that rehabilitation or repairs should be completed on one or more components to bring the structure back up to a desired state of good repair. NDDOT's goal is to optimize the bridge program by doing maintenance, rehabilitation, and replacement projects at strategic times, which in turn will increase the life of the bridges and minimize cost. To view NDDOT's TAMP, visit dot.nd.gov/divisions/planning/docs/TAMP.pdf.

Local Bridges:

- *See attached* Table D6 from the Upper Great Plains Transportation Institute (UGPTI) Infrastructure Needs Study date 9/1/2022 for estimated improvement needs by county. It includes county, township, and tribal bridge needs over a 20-year time period.

What bridge funding does NDDOT have in their 2023-2025 Biennium Budget from IIJA?
$101.18 million federal, $19.125 million state match, and $2.795 million local match

Provide information on the $20 million in Missile Road (ROM) funds in NDDOT 2023-2025 biennium budget:
Every year we receive Missile Road (ROM) funds from the Air Force through FHWA to facilitate one and/or more of following types of projects/improvements as directed by the Air Force:

- Extraordinary maintenance and snow removal
- Graveling surfacing and other minor improvements on missile routes located on county and township roads
- Bridges and/or culverts on the state and local system on missile routes
- Emergency grade raises during flooding events on missile routes
- The necessary engineering to complete those tasks

These projects are at 100% federal funds. We have to be able to obligate the funds we receive in any given year in the year provided. NDCC 24-02-03.1 provides guidance on "Cooperation of Director in Matters of National Defense."

Provide an update on US 85 4-laning and costs by segments.
Below is a table for known and projected costs. Costs are total costs which include preliminary and construction engineering, utilities, right of way, and construction.

US 85 Segment or Project	Estimated Cost (in millions)
Long X Bridge to Watford City	$ 98.0
Junction ND Highway 200 to Long X Bridge	$ 180.0
Junction I-94 to Junction ND Highway 200	$ 305.0

Update of progress on the US 85 4-laning from the junction of I-94 to Watford City.

- US 85 from the Long X Bridge to Watford City
    - Project was bid on January 13, 2023. There were 4 bidders with the low bid coming in at $77.2 million as compared to the engineers estimate of $82.7 million. The NDDOT is currently in the process of reviewing the bid documents in consideration of awarding. If awarded, construction would start in the spring of 2023.
- US 85 from the ND Highway 200 Intersection to the Long X Bridge
    - The environmental clearance is complete
    - Project Development (design, right of way, utility coordination, and permitting) is underway

    - Survey is complete
    - Wetland survey is complete
    - The Preliminary Hydrologic and Hydraulics Report is complete
    - Linear soil survey & report is complete
    - Right of way (ROW) title information has started to be delivered
    - Design and plan preparation has begun
- US 85 from the I-94 to the ND Highway 200 Intersection
    - The environmental clearance is complete
    - No other work has started

Provide information relating to township roads as well as how North Dakota compares to South Dakota.

Federal Aide Eligibility and Functional Classifications

- Classifications used in rural North Dakota consist of:
    - Interstate
    - Other Principal Arterial
    - Minor Arterial
    - Major Collector (the following definition is a quote from the website noted below)
        - *Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network… The distinctions between Major Collectors and Minor Collectors are often subtle. Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts. Careful consideration should be given to these factors when assigning a Major or Minor Collector designation. In rural areas, AADT and spacing may be the most significant designation factors.*
    - Local (the following definition is a quote from the website noted below)
        - *Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. … They are often designed to discourage through traffic. As public roads, they should be accessible for public use throughout the year… Local Roads are often classified by default. In other words, once all Arterial and Collector roadways have been identified, all remaining roadways are classified as Local Roads.*
- Purposes of functional classification of roadways:
    - "defines the role each…roadway…plays in serving [the] travel needs [such as long-distance vs. local access, freight and passenger, etc.]" – FHWA;
    - is the basis for the national minimum design standards we must meet;

    - is the basis for performance expectations; and
    - aides in investment prioritization decision-making processes.
- Only functional classes of Major Collector or above are typically eligible for federal formula funds (except Safety funds which are allowable on all classifications)
- While there are no requirements for the exact balance among the classifications, FHWA can deny a classification request if the classifications become too "unbalanced."
- More detailed information on the above can be found here: https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section03.cfm

In talking to SDDOT, they handle federal funds in a way that's similar to NDDOT where counties and/or townships may be eligible for federal funds for bridges or potential grants. SDDOT however does have some economic development grants that counties/townships may be eligible for. Townships are most likely to qualify for the Agribusiness Access Grant. I believe these grants are state-funded. More information on these grants can be found at https://dot.sd.gov/doing-business/local-governments/transportation-economic-development-grants.

SDDOT did also mention that recent legislation did establish the Rural Access Infrastructure Fund (RAIF) - $3 million in 2021 and 2022 on a pro rata basis to each county for the purpose of planning and completing an inventory of small structures as prescribed by SDDOT. Then there was $25 million distributed evenly over 2023-2025 for work on these structures. A guide developed by the SDDOT is located at https://sdcountycommissioners.org/wp-content/uploads/2022/08/Rural_Access_Infrastructur_Funding_Guide_08-01-2022.pdf.

What are the costs associated with wetlands mitigation? Wetland mitigation is required for unavoidable impacts to protected wetlands due to highway improvement projects. The NDDOT carries out this mitigation in accordance with federal environmental laws and permitting requirements. *See the attachment* for detailed information on wetland expenditures from 2008 to 2022.

What are Automated Vehicle Location Systems (AVLs) and what are the benefits?
AVLs are a means for automatically determining and transmitting the geographic location of a vehicle and the data associated. Forward-facing information also allows the public to see where the plows are, what road maintenance action they're taking (plowing vs brining, for example) and potentially even see by dash cam actual views of the road conditions. Many other states have found success in their expansion of the system.

AVLs allow NDDOT to realize efficiencies in winter operations and travel information, including:

- A full featured AVL system would integrate into current NDDOT systems and any future management systems, saving time, money, and effort in data entry, collection, and processing.
- Data collection leads to analysis and improved operations. AVL equipment installed in the NDDOT snowplow trucks would record their actions, increase transparency, and allow for records automation. The AVL data can be used to generate automated reports which could alert managers and supervisors of deviations from best practices and of other opportunities to increase financial effectiveness in their operations.
- AVLs would allow NDDOT plow operators to make more informed snow and ice control decisions while on the road leading to more seamless boundaries and a safer driving experience across the state.
- Looking to the future, other states have integrated their AVLs with travel information systems, making it possible for the operator to easily see updated road conditions.
- Minnesota is using AVL technology as part of a pilot program that results in the ability to automatically display appropriate travel information on digital boards.

What is the Short Line Rail Revolving Loan Program? A rail loan program for rail-dependent business and North Dakota short line railroads (small regional rail companies). This program upgrades and enhances rail infrastructure that sustains or improves rail service and supports economic development. Maximum loan amount if $5 million or less for projects. Total capitalization of the rail loan program is $22.9 million. For more information on the rail program, visit https://www.dot.nd.gov/divisions/planning/docs/NDDOT%20Rail%20Loan%20Programs%202021.pdf.

Cash Balances 1/12/2023

State Rail Acct with State Treasurer	$6,397,663.33
State Rail Acct at BND	3,496,484.55
Total Available Cash Balance	$9,894,147.88

Outstanding Loan Balances 1/12/2023

Spiritwood Energy Park Association	$3,173,758.98
Red River Valley & Western RR	1,346,347.25
Northern Plains Railroad	5,000,000.00
Red River Valley & Western RR *	3,466,666.69
Total Notes Receivable - Outstanding Loans	$12,986,772.92

*Funded from BND account

What dollar amount of the NDDOT salaries and wages are federal? What is the breakdown of salaries and wages by fulltime, temporary employee, overtime, etc.?

The NDDOT's salary and wages line item is funded with 11% federal funding and 89% state funding.

		2021-23 Biennium Appropriations	2023-25 Budget Recommended
511000	Salaries-Permanent	$129,039,623	$152,441,213
512000	Salaries-Other	515,000	566,500
513000	Temporary Salaries	4,670,483	5,137,531
514000	Overtime	7,716,209	8,487,830
516000	Fringe Benefits	62,168,270	71,582,575
	Total Salaries and Wages	204,109,585	238,215,649
	Federal	25,336,485	26,089,530
	Special	178,773,100	212,126,119
	Total Funding	$204,109,585	$238,215,649

Provide an update on the Construction and Materials Management System.
Approved, large information technology project intended to replace the NDDOT's Roadway Information Management System (RIMS).

RIMS is the primary means for defining and monitoring the state-owned highway network, maintaining an inventory of the roadway features, conditions, and characteristics, and providing decision-makers with the information necessary for funding, business planning, project design, and maintenance programming.

The system is comprised of several modules including a project master schedule, bid opening schedule and a roadway management system which identifies project milestones, highway components, base highway information, roadway information, utilities, billboards, signs, and highway classifications.

RIMS is an antiquated system with limited capabilities which resides on the mainframe. RIMS currently lacks a user-friendly web interface, a robust reporting system, and GPS technology. The NDDOT proposes to remove RIMS from the mainframe via a software conversion or the acquisition of a commercial-off-the-shelf product for a cost of $5,860,000.

Once RIMS is replaced, a construction and materials management system (CMMS) will be added for a cost of $3,800,000. The CMMS ensures materials incorporated into construction projects are properly tested and reported and bonuses or deductions for material quality are appropriately assessed. Currently individual Excel spreadsheets and standalone PDF forms are utilized. Data which is used in multiple locations must be manually re-entered and formula or

calculation errors can occur. The CMMS will meet FHWA requirements, have a single point of data entry, and allow access to real-time information and reporting.

The total cost of removing RIMS from the mainframe and adding a CMMS which was authorized in the 21 – 23 biennium is $9,660,000. The NDDOT has recently completed the required business process analysis. The results of the business process analysis will be utilized to write the Request for Information Proposal to be issued this spring which will define the specifications for the new software system. Given the complexities identified during the business process analysis, the NDDOT anticipates additional funding will be needed in the amount of $6.25 million, a request for this additional funding has been made via an amendment to House Bill 1012.

Payments made to date for the business process analysis total $169,575.00.

Provide additional information on transit funding.

Pat Hansen, Executive Director of South Central Adult Services - Valley City, testified in support of House Bill 1012. She requested the legislature ensure state aid funding for transit providers equals $10 million per biennium. Currently transit providers are struggling due to the decrease in revenues they receive from the highway tax distribution fund.

Current projections for the upcoming biennium indicate that state public transportation will receive $7.5 million from the highway tax distribution fund for the 23 – 35 biennium. Therefore, the transit providers would require an additional $2.5 million over and above the distribution from the highway tax distribution fund.

2023-2025 NDDOT Legislative Infrastructure Funding Request

New Builds – Sections and Satellite Sections

New Builds - $33,129,900 (Sections (23) - $26,055,900 Satellites (10) - $7,074,000)

District / Section Upgrades to include Additions and Wash Bays

$11,774,440 (Upgrades/ADD/Bays-$9,312,915 Salt Bldgs-$1,297,525 Lab Moves-$1,164,000)

Maintenance - District and Sections

$34,362,222

Alarm Phase - $3,947,450 (District Alarm - $2,022,450 Section Alarm - $1,925,000)

Alert Phase - $11,517,050 (District Alert - $3,569,700 Section Alert - $7,947,350)

Caution Phase - $18,193,450 (District Caution - $2,453,200 Section Caution - $15,740,250)

Asbestos - $704,272 *known asbestos located at Sections and Districts

Rest Areas

$28,000,000 (New Builds - $8,000,000 Rehab / Upgrades / Maintenance - $20,000,000)

Elm River Rest Areas (PCN 23500), Oriska Rest Area (PCN 23501), Hailstone Creek Rest Areas (PCN 23502), Lake Agassiz Rest Area (PCN 23503)

Towers

$950,000 (Williston, Tioga - $400,000 complete site and Finley $150,000 tower only)

Central Office

$1,814,033

$575,875 (all 3 estimates) Repairing and Cleaning of Limestone (including Seal/Grount)

Budget estimate #1: Masonry chemical cleaning of the limestone surfaces, miscellaneous limestone patching of 10 SF, and miscellaneous limestone sealant replacement of 1,000 LF. This work could be completed for approximately $164,800.00.

Budget estimate #2: Sealant replacement of all limestone joints. This work could be completed for approximately $286,425.00.

Budget estimate #3: Sealant replacement of all windows, doors, louvers, and granite panels. This work could be completed for approximately $124,650.00.

$650,000 New Windows (1967 era)

$41,622 Bollards and Concrete (East Entrance – $21,365 West Entrance - $20,257)

$546,536 Elevator Modernization Project

Security (Districts, Cental Office, Driver License Sites)

$877,700 ($641,400 plus operational/inflation cost of $236,300)

Ecostruxure ALARM PHASE - $368,100

Security Expert ALARM PHASE - $273,300

Grand Total $110,907,355

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5 Tier Infrastructure Rating System :

IDEAL / LONG RANGE PRIORITY – No visible defects, building is in near new condition.

GOOD / LOW PRIORITY - Building condition is acceptable and exceeds the minimum standards. Some slightly defective or deteriorated components.

CAUTION / MODERATE PRIORITY - Building is in need of preventative or routine maintenance, but the overall condition is adequate.

ALERT / HIGH PRIORITY - Various components of the building are in need of replacement or repair. Building if functional, but improvements should be scheduled.

ALARM / IMMEDIATE PRIORITY – Many components of the building and/or site are in dire need of replacement or repair. Improvements should be made as soon as possible.

Supporting Documentation -

New Builds – Sections and Satellite Sections

NEW BUILDS			Cost Estimate		TOTAL	RUNNING TOTAL
District		**Section**	**Construction**	**Architect Fee**		
Minot	100x90	Towner	$1,179,000	$0	$1,179,000	$1,179,000
Dickinson	118x90	Beach	$1,391,220	$0	$1,391,220	$2,570,220
Grand Forks	100x90	Cavalier	$1,179,000	$0	$1,179,000	$3,749,220
Bismarck	82x90	Center	$966,780	$0	$966,780	$4,716,000
Fargo	82x90	Lidgerwood	$966,780	$0	$966,780	$5,682,780
Devils Lake	82x90	Maddock	$966,780	$0	$966,780	$6,649,560
Williston	100x90	Bowbells	$1,179,000	$0	$1,179,000	$7,828,560
Grand Forks	100x90	Adams	$1,179,000	$0	$1,179,000	$9,007,560
Grand Forks	100x90	Grafton	$1,179,000	$0	$1,179,000	$10,186,560
Valley City	82x90	Ellendale	$966,780	$0	$966,780	$11,153,340
Williston	136x90	Watford City	$1,603,440	$0	$1,603,440	$12,756,780
Fargo	82x90	Forman	$966,780	$0	$966,780	$13,723,560
Fargo	82x90	Wyndemere	$966,780	$0	$966,780	$14,690,340
Fargo	82x90	Lisbon	$966,780	$0	$966,780	$15,657,120
Minot	100x90	Garrison	$1,179,000	$0	$1,179,000	$16,836,120
Minot	82x90	Mohall	$966,780	$0	$966,780	$17,802,900
Valley City	82x90	Oakes	$966,780	$0	$966,780	$18,769,680
Bismarck	82x90	Flasher	$966,780	$0	$966,780	$19,736,460
Bismarck	82x90	Selfridge	$966,780	$0	$966,780	$20,703,240
Devils Lake	118x90	Rolla	$1,391,220	$0	$1,391,220	$22,094,460
Minot	100x90	Velva	$1,179,000	$0	$1,179,000	$23,273,460
Dickinson	118x90	Killdeer	$1,391,220	$0	$1,391,220	$24,664,680
Fargo	118x90	Casselton	$1,391,220	$0	$1,391,220	$26,055,900
District		**Satellite Section**	**Construction**	**Architect Fee**		
Valley City	60x90	Gackle *	$707,400	$0	$707,400	$707,400
Valley City	60x90	Courtenay	$707,400	$0	$707,400	$1,414,800
Valley City	60x90	Litchville *	$707,400	$0	$707,400	$2,122,200
Valley City	60x90	Ashley	$707,400	$0	$707,400	$2,829,600
Devils Lake	60x90	Fessenden *	$707,400	$0	$707,400	$3,537,000
Devils Lake	60x90	Pekin	$707,400	$0	$707,400	$4,244,400
Dickinson	60x90	New England *	$707,400	$0	$707,400	$4,951,800
Dickinson	60x90	Richardton	$707,400	$0	$707,400	$5,659,200
Grand Forks	60x90	Finley *	$707,400	$0	$707,400	$6,366,600
Fargo	60x90	Mayville	$707,400	$0	$707,400	$7,074,000
		*1 person section				

District / Section Upgrades to include Additions and Wash Bays

UPGRADES / ADDITIONS / WASH BAYS			Cost Estimate		TOTAL	RUNNING TOTAL
Devils Lake	70x90	Devils Lake (3 Bays)	$1,060,000	$150,000	$1,210,000	$1,210,000
Devils Lake	(included)	Devils Lake Office	$40,000	$0	$40,000	$1,250,000
Minot	100x100	Minot (4 Bays)	$1,670,000	$200,000	$1,870,000	$3,120,000
Minot	65x30	Minot Office	$200,000	$0	$200,000	$3,320,000
Grand Forks		Administrative Building	$1,560,000	$125,765	$1,685,765	$5,005,765
Dickinson	100x140	Dickinson Truck Barn (4 Bays)	$1,800,000	$200,000	$2,000,000	$7,005,765
Fargo	20x75	Casselton	$286,875	$57,375	$344,250	$7,350,015
Jamestown	40X80	Jamestown	$612,000	$122,400	$734,400	$8,084,415
Williston	75x40	Stanley	$573,750	$114,750	$688,500	$8,772,915
Fargo	20x100	Fargo (1 Bay)*	$150,000	$30,000	$180,000	$8,952,915
Valley City	20x100	Valley City (1 Bay)*	$150,000	$30,000	$180,000	$9,132,915
Bismarck	20x100	Bismarck (1 Bay)*	$150,000	$30,000	$180,000	$9,312,915

SALT BUILDINGS		Cost Estimate		TOTAL	RUNNING TOTAL
Fargo	Fargo	$897,525		$897,525	$897,525
Grand Forks	Drayton	$400,000		$400,000	$1,297,525

LAB MOVES		Cost Estimate		TOTAL	RUNNING TOTAL
Valley City	Valley City	$400,000	$4,000	$404,000	$404,000
Minot	Minot	$300,000	$80,000	$380,000	$784,000
Dickinson	Dickinson	$300,000	$80,000	$380,000	$1,164,000

Maintenance - District and Sections

Facility	Alarm	Alert	Caution	Section Alarm	Section Alert	Section Caution
Bismarck District Bldgs	0	158,250	0	424,500	1,059,900	2,370,050
Devils Lake District Bldgs	31,500	68,050	0	98,000	569,500	3,643,300
Dickinson District Bldgs	90,700	516,450	85,800	603,500	1,030,450	1,120,500
Fargo District Buildings	382,000	393,500	134,000	20,000	1,799,600	3,403,300
GF District Buildings	43,500	1,078,750	1,792,900	394,000	159,750	1,329,900
Minot District Buildings	502,000	284,500	259,000	71,000	682,700	537,650
Valley City District Bldgs	479,750	782,000	95,000	182,000	2,567,550	2,157,300
Williston District Bldgs	493,000	205,000	86,500	132,000	77,900	1,178,250
	$2,022,450	$3,569,700	$2,453,200	$1,925,000	$7,947,350	$15,740,250

Known Asbestos Districts and Sections - $704,272

Rest Areas

ACTIVE VISITOR CENTERS / REST AREAS

Location	Const. Yr	Sq Ft	NDDOH Permit	Type of Facility	Drinking Water	Interstate/ Highway	District		REHAB / Upgrades / Maintenance $20,000,000 / ARP Projects $4,000,000**			$8,000,000 New Build
Alexander Henry	1997	1693	Y	Lagoon	Rural Water	I-29	Grand Forks	6	$64,750	$25,000		Fargo District I-29
Elm River NB	2003	2617		Lagoon	Rural Water	I-29	Fargo	8	$140,000	$84,750	PCN 23500	Dickinson District I-94
Elm River SB	2003	2617		Lagoon	Rural Water	I-29	Fargo	8	$140,000	$84,750	PCN 23500	
Lake Agassiz	1996	2662	Y	Lagoon	Rural Water	I-29	Fargo	8	$350,000	$84,750	PCN 23503	
Beach	2001	3500		City	City	I-94	Dickinson	5	$40,000	$220,750		
Painted Canyon *				Lagoon	Well	I-94	Dickinson	5	*	*		
Hailstone Creek EB	1996	2443	Y	Lagoon	Well	I-94	Bismarck	1	$182,000	$64,750	PCN 23502	
Hailstone Creek WB	1996	2443	Y	Lagoon	Well	I-94	Bismarck	1		$64,750	PCN 23502	
Apple Creek EB	1999	2617	Y	Lagoon	Rural Water	I-94	Bismarck	1	$40,000	$64,750		
Apple Creek WB	1999	2660	Y	Lagoon	Rural Water	I-94	Bismarck	1	$40,000	$64,750		
Crystal Springs EB	1966	1173		Lagoon	Rural Water	I-94	Valley City	2	$10,000			
Medina WB	1995	1296		Lagoon	Rural Water	I-94	Valley City	2	$10,000			
Jamestown EB	2000	2617		Lagoon	Well	I-94	Valley City	2				
Jamestown WB	2000	2617		Lagoon	Well	I-94	Valley City	2		$48,000		
Oriska	1991	1600		Lagoon	Rural Water	I-94	Valley City	2		$48,000	PCN 23501	
Lynchburg	2000	48		Vault	Rural Water	I-94	Fargo	8	$200,000			
Mapleton	2000	48		Vault	Rural Water	I-94	Fargo	8	$200,000			
Crary	1995	2233		Lagoon	Well	2	Devils Lake	3				
Larimore	2000	462		Septic	Rural Water	2	Grand Forks	6	$25,000			
Lewis and Clark IC *				City	City	83	Bismarck	1				
Edgeley	1996	854		Lagoon	Well	281	Valley City	2				
* Facilities operated by another age **$4,000,000 for all architecture and construction costs									$1,441,750	$855,000	$4,000,000	$8,000,000
Phases		1	2	3	4	5						

SECURITY – ALARM PHASE

NDDOT Security Expert and Ecostruxure			Cost Estimate		
			Security Expert	Ecostruxure	
		Bismarck Central Office	$90,900	$160,700	
		Bismarck Materials & Research	$7,700	$36,900	
		Bismarck District Office	$12,700		
		Devils Lake Drivers License	$12,700		
		Devils Lake District Office	$12,700	$23,800	
		Dickinson Drivers License	$12,700		
		Dickinson District Office	$12,700	$37,400	
		Grand Forks Drivers License	$12,700		
		Grand Forks District Office		$26,600	
		Jamestown Drivers License	$12,700		
		Williston Drivers License	$12,700		
		Williston District Office	$12,700	$25,600	
		Minot District Office	$17,500	done	
		Minot Drivers License	done		
		Valley City District Office	$12,700	$23,800	
		Fargo District Office	$17,500	$33,300	
		Fargo Drivers License	$12,700		
		Total:	$273,300	$368,100	$641,400
		Total for just Drivers License	$76,200		
		Operational / Inflation			$236,300
					$877,700

1-Bismarck District		1	2	3	4	5	6
Section							
Bismarck						$225,000	
Center			$225,000		$181,950	$424,300	$147,750
Flasher			$159,500	$128,200	$80,000		$663,500
Glen Ullin							
Linton			$40,000		$154,500	$88,000	$66,750
McClusky				$62,000		$55,050	$488,750
Napoleon					$80,000		$16,750
Selfridge				*$2,000,000			
Steele						$80,000	
Underwood					$373,250		$114,200
		$0	$424,500	$190,200	$869,700	$872,350	$1,497,700

2-Valley City District		1	2	3	4	5	6
Section							
Edgeley							
Gackle	S		$51,000	$301,250	$16,750	$34,000	$123,000
Ellendale		$40,000		*$2,000,000			
Jamestown				$20,000	$67,050	$100,000	$230,000
Courtenay	S		$20,000	$67,050	$465,000	$123,000	$86,750
Medina			$20,000	$194,700		$3,100	$249,750
Oakes			$51,000	$169,300	$515,200	$123,000	$249,750
Valley City						$50,000	$82,550
Litchville	S			$247,000	$106,750	$155,200	$50,000
Wishek							$139,500
Ashley	S			$231,500	$166,000	$316,200	$41,500
		$40,000	$142,000	$1,230,800	$1,336,750	$904,500	$1,252,800

3-Devils Lake District		1	2	3	4	5	6
Section							
Cando							
Starkweather	S				$358,700	$810,550	$112,000
Carrington					$117,500		$424,100
Fessenden	S			*$2,000,000			
Devils Lake						$287,000	$22,750
Pekin	S			$68,000	$286,000	$112,000	$387,050
Langdon				$3,100		$80,000	$201,750
Maddock				$213,000		$581,350	$341,000
Rolla		$50,000	$48,000	$353,000	$216,500	$98,750	
Rugby							$185,000
		$50,000	$48,000	$637,100	$978,700	$1,969,650	$1,673,650

4-Minot District		1	2	3	4	5	6
Section							
Bottineau					$77,500		
Garrison			$16,750	$51,000	$554,200	$184,250	$275,900
Harvey							
Kenmare						$77,500	
Minot							
Mohall					*$2,000,000		
Parshall							
Towner				*$2,000,000			
Velva			$71,000	*$2,000,000			
		$0	$87,750	$51,000	$631,700	$261,750	$275,900
5-Dickinson District		1	2	3	4	5	6
Section							
Beach		*$2,000,000					
Belfield						$251,200	
Beulah				$3,100			$66,200
Bowman			$62,000	$226,000	$275,050	$90,000	$194,700
Dickinson			$541,500	$62,000	$194,200	$50,000	$40,000
New England	S			*$2,000,000			
Hettinger							
Killdeer				$3,100	$82,000	$193,700	
Halliday	S			*$2,000,000			
Mott					$185,000	$40,000	$194,700
Richardton	S			*$2,000,000			
		$0	$603,500	$294,200	$736,250	$624,900	$495,600
6-Grand Forks District		1	2	3	4	5	6
Section							
Adams			$82,000	$41,000		$102,000	$302,750
Cavalier			$82,000	$41,000	$77,750	$16,750	$254,750
Cooperstown							
Finley	S					$66,200	$40,000
Drayton							
Grafton			$230,000			$41,000	$271,800
Grand Forks						$77,500	$66,200
Larimore							$66,200
Michigan							$24,750
		$0	$394,000	$82,000	$77,750	$303,450	$1,026,450

7-Williston District		1	2	3	4	5	6
Section							
Bowbells			$50,000	*$2,000,000			
Crosby						$40,000	$341,000
New Town							
Stanley					$56,150	$34,000	$316,750
Tioga							
Watford City					$16,750		$446,500
Williston			$82,000		$5,000		
		$0	$132,000	$0	$77,900	$74,000	$1,104,250

8-Fargo District		1	2	3	4	5	6
Section							
Casselton		$20,000		$217,000	$100,000	$1,038,550	
Fargo							
Forman				$40,000	$24,750	$1,151,100	
Hillsboro							
Mayville	S			*$2,000,000			
Lidgerwood				*$2,000,000			$50,000
Lisbon				$82,000	$110,000	$1,158,600	
Wyndemere				$92,000	$1,133,850		
Wahpeton						$5,050	
		$20,000	$0	$431,000	$1,368,600	$3,353,300	$50,000
		$110,000	$1,831,750	$2,916,300	$6,077,350	$8,363,900	$7,376,350
		ALARM		ALERT		CAUTION	

SITE: Bismarck	
BUILDING: Bismarck Section	
DATE: 2/25/22	
EVALUATOR: Nehls	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE: Center	
BUILDING: Center Section	
DATE: 2/25/2022	
EVALUATOR: Nehls	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE: Flasher	
BUILDING: Flasher Shop & Office	40X60 Shop 14X20 Office
DATE: 2/23/22	
EVALUATOR: Nehls	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE: Glen Ullin	
BUILDING: Section Building	
DATE: 2/22/22	
EVALUATOR:Nehls	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE: Linton	
BUILDING: Linton Section Building	1989
DATE: 2/25/22	
EVALUATOR: Nehls	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE: McClusky	
BUILDING:McClusky Section	
DATE: 2/25/22	
EVALUATOR: Nehls	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE: Napoeon	
BUILDING: Section Building	
DATE: 2/22/22	
EVALUATOR: Nehls	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE: Selfridge	
BUILDING: Section Building	
DATE: 2/25/22	
EVALUATOR: Nehls	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE: Steele	
BUILDING: Section Building	
DATE: 2/25/22	
EVALUATOR: Nehls	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE: Underwood	
BUILDING: Section Building	
DATE: 2/22/21	
EVALUATOR: Nehls	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10	
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10	
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10	
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10	
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10	
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10	
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10	
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10	
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10	
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10	
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10	
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10	
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10	
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10	
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10	
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10	
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10	
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10	
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10	
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10	
Environmental	50		0	1	2	3	4	5	6	7	8	9	10	
Structural	50		0	1	2	3	4	5	6	7	8	9	10	
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10	
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10	
Gravel	25		0	1	2	3	4	5	6	7	8	9	10	
			Danger	Alarm		Alert		Caution		Acceptable				

SITE:	Cando
BUILDING:	Section Building
DATE:	March 08,2021
EVALUATOR:	Blake Gottbreht-Mike Pike

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Carrington
BUILDING:	Section Building B3-114
DATE:	March 08,2021
EVALUATOR:	Blake Gottbreht-Mike Pike

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Devils Lake
BUILDING:	Section Building B3-010
DATE:	March 08,2021
EVALUATOR:	Blake Gottbreht-Mike Pike

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Devils Lake Shop
BUILDING:	Shop Building
DATE:	March 08,2021
EVALUATOR:	Blake Gottbreht-Mike Pike

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Fessenden
BUILDING:	Carrington Section- Rented to the County
DATE:	March 08,2021
EVALUATOR:	Blake Gottbreht-Mike Pike

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Langdon
BUILDING:	Section Building B3-113
DATE:	March 08,2021
EVALUATOR:	Blake Gottbreht-Mike Pike

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Maddock
BUILDING:	Section Building
DATE:	March 08,2021
EVALUATOR:	Blake Gottbreht-Mike Pike

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Pekin
BUILDING:	Section Building B3107-01
DATE:	March 08,2021
EVALUATOR:	Blake Gottbreht-Mike Pike

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Rolla
BUILDING:	Section Building
DATE:	March 08,2021
EVALUATOR:	Blake Gottbreht-Mike Pike

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Rugby
BUILDING:	Section Building B3-140
DATE:	March 08,2021
EVALUATOR:	Blake Gottbreht-Mike Pike

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Starkweather B3-108
BUILDING:	Cando Section
DATE:	March 08,2021
EVALUATOR:	Blake Gottbreht-Mike Pike

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Beach
BUILDING:	1984 Construction, 50x76 w/20x20 office addition. Two OH doors on east side, City Water. No city sewer. MDU gas and electric
DATE:	2/18/2020
EVALUATOR:	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Belfield
BUILDING:	2006 Construction, 70x120, Five OH doors on south side and one on east, city water and sewer, MDU gas and electric
DATE:	2/18/2020
EVALUATOR:	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Beulah
BUILDING:	2008 Construction, 60x120, city water and sewer, Five OH doors on south side and one on west, Roughrider Electric, 1000 gal pro
DATE:	2/18/2020
EVALUATOR:	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Bowman
BUILDING:	1985 Construction, 50x76 w/20x20 office addition, two OH doors on south end, City water, No city sewer, Slope Electric, MDU gas
DATE:	2/18/2020
EVALUATOR:	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Dickinson
BUILDING:	1977 Construction, 60x100, two OH doors on south end and one on north (not drive through), City water and sewer, MDU gas and
DATE:	2/18/2020
EVALUATOR:	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Halliday
BUILDING:	1973 Construction, 40x60, One OH door on south end, city water, no city sewer, MDU electric, 1000 gal propane
DATE:	2/18/2020
EVALUATOR:	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10	
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10	
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10	
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10	
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10	
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10	
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10	
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10	
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10	
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10	
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10	
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10	
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10	
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10	
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10	
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10	
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10	
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10	
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10	
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10	
Environmental	50		0	1	2	3	4	5	6	7	8	9	10	
Structural	50		0	1	2	3	4	5	6	7	8	9	10	
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10	
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10	
Gravel	25		0	1	2	3	4	5	6	7	8	9	10	
			Danger	Alarm		Alert		Caution		Acceptable				

SITE:	Hettinger
BUILDING:	2016 Construction, 60x90, Three OH doors on north and two on south (drive through style), SW water, no city sewer, Slope Electr
DATE:	2/18/2020
EVALUATOR:	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Killdeer
BUILDING:	1971 40x60 w/2005 50x60 addition, One OH door on original building and three OH doors on addition, city water and sewer, MDU
DATE:	2/18/2020
EVALUATOR:	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Mott
BUILDING:	2004 Construction, 70x100, Four OH doors on south side and one on west, SW water, no city sewer, MDU Electric, 2000 gal propan
DATE:	2/18/2020
EVALUATOR:	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	New England
BUILDING:	1973 construction, 40x60 w/15x15 office addition, one OH door on east end, SW water, no city sewer, Slope electric, 1000 gal pro
DATE:	2/18/2020
EVALUATOR:	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10	
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10	
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10	
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10	
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10	
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10	
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10	
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10	
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10	
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10	
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10	
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10	
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10	
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10	
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10	
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10	
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10	
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10	
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10	
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10	
Environmental	50		0	1	2	3	4	5	6	7	8	9	10	
Structural	50		0	1	2	3	4	5	6	7	8	9	10	
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10	
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10	
Gravel	25		0	1	2	3	4	5	6	7	8	9	10	
			Danger	Alarm		Alert		Caution		Acceptable				

SITE:	Richardton
BUILDING:	1970 Construction, 40x60 w/20x20 office, one OH door on south end, city water and sewer, MDU electric and gas
DATE:	2/18/2020
EVALUATOR:	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

Casselton	
Shop	
4/14/2021	
Kent Leysring	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	x	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	x	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	x	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	x	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	x	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	x	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	x	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	x	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	x	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	x	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	x	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	x	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	x	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	x	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	x	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	x	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	x	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	x	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	x	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	x
Environmental	50		0	1	2	3	4	5	6	x	8	9	10
Structural	50		0	1	2	3	X	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	x	5	6	7	8	9	10
Waste Water Removal	50		0	1	x	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	x	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

Fargo	
SouthTruck Shop	
4/14/2021	
EVALUATOR:Kent Leysring	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	X
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	X
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	X
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	X
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	X
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	X
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	X
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	X
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	X
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	X
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	X
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	X
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	X
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	X
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	X
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	X
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	X
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	X
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	X
Lot Size	50		0	1	2	3	4	5	6	7	8	9	X
Environmental	50		0	1	2	3	4	5	6	7	8	9	X
Structural	50		0	1	2	3	4	5	6	7	8	9	X
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	X
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	X
Gravel	25		0	1	2	3	4	5	6	7	8	9	X
			Danger	Alarm		Alert		Caution		Acceptable			

Forman	
Truck Shop	
Date: 4/14/2021	
EVALUATOR: Kent Leysring	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	X	6	7	8	9	10	
In-Floor Heat	50	24,750	0	1	2	3	4	X	6	7	8	9	10	
Hot Water Pumps	30	22,750	0	1	2	3	4	X	6	7	8	9	10	
Electric DHW Heater	10	3,100	0	1	2	3	4	X	6	7	8	9	10	
Hanging Unit Heaters	18	24,750	0	1	2	3	X	5	6	7	8	9	10	
HVAC System	20	279,000	0	1	2	3	4	X	6	7	8	9	10	
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	X	
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	X	
Electric Controls	16	37,750	0	1	2	3	4	X	6	7	8	9	10	
Electrical Distribution	30	230,000	0	1	2	3	4	X	6	7	8	9	10	
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	X	6	7	8	9	10	
Interior Doors	30	34,000	0	1	2	3	4	X	6	7	8	9	10	
Exterior Doors	20	77,500	0	1	2	3	4	X	6	7	8	9	10	
Overhead Shop Doors	20	66,200	0	1	2	3	4	X	6	7	8	9	10	
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	X	6	7	8	9	10	
Metal Roofing System	25	82,000	0	1	2	3	4	X	6	7	8	9	10	
Metal Cladding	75	41,000	0	1	2	3	4	X	6	7	8	9	10	
Exterior Concrete	50	185,000	0	1	2	3	4	5	X	7	8	9	10	
Interior Concrete	50	62,000	0	1	2	3	4	5	X	7	8	9	10	
Lot Size	50		0	1	2	3	4	5	6	7	8	9	X	
Environmental	50		0	1	2	3	4	5	6	X	8	9	10	
Structural	50		0	1	2	3	4	5	6	7	8	9	10	
Water Supply In	50		0	1	2	3	X	5	6	7	8	9	10	
Waste Water Removal	50		0	1	2	3	X	5	6	7	8	9	10	
Gravel	25		0	1	2	3	4	5	6	X	8	9	10	
			Danger	Alarm		Alert		Caution		Acceptable				

Hillsboro	
BUILDING: Truck Shop	
4/14/2021	
EVALUATOR: Kent Leysring	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	X
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	X
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	X
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	X
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	X
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	X
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	X
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	X
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	X
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	X
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	X
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	X
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	X
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	X
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	X
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	X
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	X
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	X
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	X
Lot Size	50		0	1	2	3	4	5	6	7	8	9	X
Environmental	50		0	1	2	3	4	5	6	7	8	9	X
Structural	50		0	1	2	3	4	5	6	7	8	9	X
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	X
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	X
Gravel	25		0	1	2	3	4	5	6	7	8	9	X
			Danger	Alarm		Alert		Caution		Acceptable			

SITE: Lidgerwood	
BUILDING: Shop	
DATE: 4/14/2021	
EVALUATOR: Kent Leysring	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	X	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	X	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	X	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	X	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	X	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	X	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	X
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	X
Electric Controls	16	37,750	0	1	2	X	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	X	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	X	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	X	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	X	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	X	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	X	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	X
Metal Cladding	75	41,000	0	1	2	X	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	X	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	X	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	X	9	10
Environmental	50		0	1	2	3	4	5	6	X	8	9	10
Structural	50		0	1	2	X	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	X	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	X
Gravel	25		0	1	2	3	4	X	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE: Lisbon	
BUILDING: Shop	
DATE: 4/14/2021	
EVALUATOR: Kent Leysring	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	X	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	X	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	X	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	X	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	X	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	X	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	X	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	X	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	X	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	X	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	X	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	X	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	X	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	X	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	X	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	X	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	X	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	X	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	X
Environmental	50		0	1	2	3	4	5	6	X	8	9	10
Structural	50		0	1	2	3	4	5	X	7	8	9	10
Water Supply In	50		0	1	2	3	X	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	X	5	6	7	8	9	10
Gravel	25		0	1	2	3	X	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

Mayville	
BUILDING: Shop	
DATE: 4/14/2021	
EVALUATOR: Kent Leysring	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	X	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	X	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	X	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	X	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	X	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	X	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	X	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	X	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	X	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	X	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	X	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	X	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	X	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	X	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	X	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	X	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	X	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	X	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	X	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	X
Environmental	50		0	1	2	3	4	5	6	X	8	9	10
Structural	50		0	1	2	X	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	X	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	X	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	X	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

Wahpeton	
BUILDING: Shop	
DATE: 4/14/2021	
EVALUATOR: Kent Leysring	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	X	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	X	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	X	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	X	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	X	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	X	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	X	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	X	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	X	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	X	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	X	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	X	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	X	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	X	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	X	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	X
Metal Cladding	75	41,000	0	1	2	3	4	5	6	X	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	X	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	X	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	X	10
Environmental	50		0	1	2	3	4	5	6	X	8	9	10
Structural	50		0	1	2	3	4	5	6	X	8	9	10
Water Supply In	50		0	1	2	X	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	X	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	X	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE: Wyndmere	
BUILDING: Shop	
DATE: 4/14/2021	
EVALUATOR: Kent Leysring	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	X	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	X	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	X	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	X	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	X
HVAC System	20	279,000	0	1	2	3	X	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	X	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	X	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	X	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	X	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	X	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	X	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	X	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	X	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	X	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	X	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	X	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	X	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	X	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	X
Environmental	50		0	1	2	3	4	5	6	X	8	9	10
Structural	50		0	1	2	3	4	5	X	7	8	9	10
Water Supply In	50		0	1	2	3	X	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	X	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	X	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE: Adams	
BUILDING: B6-108	
DATE: 2/25/2021	
EVALUATOR: Matt Vold	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	X	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	X	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	X	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	X	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	X	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	X	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	X	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	X	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	X	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	X	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	X	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	X	8	9	10
Metal Roofing System	25	82,000	0	1		3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	X	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	X	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	X	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	X	8	9	10
Structural	50		0	1	2	3	4	5	6	X	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	X	9	10
Waste Water Removal	50		0	1	2	3	4	X	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	X	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE: Cavalier	
BUILDING: B6-104	
DATE: 2/25/2022	
EVALUATOR: Matt Vold	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	X	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	X	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	X	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	X	8	9	10
Electric Controls	16	37,750	0	1	2	3	X	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	X	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	X	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	X	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	X	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	X	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	X	8	9	10
Metal Roofing System	25	82,000	0	1	X	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	X	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	X	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	X	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	X	8	9	10
Structural	50		0	1	2	3	4	5	6	X	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	X	8	9	10
Waste Water Removal	50		0	1	2	3	X	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	X	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE: Cooperstown	
BUILDING: B6-011	
DATE: 2/25/2022	
EVALUATOR: Matt Vold	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	X	10	
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	X	10	
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	X	10	
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	X	10	
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	X	10	
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	X	10	
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10	
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	X	9	10	
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	X	10	
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	X	10	
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	X	10	
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	X	10	
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	X	10	
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	X	10	
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	X	10	
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	X	10	
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	X	10	
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	X	9	10	
Interior Concrete	50	62,000	0	1	2	3	4	5	6	X	8	9	10	
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10	
Environmental	50		0	1	2	3	4	5	6	7	X	9	10	
Structural	50		0	1	2	3	4	5	6	7	8	X	10	
Water Supply In	50		0	1	2	3	4	5	6	7	8	X	10	
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	X	10	
Gravel	25		0	1	2	3	4	5	6	7	X	9	10	
			Danger	Alarm		Alert		Caution		Acceptable				

SITE: Drayton	
BUILDING: B6-118	
DATE: 2/23/2022	
EVALUATOR:Matt Vold	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	X	9	10	
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	X	9	10	
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	X	9	10	
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	X	9	10	
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	X	9	10	
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10	
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10	
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10	
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	X	9	10	
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	X	9	10	
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	X	9	10	
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	X	10	
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	X	10	
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	X	8	9	10	
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	X	9	10	
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	X	10	
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	X	10	
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	X	9	10	
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	X	9	10	
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10	
Environmental	50		0	1	2	3	4	5	6	7	X	9	10	
Structural	50		0	1	2	3	4	5	6	7	8	X	10	
Water Supply In	50		0	1	2	3	4	5	6	X	8	9	10	
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	X	10	
Gravel	25		0	1	2	3	4	5	6	7	8	X	10	
			Danger	Alarm		Alert		Caution		Acceptable				

Finley	
BUILDING:	
DATE: 2/25/2022	
EVALUATOR: Matt Vold	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10	
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10	
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10	
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	X	8	9	10	
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	X	10	
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10	
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	X	8	9	10	
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	X	8	9	10	
Electric Controls	16	37,750	0	1	2	3	4	5	6	X	8	9	10	
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	X	9	10	
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	X	8	9	10	
Interior Doors	30	34,000	0	1	2	3	4	5	6	X	8	9	10	
Exterior Doors	20	77,500	0	1	2	3	4	5	6	X	8	9	10	
Overhead Shop Doors	20	66,200	0	1	2	3	4	X	6	7	8	9	10	
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	X	8	9	10	
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	X	8	9	10	
Metal Cladding	75	41,000	0	1	2	3	4	5	6	X	8	9	10	
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	X	8	9	10	
Interior Concrete	50	62,000	0	1	2	3	4	5	6	X	8	9	10	
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10	
Environmental	50		0	1	2	3	4	5	6	X	8	9	10	
Structural	50		0	1	2	3	4	5	6	7	X	9	10	
Water Supply In	50		0	1	2	3	4	5	6	7	X	9	10	
Waste Water Removal	50		0	1	2	3	4	5	X	7	8	9	10	
Gravel	25		0	1	2	3	4	5	6	7	X	9	10	
			Danger	Alarm		Alert		Caution		Acceptable				

SITE: B6-012	
BUILDING: Grand Forks truck shed	
DATE: 2/25/2022	
EVALUATOR: Matt Vold	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	X	10	
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	X	10	
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	X	10	
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	X	9	10	
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	X	8	9	10	
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10	
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10	
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	X	9	10	
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	X	10	
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	X	10	
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	X	9	10	
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	X	10	
Exterior Doors	20	77,500	0	1	2	3	4	X	6	7	8	9	10	
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	X	7	8	9	10	
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10	
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	X	10	
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	X	10	
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	X	9	10	
Interior Concrete	50	62,000	0	1	2	3	4	5	6	X	8	9	10	
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10	
Environmental	50		0	1	2	3	4	5	6	X	8	9	10	
Structural	50		0	1	2	3	4	5	6	7	8	X	10	
Water Supply In	50		0	1	2	3	4	5	6	X	8	9	10	
Waste Water Removal	50		0	1	2	3	4	5	6	7	X	9	10	
Gravel	25		0	1	2	3	4	5	6	X	8	9	10	
			Danger	Alarm		Alert		Caution		Acceptable				

SITE: Grafton	
BUILDING: B6-115	
DATE: 2/23/2022	
EVALUATOR: Matt Vold	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	X	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	X	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	X	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	X	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	X	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	X	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	X	7	8	9	10
Electrical Distribution	30	230,000	0	1	X	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	X	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	X	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	X	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	X	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	X	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	X	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	X	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	X	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	X	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	X	9	10
Structural	50		0	1	2	3	4	5	6	7	X	9	10
Water Supply In	50		0	1	2	3	4	5	6	X	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	X	8	9	10
Gravel	25		0	1	2	3	4	5	6	X	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE: B6-111	
BUILDING: Larimore	
DATE: 2/25/2012	
EVALUATOR: Matt Vold	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	X	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	X	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	X	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	X	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	X	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	X	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	X	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	X	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	X	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	X	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	X	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	X	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	X	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	X	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	X	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	X	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	X	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	X	10
Structural	50		0	1	2	3	4	5	6	7	8	X	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	X	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	X	9	10
Gravel	25		0	1	2	3	4	5	6	7	X	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

Michigan	
BUILDING: B6-117	
DATE: 2/25/2022	
EVALUATOR: Matt Vold	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10	
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10	
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10	
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	X	9	10	
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	X	7	8	9	10	
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10	
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	X	9	10	
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	X	9	10	
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	X	10	
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	X	10	
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	X	10	
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	X	9	10	
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	X	9	10	
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	X	9	10	
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	X	10	
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	X	10	
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	X	10	
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	X	8	9	10	
Interior Concrete	50	62,000	0	1	2	3	4	5	6	X	8	9	10	
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10	
Environmental	50		0	1	2	3	4	5	6	7	8	X	10	
Structural	50		0	1	2	3	4	5	6	7	8	X	10	
Water Supply In	50		0	1	2	3	4	5	6	7	X	9	10	
Waste Water Removal	50		0	1	2	3	4	5	6	7	X	9	10	
Gravel	25		0	1	2	3	4	5	6	7	X	9	10	
			Danger	Alarm		Alert		Caution		Acceptable				

Bottineau Section	
Bottineau Section	
3/1/2021	
Monty Lee	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10	none
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10	none
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10	Rating 9
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10	none
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10	Rating 9-
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10	Rating 8-
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10	Rating 7-
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10	Rating 8
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10	Rating 7
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10	Rating 8
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10	Rating 8
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10	Rating 8
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10	Rating 9
Environmental	50		0	1	2	3	4	5	6	7	8	9	10	Rating 9
Structural	50		0	1	2	3	4	5	6	7	8	9	10	Rating 9
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10	Rating 9
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10	Rating 9
Gravel	25		0	1	2	3	4	5	6	7	8	9	10	Rating 9
			Danger	Alarm		Alert		Caution		Acceptable				

Garrison	
BUILDING:	
3/2/2021	
Monty Lee	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10	none
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10	none
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10	none
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10	Rating 6 a
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10	Rating 5 (
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10	none
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10	Rating 2
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10	Rating 7-
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10	Rating 6-
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10	Rating 6-
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10	Rating 6-
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10	Rating 7
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10	Rating 5-
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	.	Rating 4-
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10	Rating 3-
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10	Rating 5-
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10	Rating 4-
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10	Rating 4-
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10	Rating 4-
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10	Rating 7
Environmental	50		0	1	2	3	4	5	6	7	8	9	10	Rating 7
Structural	50		0	1	2	3	4	5	6	7	8	9	10	Rating 4
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10	Rating 7 (
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10	Rating 7 (
Gravel	25		0	1	2	3	4	5	6	7	8	9	10	Rating 7
			Danger	Alarm		Alert		Caution		Acceptable				

SITE:	
Harvey	
3/2/2021	
Monty Lee	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10	none
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10	none
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10	Rating 9
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10	none
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10	Rating 9,
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10	Rating 9
Environmental	50		0	1	2	3	4	5	6	7	8	9	10	Rating 9
Structural	50		0	1	2	3	4	5	6	7	8	9	10	Rating 9
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10	Rating 9
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10	Rating 9
Gravel	25		0	1	2	3	4	5	6	7	8	9	10	Rating 9
			Danger	Alarm		Alert		Caution		Acceptable				

Kenmare Section	
BUILDING:	
2/17/2021	
Monty Lee	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10	none
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10	none
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10	none
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10	Rating 7
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10	Rating 7...
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10	none
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10	Rating 10-
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10	Rating 6 h
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10	Rating 8
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10	Rating 8
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10	Rating 8
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10	Rating 8
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10	Rating 6
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10	Rating 7 h
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10	Rating 6 v
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10	Rating 8
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10	Rating 8, v
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10	Rating 10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10	Rating 10
Structural	50		0	1	2	3	4	5	6	7	8	9	10	Rating 10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10	Rating 9
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10	Rating 9
Gravel	25		0	1	2	3	4	5	6	7	8	9	10	Rating 10
			Danger	Alarm		Alert		Caution		Acceptable				

Mohall Section	
BUILDING:	
2/17/2021	
Monty Lee	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10	None
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10	None
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10	None
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10	Rating 8-
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10	Rating 4,
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10	None
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10	Rating 4,
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10	Rating 6,
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10	Rating 5
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10	Rating 4,
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10	Rating 3,
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10	Rating 6
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10	Rating 4,
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10	rating 4,
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10	Rating 2,
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10	rating 2,
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10	Rating 4
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10	Rating 4,
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10	Rating 6,
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10	Rating 7
Environmental	50		0	1	2	3	4	5	6	7	8	9	10	rating 7
Structural	50		0	1	2	3	4	5	6	7	8	9	10	Rating 2,
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10	Rating 7
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10	Rating 2
Gravel	25		0	1	2	3	4	5	6	7	8	9	10	Rating 7
			Danger	Alarm		Alert		Caution		Acceptable				

Parshall	
BUILDING:	
3/3/2021	
Monty Lee	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10	None
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10	Rating 8
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10	None
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10	Rating 8
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10	Rating 8
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10	None
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10	Rating 8,
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10	Rating 9
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10	Rating 8,
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10	Rating 8
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	?	Rating 9
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10	Rating 8
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10	Rating 8
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10	Rating 8
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10	Rating 8
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10	Rating 7
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10	Rating 8
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10	Rating 9
Environmental	50		0	1	2	3	4	5	6	7	8	9	10	Rating 9
Structural	50		0	1	2	3	4	5	6	7	8	9	10	Rating 9
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10	rating 9,
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10	Rating 9
Gravel	25		0	1	2	3	4	5	6	7	8	9	10	Rating 9
			Danger	Alarm		Alert		Caution		Acceptable				

Towner Section	
BUILDING:	
2/18/2021	
Monty Lee	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10	none
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10	none
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10	none
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10	Rating 5,
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10	Rating 4
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10	none
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10	Rating 4,
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10	Rating 1
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10	Rating 2
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10	Rating 2
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10	Rating 1
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10	Rating 1
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10	Rating 1
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10	Rating 0
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10	Rating 0
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10	Rating 0
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10	Rating 0
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10	Rating 0
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10	Rating 0
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10	Rating 7
Environmental	50		0	1	2	3	4	5	6	7	8	9	10	Rating 7
Structural	50		0	1	2	3	4	5	6	7	8	9	10	Rating 0
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10	Rating 5
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10	Rating 5
Gravel	25		0	1	2	3	4	5	6	7	8	9	10	Rating 5
			Danger	Alarm		Alert		Caution		Acceptable				

Velva	
BUILDING:	
2/16/2021	
Monty Lee	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10	none
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10	none
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10	none
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10	rating number 7
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10	rating number 7
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10	none
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	7	rating number 7
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10	rating number 8
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10	rating number 7
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10	rating number 7,
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10	rating number 6,
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10	rating number 7
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10	rating number 6,
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10	Rating 8 ...frame
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10	rating number 4,
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10	rating number 7
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10	rating number 7
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10	rating number 7
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10	rating number 5,
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10	rating number 2,
Environmental	50		0	1	2	3	4	5	6	7	8	9	10	rating number 2,
Structural	50		0	1	2	3	4	5	6	7	8	9	10	rating number 7
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10	rating number 5,
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10	rating number 3,
Gravel	25		0	1	2	3	4	5	6	7	8	9	10	rating number 7
			Danger	Alarm		Alert		Caution		Acceptable				

SITE:	520 7th ST. SW Ashley, ND 58413
BUILDING:	Ashley /Wishek section
DATE:	2/11/2022
EVALUATOR:	Kent Kosse/Terri Biggers

INFRASTRUCTURE	Years	Est. Cost	RATING
Bunham Boiler	25	197,000	
In-Floor Heat	50	24,750	
Hot Water Pumps	30	22,750	
Electric DHW Heater	10	3,100	9
Hanging Unit Heaters	18	24,750	6
HVAC System	20	279,000	
Lighting (internal / non LED)	20	16,750	6
Lighting (external / non LED)	20	48,000	8
Electric Controls	16	37,750	
Electrical Distribution	30	230,000	5
Domestic Plumbing Fixtures	30	5,050	7
Interior Doors	30	34,000	4
Exterior Doors	20	77,500	3
Overhead Shop Doors	20	66,200	5
Vinyl Double Pane Windows	20	51,000	3
Metal Roofing System	25	82,000	4
Metal Cladding	75	41,000	3
Exterior Concrete	50	185,000	
Interior Concrete	50	62,000	3
Lot Size	50		6
Environmental	50		6
Structural	50		4
Water Supply In	50		9
Waste Water Removal	50		5
Gravel	25		6
		Danger	Alarm / Alert / Caution / Acceptable

SITE:	9160 HWY 20 SE Courtenay, ND 58426
BUILDING:	Courtenay/Jamestown Section
DATE:	2/10/2022
EVALUATOR:	Kent Kosse/Marc Hoffman

INFRASTRUCTURE	Years	Est. Cost	RATING
Bunham Boiler	25	197,000	
In-Floor Heat	50	24,750	
Hot Water Pumps	30	22,750	
Electric DHW Heater	10	3,100	10
Hanging Unit Heaters	18	24,750	7
HVAC System	20	279,000	
Lighting (internal / non LED)	20	16,750	6
Lighting (external / non LED)	20	48,000	8
Electric Controls	16	37,750	
Electrical Distribution	30	230,000	4
Domestic Plumbing Fixtures	30	5,050	3
Interior Doors	30	34,000	7
Exterior Doors	20	77,500	8
Overhead Shop Doors	20	66,200	7
Vinyl Double Pane Windows	20	51,000	8
Metal Roofing System	25	82,000	5
Metal Cladding	75	41,000	5
Exterior Concrete	50	185,000	4
Interior Concrete	50	62,000	3
Lot Size	50		8
Environmental	50		6
Structural	50		4
Water Supply In	50		6
Waste Water Removal	50		2
Gravel	25		7
			Danger / Alarm / Alert / Caution / Acceptable

SITE:	402 7th AVE. E Edgeley, ND 58433
BUILDING:	Edgeley section
DATE:	2/10/2022
EVALUATOR:	Kent Kosse / Kelly Bacon

INFRASTRUCTURE	Years	Est. Cost	RATING
Bunham Boiler	25	197,000	10
In-Floor Heat	50	24,750	10
Hot Water Pumps	30	22,750	10
Electric DHW Heater	10	3,100	10
Hanging Unit Heaters	18	24,750	10
HVAC System	20	279,000	10
Lighting (internal / non LED)	20	16,750	10
Lighting (external / non LED)	20	48,000	10
Electric Controls	16	37,750	10
Electrical Distribution	30	230,000	10
Domestic Plumbing Fixtures	30	5,050	10
Interior Doors	30	34,000	10
Exterior Doors	20	77,500	10
Overhead Shop Doors	20	66,200	10
Vinyl Double Pane Windows	20	51,000	10
Metal Roofing System	25	82,000	10
Metal Cladding	75	41,000	10
Exterior Concrete	50	185,000	10
Interior Concrete	50	62,000	9
Lot Size	50		7
Environmental	50		10
Structural	50		10
Water Supply In	50		10
Waste Water Removal	50		10
Gravel	25		7
			Danger / Alarm / Alert / Caution / Acceptable

SITE:	8885 97th ST SE
BUILDING:	Ellendale Section
DATE:	2/10/2022
EVALUATOR:	Kent Kosse/Neil Schumacher

INFRASTRUCTURE	Years	Est. Cost	RATING
Bunham Boiler	25	197,000	
In-Floor Heat	50	24,750	
Hot Water Pumps	30	22,750	
Electric DHW Heater	10	3,100	3
Hanging Unit Heaters	18	24,750	7
HVAC System	20	279,000	2
Lighting (internal / non LED)	20	16,750	2
Lighting (external / non LED)	20	48,000	7
Electric Controls	16	37,750	
Electrical Distribution	30	230,000	5
Domestic Plumbing Fixtures	30	5,050	3
Interior Doors	30	34,000	2
Exterior Doors	20	77,500	5
Overhead Shop Doors	20	66,200	8
Vinyl Double Pane Windows	20	51,000	
Metal Roofing System	25	82,000	2
Metal Cladding	75	41,000	3
Exterior Concrete	50	185,000	8
Interior Concrete	50	62,000	2
Lot Size	50		7
Environmental	50		5
Structural	50		3
Water Supply In	50		3
Waste Water Removal	50		10
Gravel	25		7
		Danger	Alarm / Alert / Caution / Acceptable

SITE:	5491 HWY 56 Gackle, ND 58442
BUILDING:	Gackle/Edgeley Section
DATE:	2/10/2022
EVALUATOR:	Kent Kosse/Kelly Bacon

INFRASTRUCTURE	Years	Est. Cost	RATING
Bunham Boiler	25	197,000	
In-Floor Heat	50	24,750	
Hot Water Pumps	30	22,750	
Electric DHW Heater	10	3,100	9
Hanging Unit Heaters	18	24,750	7
HVAC System	20	279,000	
Lighting (internal / non LED)	20	16,750	4
Lighting (external / non LED)	20	48,000	8
Electric Controls	16	37,750	
Electrical Distribution	30	230,000	3
Domestic Plumbing Fixtures	30	5,050	3
Interior Doors	30	34,000	5
Exterior Doors	20	77,500	7
Overhead Shop Doors	20	66,200	3
Vinyl Double Pane Windows	20	51,000	2
Metal Roofing System	25	82,000	6
Metal Cladding	75	41,000	6
Exterior Concrete	50	185,000	
Interior Concrete	50	62,000	7
Lot Size	50		9
Environmental	50		8
Structural	50		7
Water Supply In	50		5
Waste Water Removal	50		8
Gravel	25		8
		Danger	Alarm / Alert / Caution / Acceptable

SITE:	3568 81st AVE SE Jamestown, ND 58401
BUILDING:	Jamestown section
DATE:	2/10/2022
EVALUATOR:	Kent Kosse/Marc Hoffman

INFRASTRUCTURE	Years	Est. Cost	RATING
Bunham Boiler	25	197,000	6
In-Floor Heat	50	24,750	7
Hot Water Pumps	30	22,750	7
Electric DHW Heater	10	3,100	9
Hanging Unit Heaters	18	24,750	8
HVAC System	20	279,000	8
Lighting (internal / non LED)	20	16,750	9
Lighting (external / non LED)	20	48,000	9
Electric Controls	16	37,750	
Electrical Distribution	30	230,000	6
Domestic Plumbing Fixtures	30	5,050	4
Interior Doors	30	34,000	8
Exterior Doors	20	77,500	8
Overhead Shop Doors	20	66,200	7
Vinyl Double Pane Windows	20	51,000	7
Metal Roofing System	25	82,000	8
Metal Cladding	75	41,000	8
Exterior Concrete	50	185,000	7
Interior Concrete	50	62,000	3
Lot Size	50		5
Environmental	50		7
Structural	50		5
Water Supply In	50		8
Waste Water Removal	50		3
Gravel	25		8
			Danger / Alarm / Alert / Caution / Acceptable

SITE:	808 1st AVE Litchville, ND 58461
BUILDING:	Litchville/Valley City West
DATE:	2/10/2022
EVALUATOR:	Kent Kosse/ Matt Maresh

INFRASTRUCTURE	Years	Est. Cost	RATING
Bunham Boiler	25	197,000	
In-Floor Heat	50	24,750	
Hot Water Pumps	30	22,750	
Electric DHW Heater	10	3,100	9
Hanging Unit Heaters	18	24,750	4
HVAC System	20	279,000	
Lighting (internal / non LED)	20	16,750	7
Lighting (external / non LED)	20	48,000	5
Electric Controls	16	37,750	
Electrical Distribution	30	230,000	7
Domestic Plumbing Fixtures	30	5,050	7
Interior Doors	30	34,000	7
Exterior Doors	20	77,500	7
Overhead Shop Doors	20	66,200	5
Vinyl Double Pane Windows	20	51,000	
Metal Roofing System	25	82,000	4
Metal Cladding	75	41,000	5
Exterior Concrete	50	185,000	3
Interior Concrete	50	62,000	3
Lot Size	50		8
Environmental	50		8
Structural	50		6
Water Supply In	50		7
Waste Water Removal	50		9
Gravel	25		7
			Danger / Alarm / Alert / Caution / Acceptable

SITE:	3682 55th AVE SE Medina, ND 58467
BUILDING:	Medina section
DATE:	2/10/2022
EVALUATOR:	Kent Kosse/Shawn Gefroh

INFRASTRUCTURE	Years	Est. Cost	RATING									
Bunham Boiler	25	197,000								8		
In-Floor Heat	50	24,750								8		
Hot Water Pumps	30	22,750							7			
Electric DHW Heater	10	3,100					5					
Hanging Unit Heaters	18	24,750								8		
HVAC System	20	279,000								8		
Lighting (internal / non LED)	20	16,750						6				
Lighting (external / non LED)	20	48,000						6				
Electric Controls	16	37,750										
Electrical Distribution	30	230,000								8		
Domestic Plumbing Fixtures	30	5,050								8		
Interior Doors	30	34,000								8		
Exterior Doors	20	77,500			3							
Overhead Shop Doors	20	66,200			3							
Vinyl Double Pane Windows	20	51,000			3							
Metal Roofing System	25	82,000							7			
Metal Cladding	75	41,000							7			
Exterior Concrete	50	185,000						6				
Interior Concrete	50	62,000								8		
Lot Size	50										9	
Environmental	50									8		
Structural	50									8		
Water Supply In	50								7			
Waste Water Removal	50			2								
Gravel	25								7			
			Danger	Alarm	Alert	Caution	Acceptable					

SITE:	914 7th ST S Oakes, ND 58474
BUILDING:	Oakes section
DATE:	2/10/2022
EVALUATOR:	Kent Kosse/ Myron Eslinger

INFRASTRUCTURE	Years	Est. Cost	RATING
Bunham Boiler	25	197,000	
In-Floor Heat	50	24,750	
Hot Water Pumps	30	22,750	
Electric DHW Heater	10	3,100	8
Hanging Unit Heaters	18	24,750	3
HVAC System	20	279,000	
Lighting (internal / non LED)	20	16,750	6
Lighting (external / non LED)	20	48,000	6
Electric Controls	16	37,750	
Electrical Distribution	30	230,000	4
Domestic Plumbing Fixtures	30	5,050	3
Interior Doors	30	34,000	4
Exterior Doors	20	77,500	3
Overhead Shop Doors	20	66,200	4
Vinyl Double Pane Windows	20	51,000	2
Metal Roofing System	25	82,000	5
Metal Cladding	75	41,000	5
Exterior Concrete	50	185,000	4
Interior Concrete	50	62,000	3
Lot Size	50		8
Environmental	50		8
Structural	50		5
Water Supply In	50		6
Waste Water Removal	50		8
Gravel	25		8
		Danger	Alarm / Alert / Caution / Acceptable

SITE:	1524 8th AVE SE Valley City, ND 58072
BUILDING:	Vallley City Section East and West
DATE:	2/10/2022
EVALUATOR:	Kent Kosse/Matt Maresh/Gary Koch

INFRASTRUCTURE	Years	Est. Cost	RATING									
Bunham Boiler	25	197,000									9	
In-Floor Heat	50	24,750									9	
Hot Water Pumps	30	22,750									9	
Electric DHW Heater	10	3,100									9	
Hanging Unit Heaters	18	24,750									9	
HVAC System	20	279,000								8		
Lighting (internal / non LED)	20	16,750									9	
Lighting (external / non LED)	20	48,000								8		
Electric Controls	16	37,750							7			
Electrical Distribution	30	230,000								8		
Domestic Plumbing Fixtures	30	5,050						6				
Interior Doors	30	34,000								8		
Exterior Doors	20	77,500						6				
Overhead Shop Doors	20	66,200								8		
Vinyl Double Pane Windows	20	51,000								8		
Metal Roofing System	25	82,000							7			
Metal Cladding	75	41,000								8		
Exterior Concrete	50	185,000									9	
Interior Concrete	50	62,000								8		
Lot Size	50									8		
Environmental	50						5					
Structural	50									8		
Water Supply In	50										9	
Waste Water Removal	50									8		
Gravel	25									8		
			Danger	Alarm		Alert		Caution			Acceptable	

SITE:	212 2ed ST. Wishek, ND 58495
BUILDING:	Wishek shop
DATE:	2/11/2022
EVALUATOR:	Kent Kosse/Terri Biggers

INFRASTRUCTURE	Years	Est. Cost	RATING
Bunham Boiler	25	197,000	
In-Floor Heat	50	24,750	9
Hot Water Pumps	30	22,750	
Electric DHW Heater	10	3,100	7
Hanging Unit Heaters	18	24,750	7
HVAC System	20	279,000	9
Lighting (internal / non LED)	20	16,750	9
Lighting (external / non LED)	20	48,000	9
Electric Controls	16	37,750	
Electrical Distribution	30	230,000	7
Domestic Plumbing Fixtures	30	5,050	9
Interior Doors	30	34,000	9
Exterior Doors	20	77,500	6
Overhead Shop Doors	20	66,200	7
Vinyl Double Pane Windows	20	51,000	7
Metal Roofing System	25	82,000	8
Metal Cladding	75	41,000	8
Exterior Concrete	50	185,000	7
Interior Concrete	50	62,000	6
Lot Size	50		9
Environmental	50		8
Structural	50		9
Water Supply In	50		8
Waste Water Removal	50		8
Gravel	25		8
			Danger / Alarm / Alert / Caution / Acceptable

SITE:	Bowbells Section
BUILDING:	
DATE:	
EVALUATOR:	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Crosby Section
BUILDING:	
DATE:	
EVALUATOR:	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	New Town Section
BUILDING:	
DATE:	
EVALUATOR:	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10	
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10	
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10	
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10	
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10	
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10	
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10	
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10	
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10	
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10	
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10	
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10	
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10	
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10	
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10	
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10	
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10	
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10	
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10	
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10	
Environmental	50		0	1	2	3	4	5	6	7	8	9	10	
Structural	50		0	1	2	3	4	5	6	7	8	9	10	
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10	
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10	
Gravel	25		0	1	2	3	4	5	6	7	8	9	10	
			Danger	Alarm		Alert		Caution		Acceptable				

SITE:	Stanley Section
BUILDING:	
DATE:	
EVALUATOR:	

INFRASTRUCTURE	Years	Est. Cost	RATING											
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Tioga Section
BUILDING:	
DATE:	
EVALUATOR:	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Watford City Section
BUILDING:	
DATE:	
EVALUATOR:	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

SITE:	Williston Section
BUILDING:	
DATE:	
EVALUATOR:	

INFRASTRUCTURE	Years	Est. Cost	RATING										
Bunham Boiler	25	197,000	0	1	2	3	4	5	6	7	8	9	10
In-Floor Heat	50	24,750	0	1	2	3	4	5	6	7	8	9	10
Hot Water Pumps	30	22,750	0	1	2	3	4	5	6	7	8	9	10
Electric DHW Heater	10	3,100	0	1	2	3	4	5	6	7	8	9	10
Hanging Unit Heaters	18	24,750	0	1	2	3	4	5	6	7	8	9	10
HVAC System	20	279,000	0	1	2	3	4	5	6	7	8	9	10
Lighting (internal / non LED)	20	16,750	0	1	2	3	4	5	6	7	8	9	10
Lighting (external / non LED)	20	48,000	0	1	2	3	4	5	6	7	8	9	10
Electric Controls	16	37,750	0	1	2	3	4	5	6	7	8	9	10
Electrical Distribution	30	230,000	0	1	2	3	4	5	6	7	8	9	10
Domestic Plumbing Fixtures	30	5,050	0	1	2	3	4	5	6	7	8	9	10
Interior Doors	30	34,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Doors	20	77,500	0	1	2	3	4	5	6	7	8	9	10
Overhead Shop Doors	20	66,200	0	1	2	3	4	5	6	7	8	9	10
Vinyl Double Pane Windows	20	51,000	0	1	2	3	4	5	6	7	8	9	10
Metal Roofing System	25	82,000	0	1	2	3	4	5	6	7	8	9	10
Metal Cladding	75	41,000	0	1	2	3	4	5	6	7	8	9	10
Exterior Concrete	50	185,000	0	1	2	3	4	5	6	7	8	9	10
Interior Concrete	50	62,000	0	1	2	3	4	5	6	7	8	9	10
Lot Size	50		0	1	2	3	4	5	6	7	8	9	10
Environmental	50		0	1	2	3	4	5	6	7	8	9	10
Structural	50		0	1	2	3	4	5	6	7	8	9	10
Water Supply In	50		0	1	2	3	4	5	6	7	8	9	10
Waste Water Removal	50		0	1	2	3	4	5	6	7	8	9	10
Gravel	25		0	1	2	3	4	5	6	7	8	9	10
			Danger	Alarm		Alert		Caution		Acceptable			

CERTIFICATE OF VEHICLE INSPECTION
OFF-HIGHWAY/LOW-SPEED VEHICLES

North Dakota Department of Transportation, Motor Vehicle
SFN 58953 (3-2019)

MOTOR VEHICLE DIVISION
ND DEPT OF TRANSPORTATION
608 E BOULEVEARD AVE
BISMARCK ND 58505-0780
Telephone (701) 328-2725
Website: https://dot.nd.gov

Title Number

The vehicle described must be inspected by a qualified business per NDCC 35-05-20.2 to verify compliance with state laws before title or registration will be issued by the ND Department of Transportation (NDDOT). If the vehicle passes inspection, this form, bearing the signature of the qualified business and accompanied by all required documents, must be forwarded to the Motor Vehicle Division, at the address above, before the vehicle will be registered. If vehicle is already licensed and titled, this form may be used to rescind the license and title if the vehicle is found to be illegally equipped.

Year	Make	Model	Style	Vehicle Identification Number

REASON FOR INSPECTION ☐ Vehicle Identification Number has been affixed in a secure manner and inspected by the qualified business.

☐ VIN Inspection ☐ Rebuilt ☐ Homemade ☐ Window Tint ☐ Other _____

OFF-HIGHWAY VEHICLE INSPECTION

Vehicle must meet the equipment requirements including all electronic components that gives power to any of the following and qualify within one of the three defined classes. (See Chapter 39-29-01, 39-29-09.1 & 39-27 NDCC)

PASS	FAIL	
☐	☐	Mirror (39-27-09 & 39-29-09.1)
☐	☐	Horn (39-27-15 & 39-29-09.1)
☐	☐	Speedometer (39-27-16 & 39-29-09.1)
☐	☐	Odometer (39-27-16 & 39-29-09.1)
☐	☐	Brake Light (39-27-17.1 & 39-29-09.1)
☐	☐	Headlamp (39-27-17.1 & 39-29-09.1)
☐	☐	Tail Lamp (39-29-09)
☐	☐	350 Cubic Centimeter Motor (39-29-09.1)

Significant (check if applicable)
☐ Class I not required to have headlamp, tail lamp, or brake light unless operated at night.

☐ **MOPED INSPECTION** ☐ **SCOOTER INSPECTION**

Vehicle must meet the equipment requirements including all electronic components that gives power to any of the following. (See Chapter 39-01-01 sub 42, 39-10.2 & 39-27 NDCC)

PASS	FAIL	
☐	☐	Frame and Chassis (39-27-03)
☐	☐	Brakes (39-27-04 & 39-27-04.1)
☐	☐	Tires, Wheels, and Rims (39-27-05)
☐	☐	Steering and Suspension (39-27-06)
☐	☐	Fuel System (39-27-07)
☐	☐	Mirror (39-27-09)
☐	☐	Fenders (39-27-10)
☐	☐	Seat (39-27-11)
☐	☐	Belt or Chain Guard (39-27-12)
☐	☐	Horn (39-27-15)
☐	☐	Speedometer & Odometer (39-27-16)
☐	☐	Lighting Equipment (39-27-17 & 39-27-17.1)
☐	☐	Footrest or Foot Pegs (39-27-30)

LOW-SPEED VEHICLE or MODIFIED GOLF CART INSPECTION

Vehicle must qualify definition and meet the equipment requirements including all electronic components that gives power to any of the following. (See Chapter 39-29.1-01 & 39-29.1-08 NDCC)

PASS	FAIL	
☐	☐	Headlamps (39-29.1-08)
☐	☐	Front & Rear Turn Signals (39-21-06, 39-21-08)
☐	☐	Tail Lamps (39-29.1-08)
☐	☐	Stop Lamps (39-29.1-08)
☐	☐	Red Reflex Reflector each side (39-29.1-08)
☐	☐	One Rear Red Reflector (39-29.1-08)
☐	☐	Brakes (39-29.1-08)
☐	☐	Parking Brake (39-29.1-08)
☐	☐	Windshield (39-29.1-08)
☐	☐	Safety Belts each seating position (39-29.1-08)
☐	☐	Exterior Mirror operator side (39-29.1-08)
☐	☐	Exterior Mirror passenger side OR
☐	☐	Interior Rear-view Mirror (39-29.1-08)

Guideline to Speed Attainment When Modifying a Golf Cart:
(See Chapter 39-01-01 sub 42, 39-10.2 & 39-27 NDCC)

- 2000 or older electric golf cart - cannot be modified to meet the speed attainment of more than 20 mph in one mile, but not more than 25 mph in one mile. Maximum speed of this type and age of golf cart is approximately 16-18 mph.
- 2000 or older gas golf cart - in its original manufactured stage would not meet the required speed attainment of more than 20 mph in one mile, but not more than 25 mph in one mile. Maximum speed of this type and age of golf cart is approximately 20 mph.
- 2001 or newer gas golf cart - in its original manufactured stage would not meet the required speed attainment of more than 20 mph in one mile, but not more than 25 mph in one mile. Maximum speed of this type and age of golf cart is approximately 20 mph.

This inspection is "only" to verify the above-described vehicle has met minimum equipment requirements as required by state law.

I certify that I am a business that is registered with the secretary of state, is in good standing, and offers motor vehicle repair to the public. The business completing the inspection may not be the same business that reconstructed the vehicle as required by NDCC Section 39-05-20.2.

INSPECTED BY:

Inspector Name (print)	Business Name (print)	Signature of Qualified Business	Date

PENALTY: Any person making a false statement on this certificate is guilty of a class B misdemeanor.

Electric Vehicle Infrastructure Study
SB 2061

September 30, 2020

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Executive Summary:

The popularity of using alternative fuel vehicles, such as electric and plug-in hybrid vehicles continues to grow across the United States. Currently the state has 166 Electric Vehicles (EV) and 193 Plug-in Hybrid vehicles registered, which is an increase from 150 EVs and 177 Plug-In Hybrids in 2019. ***Attachment A on pages 17-18 shows a county listing of where electric and hybrid vehicles are in North Dakota.***

The 66th Legislative Assembly passed two bills related to Electric Vehicle (EV) guidelines for parking spaces (HB1405) and annual vehicle registration fees (SB2016). The fees of $120 for each Electric Vehicle (EV), $50 for plug-in hybrid electric vehicles and $20 for each electric motorcycle, established in SB2061 are intended to offset lost revenue for road funding on state registered vehicles.

The North Dakota Department of Transportation (NDDOT) has collected approximately $24,030 in electric vehicle and plug-in hybrid fees from July 1, 2019 to July 1, 2020.

Within SB2061 is Section 2 which discusses a legislative study.
https://www.legis.nd.gov/assembly/66-2019/documents/19-0516-04000.pdf

The Electric Vehicle Infrastructure Study's purpose is to research infrastructure for EV's in North Dakota, as well as the economic impact.

After discussion with members of the Interim Agriculture and Transportation Committee, it was determined that the Electric Vehicle Infrastructure Study shall consist of three takeaways from this assignment and a report will be sent to legislative management upon completion:

- Design jointly owned public and private network
- Make recommendations regarding EV charging infrastructure
- Review costs and benefits of various options and future economic impact.

The SB2061 assignment for an Electric Vehicle Infrastructure Study expanded the Electric Vehicle (EV) Coalition's role as members worked together to research electric vehicle charging station infrastructure and rates, as well as economic impact to state funding and roadways. NDDOT conducted a series of meetings with EV Coalition members in 2019 and 2020.

The study committee determined that an electric charging station can be located on private and/or public property. It was also designated that a charging network facilitates electric vehicle movement in North Dakota. There are three levels of charging stations commonly used in homes, public places and the workplace. It is important to note that charging speeds are dependent upon several factors including the size of the charger (kilowatts per hour), type of connection and size of battery being charged.

NDDOT has done some analysis on EV charging coverage based on distance needed according to the FAST Act requirements. USDOT established a program to designate alternative fuels corridors across the U.S. in which the guidelines require EV stations to be placed at no more than 50-mile intervals and be located within 5 miles of the corridor. The FAST

Act is currently scheduled to end September 30, 2020. There may be a possibility that the next highway bill could change the spacing requirements for EV Charging Stations. It is recommended North Dakota adopt the most current federal spacing requirements for alternate fuels corridors for the interstate system. This will allow us the flexibility to increase the spacing requirements at a later date should the next highway bill increase the spacing requirements.

The study committee respectfully submits three recommendations for consideration:

- Recommendation: EV Charging stations should be privately owned and publicly available. Similar to how gas stations operate in the state.

- Recommendation: Century Code that may affect EV charging station infrastructure should be reviewed by state legislators. See Attachment D

- Recommendation:
  - Adopt the most recent federal spacing requirements for the Interstate System
  - Adopt a 75-mile spacing or the most recent federal spacing requirements (whichever is greater) for the remainder of the state.

Acknowledgement: We would like to thank the EV Coalition members for providing valuable information and assisting in researching data for this study. The EV Coalition consists of 33 key stakeholders including representatives from NDDOT, Basin Electric, Capital Electric, Montana Dakota Utilities, Lignite Energy Council, City of Bismarck, ND League of Cities, Department of Commerce, Bismarck MPO, Bismarck Mayor, Department of Health, Greater North Dakota Commerce, Great River Energy, North Dakota Chamber, North American Coal, Xcel Energy, Alliance for Automotive Innovation, General Motors, ND Rural Electric Cooperatives, North Dakota Association of Counties, Upper Great Plains Transportation Institute, Governor's Office, Public Service Commission, Federal Highway Administration, Otter Tail Power Co, Cass County Electric Cooperative, ND Utility Shareholders, Zef Energy, Greenways2go, Minnkota Power Cooperative, ND Air Quality, and ND Motor Carriers Association.

Purpose and Need:

The Electric Vehicle Infrastructure Study's purpose is to research infrastructure for EV's in North Dakota, as well as the economic impact.

After discussion with members of the Interim Agriculture and Transportation Committee, it was determined that the Electric Vehicle Infrastructure Study shall consist of three takeaways (listed below) from this assignment and a report will be sent to legislative management upon completion:

- Design jointly owned public and private network
- Make recommendations regarding EV charging infrastructure
- Review costs and benefits of various options and future economic impact

Definitions:

Electric Vehicle means a vehicle propelled by an electric motor powered by a battery, fuel cell, or other electric device incorporated into the vehicle and not propelled by an engine powered by the combustion of a hydrocarbon fuel, including gasoline, diesel, propane, or liquid natural gas.

Plug-in Hybrid Vehicle means a vehicle drawing propulsion energy from an internal combustion engine, an energy storage device, and a receptable to accept grid electricity.

Background:

The 66th Legislative Assembly passed two bills related to Electric Vehicle (EV) guidelines for parking spaces (HB1405) and annual vehicle registration fees (SB2016). The fees of $120 for each Electric Vehicle (EV), $50 for plug-in hybrid electric vehicles and $20 for each electric motorcycle, established in SB2061 are intended to offset lost revenue for road funding on state registered vehicles.

Within SB2061 is Section 2 which discusses a legislative study.
https://www.legis.nd.gov/assembly/66-2019/documents/19-0516-04000.pdf

Other states implement fees - More than half of states (28) have passed laws enacting special fees on electric and hybrid vehicles.

- States are rapidly adopting these laws: In 2013, only two states (Missouri and Nebraska) charged electric vehicles additional fees, but in 2019 alone, 10 states took action on electric and hybrid vehicle fees.

For your information a list of fees and charges other states have implemented can be found in Attachment B.

SECTION 2. LEGISLATIVE MANAGEMENT STUDY - ELECTRIC VEHICLE INFRASTRUCTURE NETWORK. During the 2019-20 interim, the legislative management shall consider studying current methods, using the electric vehicle infrastructure coalition, led by the department of transportation, to collaborate with the North Dakota utility industry, and North Dakota electric vehicle stakeholder groups, to design a jointly owned public and private network of electric vehicle infrastructure to support both commercial and noncommercial vehicles and make recommendations regarding electric vehicle charging infrastructure. The study must include the evaluation of the relative costs and benefits associated with various options for electric vehicle infrastructure support and estimate the future annual economic impact. Legislative management shall report its findings and recommendations, together with any legislation necessary to implement the recommendations, to the sixty-seventh legislative assembly.

Electric Vehicle Coalition: Prior to the 2019 session, key stakeholders met and established an Electric Vehicle Coalition. The goal of the coalition is to work on connectivity of our transportation system and to prepare for the future of electric vehicles. The purpose of the coalition is to work with the key energy, automotive industry and government stakeholders to encourage the development of an electronic vehicle coalition and to proactively identify a variety of issues related to electric vehicles including but not limited to electric fueling/charging stations.

The 33 key stakeholders included representatives from NDDOT, Basin Electric, Capital Electric, Montana Dakota Utilities, Lignite Energy Council, City of Bismarck, ND League of Cities, Department of Commerce, Bismarck MPO, Bismarck Mayor, Department of Health, Greater North Dakota Commerce, Great River Energy, North Dakota Chamber, North American Coal, Xcel Energy, Alliance for Automotive Innovation, General Motors, ND Rural Electric Cooperatives, North Dakota Association of Counties, Upper Great Plains Transportation Institute, Governor's Office, Public Service Commission, Federal Highway Administration, Otter Tail Power Co, Cass County Electric Cooperative, ND Utility Shareholders, Zef Energy, Greenways2go, Minnkota Power Cooperative, ND Air Quality, and ND Motor Carriers Association.

Process:

The SB2061 assignment for an Interim Study expanded the Electric Vehicle (EV) Coalition's role as members worked together to research electric vehicle charging station infrastructure and rates, as well as economic impact to state funding and roadways. NDDOT conducted a series of meeting with EV Coalition members in 2019 and 2020.

- June 13, 2019 -1 p.m., DOT Building
- September 1, 2019 - 9 a.m., DOT Building
- November 21, 2019 - 2:30 pm, DOT Building
- December 17, 2019 - 1 p.m., DOT Building
- January 29, 2020 - 9 a.m., DOT Building
- February 25, 2020 - 9 a.m., DOT Building
- May 28, 2020 - 9 a.m. via TEAMS
- June 25,2020 - 9 a.m. via TEAMS
- July 27, 2020 - 1 p.m., via TEAMS
- August 31, 2020 - 1 p.m., via TEAMS
- September 21, 2020 - 1 p.m., via TEAMS

Discussions at the coalition meetings included information on EV charging stations already established within the state, comments from General Motors about advantages of EV and cost savings, battery life as well as range. The members discussed the FAST Act requirements where USDOT established a program to designate alternative fuels corridors across the US and the guidelines are followed, which include the EV stations must exist at no more than 50-mile intervals and be within 5 miles of the corridor. The coalition also discussed legislation which may need to be changed.

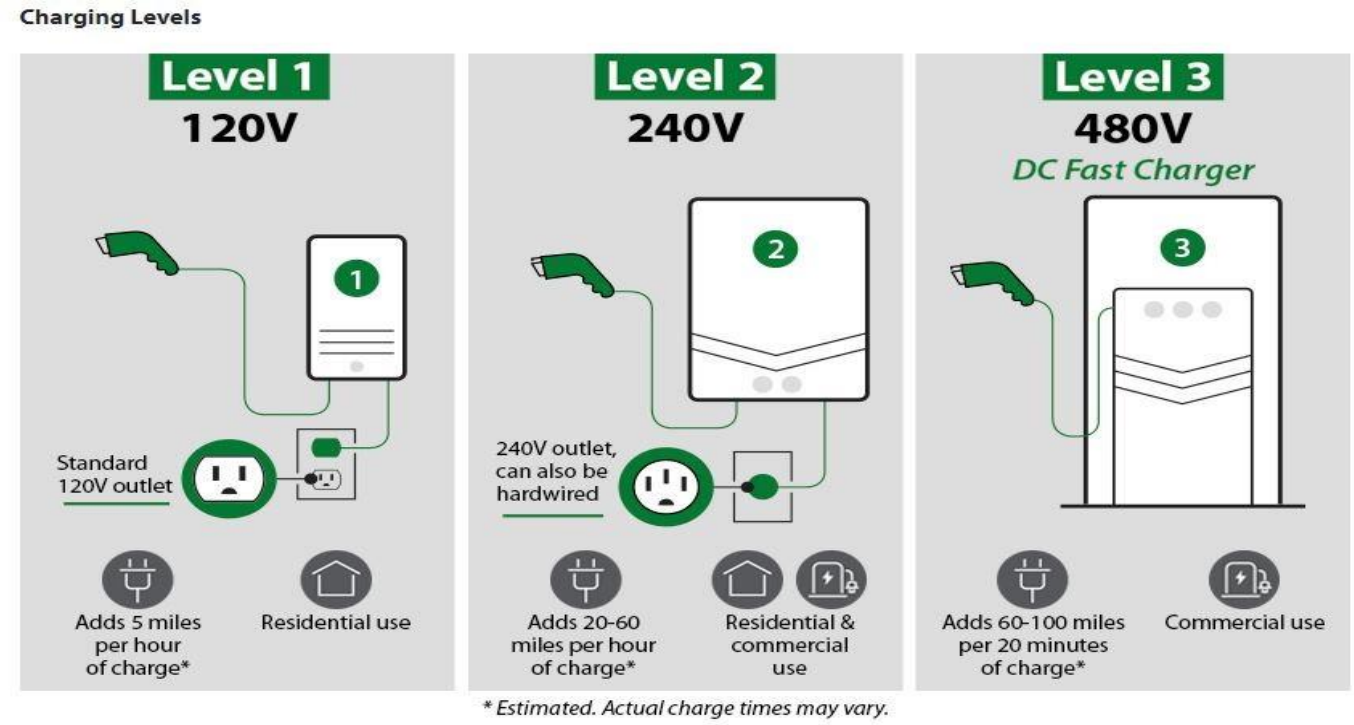
Findings

The study committee researched and reviewed a great deal of information that was available during the 2019-2020 study time frame and it will be presented in this report. We would like to note that electric vehicle and electric charging station technology is an industry that is rapidly changing, therefore some of the information may change within a short time frame of when this report is completed.

1. Design jointly owned public and private network

The study committee determined that an electric charging station can be located on private and/or public property. It was also designated that a charging network facilitates the connection that enables electric vehicles to travel in North Dakota.

Electric Charging Stations – There are three levels of charging stations commonly used in homes, public places and the workplace. It is important to note that charging speeds are dependent upon several factors including the size of the charger (kilowatts per hour), type of connection and size of the battery being charged.



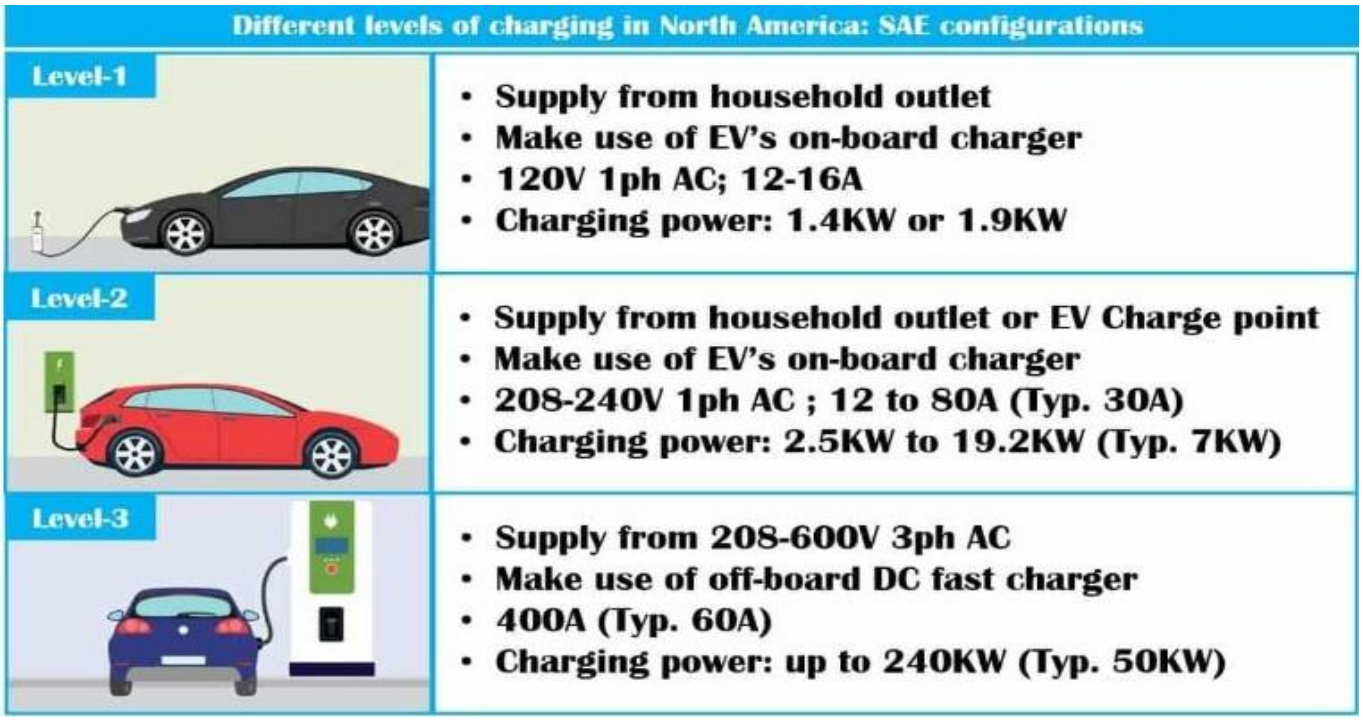
Source: www.cenhud.com

According to the website, Energy.gov, charging an EV requires plugging into a charger connected to the electric grid, also called electric vehicle supply equipment. There are three major categories of chargers, based on the maximum amount of power the charger provides to the battery from the grid:

- **Level 1**: Provides charging through a 120 V AC plug and does not require installation of additional charging equipment. Can deliver 2 to 5 miles of range per hour of charging. Most often used in homes, but sometimes used at workplaces.
- **Level 2**: Provides charging through a 240 V (for residential) or 208 V (for commercial) plug and requires installation of additional charging equipment. Can deliver 10 to 20 miles of range per hour of charging. Used in homes, workplaces, and for public charging.
- **Level 3 (DC Fast Charge)**: Provides charging through 480 V AC input and requires highly specialized, high-powered equipment as well as special equipment in the vehicle itself. (Plug-in hybrid electric vehicles typically do not have fast charging capabilities.) Can deliver 60 to 80 miles of range in 20 minutes of charging. Used most often in public charging stations, especially along heavy traffic corridors.

- **Tesla Superchargers** – These charging stations are a Level 3 charger and are for Tesla car owners exclusively. Typically, it takes less than an hour to fully charge a Tesla vehicle using a Supercharger.

Note: Charging times range from less than 30 minutes to 20 hours or more based on the type of EVSE, as well as the type of battery, how depleted it is, and its capacity. All-electric vehicles typically have more battery capacity than plug-in hybrid electric vehicles, so charging a fully depleted all-electric vehicle takes longer.



Source: pintrest.com

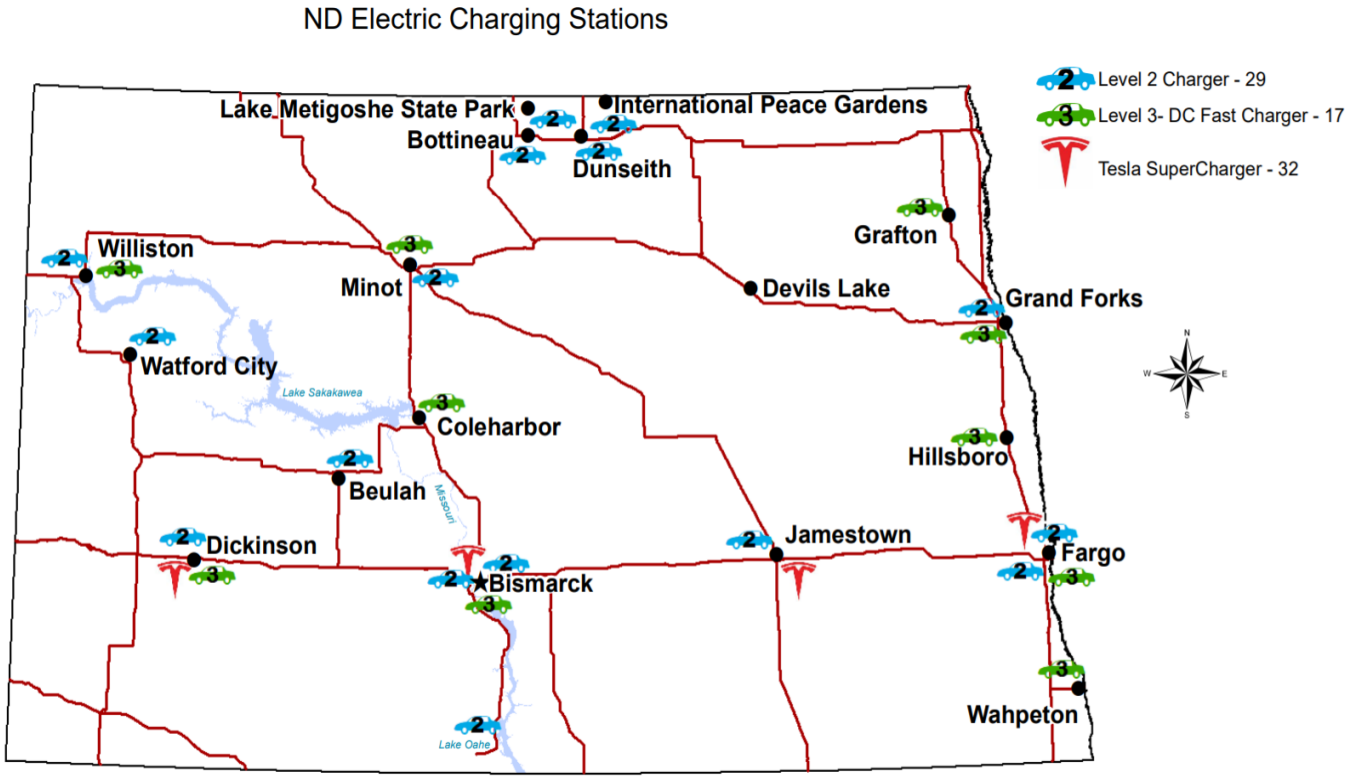
Volkswagen Settlement Awardees

In 2017, Volkswagen entered into a multi-billion-dollar settlement with the federal government regarding diesel emissions reporting errors. As part of the settlement, North Dakota received $8.1 million and set up a grant process to distribute the funds. In late 2019, the Department of Environmental Quality announced that grants have been awarded to construct **17 Level 3s (DC Fast Chargers)** across the state using VW Settlement Funds. During the time of the Interim study some of the Volkswagen settlement money has been awarded to a few locations in the State such as Williston, Dickinson, Minot, Coleharbor, Bismarck, Grafton, Grand Forks, Hillsboro, Fargo and Wahpeton to install Level 3 DC Fast Chargers. While these funds have been awarded, as of the writing of this document most of these chargers have not come online yet.

The Volkswagen settlement funding was a great boost to getting charging stations established in the state of North Dakota.

Tesla Charging Stations

In a separate development, Tesla Corporation is bringing a total of 32 Tesla Superchargers online in 2020, with eight each in Fargo, Jamestown, Bismarck, and Dickinson – which are now online and operational. Tesla also pulled permits in Grand Forks (6) and Pembina (8), but no time frame has been set for their construction.



The map above shows the electric charging infrastructure growth taking place in North Dakota. As of July 20, 2020, there are 29 operational Level 2 charging stations (blue car symbol); 17 Level 3 charging stations – which are identified for installation but not yet operational and are designated through the Volkswagen settlement funding (green car symbol); and 32 operational Tesla SuperCharger stations (red Tesla symbol.)

With these incredible developments, North Dakota is poised to be able to offer EV owners enough charging options to make both EV ownership and EV tourism much more viable across the prairie states. ***Please see Attachment C for a list of charging station locations.***

Electricity Costs for EV charging stations

How does the electricity get paid for when using an EV charging station? For the Level 2 chargers currently operating in North Dakota, the entity that hosts the charger provides the service at the rate set by their electric provider. The electricity is provided as a service for stopping at the mall, hotel, or other place of business. EV owners who have a Level 2 installed in their homes pay the electric provider directly at the rate set by the electric provider.

The Level 3 DC Fast Chargers will be part of a network (ZEF Energy, ChargePoint) and EV owners that plug into one of those networks are members of that network and billed directly for the electricity they use. The network then pays the electric provider. This arrangement is standard in the industry and is the cleanest in terms of accountability and regulation.

Tesla Superchargers operate in a similar fashion. Tesla owners are member of the Tesla network; they plug in to a Tesla charger to power up; and Tesla pays the electric provider. It's important to note that the host of the chargers has no role in the transaction.

Electricity Providers: Electric utilities or cooperatives provide the electric infrastructure for the charging stations in North Dakota. Electric cooperatives and investor-owned electric utilities may follow different regulations. Rural Electric Cooperatives (RECs) are governed by their board who are elected by their membership. The RECs are not regulated by the Public Service Commission (PSC), but there may be a few exceptions. Investor-owned utilities (IOUs) are regulated by the PSC, which falls under NDCC Chapter 49. Currently, the PSC, the IOUs, and the RECs are reviewing law and administrative rules in case any changes might be necessary to accommodate development and expansion of EV Charging infrastructure.

2. Make recommendations regarding EV charging infrastructure

NDDOT has done some analysis on coverage based on distance needed according to the FAST Act requirements where USDOT established a program to designate alternative fuels corridors across the U.S. and the guidelines to follow, which include - the EV stations must exist at no more than 50-mile intervals and be located within 5 miles of the corridor.

The FAST Act is currently scheduled to end September 30, 2020. There may be a possibility the next highway bill could change the spacing requirements for EV Charging Stations. Unfortunately, we will not find out about any changes until the next highway bill is officially passed by Congress.

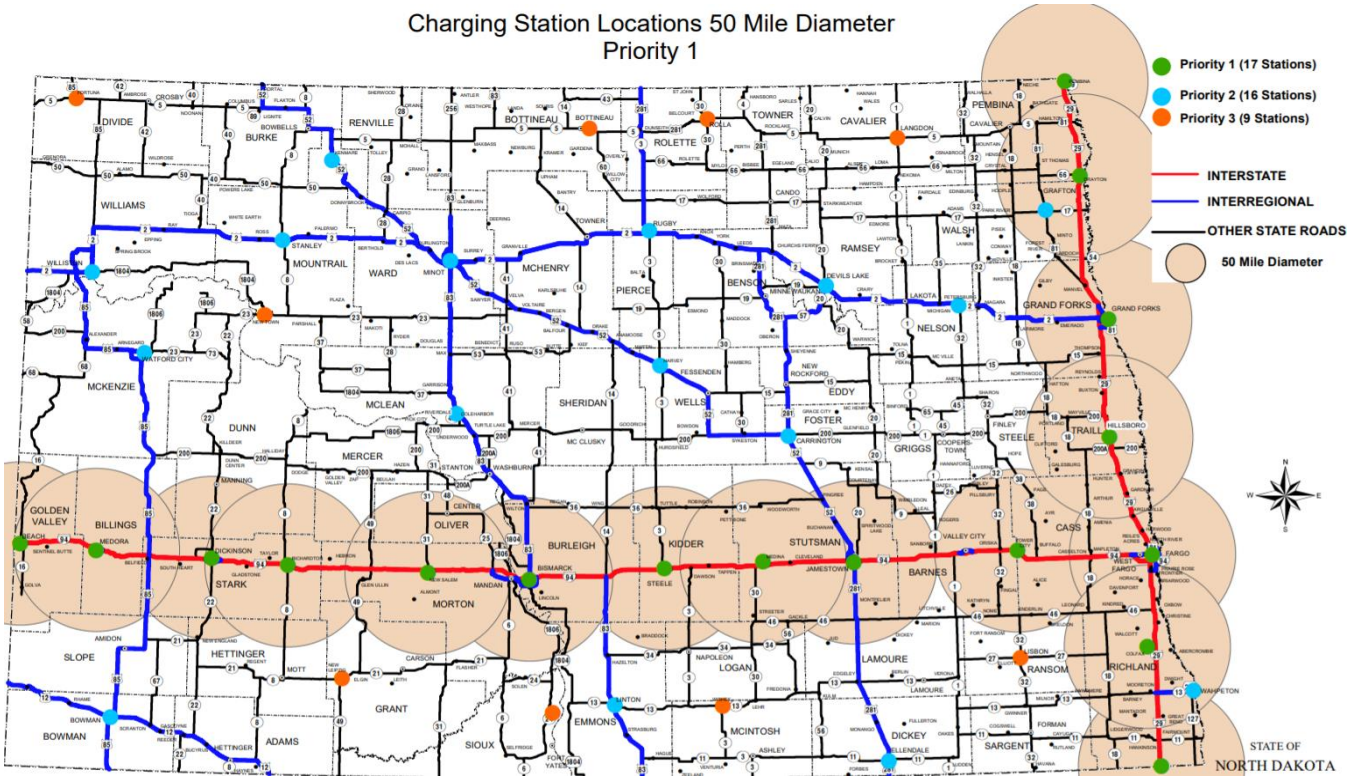
In order to determine the amount of infrastructure (charging stations) it would take to cover the state of ND meeting the federal 50-mile spacing requirements, the NDDOT looked at several options. The goal was to see how the state would be covered using different spacing scenarios.

In order to conduct this exercise, the state highways needed to be prioritized because some roadways carry higher traffic volumes than others. It was assumed that the Interstate System would be given the first priority since the interstate system has the highest traffic volumes and carries intrastate traffic. The second priority would be given to the Interregional System because those roadways typically carry regional traffic and have the second highest traffic volumes, and the third priority would be to fill in the gaps.

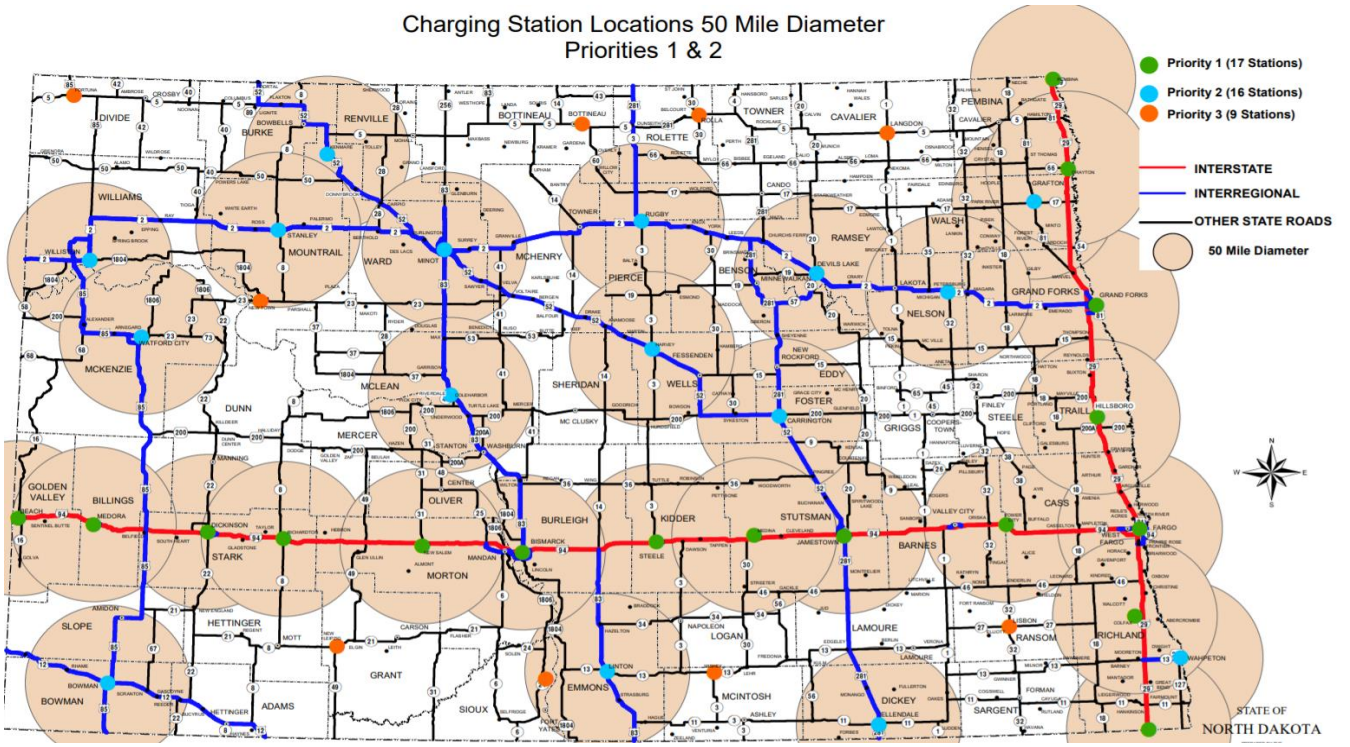
Since the Federal Guidelines require charging stations be located no more that 50-miles apart, it was decided to use a 50-mile diameter as the base model. We also tried to identify locations where charging stations could be located meeting these requirements and where the driver could take a break and get some food or drink while the vehicle was charging.

Maps 1,2, and 3 shown below illustrate coverage using a 50-mile diameter spacing.

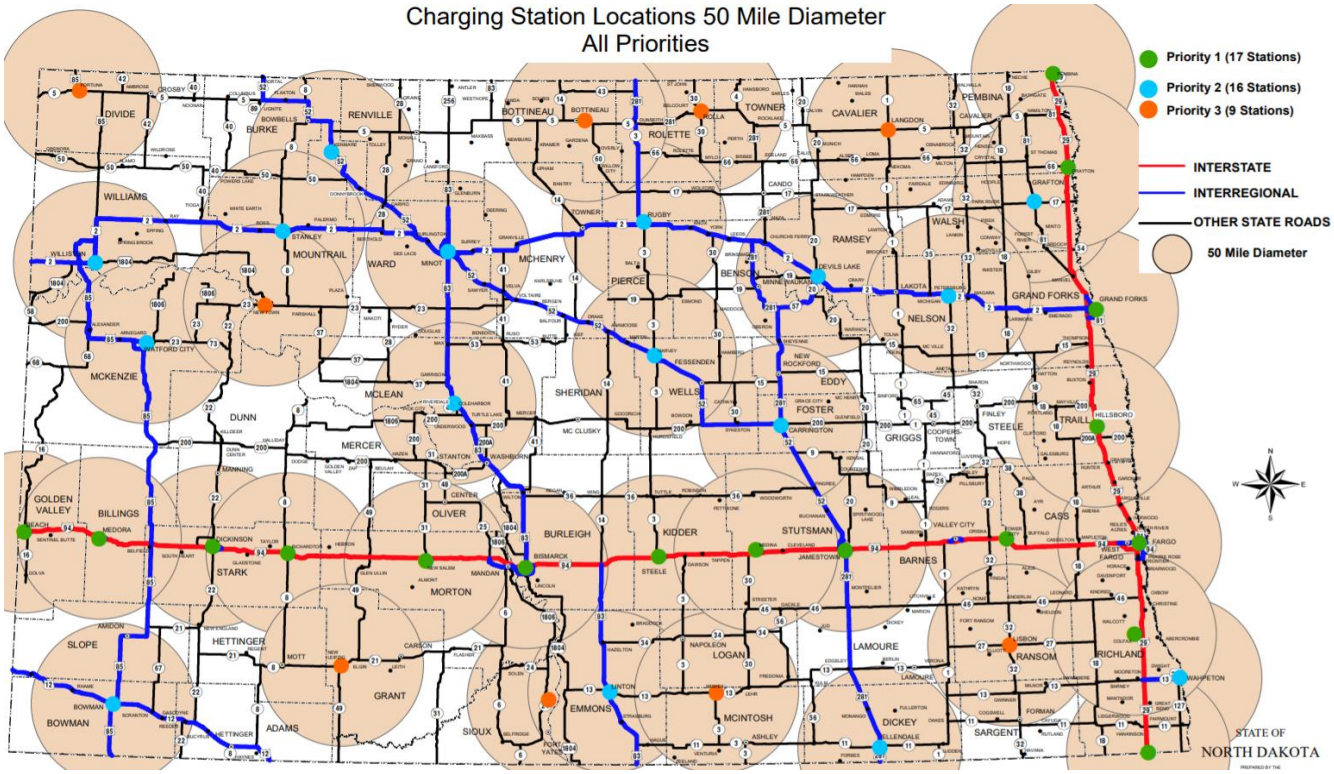
Map 1 - Interstate system coverage with a 50-mile diameter for EV charging stations



Map 2 - Interregional system coverage with a 50-mile diameter for EV charging stations



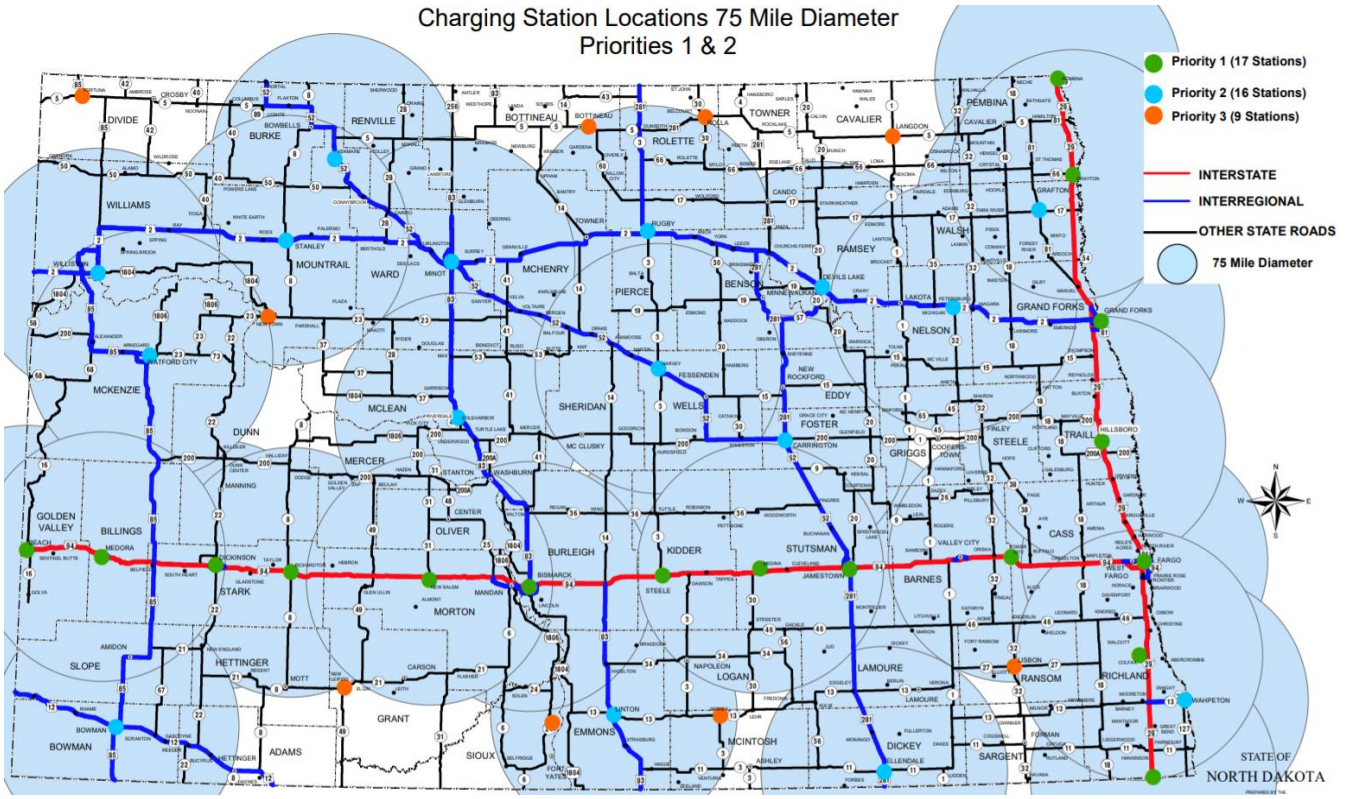
Map 3 - tries to fill in the gaps on other highway systems



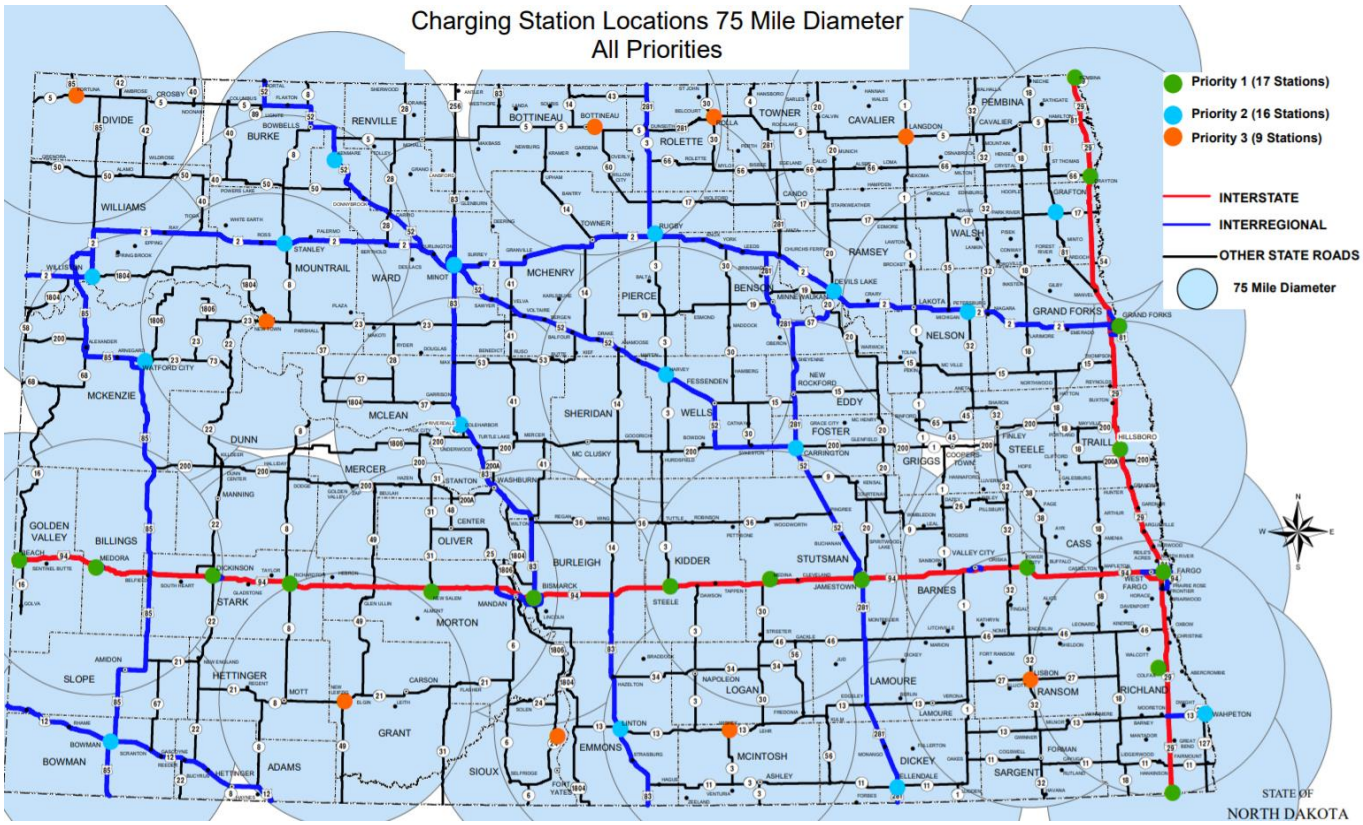
It was determined that to fully cover the state meeting the 50-mile spacing requirements may not be financially feasible.

We then increased the spacing to a 75-mile diameter using the same locations to see what the statewide coverage would be. Maps 4 and 5 shown on the next page illustrate how we are able to cover a vast majority of the state using a 75-mile diameter spacing.

Map 4 - Interregional system coverage with a 75-mile diameter for EV charging stations



Map 5 - tries to fill in the gaps on other highway systems



It is recommended ND adopt the most current federal spacing requirements for alternate fuels corridors for the interstate system. This will allow us the flexibility to increase the spacing requirements at a later date should the next highway bill increase the spacing requirements. Adopting a 50-mile spacing would require the installation of 17 charging stations for a total cost of approximately $1.0 Million.

It may not be economically feasible to maintain a 50-mile spacing off the interstate system. It was decided to recommend a 75-mile spacing or adopt the most recent federal spacing guidelines, whichever is greater, off the interstate system. This 75-mile spacing would require the installation of approximately 25 additional charging stations for an additional cost of approximately $1.5 Million.

Note: According to the PSC, which regulates Title 64's calibration of state weights and measures standards, the growth of EV charging stations shown in the various maps in this committee report, may require the agency to obtain additional equipment and staffing to provide regulatory oversight for an equitable transaction.

Note: Since there aren't a large number of electric vehicles in the state at this time, private industry struggles to fund and install EV charging stations without some sort of Grant program to offset the cost of installation.

Question: Should the state establish a grant program similar to what some other states have developed for EV charging stations? NDDOT could administer a grant program if the legislators wish.

Due to federal and state regulations an EV charging station cannot be located within a controlled access facility, for example, a rest area located on Interstate. *(NDCC 24-01-45: Controlled Access Facility and Federal 23 U.S.C.111 Code which restricts commercialized activities in rest areas.)*

3. Review costs and benefits of various options and future economic impact

SB2061 Cost Analysis - It was requested by the legislative committee that a cost analysis be completed on legislative study SB2061. Over the past few months data have been gathered and analyzed to come up with information to be offered as well as points to consider. Below are some highlights from discussions and findings dealing with the cost analysis.

- What is the private industries interest level? – Examining charging stations across different states shows minimal public dealing and mostly private operated charging stations.
- How do we calculate a road usage tax for electric vehicles? – Multiple options were discussed in order to overcome this problem such as increased registration fees or potentially an odometer-based reporting system. It is important to consider that electric vehicles will not be paying a fuel tax at the pump while still using the roadway so a way to recoup this usage tax is necessary.

  Currently no states charge a road usage tax at an EV charging station. Several states are part of a national study being conducted by RUC West, which is an organization that

brings together leaders from state transportation organizations to share best practices, ideas, and information on Road Usage Charge. The RUC study is researching the possibility of implementing a per mile usage fee as a way to replace the gas tax.

- How is the customer billed? – Traditional electric vehicle billing methods are time based. Some companies have gone to unit-based charging and this is something to consider moving forward. Time based charging can also be an incentive to keep customers from leaving their vehicles at charging stations for longer than they need to be, so it may be beneficial to incorporate a mixture of both billing methods if possible. More states are moving to the energy rate basis ($/KW-Hour).

  At this time North Dakota does not allow KWH billing by retailers, so charging stations have to bill for time of use. One type of car can fill up in 20 minutes while another type of car could take a few hours for the same amount of electricity. Should the car that takes longer to charge pay much more for the same amount of electricity? This is something that may need to be addressed because without the ability to charge per KWH, there may be discrimination against the various vehicles based on their battery capacities.

Question: Should a non-utility company be able to resell energy per KWH?

Note: It should be determined if charging per time at EV stations conflicts with ND Century Code 39-01-09 – Parking Meters. Please see Attachment D.

Question: Should the state develop a mechanism to capture lost gas tax revenue from out of state EV drivers?

Recommendations: The study committee respectfully submits three recommendations for consideration.

- **Recommendation:** EV Charging stations should be privately owned and publicly available. Similar to how gas stations operate in the state.

- **Recommendation:** Century Code that may affect EV charging station infrastructure should be reviewed by state legislators. ***Please see NDCC items researched and recommended for review by Interim Study members in Attachment D.***

- **Recommendation:**
  - Adopt the most recent federal spacing requirements for the Interstate System
  - Adopt a 75-mile spacing or the most recent federal spacing requirements (whichever is greater) for the remainder of the state.

Thank you for your time and consideration of the report information submitted.

ATTACHMENT A

North Dakota Department of Transportation
Motor Vehicle Division
Vehicle Data Counts by type as of May 28, 2020

FUEL TYPE
(includes motorcycle, passenger and truck)

County	PLUG-IN HYBRID	ELECTRIC
ADAMS	0	0
BARNES	0	0
BENSON	0	0
BILLINGS	0	0
BOTTINEAU	3	1
BOWMAN	0	0
BURKE	0	0
BURLEIGH	34	26
CASS	66	78
CAVALIER	0	1
DICKEY	0	1
DIVIDE	0	0
DUNN	2	0
EDDY	0	0
EMMONS	0	1
FOSTER	3	0
GOLDEN VALLEY	0	0
GRAND FORKS	17	10
GRANT	0	0
GRIGGS	1	0
HETTINGER	0	0
KIDDER	0	0
LAMOURE	4	0
LOGAN	0	0
MCHENRY	1	0
MCINTOSH	0	0
MCKENZIE	2	3
MCLEAN	4	0
MERCER	0	2
MORTON	5	8
MOUNTRAIL	1	0
NELSON	0	0
OLIVER	0	0
OUT-OF-STATE	0	4
PEMBINA	2	2

PIERCE	0	1
RAMSEY	2	0
RANSOM	2	0
RENVILLE	0	0
RICHLAND	2	1
ROLETTE	2	0
SARGENT	0	0
SHERIDAN	0	0
SIOUX	1	0
SLOPE	0	0
STARK	3	9
STEELE	0	0
STUTSMAN	8	1
TOWNER	0	0
TRAILL	3	0
WALSH	1	1
WARD	15	13
WELLS	0	0
WILLIAMS	9	3
TOTAL	**193**	**166**

ATTACHMENT B

NCSL Hybrid and Electric Vehicle Fees

July 2020

Alabama

- Traditional fees (Alabama Department of Revenue)
  - $15-23 annual standard fee.
  - $50 annual additional fee.
  - Additional ad valorem tax and local fees apply.
- EV fees (Ala. Code § 40-12-242 /HB 2 (2019))
  - $200 additional annual fee for battery electric vehicles (BEVs).
  - $100 additional annual fee for plug-in hybrid vehicles (PHEVs).
  - Starting in 2023, the fee will increase by $3 every four years.
  - The fees will be reduced by any forthcoming federal fee or surcharge up to $50 per year for BEVs and $25 for PHEVs provided those federal fees are used for highway transportation purposes in the state.
- Total fees
  - Annual fees of $265-$273 for battery electric vehicles in addition to all other fees and taxes.
  - Annual fees of $165-$173 for plug-in hybrid vehicles in addition to all other fees and taxes.

EV Definitions:

- "Battery electric vehicle" means a vehicle powered only by electricity.
- "Plug-in hybrid electric vehicle" means a vehicle with a hybrid propulsion system that operates on both combustible fuel and stored electric energy.

EV Fee Distribution:

- The first $150 of fee revenues from BEVs and first $75 of fee revenues from PHEVs is allocated as follows:
  - 66.67% to the state;
  - 25% to counties;
  - 8.33% to cities.
- The remainder is deposited into the Rebuild Alabama Fund, which funds electric vehicle charging infrastructure through the Electric Transportation Infrastructure Grant Program until total registrations of BEVs and PHEVs exceed 4% of total vehicle registrations. Once this threshold is reached, fees drop to $150/year for BEVs, $75 for PHEVs with revenues divided between the state, counties, and cities as noted above to fund construction, maintenance, and repair of public roads,

highways, and bridges and for any other purpose for which the Rebuild Alabama Fund may lawfully be used.

Arkansas

- Traditional fees (Arkansas Department of Motor Vehicles Registration Fee Schedule)
  - Annual registration fees are dependent on vehicle weight
    - $17 for vehicles 3,000 lbs or less.
    - $25 for vehicles over 3,000 lbs but less than 4,500 lbs.
    - $30 for vehicles more than 4,500 lbs.
  - Additional validation decal fee may apply
- EV fees (Ark. Stat. Ann. § 27-14-614 /SB 336 (2019))
  - $200 additional annual fee for electric vehicles.
  - $100 additional annual fee for hybrid vehicles.
- Total fees
  - Annual fees of $217, $225 or $230 for electric vehicles depending on vehicle weight in addition to all other fees.
  - Annual fees of $117, $125 or $130 for hybrid vehicles depending on vehicle weight in addition to all other fees.

EV Definitions:

- "Electric vehicle" means a vehicle powered only by electricity;
- "Hybrid vehicle" means a vehicle with a hybrid propulsion system that operates on both traditional fuel and stored electricity.

EV Fees Distribution:

- Revenues are considered "special revenues," distributed to the State Highway and Transportation Department Fund.

California

- Traditional fees (Cal. Veh. Code § 9250; California Department of Motor Vehicles)
  - The state implements a number of registration-related fees.
  - Base annual registration fee of $53.
  - Transportation Improvement fee of $27 to $188 based on vehicle value.
- EV fees (Cal. Veh. Code § 9250.6/SB 1 (2017))
  - $100 additional annual fee for a zero-emission vehicles model year 2020 or later.
  - Effective January 2021 and every year after, the fee will increase in accordance with the consumer price index.
- Total fees
  - Annual fees of $153 in addition to all other fees, including a Transportation Improvement fee.

EV Definitions:

- "Zero-emission vehicle" means a vehicle that produces no emissions of criteria pollutants, toxic air contaminants or greenhouse gases when stationary or operating, as determined by the state Air Resources Board (subdivision (d) of Section 44258 of the Health and Safety Code).

EV Fees Distribution:

- Following deductions from DMV administrative costs, revenues are deposited into the Road Maintenance and Rehabilitation Account.

Colorado

- Traditional fees (Colo. Rev. Stat. § 42-3-306; Colorado Department Revenue)
  - Annual registration fees are based on vehicle weight and type.
- EV fees (Colo. Rev. Stat. §42-3-304(25)(a)/HB 1110 (2013).
  - $50 additional annual fee for plug-in electric motor vehicles.
- Total fees
  - Annual fees include the $50 annual fee in addition to traditional registration fees, which vary by vehicle weight and type.

EV Definitions:

- "Plug-in electric motor vehicle" means a motor vehicle that qualifies under the federal definition (26 U.S.C. sec. 30D). It also includes any motor vehicle that is propelled by a rechargeable battery pack capable of being recharged from any external source of electricity. Colo. Rev. Stat. §42-1-102.

EV Fee Distribution:

- 60% of fee revenues ($30 of $50 additional fee) are deposited into the Highway Users Tax Fund.
- 40% of fee revenues ($20 of $50 additional fee) are deposited into the Electric Vehicle Grant Fund, which administers grants to install charging stations and to offset station operating costs.

Georgia

- Traditional fees (Ga. Code Ann. §40-2-151)
  - $20 annual registration fee for passenger vehicles
- EV fees (Ga. Code Ann. §40-2-151(19)(A)(i)/HB 170 (2015)).
  - The current additional annual fees reflect a statutory base fee that is automatically adjusted according to a statutory formula (effective July, 2016). The fees applicable to vehicles registered July 1, 2019 and later are as follows:
    - $212.78 for noncommercial alternative fueled vehicles ($200 base fee).
- Total fees
  - Annual fees of $232.78 for noncommercial alternative fueled passenger vehicles.

EV Definitions:

- "Alternative fueled vehicle" means any vehicle fueled solely by an alternative fuel, including electricity. The fees do not apply to hybrid vehicles unless the hybrid vehicle owner elects to use an alternative fuel vehicle license plate.

EV Fee Distribution:

- Revenues must be used exclusively for "transportation purposes," including roads, bridges, public transit, rails, airports, buses, seaports; accompanying infrastructure and services necessary to provide access to these facilities; and paying general obligation debt and other multiyear financing obligations.

Hawaii

- Traditional fees (Hawaii Rev. Stat. §249-31)
  - $45 annual registration fee.
  - Additional vehicle weight taxes apply.
- EV fees (Hawaii Rev. Stat. §249-31/SB 409 (2019)).
  - $50 annual surcharge for electric vehicles.
- Total fees
  - Annual fees of $95 in addition to other taxes.

EV Definitions:

- N/A

EV Fee Distribution:

- Revenues are deposited into the State Highway Fund.

Idaho

- Traditional fees (Idaho Code §49-402; Idaho Department of Motor Vehicles)
  - Annual registration fees depend on the age of the vehicle.
    - $69 annual registration fee for vehicles 1-2 years old.
    - $57 annual registration fee for vehicles 3-4 years old.
    - $45 annual registration fee for vehicles 7 or more years old.
- EV fees (Idaho Code §49-457/HB 312 (2015)/ HB 20 (2017))
  - $140 additional annual fee for all-electric vehicles.
  - $75 additional annual fee for plug-in hybrid vehicles.
- Total fees
  - Annual fees of $209, $197 or $185 for all-electric vehicles.
  - Annual fees of $144, $132 or $129 for plug-in hybrid vehicles.

EV Definitions:

- "Electric vehicle" means a vehicle powered only by electricity.
- "Plug-in hybrid vehicle" means a motor vehicle with a hybrid propulsion system that operates on both electricity supplied through a rechargeable battery and traditional fuel.

EV Fee Distribution:

- All fees deposited into the Highway Distribution Account as follows:
  - 40% to localities for construction and maintenance of highways and bridges and to fund requirements on unpaid bonds.
  - 60% to the state highway account for construction and improvement of state highways.

Illinois

- Traditional fees (625 ILCS 5 3-806)
  - $148 annual registration fee.
  - $1 surcharge deposited into the State Police Vehicle Fund.
  - $2 surcharge deposited into the Park and Conservation Fund.
- EV fees (625 ILCS 5 3-805/SB 1939 (2019)
  - $100 additional annual fee for electric vehicles.
  - Prior to 2020, the electric vehicle registration fee could not exceed a $35 biennial rate, or $18 per year. Beginning Jan. 1, 2020, the registration fee for electric vehicles will equal those for traditional motor vehicles.
- Total fees
  - Annual fees of $251 for electric vehicles.

EV Definition:

- "Electric vehicle" is defined as a vehicle that is 8,000 lbs or less and is propelled by an electric engine and does not use motor fuel.

EV Fee Distribution:

- $1 of the additional fee is allocated to the Secretary of State Special Services Fund and the remainder deposited into the Road Fund.

Indiana

- Traditional fees (Ind. Code Ann. § 9-18.1-5-2; Indiana Bureau of Motor Vehicles)
  - $21.35 registration fee.
  - $15 Transportation Infrastructure Improvement Fee.
  - Additional taxes may apply.
- EV fees (Ind. Code Ann. § 9-18.1-5-12/HB 1002 (2017))
  - $150 additional annual fee for all-electric vehicles.
  - $50 additional annual fee for hybrid vehicles.
  - The fee is indexed to the same inflation mechanism as the motor fuel tax.
- Total fees
  - Annual fees of $86.35 for hybrid vehicles in addition to all other fees.
  - Annual fees of $186.35 for all-electric vehicles in additional to all other fees.

EV Definitions:

- "Electric vehicle" means a vehicle that is propelled by an electric motor powered by a battery or other electrical device and does not have a combustion engine.
- "Hybrid vehicle" means a vehicle that is capable of being powered with energy from both an internal combustion engine and an energy storage device, and also uses a regenerative braking system.

EV Fee Distribution:

- Revenues are deposited into the Local Road and Bridge Matching Grant Fund for projects undertaken by local units to repair/increase road and/or bridge capacity.

Iowa

- Traditional fees (Iowa Code Ann. §321.109; Iowa Taxes and Tags)
  - Based on vehicle weight and a percentage of the vehicle list price based on the vehicle's age.
    - 40 cents per 100 pounds of vehicle weight; and
    - Fee of 1% of the list price if the vehicle is 1-7 model years old; or
    - Fee of .75% of the list price If the vehicle is 8-9 model years old; or
    - Fee of .5% of the list price if the vehicle is 10-11 model years old; or
    - Fee of $50 if the vehicle is 12 or more model years old.
- EV fees (SF 767 (2019))
  - $65 additional annual fee for battery electric vehicles (BEVs).
  - $32 additional annual fee for plug-in hybrid electric motor vehicles (PHEVs).
  - In 2021, the fee increases to $97 for BEVs and $48.75 for PHEVs.
  - In 2022, the fee increases to $130 for BEVs and $65 for PHEVs.
- Total fees
  - Annual fees include EV fees in addition to applicable registration fees.

EV Definitions:

- "Battery electric vehicles" are defined as those "equipped with electrical drivetrain components and not equipped with an internal combustion engine, that are propelled exclusively by one or more electrical motors using electrical energy stored in a battery or other energy storage device

that can be recharged by plugging into an electrical outlet or electric vehicle charging station."

- "Plug-in hybrid electric vehicles" are defined as those "equipped with electrical drivetrain components, an internal combustion engine, and a battery or other energy storage device that can be recharged by plugging into an electrical outlet or electric vehicle charging station."

EV Fee Distribution:

- Revenues are deposited into the Road Use Tax Fund. Iowa Code Ann § 321.145.

Kansas

- Traditional fees (Kan. Rev. Stat. § 8-143)
  - $30 or $40 depending on weight.
  - Additional county fees apply.
- EV fees (Kan. Rev. Stat. § 8-143; HB 2214 (2019))
  - $100 *total* annual registration fee for all-electric vehicles.
  - $50 *total* annual registration fee for electric hybrid and plug-in electric hybrid vehicles.
- Total fees
  - Because the state's EV fees are total, not additional, electric and hybrid vehicles are not charged a separate or passenger vehicle registration fee, but instead are charged an increased fee of $100 for all-electric vehicles and $50 for hybrid electric vehicles.

EV Definitions:

- "Electric vehicle" means a vehicle that is powered by an electric motor drawing current from rechargeable storage batteries or other portable electrical energy storage devices, provided the energy must be drawn from a source off the vehicle, such as an electric vehicle charging station.

EV Fee Distribution:

- The majority of fee revenues are deposited into the State Highway Fund. Kan Stat. Ann. § 8-145.

Michigan

- Traditional fees (Mich. Comp. Laws Ann. §257.801; Michigan Office of the Secretary of State)
  - Vehicles with a model year of 1984 or newer pay registration fees based on the **manufacturer's suggested retail price.**
  - Additional fees may apply.
- EV fees (Mich. Comp. Laws Ann. §257.801(7)/ HB 4736 (2015))
  - Michigan indexes its EV fees based on the motor vehicle fuel tax. Each 1 cent fuel tax increase above 19 cents increases the BEV annual fee by $5 and the PHEV annual fee by **$2.50. The current fees, calculated using a 26.3 cent per gallon gasoline motor vehicle fuel tax, are as follows:**
  - $135 additional annual fee for "electric vehicles," or BEVs, up to 8,000 pounds ($100 base fee).
  - $47.50 additional annual fee for certain PHEVs up to 8,000 pounds ($30 base fee).
  - $235 additional annual fee for "electric vehicles," or BEVs over 8,000 pounds ($200 base fee).
  - $117.50 additional annual fee for certain PHEVs over 8,000 pounds ($100 base fee).
- Total fees
  - Annual fees include the EV fees in addition to traditional fees, which vary depending on vehicle price.

EV Definitions: (HB 5313, 2020, effective 9/29/2020)

- "Plug-in hybrid electric vehicle" means a vehicle that can use batteries to power an electric motor and use another fuel, such as gasoline or diesel, to power an internal combustion engine or other propulsion source, and that may use electricity from the grid to run the vehicle some or all of the time. Previously referred to as "*hybrid electric vehicle*."
- "Electric vehicle" means a vehicle that is propelled solely by electrical energy and that is not capable of using gasoline, diesel fuel, or alternative fuel to propel the vehicle. Previously referred to as "*nonhybrid electric vehicle*."

EV Fee Distribution:

- Some revenues are deposited into the Michigan Transportation Fund for road maintenance carried out by cities, villages, and counties.
- Other revenues are deposited into the Scrap Tire Regulation Fund.

Minnesota

- Traditional fees (Minn. Stat. Ann. §168.013)
  - $10 plus 1.25% of the vehicle's base value.
- EV fees (Minn. Stat. Ann. §168.013/HF 3 (2017))
  - $75 additional annual fee for non-hybrid, "all-electric" vehicles.
- Total fees
  - Annual fees of $85 in addition to 1.25% of the vehicles base value for all-electric vehicles.

EV Definitions:

- "All-electric vehicle" means an electric vehicle that is powered solely by an electricity supplied through a rechargeable storage battery, fuel cell or other portable source of electrical current. The definition excludes plug-in hybrid electric vehicles.

EV Fee Distribution:

- Revenues are deposited into the Highway User Tax Distribution Fund.

Mississippi

- Traditional fees (Miss. Code Ann. §§27-19-5)
  - $15 private passenger carriers' tax.
  - Also subject to an ad valorem tax at the time of registration.
- EV fees (Miss. Code Ann. §§27-19-21; 23/HB 1 (2018 First Extraordinary Session)
  - $150 additional annual fee for electric vehicles.
  - $75 additional annual fee for hybrid vehicles.
  - Beginning July 1, 2021, fees will be indexed to inflation.
- Total fees
  - Annual fees of $165 for electric vehicles in addition to other applicable taxes.
  - Annual fees of $90 for hybrid vehicles in addition to other applicable taxes.

EV Definitions:

- "Electric vehicle" means a vehicle that is used primarily for use on public roads that is powered solely by electricity supplied from a rechargeable battery, fuel cell or other portable source of electricity and required to have a license tag under Miss. Code Ann. §§27-19-1 et seq.
- "Hybrid vehicle" means a vehicle that is used primarily on public roads that is propelled by at least two forms of and is required to have a license tag under Miss. Code Ann. §§27-19-1 et seq.

EV Fee Distribution:

- Revenues are apportioned for the same purposes and in the same proportion as specified for gasoline and diesel fuel taxes during the previous state fiscal year and such funds must be used solely for the repair and maintenance of roads, streets and bridges.

Missouri

- Traditional fees (Mo. Rev. Stat. §301.055; Missouri Department of Revenue)
  - $18.25 for a vehicle with a taxable horsepower of under 12 up to $51.25 for a vehicle with a taxable horsepower of over 72.
  - Registration fees are assessed according to the vehicle's taxable horsepower.
  - Additional processing fees apply.
- EV fees (Mo. Ann. Stat. §142.869/SB 619 (1998)).
  - $75 additional annual fuel decal fee for alternative fueled passenger motor vehicles up to 18,000 lbs.
  - $37.50 additional annual fee for plug-in electric hybrid vehicles.
- Total fees
  - Annual fees of $93.25 up to $126.25 for alternative fueled passenger vehicles, depending on the vehicle's taxable horsepower.
  - Annual fees of $55.75 up to $88.75 for plug-in electric hybrid vehicles, depending on the **vehicle's horsepower.**

EV Definitions:

- "Plug-in electric hybrid" means any model year 2018 or newer hybrid vehicle that has not been modified and is equipped with an internal combustion engine and batteries that can be recharged by connecting to an electric power source.
- "Alternative fuel" means electricity, liquefied petroleum gas (propane), compressed natural gas, or a combination of liquefied petroleum gas and a compressed natural gas or electricity used in an internal combustion engine or motor.

EV Fee Distribution:

- Revenues are deposited into the State Highway Fund.

Nebraska

- Traditional fees (Neb. Rev. Stat. §60-3,190; Neb. Rev. Stat. §60-3,140; Nebraska Department of Motor Vehicles)
  - $15 annual registration fee.
  - Additional taxes and fees are collected at the time of registration.
- EV fees Neb. Rev. Stat. §60-3,191/LB 289 (2011)
  - $75 additional annual fee for alternative fuel vehicles.
- Total fees
  - Annual fees of $90 for alternative fuel vehicles in addition to all other annual fees and taxes.

EV Definitions:

- "Alternative fuel" includes vehicles powered by electricity, solar power and any other source of energy not otherwise taxed under the motor fuel laws. Alternative fuel does not include motor vehicle fuel, diesel fuel or compressed fuel. *See* Neb. Rev. Stat. §60-306.

EV Fee Distribution:

- Revenues deposited into the Highway Trust Fund.

North Carolina

- Traditional fees (N.C. Gen. Stat. §20-87)
  - $36 annual registration fee.
- EV fees (N.C. Gen. Stat. §20-87(13)/SB 402 (2013)/ HB 97 (2015)).
  - $130 additional annual fee for plug-in electric vehicles.
- Total fees
  - Annual fees of $166 for plug-in electric vehicles.

EV Definitions:

- "Plug-in electric vehicle" means a motor vehicle used primarily on public roads that is powered by electricity supplied by a rechargeable battery with a capacity of at least 4 kilowatt-hours , has not been modified, and does not exceed 8,500 lbs.

EV Fee Distribution:

- 85% of revenues are deposited into the Highway Fund to supports existing transportation system, including resurfacing highways, replacing bridges, paving secondary roads.
- 15% of revenues are deposited into the Highway Trust Fund.

North Dakota

- Traditional fees (N.D. Cent. Code § 39-04-19)
  - $93 annual fee for vehicles greater than 3,200 lbs, but less than 4,500 lbs for the first six years of registration.
  - Fees vary depending on the year of registration and the weight of the vehicle.
- EV fees (N.D. Cent. Code § 39-04-19.2/SB 2061 (2019)).
  - $120 additional annual road use fee for electric vehicles.
  - $50 additional annual road use fee for plug-in hybrid vehicles.
  - $20 additional annual road use fee for electric motorcycles.
- Total fees
  - Annual fees of $143 for plug-in hybrids, which varies depending on vehicle weight and year of registration.
  - Annual fees of $213 for electric vehicles, which varies depending on vehicle weight and year of registration.

EV Definitions:

- "Electric vehicle" means a vehicle powered only by electricity.
- "Plug-in hybrid vehicle" means a vehicle with a hybrid propulsion system using an internal combustion engine and a chargeable energy storage device.
- "Electric motorcycle" means a vehicle with a saddle for the rider and no more than three wheels, powered only by electricity.

EV Fee Distribution:

- Revenues are deposited into the highway tax distribution fund.

Ohio

- Traditional fees (Ohio Bureau of Motor Vehicles)
  - $31 annual registration renewal fee.
- EV fees (Ohio Rev. Code § 4503.10/HB 62 (2019))
  - $200 additional annual fee for plug-in electric motor vehicles.
  - $100 additional annual fee for hybrid motor vehicles.

- Total fees
    - Annual fees of $231 for plug-in electrics.
    - Annual fees of $131 for hybrid vehicles.

EV Definitions:

- "Plug-in electric motor vehicle" means a vehicle powered wholly or in part by a rechargeable battery.
- "Hybrid motor vehicle" means a vehicle with a hybrid propulsion system including a combustion engine and stored electricity.

EV Fee Distribution:

- 55% of revenues are deposited into the highway operating fund;
- 45% of revenues are deposited into the gasoline excise tax fund and are allocated as follows:
    - 19.3% to municipalities;
    - 16.7% to counties; and
    - 9% to townships.

Oklahoma

- *Traditional fees (Oklahoma Tax Commission)*
    - *Registration fee amount varies depending on registration year.*
    - *$96 for registration years 1-4.*
    - *$86 for registration years 5-8.*
    - *$66 for registration years 9-12.*
    - *$46 for registration years 13-16.*
    - *$12 for registration years 17 and over.*
- *EV fees HB 1449 (2017) (struck down by the Oklahoma Supreme Court in Oct. 2017).*
    - *Oklahoma's EV fee was struck down by the Oklahoma Supreme Court for failing to meet the constitutional mandates that govern the passage of a revenue bill: failing to receive three-fourths of the legislative vote and passing less than a week before the end of the legislative session.*
    - *$100 additional annual fee for electric vehicles.*
    - *$30 additional annual fee for hybrid vehicles.*
- *Total fees*
    - *Annual fees for electric vehicles are the same as those for standard passenger vehicles.*

EV Definitions:

- *"Electric vehicle" means a vehicle that is propelled solely by electrical energy and is not capable of using gasoline, diesel or any other fuel for propulsion.*

- *"Hybrid vehicle" means a vehicle that is capable of being propelled at least in part by electrical energy using a battery storage system of at least 4 kilowatt-hours, is capable of being recharged from an external source of electricity and is also capable of using gasoline, diesel fuel or alternative fuel to propel the vehicle.*

EV Fee Distribution:

- *Revenues were to be deposited into the State Highway Construction and Maintenance Fund. The lesser of $10,000 and 1.5% of this fund could be used to develop and maintain alternative fuel corridors as defined by the Federal Highway Administration.*

Oregon

- Traditional fees (Or. Rev. Stat. § 803.420)
  - $43 annual registration fee.
- EV fees (Or. Rev. Stat. § 803.422/Or. Rev. Stat. § 319.885; 890/HB 2017 (2017)
  - Additional fees are assigned by miles per gallon (MPG) as follows:
    - $18 for vehicles with 0-19 MPG.
    - $23 for vehicles with 23-29 MPG.
    - $33 for vehicles with 40 MPG or greater.
    - $ 110 additional annual fee for electric vehicles.
  - Note that these fees increase in 2021.
  - Electric vehicle owners can opt to participate in the state's road usage charge program, **OReGO, in lieu of the annual fee.**
- Total fees
  - Annual fees of $153 for electric vehicles.

EV Definitions:

- N/A

EV Fee Distribution:

- Revenues support state and local transportation systems through road and bridge improvements, enhanced safety measures, and increased transit options.

South Carolina

- Traditional fees (S.C. Code § 56-3-620)
  - $36-40 *biennial fee* depending on registrant age.
- EV fees (S.C. Code Ann. §56-3-645/HB 3516 (2017))
  - $120 additional *biennial* fee for electric vehicles.
  - $60 additional *biennial* fee for hybrid vehicles.
- Total EV fees
  - *Biennial fees* of $156-$160 for electric vehicles.
  - *Biennial fees* of $96-$100 for hybrid vehicles.

EV Definitions:

- "Hybrid vehicle" means a motor vehicle powered by a combination of motor fuel and electricity, hydrogen or any fuel other than motor fuel.

EV Fee Distribution:

- Revenues are deposited into the Infrastructure Maintenance Trust Fund, to be used exclusively for repairs, maintenance, and improvements to the existing transportation system. S.C. Code Ann. §57-11-20(A).

Tennessee

- Traditional fees (Tenn. Code Ann. § 55-4-111(a)(1)(Table))
  - **$23.75 annual registration fee.**
- EV fees (Tenn. Code Ann. §55-4-116/HB 534 (2017).

    - $100 additional annual fee for electric vehicles.
- Total fees
    - Annual fees of $123.75 for electric vehicles.

EV Definitions:

- "Electric vehicle" means a passenger or commercial motor vehicle powered exclusively by electricity.

EV Fee Distribution:

- Revenues are deposited into the highway fund. Ten. Code Ann. § 55-6-107.

Utah

Utah Code §41-1a-1206/SB 136 (2018).

The current fees are as follows:

- Traditional fees (Utah Rev. Code 41-1a-1206(1)(b))
    - $44 annual registration fee.
- EV fees (Utah Code §41-1a-1206/SB 136 (2018)).
    - $90 additional annual fee for electric motor vehicles.
    - $90 additional annual fee for vehicles fueled by a source other than motor fuel, diesel fuel, natural gas or propane.
    - $39 additional annual fee for plug-in hybrid electric motor vehicles.
    - $15 additional annual fee for hybrid electric motor vehicles.
    - Fees increase in 2021 to $120 for all-electric or other non-fossil fuel powered motor vehicles, $20 for hybrid electric motor vehicles, and $52 for plug-in hybrid motor vehicles.
    - Beginning Jan. 1, 2022, fees will be indexed to the consumer price index.
    - Electric vehicle owners can opt to participate in the state's road usage charge program in lieu of the annual fee.

- Total fees
    - Annual fees of $134 for electric vehicles.
    - Annual fees of $83 for plug-in hybrids.
    - Annual fees of $59 for hybrid vehicles.
    - Note that there is also an option to pay a six-month registration fee as opposed to an annual fee. Fee amounts for the six-month registration can also be found at Utah Rev. Code 41-1a-1206.

EV Definitions:

- "Electric motor vehicle" means a motor vehicle that is powered solely by electricity supplied by a rechargeable energy storage system.
- "Hybrid electric motor vehicle" means a motor vehicle that is capable of being powered by both an internal combustion engine and a rechargeable energy storage system.
- "Plug-in hybrid electric motor vehicle" means a hybrid electric motor vehicle that is capable of being charged by an external source.

EV Fee Distribution:

- Revenues are deposited in the Transportation Fund. Utah Code §41-1a-1201.

Virginia

- Traditional fees Virginia Department of Motor Vehicles
  - $40.75-$45.75 depending on vehicle weight.
  - Note that additional local fees may apply.
- EV fees (Va. Code §58.1-2249(b)/SB 127 (2014).
  - $64 additional annual license tax for alternative fuel vehicles or electric motor vehicles.
  - Note that Virginia's EV fee can decrease to $50 if the receiving jurisdiction does not use the fee revenues for transportation purposes.
- Total fees
  - Annual fees of $104.75 or $109.75 depending on vehicle weight.

EV Definitions:

- "Alternative fuel vehicle" means a vehicle powered by a combustible gas, liquid or other source of energy that is neither a motor fuel nor electricity and excludes hybrid electric vehicles.
- "Electric motor vehicle" means a motor vehicle powered by electricity only.

EV Fee Distribution:

- Revenues are deposited into the Highway Maintenance and Operating Fund and must be used for district transportation purposes.

Washington

- Traditional fees (Rev. Code Wash. 46.17.350; Rev. Code Wash. 46.17.005; Rev. Code Wash. 46.17.040; Washington State Department of Licensing)
  - $30 annual license tab fee.
  - Additional filing and service fees apply.
- EV fees (Wash. Rev. Code §46.17.323/HB 2042 (2019); 2019 Ballot Initiative 976)
  - $150 additional annual registration fee for electric vehicles (initially $100 as enacted in 2012).
  - $75 additional Hybrid Vehicle Transportation Electrification fee to fund electric vehicle charging stations (enacted in 2019).
  - The state currently imposes two separate additional fees on electric vehicle owners pending the resolution of litigation surrounding a state ballot measure that would limit total annual registration fees on electric vehicles to $30, while leaving the $75 transportation electrification fee in-tact.
- Total fees
  - Annual fees totaling $255 for electric vehicles.

EV Definitions:

- "Electric vehicle" means a vehicle that is capable of being powered by electricity supplied by a rechargeable battery that can travel at least 30 miles relying exclusively on battery power.

EV Fee Distribution:

- Of the funds collected through the $150 EV registration fee, 70% goes to the motor vehicle fund, 15% goes to the transportation improvement account, and 15% goes to the rural arterial trust account.
- The $75 Hybrid Vehicle Transportation Electrification fee goes toward electric vehicle charging stations.

West Virginia

- Traditional fees (Registration Fees Brochure)
  - $51.50
- EV fees (W. Va. Code §17A-10-3c/SB 1006 (2017))
  - $200 additional annual fee on electric vehicles.
  - $100 additional annual fee on vehicles operating on a combination of electricity and petrochemical fuels.
- Total fees
  - Annual fees of $251.50 for electric vehicles.
  - Annual fees of $151.50 for hybrid vehicles gas/electric vehicles.

EV Definitions:

- N/A

EV Fee Distribution:

- Revenues from fees on vehicles operated on hydrogen, natural gas or a combination of electricity and petrochemicals are deposited into the State Road Fund which pays the principal and interest due on state bonds issued for the fund, funding the administration expenses for the Division of Highways, and state road maintenance, construction, and improvement.
- Revenues from fees on electric vehicles are deposited into the state's Transportation Fund.

Wisconsin

- Traditional fees (Wis. Stat. Ann. §341.25(a); Wisconsin Department of Transportation)
  - $85 annual registration fee.
- EV fees (Wis. Stat. Ann. §341.25/Act 59 §1895M (2017); Act 9 § 1987 (2019)
  - $100 additional annual fee on nonhybrid electric vehicles.
  - $75 additional annual fee on hybrid electric vehicles.
- Total fees
  - Annual fees of $185 for nonhybrid electric vehicles.
  - Annual fees of $160 for hybrid electric vehicles.

EV Definitions:

- "Nonhybrid electric vehicle" means a vehicle that is powered solely by electricity and that is not capable of using gasoline, diesel fuel or alternative fuel.
- "Hybrid electric vehicle" means a vehicle that uses gasoline, diesel fuel or alternative fuel and electricity.

EV Fee Distribution:

- $75 annual fee for hybrid electric vehicles and $100 for nonhybrid electric vehicle is disbursed to the state's Transportation Fund.

Wyoming

- Traditional fees (Wyo. Stat. §31-3-102)
  - $30
  - Additional county fees may apply.
- EV fees (Wyo. Stat. §31-3-102(a)(xxiii)/HB 9 (2015)/ HB 2 (2016)/HB 166 (2019).

- $200 *total* annual fee for plug-in electric vehicles.
- While the state initially enacted a one-time $50 decal fee in 2015, the legislature clarified its intent that the fee be annual in 2016 and increased the fee amount in 2019.

- Total fees
  - Because the state's EV fees are total, not additional, plug-in electric vehicles are not charged a separate or passenger vehicle registration fee, but instead are charged an increased fee of $200.

EV Definitions:

- "Plug-in electric vehicle" means any motor vehicle that is propelled by a rechargeable battery capable of being charged from any external source of electricity. "Plug-in electric vehicle" does not include a hybrid vehicle. *See* Wyo. Stat. §31-17-301.

EV Fee Distribution:

- Revenues are deposited into the state highway fund. *See* Wyo. Stat. §31-17-303.

ATTACHMENT C

List of EV Charging Station Locations in North Dakota

LEVEL 2 CHARGING STATIONS (2020) *Red indicates private charger*

LOCATION	ADDRESS	CITY
Dakota Gasification Company	420 Co Rd 15	Beulah
Roosevelt Place Hotel	4403 Skyline Crossings	Bismarck
Nissan of Bismarck	1026 57th Ave NW	Bismarck
Basin Electric Power Coop HQ	1717 E Interstate Ave	Bismarck
Lignite Energy Council	1016 E Owens Ave	Bismarck
Lake Metigoshe State Park		Bottineau
North Central Electric Cooperative	538 11th St W #1	Bottineau
Dan Porter Motors	2391 I-94, Business Loop	Dickinson
International Peace Garden	10939 Highway 281	Dunseith
Happy Harry's Bottle Shop	4001 53rd Ave S	Fargo
Luther Family Ford	3302 36th St	Fargo
Gateway Nissan	441 38th St. SW	Fargo
Gateway Chevrolet	501 38th Street S.	Fargo
West Acres Mall	3950 13th Ave. S.	Fargo
Sanford Medical Center	5225 23rd Ave. S.	Fargo
Valley Imports	402 40th Street S.	Fargo
Prairie Knights Casino & Resort	7932 Hwy 24	Fort Yates
Minnkota Power Coop	5301 32nd Ave S	Grand Forks
Best Western Harvest Inn & Suites	3350 32nd Ave S	Grand Forks
Nissan of Grand Forks	3220 S Washington St	Grand Forks
University of Jamestown	6000 College Ln	Jamestown
RM Stoudt Ford Lincoln	800 23rd St SW	Jamestown
National Buffalo Museum	500 17th St SE	Jamestown
NISC	3131 Technology Dr NW	Mandan
Ryan Nissan	3915 S Broadway	Minot
Minot Automotive Center	3615 S Broadway	Minot
Roosevelt Inn & Suites	600 2nd Ave SW	Watford City
West Fargo Sports Arena	520 32nd Ave W	West Fargo
Element Hotel	925 19th Ave E	West Fargo
Hornbacher's	2050 Sheyenne St.	West Fargo
Mountrail Williams Electric Coop	58th St W	Williston
Lewis & Clark Interpretive Center	(2020) 2527 8th St. SW	Washburn

Level 3 DC Fast Charging Stations *Round 1 – VW Settlement Grants*

Bismarck	City of Bismarck	Bismarck Airport, 2301 University Drive
Bismarck	City of Bismarck	BisMan CVB, 1600 Burnt Boat Road
Coleharbor	McLean Electric Coop	Totten Trail Bar & Grill, 2280 14th St NW
Dickinson	ZEF Energy	Simonson Station Store 285 14th St W

Fargo	Cass County Electric Coop	West Acres Mall, 3902 13th Ave South
Fargo	Cass County Electric Coop	CVB, 2001 44th St South
Fargo	Cass County Electric Coop	Hornbachers, 2050 Sheyenne St
Fargo	City of Fargo	Fargo City Hall, 225 4th St North
Fargo	eSmart Systems Inc	
Grafton	ZEF Energy	Simonson Station Store, 45 E 12th St
Grand Forks	NoDak Electric Coop	
Grand Forks	ZEF Energy	Simonson Station Store, 310 Gateway Dr
Hillsboro	City of Hillsboro	101 Sixth St, NW
Minot	Enerbase Cooperative Resources	Travel Center, 4750 Hwy 83 North
Minot	ZEF Energy	Simonson Station Store 1310 S. Broadway
Williston	ZEF Energy	Simonson Station Store, 2nd Ave West
Wahpeton	ZEF Energy	Simonson Station Store, Dakota Avenue

ATTACHMENT D

ND Century Code Items To Review

Below are some sections of NDCC which may need changes.

NDCC §39-01-09 Parking meters prohibited. It is unlawful for the state of North Dakota, its political subdivisions, counties, cities, and the state department of transportation to establish and maintain any mechanical device or devices known as "parking meters", or by whatever name designated, requiring the deposit therein of coins or tokens for the privilege of parking cars or other vehicles upon the streets and highways in the state of North Dakota. Any and all ordinances and resolutions now existing authorizing the establishment and maintenance of such mechanical devices or parking meters, or by whatever name designated, are hereby declared null and void.

Suggested change - *This section does not apply to Electric Vehicle Charging Stations.*

NDCC §39-01-01.56 Park

56. "Park", when prohibited, means the standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in **loading or unloading.**

Suggested change - *This section does not apply to Electric Vehicle Charging Stations.*

Concern - It's when prohibited, but it may be something to keep in the back of our mind as there is reference to what activity constitutes "parking" i.e. Loading/unloading. Maybe "charging" should be included depending on the scenario, since charging would be relatively "temporary". Need to define temporary.

Another section of NDCC which may need to be reviewed:

24-01-45 Controlled-access facility - Commercial establishments prohibited.
No automotive service station or other commercial establishment for serving motor vehicle users may be constructed or located within the right of way of, or on publicly owned or publicly leased land acquired or used for or in connection with, a controlled-access facility.

As referenced earlier on page 10 of the report, the PSC and utilities are reviewing law and administrative rules in case any changes might be necessary to accommodate development and expansion of EV Charging infrastructure. These sections include:

49-03-01 Certificate of public convenience and necessity - Secured by electric public utility.

1. An electric public utility may not begin construction or operation of a public utility plant or system, or of an extension of a plant or system, without first obtaining from the commission a certificate that public convenience and necessity require or will require the construction and operation. This section does not require an electric public utility to secure a certificate

for an extension within any municipality within which the electric public utility has lawfully commenced operations. If any electric public utility in constructing or extending its line, plant, or system, unreasonably interferes with or is about to interfere unreasonably with the service or system of any other electric public utility, or any electric cooperative corporation, the commission, on complaint of the electric public utility or the electric cooperative corporation claiming to be injuriously affected, after notice and hearing as provided in this title, may order enforcement of this section with respect to the offending electric public utility and prescribe just and reasonable terms and conditions.

2. An electric transmission provider may not begin construction or operation of an electric transmission line interconnecting with an existing electric transmission line owned or operated by an electric public utility without first obtaining a certificate that public convenience and necessity require or will require the construction or operation.

49-03-01.5 Definitions

As used in sections 49-03-01 through 49-03-01.5:

1. "Electric provider" means either an electric public utility or a rural electric cooperative.
2. "Electric public utility" means a privately-owned supplier of electricity offering to supply or supplying electricity to the general public.
3. "Electric transmission line" means facilities for conducting electric energy at a design voltage of one hundred fifteen kilovolts or greater phase to phase and more than one mile [1.61 kilometers] long.
4. "Electric transmission provider" means an owner or operator, other than a rural electric cooperative, of a transmission line the costs of which are recovered directly or indirectly through transmission charges to an electric public utility.
5. "Person" includes an individual, an electric public utility, a corporation, a limited liability company, an association, or a rural electric cooperative.
6. "Rural electric cooperative" includes any electric cooperative organized under chapter 10-13. An electric cooperative, composed of members as prescribed by law, shall not be deemed to be an electric public utility.
7. "Service area" means a defined geographic area containing existing or future service locations established by an agreement among electric providers and approved by the commission.
8. "Service area agreement" means an agreement between electric providers establishing service areas and designating service locations to be served by each provider under section 49-03-06.
9. "Service location" means the structures, facilities, or improvements on a parcel of real property to which electric service may be provided.

Administrative Rules

CHAPTER 69-09-02 - STANDARDS OF SERVICE – ELECTRIC

69-09-02-15. Resale and submetering. Electric service furnished by a public utility under established rate schedules shall not be resold or sub-metered by a customer unless the rate schedule under which the customer receives service specifically so provides.

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LANE DEPARTURE CRASHES in North Dakota (2021)

Frequency / Percent	Month												Total
Crash Severity	1	2	3	4	5	6	7	8	9	10	11	12	
Fatal Injury	5	2	3	4	2	8	6	8	4	2	2	1	47
	0.14	0.06	0.08	0.11	0.06	0.22	0.17	0.22	0.11	0.06	0.06	0.03	1.32
Non-Incapaciating Injury	46	32	50	66	48	50	58	61	53	51	59	49	623
	1.29	0.9	1.4	1.85	1.35	1.4	1.63	1.71	1.49	1.43	1.66	1.38	17.49
PDO	242	197	190	173	161	176	156	180	173	187	235	381	2451
	6.79	5.53	5.33	4.86	4.52	4.94	4.38	5.05	4.86	5.25	6.6	10.69	68.79
Incapaciating Injury	11	16	18	26	13	18	25	26	21	14	8	9	205
	0.31	0.45	0.51	0.73	0.36	0.51	0.7	0.73	0.59	0.39	0.22	0.25	5.75
Possible Injury	19	15	11	23	19	16	17	19	21	16	33	28	237
	0.53	0.42	0.31	0.65	0.53	0.45	0.48	0.53	0.59	0.45	0.93	0.79	6.65
Total	323	262	272	292	243	268	262	294	272	270	337	468	3563
	9.07	7.35	7.63	8.2	6.82	7.52	7.35	8.25	7.63	7.58	9.46	13.13	100

Contributing Factors	Frequency
No Clear Contribuing Factor	1511
Vision Obstructed	9
Speed	178
Wrong Way	13
Failed to Yield	9
Following too Close	7
Weather	231
Defective Equipment	33
Improper Backing/Turning	5
Improper Overtaking	8
Animal in Roadway	14
Too Fast for Conditions	524
Disregard Traffic Signs	6
Ran Red Light	47
Disregard Other Road Markings	4
Improper Turn	24
Failed to Keep Proper Lane	121
Vehicle Operation Erratic	386
Over-Correcting	107
Other	326
Total	3563

Crash Severity	Frequency
Fatal Injury	47
Non-Incapaciating Injury	623
PDO	2451
Incapaciating Injury	205
Possible Injury	237
Total	3563

Surface Condition	Frequency
Dry	2317
Wet	229
Muddy	95
Snow	371
Slush	49
Ice/Compacted Snow	499
Sand	2
Unknown	1
Total	3563

Out Of State Drivers	
State	Frequency
AZ	5
CA	1
CO	3
FL	2
GA	2
IA	2
MI	2
MN	29
MO	1
MT	4
NM	3
NY	1
OH	1
SC	1
SD	11
TN	1
UT	1
VA	1
WA	3
WI	2
WY	3
Total	79

Driver Age Group	Frequency
1	5
2	336
3	352
4	371
5	742
6	528
7	345
8	291
9	204
10	116
Unknown	273

Age Group	Age (years)
1	0 - 13
2	14 - 17
3	18 - 20
4	21 - 24
5	25 - 34
6	35 - 44
7	45 - 54
8	55 - 65
9	65 - 74
10	≥ 75

Table D6: Estimated Bridge Improvement Needs by County (Thousands of 2022 Dollars)

County	Replacement		Preventive Maintenance Cost	Total Cost
	Bridges	Cost		
Adams	7	$5,368,480.61	$312,428.51	$5,680,909.13
Barnes	2	$6,018,876.05	$530,210.10	$6,549,086.14
Benson	0	$0.00	$97,419.98	$97,419.98
Billings	3	$2,949,187.07	$273,865.71	$3,223,052.78
Bottineau	41	$34,098,385.38	$663,941.39	$34,762,326.77
Bowman	4	$2,579,150.62	$198,452.13	$2,777,602.75
Burke	5	$2,250,000.00	$48,020.00	$2,298,020.00
Burleigh	7	$5,133,819.24	$464,724.38	$5,598,543.61
Cass	43	$64,506,553.72	$3,371,424.63	$67,877,978.35
Cavalier	6	$4,106,269.58	$130,460.49	$4,236,730.07
Dickey	2	$2,617,436.49	$565,363.70	$3,182,800.19
Divide	1	$450,000.00	$78,709.49	$528,709.49
Dunn	4	$5,718,670.55	$420,022.84	$6,138,693.39
Eddy	3	$4,853,633.95	$319,310.29	$5,172,944.24
Emmons	4	$4,466,415.82	$388,614.53	$4,855,030.35
Foster	1	$800,000.00	$102,694.60	$902,694.60
Golden Valley	5	$4,609,417.08	$158,324.82	$4,767,741.91
Grand Forks	51	$39,161,818.85	$1,905,730.52	$41,067,549.37
Grant	18	$32,452,586.95	$795,076.62	$33,247,663.57
Griggs	2	$3,866,738.29	$240,463.31	$4,107,201.60
Hettinger	18	$11,362,019.81	$368,985.42	$11,731,005.23
Kidder	0	$0.00	$0.00	$0.00
LaMoure	7	$11,308,441.11	$502,177.50	$11,810,618.61
Logan	2	$1,250,000.00	$81,561.14	$1,331,561.14
McHenry	37	$32,167,011.73	$657,111.12	$32,824,122.84
McIntosh	2	$1,600,000.00	$12,685.62	$1,612,685.62
McKenzie	10	$6,235,999.03	$653,644.88	$6,889,643.91
McLean	4	$4,064,487.37	$422,413.63	$4,486,901.00
Mercer	11	$16,350,187.25	$715,997.60	$17,066,184.85
Morton	66	$54,548,847.33	$1,406,128.38	$55,954,975.71
Mountrail	2	$1,855,070.29	$236,210.97	$2,091,281.26
Nelson	1	$1,479,539.97	$303,599.10	$1,783,139.07
Oliver	2	$2,234,240.31	$209,243.94	$2,443,484.25

County	Replacement		Preventive Maintenance Cost	Total Cost
	Bridges	Cost		
Pembina	44	$33,824,712.12	$951,866.14	$34,776,578.26
Pierce	0	$0.00	$4,408.55	$4,408.55
Ramsey	5	$3,300,000.00	$171,357.56	$3,471,357.56
Ransom	5	$12,128,892.69	$614,764.67	$12,743,657.36
Renville	4	$3,297,162.39	$208,426.24	$3,505,588.63
Richland	40	$33,479,623.04	$1,692,647.01	$35,172,270.05
Rolette	1	$450,000.00	$51,521.88	$501,521.88
Sargent	5	$2,250,000.00	$25,326.45	$2,275,326.45
Sheridan	0	$0.00	$0.00	$0.00
Sioux	0	$0.00	$139,337.35	$139,337.35
Slope	1	$4,334,656.39	$273,878.63	$4,608,535.01
Stark	25	$20,823,882.37	$815,615.27	$21,639,497.65
Steele	29	$20,783,966.97	$626,395.86	$21,410,362.82
Stutsman	7	$9,943,687.54	$482,194.48	$10,425,882.02
Towner	9	$5,800,000.00	$66,147.54	$5,866,147.54
Traill	55	$90,734,322.82	$1,890,273.29	$92,624,596.12
Walsh	63	$50,605,542.28	$1,486,407.20	$52,091,949.48
Ward	15	$14,060,243.24	$597,798.10	$14,658,041.34
Wells	3	$2,037,699.53	$120,445.89	$2,158,145.42
Williams	16	$10,400,837.15	$0.00	$10,400,837.15
Total	**698**	**$688,718,512.95**	**$26,853,829.45**	**$715,572,342.40**

NDDOT Wetland Mitigation Expenditures

Revised 1/13/2023	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total Years
Mitigation Banks	$195,647.90	$67,999.86	$31,609.00	$2,000.00	$40,496.13	$139,857.30	$989,599.52	$1,066,394.37	$263,299.79	$115,186.82	$27,220.37	$2,230.53	$6,593.94	$300,460.97	$611,695.62	$3,860,292.12
Permittee-responsible mitigations (On-Site)	$0.00	$219,649.65	$0.00	$104,322.85	$496,326.63	$611,372.27	$1,682,791.28	$858,316.86	$720,775.20	$44,151.35	$214,900.57	$77,109.63	$40,529.08	$146,650.50	$125,211.77	$5,342,107.63
In-Lieu Fee Programs	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$912,720.00	$912,720.00
Monitoring (*Data not available prior to 2015)	*	*	*	*	*	*	*	60,967.98	69,241.85	109,560.53	117,367.78	$229,821.94	$141,599.30	$89,468.66	$73,083.02	$891,111.06
Wetland Mitigation Grand Total	**$195,647.90**	**$287,649.51**	**$31,609.00**	**$106,322.85**	**$536,822.76**	**$751,229.57**	**$2,672,390.80**	**$1,985,679.21**	**$1,053,316.84**	**$268,898.70**	**$359,488.72**	**$309,162.10**	**$188,722.32**	**$536,580.13**	**$1,722,710.41**	**$11,006,230.81**
NDDOT Construction Program	$275,000,000	$319,000,000	$410,000,000	$590,000,000	$550,000,000	$820,000,000	$820,000,000	$615,000,000	$680,000,000	$382,000,000	$357,000,000	$405,000,000	$396,000,000	$362,000,000	$564,000,000	$7,545,000,000
Wetland Mitigation % of Program	**0.07%**	**0.09%**	**0.01%**	**0.02%**	**0.10%**	**0.09%**	**0.33%**	**0.32%**	**0.15%**	**0.07%**	**0.10%**	**0.08%**	**0.05%**	**0.15%**	**0.31%**	**0.15%**

* Data not available prior to 2015

Mitigation Banks: Costs encompass all project development (surveys, studies, design) and construction of NDDOT managed Mitigation Banks. Mitigation Bank costs were calculated through finance query by PCN, as mitigation banks projects have their own exclusive PCN/Project Number.

Permittee-responsible mitigations (On-site): Costs include design, ROW, and construction for on-site mitigation as part of roadway improvement project costs. On-Site mitigation costs include both locations within the ROW, and locations outside ROW through acquisition of project specific permanent wetland mitigation easement. On-site mitigation costs were calculated by OPD staff manually analyzing quantities and bid items within project plans, ROW easement costs, and uses additional 10% for engineering/design.

In-Lieu Fee Programs: Costs would encompass direct payments for mitigation to NGO such as Ducks Unlimited.

Monitoring: Costs encompass field monitoring and annual reporting for monitoring both On-Site Mitigation, as well as NDDOT Mitigation Bank monitoring. Monitoring contracts began using a stand- alone PCN/Project Number in 2015, and cumulative costs are only readily available starting in 2015.

Wetland Mitigation Grand Total: Includes all of the above cumulative costs.

NDDOT Construction Program: Annual NDDOT construction costs received from the Executive Dashboard (Construction Services Division).

Prepared by the Legislative Council staff
#17643

Bills Affecting the Strategic Investment and Improvements Fund

2023 Legislative Session - As of Thursday, January 19, 2023

Bill No.	Status	Description
1034	House Appropriations	Legislative Management - Transfers $29 million from the strategic investment and improvements fund to the North Dakota University System capital building fund
1217	House Appropriations	Rep. Monson - Appropriates $37.25 million from the strategic investment and improvements fund to the Department of Transportation for a project to address northern Red River Valley flooding concerns
1369	House Appropriations	Rep. Brandenburg - Transfers $500 million from the strategic investment and improvements fund to a newly created fertilizer development fund to support fertilizer plant construction projects
1397	House Judiciary	Rep. Klemin - Appropriates $55 million from the strategic investment and improvements fund to the Office of Management and Budget for renovating and constructing an addition to the Liberty Memorial Building on the grounds of the State Capitol
1399	House Finance and Taxation	Rep. Kempenich - Creates and oil and gas revenue hedging fund and transfers any excess balance in the fund exceeding $20 million to the strategic investment and improvements fund
1480	House Human Services	Rep. Boschee - Transfers $10 million from the strategic investment and improvements fund to a newly created pay for success fund
1499	House Industry, Business, and Labor	Rep. Roers Jones - Transfers $50 million from the strategic investment and improvements fund to a newly created residential partnership in assisting community expansion fund
2161	Senate Energy and Natural Resources	Sen. Sickler - Increases the oil and gas tax revenue allocations to the state energy research center fund by $5 million resulting in a decrease in the revenue available for allocation under the state share "buckets", which may reduce the allocation of revenue to the strategic investment and improvements fund
2234	Senate Agriculture and Veterans Affairs	Sen. Beard - Appropriates $2.6 million from the strategic investment and improvements fund to the Adjutant General for architecture and engineering services for a new National Guard training center in Williston
2242	Senate Energy and Natural Resources	Sen. Erbele - Transfers $50 million from the strategic investment and improvements fund to a newly created bulk propane storage tank revolving loan fund
2275	Senate Finance and Taxation	Sen. Wanzek - Removes the allocation of $400 million of oil and gas tax revenue to the strategic investment and improvements fund
2290	Senate Agriculture and Veterans Affairs	Sen. Patten - Appropriates $6.1 million from the strategic investment and improvements fund to the Agriculture Commissioner for grasslands grazing grants and provides an exemption allowing up to $5 million of unspent 2021-23 biennium appropriation authority from the strategic investment and improvements fund to continue into the 2023-25 biennium
2309	Senate Finance and Taxation	Sen. Magrum - Changes the state share ("buckets") allocation of oil and tax revenues to allocate any remaining revenues to a newly created primary residence property tax relief fund rather than the strategic investment and improvements fund
2346	Senate Finance and Taxation	Sen. Larsen - Appropriates $300 million from the strategic investment and improvements fund to the Department of Public Instruction for integrated formula payments related to the removal of 60 mills of school district levy authority

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House Bill No. 1012

One-Time Funding – State Highway Fund
Updated January 22, 2023

One-Time Funding – State Highway Fund

The North Dakota Legislature has provided one-time funding to the State Highway Fund to ensure the state's infrastructure system could be expanded and adequately maintained.

Funding Type	2007-2009	2009-2011	2011-2013	2013-2015	2015-2017	2017-2019	2019-2021
General Fund		4,600,000	370,600,000 5,850,000	1,448,420,000 14,500,000	636,160,000		2,500,000
Strategic Investment and Improvement Fund					809,000,000		
ER for State Highways			120,000,000				
MV Excise Tax	12,600,000	30,500,000					
$13/Each MV Registration Fees	18,200,000						
Repurposed Enhanced State Highway Funds						16,300,000	
Contingent Loan Authorization							50,000,000
TOTAL	**$30,800,000**	**$35,100,000**	**$496,450,000**	**$1,462,920,000**	**$1,445,160,000**	**$16,300,000**	**$52,500,000**

Legend

Yellow	Undesignated cash infusions – not designated for a specific purpose.
Bright Green	Designated cash infusion for road/bridge construction at Devils Lake.
Blue	Designed cash infusion for oil impacted areas and local distributions.
Purple	Designed cash infusion for emergency relief funding for state highway projects.
Red	Designed cash infusion for matching TIGER grant ($10 M) and general funds for airplane replacement ($4.5 M).
Gray	Designated cash infusion for the purposes of matching federal highway funding.
Olive Green	Designated cash infusion for revolving rail loan fund.

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House Bill No. 1012

Requested Amendments
Updated January 22, 2023

Sections 4 through Section 12 are exemption requests under North Dakota Century Code (NDCC) 54-44.1-11, which requests that state and federal funding appropriated in the 21 – 23 biennium be allowed to be expended in the 23 – 25 biennium.

All references made to House and Senate bills in the following discussion reference bills passed during the 67th Regular Legislative Session and 67th Special Legislative Session.

SECTION 4. EXEMPTION – EMERGENCY ROAD REPAIR GRANTS. Section 54-44.1-11 does not apply to the $750,000 in section 4 of chapter 40 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of providing grants to townships for emergency township road repairs.

- *Funding granted under Senate Bill 2012, Section 4 from the state disaster relief fund for grants to townships for emergency township road repairs.*
- ***Expenditure Line Item:*** *80167*
- ***Expenditures:*** *$421,407*
- ***Remaining:*** *$328,593*

SECTION 5. EXEMPTION – TRANSPORTATION GRANTS. Section 54-44.1-11 does not apply to the $1,609,357 in subdivision 10 of section 2 of chapter 28 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of COVID-19 grants.

- *Funding granted under House Bill 1395, Section 2 from the American Rescue Plan Act (ARPA) via the Federal Transit Administration for grants to transit providers.*
- ***Expenditure Line Item:*** *80168*
- ***Expenditures:*** *$397,759*
- ***Remaining:*** *$1,211,598*

SECTION 6. EXEMPTION – DISCRETIONARY MATCH. Section 54-44.1-11 does not apply to the $100,000,000 in section 13, subsection 2, of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of matching federal discretionary funds.

- *Funding granted under House Bill 1015, Section 13 from general funds for the purpose of matching federal discretionary funds received in excess of regular federal funding amounts included in NDDOT's 21 – 23 biennium budget.*
- ***Expenditure Line Item:*** *80153*
- ***Expenditures:*** *$0*
- ***Remaining:*** *$100,000,000**

  ***Of the $100,000,000, a total of $90,000,000 was for matching federal discretionary funds for state road and bridge projects and $10,000,000 was for matching federal discretionary funds for township road and bridge projects. To date $64,903,040 of the $90,000,000 has been committed to grants received for state road and bridge projects. A total of $1,500,000 in grant applications are pending for township road and bridge projects, should these grants be awarded $1,500,000 would be required of the $10,000,000 to match these federal discretionary funds.*

SECTION 7. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $100,000,000 in section 13, subsection 3, of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of defraying the expenses of road and bridge construction projects.

- *Funding granted under House Bill 1015, Section 13 for federal funds intended to match state funding provided in this same section of House Bill 1015.*
- ***Expenditure Line Item:*** *80150*
- ***Expenditures:*** *$0*
- ***Remaining:*** *$100,000,000**

  ***Of the $100,000,000 a total of $90,000,000 was for federal discretionary funds for state road and bridge projects and $10,000,000 was for federal discretionary funds for township road and bridge projects. Please see above (Section 6) for additional information.*

SECTION 8. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $55,000,000 in section 5 of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of road and bridge projects.

- *Funding granted under House Bill 1015, Section 5 for federal funds for the purpose of matching state bond proceeds ($35 million state funding in HB 1431, Section 10) and matching township road and bridge projects ($20 million state funding in HB 1015, Section 4).*
- ***Expenditure Line Item:*** *80150*
- ***Expenditure:*** *$0 (matching bond proceeds) and $0 (township road/bridge projects)*
- ***Remaining:*** *$35,000,000 (matching bond proceeds) and $20,000,000 (township road/bridge projects)*

SECTION 9. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $70,000,000 in section 10 of chapter 80 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of state highway bridge projects and for matching federal funds for state highway projects.

- *Funding granted under House Bill 1431, Section 10 for state bond proceeds designated for state highway bridge projects ($35 million) and matching federal funds that may become available for state highway projects in excess of the federal funds appropriated to the NDDOT in the 21 – 23 biennium ($35 million).*
- ***Expenditure Line Item:*** *80150*
- ***Expenditure:*** *$12,887,362 (state bridge projects) and $0 (matching federal funds)*
- ***Remaining:*** *$22,112,638 (state bridge projects) and $35,00,000 (matching federal funds)*

SECTION 10. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $317,000,000 in section 7 of chapter 548 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of road and bridge projects.

- *Funding granted under Special Session House Bill 1505, Section 7 for federal funds for state road and bridge projects ($200 million), county bridge projects facilitated by the NDDOT ($24.6 million), county road and bridge projects facilitated by the county distributed by formula ($75.3 million), and township road and bridge projects facilitated by the township distributed by formula ($17 million).*
- ***Expenditure Line Item:** 80152*
- ***Expenditures:** $75,383,379 (state road/bridge projects and county bridge projects)*
- ***Remaining:** $149,269,050 (state road/bridge projects and county bridge projects)**

***The $75.3 million allocated to counties and the $17 million allocated to townships went directly to these local entities via the state treasurer. These funds did not pass through the NDDOT, therefore the NDDOT is unable to provide any information pertaining to amounts allocated to each county or township and amounts expended or remaining.*

SECTION 11. EXEMPTION – TRANSPORTATION GRANTS. Section 54-44.1-11 does not apply to the $61,700,060 in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of COVID-19 surface transportation grants.

- *Funding granted under House Bill 1394, Section 1 for federal funds for the purposes of defraying COVID-19 and other expenditures, including transit agency funding ($115,202) and revenue replacement funding due to diminishing fuel tax revenue ($61.5 million).*
- *The $61.5 million in revenue replacement funding due to diminishing fuel tax revenue was shared with locals, allocations were made utilizing the Highway Tax Distribution Fund formula and the NDDOT received $37,812,818.*
- ***Expenditure Line Item:** 80174 and 80164*
- ***Expenditure:** $90,811 (transit funding) and $47,172,123 (revenue replacement funding)*
- ***Remaining:** $24,391 (transit funding) and $12,870,791 (revenue replacement funding)**

***This funding was appropriated with an emergency clause making it available in the 19 – 21 biennium, a total of $1,641,943 was expended immediately. Therefore, a total of $48,814,066 has been expended in the 19 – 21 biennium and the 21 – 23 biennium.*

SECTION 12. EXEMPTION – INFORMATION TECHNOLOGY PROJECTS. Section 54-44.1-11 does not apply to the $13,660,000 in the operating expenses line item relating to the information technology projects in section 1 of chapter 40 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the construction and materials management system, traffic counting and data estimating and analysis program, and the website drupal uplift.

- *Funding granted under Senate Bill 2012, Section 1 for state funded large information technology projects TDEA/Traffic Counting Program ($3.5 million), Drupal Website Uplift ($500,000) and Construction and Materials Management System - RIMS ($9.6 million).*
- ***Expenditure Line Item:*** *80150*
- ***Expenditure:*** *$0 (TDEA/Traffic Counting Program), $15,145 (Drupal Website Uplift), $180,819 (Construction and Materials Management System – RIMS)*
- ***Remaining:*** *$3,500,000 TDEA/Traffic Counting, $484,855 Drupal Website Uplift), $9,479,181 (Construction and Materials Management System - RIMS)*

SECTION 13. CONTINGENT LOAN AUTHORIZATION – CONTINGENT APPROPRIATION – HIGHWAY IMPROVEMENT PROJECTS. The department of transportation may borrow from the Bank of North Dakota, $50,000,000, or so much of the sum as may be necessary, to match $50,000,000 of federal funds that may become available, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds borrowed under this section from the Bank of North Dakota and the federal funds are appropriated to the department of transportation. The department of transportation shall request from the sixty-nineth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

Section 13 provides a $50 million contingent loan authorization to match federal funding that may become available during the 23 – 25 biennium. This contingent loan authorization has historically been intended to match a grant for the US Hwy 85 expansion project. This section would allow the NDDOT to borrow funds from the Bank of North Dakota and request funding from the 69th Legislative Assembly for repayment of any outstanding loan amount.

The NDDOT currently has a Mega grant program application pending award notification for the expansion of US Hwy 85 from Long X Bridge to the intersection of US Hwy 85 and ND Hwy 200. The current grant application was submitted in May 2022.

The Mega grant program known statutorily as the National Infrastructure Project Assistance program supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, and safety benefits.

SECTION 14. ESTIMATED INCOME – STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The estimated income and the capital assets line items in section 1 of this Act include the sum of $300,000,000 from the strategic investment and improvements fund for infrastructure projects and matching federal formula and discretionary grants.

Section 14 provides $300 million in funding from the Strategic Investment and Improvement Fund (SIIF). A total of $74 million in SIIF monies will be used to match federal funding that may become available from the federal aid program (formula funding) and $226 million will be used to match federal funding that may become available from federal discretionary grant programs.

SECTION 15. CONSTRUCTION OF REST AREA AND VISITOR CENTER. Notwithstanding any other provision of law, the director of the department of transportation may enter into a cooperative agreement with a public or private entity and may expend moneys from the state highway fund or any moneys within the limits of the legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota, for the biennium beginning July 1, 2023, and ending
June 30, 2025.

Section 15 authorizes the construction of a rest area in western North Dakota.

SECTION 16. AMENDMENT. Section 10 of chapter 80 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 10. APPROPRIATION - HIGHWAY FUND - CONTINGENT TRANSFER. There is appropriated out of any moneys in the highway fund in the state treasury, not otherwise appropriated, the sum of $70,000,000, or so much of the sum as may be necessary, derived from bond proceeds to the department of transportation for state highway road and state highway bridge projects and for matching federal funds that may become available, for the biennium beginning July 1, 2021, and ending June 30, 2023. ~~Of the $70,000,000, $35,000,000 is designated for state highway bridge projects, and $35,000,000 is designated for matching federal funds that may become available for state highway projects in excess of the federal funds appropriated to the department of transportation as part of its 2021-23 biennial budget. By October 1, 2022, the director of the department of transportation shall certify to the office of management and budget the amount of funding committed to matching excess federal funds from the $35,000,000 provided under this section. If the amount committed is less than $35,000,000, the office of management and budget shall transfer any uncommitted amounts to the infrastructure revolving loan fund under section 6-09-49.~~

Section 16 extends the availability of bond proceeds. The 67th Legislative Assembly passed House Bill 1431, Section 10 which appropriated $70 million in state bond proceeds to the NDDOT. Of these funds, $35 million was designated for state bridge projects and $35 million was designated for matching excess federal funds made available during the 21 – 23 biennium.

The $35 million in bond proceeds designated for state bridge projects has been fully committed.

The NDDOT was required on October 1, 2022 to certify to the Office of Management and Budget how much of the $35 million in bond proceeds designated for matching excess federal funds was committed. Any uncommitted funds as of October 1 were to be transferred to the Infrastructure Revolving Loan Fund at the Bank of North Dakota. The NDDOT was unable to commit any of the $35 million in bond proceeds designated for matching excess federal funds. Accordingly, these funds were transferred to the Infrastructure Revolving Loan Fund.

This section would update the 2021 session law, eliminating the requirement to certify to OMB and the subsequent transfer of the remaining bond proceeds to the Infrastructure Revolving Loan Fund. Ultimately, extending the availability of these bond proceeds to the NDDOT into the 23 – 25 biennium.

The NDDOT requires the passage of House Bill 1103 ***or*** *the inclusion and passage of the proposed amendment to House Bill 1012 to extend the availability of the remaining bond proceeds.*

The NDDOT believes that it is highly probably that additional federal funding will become available which will allow the NDDOT to use this bond funding for its intended purpose. Currently the NDDOT has more than $350 million in pending grant applications awaiting an award announcement.

SECTION 17. AMENDMENT. Section 57-40.3-10 of the North Dakota Century Code is amended and reenacted as follows:

57-40.3-10. TRANSFER OF REVENUE. Seventy-five percent of all ~~All~~ moneys collected and received under this chapter during the period of July 1, 2023, through June 30, 2024, and fifty percent of all moneys collected and received under this chapter thereafter must be transmitted monthly by the director of the department of transportation to the state treasurer to be transferred and credited to the general fund. Twenty-five percent of all moneys collected and received under this chapter during the period of July 1, 2023, through June 30, 2024, and fifty percent of all moneys collected and received under this chapter thereafter must be transmitted monthly by the director to the department of transportation highway fund. Upon the creation of a flexible transportation fund, the director of the department of transportation shall transfer all moneys collected and received from motor vehicle excise tax from the department of transportation highway fund to the flexible transportation fund.

Section 17 would transfer 25% of all motor vehicle excise tax available from July 1, 2023 to June 30, 2024 and 50% of all motor vehicle excise tax permanently beginning July 1, 2024 to the state highway fund. Should the flexible transportation fund be created the motor vehicle excise tax received would be transferred to this fund.

Northern Plains Railroad

100 Railroad Ave.
PO Box 38
Fordville, ND 58231
Ph. (701) 229-3330
www.nprail.com

January 30, 2023

RE: Proposed amendments to House Bill No. 1012 (Section 3 appropriations)

Northern Plains Railroad, Inc. (NPR) wishes to express its support for the proposed amendment to House Bill No. 1012 whereby funds would be appropriated for the purpose of providing financial resources supporting the short line railroad system operating within North Dakota.

Northern Plains Railroad believes the short line railroads provide a valuable transportation resource for many businesses across North Dakota, serving customer with broader market access and as one of the key components of successful commerce within the state. Northern Plains Railroad requests the members of the ND legislature to vote in favor of the proposed amendment to House Bill No. 1012.

Northern Pains Railroad was established in 1997 and operates 300 miles of railroad across northern North Dakota and serves a variety of shippers, primarily those within the agricultural industry. Along with our primary interchange partner, Canadian Pacific Railway, we deliver exceptional value to shippers by leveraging Canadian Pacific and other Class 1 railroad network connections throughout the United States and by providing local, customer-focused rail operations from the first to last mile. We take pride in providing safe and consistent service and in our ability to quickly adjust to the needs of our customer and the marketplace.

Sincerely,

Dan Mack
Executive Vice President

TESTIMONY IN SUPPORT OF AMENDMENTS TO HB 1012
Mark Trottier
Dakota, Missouri Valley and Western Railroad
January 30, 2023 - 3:00pm

Chairman Monson and Government Operations Appropriations Committee Members:

I write in support of the amendment to HB 1012 and encourage this committee to appropriate funds providing financial resources supporting the North Dakota short line railroads.

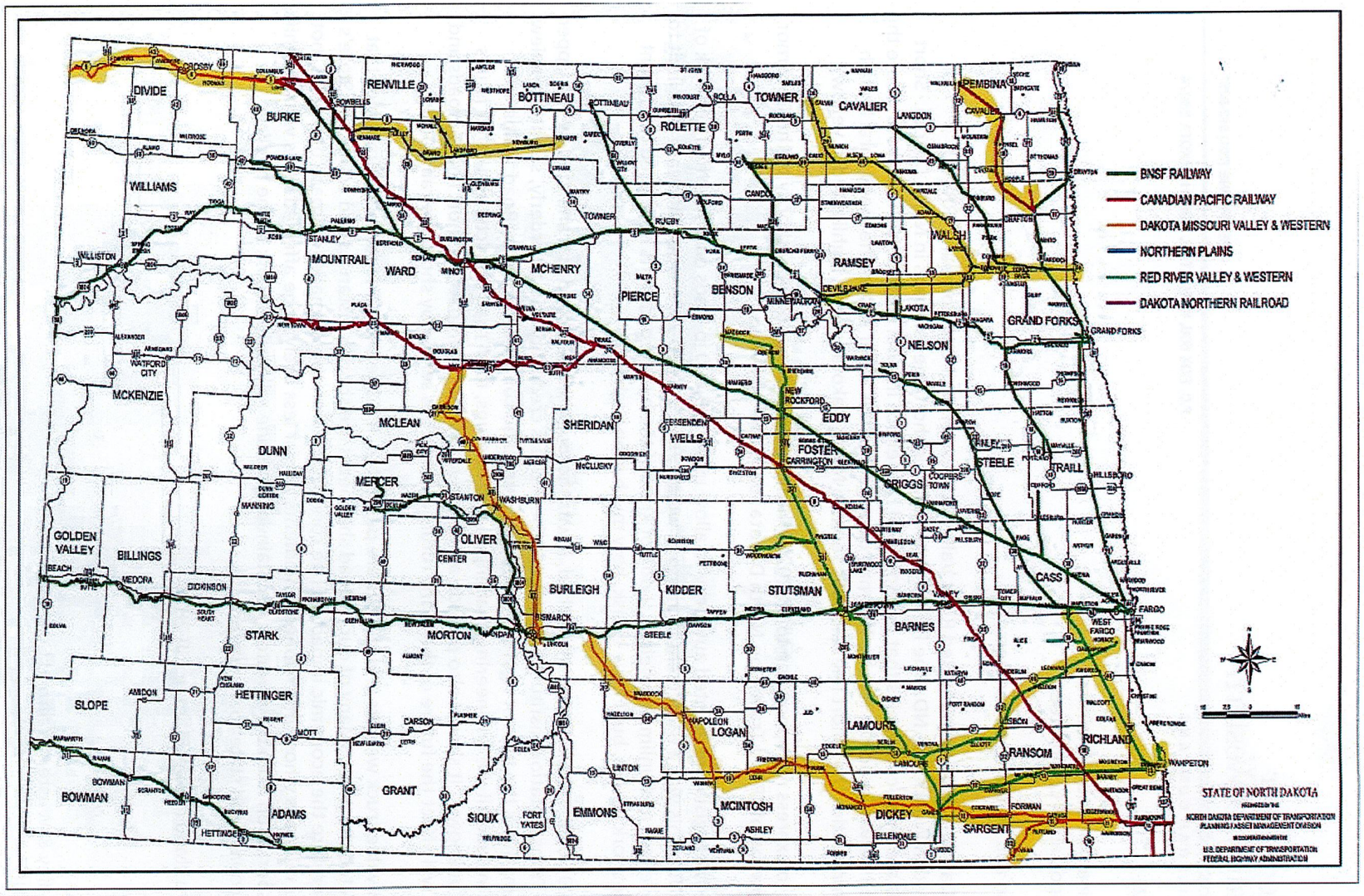
DMVW believes the short line railroads provide a valuable transportation resource for many businesses across North Dakota, serving customers with broader market access and as one of the key components of successful commerce within the state. Investing in short line rail systems helps to take large, heavy loads off of the highway system, and can encourage economic development along the rural areas adjacent to our track system.

Our company's mission is to provide quality transportation service to our client shippers; to provide a quality workplace environment for our employees; and to provide an adequate return for our stockholders. With your help, we can continue to support North Dakota citizens and businesses.

I'm happy to answer any questions.

Mark Trottier

Manager of Marketing & Business Development
DMVW
701-595-7133 (O)
701-400-5926 (C)
mtrottier@dmvwrr.com



SHORT LINE RAILROADS IN NORTH DAKOTA

North Dakota Short Line Railroad Coalition

Why short line freight railroads matter…

1. North Dakota's short line railroads operate a private freight rail network. Each short line railroad spends millions of dollars annually on track maintenance, repair, and rehabilitation to ensure safe and reliable service to rural communities in North Dakota.

2. North Dakota's short line railroads are fuel efficient. On average, a short line railroad in North Dakota can move one ton of freight 496 miles on one gallon of fuel. This is three to four times more fuel efficient than trucks.

3. North Dakota's short line railroads are innovative. Dedicated team members at each railroad use cutting edge technology, like Positive Train Control (PTC) and ultrasonic rail inspections, to ensure that the railroad can provide safe and reliable service.

4. North Dakota's short line railroads are safe. The last decade has been the safest in the history of the freight rail industry with railroad incidents reducing 31% during this time combined with the lowest level of personal injury rates in the history of the freight rail industry.

5. North Dakota's short line railroads are customer focused. Each railroad works closely with customers on tailored/specific service and industrial development to ensure that the customers that short lines serve and the communities in which they operate are successful.

"***Small*** *railroad companies delivering* ***BIG*** *service to rural North Dakota"*

North Dakota Short Line Railroad Coalition

Why North Dakota should preserve the short line railroad network…

1. North Dakota's short line railroads are small and local job creators that serve hundreds of North Dakota rail customers. In total North Dakota's short line railroads move over 143,000 carloads annually which is the equivalent of 572,000 trucks.

2. There are four short line railroads in North Dakota that operate a total of 1,330 track miles across the state. In total, North Dakota short line railroads operate ~40% of the states total mainline rail network.

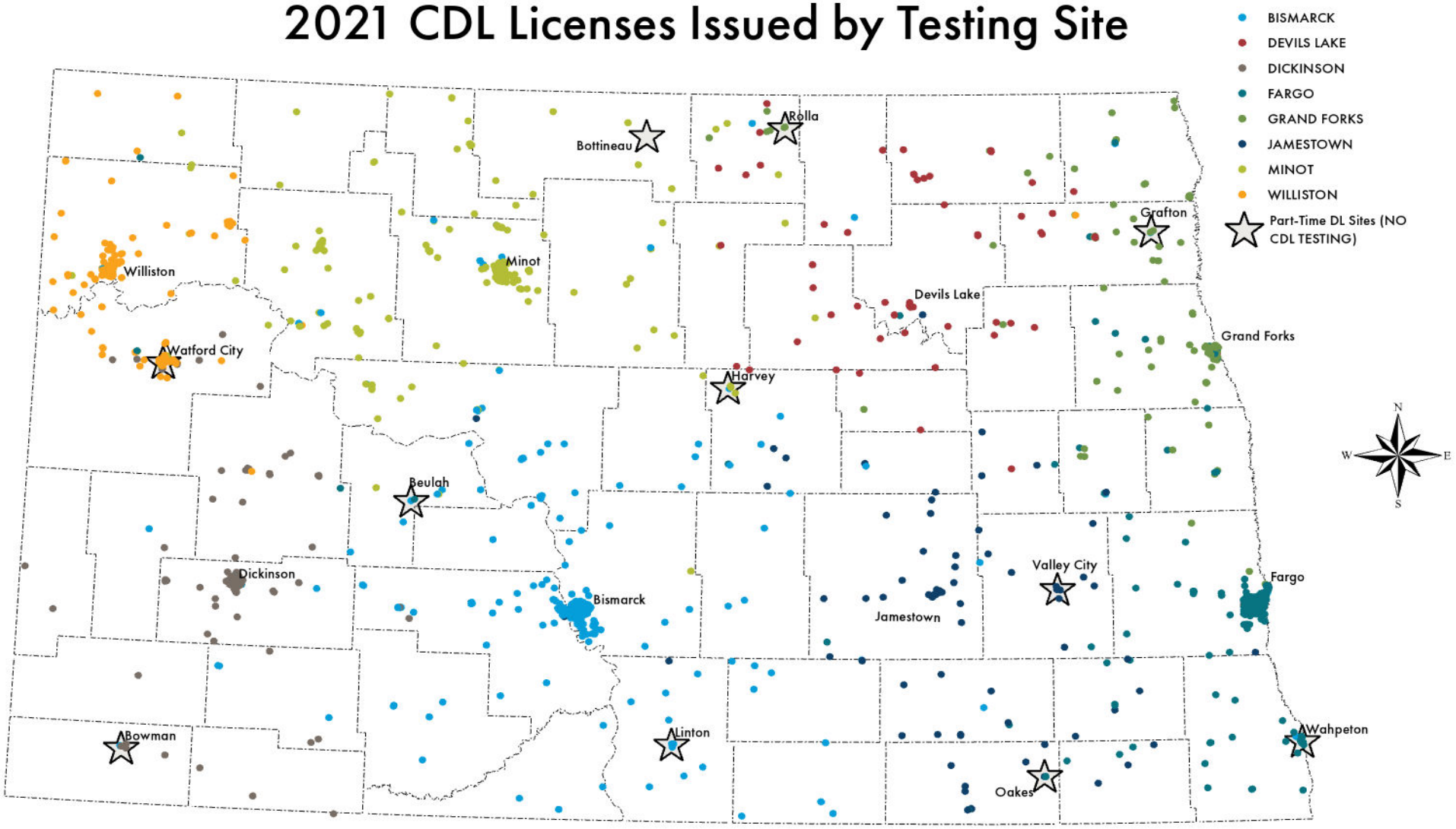
3. According to the North Dakota State Rail Plan, only 51% of the short line track mileage can handle the industry standard 286,000 lb. railcar loads. This means that ~650 miles on mainline short line track is not up to modern standards.

4. Rail replacement is a 50-70 year investment which requires a significant capital expenditures, and the rail traffic on some of the lines does not justify the capital expense required to maintain the rail to adequate and modern standards.

5. Rail replacement takes long-term planning and financial commitment. Delaying rail investment only further deteriorates the existing condition and potentially risks long-term rail access for some shippers and portions of North Dakota.

24-02-40. Short-term financing. The department is hereby authorized, whenever needed, to arrange, with ~~any state-owned or private financing agency, including~~ the Bank of North Dakota, a revolving line of credit up to $280 million dollars for short-term loans in the event that ~~construction~~ funds on hand are insufficient to meet current obligations. Short-term financing as provided herein must be in amounts no larger than can be repaid within four years from moneys known to be due and forthcoming. In no event may such short-term financing be used in anticipation of increased federal-aid highway grants or increased state highway user revenue funds, nor may such loans be obligated for road construction that cannot be financed from a known source of income.

2021 CDL Licenses Issued by Testing Site



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PREPARED BY THE
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
PLANNING AND ASSET MANAGEMENT DIVISION

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2023

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Title.

Prepared by the Legislative Council staff for
Representative Brandenburg
January 27, 2023

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1012

Page 1, line 2, replace "and" with "to amend and reenact section 13 of chapter 15 of the 2021 Session Laws, relating to an appropriation for township roadway funding;"

Page 1, line 2, after "exemption" insert "; and to declare an emergency"

Page 2, after line 11, insert:

"**SECTION 4. AMENDMENT.** Section 13 of chapter 15 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 13. 2019-21 BIENNIUM APPROPRIATION - TRANSFER - GENERAL FUND TO HIGHWAY FUND - 2021-23 BIENNIUM APPROPRIATION - HIGHWAY FUND AND FEDERAL FUNDS - EXEMPTION - REPORT.

1. There is appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, the sum of $100,000,000, which the office of management and budget shall transfer to the highway fund during the period beginning with the effective date of this Act, and ending June 30, 2021. The funds transferred to the highway fund must be maintained and reported separately from other funds in the highway fund.

2. There is appropriated out of any moneys in the highway fund, not otherwise appropriated, the sum of $100,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of matching federal discretionary funds received in excess of the regular federal funding amounts included in the department's 2021-23 biennium budget, for the biennium beginning July 1, 2021, and ending June 30, 2023. Of this amount, the department shall use at least $10,000,000 ~~for matching federal funds~~ for township road and bridge projects as follows:

   a. The funds must be allocated by the department to counties for projects or grants for the benefit of organized and unorganized townships;

   b. The department shall establish criteria to distribute the funds;

   c. The funds must be used for the maintenance and improvement of township paved and unpaved roads and bridges;

   d. Priority must be given to projects that match federal funds and to projects that improve roadways that serve as local corridors; and

   e. A township is not eligible to receive funding if the township does not maintain any roadways.

3. There is appropriated from federal funds, the sum of $100,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of defraying the expenses of road and

bridge construction projects for the biennium beginning July 1, 2021, and ending June 30, 2023.

4. ~~On June 30, 2023, the office of management and budget shall transfer any unexpended and unobligated funds transferred to the highway fund under subsection 1 to the general fund~~The appropriation provided in this section is not subject to section 54-44.1-11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025.

5. During the 2021-22 interim, the department of transportation shall provide quarterly reports to the budget section regarding the use of fund transferred from the general fund to the highway fund.

SECTION 5. EMERGENCY. Section 4 of this Act is declared to be an emergency measure."

Renumber accordingly

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CDL Mobilization Plan

January 25, 2023

Determine locations for the sites:

- Look at heat map.
  - Identify sites with a federally approved route and put a schedule together
- Review the feasibility of using current part-time DL locations
- Road test route requirements: Need to be approved by FMCSA state program specialist
  - Backing space: 110'x240' concrete or asphalt for painted course
  - 4 left and 4 right turns
  - 2 sets lane changes
  - Straight section of urban street to include traffic light
  - Intersections to include stops
  - One railroad crossing
  - 2 curves – requirement to negotiate speed and lane position to keep vehicle in the lane (typically on four lane roads or on/off ramps)
  - Section of expressway or limited access road OR 2 miles of rural highway
  - Roadside start/stop
  - Traffic, weight restriction or two low clearance sign observations
  - For school bus only: Student drop off simulation

Logistics:

- Appointment only - to be scheduled at least a week in advance for travel planning
- If no appointments, examiner would stay at home base
- Inclement weather
  - We currently do not test if the weather is -20 base temperature or wind chill
  - If there is no travel advised or roads are closed examiner will be at home base

Staffing Needs:

- 2 FTE CDL testers
- Time to fully train - approximately 3 months
- Do not need to have a CDL if a state employee
- Located in Bismarck and Fargo

Costs *(estimated)*:

- Salary
- Per Diem (meals and hotel)
- Vehicles – 2 SUV's
- Other costs (cell phones and laptops)

Per Calendar Year:	Proposed	Current/employee
2 Examiners	$ 147,360	$ 73,680
Meals by policy - 2 staff	$ 13,104	$ 126
Hotel - 2 staff 3 night/wk	$ 27,768	$ 178
Fleet cost - Depreciation	$ 382	$ 191
Fleet Cost - mileage at $.47/mile	$ 24,440	$ 235
Cell Phone	$ 48	$ 2
Lap top computer ongoing cost	$ 2,394	$ 1,197
Total	$ 215,496	$ 75,609
Laptop one-time cost	$ 3,650	$ 1,825

Security Concerns:

- No Cash will be accepted, check or credit card only
- Currently have GPS monitoring devises in place for employee safety

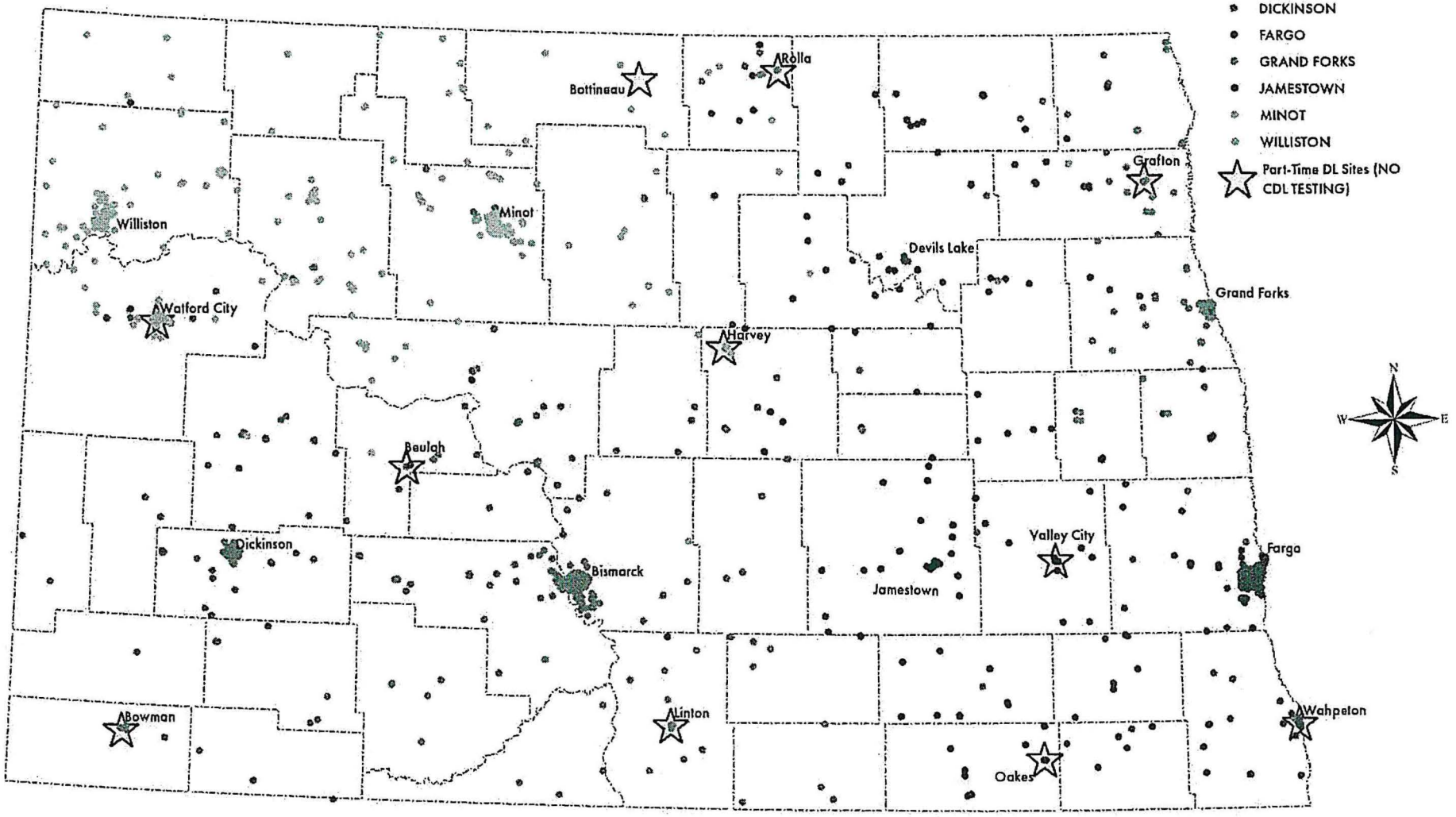
Items of Note:

- Monitor no-show rate, currently the rate is 40% no-show
- Current first-time tester fail rate is 45%, typically fail on the pre-trip or backing portion
- Looking into 3rd party testing. Current CDL 3rd party testers:
    - Bismarck State College
    - Commercial Education and Safety (CES)
    - Candeska
    - TrainND
    - Turtle Mountain Community College
    - NDSCS
    - Harlows Bismarck – private
    - Harlows Dickinson - private
    - Valley Bus - private
    - Transytems - private

What does SD do?

- All CDL road tests are conducted by SD 3rd party testers
- CDL road tests are conducted at locations/sites where all federal route requirements can be met (they do require the exit and entrance ramp highway driving and double lane highway)
- Applicants being testing by a SD 3rd party tester must have been trained in SD (aligns with federal regulation and entry-level-driver training)
- SD 3rd party testers are monitored per federal regulation by SD CDL compliance agent who is a state employee
- SD 3rd party testers utilize CSTIMS (Program to track the scheduling and entry of test results for commercial driving skills tests) to submit their schedules for approval by SD CDL Compliance Division. (ND also uses this system)
- SD has an agreement in place with each 3rd party tester/program. SD currently has 23 3rd party testers

2021 CDL Licenses Issued by Testing Site



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PREPARED BY THE
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
PLANNING AND ASSET MANAGEMENT DIVISION

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2023

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2023-2026
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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Prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

BISMARCK, NORTH DAKOTA

www.dot.nd.gov

DIRECTOR

Ronald J. Henke

October 2022

NORTH Dakota | Transportation
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October 27, 2021

Mr. Lee Potter
Division Administrator
Federal Highway Administration
4503 Coleman Street, Suite 205
Bismarck, ND 58503

Ms. Cindy Terwilliger
Regional Administrator, Region 8
Federal Transit Administration
Byron Rogers Federal Building
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Denver, CO 80294

2023-2026 FINAL STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Enclosed is North Dakota's 2023-2026 Final Statewide Transportation Improvement Program (STIP). It has been developed in accordance with the applicable guidance and regulations. The North Dakota Department of Transportation (NDDOT) takes a great deal of pride in overseeing and coordinating the development of our state's transportation system as it plays a vital role in enhancing economic competitiveness at the local, state, and national level.

We believe this Final STIP complies with the intent of our current transportation plan and will assist in carrying out the purpose, scope, and use provided in the Statewide Strategic Transportation Plan, Transportation Connection. In addition, the Draft STIP supports the NDDOT mission to "Safely move people and goods."

The Draft STIP was available for 30 days for review and comment. The comments received, as well as responses to them, are provided in the Final STIP.

It is our intent to present a financially constrained Final STIP based upon the best projections of federal funds and construction costs available at this time.

RONALD J. HENKE, PE, DIRECTOR

35/lb
Enclosure

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INTRODUCTION

In November of 2021 President Biden signed into law the "Investment and Jobs Act" (IIJA) which provides long-term funding for fiscal years 2022 through 2026. The IIJA Act replaces the expired "Fixing America's Surface Transportation" (FAST) Act which provided funding for fiscal years 2016 through 2021. This STIP was planned with guidance from the IIJA.

The STIP is a four-year approved program of projects for fiscal years 2023, 2024, 2025 and 2026. The financial budget for these projects is financially constrained based on the projected federal funding levels provided by the IIJA. The federal apportionment is estimated at $384, $391, $397 and $404 million for fiscal years 2023 through 2026, respectively.

The Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPS) should be considered as incorporated into the STIP by reference. However, the federal aid projects have been included in the STIP. This facilitates citizens' review of the entire program in one document.

The STIP report and an Excel version of projects are also on the North Dakota Department of Transportation (NDDOT) web site at **http://www.dot.nd.gov/** by clicking on the Publications tab on the top of the page.

Any questions or comments on specific items in the STIP should be directed to your area NDDOT District Office or the NDDOT Programming Division. The District Engineers' addresses and telephone numbers are found in the District Maps section inside this STIP.

Jane E. Berger
Programming Engineer
North Dakota Department of Transportation
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Phone: (701) 328-2607

Logan Beise
Assistant Programming Engineer
North Dakota Department of Transportation
608 E Boulevard Ave
Bismarck, ND 58505-0700
Phone: (701) 328-2139

NDDOT will consider every request for reasonable accommodation to provide:

- accommodation for people with disabilities,
- language interpretation for people with limited English proficiency (LEP), and
- translations of written material necessary to access NDDOT programs and information.

To request accommodations, please call the ADA/504 Compliance Officer at 701-328-2978 or email: civilrights@nd.gov. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

Title VI/Nondiscrimination and ADA Information

It is the NDDOT's policy to ensure that no person or groups of persons shall, on the grounds of race, color, national origin, sex, age, disability, limited English proficiency, or income status be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Anyone who believes that he or she has been discriminated against should contact Ramona Bernard, NDDOT Title VI Liaison Officer and ADA Coordinator, NDDOT 608 E. Boulevard Ave., Bismarck, ND at 701-328-2576. TTY Users may call Relay North Dakota at 711 or 1-800-366-6888 (toll free).

The preparation of this document has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 of Title 23, U.S. Code. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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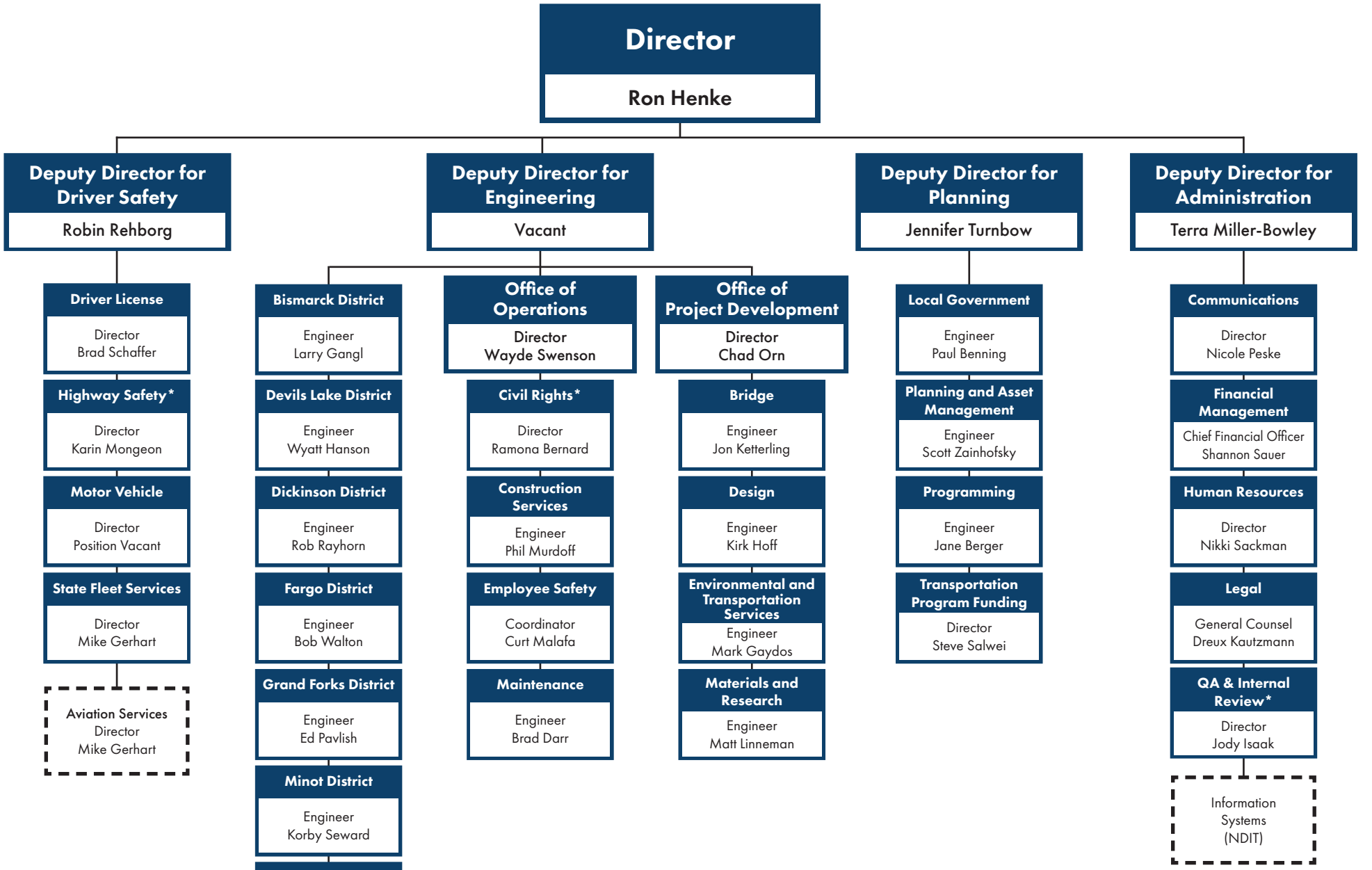

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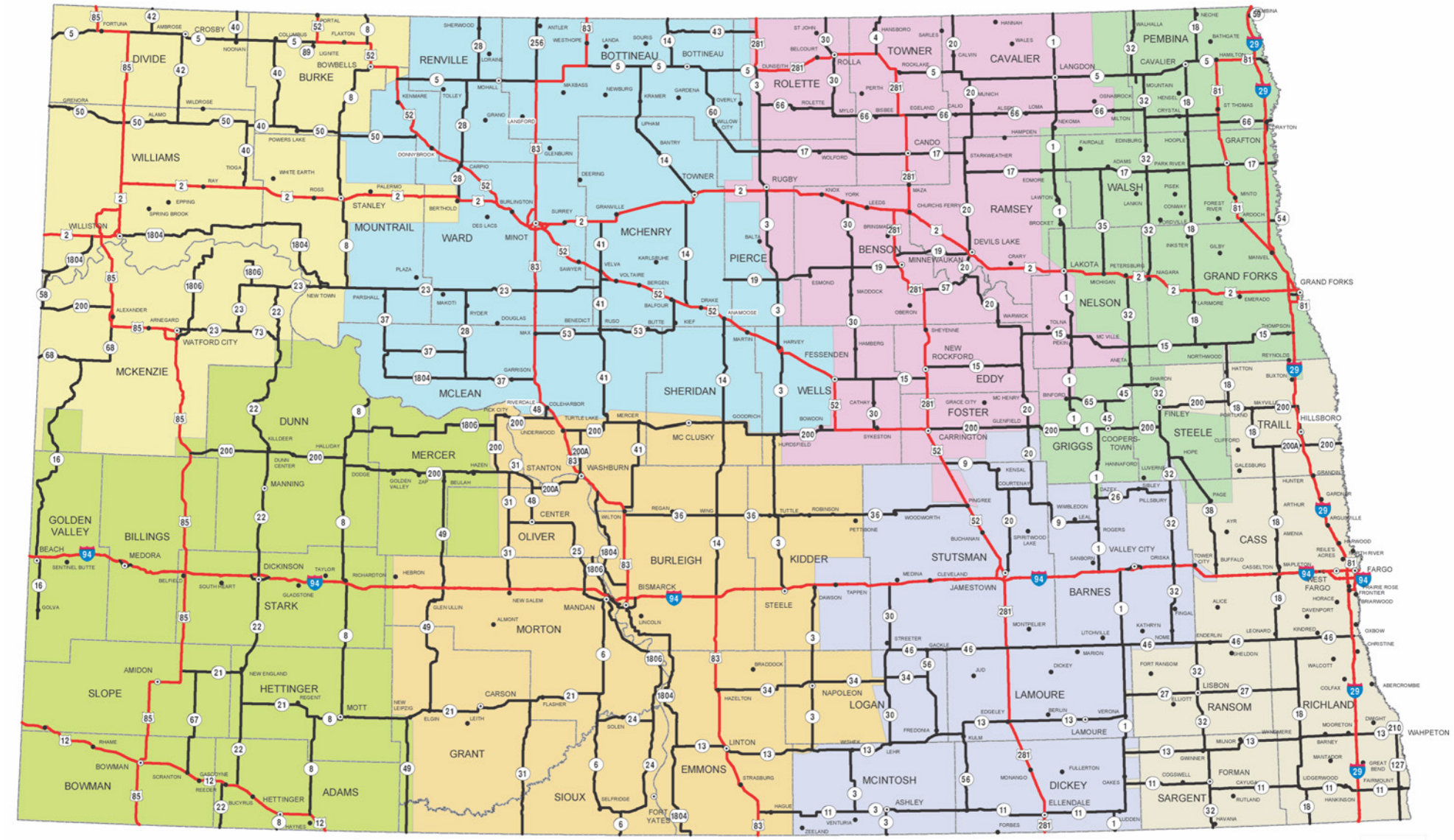
* Indirect report to the Director

Updated 10/13/2022

North Dakota Department of Transportation Districts



District 1 - Bismarck
218 South Airport Road
Bismarck, ND 58504-6003
701-328-6950

District 2 - Valley City
1524 Eighth Avenue SW
Valley City, ND 58072-4200
701 845-8800

District 3 - Devils Lake
316 Sixth Street SE
Devils Lake, ND 58301-3628
701-665-5100

District 4 - Minot
1305 Highway 2 Bypass East
Minot, ND 58701-7922
701 857-6925

District 5 - Dickinson
1700 Third Avenue West, Suite 101
Dickinson, ND 58601-3009
701 227-6500

District 6 - Grand Forks
1951 North Washington
P.O. Box 13077
Grand Forks, ND 58208-3077
701 787-6500

District 7 - Williston
605 Dakota Parkway West
P.O. Box 698
Williston, ND 58802-0698
701 774-2700

District 8 - Fargo
503 38th Street South
Fargo, ND 58103-1198
701 239-8900

NDDOT North Dakota Department of Transportation

2016

STIP Development

The Statewide Transportation Improvement Program (STIP) includes federally funded highway and transit projects to be constructed in North Dakota. Approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) is required.

North Dakota develops a Statewide Transportation Plan. The development of the 2023-2026 STIP includes consideration of elements and policies contained in the Statewide Transportation Plan.

The development of the 2023-2026 STIP includes the Transpiration Improvement Plans (TIPS) developed by designated Metropolitan Planning Organization (MPO) areas. The three MPO areas in North Dakota are Bismarck-Mandan, Fargo-Moorhead, and Grand Forks-East Grand Forks. The NDDOT Local Government Division sends each area MPO the proposed urban/regional program for its review and comments. The MPOs are provided with a copy of the draft STIP, after which, each MPO submits their final TIP. The NDDOT, as the Governor's designee, and each respective MPO approve the TIPS prior to incorporating them into the STIP.

The Metropolitan Planning Organization TIPS are incorporated into the STIP by reference. The federal aid projects have been included in the STIP. This facilitates citizens' review so they are able to view the entire program in a single document. In addition to Transportation Connection, the following items were considered in the development of the STIP:

1. Coordination with other urban areas (5,000 to 50,000 populations).
2. Coordination with counties.
3. Informal statewide input from various groups, officials, and NDDOT District Engineers.

Each of the eight NDDOT District Engineers identifies their priority projects for non-interstate and non-interregional systems in preparation for the annual STIP update. A committee, including the district engineers, establishes priority projects on the interstate and interregional systems. The district engineers populate the roadway segments and type of improvements with their project nominations, as well as recommendations for the construction year and, in some cases, estimated costs. They also prioritize their districts' projects based on the NDDOT Highway Performance Classification System (HPCS), public comments, and the investment strategies outlined below. The Urban and County priorities may be secured in the same manner.

Once the district priorities have been submitted to the NDDOT Programming Division, available federal funding is divided between Interstate and Non-Interstate projects. Selection of projects on the National Highway System and the State Rural Highway System included use of the HPCS, investment strategies, Bridge Management System (BMS) and the Pavement Management System (PMS). The HPCS divides North Dakota highways into five categories: interstate, interregional corridors, state corridors, district corridors, and district collectors. Efforts are made to ensure that work is distributed throughout the state and that the types of work are related to the investment strategy.

The safety projects will be prioritized through the Highway Safety Improvement Program (HSIP), which is consistent with the Vision Zero Plan. This includes a solicitation of projects from the districts, as well as, from city, county and tribal entities.

The BMS provides information to assist in selecting bridge projects. The PMS provides information pertaining to ride, surface conditions, maintenance costs, and a suggested list of roadway sections to be improved. This data along with sound engineering judgment and other considerations is used to develop and program the projects for each year.

The NDDOT has a performance-based Long-Range Transportation Plan (Transportation Connection) incorporating various scenarios that inform its performance measure targets. The NDDOT's annual investment strategy used in the development of the STIP is analyzed to ensure that the STIP supports the federal performance measure targets in compliance with Section 450 Subpart B–Statewide and Nonmetropolitan Planning and Programming of the US Code of Federal Regulations. This STIP will allow us to meet our federal pavement, bridge, freight and system reliability targets.
https://www.dot.nd.gov/dotnet2/view/dotdashboard.aspx

Public Involvement Process

In August of each year, the NDDOT distributes news releases to all North Dakota daily and weekly newspapers and broadcast media outlets notifying the public of the Transportation Alternatives (TA) application process and how to locate TA information on the NDDOT web site. NDDOT meets individually with each tribal entity to discuss items and/or concerns of each respective tribe, and to remind them of the STIP process.

NDDOT representatives may attend the Northern Plains Tribal Technical Assistance Program and the North Dakota League of Cities annual conferences in September of each year. At each of these annual conferences, NDDOT presents information outlining the STIP process and the coming projects for the next year.

At this time, the NDDOT Local Government Division requests state regional and local urban road projects from cities. In December, the cities provide a list of prioritized state regional and local urban road projects (along with their cost estimates) to the NDDOT/MPOs for their review. Each MPO adheres to the Public Participation Process Plan during the development of the TIP. In each TIP, there is a section under the TIP Program that describes this process. Each MPO keeps a copy of the Public Participation Process Plan for inspection by the public at their respective offices. It is the responsibility of the MPOs to ensure these prioritized projects submitted are consistent with the Long Range Metropolitan Transportation Plan (MTP). The MPOs are responsible for reviewing the projects and costs prior to approving them and submitting the list to NDDOT.

NDDOT representatives also attend the North Dakota Association of Counties annual meeting in October and present an outline of the STIP process and projects for the upcoming year. The NDDOT distributes a news release to all North Dakota daily and weekly newspapers and broadcast media outlets notifying the public the NDDOT has begun prioritizing the construction projects for the next year. This news release also names the NDDOT district points of contact should anyone

have any questions or concerns regarding the STIP and directs the public to the NDDOT web site.

In the spring of each year, the NDDOT Local Government Division submits the proposed list of urban regional projects (state highway projects within the urban city limits) to the three North Dakota MPOs.

Usually, the NDDOT distributes a spring news release, tailored to each district, as well as to statewide media, including all North Dakota daily and weekly newspapers and broadcast media outlets. The news release identifies the major projects in each district.

Each MPO obtains input for the development of its respective program of projects for its TIP by holding public meetings. Each TIP includes a detailed discussion of the public involvement process for its respective metropolitan area.

The FHWA and NDDOT arrange meetings with all local tribal entities and discusses the upcoming projects in their respective areas and also requests to hear any concerns that the tribal entities may have.

The draft STIP is submitted to FHWA and FTA for review at the same time it is distributed for public comment. Comments regarding the draft STIP will be published in the final STIP

A news release advising that the draft STIP is available to the public for review and comment is distributed to all daily and weekly newspapers and broadcast media outlets statewide. A copy of the draft STIP is placed on the NDDOT website for viewing. Comments are due within one month of publication of the draft STIP.
Notification of the STIP is sent to the Bismarck-Mandan, Fargo-Moorhead, and Grand Forks-East Grand Forks MPOs; the South Dakota Department of Transportation central office; the Montana Department of Transportation central office; the Minnesota Department of Transportation (MNDOT) central office, the MNDOT Detroit Lakes and Bemidji district offices; the North Dakota Indian Affairs Commission, the North Dakota Tribal Council chairperson and the Tribal Transportation Planner at each of the four North Dakota reservations; and the Bureau of Indian Affairs (BIA) at Aberdeen, South Dakota.

Federal Highway Administration (FHWA) offered the following comments:

General Comments:
Page 6 – third paragraph, first sentence: consider spelling out MPO the first time it is used and listing the three MPOs within ND.
Response: Updated

General Comments:
STIP Development
TIPS – spell out the first time used.
Response: Updated

Governor - Has the Governor delegated the approval authority to NDDOT? If yes, this should be updated to reflect current practices.

Response: Updated to be "The NDDOT, as the Governor's designee, and each respective MPO approve the TIPS prior to incorporating them into the STIP."

FHWA comment: Multiple comments on MPO TIPs not matching STIP.
Response: NDDOT addressed comments and updated Final STIP to match Final TIPs.

Statewide Transportation Plan - Transportation Connection? Use the same naming convention on the NDDOT website so if citizens want to see what is in the Statewide Transportation Plan they can figure out where to find the corresponding plan.
Response: Updated to Transportation Connection

Long-Range Transportation Plan - (Transportation Connection) - freight, rail, and bike/ped plans?
Response: Updated

Performance Measures - Consider including an explanation of the Performance Measures from 23 CFR 490 and how often they are updated and what the NDDOT targets are. How do the planned projects support meeting the targets?
Response: Thank you for the comment. This information can be found in the TAMP and the linked dashboard.

Long Range – Long Range Metropolitan Transportation Plan (MTP)
Response: Updated to Transportation Connection

What about applications for HSIP, NDSTREET, and FTA funds?
Response: TA selection process has been removed from this location as it is found in the PROGRAMS section of the STIP.
FHWA and NDDOT tribal meetings occur prior to the draft STIP.
Response: Updated

Consider moving this above the preceding paragraph to follow the timeline of draft to final STIP.
Response: Updated

Definitions
Map Key - Update 2022 to 2023.
Response: Updated

Funding Sources
Missing INFHEN
Response: INFHEN is a combination of INF and HEN funds.

Bismarck District
PCN 22610 - is this correct with no federal funds programmed?
Response: Yes. This is a State bonded project.

Valley City District
23573 - Is the distance correct?
Response: Updated

2218 - Is this distance correct?
Response: Updated

Williston District
23335, 7216 - Missing a portion of the funding code.
Response: System is limited on characters

Statewide Projects
9018 - A portion of the funding code is not visible.
Response: System is limited on characters

Programs
Railway-Highway Crossings Program - Are any of the Railway -Highway Crossing Program projects within the MPOs?
Response: All RR crossing projects within MPO boundaries are incorporated via the TIP process, as of yet no crossing projects are in the MPOs, but implementation of the rail crossing program may require amending the STIP following coordination respective MPOs.

Funding tab - Is there a location for the STIP in pdf format?
Response: Updated word tab to summary

Urban Streets and Highways
Bismarck-Mandan MPO
Fargo-Moorhead Metropolitan Council of Governments
Grand Forks-East Grand Forks MPO
Response: Updated

County Roads and Bridges
HBP - Spell out first time used.
Response: Updated

Federal Transit Grants
Consider using the same naming convention for the MPOs to be consistent.
Response: Updated

Rural Transit Programs
Is this application process similar to TA? Should this portion be included in the STIP development process discussion?
Response: It is not similar to TA. Prefer not to include in STIP development process.

Transit Performance Management
Will be – was
Response: Updated

Participating MPOs – FM MCOG is not listed and also not listed under Participating Urban Transit Agencies

Response: They do not participate in the state's TAM plan

News Release and Tribal coordination letters update with 2022 information.
Response: Updated

Federal Transit Administration (FTA) offered the following comments:
For transit while it is not required it would be nice to list out all of the projects that are included in the TIP's in the STIP project listings.
Response: Thank you for your comment. Will be considered for future STIPs.

Public Comments:

Statewide, I would like to see all lefthand turn lanes from bi-directional streets onto all one-way streets be marked with the stop lines/bars set back 1-2 car lengths to facilitate lefthand turning of the traffic from the left-most lane of the one-way street onto the bi-directional street. This turn lane setback principal is seriously underutilized in the city of Bismarck, and likely across the entire state. I believe it would aid traffic flow and improve intersection safety.
Response: Thank you for your Comment.

LEGEND

Many highway projects for the next four years can be found in the various districts. A district map shows a project's location and type of improvement. The adjacent page provides a detailed description of the work involved and the estimated cost of the project. Most of the NDDOT projects for the next four years are shown on the maps. Each map and facing page refer to one of the following districts:

	MAP KEY DESIGNATION
• **#1 Bismarck**	**1000's**
• **#2 Valley City**	**2000's**
• **#3 Devils Lake**	**3000's**
• **#4 Minot**	**4000's**
• **#5 Dickinson**	**5000's**
• **#6 Grand Forks**	**6000's**
• **#7 Williston**	**7000's**
• **#8 Fargo**	**8000's**
• **#9 Various and Statewide Locations**	**9000's**

Projects are assigned a unique map key number and are located on the maps by color corresponding to improvement type. The pages in the STIP list the information below:

- PCN
- Map Key
- Funding Sources
- Pending Obligation Limitation
- Highway
- Direction
- Location
- Length of the Project
- Work Type (description of the type of improvement)
- Total Cost of the Project
- Federal Funds
- State Funds
- Local Funds
- Other Funds

Definitions

New Construction	Constructing a new highway on a new location or corridor, example is new grading.
Reconstruction	Regrading or restoring the roadbed and surface or widening an existing roadbed on the existing highway location.
Surfacing	Placing asphalt or concrete on a previous surface or roadbed includes Portland Cement Concrete (PCC), Hot Bituminous Pavement (HBP), milling, grinding, etc.
Structural	Construction of new structures or reconstruction of existing structures or structural features; such as, substructure, piers and bridge rails.
Maintenance	Work which would include concrete pavement repair (CPR), joint seal replacement, drain pipe repairs, seal coats, slurry seals, striping, etc.
Safety	Work activities that would provide for improved traffic control operations, guidance, upgrading of obsolete roadside features, or improvement of roadside geometrics related to safety.
Miscellaneous Improvements	Construction of new buildings or preservation or reconstruction of existing buildings, and other building, construction, or rehabilitation of transportation related projects funded with Transportation Alternatives funds; such as depots, trail facilities, etc. Activities in this category would also be those activities constructed off the traveled roadway but within or near the right-of-way intended to either improve the roadside environment right-of-way or provide for alternative modes of transportation; such as, bikeways, drainage repair, fencing, etc.
Municipal	Any construction activities within the urban city limits (new construction, reconstruction, surfacing, curb & gutter, structural, etc.)
Funding Source	An alpha code is used to designate which category of federal funds or state funds will be used with each funding source.
Advance Construction	Project designated with “AC” as part of their funding source implies that the funds for these projects will be bid in the outlying years; however, the federal funds will not be obligated until the following year. Federal Highway allows the state to “borrow” on their next year’s obligation limitation as long as the State meets the requirements for doing so.

Pending Projects designed as pending; shown with a P2022 or P, are projects that are programmed for the pending fiscal year shown. These are the first projects that would be shifted to the following fiscal year if Congress does not provide sufficient obligation authority.

Apportionment The distribution of federal funds as prescribed by a statutory formula. It establishes an upper limit of available funds. Funds not used in the year they were distributed carryover from year to year.

Obligational Limitation This is the total amount of federal funds that may be obligated in a year. The purpose is to limit highway spending each year. It is provided by an Appropriations Act by Congress. These funds must be obligated by the end of the fiscal year they were provided or they are returned to FHWA.

Illustrative Projects scheduled if specific funds are received.

Risk-Based Project Involvement A risk-based approach by FHWA to select projects or phases of a project with which FHWA will be involved. A list of projects will be developed annually by FHWA and provided to NDDOT based on the current ND Stewardship Agreement. A current list of projects is available upon request.

Regionally Significant The construction of a new interstate interchange, adding capacity to the Interstate (Adding additional lanes) or creating new roadways on new alignments.

Map Key Every project in the STIP is assigned a unique four-digit map key. The first digit represents the district where the work will occur. The second digit indicates the fiscal year of the project, with 0 representing the current STIP year. The last two digits are a unique number assigned sequentially to each project within a year of each district. In summary, map key 1014 means it is a project in the Bismarck District within the current STIP or fiscal year of 2023 and it is the 14th project in 2023.

HTMCG High Tension Median Cable Guardrail.

FUNDING SOURCES

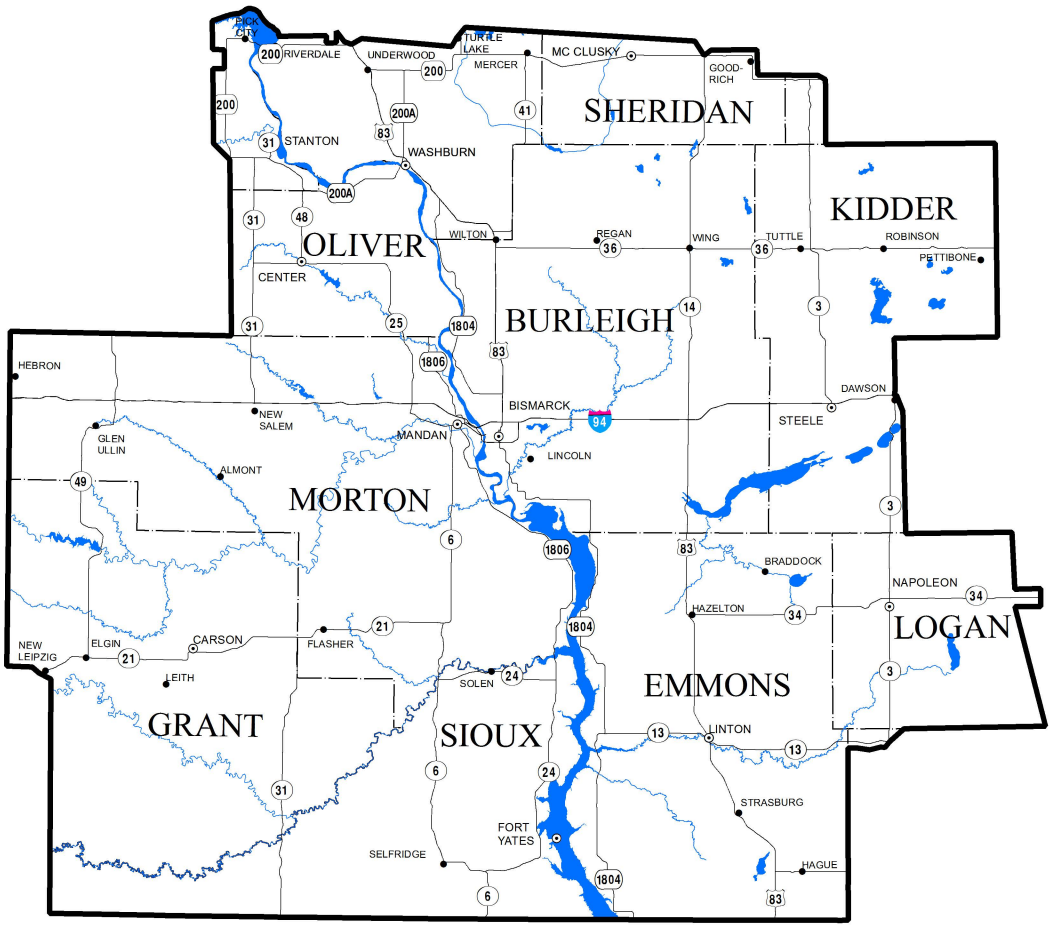
PROJECT PREFIX		
IM	=	Interstate Maintenance - State Project
NH	=	National Highway System - State Project
NHU	=	National Highway System - State Urban Project
AC	=	Advance Construction
SS	=	Non-National Highway System - State Rural Project
SU	=	Non-National Highway System - State or City Urban Project
CPU	=	Non-National Highway System - City Urban Project
STP	=	Transportation Improvement - Non-National Highway System - State Rural Project
STU	=	Transportation Improvement - Non-National Highway System State or City Urban Project
SC	=	Non-National Highway System - County Rural Project
BRI	=	Bridge Replacement - State Project - Interstate System
BRN	=	Bridge Replacement - State Project - National Highway System
U-BRN	=	Urban Bridge Replacement - State Project - National Highway System
BRS	=	Bridge Replacement - State Project - Non-National Highway System
BRU	=	Bridge Replacement - State or City Urban Project - Non-National Highway System
BRC	=	Bridge Replacement - County Project - Non-National Highway System
BRO	=	Bridge Replacement - County Off-System Project
HRR	=	High Risk Rural Roads - State Safety Project – Non-National Highway System
HEN	=	High Hazard Elimination - State Safety Project - National Highway System
SHE	=	High Hazard Elimination - "Small" State Safety Project - National Highway System
HES	=	High Hazard Elimination - State Safety Project - Non-National Highway System
HEU	=	High Hazard Elimination - State or City Urban Safety Project - Non-National Highway System
HEC	=	High Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector)
HEO	=	High Hazard Elimination - County Off-System Safety Project
HLS	=	High Hazard Elimination - State Safety Project
HLU	=	High Hazard Elimination - Urban Safety Project
HLC	=	High Hazard Elimination - County Safety Project
RSN	=	Railroad Crossing Hazard Elimination - State Safety Project - National Highway System
RSS	=	Railroad Crossing Hazard Elimination - State Safety Project - Non-National Highway System
RSU	=	Railroad Crossing Hazard Elimination - State or City Urban Safety Project - Non-National Highway System
RSC	=	Railroad Crossing Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector)
RSO	=	Railroad Crossing Hazard Elimination - County Off-System Safety Project
RPN	=	Railroad Crossing Protection Device - State Safety Project - National Highway System
RPS	=	Railroad Crossing Protection Device - State Safety Project - Non-National Highway System
RPU	=	Railroad Crossing Protection Device - State or City Urban Safety Project - Non-National Highway System
RPC	=	Railroad Crossing Protection Device - County Safety Project - Non-National Highway System - (County major collector)
RPO	=	Railroad Crossing Protection Device - County Off-System Safety Project
TAU	=	Transportation Alternatives - State or City Urban Project – National or Non-National Highway System
TAC	=	Transportation Alternatives - County Project - Non-National Highway System
TCAP	=	Transit - Section 5339 Bus & Bus Facilities
TE/D	=	Transit - Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities
TPL	=	Transit - Section 5303/4 Metropolitan and Statewide Planning
TRUR	=	Transit - Section 5311 Formula Grants for other than Urbanized Areas
TURB	=	Transit - Section 5307 Urbanized Area Formula Program
FHS	=	Forest Highway - State Project
FHC	=	Forest Highway - County Project
FHO	=	Forest Highway - County Off-System Project
SOIA	=	State Oil Infrastructure – Projects funded with special legislative funding for the 2013-2015 Biennium
SOIB	=	State Oil Infrastructure – Projects funded with special legislative funding for the 2015-2017 Biennium
TBD	=	Project Funding will be determined at a future date
ROM	=	Regraveling Project - U.S. Air Force Transporter-Erector System - (FHWA project designation = OM-AD)
SER	=	State Emergency Relief - State projects on any federal aid highway that uses funds from the Emergency Relief Program
SIB	=	State Infrastructure Bank - Projects funded using the State Infrastructure Bank program
UGP	=	Urban Grant Program - Projects funded using the Urban Grant Program
BGR	=	BUILD Grant Program - Projects funded using the BUILD Transportation Grant Program
INF	=	INFRA Grant Program - Projects funded using the INFRA Grant Program
CVD	=	COVID Relief Program - Projects funded using the COVID Relief Program
TRP	=	Transportation Research Innovation Projects – State projects using innovation
RAI		RAISE Grant Program – Projects funded using the RAISE Grant Program

North Dakota Roadway Miles per District and HPCS

	Interstate	Interregional	State Corridor	District Corridor	District Collector	TOTAL
Bismarck	224.8	214.3	224.3	348.2	353.5	1365.1
Valley City	212.2	114.5	194.9	272.1	186.7	980.4
Devils Lake	0	376.0	176.4	506.7	86.5	1146.6
Minot	0	450.2	186.7	121.9	394.4	1153.2
Dickinson	194.6	211.2	177.1	205.2	210.9	999.0
Grand Forks	198.9	147.7	219.1	348.9	74.7	986.5
Williston	0	421.9	238.0	303.4	95.5	1058.8
Fargo	311.2	65.8	271.4	222.7	33.6	904.7
TOTAL	**1141.7**	**2001.6**	**1687.9**	**2327.3**	**1435.8**	**8594.3**

Bismarck District

District 1



Larry Gangl, District Engineer
North Dakota Department of Transportation
218 South Airport Road
Bismarck, ND 58504-6003
Phone: (701) 328-6950

North Dakota Department of Transportation
District - Bismarck

(In Thousands)

PCN	Map Key	Fund Source	Pend CMC	Hwy	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2023													
Rural													
22206	1001	SS	6		N	SELFRIDGE N TO W JCT BIA 7-PORCUPINE	11.2	Box Culv Ext, Mill/Ol>2<Or=3", Sliver Grading, Struct/Incid	6328	6328	0	0	0
23461	1002	NH	83		N	WASHBURN N TO N JCT 200	16.2	Microsurfacing, Micro Mill	1328	1075	253	0	0
23460	1003	NH	83		S	WASHBURN N TO N JCT 200	16.5	Mill/Ol 2" Max	1328	1075	253	0	0
23807	1040	IM	94		E	TYLER PARKWAY INTERCHANGE	1.9	Signing	82	74	8	0	0
22639	1004	IM	94		E	E BIS ENTR E TO E OF MENOKEN INTR	9.8	Median X-Overs, Ramp Conn	983	885	98	0	0
23462	1005	IM	94		E	CO LINE E TO DAWSON	16.2	Microsurfacing	1084	976	108	0	0
23463	1006	IM	94		W	CO LN E TO DAWSON	16.2	Microsurfacing	1084	976	108	0	0
23336	1007	SS	1804		N	HAZELTON JCT TO BURLEIGH AVE	24.9	Maintenance	4800	3885	915	0	0
								Subtotal	**17017**	**15274**	**1743**	**0**	**0**
Urban													
23671	1041	NHU	83		N	STATE ST (CALGARY AVE TO 43RD AVE)	0.5	Bikeway/Walkway	395	320	0	75	0
23277	1042	SUCPU	94		E	MEMORIAL HIGHWAY PHASE 2	3.3	Reconstruction, Sanitary Sewer, Watermain	26795	18530	2077	6188	0
23133	1043	SUCPU	94		E	MEMORIAL HIGHWAY PHASE 1	3.3	Drainage Impr., Sanitary Sewer	4794	2956	331	1507	0
23055	1011	SUSCCVI	981		N	66TH ST (APPLE CREEK RD-NORTHGATE)	0.6	Reconstruction, Struct Replace	13600	10881	0	2719	0
23216	1012	UGPUGP	981		N	3RD/4TH/5TH ST, ROSSER AV, BROADWAY	0.8	Mill/Ol>2<Or=3", Curb & Gutter, ADA Ramp Rev,	1255	786	0	469	0
23216	1012	UGPUGP	981		N	3RD/4TH/5TH ST, ROSSER AV, BROADWAY	0.8	Mill/Ol>2<Or=3", Curb & Gutter, ADA Ramp Rev,	657	657	0	0	0
								Subtotal	**47496**	**34130**	**2408**	**10958**	**0**
Bridge													
23342	1014	NH	3		N	9 SOUTH OF ND 34	0.0	Struct Replace	1144	926	218	0	0
23341	1015	NH	13		E	7 WEST OF US 83	0.0	Jt Repair, Struct/Incid	150	121	29	0	0
23341	1016	NH	21		E	5 EAST OF CARSON	0.0	Jt Repair	50	40	10	0	0
23341	1017	NH	21		E	10 EAST OF CARSON	0.0	Jt Repair	50	40	10	0	0
23342	1018	SS	31		N	RALEIGH	0.0	Struct Replace	1200	971	229	0	0
22610	1019	IM	94		E	7 WEST OF ND 49	0.0	Struct Replace	6760	0	6760	0	0
22603	1020	IM	94		E	3 WEST OF US 83 NORTH	0.0	Structure Paint, Median X-Overs	585	0	585	0	0
22603	1021	IM	94		E	3 WEST OF US 83 NORTH	0.0	Deck Overlay, Approach Slabs, Structure Paint, Spall Repair,	4994	0	4994	0	0
22603	1022	IM	94		E	2 WEST OF US 83 NORTH	0.0	Approach Slabs, Expan Joint Mod, Spall Repair	343	0	343	0	0
22769	1023	IM	94		E	JUNCTION OF US 83N & I-94	0.0	Spall Repair, Structure Items	126	113	13	0	0
23009	1024	IM	94		E	1 EAST OF US 83 NORTH	0.0	Deck Overlay, Rail Retrofit	596	536	60	0	0
23009	1025	IM	94		E	1 EAST OF US 83 NORTH	0.0	Approach Slabs, Expan Joint Mod	187	168	19	0	0
23371	1026	IM	94		E	8 EAST OF US 83 SOUTH	0.0	Deck Replacment, Approach Slabs	852	767	85	0	0
23371	1027	IM	94		E	4 EAST OF ND 3 NORTH	0.0	Deck Replacment, Approach Slabs	852	767	85	0	0
22610	1028	IM	94		W	7 WEST OF ND 49	0.0	Struct Replace	6760	0	6760	0	0
23009	1029	IM	94		W	1 EAST OF US 83 NORTH	0.0	Approach Slabs, Expan Joint Mod	187	168	19	0	0
23341	1030	NH	200		E	6 NORTH OF 200A	0.0	Spall Repair, Jt Repair	100	81	19	0	0
23010	1031	SS	1804		N	2 SOUTH 14 WEST LINTON	0.0	Structur Repair, Selective Grade	507	410	97	0	0
23010	1032	SS	1804		N	13 WEST OF HAZELTON	0.0	Structur Repair	81	66	15	0	0
								Subtotal	**25524**	**5174**	**20350**	**0**	**0**
Transportation Alternatives													
22573	1033	TAU				19TH STREET SE TRAIL SHARED USE PATH	0.9	Bikeway/Walkway	986	798	0	188	0
23235	1034	TAU				BISMARCK EXPSY PEDESTRIAN FACILITY	0.7	Structure Items	408	330	0	78	0
23236	1035	TAU				BISMARCK ASH COULEE & TYLER PARKWAY	1.2	Bikeway/Walkway	473	383	0	90	0

North Dakota Department of Transportation
District - Bismarck

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy	Dir	CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Transportation Alternatives														
23057	1036	TAC					SIDEWALK IMPROVEMENTS	0.1	Bikeway/Walkway	222	180	0	42	0
									Subtotal	**2089**	**1691**	**0**	**398**	**0**
Safety														
23225	1037	SHE		810	E		W OF WASHINGTON ST TO E OF 2ND ST	0.4	Pave Mark, Intersect Imp, Turn Lanes, Flashing Beacon	823	741	41	41	0
23372	1038	HEU					BISMARCK CITYWIDE RRFB	0.0	Signals	420	378	42	0	0
21675	1044	HLC					COUNTY WIDE	0.0	Rumble Stripes, Lighting, Signing, Pave Mark	27	27	0	0	0
									Subtotal	**1270**	**1146**	**83**	**41**	**0**
Transit														
	1039	TURB					BISMARCK-CITYWIDE-5307	0.0	TR Op Assist, TR Prev Maint	2559	1500	0	1059	0
									Subtotal	**2559**	**1500**	**0**	**1059**	**0**
									Total	**95955**	**58915**	**24584**	**12456**	**0**

North Dakota Department of Transportation
District - Bismarck

(In Thousands)

PCN	Map Key	Fund Source	Pend CMC	Hwy	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2024-2026													
Rural													
	1101	NH		3	N	W JCT 13 N TO JCT 34	17.7	Chip Seal Coat, Micro Mill	1013	820	193	0	0
23321	1102	SS		25	N	CENTER WEST TO JCT 31-HANNOVER	6.1	Hot Bit Pave, Widening	4938	3996	942	0	0
	1103	SS		31	N	STATE LINE TO ND 21	35.2	Chip Seal Coat, Micro Mill	2014	1630	384	0	0
	1104	SS		34	E	NAPOLEON TO JCT ND 30	19.0	Chip Seal Coat, Micro Mill	1085	878	207	0	0
23272	1105	SS		49	N	E JCT 21-ELGIN N TO HEART BUTTE DAM	12.2	Hot Bit Pave, Sliver Grading	8376	6779	1597	0	0
23272	1106	SS		49	N	1 NORTH OF ND 21	0.0	Struct Replace	1248	1010	238	0	0
23272	1107	SS		49	N	HEART BUTTE DAM N TO GLEN ULLIN	19.2	Hot Bit Pave, Sliver Grading	13152	10644	2508	0	0
22648	1108	IM		94	E	2 EAST OF US 83 NORTH	0.0	Struct/Incid, Ramp Revisions	30000	27000	3000	0	0
23273	1201	SS		14	N	I-94 N TO WING	21.3	Full Depth Rec, Hot Bit Pave, Widening	19361	15669	3692	0	0
23324	1202	SS		31	N	JCT I-94 TO HANNOVER	17.5	Hot Bit Pave, Widening	18144	14684	3460	0	0
	1203	NH		83	N	STATE LINE N TO LINTON - S JCT 13	24.9	Microsurfacing, Micro Mill	1908	1544	364	0	0
	1204	IM		94	E	E N SALEM INTR E TO W SWEET BRIAR	8.9	CPR, Grinding, HBP on Ramps	2024	1822	202	0	0
22957	1205	IM		94	E	E BIS ENTR E TO E OF MENOKEN INTR	9.8	Fencing, PCC Pave	26586	23927	2659	0	0
	1206	IM		94	W	E N SALEM INTR E TO W SWEET BRIAR	8.9	CPR, Grinding, HBP on Ramps	1519	1367	152	0	0
	1301	NH		21	E	W JCT 49 E TO JCT 31	33.8	Chip Seal Coat, Micro Mill	2091	1692	399	0	0
	1302	SS		36	E	JCT 14-WING E TO JCT 3-TUTTLE	13.8	Chip Seal Coat, Micro Mill	854	691	163	0	0
	1303	NH		83	N	JCT ND 34 N TO JCT I-94	24.3	Thin Overlay	4647	3761	886	0	0
	1304	IM		94	E	W SWEET BRIAR E TO E ND 25 INTR	10.2	CPR, Grinding, HBP on Ramps	2382	2144	238	0	0
	1305	IM		94	E	E OF MENOKEN INTR E TO STERLING	10.4	Median X-Overs, Ramp Conn	1094	985	109	0	0
	1306	IM		94	W	W SWEET BRIAR E TO E ND 25 INTR	10.2	CPR, Grinding, HBP on Ramps	2026	1823	203	0	0
22958	1307	IM		94	W	E OF BIS INTR TO E OF MENOKEN INTR	9.8	Fencing, PCC Pave	27654	24889	2765	0	0
								Subtotal	**172116**	**147755**	**24361**	**0**	**0**
Urban													
23201	1109	NHU		83B	S	7TH ST (FRONT AV TO BISMARCK EXPY)	0.6	Mill/Ol>2<Or=3", Curb Ramps, Lighting	1200	971	109	120	0
23278	1123	SUCPU		94B	E	MEMORIAL HIGHWAY PHASE 3	3.3	Reconstruction, Sanitary Sewer, Watermain	37657	27216	3050	7391	0
23742	1208	NHU		83	N	STATE ST (7TH ST TO DIVIDE AVE)	0.6	CPR, Grinding, Curb Ramps	1220	987	111	122	0
23347	1209	NHU		83B	N	7TH/9TH ST (MAIN AVE-BOULEVARD AVE)	0.8	Mill/Ol>2<Or=3", ADA Ramp Rev, Lighting	2620	2120	238	262	0
23741	1211	NHU		810	E	EXPRESSWAY (WASHINGTON-26TH ST)	2.0	Signals	2415	1954	219	242	0
23747	1212	SU		981	E	BOULEVARD AV (6TH ST-7TH ST)	0.1	CPR, Grinding, Curb Ramps	150	121	0	29	0
23741	1213	NHU		981	N	WASHINGTON ST & DENVER AVE	0.1	Signals	345	279	0	66	0
	1214	SU		988	E	OLD RED TR(40TH AV NW-URBAN LIMITS)	1.0	Reconstruction	5000	4000	0	1000	0
23743	1308	NHU		83	N	7TH (BRDWAY-FRONT), 9TH (MAIN-FRONT)	0.2	CPR, Grinding, Curb Ramps	438	350	44	44	0
	1309	IM		94B	E	W URBAN LIMITS TO WEST MANDAN	0.9	Selective Grade, Widening	1417	1275	142	0	0
	1310	NHU		94B	E	W URBAN LIMITS TO WEST MANDAN	0.9	Selective Grade, Widening	1575	1275	300	0	0
	1311	NHU		981	N	WASHINGTON (BURLEIGH-DRAINAGE DITCH)	1.1	Widening, Reconstruction	11700	4500	0	7200	0
								Subtotal	**65737**	**45048**	**4213**	**16476**	**0**
Bridge													
	1110	SS		24	N	5 NORTH OF FORT YATES	0.0	Deck Overlay, Rail Retrofit, Spall Repair	428	346	82	0	0
	1111	SS		41	N	9 NORTH OF US 83	0.0	Deck Overlay	193	156	37	0	0
	1112	NH		83	N	SOUTH OF LINTON	0.0	Deck Overlay	315	255	60	0	0
	1113	NH		83	N	IN LINTON	0.0	Deck Overlay	298	241	57	0	0

North Dakota Department of Transportation
District - Bismarck

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy CMC	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Bridge													
22614	1114	IM		94	E	7 WEST OF ND 31	0.0	Structure Paint	338	304	34	0	0
22614	1115	IM		94	E	5 WEST OF ND 31	0.0	Structure Paint	169	152	17	0	0
22614	1116	IM		94	E	1 EAST OF US 83 NORTH	0.0	Structure Paint	249	224	25	0	0
22614	1117	IM		94	E	3 EAST OF US 83 SOUTH	0.0	Structure Paint	202	182	20	0	0
	1118	NH		94B	E	BETWEEN BISMARCK & MANDAN	0.0	Deck Overlay, Structure Paint, Jt Repair, Joint Sealant	5647	4570	512	565	0
22614	1119	NH		200	E	2 NORTH OF ND 200A	0.0	Structure Paint, Structur Repair, Expan Joint Mod	271	219	52	0	0
22614	1120	SS		1804	N	2 SOUTH 14 WEST LINTON	0.0	Structure Paint	282	228	54	0	0
	1215	IM		94	E	8 WEST OF ND 31	0.0	Spall Repair, Selective Grade	112	101	11	0	0
	1216	IM		94	E	7 WEST OF ND 31	0.0	Deck Overlay, Spall Repair	400	360	40	0	0
	1217	IM		94	E	5 WEST OF ND 31	0.0	Deck Overlay, Spall Repair	400	360	40	0	0
	1218	IM		94	E	JUNCTION OF ND 31 & I-94	0.0	Deck Overlay, Approach Slabs	706	635	71	0	0
	1219	IM		94	E	12 EAST OF ND 31	0.0	Structur Repair	57	51	6	0	0
	1220	IM		94	E	8 WEST OF ND 25	0.0	Structur Repair	57	51	6	0	0
	1221	IM		94	E	6 WEST OF ND 25	0.0	Structur Repair, Spall Repair, Jt Repair	270	243	27	0	0
22644	1222	IM		94	E	6 EAST OF ND 25	0.0	Structure Paint	292	263	29	0	0
22644	1223	IM		94	E	5 WEST OF US 83 NORTH	0.0	Structure Paint	292	263	29	0	0
22644	1224	IM		94	E	1 EAST OF US 83 NORTH	0.0	Structure Paint	351	316	35	0	0
	1225	IM		94	E	8 WEST OF 83 SOUTH	0.0	Spall Repair	59	53	6	0	0
	1226	IM		94	E	JUNCTION US 83 S-STERLING	0.0	Struct Replace, Approach Slabs, Guardrail	5192	4673	519	0	0
	1227	IM		94	E	6 WEST OF ND 3 NORTH	0.0	Deck Overlay	436	392	44	0	0
	1228	IM		94	W	4 EAST OF ND 31	0.0	Deck Overlay, Approach Slabs, Expan Joint Mod	386	347	39	0	0
22644	1229	IM		94	W	6 EAST OF ND 25	0.0	Structure Paint	292	263	29	0	0
22644	1230	IM		94	W	5 WEST OF US 83 NORTH	0.0	Structure Paint	292	263	29	0	0
22644	1231	IM		94	W	1 EAST OF US 83 NORTH	0.0	Structure Paint	351	316	35	0	0
	1312	NH		13	E	3 EAST OF US 83	0.0	Deck Overlay, Spall Repair	264	214	50	0	0
	1313	SS		24	N	11 SOUTHWEST FORT YATES	0.0	Struct Replace	1170	947	223	0	0
	1314	IM		94	E	11 EAST OF US 83 NORTH	0.0	Struct Replace, Approach Slabs, Guardrail	4769	4292	477	0	0
	1315	NH		94B	E	2 EAST OF MANDAN	0.0	Structure Paint	169	137	15	17	0
	1316	NH		194	E	1 SOUTHEAST JUNCT 194	0.0	Structure Paint, Structure Items	478	387	43	48	0
	1317	NH		194	W	1 SOUTHEAST OF JUNCT 194	0.0	Structure Paint, Structure Items	478	387	43	48	0
	1318	NH		200	E	1 EAST OF ND 41 NORTH	0.0	Deck Overlay, Rail Retrofit	340	275	65	0	0
	1319	NH		200A	E	1 EAST OF ND 48	0.0	Deck Overlay, Spall Repair	266	215	51	0	0
	1320	SS		1806	N	3 NORTH OF ND 24	0.0	Struct Replace	6083	4923	1160	0	0
	1321	SS		1806	N	4 NORTH OF ND 24	0.0	Struct Replace, Anti-Skid Syst, Guardrail	2700	2185	515	0	0
								Subtotal	**35054**	**29789**	**4587**	**678**	**0**
Safety													
23193	1121	RAI		24	N	INTERSECT-ND 24 & BIA 31 FORT YATES	0.0	Roundabout	1500	750	750	0	0
23644	1323	HEU				BIS CENTENNIAL/JERICO, 16TH/BRAMAN	0.0	Signals	134	121	0	13	0
23697	1324	HEN	P			I-94B & 23RD AVE W/CO 10	0.0	Grade, Aggr Base, Hot Bit Pave, Lighting	3700	3330	370	0	0
23645	1325	HEU				BISMARCK CENTURY & 19TH ST	0.0	Turn Lanes	591	532	0	59	0
								Subtotal	**5925**	**4733**	**1120**	**72**	**0**
Transit													
	1122	TURB				BISMARCK-CITYWIDE-5307	0.0	TR Op Assist, TR Prev Maint	2595	1512	0	1083	0
	1232	TURB				BISMARCK-CITYWIDE-5307	0.0	TR Op Assist, TR Prev Maint	2632	1525	0	1107	0
	1322	TURB				BISMARCK-CITYWIDE-5307	0.0	TR Op Assist, TR Prev Maint	2670	1538	0	1132	0
								Subtotal	**7897**	**4575**	**0**	**3322**	**0**

North Dakota Department of Transportation
District - Bismarck

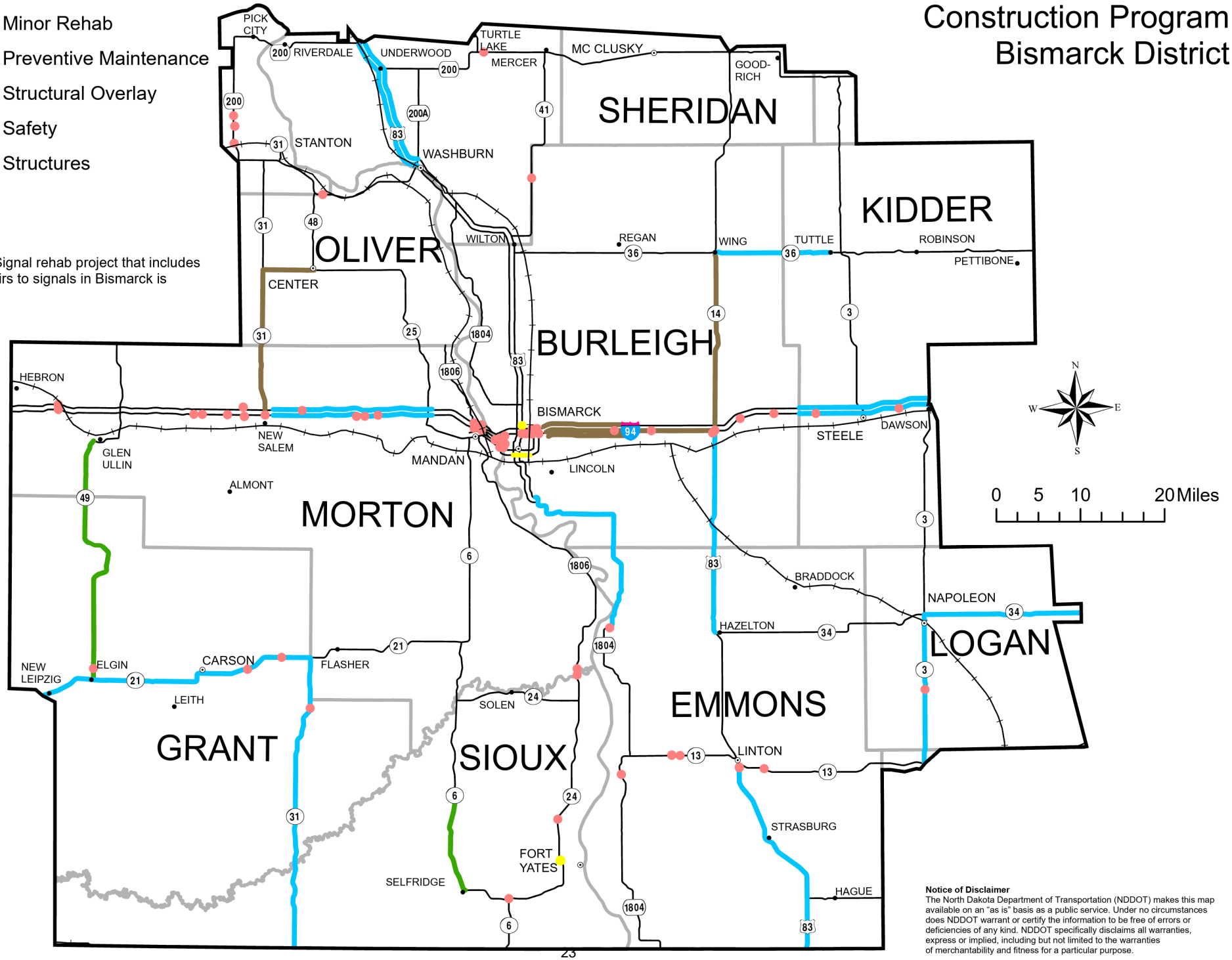
(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy	Dir	CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
									Total	**286729**	**231900**	**34281**	**20548**	**0**
									Grand Total	**382684**	**290815**	**58865**	**33004**	**0**

2023-2026 Construction Program Bismarck District

- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures

PCN 23372 Signal rehab project that includes citywide repairs to signals in Bismarck is not mapped.



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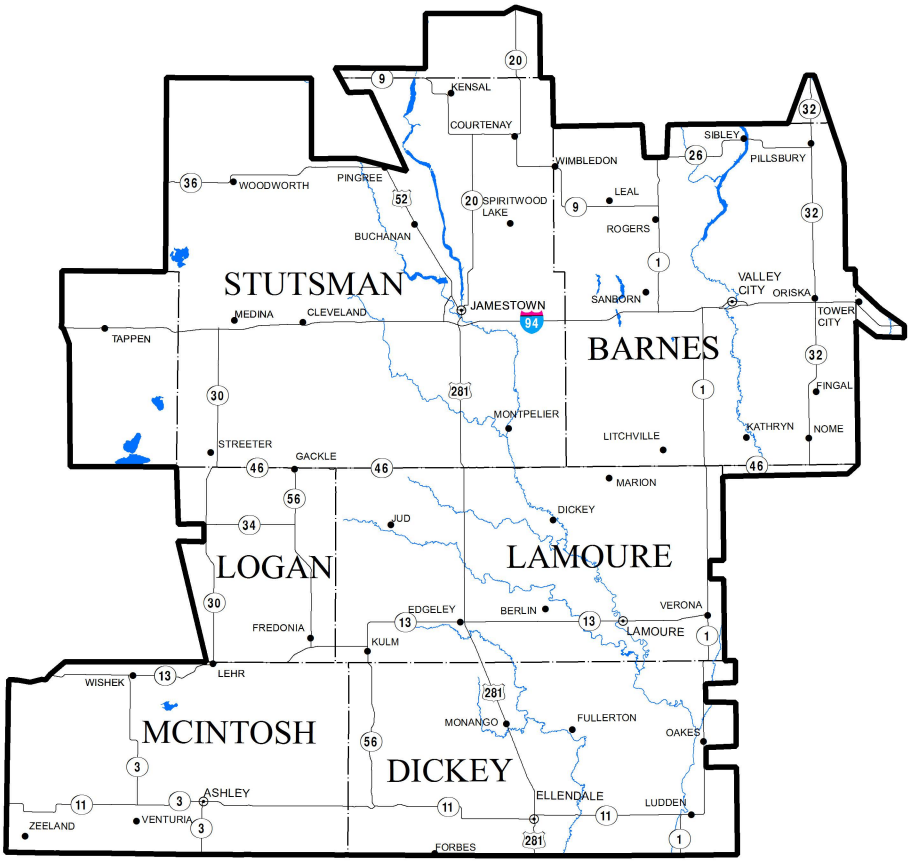
Valley City District

District 2



Jay Praska, District Engineer
North Dakota Department of Transportation
1524 8th Avenue Southwest
Valley City, ND 58072-4200
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North Dakota Department of Transportation
District - Valley City

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy CMC	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2023													
Rural													
23466	2001	SS		9	E	JCT 52-MELVILLE - 1.8 MI S COURTENAY	29.6	Mill/Ol 2" Max	5030	4071	959	0	0
23464	2002	SS		11	E	CO LN E TO JCT 3 NORTH	17.7	Microsurfacing, Micro Mill	1543	1249	294	0	0
23465	2003	SS		36	E	COUNTY LINE E TO WOODWORTH	9.0	Mill/Ol 2" Max	1532	1240	292	0	0
23465	2004	SS		36	E	WOODWORTH E TO JCT 52	19.1	Mill/Ol 2" Max	3247	2628	619	0	0
23468	2005	IM		94	E	NEAR US 281 TO BLOOM INTR	4.3	CPR, Grinding	689	620	69	0	0
22228	2006	IM		94	E	NEAR EXIT 290	0.4	Drainage Impr.	8000	7200	800	0	0
23304	2007	IM		94	E	HILL INTR TO BUFFALO	5.1	CPR, Grinding	1072	965	107	0	0
22350	2008	IM		94	WE	DAWSON INTR TO CRYSTAL SPRINGS	11.9	Mill/Ol 2" Max	5261	4735	526	0	0
23467	2009	IM		94	WW	ND 30 INTER E TO E CLEVELAND	12.2	CPR	1711	1540	171	0	0
	2010	IM		94	WW	ECKELSON E TO E ND 1-OAKES	13.2	Thin Overlay	2239	2015	224	0	0
								Subtotal	**30324**	**26263**	**4061**	**0**	**0**
Urban													
22228	2011	NHU		94	E	W MAIN ST & EXIT 290	0.7	Drainage Impr.	1500	1214	136	150	0
23267	2012	SU		987	N	12TH AVE SE (3RD ST SE-6TH ST SE)	0.3	Reconstruction	1366	1106	0	260	0
23572	2013	SU		990	E	3RD ST NE, 3RD AVE NE	0.1	Reconstruction	1500	850	0	650	0
23571	2014	SU		990	N	2ND AVE NE, 4TH ST NE	0.1	Reconstruction	1350	550	0	800	0
								Subtotal	**5716**	**3720**	**136**	**1860**	**0**
Bridge													
23342	2015	SS		3	N	4 EAST OF ND 11 WEST	0.0	Struct Replace	243	197	46	0	0
23341	2016	NH		281	N	1 SOUTH OF MONANGO	0.0	Structur Repair	162	131	31	0	0
23341	2017	NH		281	N	4 SOUTH OF ND 13	0.0	Jt Repair	50	40	10	0	0
23341	2018	NH		281	N	3 SOUTH OF ND 13	0.0	Struct/Incid, Riprap	81	66	15	0	0
23341	2019	NH		281	N	2 SOUTH OF ND 13	0.0	Jt Repair	50	40	10	0	0
								Subtotal	**586**	**474**	**112**	**0**	**0**
ND Street													
22937	2020	SS		11	E	ND 11, 5TH AVE SW TO 3RD AVE NE	0.5	Reconstruction, Sanitary Sewer, Storm Sewer	3227	2612	615	0	0
								Subtotal	**3227**	**2612**	**615**	**0**	**0**
Safety													
23573	2021	HEU				VALLEY CITY 8TH AVE SW	0.2	Flashing Beacon, Pave Mark, Signing	49	44	5	0	0
								Subtotal	**49**	**44**	**5**	**0**	**0**
								Total	**39902**	**33113**	**4929**	**1860**	**0**

North Dakota Department of Transportation
District - Valley City

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy CMC	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2024-2026													
Rural													
23196	2101	SS		1	N	N JCT 11-OAKES-N TO OAKES MUNICIPAL	2.6	Mill/Ol>2<Or=3", Signing	1138	921	217	0	0
	2102	NH		13	E	WISHEK E TO JCT 30	11.1	Mill/Ol 2" Max	1965	1590	375	0	0
	2103	SS		32	N	W JCT 46 N TO JCT I-94-ORISKA	20.4	Mill/Ol 2" Max	3612	2923	689	0	0
23762	2124	SS	P	46	E	WEST OF JCT 1	0.0	Pipe Replacemt	624	505	119	0	0
	2104	NH		52	E	JCT ND 36 S TO 4 LANE BUCHANAN	7.7	Thin Overlay	1365	1105	260	0	0
	2105	NH		52B	E	JAMESTOWN BYPASS	3.5	Microsurfacing	247	200	47	0	0
	2106	IM		94	E	E CLEVELAND E TO NEAR LIPPERT	7.9	CPR, Grinding	1031	928	103	0	0
23802	2125	IM	P	94	E	ORISKA REST AREA PARKING	0.0	Aggr Base, Landscaping, Marking, PCC Pave	3120	2808	312	0	0
	2107	NH		281	N	TWP LINE N ELLENDALE TO EDGELEY	24.6	Thin Overlay	4347	3518	829	0	0
	2201	SS		3	N	STATE LINE TO ASHLEY TO W JCT 11	15.2	Mill/Ol 2" Max	2792	2260	532	0	0
	2202	SS		9	E	1.8 MI S COURTENAY TO JCT 1-ROGERS	24.0	Mill/Ol 2" Max	4411	3570	841	0	0
	2203	SS		11	E	CO LN E TO FORBES ROAD	11.3	Mill/Ol 2" Max	2071	1676	395	0	0
	2204	SS		11	E	FORBES ROAD E TO RR AVE-ELLENDALE	12.9	Mill/Ol 2" Max	2366	1915	451	0	0
23389	2205	SS		46	E	JCT 1 HASTINGS E TO W JCT 32	12.9	Shldr Rehab, Widening	7548	6109	1439	0	0
	2206	NH		52	E	4 LANE BUCHANAN SE TO JAMESTOWN	11.7	Thin Overlay	2159	1747	412	0	0
	2207	NH		52	W	4-LANE BUCHANAN SE TO JAMESTOWN	11.7	Thin Overlay	2159	1747	412	0	0
	2208	SS		56	N	JCT 11 N TO JCT 13	20.3	Mill/Ol 2" Max	3725	3015	710	0	0
	2209	SS		56	N	W JCT 13 N TO JCT 46-GACKLE	22.9	Mill/Ol 2" Max	4211	3408	803	0	0
	2210	IM		94	E	NEAR LIPPERT INTR TO NEAR US 281	10.4	Crack & Seat, Hot Bit Pave, Milling	8359	7523	836	0	0
	2211	IM		94	E	E VALLEY CITY E TO HILL INTERCHANGE	14.0	Microsurfacing	1067	960	107	0	0
	2212	IM		94	W	E DAWSON INTR TO CRYSTAL SPRINGS	11.9	Microsurfacing	712	641	71	0	0
	2213	IM		94	W	W LIPPERT E TO E BLOOM INTER	15.3	CPR, Grinding	2134	1921	213	0	0
	2214	IM		94	W	W ECKELSON E TO E ND 1-OAKES	13.2	Microsurfacing	1001	901	100	0	0
	2215	NH		281	N	ND 46 N TO I-94	16.9	Mill/Ol 2" Max	3100	2509	591	0	0
	2301	SS		1	N	SD STATE LINE N-E-N TO N JCT 11	14.9	Mill/Ol 2" Max	2851	2307	544	0	0
	2302	SS		1	N	OAKES N TO N JCT 13	15.5	Mill/Ol 2" Max	2958	2394	564	0	0
	2303	NH		13	E	E JCT 56 E TO US 281	14.8	Mill/Ol 2" Max	2832	2292	540	0	0
	2304	NH		13	E	JCT 281 EDGELEY TO LAMOURE	19.5	Mill/Ol 2" Max	3727	3016	711	0	0
	2305	SS		26	E	DAZEY TO PILLSBURY	21.4	Microsurfacing, Micro Mill	2097	1697	400	0	0
	2306	NH		52	E	JCT ND 36 S TO 4 LANE BUCHANAN	7.7	Microsurfacing	588	476	112	0	0
	2307	NH		52	E	4 LANE BUCHANAN SE TO JAMESTOWN	11.7	Microsurfacing	885	716	169	0	0
	2308	NH		52	W	4-LANE BUCHANAN SE TO JAMESTOWN	11.7	Microsurfacing	885	716	169	0	0
	2309	IM		94	E	NEAR LIPPERT INTR TO NEAR US 281	10.4	Microsurfacing	794	715	79	0	0
	2310	IM		94	E	BLOOM INTER TO W ECKELSON INTER	13.2	CPR, Grinding	2106	1895	211	0	0
	2311	IM		94	E	2 MI EAST BLOOM INTER - S DITCH	3.0	Drainage Impr.	1081	973	108	0	0
	2312	IM		94	E	HOBART LK, ECKELSON LK, ROGERS INTER	12.0	Erosion Repair, Riprap	1893	1704	189	0	0
	2313	IM		94	E	HILL INTER - EXIT 310	1.0	Drainage Impr.	541	487	54	0	0
	2314	IM		94	W	HOBART LK, ECKELSON LK, ROGERS INTER	12.0	Erosion Repair, Riprap	1893	1704	189	0	0
	2315	IM		94	W	HILL INTER - EXIT 310	1.0	Drainage Impr.	541	487	54	0	0
	2316	NH		281	N	TWP LINE N ELLENDALE TO EDGELEY	24.6	Microsurfacing	1870	1513	357	0	0
								Subtotal	**92806**	**77492**	**15314**	**0**	**0**
Urban													

North Dakota Department of Transportation
District - Valley City

(In Thousands)

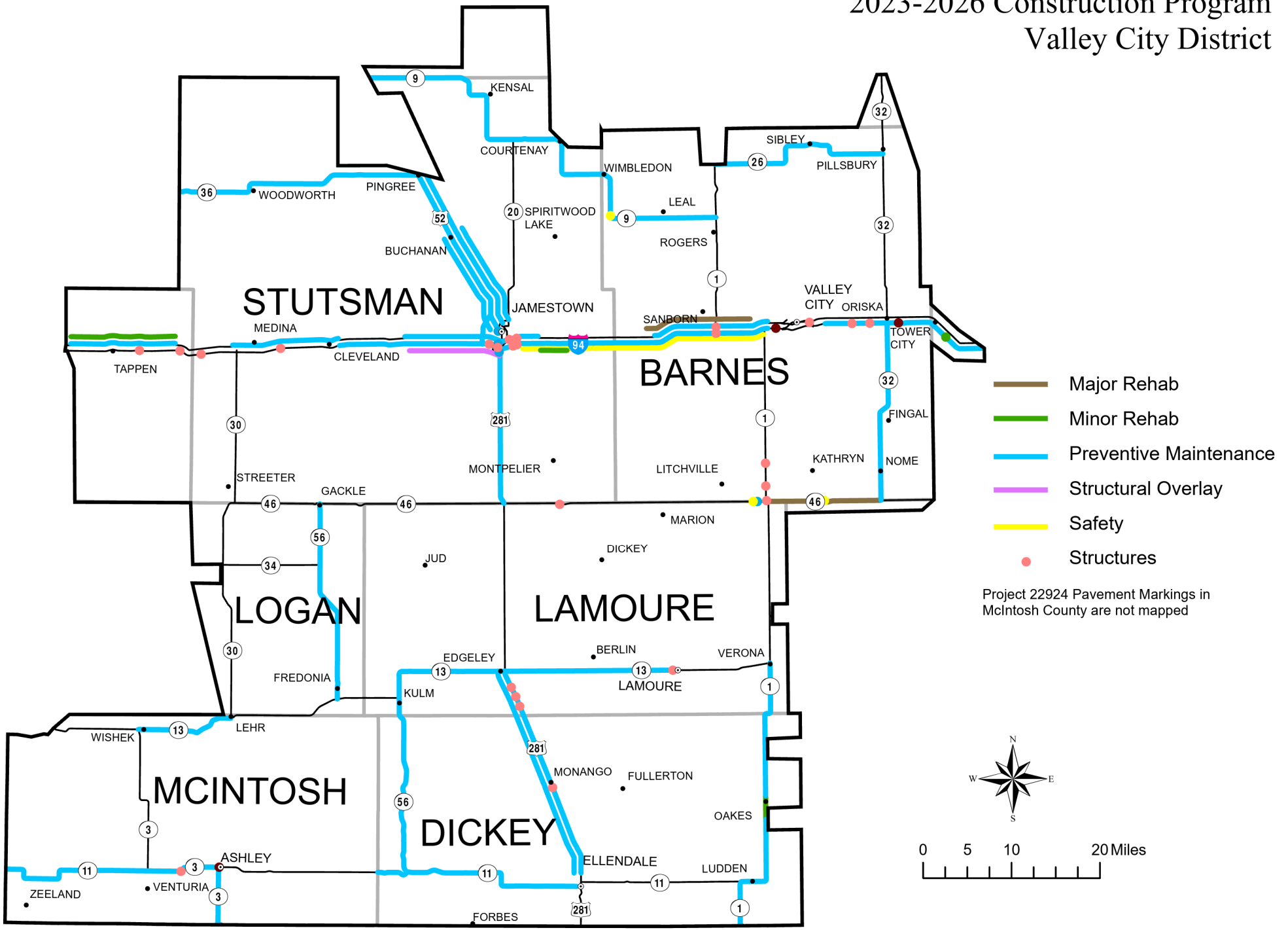
PCN	Map Key	Fund Source	Pend	Hwy CMC	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Urban													
	2108	SU		987	N	7TH AV E (10TH ST SE-4TH ST NE)	0.9	Mill/Ol>2<Or=3", Curb Ramps	1272	1029	0	243	0
	2109	SU		987	N	4TH AVE E (10TH ST SE-5TH ST NE)	1.0	Mill/Ol>2<Or=3", ADA Ramp Rev, CPR	1693	1370	0	323	0
	2126	UGP		990	E	2 ST N, 3 ST NW, 4 ST N, 2 AV NW	0.6	Reconstruction	5828	2631	0	3197	0
	2217	SU		987	N	2ND AVE W, 9TH ST W	0.4	CPR, ADA Ramp Rev	2382	1928	0	454	0
	2218	SU	P	990	E	5TH ST NW, 3RD AVE NW, 2ND AVE NW	0.5	Reconstruction	1525	525	0	1000	0
23746	2317	NHU		52	N	US 52 (7TH AVE NW TO 9TH ST)	1.3	CPR, Curb Ramps	2379	1925	454	0	0
23745	2318	NHU		52	S	US 52 (17TH ST SW TO I-94)	0.7	CPR, Curb Ramps, Signals	1297	1050	247	0	0
23744	2319	NHU		281	N	US 281 (37TH ST TO I-94)	0.5	CPR, Curb Ramps	785	635	150	0	0
	2320	SU		987	E	3RD ST N (2ND AVE NW-8TH AVE NE)	0.6	Reconstruction, Mill/Ol>2<Or=3", Curb Ramps	4479	3625	0	854	0
	2321	SU		987	E	5TH ST N (1ST AVE N TO 8TH AVE NE)	0.6	Mill/Ol>2<Or=3", Curb Ramps	2185	1768	0	417	0
								Subtotal	**23825**	**16486**	**851**	**6488**	**0**
Bridge													
	2110	NH		13	E	WEST SIDE OF LAMOURE	0.0	Spall Repair, Jt Repair, Riprap	104	84	20	0	0
23344	2111	IM		94	E	8 EAST OF ND 3 SOUTH	0.0	Struct Replace, Approach Slabs, Guardrail	3993	3594	399	0	0
	2112	IM		94	E	1 WEST OF US 281	0.0	Structure Paint	270	243	27	0	0
	2113	IM		94	E	JCT US 281 & I-94	0.0	Structure Paint	379	341	38	0	0
23419	2114	IM		94	E	JUST WEST JCT. 52 & I-94	0.0	Approach Slabs, Spall Repair, Expan Joint Mod, Struct/Incid	200	180	20	0	0
	2115	IM		94	E	SE JAMESTOWN INTERCHANGE	0.0	Struct Replace, Approach Slabs	4680	4212	468	0	0
23419	2116	IM		94	E	JUST EAST OF JCT.US-52	0.0	Expan Joint Mod, Spall Repair, Struct/Incid	189	170	19	0	0
23419	2117	IM		94	E	JCT I 94 & ND 1 NORTH	0.0	Spall Repair	52	47	5	0	0
	2118	IM		94	E	4 WEST OF ND 32	0.0	Structure Paint	260	234	26	0	0
	2119	IM		94	E	2 WEST OF ND 32	0.0	Structure Paint	260	234	26	0	0
23419	2120	IM		94	W	JUST EAST OF JCT US 52	0.0	Approach Slabs, Spall Repair, Expan Joint Mod, Struct/Incid	217	195	22	0	0
23419	2121	IM		94	W	JCT I 94 & ND 1 NORTH	0.0	Structur Repair	54	49	5	0	0
23345	2219	IM		94	E	7 WEST OF ND 30	0.0	Struct Replace, Approach Slabs, Guardrail	4153	3738	415	0	0
	2322	NH		1	N	JUST NORTH OF ND 46	0.0	Struct Replace	1349	1092	257	0	0
	2323	NH		1	N	2 NORTH OF ND 46	0.0	Struct Replace	1349	1092	257	0	0
	2324	NH		1	N	4 NORTH OF ND 46	0.0	Struct Replace	1349	1092	257	0	0
	2325	SS		46	E	6 EAST OF US 281	0.0	Structure Paint	210	170	40	0	0
	2326	IM		94	E	4 WEST OF ND 30	0.0	Median X-Overs	731	658	73	0	0
	2327	IM		94	E	5 EAST OF ND 30	0.0	Median X-Overs	731	658	73	0	0
	2328	IM		94	E	JUST WEST JCT. 52 & I-94	0.0	Structure Paint	263	237	26	0	0
	2329	IM		94	W	JUST WEST JCT. 52 & I-94	0.0	Structure Paint	263	237	26	0	0
	2330	NH		94B	E	1 EAST OF SHEYENNE RIVER	0.0	Structur Repair, Struct/Incid	394	319	36	39	0
								Subtotal	**21450**	**18876**	**2535**	**39**	**0**
Emergency Relief													
23689	2127	SERP		46	E	ND 46, W OF 112TH AVE SE	0.0	Pipe Replacemt	520	421	99	0	0
23670	2220	SERP		46	E	LITTLE YELLOWSTONE PARK	0.0	Slide Repair	4867	3939	928	0	0
								Subtotal	**5387**	**4360**	**1027**	**0**	**0**
Safety													
23142	2122	HES		9	E	5 MILES SOUTH OF WIMBLEDON	0.7	Grade Raise	2900	2610	290	0	0
22924	2123	HEC				MCINTOSH COUNTYWIDE	0.0	Pave Mark	133	120	0	13	0
23521	2331	HEN				EAST OF EXIT 260 TO WEST OF OAKES	0.0	HTMCG	7000	6300	700	0	0
23658	2332	HEC	P			MEMORIAL PARK	0.0	Lighting	12	11	1	0	0
								Subtotal	**10045**	**9041**	**991**	**13**	**0**
								Total	**153513**	**126255**	**20718**	**6540**	**0**

North Dakota Department of Transportation
District - Valley City

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy	Dir	CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
									Grand Total	**193415**	**159368**	**25647**	**8400**	**0**

2023-2026 Construction Program
Valley City District



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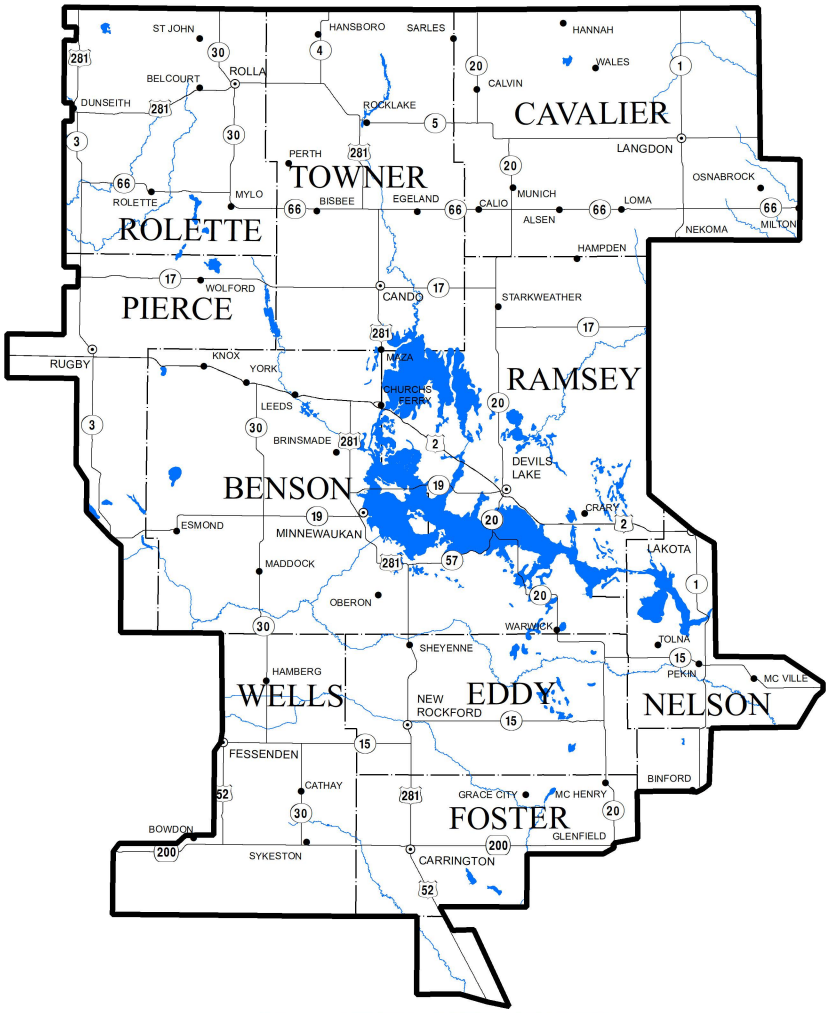
Devils Lake District

District 3



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North Dakota Department of Transportation
District - Devils Lake

(In Thousands)

PCN	Map Key	Fund Source	Pend CMC	Hwy	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2023													
Rural													
22921	3001	NH		2	E	BERWICK TO 1 MI W OF RUGBY	9.7	CPR, Grinding	1217	985	232	0	0
23469	3003	NH		2	E	W LEEDS E TO CHURCHS FERRY	12.2	CPR, Grinding	1530	1238	292	0	0
22617	3004	SS		15	E	EAST OF MCVILLE	0.3	Inslope Widen, Structure Widen	630	510	120	0	0
22617	3005	SS		15	E	2 MI WEST OF JCT 32	0.5	Inslope Widen, Riprap	2241	1814	427	0	0
22617	3006	SS		15	E	1 MI WEST OF JCT 32	0.4	Inslope Widen, Riprap	1751	1417	334	0	0
	3007	SS		17	E	N JCT 20 S TO STARKWEATHER	2.0	Culvert Rehab	190	154	36	0	0
	3008	SS		17	E	STARKWEATHER S TO EDMORE	22.5	Culvert Rehab	341	276	65	0	0
	3009	SS		20	N	N JCT 17 TO E JCT 5 - CLYDE	20.8	Culvert Rehab	203	164	39	0	0
23470	3010	SS		30	N	JCT US 52 N TO E JCT 15	13.0	Microsurfacing, Micro Mill	1129	914	215	0	0
23606	3011	SS		66	E	JCT 30 S & E TO BISBEE	12.3	Asp Ol>2"<Or=3"	5611	4541	1070	0	0
23171	3017	NH		200	E	6 MILES W OF JCT 200 - GLENFIELD	0.4	Grade Raise, Hot Bit Pave	1500	1214	286	0	0
								Subtotal	**16343**	**13227**	**3116**	**0**	**0**
Urban													
23693	3018	CVDSU		982	E	14TH ST NE, 14TH AVE NE	1.0	Aggr Surface	604	531	0	73	0
								Subtotal	**604**	**531**	**0**	**73**	**0**
Bridge													
23341	3013	NH		17	E	11 WEST OF CANDO	0.0	Box Culv Ext, Riprap, Jt Repair	300	243	57	0	0
23341	3014	NH		17	E	2 WEST OF CANDO	0.0	Box Culv Ext, Jt Repair, Riprap	450	364	86	0	0
23341	3015	NH		17	E	1 EAST OF 281	0.0	Jt Repair, Spall Repair	50	40	10	0	0
23606	3016	SS		66	E	6 EAST OF NORTH 30	0.0	Struct Replace	750	607	143	0	0
								Subtotal	**1550**	**1254**	**296**	**0**	**0**
Safety													
21870	3019	HLC				VARIOUS LOCATIONS - ROLETTE COUNTY	0.0	Signing, Lighting	160	129	31	0	0
								Subtotal	**160**	**129**	**31**	**0**	**0**
								Total	**18657**	**15141**	**3443**	**73**	**0**

North Dakota Department of Transportation
District - Devils Lake

(In Thousands)

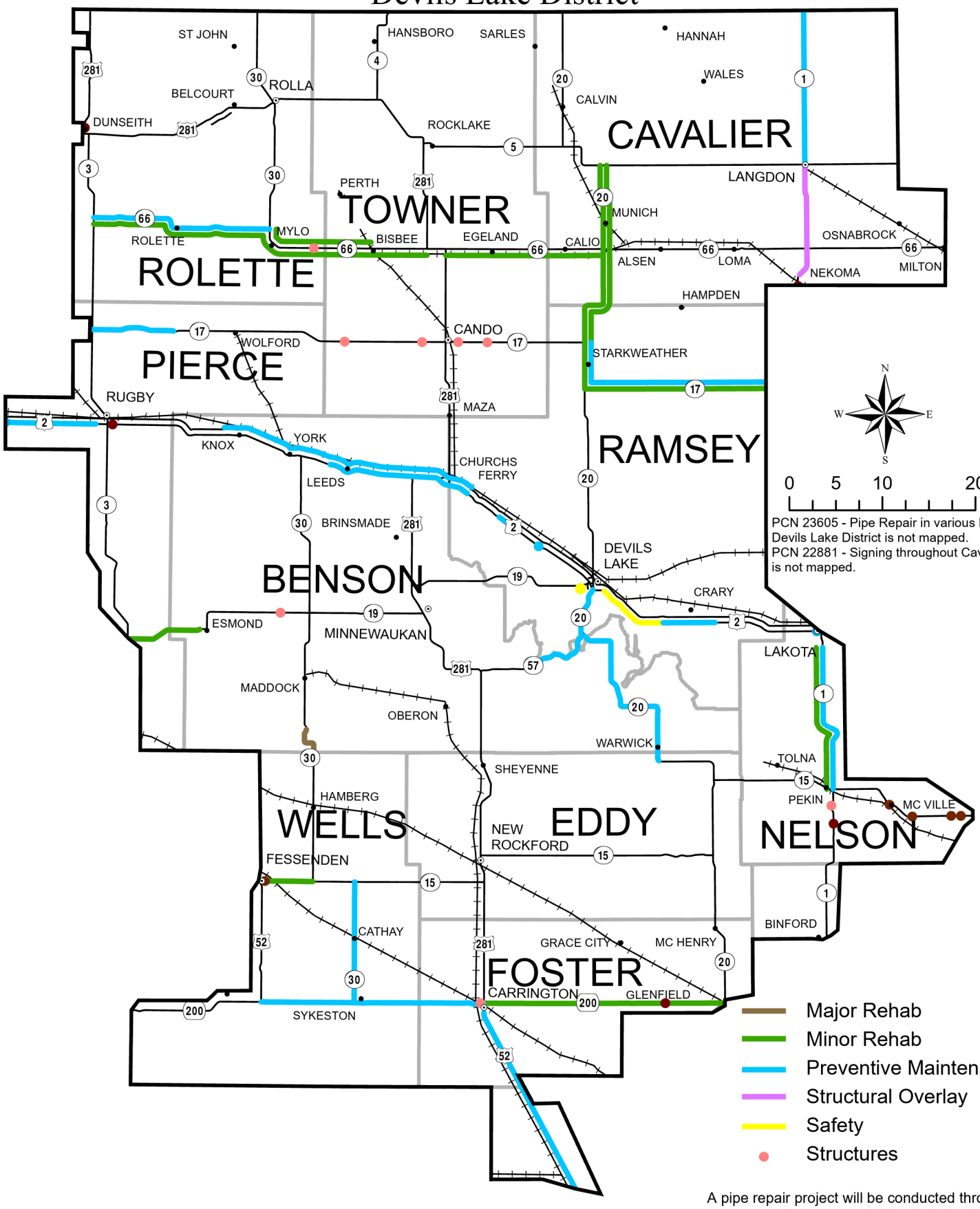
PCN	Map Key	Fund Source	Pend	Hwy	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2024-2026													
Rural													
	3101	NH		1	N	2 MI SOUTH SHEYENNE RIVER	0.5	Slope Flatten, Widening	209	169	40	0	0
23109	3102	NH		1	N	NEKOMA TO NEKOMA SEPARATION	1.2	Hot Bit Pave, Reconstruction, Widening	1987	1608	379	0	0
22616	3103	NH		1	N	NEKOMA SEPARATION N TO JCT 5 LANGDON	12.2	Full Depth Rec, Hot Bit Pave	9208	7452	1756	0	0
	3104	NH		2	E	HEFTI REST AREA E TO 2 MI E CRARY	5.6	Drainage Impr., Mill/Ol 2" Max	990	801	189	0	0
	3105	NH		2	W	BERWICK TO EAST OF BERWICK	1.5	Thin Overlay	268	217	51	0	0
23510	3106	NH		2	W	E RUGBY FRONTAGE ROAD EXTENSION	0.2	Aggr Base, Grading & Pave	800	647	0	153	0
	3107	SS		15	E	CITY OF MCVILLE	0.4	Curb & Gutter, Lighting, Storm Sewer	790	639	151	0	0
	3108	SS		17	E	FIRST 9 MILES OF 17	8.8	Thin Overlay	1561	1263	298	0	0
	3109	SS		17	E	N JCT 20 S TO STARKWEATHER	2.0	Mill/Ol 2" Max	353	286	67	0	0
	3110	SS		17	E	STARKWEATHER S TO EDMORE	22.5	Mill/Ol 2" Max	3981	3222	759	0	0
	3111	NH		20	N	JCT ND 57 N TO JCT US 2	4.9	Mill/Ol 2" Max	869	703	166	0	0
	3112	NH		57	E	FORT TOTTEN E TO JCT ND 20	7.2	Thin Overlay	1265	1265	0	0	0
	3113	SS		66	E	E OF ROLETTE TO BISBEE	9.6	Mill/Ol 2" Max	1701	1377	324	0	0
23605	3114	SS				VAR LOC-DEVILS LAKE DIST NORTH 1/2	0.0	Pipe Repair	2684	2172	512	0	0
	3201	NH		1	N	JCT ND 15-PEKIN TO 1 MI S OF LAKOTA	16.2	Selectiv Subcut	61	49	12	0	0
	3202	NH		2	E	1 MI W CHURCHS TO 2 M E CHURCHS	3.3	Thin Overlay	613	496	117	0	0
	3203	NH		2	E	PENN GRADE RAISE	2.2	Thin Overlay	413	334	79	0	0
	3204	NH		2	E	CHANNEL A GRADE RAISE	1.3	Thin Overlay	246	199	47	0	0
	3205	NH		2	W	W OF LEEDS TO 2 MI E CHURCHS FERRY	15.3	Thin Overlay	2807	2272	535	0	0
	3206	NH		15	E	RR UNDERPASS	0.3	Aggr Base, Curb & Gutter, PCC Pave, Pumps, Struct/Incid, Storm	1584	1282	302	0	0
22633	3207	SS		20	N	N JCT 17 TO E JCT 5 - CLYDE	20.8	Mill/Ol>2<Or=3"	6520	5277	1243	0	0
	3208	NH		52	E	S EDGE OF CARRINGTON S TO MELVILLE	9.0	Mill/Ol 2" Max	1656	1340	316	0	0
	3209	NH		52	E	CO LN S TO JCT ND 36	12.4	Mill/Ol 2" Max	2286	1850	436	0	0
	3210	NH		200	E	E JCT 52-CARRINGTON E TO JCT 20	25.9	Mill/Ol>2<Or=3", Pipe Repair	8294	6712	1582	0	0
	3211	SS				VAR LOC-DEVILS LAKE DIST SOUTH 1/2	0.0	Pipe Repair	2200	1780	420	0	0
	3301	NH		1	N	JCT ND 15-PEKIN TO 1 MI S OF LAKOTA	16.2	Mill/Ol 2" Max	3102	2510	592	0	0
	3302	NH		1	N	JCT 5 LANGDON N TO STATE LINE	16.5	Mill/Ol 2" Max	3153	2552	601	0	0
	3303	NH		2	W	W OF KNOX E TO W OF LEEDS	12.3	Mill/Ol 2" Max	2359	1909	450	0	0
	3304	NH		2	W	LAKOTA SERVICE ROAD	0.5	Drainage Impr., Hot Bit Pave, Milling	299	242	0	57	0
	3305	NH		15	E	RR OH AT FESSENDEN E TO W JCT 30	4.9	Sliver Grading	1365	1105	260	0	0
	3306	SS		19	E	JCT 3 TO ESMOND	8.1	Asp Ol>2"<Or=3", Selectiv Subcut, Sliver Grading	4904	3969	935	0	0
	3307	SS		20	N	BENSON COUNTY LINE (WARWICK) TO JCT	20.0	Mill/Ol 2" Max	3827	3097	730	0	0
	3308	SS		30	N	CURVES SOUTH OF SHEYENNE RIVER	3.0	Grade, Hot Bit Pave	2309	1869	440	0	0
	3309	NH		52	E	W JCT 200 E TO E JCT 200-CARRINGTON	24.0	Thin Overlay	4588	3713	875	0	0
	3310	SS		66	E	JCT ND 3 TO ROLETTE CITY SECTION	10.0	Thin Overlay	1909	1545	364	0	0
	3311	SS		66	E	JCT 3 EAST TO JCT 20	54.9	Pipe Replacemt, Structure Items, Subcut	1540	1246	294	0	0
	3312	NH		281	N	FRONTAGE ROAD E OF MAINLINE	0.4	Aggr Base, Curb & Gutter, Grade, Hot Bit Pave	1111	899	212	0	0
								Subtotal	**83812**	**68068**	**15534**	**210**	**0**
Urban													
23179	3122	SU		982	N	17TH ST SE, 8TH AVE SE, 10TH AVE SE	1.6	Hot Bit Pave, Curb & Gutter	2006	1623	0	383	0

North Dakota Department of Transportation
District - Devils Lake

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy CMC	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
								Subtotal	**2006**	**1623**	**0**	**383**	**0**
Bridge													
	3116	NH		1	N	2 SOUTH OF ND 15	0.0	Deck Overlay, Rail Retrofit, Spall Repair, Struct/Incid	335	271	64	0	0
	3117	SS		17	E	5 EAST OF CANDO	0.0	Deck Overlay, Riprap	232	188	44	0	0
	3118	SS		19	E	3 WEST OF ND 30	0.0	Deck Overlay, Rail Retrofit, Spall Repair, Riprap	227	184	43	0	0
	3119	NH		52	E	WEST OF JUNCTION US 281	0.0	Spall Repair, Structur Repair	78	63	15	0	0
								Subtotal	**872**	**706**	**166**	**0**	**0**
Safety													
22923	3120	HLU				BIA 6 AT CANDESKA CIKANA COLLEGE	0.0	Turn Lanes	334	334	0	0	0
22881	3121	HLC				VARIOUS LOCATIONS CAVALIER CO LRSP	0.0	Signing	144	130	0	14	0
23110	3212	HEN		2	E	DEVILS LAKE 4 LN TO HEFTIE REST AREA	7.7	Turn Lanes, Lighting, Signing, Mill/Ol 2" Max, RCI	8091	7282	809	0	0
23758	3213	HLC	P			5 MI E & 3 MI S OF MADDOCK	0.0	Safety	813	732	81	0	0
23404	3214	HEN	P			RR CROSS ACCEL/DECEL LANES - US 52	0.0	Aggr Base, Hot Bit Pave, Widening	2866	2579	287	0	0
23264	3215	HEC	P			MULTIPLE BIA ROUTES	0.0	Safety	500	450	50	0	0
								Subtotal	**12748**	**11507**	**1227**	**14**	**0**
								Total	**99438**	**81904**	**16927**	**607**	**0**
								Grand Total	**118095**	**97045**	**20370**	**680**	**0**

2023-2026 Construction Program
Devils Lake District



PCN 23605 - Pipe Repair in various location in the Devils Lake District is not mapped.
PCN 22881 - Signing throughout Cavalier CO is not mapped.

A pipe repair project will be conducted through out several locations in the Devil's Lake district. This project is not mapped.
PCN 22881 Signing project in various areas of Cavalier County is not mapped.

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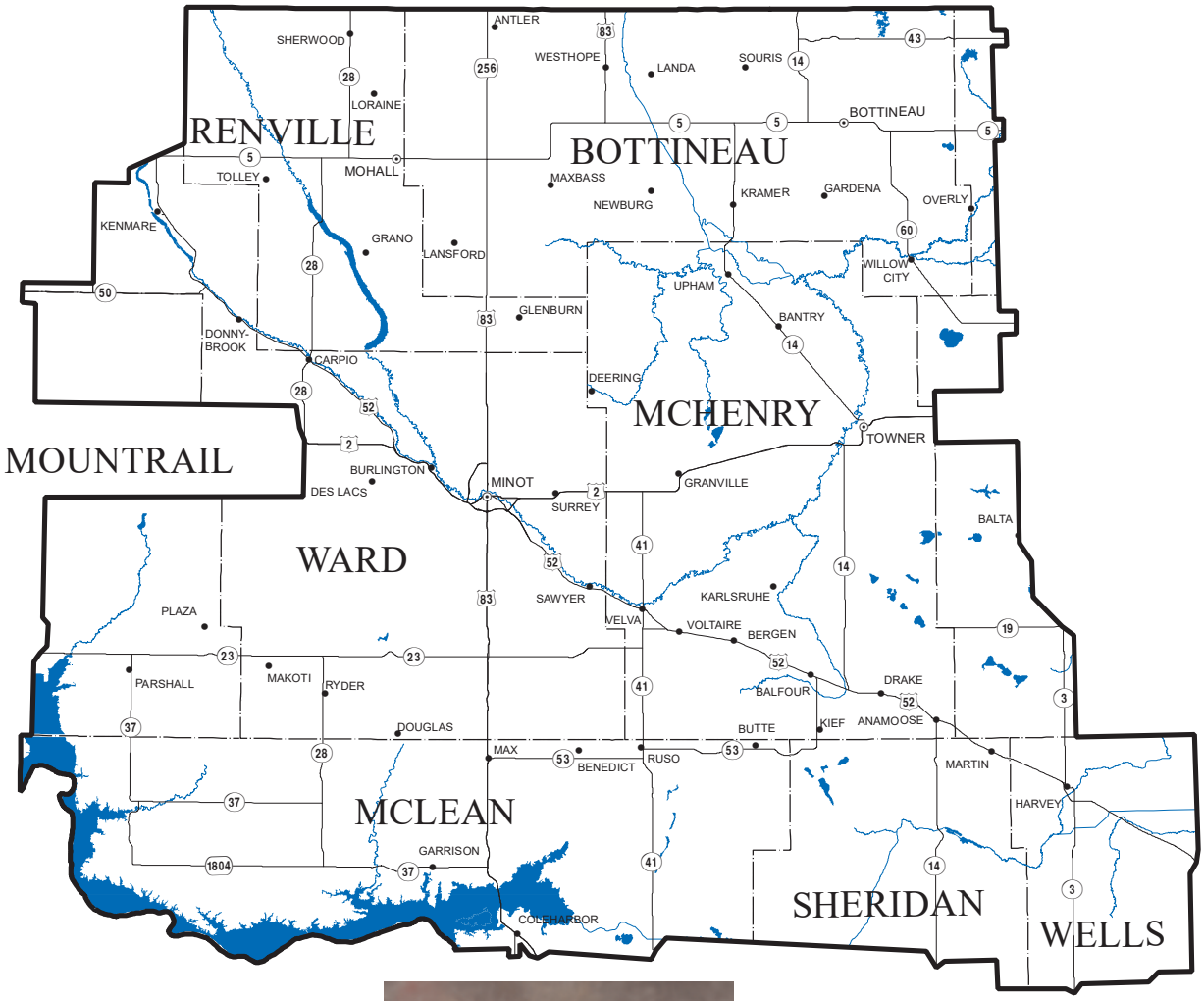
Minot District

District 4



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North Dakota Department of Transportation
District - Minot

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2023													
Rural													
22920	4001	NH		2	E	1.5 MI E TOWNER TO BERWICK	5.9	CPR	738	597	141	0	0
21666	4002	NH		5	E	E JCT 52-KENMARE TO W JCT 28	18.0	Asp Ol>2"<Or=3", Sliver Grading	7322	5926	1396	0	0
23471	4003	SS		14	N	E JCT 5 N TO CANADIAN LINE	12.8	Microsurfacing	1883	1524	359	0	0
23473	4004	NH		23	E	JCT 8 E TO JCT 37	10.0	Thin Overlay	1695	1372	323	0	0
23473	4005	NH		23	E	JCT 37 E TO CO LINE	12.0	Thin Overlay	2044	1654	390	0	0
23473	4006	NH		23	E	CO LINE E TO JCT 28	8.9	Thin Overlay	1509	1221	288	0	0
23651	4007	NH		83	N	MINOT AFB TO W JCT 5-RENVILLE COR	23.0	Microsurfacing	1544	1250	294	0	0
23472	4008	SS		1804	N	JCT ND 37 EMMET COR W&N TO RAUB JCT	28.5	Mill/Ol 2" Max	4839	3916	923	0	0
								Subtotal	**21574**	**17460**	**4114**	**0**	**0**
Urban													
23623	4009	NHUSU		2	E	US 2 & 42ND ST SE	0.6	Chip Seal Coat	100	81	16	3	0
23622	4011	NHUSU		83	N	US 83 BYPASS (JCT US 2-JCT US 83)	5.4	Chip Seal Coat	550	445	100	5	0
23804	4027	CVD		989	N	MINOT VARIOUS LOCATIONS	9.5	Lighting	416	416	0	0	0
								Subtotal	**1066**	**942**	**116**	**8**	**0**
Bridge													
22609	4012	NH		2	E	JUST S OF CR 13 JCT	0.0	Struct Replace	1363	1103	260	0	0
22609	4013	NH		2	E	JUST NW OF US 52 JCT	0.0	Struct Replace	2218	1795	423	0	0
22609	4014	NH		2	E	2 SE OF JCT US 2 & US 52	0.0	Struct Replace	1612	1305	307	0	0
23341	4015	NH		5	E	4 WEST OF N.D. 60	0.0	Box Culv Ext, Jt Repair, Spall Repair	350	283	67	0	0
23341	4016	NH		5	E	4 WEST OF N.D. HWY 60	0.0	Jt Repair	50	40	10	0	0
23341	4017	NH		28	N	3 SOUTH U.S. HWY 52	0.0	Jt Repair	50	40	10	0	0
23341	4018	NH		28	N	15 NORTH OF N.D. HWY 5 W	0.0	Jt Repair	50	40	10	0	0
23341	4019	NH		52	E	SOUTHEAST OF KENMARE	0.0	Box Culv Ext, Jt Repair, Spall Repair	350	283	67	0	0
23341	4020	NH		52	E	8 NORTHWEST OF ND 28	0.0	Jt Repair	50	40	10	0	0
23341	4021	NH		52	E	7 NORTHWEST OF ND 28	0.0	Jt Repair	50	40	10	0	0
23341	4022	NH		52	E	7 NORTHWEST OF ND 28	0.0	Spall Repair	50	40	10	0	0
								Subtotal	**6193**	**5009**	**1184**	**0**	**0**
Transportation Alternatives													
23244	4023	TAU				MINOT BEL AIR ELEMENTARY SCHOOL	0.5	Bikeway/Walkway	604	489	0	115	0
								Subtotal	**604**	**489**	**0**	**115**	**0**
Safety													
23180	4024	HEN		2	E	MINOT, US 2 & 54TH ST	0.0	Lighting	100	90	10	0	0
22483	4025	INFHEN		52	E	E JCT ND 5 TO BROOKS JCT	45.6	Passing Lanes, Hot Bit Pave, Drainage Impr.	14110	9071	5039	0	0
23149	4026	INFHEN		52	E	MINOT TO E OF BALFOUR	38.3	Passing Lanes, Hot Bit Pave	15000	9643	5357	0	0
23522	4028	HEC				WARD COUNTY LIGHTING	0.0	Lighting	630	567	63	0	0
23523	4029	HLC				WARD COUNTY RUMBLE STRIPS	0.0	Rumble Stripes	264	238	26	0	0
								Subtotal	**30104**	**19609**	**10495**	**0**	**0**
								Total	**59541**	**43509**	**15909**	**123**	**0**

North Dakota Department of Transportation
District - Minot

(In Thousands)

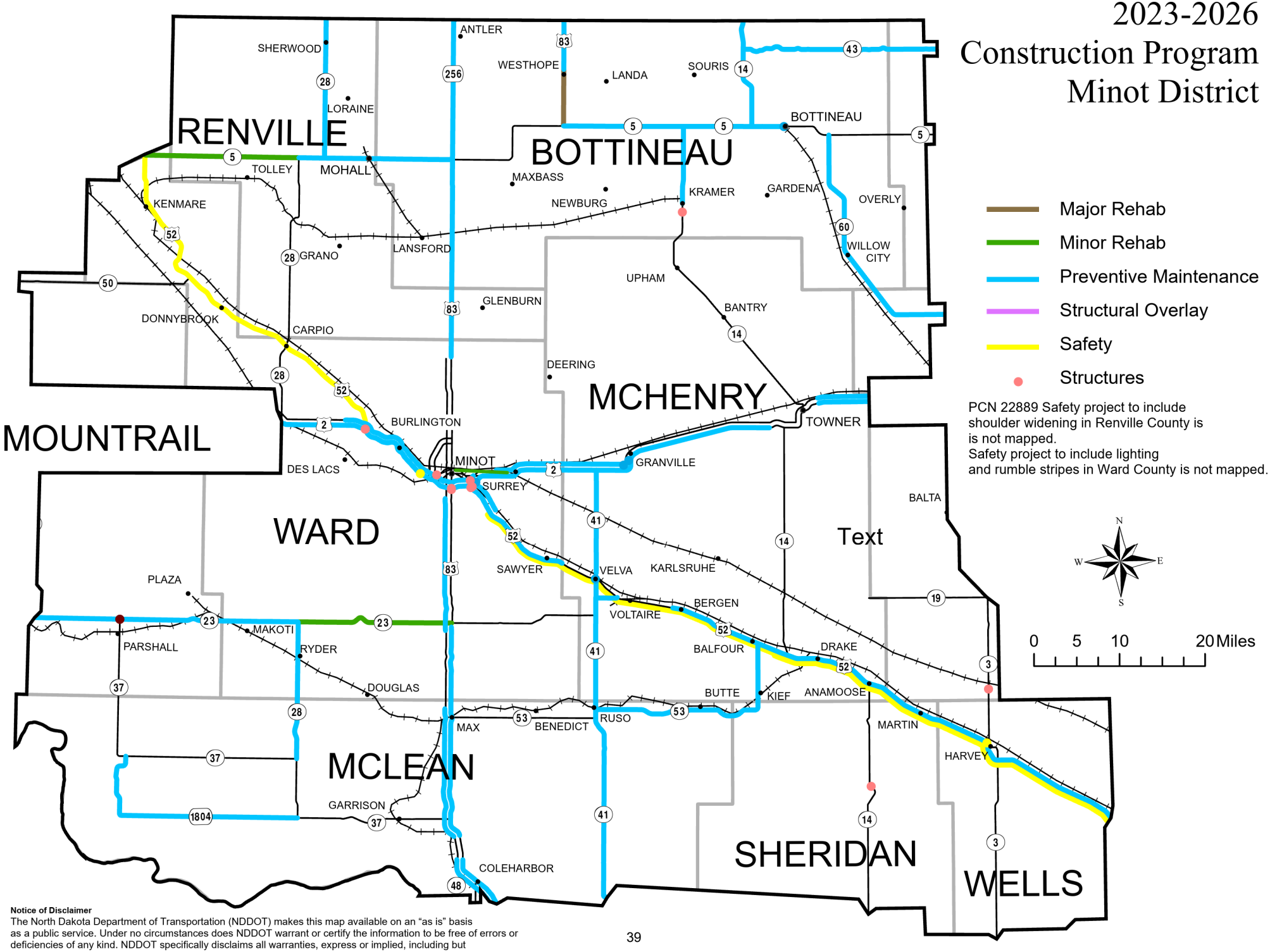
PCN	Map Key	Fund Source	Pend CMC	Hwy	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2024-2026													
Rural													
	4101	NH	2	E	3 MI W OF JCT 52 TO 1 MI W JCT 83	14.2	Thin Overlay	2515	2035	480	0	0
	4102	NH	2	E	55TH ST E TO 1.7 MI E GRANVILLE	21.2	Thin Overlay	3756	3040	716	0	0
	4103	NH	2	W	3 MI W OF JCT 52 TO 1 MI W JCT 83	14.2	Thin Overlay	2510	2031	479	0	0
	4104	NH	2	W	1.5 MI E TOWNER TO BERWICK	5.9	Thin Overlay	1043	844	199	0	0
	4105	SS	53	E	N JCT 41 RUSO E N TO JCT 52-BALFOUR	27.2	Thin Overlay	4804	3888	916	0	0
	4106	NH	83	N	SNAKE CREEK EMB N TO .5 MI S JCT 23	25.0	Mill/Ol 2" Max	4417	3575	842	0	0
22640	4107	NH	83	N	E JCT 5 N THRU WESTHOPE	6.6	Aggr Shoulders, Hot Bit Pave, Widening	7131	5771	1360	0	0
	4108	NH	83	S	SNAKE CREEK EMB N TO N OF MAX	15.4	Thin Overlay	2718	2200	518	0	0
	4109	NH	83	S	S OF JCT 23 N TO URBAN LIMIT	15.5	Mill/Ol 2" Max	2740	2217	523	0	0
	4201	SS	14	N	KRAMER N TO W JCT 5	9.0	Microsurfacing	653	528	125	0	0
	4202	SS	28	N	E JCT 5-MOHALL N TO STATE LINE	16.3	Thin Overlay	2996	2425	571	0	0
	4203	SS	41	N	TURTLE LAKE N TO S JCT 53	21.6	Microsurfacing	1564	1266	298	0	0
	4204	SS	41	N	S JCT 53 N TO VELVA CITY SECTION	16.3	Microsurfacing	1182	957	225	0	0
	4205	SS	43	E	JCT ND 14 E TO JCT US 281	23.3	Mill/Ol 2" Max	4282	3465	817	0	0
	4207	NH	52	E	1 MI W OF BERGEN TO JCT 14-ANAMOOSE	25.0	Thin Overlay	4600	3723	877	0	0
	4208	NH	52	E	JCT 14-ANAMOOSE SE TO W EDGE HARVEY	16.0	Thin Overlay	2933	2374	559	0	0
	4209	NH	52	E	WEST EDGE OF HARVEY TO FESSENDEN	17.3	Mill/Ol 2" Max	3189	2581	608	0	0
	4210	NH	52	W	BEGIN 4 LANES MINOT SE TO END 4 LANE	3.6	Thin Overlay	669	541	128	0	0
	4211	NH	83	N	N JCT 200 N TO SNAKE CREEK EMBANKMNT	6.8	Mill/Ol 2" Max	1259	1019	240	0	0
18909	4212	NH	83	N	NORTH END OF WESTHOPE N TO STATE LI	5.7	Microsurfacing	416	337	79	0	0
	4213	NH	83	S	N JCT 200 N TO SNAKE CREEK EMBANK.	6.9	Mill/Ol 2" Max	1260	1020	240	0	0
	4214	SS	97	E	VELVA-SUNFLOWER ROAD	2.5	Thin Overlay	465	376	89	0	0
	4301	NH	2	E	E ENT BERTHOLD TO 3 MI W OF JCT 52	7.1	Microsurfacing	537	435	102	0	0
	4302	NH	2	E	1 MI W JCT 83 TO 55TH ST	5.5	Mill/Ol 2" Max	1053	852	201	0	0
	4303	NH	2	E	1.7 MI E GRANVILLE TO 2 MI W JCT 14	14.6	CPR, Grinding	2049	1658	391	0	0
	4304	NH	2	W	1 MI W. JCT 83 TO 55TH ST	5.0	Mill/Ol 2" Max	953	771	182	0	0
	4305	NH	2	W	3 MI W SURREY TO BNRR OVERHEAD	2.5	Thin Overlay	478	387	91	0	0
	4306	NH	2	W	BNRR OVERHEAD TO 2.4 MI W GRANVILLE	12.9	Thin Overlay	2459	1990	469	0	0
	4307	NH	2	W	2.4 MI W GRNVLLE TO 1.5 MI W GRNVLLE	0.9	Thin Overlay	177	143	34	0	0
	4308	NH	2	W	1.5 MI W GRANVILLE TO E GRANVILLE	1.8	Thin Overlay	336	272	64	0	0
	4309	NH	5	E	W JCT 28 TO RR AVE - MOHALL	8.2	Microsurfacing	619	501	118	0	0
	4310	NH	5	E	MOHALL TO W JCT 83-RENVILLE CORNER	9.4	Microsurfacing	710	575	135	0	0
	4311	NH	5	E	E JCT 83 E TO JCT 14	14.0	Microsurfacing	1058	856	202	0	0
	4312	NH	5	E	JCT 14 TO BOTTINEAU	11.7	Thin Overlay	2245	1817	428	0	0
	4313	NH	5	E	BOTTINEAU-CITY SECTION	0.5	Mill/Ol 2" Max	93	75	18	0	0
	4314	NH	23	E	JCT 28 E TO JCT 83	18.3	Thin Overlay	3502	2834	668	0	0
	4315	SS	28	N	JCT 37 N-THRU RYDER-TO JCT 23	16.1	Microsurfacing	1212	981	231	0	0
23542	4316	SS	37	E	JCT ND 23 TO PARSHALL	2.0	Aggr Base, Full Depth Rec, Hot Bit Pave, Widening	5709	4620	1089	0	0
	4317	SS	41	N	VELVA MAIN ST(CENT AVE TO MOUSE RIV)	0.7	Microsurfacing	51	41	10	0	0
	4318	SS	41	N	VELVA N TO JCT 2-NORWICH	12.1	Microsurfacing	914	740	174	0	0
23642	4328	NH	52	E	E JCT 2 TO CO LN - SAWYER	14.4	Mill/Ol 2" Max	2762	2235	527	0	0

North Dakota Department of Transportation
District - Minot

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy CMC	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Rural													
	4319	SS		60	N	JCT ND 3-VIA WILLOW CITY	14.5	Microsurfacing	1092	884	208	0	0
	4320	SS		60	N	WILLOW CITY N TO JCT 5	15.4	Microsurfacing	1158	937	221	0	0
	4321	SS		256	N	W JCT 5 & 83 N TO CANADIAN LINE	16.4	Microsurfacing	1236	1000	236	0	0
								Subtotal	**87505**	**70817**	**16688**	**0**	**0**
Urban													
	4215	NHU		2	E	1 W OF US 83 (16TH ST SW)	0.1	Deck Overlay, Approach Slabs	1660	1343	0	317	0
	4216	SU		989	N	16TH ST SW (2ND AV SW-14TH AV SW)	0.8	Reconstruction	9626	7790	0	1836	0
	4217	SU		989	N	16TH ST (FRONTAGE RD SW-24TH AV SW)	0.4	PCC Pave, Grinding, Signals, Curb Ramps	2820	2256	0	564	0
	4322	NHU		2	E	1 W OF US 83 (16TH ST SW)	0.1	Structure Paint	275	223	0	52	0
								Subtotal	**14381**	**11612**	**0**	**2769**	**0**
Bridge													
	4110	NH		2	E	NE JCT U.S. HWY 2 & 52	0.0	Deck Overlay, Spall Repair, Joint Sealant	468	379	89	0	0
	4111	NH		2	W	NE OF JCT 2 & 52	0.0	Deck Overlay, Spall Repair, Joint Sealant	468	379	89	0	0
	4112	SS		14	N	12 SOUTH OF U.S. HWY 52	0.0	Deck Overlay, Rail Retrofit, Structur Repair, Struct/Incid	748	605	143	0	0
	4113	SS		14	N	1 SOUTH OF KRAMER	0.0	Deck Overlay, Rail Retrofit, Spall Repair, Struct/Incid	235	190	45	0	0
	4218	NH		2	E	JCT US 2 & US 52 WEST	0.0	Deck Overlay, Expan Joint Mod, Jt Repair	588	476	112	0	0
	4219	NH		2	E	JCT 2 & 52 EAST	0.0	Deck Overlay, Approach Slabs, Spall Repair, Joint Sealant	630	510	120	0	0
	4220	NH		2	W	2 WEST OF HWY 83	0.0	Approach Slabs, Guardrail	75	61	14	0	0
	4323	NH		2	E	JCT US 2 & US 52 WEST	0.0	Structure Paint	309	250	59	0	0
	4324	NH		2	E	JCT US 83 & US 2-52	0.0	Structure Paint	309	250	59	0	0
	4325	NH		2	E	JCT 2 & 52 EAST	0.0	Structure Paint	309	250	59	0	0
	4326	NH		3	N	11 SOUTH OF ND HWY 19	0.0	Structure Paint	282	228	54	0	0
22048	4327	NH		83	N	SOUTH OF U.S. HWY 2	0.0	Struct Replace	1755	1420	335	0	0
								Subtotal	**6176**	**4998**	**1178**	**0**	**0**
Transportation Alternatives													
23245	4114	TAU				MINOT WASHINGTON ELEMENTARY SCHOOL	0.6	Bikeway/Walkway	465	376	0	89	0
								Subtotal	**465**	**376**	**0**	**89**	**0**
Safety													
23150	4117	INFHEN		52	E	E OF BALFOUR TO FESSENDEN	45.1	Passing Lanes, Hot Bit Pave	15870	10202	5668	0	0
22889	4116	HLC				RENVILLE CO SHOULDER WIDENING	0.0	Widening, Signing, Pave Mark	670	603	0	67	0
23153	4222	HEN		52	E	INTERSECTION OF US 52 & ND 3-HARVEY	0.4	Intersect Imp	254	229	25	0	0
23787	4329	SHEHEU				MINOT,CITYWIDE TRAFFIC SIGNAL REVISE	0.0		1441	1296	54	91	0
								Subtotal	**18235**	**12330**	**5747**	**158**	**0**
								Total	**126762**	**100133**	**23613**	**3016**	**0**
								Grand Total	**186303**	**143642**	**39522**	**3139**	**0**

2023-2026 Construction Program Minot District



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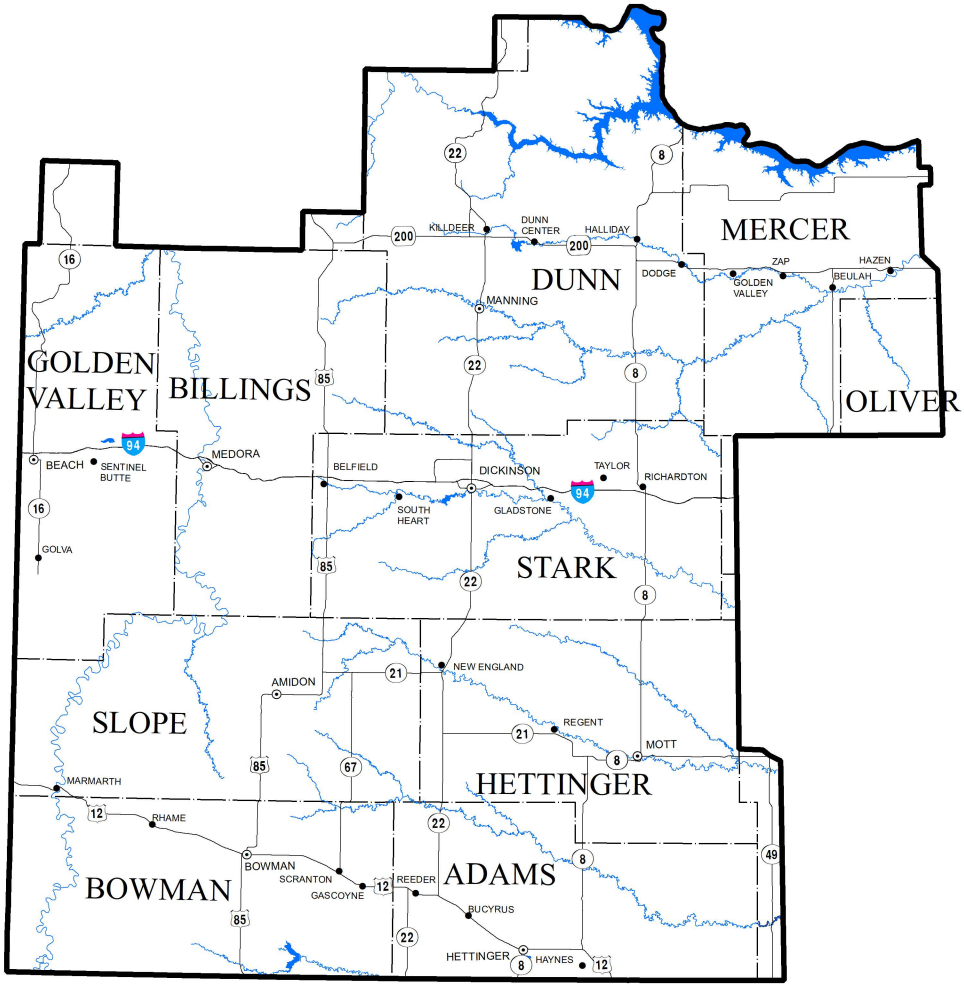
Dickinson District

District 5



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North Dakota Department of Transportation
District - Dickinson

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy CMC	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2023													
Rural													
23298	5001	SS		16	N	BEACH - ND 16, 5TH ST TO 6TH ST	0.2	Drainage Impr., Walk/Drive Ways	216	175	41	0	0
22622	5002	NH		21	E	S JCT 22 E TO W JCT ND 8	21.0	Gravel Shldrs, Mill/Ol>2<Or=3", Selectiv Subcut, Sliver Grading,	12978	10503	2475	0	0
23184	5003	NH		21	E	E JCT 8 TO W JCT 49	17.0	Microsurfacing, Micro Mill	1483	1200	283	0	0
23546	5004	SS		22	N	N OF KILLDEER TO RP 118	9.6	Mill/Ol>2<Or=3"	4946	4003	943	0	0
23546	5005	SS		22	N	RP 118.9 TO LOST BRIDGE	7.1	Mill/Ol>2<Or=3", Riprap	3580	2897	683	0	0
23299	5006	SS		22B	N	KILLDEER BUSINESS LOOP	4.9	Mill/Ol>2<Or=3"	3700	2994	706	0	0
22624	5007	IM		94	E	3 EAST OF JCT. ND 16	0.0	Spall Repair, Rail Retrofit	78	70	8	0	0
22625	5008	IM		94	E	GREEN RIVER E TO TAYLOR	9.6	CPR, HBP on Ramps, Mill/Ol>2<Or=3", Struct/Incid	6606	5945	661	0	0
22624	5009	IM		94	W	STATE LINE TO RP 11.7	11.7	Median X-Overs, PCC Pave	33406	30065	3341	0	0
								Subtotal	**66993**	**57852**	**9141**	**0**	**0**
Urban													
23203	5010	NHU	P2023	22	N	S OF 8TH ST S - 15TH ST N	2.4	Microsurfacing	1155	935	220	0	0
								Subtotal	**1155**	**935**	**220**	**0**	**0**
Bridge													
23342	5011	SS		8	N	7 NORTH OF I-94	0.0	Struct Replace	650	526	124	0	0
								Subtotal	**650**	**526**	**124**	**0**	**0**
Transportation Alternatives													
23237	5012	TAC				BOWMAN SAFE SIDEWALK PHASE 2	0.4	Bikeway/Walkway	554	448	0	106	0
								Subtotal	**554**	**448**	**0**	**106**	**0**
ND Street													
22938	5013	NH		200	E	ND 200, MAIN ST W - HAZEN GOLF COURS	2.6	Lighting, Bikeway/Walkway	1796	1175	131	490	0
								Subtotal	**1796**	**1175**	**131**	**490**	**0**
Safety													
23181	5014	HEN		94	E	TRNP CROSSROAD GUARDRAIL	0.0	Grdrail Upgrade	100	90	10	0	0
								Subtotal	**100**	**90**	**10**	**0**	**0**
								Total	**71248**	**61026**	**9626**	**596**	**0**

North Dakota Department of Transportation
District - Dickinson

(In Thousands)

PCN	Map Key	Fund Source	Pend CMC	Hwy	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2024-2026													
Rural													
	5101	NH		12	E	HETTINGER TO STATE LINE	8.0	Microsurfacing, Micro Mill	728	589	139	0	0
	5102	NH		12	E	E JCT 8-HAYNES-EAST TO STATE LINE	5.9	Microsurfacing, Micro Mill	536	434	102	0	0
23485	5103	SS		16	N	3MI N TROTTERS N TO 8MI N TROTTERS	4.4	Pipe Repair, R Drain Systems	312	253	59	0	0
23544	5104	SS		22	N	34TH ST N TO RP 91	16.9	Mill/Ol>2<Or=3"	11777	9531	2246	0	0
	5105	SS		22	N	GREEN RIVER BRIDGE	0.8	Drainage Impr.	282	228	54	0	0
23547	5106	SS		22	N	LOST BRIDGE TO ND 73	14.6	Guardrail, Mill/Ol>2<Or=3", Riprap, Structure Widen	8606	6965	1641	0	0
23543	5107	NH		49	N	BEULAH NORTH TO JCT 200	3.1	Mill/Ol>2<Or=3"	1830	1481	349	0	0
22956	5108	IM		94	E	STATE LINE TO RP 11.7	11.7	PCC Pave	31680	28512	3168	0	0
23486	5109	IM				DICKINSON - VARIOUS LOCATIONS - I-94	0.0	Culvert Rehab	624	562	62	0	0
	5217	SS		8	N	1 MI N JCT 1806	2.0	Slide Repair	2000	1619	381	0	0
	5201	SS		12	E	STATE LINE E TO W RHAME	20.5	Thin Overlay	3778	3058	720	0	0
	5202	IM		94	E	NEAR YOUNGMANS BUTTE-NEAR EAGLE NEST	12.9	CPR, Grinding	1743	1569	174	0	0
	5203	IM		94	W	16 WEST OF JCT. US 85	0.0	Structur Repair	432	389	43	0	0
23388	5204	NH		200	E	DUNN CENTER TO DODGE	21.5	Full Depth Rec, Structural Ol>3, Struct Replace	22014	17816	4198	0	0
23545	5301	SS		22	N	RP 91 TO JCT ND 200	13.1	Mill/Ol>2<Or=3"	8892	7196	1696	0	0
23274	5302	SS		49	N	STATE LINE N 19 MILES	19.0	Full Depth Rec, Hot Bit Pave	14147	11449	2698	0	0
23274	5303	SS		49	N	19 MI N ST LN - W JCT 21-NEW LEIPZIG	10.8	Full Depth Rec, Hot Bit Pave	8009	6482	1527	0	0
	5304	NH		85	N	NEAR BELFIELD TO NEAR GORHAM JCT	15.0	Mill/Ol>2<Or=3"	4839	3916	923	0	0
	5305	NH		85	N	GORHAM JCT N TO GRASSY BUTTE	22.2	Mill/Ol 2" Max	4237	3429	808	0	0
	5306	IM		94	E	EXIT 59	0.0	Lighting	1094	985	109	0	0
	5307	IM		94	E	W DICK INTR TO RP 71.15	11.3	CPR, Mill/Ol 2" Max	3738	3364	374	0	0
	5308	IM		94	E	EXIT 61 - JCT ND 22 & I-94	0.0	Lighting	1094	985	109	0	0
	5309	IM		94	W	RP 76.35 TO YOUNGMANS BUTTE	11.7	CPR, Grinding	1642	1478	164	0	0
								Subtotal	**134034**	**112290**	**21744**	**0**	**0**
Urban													
23204	5110	NHU		22	N	ND 22 (29TH ST TO 45TH ST W)	1.0	Mill/Ol>2<Or=3"	880	712	168	0	0
	5111	NHU		94	E	E BUS LOOP (10TH AV E TO I-94)	1.8	Microsurfacing	900	728	82	90	0
23738	5310	NHU		22	N	ND 22 (BROADWAY TO 9TH ST W)	0.9	Signals	1700	1376	324	0	0
23695	5311	NHU		94	E	W BUS LOOP (I-94 TO STATE AVE)	1.4	Reconstruction, Bikeway/Walkway, Lighting	11000	8902	998	1100	0
	5312	SU		983	E	5TH ST SE (ND 22 TO 6TH AVE E)	0.5	Construction, Microsurfacing, Curb Ramps	1875	1506	0	369	0
								Subtotal	**16355**	**13224**	**1572**	**1559**	**0**
Bridge													
	5112	NH		8	N	SOUTH JCT. US 12	0.0	Deck Overlay, Rail Retrofit	246	199	47	0	0
	5113	SS		8	N	NORTH EDGE OF HALLIDAY	0.0	Deck Overlay, Struct/Incid	332	269	63	0	0
23421	5114	SS		22	N	5 SOUTH OF REEDER	0.0	Structur Repair, Spall Repair	81	66	15	0	0
	5115	SS		22	N	AT NEW ENGLAND	0.0	Deck Overlay, Rail Retrofit, Spall Repair, Struct/Incid	424	343	81	0	0
	5116	SS		22	N	9 NORTH OF I-94	0.0	Deck Overlay	174	141	33	0	0
	5117	NH		85	N	8 SOUTH OF JCT. I-94	0.0	Deck Overlay, Rail Retrofit	226	183	43	0	0
	5205	SS		22	N	10 SOUTH OF ND 21 EAST	0.0	Structure Paint	253	205	48	0	0
	5206	SS		22	N	AT NEW ENGLAND	0.0	Structure Paint	169	137	32	0	0
	5207	IM		94	E	16 WEST OF US 85	0.0	Structure Paint	169	152	17	0	0
	5208	IM		94	E	EAST MEDORA INT	0.0	Structure Paint, Struct/Incid	253	228	25	0	0
	5209	IM		94	E	9 WEST OF JCT. US 85	0.0	Structure Paint	169	152	17	0	0
	5210	IM		94	E	JCT. I-94 & ND 8	0.0	Structure Paint	169	152	17	0	0

North Dakota Department of Transportation
District - Dickinson

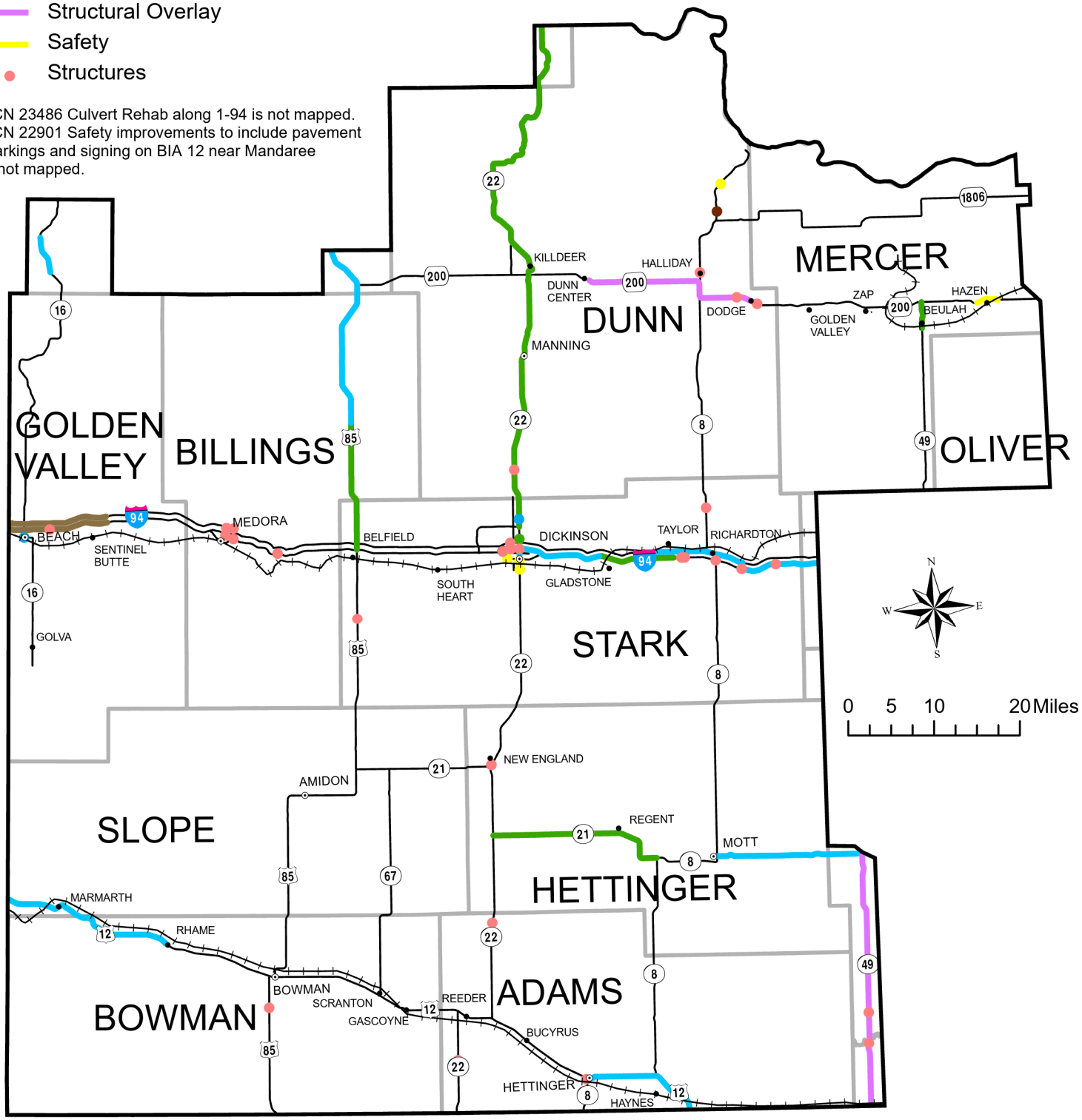
(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy CMC	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Bridge													
	5211	IM		94	E	3 EAST OF JCT. ND 8	0.0	Structure Paint	169	152	17	0	0
	5212	IM		94	E	7 EAST OF JCT. ND 8	0.0	Structure Paint	169	152	17	0	0
	5213	IM		94	W	16 WEST OF JCT. US 85	0.0	Structure Paint	169	152	17	0	0
23388	5214	NH		200	E	5 EAST OF SOUTH JCT. ND 8	0.0	Struct Replace	1298	1050	248	0	0
	5215	NH		200	E	7 EAST OF SOUTH JCT ND 8	0.0	Structure Paint	195	158	37	0	0
23274	5313	SS		49	N	7 NORTH ND-SD BORDER	0.0	Deck Overlay, Rail Retrofit, Grdrail Upgrade	704	570	134	0	0
23274	5314	SS		49	N	11 NORTH ND-SD BORDER	0.0	Deck Overlay, Rail Retrofit, Grdrail Upgrade	418	338	80	0	0
	5315	NH		85	N	4 SOUTH OF JCT US 12	0.0	Struct Replace	2160	1748	412	0	0
	5316	IM		94	E	2 WEST OF ND 22	0.0	Spall Repair, Jt Repair	57	51	6	0	0
	5317	IM		94	E	1 W JCT. ND 22	0.0	Deck Overlay, Spall Repair	429	386	43	0	0
	5318	IM		94	E	JCT. ND 22 & I-94	0.0	Deck Overlay, Spall Repair	1196	1076	120	0	0
22604	5319	IM		94	E	4 MILES WEST OF ND 8	0.0	Structur Repair, Pipe Replacemt	186	167	19	0	0
22604	5320	IM		94	E	4 MILES WEST OF ND 8	0.0	Struct/Incid, Pipe Replacemt	196	176	20	0	0
	5321	IM		94	W	1 WEST OF ND 22	0.0	Deck Overlay, Spall Repair	418	376	42	0	0
								Subtotal	**10429**	**8779**	**1650**	**0**	**0**
Transportation Alternatives													
23234	5120	TAC				BELFIELD SAFE SIDEWALK	0.2	Bikeway/Walkway	323	261	0	62	0
								Subtotal	**323**	**261**	**0**	**62**	**0**
Safety													
23834	5122	HEN		94	E	EXIT 24 WEST MEDORA INTERCHANGE	0.1	Signing, Pave Mark	100	90	10	0	0
22901	5121	HEC				BIA 12 NEAR MANDAREE	0.0	Pave Mark, Signing	114	114	0	0	0
22553	5216	HES		8	N	INTR ND 8 & BIA 22 - TWIN BUTTES	1.3	Intersect Imp, Road Realign, Hot Bit Pave, Slope Repair	2142	2142	0	0	0
23692	5322	HEN	P			I-94B & 23RD AVE W/CO 10	0.0	Roundabout	3306	2975	331	0	0
23759	5323	HEC	P			MULTIPLE LOCATIONS	0.0	Safety	794	715	79	0	0
23691	5324	HEN	P			ND22 & 8TH ST S	0.0	Roundabout	1816	1634	182	0	0
								Subtotal	**8272**	**7670**	**602**	**0**	**0**
								Total	**169413**	**142224**	**25568**	**1621**	**0**
								Grand Total	**240661**	**203250**	**35194**	**2217**	**0**

2023 - 2026 Construction Program
Dickinson District

- Major Rehab
- Minor Rehab
- Preventive Maintenance
- Structural Overlay
- Safety
- Structures

PCN 23486 Culvert Rehab along 1-94 is not mapped.
PCN 22901 Safety improvements to include pavement markings and signing on BIA 12 near Mandaree is not mapped.



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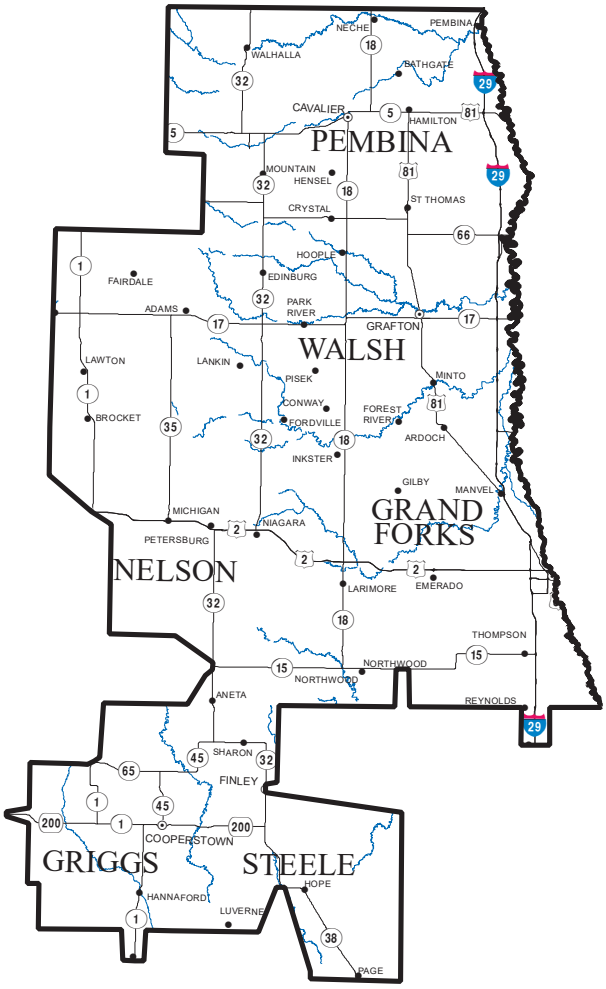
Grand Forks District

District 6



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North Dakota Department of Transportation
District - Grand Forks

(In Thousands)

PCN	Map Key	Fund Source	Pend CMC	Hwy	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2023													
Rural													
23652	6001	SS	17		E	GRAFTON E TO RED RIVER	11.3	Mill/Ol 2" Max	2225	1801	424	0	0
23653	6002	SS	18		N	PEMBINA CO 55 TO STATE LINE	2.6	Mill/Ol 2" Max	435	352	83	0	0
23478	6004	SS	65		E	JCT 1-BINFORD E TO JCT 45	9.4	Mill/Ol 2" Max	1594	1290	304	0	0
23654	6005	SS	66		E	CRYSTAL E TO N JCT 81 ST THOMAS	10.1	Mill/Ol 2" Max	1923	1556	367	0	0
23655	6006	NH	81		N	MINTO N TO N GRAFTON	8.3	Mill/Ol 2" Max	2016	1632	384	0	0
								Subtotal	**8193**	**6631**	**1562**	**0**	**0**
Urban													
22167	6007	NHU	81		N	N WASHINGTON ST (5TH AV S-1ST AV N)	0.2	Structur Repair, Reconstruction, Lift Station	5576	4512	506	558	0
23232	6008	SU	986		N	URBAN ROADS CITYWIDE SIGNAL REHAB	0.0	Signal Revision	3335	2360	0	975	0
23801	6026	NHU	999		E	US 2 & US 81, US 2 & N 42ND ST	0.1	Turn Lanes	550	445	50	55	0
								Subtotal	**9461**	**7317**	**556**	**1588**	**0**
Bridge													
22645	6009	NH	5		E	4 EAST OF I-29	0.0	Structure Paint	738	597	141	0	0
23015	6010	IM	29		N	5 NORTH ND 15	0.0	Deck Overlay, Spall Repair	480	432	48	0	0
23343	6011	IM	29		N	4 SOUTH OF MANVEL	0.0	Struct Replace, Approach Slabs	1200	1080	120	0	0
23015	6012	IM	29		N	4 NORTH OF MANVEL	0.0	Deck Overlay	429	386	43	0	0
	6013	IM	29		N	3 SOUTH OF ND 5	0.0	Struct/Incid	50	0	50	0	0
22613	6014	IM	29		N	SOUTH OF JOLIETTE INTER.	0.0	Struct Replace	1200	0	1200	0	0
23015	6015	IM	29		N	JCT ND HIGHWAY 59	0.0	Spall Repair, Struct/Incid	156	140	16	0	0
23343	6016	IM	29		S	4 SOUTH OF MANVEL	0.0	Struct Replace, Approach Slabs	1200	1080	120	0	0
22613	6017	IM	29		S	SOUTH OF JOLIETTE INTER.	0.0	Struct Replace	1200	0	1200	0	0
23015	6018	IM	29		S	1 SOUTH OF ND 59	0.0	Deck Overlay, Expan Joint Mod, Struct/Incid	846	761	85	0	0
23659	6019	SS	32		N	11 NORTH OF NIAGARA	0.0	Struct Replace	850	688	162	0	0
23343	6020	SS	45		N	2 WEST OF ND 32	0.0	Struct Replace, Structur Repair	200	162	38	0	0
22645	6021	SS	59		E	1 EAST OF I-29	0.0	Structure Paint, Struct/Incid	177	143	34	0	0
23015	6022	NH	81		N	SOUTH EDGE OF MINTO	0.0	Deck Overlay, Spall Repair	415	332	83	0	0
23343	6023	NH	81		N	JCT US 81 AND ND 5	0.0	Struct Replace	600	486	114	0	0
22167	6024	NH	81		N	N WASHINGTON ST (5TH AV S-1ST AV N)	0.2	Structur Repair, Reconstruction, Lift Station	5576	4512	506	558	0
								Subtotal	**15317**	**10799**	**3960**	**558**	**0**
Emergency Relief													
22785	6027	SERP	29		N	JUNCTION US 2	0.0	Slide Repair	9550	8595	955	0	0
								Subtotal	**9550**	**8595**	**955**	**0**	**0**
Transit													
	6025	TURB				GRAND FORKS-CITYWIDE-5307	0.0	TR Op Assist, TR Cap Purchase	3599	1266	0	2333	0
								Subtotal	**3599**	**1266**	**0**	**2333**	**0**
								Total	**46120**	**34608**	**7033**	**4479**	**0**

North Dakota Department of Transportation
District - Grand Forks

(In Thousands)

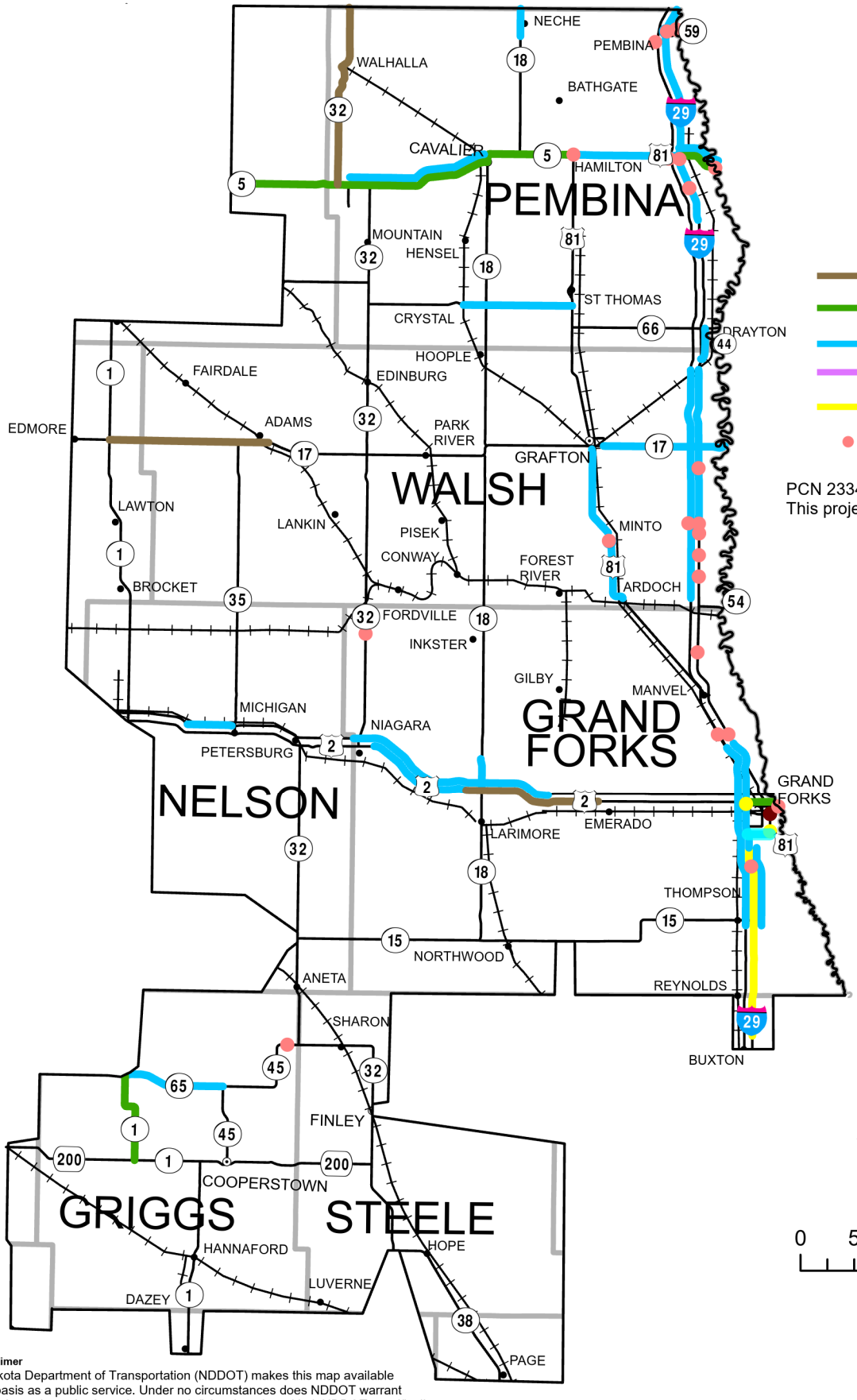
PCN	Map Key	Fund Source	Pend	Hwy CMC	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2024-2026													
Rural													
	6101	NH		5	E	EAST OF LANGDON TO RED RIVER	37.0	Grdrail Upgrade	600	486	114	0	0
	6102	NH		5	E	JCT I-29 TO RED RIVER	3.8	Mill/Ol 2" Max	724	586	138	0	0
	6103	IM		29	N	S OF ND 15 TO NEAR 32ND AVE-GF	7.3	CPR, Grinding	953	858	95	0	0
23476	6117	IM		29	N	N BOWESMONT TO CANADIAN LINE	20.4	CPR, Mill/Ol 2" Max	6266	5639	627	0	0
	6104	IM		29	S	S OF ND 15 TO NEAR 32ND AVE-GF	7.3	CPR, Grinding	953	858	95	0	0
23210	6105	SS		32	N	W JCT 5 CONCRETE N TO STATE LINE	17.1	Hot Bit Pave	12567	10170	2397	0	0
	6106	SS		44	N	JCT I-29 N TO JCT 66	3.0	CPR, Mill/Ol 2" Max	603	488	115	0	0
	6107	SS		59	E	JCT I-29 E TO RED RIVER	1.1	Thin Overlay	201	163	38	0	0
	6108	NH		81	N	ARDOCH N TO MINTO	6.0	Mill/Ol 2" Max	1143	925	218	0	0
	6109	NH		81	N	MINTO MUNICIPAL	0.8	Mill/Ol 2" Max	203	164	39	0	0
	6110	NH		81	N	W JCT 5-HAMILTON E TO I-29	9.8	Mill/Ol 2" Max	1736	1405	331	0	0
	6201	NH		1	N	W JCT 200 N TO JCT ND 65	8.7	Mill/Ol>2<Or=3", Sliver Grading	5060	4095	965	0	0
	6202	NH		2	E	NIAGRA E TO 1.4 MILES W OF JCT ND 18	10.1	CPR, Grinding	1363	1103	260	0	0
	6203	NH		2	W	NIAGARA E TO NEAR ARVILLA	20.3	Mill/Ol 2" Max	3728	3017	711	0	0
	6204	NH		5	E	PAR.-ROAD TO CAVALIER	13.2	Mill/Ol 2" Max	2419	1958	461	0	0
	6205	SS		18	N	JCT 2-LARIMORE-N 3 MILES	3.0	Mill/Ol 2" Max	550	445	105	0	0
	6206	IM		29	N	NEAR 32ND AVE TO N OF N GF INTER	10.4	CPR	1400	1260	140	0	0
	6207	IM		29	S	NEAR 32ND AVE N TO N OF N GF INTR	10.3	CPR	1399	1259	140	0	0
	6301	NH		2	E	1.4 MI W JCT 18 E TO 1 MI W GF AFB	12.6	Hot Bit Pave	11241	9097	2144	0	0
	6302	NH		2	W	5.3 MI E ND 1 TO MICHIGAN BYPASS	4.5	CPR	627	507	120	0	0
23481	6303	SS		17	E	JCT 1 E TO ADAMS	14.8	Full Depth Rec, Hot Bit Pave, Widening	15447	12501	2946	0	0
	6304	IM		29	N	FOREST RIVER N TO HERRICK INTR	14.4	CPR, Grinding	2022	1820	202	0	0
	6305	IM		29	S	WALSH CO LINE TO S JCT 17	14.1	CPR, Grinding	1981	1783	198	0	0
23475	6306	IM		29	S	S OF JCT 17 N TO HERRICK INTR	7.3	CPR, Grinding	1020	918	102	0	0
								Subtotal	**74206**	**61505**	**12701**	**0**	**0**
Urban													
23646	6111	NHU		986	N	COLUMBIA RD OVERPASS	0.3	Struct/Incid	8930	6744	0	2186	0
	6118	UGP		986	N	BELMONT RD & S 5TH ST	0.1	Intersect Imp, Lighting, Storm Sewer	1640	1312	0	328	0
23348	6112	NHU		999	N	REGIONAL CITYWIDE SIGNAL REHAB	0.0	Signal Revision	6668	5334	1059	275	0
23349	6208	NHU		81B	E	32ND AVE S (I-29 TO WASHINGTON ST)	2.0	CPR, Grinding	3357	2685	336	336	0
15857	6209	NA	I			42ND ST/DEMERS RR GRADE SEPARATION	0.4	Reconstruction, Struct/Incid	45000	0	0	45000	0
	6210	NHU				COLUMBIA RD (UNIVERSITY-8TH AVE N)	0.4	Reconstruction	7302	5167	0	2135	0
23740	6307	NHU		2	E	GATEWAY DR (I-29 TO RED RIVER)	2.5	CPR, Grinding	4447	3558	889	0	0
23739	6308	NHU		81	N	WASHINGTON ST (1ST AV N-8TH AV N)	0.4	Reconstruction	5148	4118	515	515	0
	6316	SU		986	E	POINT BRIDGE	0.2	Spall Repair, Structure Paint, Lighting, Guardrail	1150	920	0	230	0
								Subtotal	**83642**	**29838**	**2799**	**51005**	**0**
Bridge													
	6113	IM		29	N	3 NORTH ND 54	0.0	Deck Replacment, Guardrail	642	578	64	0	0
	6114	IM		29	N	7 NORTH ND 54	0.0	Deck Replacment, Approach Slabs, Struct/Incid	750	675	75	0	0
	6211	NH		2B	E	GRAND FORKS	0.0	Expan Joint Mod	27	22	5	0	0
	6212	NH		5	E	4 EAST OF I-29	0.0	Approach Slabs, Spall Repair, Grdrail Upgrade	88	71	17	0	0
	6213	IM		29	N	3 SOUTH OF ND 5	0.0	Struct Replace	4110	3699	411	0	0

North Dakota Department of Transportation
District - Grand Forks

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy	Dir	CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Bridge														
	6214	SS		59	E	1	EAST OF I-29	0.0	Deck Overlay, Approach Slabs, Grdrail Upgrade	3075	2489	586	0	0
	6309	IM		29	N	3	NORTH ND 54	0.0	Structure Paint	269	242	27	0	0
	6310	IM		29	N	5	NORTH ND 54	0.0	Structure Paint	269	242	27	0	0
	6311	IM		29	N	7	NORTH ND 54	0.0	Structure Paint	303	273	30	0	0
	6312	IM		29	N	7	SOUTH ND 17	0.0	Structure Paint	269	242	27	0	0
	6313	IM		29	N	2	SOUTH OF ND 17	0.0	Structure Paint	269	242	27	0	0
	6314	IM		29	S	7	SOUTH ND 17	0.0	Structure Paint	269	242	27	0	0
									Subtotal	**10340**	**9017**	**1323**	**0**	**0**
Safety														
23333	6115	HEN		29	N		N OF BUXTON INTR TO 2 OF 32ND AVE	17.9	HTMCG	4469	4022	447	0	0
23668	6216	HEU					GRAND FORKS SCHOOL ZONE - 5 LOCATION	0.0	Signing	40	36	0	4	0
23669	6317	HEN					GRAND FORKS, WASHINGTON & 28TH AVE	0.0	Turn Lanes	279	251	28	0	0
									Subtotal	**4788**	**4309**	**475**	**4**	**0**
Transit														
	6116	TURB					GRAND FORKS-CITYWIDE-5307	0.0	TR Op Assist, TR Cap Purchase	3689	1298	0	2391	0
	6215	TURB					GRAND FORKS-CITYWIDE-5307	0.0	TR Op Assist, TR Cap Purchase	3781	1330	0	2451	0
	6315	TURB					GRAND FORKS-CITYWIDE-5307	0.0	TR Op Assist, TR Cap Purchase	3875	1363	0	2512	0
									Subtotal	**11345**	**3991**	**0**	**7354**	**0**
									Total	**184321**	**108660**	**17298**	**58363**	**0**
									Grand Total	**230441**	**143268**	**24331**	**62842**	**0**

2023- 2026 Construction Program
Grand Forks District



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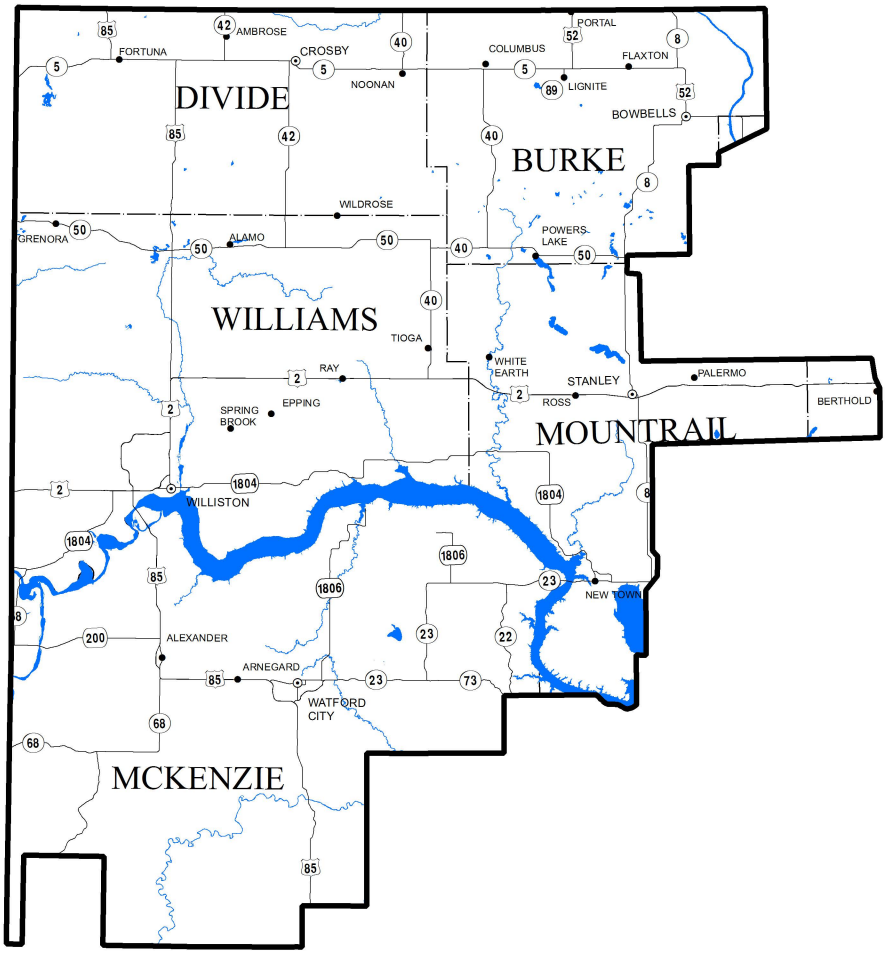
Williston District

District 7



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North Dakota Department of Transportation
District - Williston

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy CMC	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2023													
Rural													
22066	7002	NH		2	W	COUNTY LINE E TO E STANLEY	22.2	Hot Bit Pave, Lighting, Subcut	7176	5808	1368	0	0
22949	7003	NH		23B	E	WATFORD CITY CEMETERY DRAINAGE	0.0	Drainage Impr.	8000	6474	1526	0	0
22361	7010	RAI		73	E	NEAR RP 6 TO JCT ND 22	5.5	Full Depth Rec, Hot Bit Pave, Roundabout, Selective Grade,	25206	12603	12603	0	0
22683	7011	NH		85	N	TRNP ENTRANCE - CO RD 30(23RD ST NW)	10.5	Aggr Base, Grade, Hot Bit Pave, Structure Items	78000	5000	0	0	73000
23779	7012	SS		1804	N	JCT US 2 SW TO RP 327	2.1	Mill/OI>2<Or=3"	1246	1008	238	0	0
23779	7013	SS		1804	N	RP 327 SW TO RP 335	7.9	Mill/OI>2<Or=3"	4568	3697	871	0	0
21176	7005	SS		1806	N	31ST ST NW TO JCT23	4.4	Hot Bit Pave, Lighting, Turn Lanes, Widening	9752	7892	1860	0	0
	7006	SS				WLSN NE TRR, END 4-LANE CR 6 TO CR 9	0.0	Right Of Way	1500	1214	286	0	0
								Subtotal	**135448**	**43696**	**18752**	**0**	**73000**
Bridge													
23341	7007	NH		23	E	5 WEST OF ND 22	0.0	Jt Repair	50	40	10	0	0
23341	7008	NH		40	N	3 NORTH ND 5	0.0	Jt Repair, Spall Repair	50	40	10	0	0
								Subtotal	**100**	**80**	**20**	**0**	**0**
Transportation Alternatives													
23248	7009	TAU				WILLISTON 42ND ST PED FACILITY	0.3	Bikeway/Walkway	266	215	0	51	0
								Subtotal	**266**	**215**	**0**	**51**	**0**
Safety													
22830	7014	RAI		23	E	4.5 MI TO 8 MI WEST OF NEW TOWN	0.0	Turn Lanes, Lighting	2012	1006	1006	0	0
22634	7015	RAI		23	E	E OF NEW TOWN NEAR JCT ND 8	0.0	Turn Lanes, Lighting, Widening	2054	1027	1027	0	0
22900	7016	RAI		23	E	ND 23 & ND 8 ROUNDABOUT	0.0	Roundabout	3524	1762	1762	0	0
22927	7017	RAI		23	E	NEW TOWN NE TRUCK RELIEVER ROUTE	0.0	Signing, Rumble Stripes	50	25	25	0	0
23570	7018	HLC				COUNTY WIDE_HSIP	0.0	Pave Mark	98	88	10	0	0
								Subtotal	**7738**	**3908**	**3830**	**0**	**0**
								Total	**143552**	**47899**	**22602**	**51**	**73000**

North Dakota Department of Transportation
District - Williston

(In Thousands)

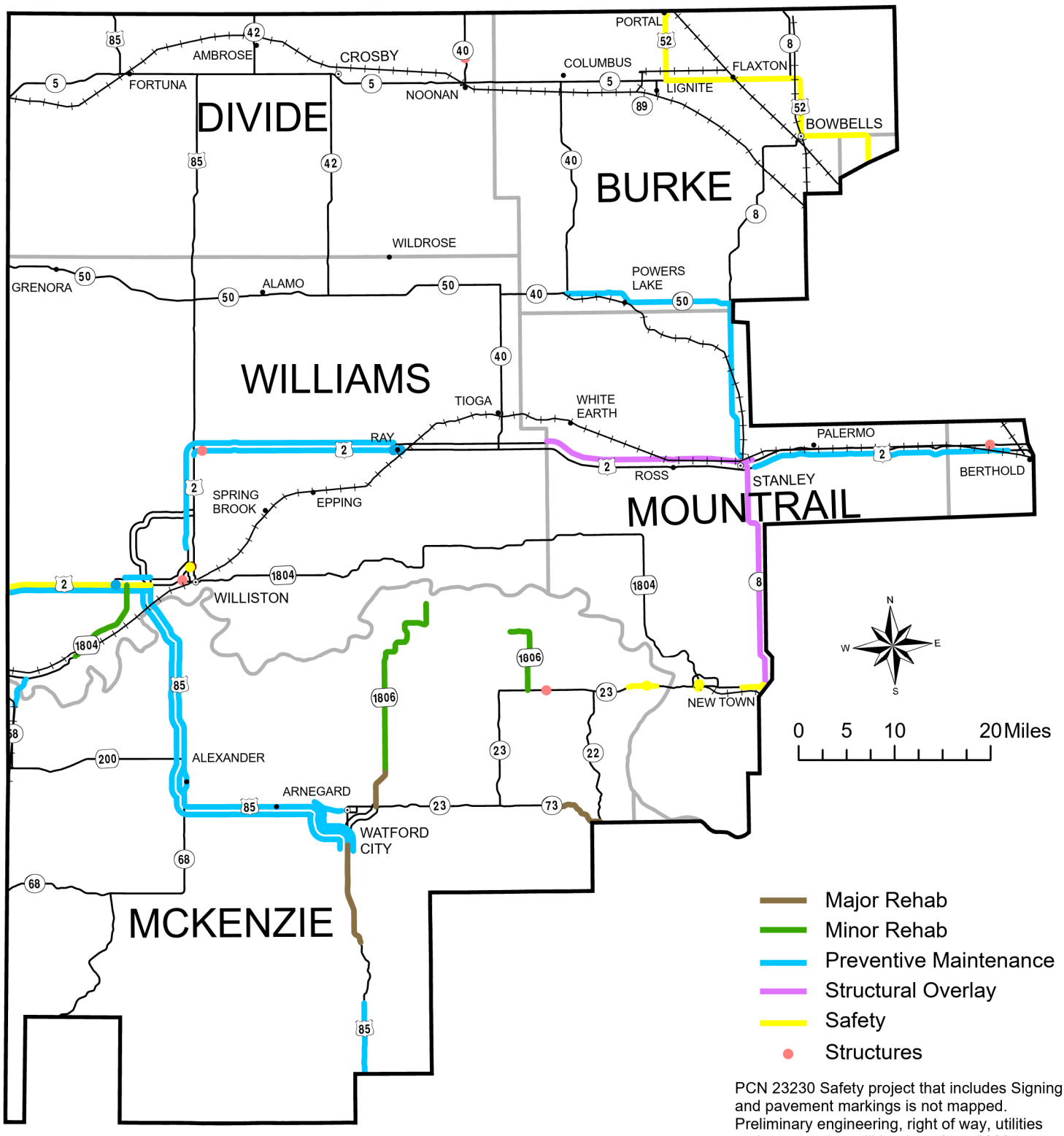
PCN	Map Key	Fund Source	Pend	Hwy	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2024-2026													
Rural													
	7101	NH		2	E	STATE LINE E TO NEAR JCT 1804	12.3	Thin Overlay	2167	1754	413	0	0
	7102	NH		2	E	NEAR JCT 1804 E TO JCT US 85	2.7	CPR	347	281	66	0	0
	7103	NH		2	E	JCT US 85 E TO RAY	22.0	CPR	2700	2185	515	0	0
23479	7105	NH		2	W	W TRENTON CORNER TO NEAR JCT 1804	1.0	Thin Overlay	168	136	32	0	0
	7106	NH		85	N	JCT ND 23 TO NEAR JCT ND 23A	7.2	Mill/Ol 2" Max	1274	1031	243	0	0
	7107	NH		85	N	4 LANE WATFORD CITY TO JCT US 2	44.6	Mill/Ol 2" Max	6684	5409	1275	0	0
	7108	NH		85	S	4 LANE S WATFORD CITY TO S OF US 2	44.6	Mill/Ol 2" Max	7882	6379	1503	0	0
	7109	SS				WLSN NE TRR, END 4-LANE CR 6 TO CR 9	0.0	Utilities	100	81	19	0	0
	7201	NH		2	E	E OF STANLEY E 9 MI	7.6	Thin Overlay	1394	1128	266	0	0
	7202	NH		2	E	9 MI E STANLEY TO 12 MI W BERTHOLD	13.0	Thin Overlay	2388	1933	455	0	0
	7203	NH		2	E	12 MI W BERTHOLD TO 3 MI W BERTHOLD	6.3	Thin Overlay	1150	931	219	0	0
	7204	NH		2	W	NEAR JCT 1804 E TO JCT US 85	2.7	CPR	361	292	69	0	0
	7205	NH		2	W	2 MI N OF WILLISTON TO JCT 85	10.5	CPR	1422	1151	271	0	0
	7206	NH		2	W	JCT 85 E TO RAY	20.2	CPR	2733	2212	521	0	0
23487	7207	NH		2	W	MUNICIPAL SECTION THRU RAY	0.7	CPR	98	79	19	0	0
23487	7208	NH		2	W	RAY EAST 0.3 MILES	0.2	CPR	26	21	5	0	0
	7209	NH		85	N	GRASSY BUTTE N 7.5 MILES	7.4	Mill/Ol 2" Max	1359	1100	259	0	0
23528	7210	SS		85	N	WLSN NE TRR, END 4-LANE CR 6 TO CR 9	0.4	Grade, Aggr Base, Hot Bit Pave	10000	8093	1907	0	0
	7211	NH		85B	N	W 9TH ST TO JCT US 85-WATFORD CITY	2.9	Mill/Ol 2" Max	537	435	102	0	0
	7212	NH		85B	N	JCT 85 S OF ALEXANDER TO JCT 85 N	2.9	Mill/Ol 2" Max	540	437	103	0	0
23008	7215	SS		1806	N	TOBACCO GARDEN RD TO 31ST ST NW	21.3	Asp Ol>2"<Or=3", Sliver Grading	16598	13433	3165	0	0
	7301	SS		8	N	JCT 23 E NEW TOWN N TO STANLEY	24.1	Structural Ol>3	14233	11519	2714	0	0
	7302	SS		8	N	0.4 MI N STANLEY N TO S JCT ND 50	16.2	Mill/Ol 2" Max	3090	2501	589	0	0
	7303	SS		50	E	E JCT 40-BATTLEVIEW TO N JCT 8	17.4	Thin Overlay	3335	2699	636	0	0
	7304	SS		58	N	6.5 MI N JCT 200 N TO JCT ND 1804	3.2	Mill/Ol 2" Max	609	493	116	0	0
20049	7305	SS		1806	N	JCT 23 N TO CHARLSON	8.2	Asp Ol>2"<Or=3", Sliver Grading	4159	3366	793	0	0
								Subtotal	**85354**	**69079**	**16275**	**0**	**0**
Urban													
	7110	SU		993	E	26TH ST E (1ST AV W-UNIVERSITY AV)	0.4	Mill/Ol>2<Or=3", Curb Ramps	500	400	0	100	0
	7111	SU		993	E	FAIRGROUNDS RD (US 2 - 13TH AVE E)	0.0	Mill/Ol>2<Or=3"	405	324	0	81	0
	7112	SU		993	N	US 2 E FRONTAGE RD (42ND ST-58TH ST)	1.1	Mill/Ol>2<Or=3"	605	484	0	121	0
23335	7216	NHUSUA(		2	E	US 2/26TH ST/2ND AVE W INTERSECTION	1.0	Intersect Imp	39999	32372	3658	3969	0
	7306	SU		993	N	US 2 W FRONTAGE RD(CHINAMAN COULEE)	0.0	Struct/Incid	615	492	0	123	0
	7307	SU		993	N	US 2 W FRONTAGE RD(42ND-58TH ST)	0.0	Mill/Ol 2" Max	585	468	0	117	0
								Subtotal	**42709**	**34540**	**3658**	**4511**	**0**
Bridge													
	7113	NH		2	E	4 EAST OF US 85 SOUTH	0.0	Structure Paint	188	152	36	0	0
	7114	NH		2	E	1 EAST OF US 85 NORTH	0.0	Structure Paint	208	168	40	0	0
	7115	NH		2	W	5 EAST OF TAGUS	0.0	Structure Paint	234	189	45	0	0
								Subtotal	**630**	**509**	**121**	**0**	**0**
ND Street													

North Dakota Department of Transportation
District - Williston

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy CMC	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
ND Street													
23396	7116	SS		1804	N	NEW TOWN, 7TH ST N TO UQC TRAVEL CTR	1.4	Bikeway/Walkway	288	233	26	29	0
								Subtotal	**288**	**233**	**26**	**29**	**0**
Safety													
23007	7117	HEN		2	E	STATE LINE TO WILLISTON US 85	14.9	Turn Lanes, Lighting, Signing, RCI	5338	4804	534	0	0
22484	7119	HEN		52	E	STATE LINE TO E JCT ND 5	36.9	Passing Lanes, Hot Bit Pave	13000	11700	1300	0	0
23230	7118	HEN				ND 23/12TH ST SE & ND 23/ND 1806	0.0	Signing, Pave Mark, ITS	300	270	30	0	0
23672	7217	HEN				ND 23 - FOUR BEARS VILLAGE	0.0	Pave Mark, Signing, Curb & Gutter, Lighting, Walk/Drive	1000	1000	0	0	0
								Subtotal	**19638**	**17774**	**1864**	**0**	**0**
								Total	**148619**	**122135**	**21944**	**4540**	**0**
								Grand Total	**292171**	**170034**	**44546**	**4591**	**73000**

2023 - 2026 Construction Program
Williston District



PCN 23230 Safety project that includes Signing and pavement markings is not mapped. Preliminary engineering, right of way, utilities and construction will be done from 2022 to 2025 on the NE Truck Reliever Route in Williston is not mapped.

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Fargo District

District 8

Robert Walton, District Engineer
North Dakota Department of Transportation
503 38th Street South
Fargo, ND 58103-1198
Phone: (701) 239-8900
Fax: (701) 239-8915

North Dakota Department of Transportation
District - Fargo

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2023													
Rural													
23656	8001	SS		18	N	W JCT 46 LEONARD N TO CASSELTON	19.2	Mill/Ol 2" Max	3262	2640	622	0	0
23490	8002	IM		29	N	11.3 MI N ST LN N TO JCT 13	11.3	Approach Slabs, CPR, CL Stitching	1610	1449	161	0	0
22632	8003	IM		29	N	ND 13 N TO RP 33.5	10.9	Crack & Seat, Lighting, SMA	9766	8789	977	0	0
23491	8004	IM		29	S	11.3 MI N OF STATE LN N TO JCT 13	11.3	Approach Slabs, CPR, CL Stitching	1609	1448	161	0	0
22203	8005	IM		94	E	NEAR W FARGO E TO W HORCE RD	2.7	PCC Pave	9423	8481	942	0	0
22631	8006	IM		94	E	I-29 TO 25TH ST. INTERCHANGE	1.0	PCC Pave, Ramp Conn, Ramp Revisions, Widening	1416	1274	142	0	0
22599	8007	IM		94	W	E CASSELTON E TO NEAR W FARGO	10.9	Mill/Ol 2" Max	2900	2610	290	0	0
22203	8008	IM		94	W	NEAR W FARGO E TO W HORCE RD	2.7	PCC Pave	9423	8481	942	0	0
								Subtotal	**39409**	**35172**	**4237**	**0**	**0**
Urban													
23036	8036	SU		984	E	52ND AVE S (63RD ST - SHEYENNE)	0.5	Reconstruction	13777	4000	0	4777	5000
23218	8009	UGP		984	N	2ND ST PEDESTRIAN/BICYCLE BRIDGE	0.1	Struct/Incid, Bikeway/Walkway, Lighting	3400	2400	0	1000	0
	8010	SU		984	N	42ND ST/I-94 GRADE SEPARATION	0.1	Structure Items	276	223	0	53	0
23052	8012	SU		991	E	8TH AV N (2ND ST N-11TH ST N)	0.7	Reconstruction	7094	3081	0	4013	0
								Subtotal	**24547**	**9704**	**0**	**9843**	**5000**
Bridge													
22643	8014	IM		29	N	7 NORTH OF US 10	0.0	Structure Paint	281	253	28	0	0
22643	8015	IM		29	N	2 NORTH HARWOOD INTERCHG	0.0	Structure Paint	281	253	28	0	0
22643	8016	IM		29	N	JUNCTION ND 200	0.0	Structure Paint	281	253	28	0	0
22643	8017	IM		29	N	7 NORTH OF ND 200	0.0	Structure Paint	276	248	28	0	0
23016	8018	SS		127	N	5 NORTH OF SD BORDER	0.0	Struct Replace	902	730	172	0	0
23341	8019	NH		200	E	4 EAST OF MAYVILLE	0.0	Jt Repair	50	40	10	0	0
23341	8020	NH		200	E	5 EAST OF MAYVILLE	0.0	Jt Repair	50	40	10	0	0
								Subtotal	**2121**	**1817**	**304**	**0**	**0**
Transportation Alternatives													
23241	8021	TAC				HORACE COUNTY RD 17 SHARED USE PATH	0.3	Bikeway/Walkway	302	244	0	58	0
23238	8022	TAU				FARGO BISON VILLAGE/10TH ST N	0.5	Bikeway/Walkway	329	266	0	63	0
23247	8023	TAU				WF EAGLEWOOD - THE LIGHTS BIKE PATH	0.6	Bikeway/Walkway	308	249	0	59	0
23246	8024	TAU				WAHPETON 14TH ST N SIDEWALK	0.4	Bikeway/Walkway	328	265	0	63	0
23239	8025	TAC				GWINNER NORTHWEST AREA SIDEWALKS	0.5	Bikeway/Walkway	330	267	0	63	0
22944	8026	TAC				MILNOR SAFE WALK PHASE ONE	0.2	Bikeway/Walkway	300	243	0	57	0
23242	8027	TAC				HORACE CENTER AVE IMPROVEMENTS	0.3	Bikeway/Walkway, Safety	166	134	0	32	0
23243	8028	TAC				MILNOR SAFE WALK PHASE TWO	0.2	Bikeway/Walkway	300	243	0	57	0
23240	8029	TAC				HILLSBORO I29 CORRIDOR RIVERWALK	0.4	Bikeway/Walkway	400	324	0	76	0
23778	8037	TAU				RED RIVER SHARED USE PATH	0.3	Bikeway/Walkway	200	145	55	0	0
								Subtotal	**2963**	**2380**	**55**	**528**	**0**
ND Street													
22659	8035	SS		11	E	LIDGERWOOD, 3RD AVE NW - WILEY AVE N	0.2	Bikeway/Walkway, Walk/Drive Ways	361	292	33	36	0
								Subtotal	**361**	**292**	**33**	**36**	**0**
Safety													
22888	8030	HEN		29	N	CASS CTY 20 TO S OF ARGUSVILLE INTR	8.1	HTMCG	2040	1836	204	0	0
23330	8031	HEN		29	N	S OF ARGUSVILLE INTR TO GARDNER INTR	8.6	HTMCG	2656	2390	266	0	0

North Dakota Department of Transportation
District - Fargo

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy CMC	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
								Subtotal	**4696**	**4226**	**470**	**0**	**0**
Illustrative													
20181	8032	NA		29	N	FM METRO AREA DIVERSION,I-29 N OF FM	1.4	Struct/Incid, Grade Raise, PCC Pave, Drainage Impr., Median X-	0	0	0	0	0
20181	8033	NA		94	E	FM METRO AREA DIVERSION,I-94 W OF FM	0.0	Struct/Incid, Grade Raise, PCC Pave, Drainage Impr., Median X-	0	0	0	0	0
								Subtotal	**0**	**0**	**0**	**0**	**0**
Transit													
	8034	TURB				FARGO-CITYWIDE-5307	0.0	TR Op Assist, TR Cap Purchase, TR Prev Maint	6727	4560	0	2167	0
								Subtotal	**6727**	**4560**	**0**	**2167**	**0**
								Total	**80824**	**58151**	**5099**	**12574**	**5000**

North Dakota Department of Transportation
District - Fargo

(In Thousands)

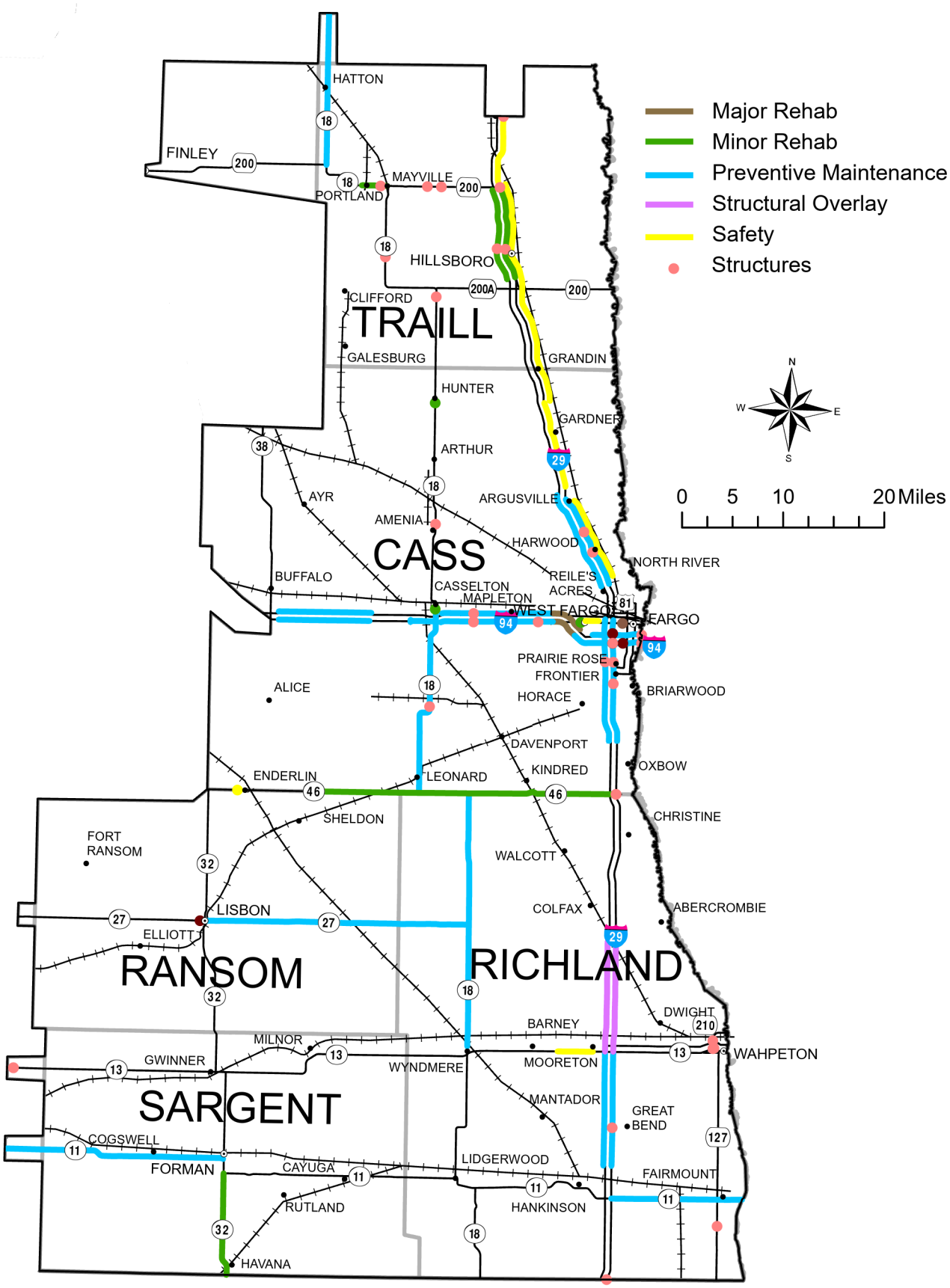
PCN	Map Key	Fund Source	Pend	Hwy CMC	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2024-2026													
Rural													
	8101	SS		10	E	LYNCHBURG INTR TO ND 18 S CASSELTON	2.7	CPR, Mill/Ol 2" Max	843	682	161	0	0
22597	8102	SS		11	E	E JCT 1-OAKES-E TO CO LN	4.0	Mill/Ol 2" Max	707	572	135	0	0
	8103	SS		11	E	COUNTY LINE E TO FORMAN	18.1	Mill/Ol 2" Max	3195	2586	609	0	0
	8104	SS	P	18	N	BNRR NORTH TO ND 46	25.0	Thin Overlay	4422	3579	843	0	0
23489	8105	SS		18	N	W JCT 200 N TO N HATTON	9.3	Mill/Ol 2" Max	1651	1336	315	0	0
23489	8106	SS		18	N	N HATTON N TO E JCT 15	5.7	Mill/Ol 2" Max	1006	814	192	0	0
22629	8107	IM		29	N	13TH AVE S NE RAMP	0.2	PCC Pave, Widening	253	228	25	0	0
22630	8108	IM		29	N	NEAR BLANCHARD TO JCT 200	9.4	Median X-Overs, Ramp Conn	878	790	88	0	0
23534	8109	IM		29	S	ND 13 N TO RP 33.5	10.9	Crack & Seat, SMA	7181	6463	718	0	0
	8110	IM		94	E	W HORACE RD E TO 1 MI W 45TH	2.0	CPR	266	239	27	0	0
	8111	IM		94	E	1 MI W 45TH TO RED RIVER	4.9	CPR	1673	1506	167	0	0
22628	8112	IM		94	E	25TH ST INTER TO RED RIVER	1.9	Lift Station, Storm Sewer	2188	1969	219	0	0
	8113	IM		94	W	1 MI W 45TH TO RED RIVER	4.9	CPR	1673	1506	167	0	0
23583	8201	SS		18	N	E JCT 200 W THRU PORTLAND	2.5	Aggr Base, Bikeway, Curb & Gutter, Drainage Impr., Hot Bit	2138	1730	408	0	0
	8202	IM		29	N	WILD RICE RIVER TO .3 MI N MAIN	12.1	CPR, Grinding	1637	1473	164	0	0
	8203	IM	P	29	N	64TH AVENUE SOUTH INTERCHANGE	0.0	Ramp Revisions, Struct/Incid	18250	16425	1825	0	0
23102	8204	IM		29	N	NEAR BLANCHARD TO JCT 200	9.4	PCC Pave, Struct/Incid	27780	25002	2778	0	0
	8205	IM		29	S	WILD RICE RIVER TO .3 MI N MAIN	12.1	CPR, Grinding	1637	1473	164	0	0
23480	8206	SS		32	N	STATE LINE N TO S JCT 11	10.2	Hot Bit Pave, Widening	8677	7022	1655	0	0
	8207	IM		94	E	BUFFALO E TO WHEATLAND	9.0	CPR, Grinding, HBP on Ramps	1217	1095	122	0	0
	8208	IM		94	W	BUFFALO E TO WHEATLAND	9.2	CPR, Sand Seal	1591	1432	159	0	0
	8301	SS		11	E	I-29 TO STATE LINE	13.0	Mill/Ol 2" Max	2477	2005	472	0	0
	8302	SS		18	N	7TH ST S TO 3RD ST N - CASSELTON	0.8	Bikeway/Walkway, CPR, Grinding, Lighting, Marking	1521	1231	290	0	0
	8303	SS		27	E	LISBON E TO JCT 18	26.1	Mill/Ol 2" Max	4996	4043	953	0	0
	8304	IM		29	N	CASS CNTY 20 N TO ARGUSVILLE	9.5	CPR	1338	1204	134	0	0
	8305	IM		29	S	CASS CNTY 20 N TO ARGUSVILLE	9.9	CPR	1397	1257	140	0	0
23103	8306	IM		29	S	NEAR BLANCHARD TO N JCT 200	9.3	PCC Pave, Struct/Incid	27137	24423	2714	0	0
23390	8307	SS		46	E	EAST OF ENDERLIN E TO I-29	30.0	Shldr Rehab	5300	4289	1011	0	0
	8308	IM		94	E	E CASSELTON TO RAYMOND INTR	11.1	CPR	1568	1411	157	0	0
								Subtotal	**134597**	**117785**	**16812**	**0**	**0**
Urban													
22925	8116	SUSU		984	E	32ND AVE S(25TH ST-UNIVERSITY)	1.0	Reconstruction	5500	4400	0	1100	0
23288	8114	NHU		10B	E	WEST FARGO MAIN AVE	0.2	Slide Repair	5001	4047	454	500	0
23199	8115	NHU		10B	E	MAIN AV (UNIVERSITY TO 25TH ST)	1.0	Reconstruction	15412	8370	1226	5816	0
22925	8116	SUSU		984	E	32ND AVE S(25TH ST-UNIVERSITY)	1.0	Reconstruction	17700	9880	0	7820	0
	8117	SU		991	N	7TH ST N (8TH AVE TO 16TH AVE)	0.8	Mill/Ol>2<Or=3"	1081	805	0	276	0
	8118	SU		991	N	2ND ST, 4TH ST S	0.5	Mill/Ol>2<Or=3"	835	625	0	210	0
	8209	SU		992	N	9TH ST NE, 7TH AVE NE	1.0	Reconstruction	12000	9600	0	2400	0
	8210	SU	P			36TH ST S AT ROSE COULEE	0.1	Deck Overlay, Rail Retrofit, Guardrail	380	308	0	72	0
	8320	SU		984	E	40TH AVE S OVER RED RIVER	0.1	Struct/Incid, Bikeway/Walkway	4000	1760	0	440	1800
	8321	SU		984	E	N BROADWAY OVER THE RED RIVER	0.1	Struct Replace, Embank Rep	7500	4200	0	1050	2250
								Subtotal	**69409**	**43995**	**1680**	**19684**	**4050**
Bridge													
	8119	NH		13	E	1 EAST OF ND 1	0.0	Deck Overlay, Spall Repair	208	168	40	0	0
	8120	NH		13	E	1 WEST OF WAHPETON	0.0	Deck Overlay, Spall Repair, Selective Grade	693	561	132	0	0
	8121	NH		13	E	1 WEST OF WAHPETON	0.0	Deck Overlay	431	349	82	0	0

North Dakota Department of Transportation
District - Fargo

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Bridge													
	8122	NH		13	W 1	WEST OF WAHPETON	0.0	Deck Overlay, Structur Repair, Selective Grade	693	561	132	0	0
	8123	NH		13	W 1	WEST OF WAHPETON	0.0	Deck Overlay	431	349	82	0	0
	8124	SS		18	N 8	NORTH OF LEONARD	0.0	Structur Repair	1622	1313	309	0	0
23619	8125	SS		18	N 7	SOUTH MAYVILLE	0.0	Struct Replace, Riprap	910	736	174	0	0
	8211	SS		10	E 4	EAST OF ND 18	0.0	Deck Overlay, Rail Retrofit, Selective Grade, Riprap	122	99	23	0	0
	8212	SS		10	E 8	WEST OF I-29	0.0	Deck Replacment, Riprap	281	281	0	0	0
	8213	SS		18	N 1	NORTH OF AMENIA	0.0	Deck Overlay, Rail Retrofit	197	159	38	0	0
	8214	SS		18	N	SOUTH OF BLANCHARD	0.0	Deck Overlay, Rail Retrofit, Spall Repair	325	263	62	0	0
	8215	SS		18	N	CITY OF MAYVILLE	0.0	Deck Overlay	530	429	101	0	0
	8216	IM		29	N 2	SOUTH OF I-94	0.0	Deck Overlay, Approach Slabs	411	370	41	0	0
	8217	IM		29	S 2	SOUTH OF I-94	0.0	Deck Overlay, Approach Slabs	411	370	41	0	0
	8218	IM		94	E	ND-MINN BORDER	0.0	Deck Overlay, Approach Slabs, Structur Repair	2131	1918	213	0	0
	8219	IM		94	W	ND-MINN BORDER	0.0	Deck Overlay, Approach Slabs, Structur Repair	2131	1918	213	0	0
	8309	NH		13	E 1	EAST OF ND 1	0.0	Structure Paint	141	114	27	0	0
	8310	IM		29	N	SOUTH DAKOTA BORDER	0.0	Deck Replacment	652	587	65	0	0
	8311	IM		29	N 8	SOUTH OF ND 13	0.0	Structure Paint	328	295	33	0	0
	8312	IM		29	N	JUNCTION ND 46 & I-29	0.0	Deck Replacment	787	708	79	0	0
	8313	IM		29	N	JUNCTION ND 46 & I-29	0.0	Structure Paint	328	295	33	0	0
	8314	IM		29	N	I-29 & I-94 INTCHG-FARGO	0.0	Structure Paint	674	607	67	0	0
	8315	IM		29	N 4	NORTH OF 200 SOUTH	0.0	Structure Paint	328	295	33	0	0
	8316	IM		29	S 4	NORTH OF 200 SOUTH	0.0	Structure Paint	328	295	33	0	0
	8317	IM		94	E 4	EAST OF ND 18	0.0	Deck Overlay, Spall Repair, Guardrail	338	304	34	0	0
	8318	IM		94	W 4	EAST OF ND 18	0.0	Deck Overlay	338	304	34	0	0
								Subtotal	**15769**	**13648**	**2121**	**0**	**0**
ND Street													
23395	8126	SS		18	N	HUNTER, 1ST AVE E TO 5TH AVE E	0.3	Lighting	300	243	27	30	0
23394	8127	SS		27	E	LISBON, PROSPECT ST TO MAIN ST	0.4	Aggr Base, Hot Bit Pave, Lighting, Walk/Drive Ways, ADA	1820	1473	165	182	0
								Subtotal	**2120**	**1716**	**192**	**212**	**0**
Safety													
23141	8128	HEN		13	E	NEAR MOORETON	3.5	Turn Lanes, Lighting	1304	1174	130	0	0
23331	8129	HEN		29	N	GARDNER INTR TO MAYVILLE INTR	22.3	HTMCG	5586	5027	559	0	0
23332	8130	HEN		29	N	MAYVILLE INTR TO N OF BUXTON INTR	8.3	HTMCG	2078	1870	208	0	0
23690	8132	HES				ND 46 TURN LANE NEAR ENDERLIN	0.0	Turn Lanes	146	131	15	0	0
23800	8221	HEU				WEST FARGO 9TH ST/VETERANS (4AV-40AV)	0.0	Signal Revision	500	450	50	0	0
								Subtotal	**9614**	**8652**	**962**	**0**	**0**
Transit													
	8131	TURB				FARGO-CITYWIDE-5307	0.0	TR Op Assist, TR Cap Purchase, TR Prev Maint	5586	3631	0	1955	0
	8220	TURB				FARGO-CITYWIDE-5307	0.0	TR Op Assist, TR Cap Purchase, TR Prev Maint	5698	3704	0	1994	0
	8319	TURB				FARGO-CITYWIDE-5307	0.0	TR Op Assist, TR Cap Purchase, TR Prev Maint	5812	3778	0	2034	0
								Subtotal	**17096**	**11113**	**0**	**5983**	**0**
								Total	**248605**	**196909**	**21767**	**25879**	**4050**
								Grand Total	**329429**	**255060**	**26866**	**38453**	**9050**

2023-2026 Construction Program
Fargo District



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North Dakota Department of Transportation
District - Statewide Various Locations

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy	Dir	CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2023														
Rural														
	9001	STP					RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	927	750	177	0	0
	9002	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
	9003	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	Training	100	100	0	0	0
	9004	IM					VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	2222	2000	222	0	0
	9005	SS					VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	11120	9000	2120	0	0
	9006	NH					VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	11120	9000	2120	0	0
	9007	STP					HIGHWAY INNOVATION FUNDING	0.0	Innovation	3089	2500	589	0	0
	9008	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Ovrt	62	50	12	0	0
	9009	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	205	166	39	0	0
	9010	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	198	160	38	0	0
	9011	IM					RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0
	9012	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	3187	1739	0	435	1013
	9013	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0
	9014	RPS					INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	2612	2350	131	131	0
	9015	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	Rec Trails	1263	1010	0	253	0
	9016	IMSS					VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0
	9017	SS					VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0
	9018	SSNHHES					VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	7000	5665	1335	0	0
	9019	IM					VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0
	9020	STP					VAR LOC - STATEWIDE - NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0
	9021	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	8013	6485	1528	0	0
	9022	RPS					VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	2612	2350	131	131	0
	9023	SS					STATEWIDE PAVEMENT MARKING	0.0	Pave Mark	6000	4856	1144	0	0
	9024	NH					VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	1000	809	191	0	0
	9025	IMSS					ROAD WEATHER (DMS & ESS)	0.0	ITS	1236	1000	236	0	0
23280	9026	SS					LED LIGHTING - FARGO & VALLEY CITY	0.0	Lighting	1000	809	191	0	0
	9027	NH					ND 511 ALERT	0.0	ITS	185	150	35	0	0
	9028	SS					BILLBOARD CONTROL PROGRAM	0.0	Billboard Contr	150	121	29	0	0
	9029	SS					VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0
	9030	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	DBE & OJT	90	90	0	0	0
									Subtotal	**68721**	**55602**	**11076**	**1030**	**1013**
Urban														
	9031	SU					VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	800	640	80	80	0
	9032	SU					VARIOUS URBAN LOCATIONS STATEWIDE	0.0	Utilities	420	336	42	42	0
	9033	SU					VARIOUS URBAN LOCATIONS - STATEWIDE	0.0	Right Of Way	130	104	13	13	0
									Subtotal	**1350**	**1080**	**135**	**135**	**0**
Bridge														
	9034	BRNBRS					VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect	6000	4856	1144	0	0
	9035	BRU					BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items	309	250	59	0	0

North Dakota Department of Transportation
District - Statewide Various Locations

(In Thousands)

PCN	Map Key	Fund Source	Pend CMC	Hwy	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
								Subtotal	**6309**	**5106**	**1203**	**0**	**0**
County													
	9036	STP				VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
	9037	BRC				VARIOUS LOCATIONS - STATEWIDE	0.0	County Bridges	15248	12340	0	2908	0
	9038	SC				VARIOUS LOCATIONS - STATEWIDE	0.0	County Roadways	27494	22251	0	5243	0
								Subtotal	**43222**	**34911**	**80**	**8231**	**0**
Emergency Relief													
	9039	SER				VARIOUS LOCATIONS - STATEWIDE	0.0	Emerg Repairs	1000	1000	0	0	0
								Subtotal	**1000**	**1000**	**0**	**0**	**0**
Missile Roads													
	9040	ROM				VARIOUS LOCATIONS - STATEWIDE	0.0	Missile Roads	4000	4000	0	0	0
								Subtotal	**4000**	**4000**	**0**	**0**	**0**
Safety													
	9041	HES				STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	250	225	25	0	0
	9042	HES				HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	126	113	13	0	0
	9043	HES				SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0
23529	9044	HES				VAR HWYS - ROUNDABOUT SIGNS	0.0	Signing	250	225	25	0	0
	9045	HES				SHSP PLANNING AND IMPLEMENTATION	0.0	Safety	50	45	5	0	0
23749	9050	HES				CRASH AND SAFETY EVALUATION RPT 2023	0.0	Safety	350	315	35	0	0
23602	9051	HES				SHSP & HSIP PROCESS_	0.0	Safety	800	720	80	0	0
23378	9052	HEN				WRONG WAY DETECTION	0.0	ITS, Signing	776	698	78	0	0
								Subtotal	**2713**	**2441**	**272**	**0**	**0**
Transit													
	9046	TCAP				STATEWIDE TRANSIT-RTAP	0.0	TR Training	132	132	0	0	0
	9047	TRUR				STATEWIDE TRANSIT - 5310	0.0	TR Capital	1525	991	0	534	0
	9048	TRUR				STATEWIDE TRANSIT - 5339	0.0	TR Capital	7075	4599	0	2476	0
	9049	TRUR				STATEWIDE TRANSIT - 5311	0.0	TR Op Assist, TR Admin, TR Cap Purchase, TR Training	14948	7474	0	7474	0
								Subtotal	**23680**	**13196**	**0**	**10484**	**0**
								Total	**150995**	**117336**	**12766**	**19880**	**1013**

North Dakota Department of Transportation
District - Statewide Various Locations

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy	Dir	CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2024-2026														
Rural														
	9101	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	214	173	41	0	0
	9102	SS					VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0
23281	9103	SS					LED LIGHTING - BISMARCK & DICKINSON	0.0	Lighting	1000	809	191	0	0
	9104	IMSS					VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0
	9105	STP					HIGHWAY INNOVATION FUNDING	0.0	Innovation	3089	2500	589	0	0
	9106	SS					VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	11120	9000	2120	0	0
	9107	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	DBE & OJT	90	90	0	0	0
	9108	IM					VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	2222	2000	222	0	0
	9109	NH					VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	11120	9000	2120	0	0
	9110	NH					VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	1000	809	191	0	0
	9111	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Ovrt	62	50	12	0	0
	9112	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0
	9113	SS					VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0
	9114	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	3250	1774	0	443	1033
	9115	RPS					INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	2612	2350	131	131	0
	9116	SS					STATEWIDE PAVEMENT MARKING	0.0	Pave Mark	6000	4856	1144	0	0
	9117	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	8173	6614	1559	0	0
	9118	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
	9119	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	204	165	39	0	0
	9120	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	Training	20	20	0	0	0
	9121	STP					RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	927	750	177	0	0
	9122	IM					RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0
	9123	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	Rec Trails	1263	1010	0	253	0
	9124	IM					VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0
	9125	STP					VAR LOC - STATEWIDE - NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0
	9126	SSNHHES					VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	7000	5665	1335	0	0
	9127	NH					ND 511 ALERT	0.0	ITS	185	150	35	0	0
	9128	IMSS					ROAD WEATHER (DMS & ESS)	0.0	ITS	1236	1000	236	0	0
	9129	RPS					VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	2612	2350	131	131	0
	9201	STP					HIGHWAY INNOVATION FUNDING	0.0	Innovation	3089	2500	589	0	0
23282	9202	SS					LED LIGHTING-WILLISTON & DEVILS LAKE	0.0	Lighting	1000	809	191	0	0
	9203	IM					VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0
	9204	SSNHHES					VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	7000	5665	1335	0	0
	9205	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	222	180	42	0	0
	9206	RPS					INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	2612	2350	131	131	0
	9207	STP					RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	927	750	177	0	0
	9208	IM					RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0
	9209	SS					STATEWIDE PAVEMENT MARKING	0.0	Pave Mark	6000	4856	1144	0	0
	9210	SS					BILLBOARD CONTROL PROGRAM	0.0	Billboard Contr	150	121	29	0	0

North Dakota Department of Transportation
District - Statewide Various Locations

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy	Dir	CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Rural														
	9211	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	3316	1810	0	452	1054
	9212	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	210	170	40	0	0
	9213	IMSS					VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0
	9214	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Ovrt	62	50	12	0	0
	9215	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	Rec Trails	1263	1010	0	253	0
	9216	SS					VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0
	9217	IMSS					ROAD WEATHER (DMS & ESS)	0.0	ITS	1236	1000	236	0	0
	9218	NH					ND 511 ALERT	0.0	ITS	185	150	35	0	0
	9219	RPS					VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	2612	2350	131	131	0
	9220	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
	9221	NH					VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	1000	809	191	0	0
	9222	IM					VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	2222	2000	222	0	0
	9223	NH					VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	11120	9000	2120	0	0
	9224	SS					VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	11120	9000	2120	0	0
	9225	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	8378	6780	1598	0	0
	9226	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	Training	100	100	0	0	0
	9227	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	DBE & OJT	90	90	0	0	0
	9228	SS					VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0
	9229	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0
	9230	STP					VAR LOC - STATEWIDE - NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0
	9301	IM					VAR LOC - STATEWIDE - INTERSTATE	0.0	Seal Coats	2222	2000	222	0	0
	9302	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	DBE & OJT	90	90	0	0	0
	9303	RPS					INDIVIDUAL PROJECTS - STATEWIDE	0.0	Crossing Impr	2612	2350	131	131	0
	9304	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	MPO Planning	3316	1810	0	452	1054
	9305	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
	9306	IM					RIGHT OF WAY - INTERSTATE	0.0	Right Of Way	244	220	24	0	0
	9307	STP					RIGHT OF WAY - NON-INTERSTATE	0.0	Right Of Way	927	750	177	0	0
	9308	NH					VARIOUS LOCATIONS - STATEWIDE	0.0	Weigh In Motion, ATR	1000	809	191	0	0
	9309	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	Hwy Patrol Ovrt	62	50	12	0	0
	9310	SS					VARIOUS LOCATIONS - STATEWIDE	0.0	Wetlands/Tree	188	150	38	0	0
	9311	SS					VARIOUS LOCATIONS - STATEWIDE	0.0	ADA Ramp Rev	250	202	48	0	0
	9312	STP					VAR LOC - STATEWIDE - NON-INTERSTATE	0.0	Prelim Engineer	2162	1750	412	0	0
	9313	IM					VAR LOC - STATEWIDE - INTERSTATE	0.0	Prelim Engineer	1111	1000	111	0	0
	9314	SSNHHES					VAR LOC - STATEWIDE - INDIVIDUAL	0.0	Prelim Engineer	7000	5665	1335	0	0
23283	9315	SS					LED LIGHTING - MINOT & GRAND FORKS	0.0	Lighting	1000	809	191	0	0
	9316	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	Rec Trails	1263	1010	0	253	0
	9317	IMSS					VARIOUS LOCATIONS - STATEWIDE	0.0	Preventive Mtce	833	750	83	0	0
	9318	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	SPR Univ Study	8546	6916	1630	0	0
	9319	RPS					VARIOUS LOCATIONS - STATEWIDE	0.0	Protect Devices	2612	2350	131	131	0

North Dakota Department of Transportation
District - Statewide Various Locations

(In Thousands)

PCN	Map Key	Fund Source	Pend CMC	Hwy	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Rural													
9320	SS					STATEWIDE PAVEMENT MARKING	0.0	Pave Mark	6000	4856	1144	0	0
9321	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	US Corps Eng	231	187	44	0	0
9322	NH					VAR LOC - STATEWIDE - NHS	0.0	Seal Coats	11120	9000	2120	0	0
9323	SS					VAR LOC - STATEWIDE - NON-NHS	0.0	Seal Coats	11120	9000	2120	0	0
9324	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	Training	20	20	0	0	0
9325	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	US Fish Wild	216	175	41	0	0
9326	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	Utilities	62	50	12	0	0
9327	STP					HIGHWAY INNOVATION FUNDING	0.0	Innovation	3089	2500	589	0	0
9328	NH					ND 511 ALERT	0.0	ITS	185	150	35	0	0
9329	IMSS					ROAD WEATHER (DMS & ESS)	0.0	ITS	1236	1000	236	0	0
								Subtotal	**207170**	**167508**	**33389**	**3132**	**3141**
Urban													
9130	SU					VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	2250	1800	0	450	0
9131	SU					VARIOUS URBAN LOCATIONS - STATEWIDE	0.0	Right Of Way	2000	1600	200	200	0
9134	SU					VARIOUS URBAN LOCATIONS STATEWIDE	0.0	Utilities	700	560	70	70	0
9231	UGP					URBAN GRANT PROGRAM - VAR LOC	0.0	Dir Task Force	5670	4589	0	1081	0
9232	SU					VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0	Prelim Engineer	2250	1800	0	450	0
9233	SU					VARIOUS URBAN LOCATIONS - STATEWIDE	0.0	Right Of Way	2000	1600	200	200	0
9234	SU					VARIOUS URBAN LOCATIONS STATEWIDE	0.0	Utilities	700	560	70	70	0
9330	SU					VARIOUS URBAN LOCATIONS STATEWIDE	0.0	Utilities	700	560	70	70	0
9331	SU					VARIOUS URBAN LOCATIONS STATEWIDE	0.0	Prelim Engineer	800	640	80	80	0
9332	SU					VARIOUS URBAN LOCATIONS STATEWIDE	0.0	Right Of Way	2000	1600	200	200	0
9350	UGP					URBAN GRANT PROGRAM - VAR LOC	0.0	Dir Task Force	5684	4600	0	1084	0
								Subtotal	**24754**	**19909**	**890**	**3955**	**0**
Bridge													
9135	BRU					BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items	309	250	59	0	0
9136	BRNBRS					VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect	6000	4856	1144	0	0
9235	BRNBRS					VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect	6000	4856	1144	0	0
9236	BRU					BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items	309	250	59	0	0
9333	BRU					BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0	Structure Items	309	250	59	0	0
9334	BRNBRS					VARIOUS LOCATIONS - STATEWIDE	0.0	Bridge Inspect	6000	4856	1144	0	0
								Subtotal	**18927**	**15318**	**3609**	**0**	**0**
Transportation Alternatives													
9137	TAC					VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	870	704	0	166	0
9138	TAU					VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	1181	956	0	225	0
9237	TAU					VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	1181	956	0	225	0
9238	TAC					VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	870	704	0	166	0
9335	TAC					VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	870	704	0	166	0
9336	TAC					VARIOUS LOCATIONS - STATEWIDE	0.0	Dir Task Force	1181	956	0	225	0
								Subtotal	**6153**	**4980**	**0**	**1173**	**0**

North Dakota Department of Transportation
District - Statewide Various Locations

(In Thousands)

PCN	Map Key	Fund Source	Pend CMC	Hwy	Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
County													
9139	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
9140	SC					VARIOUS LOCATIONS - STATEWIDE	0.0	County Roadways	28239	22854	0	5385	0
9141	BRC					VARIOUS LOCATIONS - STATEWIDE	0.0	County Bridges	15248	12340	0	2908	0
9239	SC					VARIOUS LOCATIONS - STATEWIDE	0.0	County Roadways	28995	23466	0	5529	0
9240	BRC					VARIOUS LOCATIONS - STATEWIDE	0.0	County Bridges	15248	12340	0	2908	0
9241	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
9337	STP					VARIOUS LOCATIONS - STATEWIDE	0.0	SRED	480	320	80	80	0
9338	BRC					VARIOUS LOCATIONS - STATEWIDE	0.0	County Bridges	15248	12340	0	2908	0
9339	SC					VARIOUS LOCATIONS - STATEWIDE	0.0	County Roadways	29774	24096	0	5678	0
								Subtotal	**134192**	**108396**	**240**	**25556**	**0**
Emergency Relief													
9142	SER					VARIOUS LOCATIONS - STATEWIDE	0.0	Emerg Repairs	1000	1000	0	0	0
9242	SER					VARIOUS LOCATIONS - STATEWIDE	0.0	Emerg Repairs	1000	1000	0	0	0
9340	SER					VARIOUS LOCATIONS - STATEWIDE	0.0	Emerg Repairs	1000	1000	0	0	0
								Subtotal	**3000**	**3000**	**0**	**0**	**0**
Missile Roads													
9143	ROM					VARIOUS LOCATIONS - STATEWIDE	0.0	Missile Roads	4000	4000	0	0	0
9243	ROM					VARIOUS LOCATIONS - STATEWIDE	0.0	Missile Roads	4000	4000	0	0	0
9341	ROM					VARIOUS LOCATIONS - STATEWIDE	0.0	Missile Roads	4000	4000	0	0	0
								Subtotal	**12000**	**12000**	**0**	**0**	**0**
ND Street													
9144	STP					NDSTREET - VARIOUS LOCATIONS	0.0	Dir Task Force	1359	1100	123	136	0
9244	STP					NDSTREET - VARIOUS LOCATIONS	0.0	Dir Task Force	3707	3000	336	371	0
								Subtotal	**5066**	**4100**	**459**	**507**	**0**
Safety													
9145	HES					SHSP PLANNING AND IMPLEMENTATION	0.0	Safety	50	45	5	0	0
9147	HES					SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0
9148	HES					HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	126	113	13	0	0
9149	HES					STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	250	225	25	0	0
9245	HES					SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0
9246	HES					SHSP PLANNING AND IMPLEMENTATION	0.0	Safety	50	45	5	0	0
9247	HES					STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	250	225	25	0	0
9248	HES					HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	126	113	13	0	0
9342	HES					SMALL SCALE IMPROVEMENTS	0.0	Safety	111	100	11	0	0
9343	HES					HIGHWAY SAFETY IMPROVEMENTS	0.0	Safety	126	113	13	0	0
9344	HES					STATEWIDE CRASH REPORT EVALUATION	0.0	Safety	250	225	25	0	0
9345	HES					SHSP PLANNING AND IMPLEMENTATION	0.0	Safety	50	45	5	0	0
								Subtotal	**1611**	**1449**	**162**	**0**	**0**
Transit													
9150	TRUR					STATEWIDE TRANSIT - 5310	0.0	TR Capital	1555	1011	0	544	0
9151	TRUR					STATEWIDE TRANSIT - 5311	0.0	TR Op Assist, TR Admin, TR Cap Purchase, TR Training	15248	7624	0	7624	0

North Dakota Department of Transportation
District - Statewide Various Locations

(In Thousands)

PCN	Map Key	Fund Source	Pend	Hwy Dir CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Transit												
9152		TRUR			STATEWIDE TRANSIT - 5339	0.0	TR Capital	7217	4691	0	2526	0
9153		TCAP			STATEWIDE TRANSIT - RTAP	0.0	TR Training	135	135	0	0	0
9249		TCAP			STATEWIDE TRANSIT - RTAP	0.0	TR Training	137	137	0	0	0
9250		TRUR			STATEWIDE TRANSIT - 5311	0.0	TR Op Assist, TR Admin, TR Cap Purchase, TR Training	15552	7776	0	7776	0
9251		TRUR			STATEWIDE TRANSIT - 5339	0.0	TR Capital	7362	4785	0	2577	0
9252		TRUR			STATEWIDE TRANSIT - 5310	0.0	TR Capital	1586	1031	0	555	0
9346		TRUR			STATEWIDE TRANSIT - 5339	0.0	TR Capital	7509	4881	0	2628	0
9347		TRUR			STATEWIDE TRANSIT - 5310	0.0	TR Capital	1618	1052	0	566	0
9348		TCAP			STATEWIDE TRANSIT - RTAP	0.0	TR Training	140	140	0	0	0
9349		TRUR			STATEWIDE TRANSIT - 5311	0.0	TR Op Assist, TR Admin, TR Cap Purchase, TR Training	12203	7932	0	4271	0
							Subtotal	**70262**	**41195**	**0**	**29067**	**0**
							Total	**483135**	**377855**	**38749**	**63390**	**3141**
							Grand Total	**634130**	**495191**	**51515**	**83270**	**4154**

PROGRAMS

Federal Funding Programs

Funding levels are based on IIJA apportionment levels for 2023-2026. It was based on $384 million for 2023, $391 million for 2024, $397 million for 2025 and $404 million for 2026. The NDDOT also programs additional projects known as "Pending". These projects replace any projects that do not remain in the fiscal year planned or if additional obligation limitation is received.

Federal aid highway funds are apportioned to the state from several sources. The core formula program structure as provided by "Investment and Jobs Act" (IIJA) is:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings Program
- Metropolitan Planning Program
- National Highway Freight Program (NHFP)
- Carbon Reduction Program (CRP)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program (PROTECT)

Following is a short summary of each of the core formula programs as well as other pertinent programs continued by IIJA.

Each source of federal funds has its own criteria for eligibility and administration. Recipients of these funds must follow the federal law and administrative rules that apply.

The state is responsible for overall management of these funds. NDDOT makes portions of the funds available to urban areas (Population > 5,000), counties, and other agencies for their use. After the summary of the programs is information on Urban Streets and Highways, County Roads and Bridges, and Public Transit Programs.

The tables in the Funding summary provide a summary of expected federal funding by program areas and amounts of matching funds needed in each area. These tables show that the projected available funds in each category are sufficient to fund the proposed program.

National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements.

The IIJA Act continues NHPP which was established under MAP-21. The NHS is composed of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes:

- The Interstate System.
- All principal arterials (including those not previously designated as part of the NHS) and border crossings on those routes.
- Intermodal connectors -- highways that provide motor vehicle access between the NHS and major intermodal transportation facilities.
- STRAHNET - the network of highways important to U.S. strategic defense and its connectors to major military installations.

The NHPP incorporated the funding from pre-MAP-21 programs including the Interstate Maintenance (IM) Program, National Highway System (NHS) Program, and Highway Bridge Program (HBP) for bridge infrastructure on the NHS.

Surface Transportation Block Grant Program (STBGP)

IIJA continues the Surface Transportation Block Grant Program (STBGP) acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how the Federal Highway Administration (FHWA) has historically administered it. The STBGP promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

STBGP incorporates the funding from the pre-MAP-21 Highway Bridge Program (HBP) for bridge infrastructure not on the NHS.

Per the IIJA, a percentage of the STBGP apportionment (after mandatory set-asides) is to be obligated in the following areas in proportion to their relative shares of the State's population:

- Urbanized areas with population greater than 200,000.
- Areas with population greater than 50,000 but no more than 200,000
- Areas with population greater than 5,000 but no more than 49,999
- Areas with population of 5,000 or less

The remaining percentage may be used in any area of the State.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The IIJA continues the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the

National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). As ND is currently a state without a nonattainment or maintenance area, CMAQ funds can be used for any CMAQ or STGBP eligible project.

Highway Safety Improvement Program (HSIP)

The IIJA continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. A HSIP project is any strategy, activity or project on a public road that is consistent with the data-driven Vision Zero Plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

Projects may provide improvements at identified high accident locations, minimize the potential for accidents, or are part of a system-wide improvement related to safety, as long as they are consistent with the Vision Zero Plan.

Railway-Highway Crossings Program

The IIJA continues the Railway-Highway Crossing Program. Funds are set aside from the HSIP for the Railway-Highway Crossing Program for safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings.

Funds are used to install or improve protective devices at railroad crossings to include signing, signals, or signals with gates and for improving at-grade railroad crossings and constructing or reconstruction of highway-railroad separation structures.

Metropolitan Planning Program

Continued in the IIJA, the metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. This funding is provided to the Metropolitan Planning Organizations (MPO) Program for TIP development, planning, transportation plans, and operation of the MPO.

National Highway Freight Program (NHFP)

The IIJA continues the National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including—

- investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- improving the state of good repair of the NHFN;

- using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- improving the efficiency and productivity of the NHFN;
- improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- reducing the environmental impacts of freight movement on the NHFN.

Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN and be identified in a freight investment plan included in the State's freight plan (required in FY 2019 and beyond). In addition, a State may use not more than 10% of its total NHFP apportionment each year for freight intermodal or freight rail projects.

Carbon Reduction Program (CRP)

IIJA introduced the Carbon Reduction Program (CRP) which provides funds for projects designed to reduce transportation emissions.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

IIJA introduced the PROTECT program. Information on the new PROTECT program will be updated when received by FHWA.

Other Programs

Transportation Alternatives (TA)

IIJA continues the Transportation Alternatives (TA) program. The FAST Act eliminated the Transportation Alternatives Program (TAP) established by MAP-21 and replaced it with a set-aside of the Surface Transportation Block Grant Program (STBGP) funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

The TAP previously replaced the funding from pre-MAP-21 programs including Transportation Enhancements (TE), Recreational Trails Program (RTP), and Safe Routes to School (SRTS), wrapping them into a single funding source.

Funds are to be used on projects or activities that are related to surface transportation as noted below:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.

- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including—
    - inventory, control, or removal of outdoor advertising;
    - historic preservation and rehabilitation of historic transportation facilities;
    - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
    - archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
    - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
    - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The RTP under 23 USC 206.
- The SRTS Program under §1404 of SAFETEA–LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Workforce development, training, and education activities that are in accordance with 23 USC 504(e).

Both cities and counties receive a percentage of the set-aside of the STBGP funding for TA, after approximately $1 million is set aside for the RTP. The RTP is used to provide for the continuation of recreational trails projects and it is administered by the North Dakota Department of Park and Recreation. The state has the option to opt out of the RTP program each year, based on the Governor's direction.

Selection of Projects
TA funds are administered by the LG Division to large and small urban areas, rural areas, and counties. Using a competitive process, a committee comprised of state, local, MPO, and other officials will select from proposed projects submitted by eligible entities. The match for these projects is generally 80.93 percent federal and 19.07 percent county or city.

Eligible Project Sponsors
Under 23 U.S.C. 213(c)(4)(B), the eligible entities to receive TA funds are:
- Local governments
- Regional transportation authorities,
- Transit agencies,
- Natural resource or public land agencies,
- School districts, local education agencies or schools,
- Tribal governments

- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or state agency) that the state determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

Bridge Formula Program (BFP)

IIJA introduced the Bridge Formula Program (BFP) with funding based on the relative costs of replacing a state's bridges classified as in poor condition and rehabilitating the state's bridges classified as in fair condition. North Dakota will receive $45 million each year through 2026. IIJA requires a 15% minimum set aside for off system bridges.

National Electric Vehicle Infrastructure (NEVI)

IIJA introduced the National Electric Vehicle Infrastructure (NEVI) which provides funds for developing the electric vehicle charging infrastructure.

Emergency Relief (ER) Program

IIJA continues the Emergency Relief (ER) provides funds for emergency repairs and permanent repairs on Federal-aid highways that have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause. This is normally due to a result of flooding caused by heavy rains or large spring run-off. Once the Governor declares a disaster area, and FHWA accepts the State's proposal, special funds are made available for the repair or restoration of these roads. Emergency repair work which is performed to restore essential traffic, minimize the extent of damage, or protect the remaining facilities and is accomplished in the first 270 days after the occurrence of the disaster, may be reimbursed at 100 percent Federal share. Permanent repairs generally are reimbursed at 80.93 or 90.00 percent Federal share depending on the roadway classification.

The NDDOT conducts statewide evaluations to determine if there are reasonable alternatives to roads, highway, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events. NDDOT performs this evaluation in accordance with 23 CFR part 667. This evaluation is prepared before including any project relating to such facility in the STIP.

Discretionary Program

IIJA continues some of the previous Discretionary Programs, which are federal funds specifically designated by Congress for particular projects or programs are not distributed by a mandated distribution formula. Allocated funds are generally congressional appropriation earmarks and Congress acts on these funds each year as part of the new Appropriations Act. The spending level varies from year to year. Allocated discretionary funds generally have their own obligation limitation, which is equal to the amount of the funding.

Federal Lands and Tribal Transportation Program

IIJA continues to acknowledge the importance of access to federal and tribal lands. The Federal Lands and Tribal Transportation Program consists of three programs to create unification and acknowledge the importance of access to federal and tribal lands. The *Federal Lands Transportation Program (FLTP) is* for projects that improve access within the Federal estate, such as national forests and national recreation areas, on infrastructure owned by the Federal government. The Federal land management agency (FLMA) partners will administer the program. The *Federal Lands Access Program* is for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to Federal lands. Representatives from FHWA - Central Federal Lands (CFL), NDDOT (LG Division), and North Dakota Association of Counties (NDACo), in consultation with applicable FLMAs, will administer the program. The *Tribal Transportation Program (TTP)* provides access to basic community services to enhance the quality of life on Indian Reservations. The Bureau of Indian Affairs (BIA) or FHWA- Central Federal Lands (CFL) will administer the program along with the local tribal partners.

Urban and County Federal Funding

Urban Streets and Highways

In urban areas, roads that primarily serve traffic generating outside of the urban area have been designated as the Regional System. The Regional System generally consists of streets and highways on the state system in and through urban areas. Other functionally classified streets are referred to as urban roads. The federal fund apportionment for urban streets and highways is divided between the Urban Roads and Urban Regional systems. Each year, NDDOT Local Government (LG) Division coordinates with the cities above 5,000 in population (including those that have a Metropolitan Planning Organization (MPO)) to prepare and submit requests for urban roads, and bridge replacement projects for the next four construction years. NDDOT requests urban regional system projects for the next five construction years.

Urban areas over 50,000 residents have MPOs, which are involved in program planning for those areas. These areas are required to prepare a TIP each year. Each of the three MPOs has prepared a TIP document which is available upon request:

1. Bismarck-Mandan MPO, 221 N. 5th St., PO Box 5503, Bismarck, ND 58506-5503, Telephone (701) 355-1840, Email: mpo@bismarcknd.gov
   Website: http://www.bismarcknd.gov/
2. Fargo-Moorhead Metropolitan Council of Governments, One 2nd St N., Suite #232, Fargo, ND 58102, Telephone (701) 232-3242, Email: metrocog@fmmetrocog.org
   Website: http://www.fmmetrocog.org
3. Grand Forks-East Grand Forks MPO, 255 N. 4th St., Grand Forks, ND 58206, Telephone (701) 746-2660, Email: info@theforksmpo.org
   Website: http://www.theforksmpo.org

County Roads and Bridges

The LG Division annually allocates money to each county for roads and bridges. The annual allocations are sometimes not sufficient to fund a project within a county. In some instances,

counties may allow their allocations to accumulate for two or more years. When sufficient amounts exist, they may then fund a project.

The NDDOT shares the federal highway funds with the 53 counties. The counties can use these funds for any project they select as long as it is on their federal aid system of roads. The match on these projects is up to 80.93 percent federal with the remainder being county funds.

NDDOT distributes these funds to the 53 counties based on the following formula:

- 25% - Land area
- 25% - Population
- 25% - Miles of federal aid roads
- 25% - Local effort (mill levy program)

The counties also receive funding for bridges to use on the county and township roads, and on most streets in the cities, but not on the urban (state) system. The IIJA requires that 15% of the 2009 Highway Bridge Program (HBP) Apportionment be obligated for off system bridges. The match for these projects will vary between 100% and 80.93 percent federal and 19.07 percent county or city depending on the location and the federal funding allocated to the project.

The individual counties select their road projects on an annual basis. The projects will be identified when LG meets with the counties in October. A list of proposed projects are sent to FHWA each year. Due to the timing of the yearly meetings with the counties, it is not possible to include a current list of projects in the Appendix.

Public Transit Programs

The NDDOT administers federal transit grant funds to rural, non-urbanized areas and state-aid funding for the entire state and ensures that transit projects meet federal and state regulations and requirements.

North Dakota's public transit programs fall into four categories, which are included in this STIP in summary form. The categories are as follows:

1. Urban/Urbanized Transit Programs
2. Rural Transit Programs
3. State Aid Transit Program
4. Intercity Busing

Federal Transit Grants

The Federal Transit Administration (FTA) annually apportions federal funding which includes grant monies allotted under sections 5303, 5304, 5307, 5339, 5310, and 5311. The grant funding is administered as follows:

Section 5303 AND 5304 – Statewide Planning and Metropolitan Planning
Section 5304 is a companion program to the Section 5303 program and provides an annual apportionment of federal transit planning funds to North Dakota for a variety of statewide planning

activities. The state can use these funds for a variety of transit related purposes such as planning, technical studies and assistance, demonstrations, management training and cooperative research. Currently, these funds are combined with the Section 5303 funds and disbursed to the urbanized areas in the state for metropolitan planning activities. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Section 5304 funds shifted to the metropolitan areas are rolled into the Consolidated Planning Grant. The combining of FTA and FHWA planning funds allows flexibility in transportation, urban street and highway planning activities. Budget tracking and cost billing are also greatly simplified. Section 5304 and Section 5303 funds are distributed to the three MPOs by means of a distribution formula developed by the MPOs. The MPOs and their respective cities each develop an annual proposed work program that details how each urbanized area will utilize its planning apportionment. The three urbanized areas in North Dakota are: Bismarck-Mandan MPO, Fargo-Moorhead Metropolitan Council of Governments, and Grand Forks-East Grand Forks MPO.

Two of North Dakota's urbanized areas (Fargo-Moorhead, and Grand Forks-East Grand Forks) are located at the North Dakota state line with Minnesota and have neighboring state line cities of Moorhead, Minnesota and East Grand Forks, Minnesota respectively. Minnesota planning funds allocated annually to these two Minnesota cities by FTA and FHWA are also pooled into the CPG to facilitate administration of these funds to these state line urbanized areas. The NDDOT is the lead agency and administers the combined CPG funds for both state line urbanized areas.

Section 5307 Urbanized Area Formula Program
Section 5307 makes federal funds available to urbanized areas for transit capital and operating assistance in urbanized areas and also for transit related planning.

In North Dakota, Section 5307 formula transit funds are administered directly to the state's three urbanized areas/cities by the FTA Region VIII Office in Denver, and thus the funds do not pass through the NDDOT. The MPOs and their respective cities jointly develop an annual proposed transit "program of projects" that details how each urbanized area will utilize its transit apportionment. The three urbanized areas in North Dakota are: Bismarck-Mandan, Fargo-Moorhead, and Grand Forks-East Grand Forks.

Section 5339 Bus and Bus Facilities for Major Capital Investment
Section 5339 provides federal funds for transit projects in both urban and rural areas of the state to replace, rehabilitate, and purchase buses and related equipment and to construct or rehab bus-related facilities. These funds are provided for transit needs that exceed the capabilities of the annual formula funding provided under Sections 5307 and 5311. Providers will submit applications for various programs appropriate to the needs of their agency.

Section 5310 – Enhanced Mobility for Seniors and Persons with Disabilities
Section 5310 program funds may be used for capital and operating expenses in rural and urban areas to support transportation services to improve the mobility of seniors and persons with disabilities. These funds are generally used to purchase vehicles.

Projects selected for funding under Section 5310 must be derived from a locally developed,

coordinated public transit/human services transportation plan. These plans identify the transportation needs of persons with disabilities, seniors and people with low incomes and provide strategies for meeting these needs. Eligible subrecipients are private non-profit organizations, governmental authorities where no non-profit organizations are available to provide service and intercity carriers, provided all federal qualifications are met.

Sections 5311 Formula Grants for Other than Urbanized Areas
Section 5311 provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 in population. It is apportioned in proportion to each state's non-urbanized population and vehicle revenue miles. Funding may be used for small capital, operating, state administration, and project administration expenses. Each state prepares an annual "program of projects", which must provide for fair and equitable distribution of funds within the state, including Indian reservations, and must also provide for maximum feasible coordination with transportation services assisted by other federal sources.

Section 5311(b)(3) Rural Transit Assistance Program (RTAP)
The program provides funds for transit related training and technical assistance to the rural transit operators in the state. These RTAP funds can be used for personnel training to improve public transit services in rural areas. These funds are provided at 100%, and therefore, do not require the usual local matching funds.

FTA-RTAP funds will be used to provide local transit projects and personnel a variety of training and technical assistance in the field of public transit. This is made available to all rural transit projects in the state that receive 5311 funding.

Section 5311(j), Public Transportation on Indian Reservations
This transit assistance program provides federal funds directly to Indian Tribes to improve public transportation on Indian Reservations. All Indian Reservations in North Dakota are eligible for these funds and can apply for them through the FTA Denver Regional Office.

Section 5311(f), Intercity Bus Program
This Intercity program provides federal funds to Intercity operators. The goal of the program is to provide continuous bus transportation across the country. A minimum of 15% of the Section 5311 funding is programed for the Intercity Program.

COVID-19 Relief Funds
NDDOT received emergency funds to award to subrecipients to prevent, prepare for, and respond to COVID-19.

CARES Act funding in the amount of $17,996,449. These funds are being spent on operating, administration, preventive maintenance, and intercity bus projects.

CRRSSA 5310 funding in the amount of $115,202. These funds are being spent on operating and mobility manager projects.

ARP Act funding in the amount of $1,609,357. These funds are being spent on operating, administration, mobility manager, preventive maintenance, and intercity bus projects.

All emergency funding will be awarded to subrecipients for eligible projects and detailed in a Program of Projects document approved by FTA in TrAMS.

Urbanized Transit Programs

Urban areas with populations over 50,000 persons are known as urbanized areas, and each has a Metropolitan Planning Organizations (MPO's) that conducts transit planning for its respective urbanized area. North Dakota's three MPO-designated urbanized areas are:

1. Bismarck-Mandan
2. Fargo-Moorhead
3. Grand Forks-East Grand Forks

Each of the three MPOs and their respective cities jointly develop an annual proposed transit "program of projects" that details how each urbanized area will utilize its transit funds. Details of the respective transit program of projects are contained in each MPO area TIP (Transportation Improvement Program).

Rural Transit Programs

Localities with less than 50,000 in population are defined as rural areas. North Dakota currently has 26 rural transit projects that will receive Section 5311 funding during federal FY 2023 to provide transit services in the rural areas of the state. These projects are identified in the FY 2023 Section 5311 Program of Projects. These same 26 projects are also eligible to receive Sections 5339 and 5310 funding. These funds are administered by the NDDOT based on project needs as determined through an application process.

It is anticipated that the number of rural transit projects receiving federal funding each year will remain relatively constant during the timeframe covered by this STIP document (2023-2026). Also, North Dakota anticipates receiving a relatively constant level of federal funding for transit needs during this same timeframe.

Public Transit Agency Safety Plan

NDDOT has developed a State Transit Agency Safety Plan that was approved by the NDDOT executive management September 2020. The plan includes a Safety Management System (SMS) to monitor and improve the safety performance for passengers and employees. Performance measures and targets regarding Injuries, Fatalities, Safety Events, and System Reliability have been established so to reduce the areas of highest or unacceptable safety risk. All three Urban subrecipients have an approved safety plan.

The Safety Performance Targets include

Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM / failures)
Fixed Route Bus	0	0	5 or less	0.2	7 or less	0.28	10,000
ADA / Paratransit	0	0	1 or less	0.1	1 or less	0.1	70,000

State Aid for Public Transit Programs

North Dakota has a State Aid for Public Transit assistance program. Since this state-aid program involves only state funds (no federal funding) it is included herein for informational purposes only. 29 public transit projects (both urban and rural) throughout the state receive state funds to support their transit operations.

Transit Performance Management

The state sponsored TAM plan was approved by the NDDOT executive management October 2018 and has been reviewed annually with revisions to performance targets and useful life benchmarks. Annually, the state transit agencies accept the TAM targets through the BlackCat Grant Electronic system. An updated TAM plan was submitted in July of 2022.

Performance measures have been established for facilities, equipment, and rolling stock as part of the NDDOT Transit Asset Management (TAM) Plan. These performance measures help the transit agencies quantify the condition of their assets which facilitates setting targets that support funding prioritization.

TAM targets include,

- Rolling Stock - up to 10% of state fleet revenue rolling stock meets or exceeds Useful Life Benchmark
- Equipment - up to 10% of equipment meets or exceeds Useful Life Benchmark
- Facilities - all transit facilities assessed a condition rating at 3.0 or above.

The target for facilities has been met every year and the state is making progress towards meeting the rolling stock and equipment targets.

State transit agencies participating in the state sponsored TAM plan include

Participating Rural 5311 Transit Agencies	
Benson County Transportation	City of Minot
Cando/Towner County Transportation	Nutrition United/Rolette County Transportation
Cavalier County Transit	Pembina County Meals & Transportation
Devils Lake Senior Meals and Services	Souris Basin Transportation
Dickey County Transportation	South Central Adult Services
Dickinson Public Transportation	Southwest Transportation Services
Golden Valley/Billings Council on Aging	Valley Senior Services
Hazen City Busing	Walsh County Transportation
James River Public Transit	West River Transit
Kenmare Wheels & Meals	Wildrose Public Transportation
Kidder Senior Services	Northwest Council on Aging

Participating Urban Transit Agencies	**Participating Tribal Transit Agencies**
Bis-Man Transit Board	Turtle Mountain Transit
Grand Forks Cities Area Transit	Standing Rock Public Transit

Participating MPO's
Bis-Man MPO
Grand Forks MPO

Transit Program Information

For questions or further information on any of the above transit programs, contact the LG Division by phone at (701) 328-4469 or via email to Stacey Hanson at smhanson@nd.gov.

2023
Program Summary (In Thousands)

	Expenditures[1]			Revenues		
State Highway Construction Program	**Total**	**Federal**	**State/Other**	**Total**	**Federal**	**State/Other[2]**
Interstate Maintenance[3]	$103,055	$92,694	$10,361	$0	$0	$0
National Highway Performanc	$149,007	$62,188	$86,819	$210,325	$170,216	$40,109
National Highway Freight[4]	$0	$0	$0	$10,634	$8,606	$2,028
Highway Safety Improvements[5]	$29,533	$18,294	$11,239	$23,552	$19,061	$4,491
Railway-Highway Crossing	$5,222	$4,700	$522	$4,840	$3,917	$923
Surface Transportatior	$126,916	$103,072	$23,844	$58,609	$47,433	$11,177
Total	**$413,733**	**$280,948**	**$132,785**	**$307,961**	**$249,233**	**$58,728**
Urban Highway Construction Program						
National Highway Performance	$13,225	$10,351	$2,874	$13,425	$10,865	$2,560
Highway Safety Improvements[5]	$469	$422	$47	$469	$422	$47
Surface Transportation/CMAQ/	$45,385	$32,489	$12,896	$53,887	$43,611	$10,276
Total	**$59,079**	**$43,262**	**$15,817**	**$67,781**	**$54,897**	**$12,883**
County Highway Construction Program						
Surface Transportation	$27,974	$22,571	$5,403	$22,938	$18,564	$4,374
Highway Safety Improvements[5]	$1,180	$1,050	$130	$1,180	$1,050	$130
Total	**$29,154**	**$23,621**	**$5,533**	**$24,118**	**$19,614**	**$4,504**
Bridge Program						
State Bridges	$52,039	$25,140	$26,899	$38,305	$31,000	$7,305
County Bridges	$15,247	$12,340	$2,907	$17,299	$14,000	$3,299
Inspection, Load Rating, and Maintenance	$6,308	$5,106	$1,202	$7,278	$5,890	$1,388
Total	**$73,594**	**$42,586**	**$31,008**	**$62,882**	**$50,890**	**$11,992**
Transportation Alternatives Program						
State Highways[6]	$0	$0	$0	$0	$0	$0
Urban Areas	$3,903	$3,141	$762	$4,795	$3,881	$914
County Areas	$2,574	$2,083	$491	$2,978	$2,410	$568
Total	**$6,477**	**$5,224**	**$1,253**	**$7,773**	**$6,291**	**$1,482**
Emergency Relief	**$10,550**	**$9,595**	**$955**	**$10,550**	**$9,595**	**$955**
INFRA Grant	**$8,006**	**$8,006**	**$0**	**$8,006**	**$8,006**	**$0**
RAISE Grant	**$7,638**	**$3,819**	**$3,819**	**$7,638**	**$3,819**	**$3,819**
CVD	**$825**	**$825**	**$0**	**$825**	**$825**	**$0**
ROM Missile Roads	**$4,000**	**$4,000**	**$0**	**$4,000**	**$4,000**	**$0**
UGP	**$5,312**	**$3,843**	**$1,469**	**$5,312**	**$3,843**	**$1,469**
Electic Vehicle[7]	**$0**	**$0**	**$0**	**$5,000**	**$5,000**	**$0**
PROTECT[7]	**$0**	**$0**	**$0**	**$9,114**	**$9,114**	**$0**
Carbon Reduction[7]	**$0**	**$0**	**$0**	**$8,015**	**$8,015**	**$0**
Transit	**$36,566**	**$20,522**	**$16,044**	**$36,566**	**$20,522**	**$16,044**
Total	**$654,934**	**$446,251**	**$208,683**	**$565,540**	**$453,663**	**$111,877**
Maintenance & Operations	**$125,588**	**$0**	**$125,588**	**$125,588**	**$0**	**$125,588**
Grand Total	**$780,522**	**$446,251**	**$334,271**	**$691,128**	**$453,663**	**$237,465**

(1) Contains pending projects - ($1.1 Million Total, $0.9 Million Federal), if additional funding/revenues would be available.

(2) Historically, North Dakota Legislature has provided match, and it is assumed they will continue to do so. Funds may be shifted between categories as allowed and projects adjusted based on the actual federal funding revenues received.

(3) The Interstate Maintenance Program was combined into the National Highway Performance Program with MAP-21 and FAST, but it continues to be shown on this Program Summary to track the state match since it is at 90% federal. The Revenue is shown as $0, but it will come out of the National Highway Performance Program.

(4) This revenue will be used on an elgible project, generally on the Interstate or Nation Highway sytems.

(5) Highway Safety Improvements are projects from the HSIP which includes projects that may be in the State, Urban, and County Highway Construction Programs.

(6) The Revenue is shown as $0 under the State Highway portion of the Transportation Alternatives, but the necessary revenue will come out of the STBGP revenues if the projects move forward based on the Program funding decisions.

(7) New Programs from IIJA. Progams to use funding are currently be developed.

2024
Program Summary (In Thousands)

	Expenditures [1]			Revenues		
State Highway Construction Program	**Total**	**Federal**	**State/Other**	**Total**	**Federal**	**State/Other [2]**
Interstate Maintenance [3]	$93,350	$83,960	$9,390	$0	$0	$0
National Highway Performance	$95,889	$77,844	$18,045	$214,532	$173,620	$40,911
National Highway Freight [4]	$0	$0	$0	$10,847	$8,779	$2,069
Highway Safety Improvements [5]	$47,260	$38,017	$9,243	$24,274	$19,645	$4,629
Railway-Highway Crossing	$5,222	$4,700	$522	$4,840	$3,917	$923
Surface Transportation	$143,831	$115,523	$28,308	$54,430	$44,051	$10,380
Total	**$385,552**	**$320,044**	**$65,508**	**$308,923**	**$250,011**	**$58,912**
Urban Highway Construction Program						
National Highway Performance	$38,990	$26,906	$12,084	$13,694	$11,082	$2,611
Highway Safety Improvements [5]	$333	$333	$0	$333	$333	$0
Surface Transportation/CMAQ/	$74,203	$52,116	$22,087	$51,259	$41,484	$9,775
Total	**$113,526**	**$79,355**	**$34,171**	**$65,285**	**$52,899**	**$12,386**
County Highway Construction Program						
Surface Transportation	$30,078	$24,274	$5,804	$21,096	$17,073	$4,023
Highway Safety Improvements [5]	$1,061	$966	$95	$1,194	$966	$228
Total	**$31,139**	**$25,240**	**$5,899**	**$22,290**	**$18,039**	**$4,251**
Bridge Program						
State Bridges	$30,334	$25,719	$4,615	$38,305	$31,000	$7,305
County Bridges	$15,247	$12,340	$2,907	$17,299	$14,000	$3,299
Inspection, Load Rating, and Maintenance	$6,308	$5,106	$1,202	$7,278	$5,890	$1,388
Total	**$51,889**	**$43,165**	**$8,724**	**$62,882**	**$50,890**	**$11,992**
Transportation Alternatives Program						
State Highways [6]	$0	$0	$0	$0	$0	$0
Urban Areas	$1,645	$1,331	$314	$4,908	$3,972	$936
County Areas	$1,193	$965	$228	$3,048	$2,467	$581
Total	**$2,838**	**$2,296**	**$542**	**$7,955**	**$6,438**	**$1,517**
Emergency Relief	**$1,520**	**$1,420**	**$100**	**$1,520**	**$1,420**	**$100**
INFRA Grant	**$4,365**	**$4,365**	**$0**	**$4,365**	**$4,365**	**$0**
RAISE Grant	**$1,500**	**$750**	**$750**	**$1,500**	**$750**	**$750**
ROM Missile Roads	**$4,000**	**$4,000**	**$0**	**$4,000**	**$4,000**	**$0**
UGP	**$7,468**	**$3,943**	**$3,525**	**$7,468**	**$3,943**	**$3,525**
Electic Vehicle [7]	**$0**	**$0**	**$0**	**$5,000**	**$5,000**	**$0**
PROTECT [7]	**$0**	**$0**	**$0**	**$9,296**	**$9,296**	**$0**
Carbon Reduction [7]	**$0**	**$0**	**$0**	**$8,176**	**$8,176**	**$0**
Transit	**$36,024**	**$19,902**	**$16,122**	**$36,024**	**$19,902**	**$16,122**
Total	**$639,821**	**$504,480**	**$135,341**	**$544,684**	**$435,130**	**$109,554**
Maintenance & Operations	**$125,588**	**$0**	**$125,588**	**$125,588**	**$0**	**$125,588**
Grand Total	**$765,409**	**$504,480**	**$260,929**	**$670,272**	**$435,130**	**$235,142**

(1) Contains pending projects - ($8.6 Million Total, $6.9 Million Federal), if additional funding/revenues would be available.

(2) Historically, North Dakota Legislature has provided match, and it is assumed they will continue to do so. Funds may be shifted between categories as allowed and projects adjusted based on the actual federal funding revenues received.

(3) The Interstate Maintenance Program was combined into the National Highway Performance Program with MAP-21 and FAST, but it continues to be shown on this Program Summary to track the state match since it is at 90% federal. The Revenue is shown as $0, but it will come out of the National Highway Performance Program.

(4) This revenue will be used on an elgible project, generally on the Interstate or Nation Highway sytems.

(5) Highway Safety Improvements are projects from the HSIP which includes projects that may be in the State, Urban, and County Highway Construction Programs.

(6) The Revenue is shown as $0 under the State Highway portion of the Transportation Alternatives, but the necessary revenue will come out of the STBGP revenues if the projects move forward based on the Program funding decisions.

(7) New Programs from IIJA. Progams to use funding are currently be developed.

2025
Program Summary (In Thousands)

	Expenditures [1]			Revenues		
State Highway Construction Program	**Total**	**Federal**	**State/Other**	**Total**	**Federal**	**State/Other [2]**
Interstate Maintenance [3]	$105,098	$94,532	$10,566	$0	$0	$0
National Highway Performance	$104,008	$84,174	$19,834	$218,822	$177,092	$41,729
National Highway Freight [4]	$0	$0	$0	$11,064	$8,954	$2,110
Highway Safety Improvements [5]	$14,888	$13,713	$1,175	$24,338	$19,697	$4,641
Railway-Highway Crossing	$5,222	$4,700	$522	$4,840	$3,917	$923
Surface Transportation	$171,833	$138,183	$33,650	$56,338	$45,595	$10,744
Total	**$401,049**	**$335,302**	**$65,747**	**$315,403**	**$255,255**	**$60,147**
Urban Highway Construction Program						
National Highway Performance	$22,192	$17,186	$5,006	$13,967	$11,304	$2,664
Highway Safety Improvements [5]	$540	$486	$54	$540	$486	$54
Surface Transportation/CMAQ/	$120,558	$33,137	$87,421	$53,029	$42,916	$10,113
Total	**$143,290**	**$50,809**	**$92,481**	**$67,536**	**$54,706**	**$12,830**
County Highway Construction Program						
Surface Transportation	$33,182	$26,786	$6,396	$21,981	$17,789	$4,192
Highway Safety Improvements [5]	$1,312	$1,181	$0	$1,459	$1,181	$278
Total	**$34,494**	**$27,967**	**$6,396**	**$23,440**	**$18,970**	**$4,470**
Bridge Program						
State Bridges	$32,409	$28,510	$3,899	$38,305	$31,000	$7,305
County Bridges	$15,247	$12,340	$2,907	$17,299	$14,000	$3,299
Inspection, Load Rating, and Maintenance	$6,308	$5,106	$1,202	$7,278	$5,890	$1,388
Total	**$53,964**	**$45,956**	**$8,008**	**$62,882**	**$50,890**	**$11,992**
Transportation Alternatives Program						
State Highways [6]	$0	$0	$0	$0	$0	$0
Urban Areas	$1,180	$955	$225	$5,023	$4,065	$958
County Areas	$870	$704	$166	$3,119	$2,524	$595
Total	**$2,050**	**$1,659**	**$391**	**$8,142**	**$6,589**	**$1,553**
Emergency Relief	**$5,867**	**$4,939**	**$928**	**$5,867**	**$4,939**	**$928**
ROM Missile Roads	**$4,000**	**$4,000**	**$0**	**$4,000**	**$4,000**	**$0**
UGP	**$5,669**	**$4,588**	**$1,081**	**$5,669**	**$4,588**	**$1,081**
Electic Vehicle [7]	**$0**	**$0**	**$0**	**$5,000**	**$5,000**	**$0**
PROTECT [7]	**$0**	**$0**	**$0**	**$9,482**	**$9,482**	**$0**
Carbon Reduction [7]	**$0**	**$0**	**$0**	**$8,339**	**$8,339**	**$0**
Transit	**$36,748**	**$20,288**	**$16,460**	**$36,748**	**$20,288**	**$16,460**
Total	**$687,131**	**$495,508**	**$191,492**	**$538,025**	**$428,564**	**$109,461**
Maintenance & Operations	**$125,588**	**$0**	**$125,588**	**$125,588**	**$0**	**$125,588**
Grand Total	**$812,719**	**$495,508**	**$317,080**	**$663,613**	**$428,564**	**$235,049**

(1) Contains pending projects - ($5.7Million Total, $4.3 Million Federal), if additional funding/revenues would be available.

(2) Historically, North Dakota Legislature has provided match, and it is assumed they will continue to do so. Funds may be shifted between categories as allowed and projects adjusted based on the actual federal funding revenues received.

(3) The Interstate Maintenance Program was combined into the National Highway Performance Program with MAP-21 and FAST, but it continues to be shown on this Program Summary to track the state match since it is at 90% federal. The Revenue is shown as $0, but it will come out of the National Highway Performance Program.

(4) This revenue will be used on an elgible project, generally on the Interstate or Nation Highway sytems.

(5) Highway Safety Improvements are projects from the HSIP which includes projects that may be in the State, Urban, and County Highway Construction Programs.

(6) The Revenue is shown as $0 under the State Highway portion of the Transportation Alternatives, but the necessary revenue will come out of the STBGP revenues if the projects move forward based on the Program funding decisions.

(7) New Programs from IIJA. Progams to use funding are currently be developed.

2026
Program Summary (In Thousands)

	Expenditures [1]			Revenues		
State Highway Construction Program	**Total**	**Federal**	**State/Other**	**Total**	**Federal**	**State/Other [2]**
Interstate Maintenance [3]	$116,535	$99,064	$17,471	$0	$0	$0
National Highway Performance	$89,279	$72,254	$17,025	$223,198	$180,634	$42,564
National Highway Freight [4]	$0	$0	$0	$11,286	$9,134	$2,152
Highway Safety Improvements [5]	$16,636	$14,972	$1,664	$23,623	$19,118	$4,505
Railway-Highway Crossing	$5,222	$4,700	$522	$4,840	$3,917	$923
Surface Transportation	$164,391	$132,144	$32,247	$57,337	$46,402	$10,934
Total	**$392,063**	**$323,134**	**$68,929**	**$320,284**	**$259,206**	**$61,078**
Urban Highway Construction Program						
National Highway Performance	$42,160	$29,186	$12,974	$14,247	$11,530	$2,717
Highway Safety Improvements [5]	$2,165	$1,948	$217	$2,165	$1,948	$217
Surface Transportation/CMAQ/	$25,889	$17,538	$8,351	$54,152	$43,825	$10,327
Total	**$70,214**	**$48,672**	**$21,542**	**$70,564**	**$57,303**	**$13,261**
County Highway Construction Program						
Surface Transportation	$30,253	$24,416	$5,837	$22,459	$18,176	$4,283
Highway Safety Improvements [5]	$806	$725	$0	$896	$725	$171
Total	**$31,059**	**$25,141**	**$5,837**	**$23,355**	**$18,901**	**$4,454**
Bridge Program						
State Bridges	$37,972	$32,090	$5,882	$38,305	$31,000	$7,305
County Bridges	$15,247	$12,340	$2,907	$17,299	$14,000	$3,299
Inspection, Load Rating, and Maintenance	$6,308	$5,106	$1,202	$7,278	$5,890	$1,388
Total	**$59,527**	**$49,536**	**$9,991**	**$62,882**	**$50,890**	**$11,992**
Transportation Alternatives Program						
State Highways [6]	$0	$0	$0	$0	$0	$0
Urban Areas	$0	$0	$0	$5,140	$4,160	$980
County Areas	$2,051	$1,660	$391	$3,192	$2,583	$609
Total	**$2,051**	**$1,660**	**$391**	**$8,332**	**$6,743**	**$1,589**
Emergency Relief	**$1,000**	**$1,000**	**$0**	**$0**	**$0**	**$0**
ROM Missile Roads	**$4,000**	**$4,000**	**$0**	**$4,000**	**$4,000**	**$0**
UGP	**$5,684**	**$4,600**	**$1,084**	**$5,684**	**$4,600**	**$1,084**
Electic Vehicle [7]	**$0**	**$0**	**$0**	**$5,000**	**$5,000**	**$0**
PROTECT [7]	**$0**	**$0**	**$0**	**$9,672**	**$9,672**	**$0**
Carbon Reduction [7]	**$0**	**$0**	**$0**	**$8,506**	**$8,506**	**$0**
Transit	**$33,826**	**$20,683**	**$13,143**	**$33,826**	**$20,683**	**$13,143**
Total	**$599,424**	**$478,426**	**$120,917**	**$552,103**	**$445,503**	**$106,600**
Maintenance & Operations	**$125,588**	**$0**	**$125,588**	**$125,588**	**$0**	**$125,588**
Grand Total	**$725,012**	**$478,426**	**$246,505**	**$677,691**	**$445,503**	**$232,188**

(1) Contains pending projects - ($28.2 Million Total, $25.4 Million Federal), if additional funding/revenues would be available.

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NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

REQUIRED FEDERAL CERTIFICATIONS
(PER 23 U.S.C. 135 AND 23 CFR, PART 450.220 - HIGHWAYS)
(PER 49 U.S.C., SECTION 5323(k) - TRANSIT)

The North Dakota Department of Transportation (NDDOT) hereby certifies that its statewide transportation planning process is being carried out in accordance with all respective Federal requirements, including the following:

Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by the State under 23 U.S.C. 324 and 29 U.S.C. 794;

Section 1003(b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 (Public Law 102-204, 105 Statute 1914) regarding the involvement of disadvantaged business enterprises in FHWA and FTA funded projects (Section 105(f), Public Law 97-424, 96 Statute 2100, 49 CFR Part 23);

The provisions of the Americans with Disabilities Act (ADA) of 1990 (Public Law 101-336, 104 Statute 327, as amended) and the U.S. DOT regulations "Transportation for Individuals with Disabilities"; and

The provisions of 49 CFR Part 20 regarding restrictions on influencing certain Federal activities.

IN ADDITION,

NDDOT, as an applicant for FHWA programs, grants, or cooperative agreements, certifies that its principals:

1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

2. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offence in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

3. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (2) of this certification;

4. Have not within a three-year period preceding this certification had one or more public transactions (Federal, State, or local) terminated for cause or default; and

5. Have not engaged in the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance and that the entire workplace is drugfree while conducting any activity with grants or subgrants.

NDDOT certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provisions of 49 CFR, Part 29, are applicable thereto.

IN ADDITION,

NDDOT certifies that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any Federal contract; the making of any Federal grant; the making of any Federal loan; the entering into of any cooperative agreement; and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants, and contracts and subcontracts under grants, subgrants, loans, and cooperative agreements) which exceed $100,000, and that all such subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S.C. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

NDDOT Director

Drew H. Wrigley
Attorney General

11/2/2022
Date

11/1/22
Date

By: SAAG
Assistant Attorney General

U.S. Department of Transportation

Federal Highway Administration
North Dakota Division
4503 Coleman St, Ste 205
Bismarck, ND 58503
701.250.4204 – Phone
701.250.4395 – Fax

Federal Transit Administration
Region 8
1961 Stout St, Ste 13-301
Denver, CO 80294-3007
303.362.2400 – Phone
303.362.2424 – Fax

December 8, 2022

Ron Henke, Director
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

Dear Ron Henke:

Subject: Statewide Planning Finding and State Transportation Improvement Program (STIP) Approval

The North Dakota Department of Transportation 2023-2026 Statewide Transportation Improvement Program submitted November 7, 2022 to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) is approved.

We are required to evaluate the planning process as part of the Statewide Transportation Improvement Program (STIP) approval. 23 CFR 450.220(b) instructs the two Administrations to issue a "joint finding on the extent to which the STIP is based on a statewide planning process that meets, or substantially meets, the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, and subparts A, B, and C of this part."

The formal planning finding for the 2023-2026 STIP is attached. The planning finding this year was an extensive look at all the planning elements, including the statewide and metropolitan planning activities, the Statewide Transportation Improvement Plan, performance-based planning, and public involvement activities.

Throughout the year, the FTA and the FHWA have engaged in activities with the Metropolitan Planning Organizations (MPOs), including periodic MPO Directors meetings and regularly scheduled MPO technical committee meetings. The MPOs have also provided copies of documents they have prepared for studies and Transportation Improvement Programs, and invitations to public involvement meetings.

Based on the reviews and participation in the statewide and MPO planning activities, the FTA and the FHWA have identified a recommendation which is intended only to assist the NDDOT in improving their program, not as a corrective action. In addition to the recommendation, there is a commendation for the NDDOT.

- Recommendation: Further expand Public Participation to underserved, minority, and disadvantaged communities.
- Commendation: The NDDOT is actively working with numerous stakeholders on multi-modal opportunities to address access issues in a Medora Transportation Plan by using a variety of public participation methods.

The attached planning finding provides additional details.

If you have questions or need additional information, please contact Ranae Tunison, FTA, at (303) 362-2397, or Kristen Sperry, FHWA, at (701) 221-9464.

Sincerely,

Cindy Terwilliger
Regional Administrator
Federal Transit Administration

Lee D. Potter, P.E.
Division Administrator
Federal Highway Administration

Enclosure: STIP Federal Planning Finding

Ecc: Jen Turnbow, NDDOT
Jane Berger, NDDOT
Paul Benning, NDDOT
Tracey MacDonald, FTA
Kris Reisenberg, FHWA-MN
Anna Pierce, MnDOT
Pamela Todd, FHWA-ND

North Dakota FY 2023-2026 STIP Federal Planning Finding

Issued by FTA Region 8 and FHWA North Dakota Division for Statewide, Non-Metropolitan, and Metropolitan Transportation Planning and Programming Processes

This is the documented Federal Planning Finding for the North Dakota Department of Transportation (NDDOT) FYs 2023-2026 Statewide Transportation Improvement Program (STIP) and all incorporated Transportation Improvement Programs (TIPs). This Federal Planning Finding includes various planning documents and/or studies that have been reviewed since the last annual STIP approval on 12/22/2021. FHWA and FTA have reviewed the following planning documents prepared by the NDDOT and the North Dakota Metropolitan Planning Organizations (MPOs): BisMan (BMMPO), The Forks (GF-EGF), Fargo-Moorhead (FMMCOG).

FHWA reviewed the following planning documents:

- NDDOT Freight and Rail Plan,
- STIP,
- TIPs,
- Unified Planning Work Programs (UPWPs),
- State Planning and Research (SPR) Part I and State Planning and Research (SPR) Part II and associated amendments.

FTA reviewed the following planning documents:

- STIP,
- TIPs,
- Unified Planning Work Programs (UPWPs),
- State Planning and Research (SPR) Part I and State Planning and Research (SPR) Part II and associated amendments,
- Statewide Management Plan (SMP),
- Transit Asset Management (TAM),
- Transit Development Plans (TDP), and
- Public Transportation Safety Plan (PTASP).

BACKGROUND INFORMATION

What is a Federal Planning Finding?

- A Federal Planning Finding is a formal action taken by the FTA and FHWA to ensure that STIPs and TIPs are developed according to Statewide and Metropolitan transportation planning

processes consistent with required statutory and regulatory planning and related provisions (23 USC 134 and 135, 49 USC 5303 and 5304, 23 CFR Part 450 and 49 CFR Part 613).

- A Federal Planning Finding verifies projects in the STIP (including projects from TIPs) are based on a planning process that substantially meets the requirements of Title 23 and Title 49.
- A Federal Planning Finding is a formal opportunity to highlight what works well and what needs improvement in a Statewide or metropolitan transportation planning process.
- A Federal Planning Finding is a prerequisite to FTA/FHWA approval of the STIP and based on a planning process that substantially meets the regulatory requirements of 23 CFR Part 450.

What are the statutory and regulatory requirements for the planning findings?

- The Fixing America's Surface Transportation Act (FAST Act) contains a statutory requirement for a Federal Planning Finding associated with the STIP, codified in 23 U.S.C. 135(g)(8) and 49 USC 5304(g)(8).
- Through regulation, the requirement for a Federal Planning Finding applies to both the TIP (23 CFR 450.330(a)) and the STIP (23 CFR 450.220(b)).

PLANNING PROCESS OBSERVATIONS AND RECOMMENDATIONS

The following is a summary of the statewide and metropolitan transportation planning processes that have been identified:

Statewide Planning Process

NDDOT Freight and Rail Plan

- The draft NDDOT Freight and Rail Plan was submitted to FHWA for review in November 2022 (Transportation Connection) in accordance with 49 USC 5303(f) to incorporate performance measures and targets.
- The new State Freight and Rail plan needs to be adopted and in place by November 2022 to be compliant. NDDOT's State Freight Plan was determined to be FAST Act compliant in December 2017.

Additional Plans

- The NDDOT is currently updating the Strategic Highway Safety Plan (Vision Zero Plan).
- The Transit Asset Management Plan was updated by 10/1/2022. Once all agencies have certified NDDOT will be posting the plan on the NDDOT transit website and in the BlackCat Transit Data Management System (BCTDMS) Global Resources.
- The Transportation Asset Management Plan was certified 11/17/2022.
- The Public Agency Safety Plan (PTASP) was reviewed by FTA and the NDDOT continues to have annual performance updates.

- The NDDOT met the FTA requirements of the TAM update.

STIP Development

- The 2022-2025 STIP was approved on 12/22/2021. At that time, work was already underway on the 2023-2026 STIP. In April 2022, letters were sent to four Native American Tribes that have reservations in North Dakota. The letters requested a planning coordination meeting to receive input on projects to be included in the STIP, the letters are included on pages 99-102. All four Tribes responded, and meetings were held virtually with NDDOT Programming Division staff and FHWA with three Tribes and in person with Standing Rock. These meetings discussed projects the Tribes may have planned, as well as those the NDDOT has planned for the state routes in those areas.
- The draft 2023-2026 STIP went out for public comment 7/18/2022. The comment period was open until 8/18/2022.
- Comments received:

    - NDDOT responses to Federal Highway Administration and Federal Transit Administration comments submitted during the public comment period are on pages 8-11 of the Final STIP.

    - Federal Transit Administration submitted additional comments on 11/21/2022. In discussion with NDDOT, NDDOT will be reviewing the comments received and incorporating those into future STIPs where applicable:

      Comment: Pdf Page 12 – STIP Development - What about public transportation projects? That should be mentioned as well.

      Comment: Pdf Page 12 – Public Involvement Process; prioritized state regional and local urban road projects (along with their cost estimates) to the NDDOT/MPOs for their review.

      Comment: Pdf Page 12 – Public Involvement Process - What about in non-urban areas of the state, land management agencies and providers of public transportation?

      Comment: Pdf Page 13 - In the spring of each year, the NDDOT Local Government Division submits the proposed list of urban regional projects (state highway projects within the urban city limits) to the three North Dakota MPOs. – Does this apply to transit?

      Comment: Pdf Page 13 - Are land management agencies, public transportation providers, rural areas, etc... included?

      Comment: Pdf Page 13 - Notification of the STIP is sent to the Bismarck-Mandan, Fargo-Moorhead, and Grand Forks-East Grand Forks MPOs; the South Dakota Department of

Transportation central office; the Montana Department of Transportation central office; the Minnesota Department of Transportation (MNDOT) central office, the MNDOT Detroit Lakes and Bemidji district offices; the North Dakota Indian Affairs Commission, the North Dakota Tribal Council chairperson and the Tribal Transportation Planner at each of the four North Dakota reservations; and the Bureau of Indian Affairs (BIA) at Aberdeen, South Dakota.

Comment: Pdf Page 13 - Add paragraph space.

Comment: Pdf Page 18 – Definitions - List definitions alphabetically

Comment: Pdf Page 73 – Federal Funding Programs - And state planning. What about FTA programs? It sounds like those or discussed later, so suggest clarifying for the reader that these are highway funding programs. “Public Transit Programs” are mentioned in the third paragraph under the bulleted items.

Comment: Pdf Page 78 - Federal Lands and Tribal Transportation Program - Move title to next page. If coordination was conducted with land management agencies around this funding, see comment in previous section about adding this as part of the PI process.

Comment: Pdf Page 81 – Second Paragraph - Does NDDOT keep any of the state planning funds or do they give them all to MPOs? This should be stated. If they use any planning funds they are required to prepare and SPWP/SPR plan.

Comment: Pdf Page 81 - Section 5339 Bus and Bus Facilities for Major Capital Investment - there are formula and competitive - both should be mentioned.

Comment: Pdf Page 81 - Section 5339 Bus and Bus Facilities for Major Capital Investment – “Providers will submit applications for various programs appropriate to the needs of their agency.” - Submit to NDDOT for the formula funds or to FTA for the competitive. Please clarify.

Comment: Pdf Page 82 – First Paragraph - 5310 also requires a program of projects.

Comment: Pdf Page 82 - Section 5311(f), Intercity Bus Program - last sentence “Intercity Bus Program”, not “Intercity Program”.

Comment: Pdf Page 84 - State Aid for Public Transit Programs - Can these funds be used for local match for FTA funds?

Comment: Pdf Page 84 - Transit Performance Management -
TAM - This should be spelled out here, first use. Then TAM can be used in the rest of the section.

Comment: Pdf Page 85 - State transit agencies participating in the state sponsored TAM plan include: - Please add which agencies have their own plan.

- Public Comment: Statewide, I would like to see all lefthand turn lanes from bi-directional streets onto all one-way streets be marked with the stop lines/bars set back 1-2 car lengths to facilitate lefthand turning of the traffic from the left-most lane of the one-way street onto the bi-directional street. This turn lane setback principal is seriously underutilized in the city of Bismarck, and likely across the entire state. I believe it would aid traffic flow and improve intersection safety.
  Response: Thank you for your Comment.

State Planning and Research (SPR) Work Program

- The Statewide Planning and Research (SPR) Part A Work Program for 2022-2023 was approved on 11/23/2021. SPR Part A funding is used to support planning efforts. The 2021 Part A work program annual summary report was submitted 4/28/2022. All program activities met their goals and objectives for the year in 2021. NDDOT includes FTA planning activities in the FHWA SPR.
  - An Amendment was approved 1/20/2022 for redistributing funding in task 0601.
  - An amendment was approved 1/26/2022 for the addition of the Medora Transportation Study in task 0701.
  - An amendment was approved 6/13/2022 for the addition of the University of North Dakota Transportation Technology Research Initiative.

- The SPR Part B Work Program for 2022-2023 was approved on 12/9/2021. SPR Part B funding is used to support University research projects, multi-state pooled fund projects, internal NDDOT research projects, and national research efforts including the Transportation Research Board (TRB) & National Cooperative Highway Research Program (NCHRP). The NDDOT holds an annual Research Advisory Committee (RAC) meeting to prioritize upcoming research topics in support of SPR Part B funding. Proposals can include topics of extensive laboratory material testing, evaluation, and data reporting to determine material characteristics, operation properties, performance-based planning and programming research, and economic viability of innovations to improve highway construction, safety, and maintenance.
  - An amendment was approved 6/16/22 to contribute additional funds to Transportation Pooled Fund TPF-5(435).

Performance Management

- The NDDOT set Safety Performance Targets, per 23 CFR 490, as well as set Pavement & Bridge Targets, and Performance of NHS & Freight Targets. The NDDOT submitted the State Highway Safety Improvement Plan on 8/26/2022. NDDOT coordination with the MPOs regarding NDDOT targets has occurred. MPOs will need to adopt NDDOT targets or establish their own targets for PM 1 by 2/22/23 and PM 2 and 3 by 3/29/23.

Coordination with MPOs

- The NDDOT continues to improve communication and coordination with the MPOs and meet with the MPOs on a semi-annual basis at the MPO Directors meetings. Representatives from NDDOT Divisions, such as Local Government, Planning/Asset Management, and Programming attend the MPO Directors meeting to ensure the MPOs receive the most recent information and updates regarding statewide planning activities.
- NDDOT has a position that is dedicated to management of the MPO process.
- The NDDOT continues to work with the MPOs to ensure Consolidated Planning Grants (CPG) funds are utilized timely. Progress has been made on reducing the balances. The NDDOT, in coordination with FHWA, will continue to monitor CPG spending.

Metropolitan Planning Process

Plans

- All three MPOs are updating components of their Metropolitan Transportation Plans (MTP). MTPs are required to be updated every 5 years. MTP were adopted by the MPOs on the following dates:
    - The GF-EGF plan was adopted January 2019.
    - The FMMCOG plan was adopted in November 2019.
    - The BMMPO plan was adopted March 2020.
- All three MPOs are updating their Transit Development Plans (TDP), in support of their MTPs. TDPs are not a requirement by themselves, however they provide the transit update to the MTP.
    - GF-EGF updated their Transit Development Plan (TDP) July 2022.
    - BMMPO MPO in the process of updating their TDP, ongoing process through summer 2023.
    - FMMCOG updated their TDP December 2021.

TIPs

- The 2023-2026 TIPs for each MPO are incorporated into the 2023-2026 STIP by reference.

Unified Planning Work Programs (UPWP)

- UPWPs for the 2022-2023 biennium were approved in November 2021 and became the active budget of the MPO in January 2021.
- All three MPOs are continuing to implement their listed UPWP activities.

Performance Management

- The MPO deadline for Safety target adoption is 2/22/23.

- MPO adoptions on PM1 - Safety
    - GF-EGF – adopted their own targets
    - FMMCOG – adopted NDDOT targets
    - BMMPO – adopted NDDOT targets
- The MPO deadline for PM2/3 target adoption is 3/29/23.
    - MPO adoptions on PM2 – Bridge and Roadway Condition
        - GF-EGF – adopted 4 of 6 NDDOT targets and two of their own
        - FMMCOG – adopted NDDOT targets
        - BMMPO – adopted NDDOT targets
    - MPO adoptions on PM3 – System Reliability
        - GF-EGF – adopted 1 of 3 NDDOT targets and two of their own
        - FMMCOG – adopted 1 of 3 NDDOT targets and two of their own
        - BMMPO – adopted NDDOT targets
- Public Transit Agency Safety Plan (PTASP) - Transit operators also must certify they have a safety plan in place meeting the requirements of the rule by 7/20/2021. The plan must be updated and certified by the transit agency annually through their annual Certifications and Assurances in FTA's grant making system TrAMS. BIL added PTASP requirements for agencies serving an urbanized area with a population of fewer than 200,000 (small urbanized area). A transit agency serving a small urbanized area must develop its ASP in cooperation with frontline employee representatives. If the agency's ASP was not developed in cooperation with frontline employee representatives, FTA expects the transit agency to update its ASP in cooperation with frontline employee representatives by 12/31/2022.
    - GF-EGF –adopted the NDDOT group plan and targets
    - FMMCOG –adopted their own plan and targets
    - BMMPO –adopted the NDDOT group plan and targets
- Transit Asset Management Plan (TAM) A TAM plan must be updated in its entirety at least every 4 years, and it must cover a horizon period of at least 4 years. An initial TAM plan was required by October 2018; an updated TAM plan was required by 10/1/2022. The next update will be required in 2026.
    - GF-EGF –adopted the NDDOT group plan and targets
    - FMMCOG –adopted their own plan and targets
    - BMMPO –adopted the NDDOT group plan and targets

Public Involvement Process

- The MPOs have been very active with planning studies over the last year. Public meetings have been held regularly, in addition to steering committee meetings and stakeholder meetings for each planning project.
- Public participation plans:
    - BMMPO MPO – December 2017
    - FMMCOG – currently being updated
    - GF-EGF – June 2020

Transportation Management Area

- In anticipation of FMMCOG becoming a Transportation Management Area (TMA), bi-monthly meetings have occurred to work through funding, project selection, and other areas where changes will occur. A Transportation Management Area Funding Memorandum of Understanding was signed between NDDOT, FMMCOG, and FHWA 9/26/2022.

Review Activities

- NDDOT, FHWA and FTA conducted a Mid-Year Review with each of the MPOs in June 2022. During these meetings discussion topics include CPG balances, TIP development, a UPWP status update from the MPO and any other topics needing the group's attention. The review also includes any relevant updates from FHWA and FTA. MnDOT also participated in these reviews for the bi-state MPOs.

Commendations and Recommendations

Definitions

Corrective Actions:
These are activities that are required by statute or regulation and are not being done by the State, and may potentially prevent the STIP from being approved without correction or without an action in place to correct the current processes.

Recommendations:
These are activities that would be good for the NDDOT to incorporate into their planning processes. These activities are not required; however, some of the items that are noted as "strongly recommended" could become a Corrective Action in a future Federal Planning Finding if not appropriately addressed.

Commendations:
These are items that the FHWA and/or FTA deem worthy of recognition for their innovation and improvement to the process.

Resolutions of Previous Corrective Actions:
No previous Corrective Action

Resolutions of Previous Recommendations

- The STIP Development section has been updated in the STIP to state that the Governor approves the TIPs.
- The NDDOT communicates and coordinates project updates with the MPOs as soon as they are known so TIP modifications and amendments can occur timely.

Observations and Recommendations

Corrective Actions:
None

Recommendations:

- Further expand Public Participation to underserved, minority, and disadvantaged communities.

Commendations:

- The NDDOT is actively working with multiple stakeholders including the city, county, several foundations, National Park Service, and the US Forest Service, on a Medora Transportation Plan. The Medora Plan is looking at multi-modal opportunities for the I-94 Business Loop, reviewing access issues to the National Park, Medora Musical, and the Presidential Library currently under construction. Numerous meetings, surveys, and other public participation opportunities have been used to gather public input.

Conclusion

The FHWA and FTA, based on the State DOT and MPO(s) self-certifications of their statewide and metropolitan planning processes, review of self-certification supporting documentation, and our involvement in the State and MPO transportation planning processes, hereby find that the NDDOT STIP for FYs 2022-2025 is based on a statewide transportation planning process that meets the requirements of 23 USC Sections 134 and 135, 49 USC Sections 5303 and 5304, and subparts A, B, and C of 23 CFR 450, 23 CFR 420, and 49 CFR 613.

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October 17, 2022

Ms. Rachel Lukaszewski
Executive Director
Bismarck-Mandan MPO
P.O. Box 5503
Bismarck, ND 58506

Dear Ms. Lukaszewski:

APPROVAL OF BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Bismarck-Mandan Metropolitan Planning Organization's (Bis-Man MPO) 2023-2026 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

The current transportation bill, Infrastructure Investment and Jobs Act (IIJA) was signed on November 15, 2021 and set to expire September 30, 2026. At the time of the drafting of this letter, a partial FY2023 has been appropriated. This continuing resolution is set to expire on December 16, 2022. The NDDOT will continue to closely monitor, provide input, and report on the status of the transportation bill. It will be important to get full federal funding so that these projects can move forward. As always, requested projects will be reviewed closely to ensure their federal aid eligibility.

If you have any comments or questions, please contact Wayne A. Zacher at (701) 328-4828.

Sincerely,

Ronald J. Henke, PE
Director

38/waz
c: Kristen Sperry, Federal Highway Administration
Ranae Tunison, Federal Transit Administration
Paul Benning, Local Government Engineer
Larry Gangl, Bismarck District Engineer

TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION STATEMENT

The Bismarck-Mandan Metropolitan Planning Organization (BMMPO) hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process in accordance with the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 11101(e) of the IIJA (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bismarck-Mandan Metropolitan Planning Organization

Signature

MPO Policy Board Chair

Title

June 21, 2022

Date

North Dakota Department of Transportation

Paul M. Benning

Signature

Local Government Director

Title

June 21, 2022

Date

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October 17, 2022

Ms. Cindy Gray
Executive Director
Fargo-Moorhead Metro COG
One 2nd Street North, Suite 232
Fargo, ND 58102

Dear Ms. Gray:

APPROVAL OF FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Fargo-Moorhead Metropolitan Council of Government's (Metro COG) 2023-2026 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

The current transportation bill, Infrastructure Investment and Jobs Act (IIJA) was signed on November 15, 2021 and is set to expire September 30, 2026. At the time of the drafting of this letter, a partial FY2023 has been appropriated. This continuing resolution is set to expire on December 16, 2022. The NDDOT will continue to closely monitor, provide input, and report on the status of the transportation bill. It will be important to get full federal funding so that these projects can move forward. As always, requested projects will be reviewed closely to ensure their federal aid eligibility.

If you have any comments or questions, please contact Wayne A. Zacher at (701) 328-4828.

Sincerely,

Ronald J. Henke, PE
Director

38/waz
c: Kristen Sperry, Federal Highway Administration
Ranae Tunison, Federal Transit Administration
Anna Pierce, Minnesota Department of Transportation
Paul Benning, Local Government Engineer
Bob Walton, Fargo District Engineer

TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION STATEMENT

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

- 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended [42 USC 7504, 7506 (c) and (d)] and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act (PL 114-94) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and CFR part 27 regarding discrimination against individuals with disabilities.

Full documentation of Metro COG's federal certification can be obtained by contacting Metro COG at (701) 532-5100, metrocog@fmmetrocog.org, or by visiting in person at One 2nd Street North Suite 232, Fargo, North Dakota 58102.

F-M Metropolitan Council of Governments

9/15/22
Signature Date

Chair
Title

North Dakota Department of Transportation

Paul M. Bauer 9/19/2022
Signature Date

Local Government Director
Title

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October 17, 2022

Ms. Stephanie Halford
Executive Director
Grand Forks-East Grand Forks Metropolitan Planning Organization
255 North 4th Street
Grand Forks, ND 58203

Dear Ms. Halford:

APPROVAL OF GRAND FORKS-EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Grand Forks-East Grand Forks Metropolitan Planning Organization's (GF MPO) 2023-2026 TIP and, as the Governor's designee, hereby approves the TIP as submitted.

The current transportation bill, Infrastructure Investment and Jobs Act (IIJA) was signed on November 15, 2021 and is set to expire September 30, 2026. At the time of the drafting of this letter, a partial FY2023 has been appropriated. This continuing resolution is set to expire on December 16, 2022. The NDDOT will continue to closely monitor, provide input, and report on the status of the transportation bill. It will be important to get full federal funding so that these projects can move forward. As always, requested projects will be reviewed closely to ensure their federal aid eligibility.

If you have any comments or questions, please contact Wayne A. Zacher at (701) 328-4828.

Sincerely,

Ronald J. Henke, PE
Director

38/waz
c: Kristen Sperry, Federal Highway Administration
Ranae Tunison, Federal Transit Administration
Anna Pierce, Minnesota Department of Transportation
Paul Benning, Local Government Engineer
Ed Pavlish, Grand Forks District Engineer

Transportation Planning Process Certification Statement

The Grand Forks – East Grand Forks Metropolitan Planning Organization, the Metropolitan Planning Organization for the Grand Forks, North Dakota and East Grand Forks, Minnesota metropolitan region, hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

- 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination based on race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of FAST (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Grand Forks-East Grand Forks Metropolitan Planning Organization

Signature

Chairman
Title

August 17, 2022
Date

North Dakota Department of Transportation

Signature

Local Government Director
Title

August 18, 2022
Date

07/18/2022 03:00 PM

Draft 2023-2026 Statewide Transportation Improvement Program ready for public comment

BISMARCK, N.D. – The North Dakota Department of Transportation (NDDOT) has published a draft of the Statewide Transportation Improvement Program (STIP) and it will be available for comment from July 18 to August 18, 2022.

The STIP is a four-year program of transportation improvements that are funded with federal highway and transit monies. Improvements include projects on the state and county highways, urban streets, roadway safety features, bikeways, as well as busing programs, which will be funded with federal funds.

An electronic copy of the draft STIP is located on the NDDOT's website at **www.dot.nd.gov (http://www.dot.nd.gov/)** by clicking on Publications on the top of the page. Copies are also available for viewing at the district offices, or individual copies may be obtained from Logan Beise, NDDOT Programming Division, at 701-328-2139.

Comments on the draft STIP should be submitted to the appropriate NDDOT contact listed below or by email to **dot@nd.gov (mailto:dot@nd.gov)** with "Draft STIP" in the subject line by August 18, 2022.

NDDOT District Offices:

Larry Gangl - Bismarck District 701-328-6950
Jay Praska - Valley City District 701-845-8800
Wyatt Hanson - Devils Lake District 701-665-5100
Korby Seward - Minot District 701-857-6925
Rob Rayhorn - Dickinson District 701-227-6500
Ed Pavlish - Grand Forks District 701-787-6500
Joel Wilt - Williston District 701-774-2700
Bob Walton - Fargo District 701-239-8900

- ### -

MEDIA CONTACT:
David Finley
drfinley@nd.gov
701.328.4444

U.S. Department of Transportation
Federal Highway Administration

North Dakota Division

4503 Coleman Street, Suite 205
Bismarck, North Dakota 58503
Phone 701-250-4204
Fax 701-250-4395

April 21, 2022

The Honorable Mark Fox
Chairman, Three Affiliated Tribes
MHA Nation
404 Frontage Rd
New Town, ND 58763

Attention: Mr. Scott Satermo

Dear Chairman Fox:

Subject: North Dakota Department of Transportation (NDDOT)
Statewide Transportation Improvement Program (STIP) Tribal Planning Meeting

The NDDOT is beginning the process of developing the North Dakota STIP for years 2023-2026. The Federal Highway Administration (FHWA) would like to schedule a planning coordination meeting to receive input on projects that should be included in this STIP.

The FWHA North Dakota Division and the NDDOT would like to plan this meeting between May 2, 2022, and May 27, 2022, if possible. We would like to accommodate your schedule. Is there a date that would work during that time period?

Please contact Kristen Sperry, Planning & Environmental Program Manager, at 701-221-9464, or by email at kristen.sperry@dot.gov, to arrange for a convenient time.

Sincerely yours,

Lee D. Potter, P.E.
Division Administrator

Ecc: Tyson Alkire, Three Affiliated Tribes
Jen Turnbow, NDDOT
Jane Berger, NDDOT
Logan Beise, NDDOT
Bryon Fuchs, NDDOT
Brenda RedWing, BIA

U.S. Department of Transportation
Federal Highway Administration

North Dakota Division

4503 Coleman Street, Suite 205
Bismarck, North Dakota 58503
Phone 701-250-4204
Fax 701-250-4395

April 21, 2022

The Honorable Douglas Yankton, Sr.
Chairman, Spirit Lake Sioux Tribe
P.O. Box 359
Fort Totten, ND 58335

Attention: Mr. Clarence Green

Dear Chairman Yankton:

Subject: North Dakota Department of Transportation (NDDOT)
Statewide Transportation Improvement Program (STIP) Tribal Planning Meeting

The NDDOT is beginning the process of developing the North Dakota STIP for years 2023-2026. The Federal Highway Administration (FHWA) would like to schedule a planning coordination meeting to receive input on projects that should be included in this STIP.

The FWHA North Dakota Division and the NDDOT would like to plan this meeting between May 2, 2022, and May 27, 2022, if possible. We would like to accommodate your schedule. Is there a date that would work during that time period? Please let me know if you would prefer to meet in-person or virtually.

Please contact Kristen Sperry, Planning & Environmental Program Manager, at 701-221-9464, or by email at kristen.sperry@dot.gov, to arrange for a convenient time.

Sincerely yours,

Lee D. Potter, P.E.
Division Administrator

Ecc: Jen Turnbow, NDDOT
Jane Berger, NDDOT
Logan Beise, NDDOT
Bryon Fuchs, NDDOT
Brenda RedWing, BIA

U.S. Department of Transportation
Federal Highway Administration

North Dakota Division

4503 Coleman Street, Suite 205
Bismarck, North Dakota 58503
Phone 701-250-4204
Fax 701-250-4395

April 21, 2022

The Honorable Janet Alkire
Chairwoman, Standing Rock Nation
Standing Rock Avenue Bldg 1
P.O. Box D
Fort Yates, ND 58538

Attention: Mr. Ron His Horse is Thunder

Dear Chairwoman Alkire:

Subject: North Dakota Department of Transportation (NDDOT)
Statewide Transportation Improvement Program (STIP) Tribal Planning Meeting

The NDDOT is beginning the process of developing the North Dakota STIP for years 2023-2026. The Federal Highway Administration (FHWA) would like to schedule a planning coordination meeting to receive input on projects that should be included in this STIP.

The FWHA North Dakota Division and the NDDOT would like to plan this meeting between May 2, 2022, and May 27, 2022, if possible. We would like to accommodate your schedule. Is there a date that would work during that time period?

Please contact Kristen Sperry, Planning & Environmental Program Manager, at 701-221-9464, or by email at kristen.sperry@dot.gov, to arrange for a convenient time.

Sincerely yours,

Lee D. Potter, P.E.
Division Administrator

Ecc: Jen Turnbow, NDDOT
Jane Berger, NDDOT
Logan Beise, NDDOT
Bryon Fuchs, NDDOT
Roland Silk, Standing Rock Sioux Tribe
Linda Antell, Standing Rock Sioux Tribe
Brenda RedWing, BIA

U.S. Department of Transportation
Federal Highway Administration

North Dakota Division

4503 Coleman Street, Suite 205
Bismarck, North Dakota 58503
Phone 701-250-4204
Fax 701-250-4395

April 21, 2022

The Honorable Elmer Davis, Jr.
Acting Chairman, Turtle Mountain Band of Chippewa
P.O. Box 661
Belcourt, ND 58316

Attention: Mr. Ron Trottier, Jr.

Dear Acting Chairman Davis:

Subject: North Dakota Department of Transportation (NDDOT)
Statewide Transportation Improvement Program (STIP) Tribal Planning Meeting

The NDDOT is beginning the process of developing the North Dakota STIP for years 2023-2026. The Federal Highway Administration (FHWA) would like to schedule a planning coordination meeting to receive input on projects that should be included in this STIP.

The FWHA North Dakota Division and the NDDOT would like to plan this meeting between May 2, 2022, and May 27, 2022, if possible. We would like to accommodate your schedule. Is there a date that would work during that time period? Please let us know if you would prefer to meet in-person or virtually.

Please contact Kristen Sperry, Planning & Environmental Program Manager, at 701-221-9464, or by email at kristen.sperry@dot.gov, to arrange for a convenient time.

Sincerely yours,

Lee D. Potter, P.E.
Division Administrator

Ecc: Jen Turnbow, NDDOT
Jane Berger, NDDOT
Logan Beise, NDDOT
Bryon Fuchs, NDDOT
Todd Brockmann, FHWA-OTT
Brenda RedWing, BIA

Department of Transportation - Budget No. 801
House Bill No. 1012
Base Level Funding Changes

	Executive Budget Recommendation				House Version			
	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2023-25 Biennium Base Level	982.00	$0	$1,495,514,727	$1,495,514,727	982.00	$0	$1,495,514,727	$1,495,514,727
2023-25 Ongoing Funding Changes								
Cost to continue salary increases, including cost to continue 2021-23 equity adjustments			$9,903,727	$9,903,727				$0
Salary increase			13,726,830	13,726,830				0
Health insurance increase			5,030,586	5,030,586				0
Base budget adjustments, including adjustments to federal funding levels			7,415,879	7,415,879				0
State funded transportation program			115,000,000	115,000,000				0
New FTE positions	29.00		5,444,921	5,444,921				0
Total ongoing funding changes	29.00	$0	$156,521,943	$156,521,943	0.00	$0	$0	$0
One-Time Funding Items								
Federal matching funds one-time, including SIIF		$100,000,000	$73,736,663	$173,736,663				$0
Federal discretionary funds, including SIIF match			516,263,337	516,263,337				0
State-funded transportation program		25,000,000		25,000,000				0
Roadway information management system project		6,250,000		6,250,000				0
Door security		865,000		865,000				0
Automated vehicle location		2,010,000		2,010,000				0
Total one-time funding changes	0.00	$134,125,000	$590,000,000	$724,125,000	0.00	$0	$0	$0
Total Changes to Base Level Funding	29.00	$134,125,000	$746,521,943	$880,646,943	0.00	$0	$0	$0
2023-25 Total Funding	1,011.00	$134,125,000	$2,242,036,670	$2,376,161,670	982.00	$0	$1,495,514,727	$1,495,514,727
Federal funds included in other funds			*$1,219,302,445*				*$837,266,799*	
Total ongoing changes as a percentage of base level	*3.0%*		*10.5%*	*10.5%*	*0.0%*		*0.0%*	*0.0%*
Total changes as a percentage of base level	*3.0%*		*49.9%*	*58.9%*	*0.0%*		*0.0%*	*0.0%*

Other Sections in Department of Transportation - Budget No. 801

	Executive Budget Recommendation	House Version
Line item transfers	Section 3 would authorize the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.	
Exemption - State highway investments	Section 4 would provide that $503,115,558 appropriated in the capital assets line item of House Bill No. 1012 (2015), relating to enhanced state highway investments, is exempt from North Dakota Century Code Section 54-44.1-11 and may be continued into the 2023-25 biennium.	
Additional income appropriation	Section 5 would appropriate any additional federal or other funds available to the Department of Transportation during the 2023-25 biennium.	
Strategic investment and improvements fund	Section 6 would identify $300 million from the strategic investment and improvements fund to be used to match federal highway funding.	
Contingent loan authorization	Section 7 would allow the Department of Transportation to borrow up to $50 million from the Bank of North Dakota to match $50 million of federal funds.	
Exemptions	Sections 8 through 17 would provide exemptions for various road and infrastructure projects.	
Rest area and visitor center construction	Section 18 would authorize the Department of Transportation to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.	
Amendment - 2021-23 biennium appropriation authority	Section 20 would amend an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.	

23.0241.01001
Title.

Prepared by the Legislative Council staff for
Representative Brandenburg
January 11, 2023

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1012

Page 2, after line 5, insert:

"**SECTION 3. APPROPRIATION - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND - ONE-TIME FUNDING.** There is appropriated out of any moneys in the strategic investment and improvements fund in the state treasury, not otherwise appropriated, the sum of $15,000,000, or so much of the sum as may be necessary, to the department of transportation for short line railroad programs, for the biennium beginning July 1, 2023, and ending June 30, 2025. Of the funds appropriated in this section, $10,000,000 million is to increase funding for existing rail improvement loan programs and $5,000,000 is for a grant program for short line railroad improvement projects. The department of transportation shall develop an application process to provide grants for projects under this section. The funding appropriated in this section is a one-time funding item."

Renumber accordingly

23.0241.01002
Title.

Prepared by the Legislative Council staff for
Representative Grueneich
January 17, 2023

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1012

Page 2, after line 11, insert:

"**SECTION 4. TOWNSHIP ROAD AND BRIDGE PROJECTS.** State and federal grant funding made available to townships for road and bridge projects may be used for any bridge on a township road and may be used for project planning purposes."

Renumber accordingly

Prepared by the Legislative Council staff
for House Appropriations - GO
January 30, 2023

HOUSE BILL NO. 1012
LISTING OF PROPOSED CHANGES TO BILL

Department of Transportation

Proposed funding changes:

	Description	FTE	General Fund	Special Funds	Total
1	Add 16 FTE positions including 4 FTE auditors ($829,992), 3 FTE accounting staff ($715,000), 2 FTE examiners ($499,984), and 7 FTE operators ($949,974) and provide additional operating funding ($151,976) for the examiner positions to increase the availability of CDL testing.	16.00		$3,146,926	$3,146,926
	Total proposed funding changes		$0	$3,146,926	$3,146,926

Other proposed changes:

1 Authorize the carryover of unexpended appropriations as requested by the department.

2 Provide contingent loan authorization for DOT to obtain up to a $50 million loan for Highway 85 projects.

3 Authorize DOT to construct a rest area in western North Dakota.

4 Adjust 2021-23 biennium appropriation language to allow DOT to access bond proceeds.

5 Adjust 2021-23 biennium appropriation language to allow $10 million of township funding to be utilized.

Prepared for House Appropriations - GO
February 6, 2023

Department of Transportation - Budget No. 801
House Bill No. 1012
Base Level Funding Changes

	Executive Budget Recommendation				House Version			
	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2023-25 Biennium Base Level	982.00	$0	$1,495,514,727	$1,495,514,727	982.00	$0	$1,495,514,727	$1,495,514,727
2023-25 Ongoing Funding Changes								
Cost to continue salary increases, including cost to continue 2021-23 equity adjustments			$9,903,727	$9,903,727			$9,903,727	$9,903,727
Salary increase			13,726,830	13,726,830			10,268,264	10,268,264
Health insurance increase			5,030,586	5,030,586			5,146,310	5,146,310
Base budget adjustments, including adjustments to federal funding levels			7,415,879	7,415,879				0
State funded transportation program			115,000,000	115,000,000				0
New FTE positions	29.00		5,444,921	5,444,921	16.00		3,146,926	3,146,926
Total ongoing funding changes	29.00	$0	$156,521,943	$156,521,943	16.00	$0	$28,465,227	$28,465,227
One-Time Funding Items								
Federal matching funds one-time, including SIIF		$100,000,000	$73,736,663	$173,736,663				$0
Federal discretionary funds, including SIIF match			516,263,337	516,263,337				0
State-funded transportation program		25,000,000		25,000,000				0
Roadway information management system project		6,250,000		6,250,000				0
Door security		865,000		865,000				0
Automated vehicle location		2,010,000		2,010,000				0
Contingent Highway 85 loan				0			50,000,000	50,000,000
Total one-time funding changes	0.00	$134,125,000	$590,000,000	$724,125,000	0.00	$0	$50,000,000	$50,000,000
Total Changes to Base Level Funding	29.00	$134,125,000	$746,521,943	$880,646,943	16.00	$0	$78,465,227	$78,465,227
2023-25 Total Funding	1,011.00	$134,125,000	$2,242,036,670	$2,376,161,670	998.00	$0	$1,573,979,954	$1,573,979,954
Federal funds included in other funds			*$1,219,302,445*				*$850,408,010*	
Total ongoing changes as a percentage of base level	*3.0%*		*10.5%*	*10.5%*	*1.6%*		*1.9%*	*1.9%*
Total changes as a percentage of base level	*3.0%*		*49.9%*	*58.9%*	*1.6%*		*5.2%*	*5.2%*

Other Sections in Department of Transportation - Budget No. 801

	Executive Budget Recommendation	House Version
Line item transfers	Section 3 would authorize the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.	Section 3 authorizes the Office of Management and Budget to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items as requested by the Department of Transportation when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Legislative Council.
Exemption - State highway investments	Section 4 would provide that $503,115,558 appropriated in the capital assets line item of House Bill No. 1012 (2015), relating to enhanced state highway investments, is exempt from North Dakota Century Code Section 54-44.1-11 and may be continued into the 2023-25 biennium.	
Additional income appropriation	Section 5 would appropriate any additional federal or other funds available to the Department of Transportation during the 2023-25 biennium.	
Strategic investment and improvements fund	Section 6 would identify $300 million from the strategic investment and improvements fund to be used to match federal highway funding.	
Contingent loan authorization	Section 7 would allow the Department of Transportation to borrow up to $50 million from the Bank of North Dakota to match $50 million of federal funds.	Section 7 allows the Department of Transportation to borrow up to $50 million from the Bank of North Dakota to match federal grant funds received for Highway 85 projects.
Exemptions	Sections 8 through 17 would provide exemptions for various road and infrastructure projects.	Sections 8 through 17 provide exemptions for various road and infrastructure projects.
Rest area and visitor center construction	Section 18 would authorize the Department of Transportation to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.	Section 18 authorizes the Department of Transportation to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.
Amendment - 2021-23 biennium appropriation authority	Section 20 would amend an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.	Section 20 amends an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.
Amendment - 2021-23 biennium township funding allocation		Section 21 amends an appropriation section from the 2021 legislative session to allow townships to access road and bridge project funding.
Motor vehicle excise tax allocations	The executive budget recommends an amendment to Senate Bill No. 2015 to deposit 25 percent of motor vehicle excise tax collections into the highway fund the 1st year of the 2023-25 biennium and 50 percent of collections during the 2nd year of the biennium.	

SECTION 1 – APPROPRIATION – DEPARTMENT OF TRANSPORTATION. There is appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, the sum of $2,500,000, or so much of the sum as may be necessary, to the department of transportation for rural transit providers operating in each county's rural areas. A rural area is defined as any area with a population of less than 50,000 based on the 2020 decennial census. This one-time distribution will be for contracts awarded to eligible transportation providers in the 2023-2025 biennium and will follow the formula per NDCC 39-04.2-04.

DRAFT

SECTION 1. APPROPRIATION - DEPARTMENT OF TRANSPORTATION. There is appropriated out of any moneys in the strategic investment and improvements fund in the state treasury, not otherwise appropriated, the sum of $5,000,000, or so much of the sum as may be necessary, to the department of transportation for phase one of a project to address northern Red River valley transportation infrastructure resiliency, as it relates to flooding concerns, for the biennium beginning July 1, 2023, and ending June 30, 2025. The appropriation under this section is available for a feasibility study, hydraulic study, preliminary engineering, and environmental studies. The appropriation provided under this section is a one-time funding item.

SECTION 2. CONTINGENT LOAN AUTHORIZATION – CONTINGENT APPROPRIATION – DEPARTMENT OF TRANSPORTATION. The department of transportation may borrow from the Bank of North Dakota, $20,000,000, or so much of the sum as may be necessary, which is appropriated to the department of transportation for matching an equal amount of funds from the Minnesota department of transportation that may become available, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds authorized in this section may be borrowed and spent only upon certification by the director of the department of transportation to the director of the office of management and budget that the Minnesota department of transportation will match these funds equally. These funds can only be borrowed and spent for phase one of a project to address northern Red River valley transportation infrastructure resiliency, as it relates to flooding concerns, for the biennium beginning July 1, 2023, and ending June 30, 2025. The appropriation under this section is available for design, redesign, preliminary and final engineering, environmental analysis, right of way acquisition, and construction, including demolition. The appropriation under this section may be used only for acquisitions and improvements within the state. The department of transportation shall request from the sixty-ninth legislative assembly an appropriation to repay any outstanding loans authorized in this section. The appropriation provided under this section is a one-time funding item.

Prepared for House Appropriations - GO
February 9, 2023
1:00 p.m.

Department of Transportation - Budget No. 801
House Bill No. 1012
Base Level Funding Changes

	Executive Budget Recommendation				House Version			
	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2023-25 Biennium Base Level	982.00	$0	$1,495,514,727	$1,495,514,727	982.00	$0	$1,495,514,727	$1,495,514,727
2023-25 Ongoing Funding Changes								
Cost to continue salary increases, including cost to continue 2021-23 equity adjustments			$9,903,727	$9,903,727			$9,903,727	$9,903,727
Salary increase			13,726,830	13,726,830			10,268,264	10,268,264
Health insurance increase			5,030,586	5,030,586			5,146,310	5,146,310
Base budget adjustments, including adjustments to federal funding levels			7,415,879	7,415,879			7,415,879	7,415,879
State funded transportation program			115,000,000	115,000,000				0
New FTE positions	29.00		5,444,921	5,444,921	16.00		3,146,926	3,146,926
Federal matching funds (MV excise tax)				0			169,250,000	169,250,000
Total ongoing funding changes	29.00	$0	$156,521,943	$156,521,943	16.00	$0	$205,131,106	$205,131,106
One-Time Funding Items								
Federal matching funds one-time, including SIIF		$100,000,000	$73,736,663	$173,736,663				$0
Federal discretionary funds, including SIIF match			516,263,337	516,263,337			490,000,000	490,000,000
State-funded transportation program (SIIF)		25,000,000		25,000,000			115,000,000	115,000,000
Roadway information management system project		6,250,000		6,250,000		6,250,000		6,250,000
Door security		865,000		865,000		865,000		865,000
Automated vehicle location		2,010,000		2,010,000		2,010,000		2,010,000
Contingent Highway 85 loan				0			50,000,000	50,000,000
Short line railroad programs (SIIF)				0			8,000,000	8,000,000
Northern Red River flood projects study (SIIF)				0			5,000,000	5,000,000
Contingent loan - flood projects				0			20,000,000	20,000,000
Rural transit programs				0		1,250,000		1,250,000
Total one-time funding changes	0.00	$134,125,000	$590,000,000	$724,125,000	0.00	$10,375,000	$688,000,000	$698,375,000
Total Changes to Base Level Funding	29.00	$134,125,000	$746,521,943	$880,646,943	16.00	$10,375,000	$893,131,106	$903,506,106
2023-25 Total Funding	1,011.00	$134,125,000	$2,242,036,670	$2,376,161,670	998.00	$10,375,000	$2,388,645,833	$2,399,020,833
Federal funds included in other funds			*$1,219,302,445*				*$1,218,905,109*	
Total ongoing changes as a percentage of base level	*3.0%*		*10.5%*	*10.5%*	*1.6%*		*13.7%*	*13.7%*
Total changes as a percentage of base level	*3.0%*		*49.9%*	*58.9%*	*1.6%*		*59.7%*	*60.4%*

Other Sections in Department of Transportation - Budget No. 801

	Executive Budget Recommendation	House Version
Line item transfers	Section 3 would authorize the Department of Transportation to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.	Section 3 authorizes the Office of Management and Budget to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items as requested by the Department of Transportation when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Legislative Council.
Exemption - State highway investments	Section 4 would provide that $503,115,558 appropriated in the capital assets line item of House Bill No. 1012 (2015), relating to enhanced state highway investments, is exempt from North Dakota Century Code Section 54-44.1-11 and may be continued into the 2023-25 biennium.	Not included.
Additional income appropriation	Section 5 would appropriate any additional federal or other funds available to the Department of Transportation during the 2023-25 biennium.	Not included.
Contingent loan authorization	Section 7 would allow the Department of Transportation to borrow up to $50 million from the Bank of North Dakota to match $50 million of federal funds.	Section 4 allows the Department of Transportation to borrow up to $50 million from the Bank of North Dakota to match federal grant funds received for Highway 85 projects.
Contingent loan authorization	Not included.	Section 5 allows the Department of Transportation to borrow up to $20 million from the Bank of North Dakota for northern Red River valley flood projects.
Strategic investment and improvements fund	Section 6 would identify $300 million from the strategic investment and improvements fund to be used to match federal highway funding.	Section 6 identifies $328 million from the strategic investment and improvements fund to match federal discretionary funds ($200 million), for a state flexible transportation fund ($115 million), for the short line railroad program ($8 million), and for a flood projects study ($5 million).
Rural transit funding	Not included.	Section 7 provides guidelines for the distribution of $1.25 million of additional rural transit funding.
Rest area and visitor center construction	Section 18 would authorize the Department of Transportation to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.	Section 8 authorizes the Department of Transportation to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.
Motor vehicle excise tax allocations	The executive budget recommends an amendment to Senate Bill No. 2015 to deposit 25 percent of motor vehicle excise tax collections into the highway fund the 1st year of the 2023-25 biennium and 50 percent of collections during the 2nd year of the biennium.	Section 9 amends Section 57-40.3 to deposit 50 percent of motor vehicle excise tax collections in the highway fund. Section 13 provides an effective date for the deposit of collections.
Amendment - 2021-23 biennium township funding allocation	Not included.	Section 10 amends an appropriation section from the 2021 legislative session to allow townships to access road and bridge project funding.
Amendment - 2021-23 biennium appropriation authority	Section 20 would amend an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.	Section 11 amends an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.
Exemptions	Sections 8 through 17 would provide exemptions for various road and infrastructure projects.	Section 12 provide exemptions for various road and infrastructure projects.
Emergency clause	Not included.	Section 14 provides an emergency clause for Sections 10 and 11 which amend 2021 session law.

23.0241.01006
Title.

Fiscal No. 1

Prepared by the Legislative Council staff for
the House Appropriations - Government
Operations Division Committee
February 10, 2023

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1012

Page 1, line 2, replace the first "and" with "to amend and reenact section 57-40.3-10 of the North Dakota Century Code and section 13 of chapter 15 and section 10 of chapter 80 of the 2021 Session Laws, relating to motor vehicle excise tax allocations, an appropriation for township roadway funding, and the appropriation of bond proceeds for transportation projects;"

Page 1, line 2, after "exemption" insert "; to provide an effective date; and to declare an emergency"

Page 1, replace lines 9 through 18 with:

"

	Base Level	Adjustments or Enhancements	Appropriation
Salaries and wages	$204,109,585	$28,313,251	$232,422,836
Operating expenses	270,888,188	59,493,286	330,381,474
Capital assets	902,431,344	741,713,721	1,644,145,065
Grants	118,085,610	3,985,848	122,071,458
Contingent loan authorization	0	70,000,000	70,000,000
Total all funds	$1,495,514,727	$903,506,106	$2,399,020,833
Less estimated income	1,495,514,727	893,131,106	2,388,645,833
Total general fund	$0	$10,375,000	$10,375,000
Full-time equivalent positions	982.00	16.00	998.00"

Page 1, line 19, after "**FUNDING**" insert "**- EFFECT ON BASE BUDGET - REPORT TO SIXTY-NINTH LEGISLATIVE ASSEMBLY**"

Page 1, line 20, after "biennium" insert "and the 2023-25 biennium one-time funding items included in the appropriation in section 1 of this Act"

Page 1, replace line 23 with:

"Contingent loans	50,000,000	70,000,000"

Page 2, replace lines 4 and 5 with:

"Township emergency repair grants	750,000	0
Federal discretionary funds and match	0	490,000,000
State flexible transportation fund	0	115,000,000
Roadway management system project	0	6,250,000
Door security	0	865,000
Automated vehicle location	0	2,010,000
Short line railroad programs	0	8,000,000
Flood projects study	0	5,000,000
Rural transit program grants	0	1,250,000
Total all funds	$889,019,357	$698,375,000
Less estimated income	889,019,357	688,000,000
Total general fund	$0	$10,375,000

The 2023-25 biennium one-time funding amounts are not a part of the department's base budget for the 2025-27 biennium. The department of transportation shall report to the appropriations committees of the sixty-ninth legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2023, and ending June 30, 2025."

Page 2, after line 11, insert:

"**SECTION 4. CONTINGENT LOAN AUTHORIZATION - CONTINGENT FUNDING - HIGHWAY IMPROVEMENT PROJECTS.** The department of transportation may borrow from the Bank of North Dakota, $50,000,000, or so much of the sum as may be necessary, which is appropriated to the department of transportation in the contingent loan authorization line item in section 1 of this Act for matching federal funds that may become available, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds may be borrowed and spent only upon certification by the director of the department of transportation to the director of the office of management and budget that the department has been awarded additional federal grants related to United States highway 85 during the biennium beginning July 1, 2023, and ending June 30, 2025. The department of transportation shall request from the sixty-ninth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

SECTION 5. CONTINGENT LOAN AUTHORIZATION - CONTINGENT FUNDING - FLOOD PROJECTS. The department of transportation may borrow from the Bank of North Dakota, $20,000,000, or so much of the sum as may be necessary, which is appropriated to the department of transportation in the contingent loan authorization line item in section 1 of this Act for matching funds made available from the state of Minnesota for northern Red River valley transportation projects, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds authorized in this section may be borrowed and spent only upon certification by the director of the department of transportation to the office of management and budget that the Minnesota department of transportation will match these funds one dollar-for-dollar basis. The funds may be borrowed and spent for phase one of a project to address northern Red River valley flooding issues and are available for design, redesign, preliminary and final engineering, environmental analysis, right of way acquisition, and construction, including demolition. The department of transportation shall request from the sixty-ninth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

SECTION 6. ESTIMATED INCOME - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The estimated income line item in section 1 of this Act includes the sum of $328,000,000 from the strategic investment and improvements fund for the following purposes:

1. The sum of $200,000,000 for matching federal highway discretionary grants;

2. The sum of $115,000,000 to establish a state flexible transportation fund;

3. The sum of $8,000,000 to enhance existing loan programs to assist short line railroads with rail improvement projects; and

4. The sum of $5,000,000 for studies, preliminary engineering, and environmental studies to address northern Red River valley infrastructure affected by flooding.

SECTION 7. RURAL TRANSIT FUNDING. The grants line item in section 1 of this Act includes the sum of $1,250,000 from the general fund for grants to rural transit providers in nonurban areas.

SECTION 8. CONSTRUCTION OF REST AREA AND VISITOR CENTER. Notwithstanding any other provision of law, the director of the department of transportation may enter into a cooperative agreement with a public or private entity and may expend moneys from the state highway fund or any moneys within the limits of the legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota, for the biennium beginning July 1, 2023, and ending June 30, 2025.

SECTION 9. AMENDMENT. Section 57-40.3-10 of the North Dakota Century Code is amended and reenacted as follows:

57-40.3-10. Transfer of revenue.

All moneys collected and received under this chapter must be transmitted monthly by the director of the department of transportation to the state treasurer ~~to be transferred and credited to the general fund~~who shall deposit fifty percent of collections in the state highway fund and fifty percent of collections in the general fund.

SECTION 10. AMENDMENT. Section 13 of chapter 15 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 13. 2019-21 BIENNIUM APPROPRIATION - TRANSFER - GENERAL FUND TO HIGHWAY FUND - 2021-23 BIENNIUM APPROPRIATION - HIGHWAY FUND AND FEDERAL FUNDS - EXEMPTION - REPORT.

1. There is appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, the sum of $100,000,000, which the office of management and budget shall transfer to the highway fund during the period beginning with the effective date of this Act, and ending June 30, 2021. The funds transferred to the highway fund must be maintained and reported separately from other funds in the highway fund.

2. There is appropriated out of any moneys in the highway fund, not otherwise appropriated, the sum of $100,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of matching federal discretionary funds received in excess of the regular federal funding amounts included in the department's 2021-23 biennium budget, for the biennium beginning July 1, 2021, and ending June 30, 2023. Of this amount, the department shall use at least $10,000,000 ~~for matching federal funds~~ for township road and bridge projects as follows:

   a. The funds must be allocated by the department to counties for projects or grants for the benefit of organized and unorganized townships;

   b. The department shall establish criteria to distribute the funds;

   c. The funds must be used for the maintenance and improvement of township paved and unpaved roads and bridges;

d. Priority must be given to projects that match federal funds and to projects that improve roadways that serve as local corridors; and

e. A township is not eligible to receive funding if the township does not maintain any roadways.

3. There is appropriated from federal funds, the sum of $100,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of defraying the expenses of road and bridge construction projects for the biennium beginning July 1, 2021, and ending June 30, 2023.

4. ~~On June 30, 2023, the office of management and budget shall transfer any unexpended and unobligated funds transferred to the highway fund under subsection 1 to the general fund~~The appropriation provided in this section is not subject to section 54-44.1-11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025.

5. During the 2021-22 interim, the department of transportation shall provide quarterly reports to the budget section regarding the use of funds transferred from the general fund to the highway fund.

SECTION 11. AMENDMENT. Section 10 of chapter 80 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 10. APPROPRIATION - HIGHWAY FUND - ~~CONTINGENT TRANSFER~~EXEMPTION. There is appropriated out of any moneys in the highway fund in the state treasury, not otherwise appropriated, the sum of $70,000,000, or so much of the sum as may be necessary, derived from bond proceeds to the department of transportation for state highway road and bridge projects and for matching federal funds that may become available, for the biennium beginning July 1, 2021, and ending June 30, 2023. ~~Of the $70,000,000, $35,000,000 is designated for state highway bridge projects, and $35,000,000 is designated for matching federal funds that may become available for state highway projects in excess of the federal funds appropriated to the department of transportation as part of its 2021-23 biennial budget. By October 1, 2022, the director of the department of transportation shall certify to the office of management and budget the amount of funding committed to matching excess federal funds from the $35,000,000 provided under this section. If the amount committed is less than $35,000,000, the office of management and budget shall transfer any uncommitted amounts to the infrastructure revolving loan fund under section 6-09-49~~The appropriation provided in this section is not subject to section 54-44.1-11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025.

SECTION 12. EXEMPTION - UNEXPENDED APPROPRIATIONS. The following appropriations are not subject to the provisions of section 54-44.1-11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025:

1. The sum of $750,000 appropriated from the state disaster relief fund for emergency township road repairs in section 4 of chapter 40 of the 2021 Session Laws;

2. The sum of $1,609,357 appropriated from federal funds for grants to transit providers in subdivision 10 of section 2 of chapter 28 of the 2021 Session Laws;

3. The sum of $55,000,000 appropriated from federal funds to match state bond proceeds in section 5 of chapter 15 of the 2021 Session Laws;

4. The sum of $317,000,000 appropriated from federal funds for state, county, and township road and bridge projects in section 2 of chapter 28 of the 2021 Session Laws;

5. The sum of $61,700,060 appropriated from federal funds for surface transportation grants in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws; and

6. The sum of $13,660,000 appropriated from special funds for information technology projects in section 1 of chapter 40 of the 2021 Session Laws.

SECTION 13. EFFECTIVE DATE. Section 9 of this Act is effective for motor vehicle excise tax collections transmitted to the state treasurer after July 31, 2023.

SECTION 14. EMERGENCY. Sections 10 and 11 of this Act are declared to be an emergency measure."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1012 - Department of Transportation - House Action

	Base Budget	House Changes	House Version
Salaries and wages	$204,109,585	$28,313,251	$232,422,836
Operating expenses	270,888,188	59,493,286	330,381,474
Capital assets	902,431,344	741,713,721	1,644,145,065
Grants	118,085,610	3,985,848	122,071,458
Contingent loan authorization		70,000,000	70,000,000
Total all funds	$1,495,514,727	$903,506,106	$2,399,020,833
Less estimated income	1,495,514,727	893,131,106	2,388,645,833
General fund	$0	$10,375,000	$10,375,000
FTE	982.00	16.00	998.00

Department 801 - Department of Transportation - Detail of House Changes

	Adds Funding for Cost to Continue Salary Increases[1]	Adjusts Base Level Funding[2]	Adds Funding for Salary and Benefit Increases[3]	Adds FTE Positions[4]	Adds Funding to Match Federal Formula Funds[5]	Adds One-Time Funding to Match Federal Discretionary Grants[6]
Salaries and wages	$9,903,727		$15,414,574	$2,994,950		
Operating expenses		$45,216,310		151,976		
Capital assets		(32,536,279)			$169,250,000	$490,000,000
Grants		(5,264,152)				
Contingent loan authorization						
Total all funds	$9,903,727	$7,415,879	$15,414,574	$3,146,926	$169,250,000	$490,000,000
Less estimated income	9,903,727	7,415,879	15,414,574	3,146,926	169,250,000	490,000,000
General fund	$0	$0	$0	$0	$0	$0
FTE	0.00	0.00	0.00	16.00	0.00	0.00

	Adds Funding for State Flexible Transportation Program[7]	Adds Contingent Loan Authorizations[8]	Adds One-Time Funding for Short Line Railroad Programs[9]	Adds One-Time Funding for Projects to Address Flooding[10]	Adds One-Time Funding for Rural Transit[11]	Adds One-Time Funding for Projects and Technology[12]
Salaries and wages						
Operating expenses				$5,000,000		$9,125,000
Capital assets	$115,000,000					
Grants			$8,000,000		$1,250,000	
Contingent loan authorization		$70,000,000				
Total all funds	$115,000,000	$70,000,000	$8,000,000	$5,000,000	$1,250,000	$9,125,000
Less estimated income	115,000,000	70,000,000	8,000,000	5,000,000	0	0
General fund	$0	$0	$0	$0	$1,250,000	$9,125,000
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	Total House Changes
Salaries and wages	$28,313,251
Operating expenses	59,493,286
Capital assets	741,713,721
Grants	3,985,848
Contingent loan authorization	70,000,000
Total all funds	$903,506,106
Less estimated income	893,131,106
General fund	$10,375,000
FTE	16.00

[1] Funding is added for the cost to continue 2021-23 biennium salary increases.

[2] Funding is adjusted based on estimated federal funds to be received and for other adjustments.

[3] The following funding is added for 2023-25 biennium salary adjustments of 4 percent on July 1, 2023, and 4 percent on July 1, 2024, and increases in health insurance premiums from $1,429 to $1,648 per month:

	Other Funds
Salary increase	$10,268,264
Health insurance increase	5,146,310
Total	$15,414,574

[4] Funding is added for the following FTE positions:

	FTE	Other Funds
Auditors	4.00	$829,992
Equipment operators	7.00	949,974
Driving examiners	2.00	499,984
Accountants	3.00	715,000
Total	16.00	$2,994,950

Operating funding of $151,976 is also added for the examiner positions to increase the availability of commercial driver's license testing.

[5] Funding from the highway fund is appropriated to match federal funds. The funding is from 50 percent of motor vehicle excise taxes deposited in the highway fund resulting in a general fund revenue reduction of $169,250,000.

[6] Funding from the strategic investment and improvements fund ($200 million) is appropriated to match federal discretionary grants ($290 million).

[7] Funding is appropriated from the strategic investment and improvements fund to establish a state flexible transportation program.

[8] A $50 million appropriation from a contingent Bank of North Dakota loan is provided to match federal grants

received for projects improving US Highway 85. A $20 million appropriation from a contingent Bank of North Dakota loan is provided to match funds provided by the Minnesota Department of Transportation for projects to address flooding in the northern Red River Valley.

[9] One-time funding from the strategic investment and improvements fund is added to enhance loan programs to assist short line railroads with rail improvement projects.

[10] One-time funding from the strategic investment and improvements fund for studies, preliminary engineering, and environmental studies to address northern Red River Valley infrastructure affected by flooding.

[11] One-time funding is added for grants to rural transit providers.

[12] One-time funding from the general fund is added for the following projects:
- $6,250,000 for the roadway information management system project;
- $865,000 for building door security; and
- $2,010,000 for an automated vehicle location project.

This amendment also:
- Amends Section 57-40.3-10 to deposit 50 percent of motor vehicle excise tax collections in the highway fund. The amendment would reduce estimated general fund revenues by $169,250,000.
- Amends Section 13 of Chapter 15 of the 2021 Session Laws to adjust appropriation language relating to the distribution of 2021-23 biennium funding to townships.
- Amends Section 10 of Chapter 80 of the 2021 Session Laws to adjust appropriation language relating to the use of funding derived from bond proceeds during the 2021-23 biennium.
- Authorizes the Department of Transportation to construct a rest area in the western part of the state utilizing funds from the highway fund.
- Provides exemptions to allow the Department of Transportation to continue selected 2021-23 biennium appropriations into the 2023-25 biennium.

23.0241.01006

Sixty-eighth
Legislative Assembly
of North Dakota

HOUSE BILL NO. 1012

Introduced by

Appropriations Committee

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; ~~and~~to amend and reenact section 57-40.3-10 of the North Dakota Century Code and section 13 of chapter 15 and section 10 of chapter 80 of the 2021 Session Laws, relating to motor vehicle excise tax allocations, an appropriation for township roadway funding, and the appropriation of bond proceeds for transportation projects; to provide an exemption; to provide an effective date; and to declare an emergency.

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

SECTION 1. APPROPRIATION. The funds provided in this section, or so much of the funds as may be necessary, are appropriated from special funds derived from federal funds and other income, to the department of transportation for the purpose of defraying the expenses of the department of transportation, for the biennium beginning July 1, 2023, and ending June 30, 2025, as follows:

~~Governor's~~			
~~Base Level~~	~~Recommendation~~	~~Appropriation~~	
~~Salaries and wages~~	~~$204,109,585~~	~~$238,215,649~~	~~$204,109,585~~
~~Operating expenses~~	~~270,888,188~~	~~336,075,818~~	~~270,888,188~~
~~Capital assets~~	~~902,431,344~~	~~1,681,179,645~~	~~902,431,344~~
~~Grants~~	~~118,085,610~~	~~120,690,558~~	~~118,085,610~~
~~Total all funds~~	~~$1,495,514,727~~	~~$2,376,161,670~~	~~$1,495,514,727~~
~~Less estimated income~~	~~1,495,514,727~~	~~2,242,036,670~~	~~1,495,514,727~~
~~Total general fund~~	~~$0~~	~~$134,125,000~~	~~$0~~
~~Full-time equivalent positions~~	~~982.00~~	~~1,011.00~~	~~982.00~~
		Adjustments or	
	Base Level	Enhancements	Appropriation

Salaries and wages	$204,109,585	$28,313,251	$232,422,836
Operating expenses	270,888,188	59,493,286	330,381,474
Capital assets	902,431,344	741,713,721	1,644,145,065
Grants	118,085,610	3,985,848	122,071,458
Contingent loan authorization	0	70,000,000	70,000,000
Total all funds	$1,495,514,727	$903,506,106	$2,399,020,833
Less estimated income	1,495,514,727	893,131,106	2,388,645,833
Total general fund	$0	$10,375,000	$10,375,000
Full-time equivalent positions	982.00	16.00	998.00

SECTION 2. ONE-TIME FUNDING - EFFECT ON BASE BUDGET - REPORT TO SIXTY-NINTH LEGISLATIVE ASSEMBLY. The following amounts reflect the one-time funding items approved by the sixty-seventh legislative assembly for the 2021-23 biennium and the 2023-25 biennium one-time funding items included in the appropriation in section 1 of this Act:

One-Time Funding Description	2021-23	2023-25
Road and bridge projects and matching funds	$255,000,000	$0
~~Contingent loan~~	~~50,000,000~~	~~0~~
Contingent loans	50,000,000	70,000,000
Bond proceeds	70,000,000	0
Federal funds authority	498,609,357	0
Beyond visual line of sight infrastructure	5,000,000	0
Construction and materials management system	9,660,000	0
~~Township emergency repair grants~~	~~750,000~~	~~0~~
~~Total special funds~~	~~$889,019,357~~	~~$0~~
Township emergency repair grants	750,000	0
Federal discretionary funds and match	0	490,000,000
State flexible transportation fund	0	115,000,000
Roadway management system project	0	6,250,000
Door security	0	865,000
Automated vehicle location	0	2,010,000
Short line railroad programs	0	8,000,000
Flood projects study	0	5,000,000

Rural transit program grants	0	1,250,000
Total all funds	$889,019,357	$698,375,000
Less estimated income	889,019,357	688,000,000
Total general fund	$0	$10,375,000

The 2023-25 biennium one-time funding amounts are not a part of the department's base budget for the 2025-27 biennium. The department of transportation shall report to the appropriations committees of the sixty-ninth legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2023, and ending June 30, 2025.

SECTION 3. EXEMPTION - LINE ITEM TRANSFERS. Notwithstanding section 54-16-04, the director of the office of management and budget shall transfer appropriation authority among the salaries and wages, operating expenses, capital assets, and grants line items in section 1 of this Act as requested by the director of the department of transportation when it is cost-effective for construction and maintenance of highways. The department of transportation shall notify the legislative council of any transfers made pursuant to this section.

SECTION 4. CONTINGENT LOAN AUTHORIZATION - CONTINGENT FUNDING - HIGHWAY IMPROVEMENT PROJECTS. The department of transportation may borrow from the Bank of North Dakota, $50,000,000, or so much of the sum as may be necessary, which is appropriated to the department of transportation in the contingent loan authorization line item in section 1 of this Act for matching federal funds that may become available, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds may be borrowed and spent only upon certification by the director of the department of transportation to the director of the office of management and budget that the department has been awarded additional federal grants related to United States highway 85 during the biennium beginning July 1, 2023, and ending June 30, 2025. The department of transportation shall request from the sixty-ninth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

SECTION 5. CONTINGENT LOAN AUTHORIZATION - CONTINGENT FUNDING - FLOOD PROJECTS. The department of transportation may borrow from the Bank of North Dakota, $20,000,000, or so much of the sum as may be necessary, which is appropriated to the department of transportation in the contingent loan authorization line item in section 1 of this Act for matching funds made available from the state of Minnesota for northern Red River valley transportation projects, for the biennium beginning July 1, 2023, and ending June 30, 2025. The

funds authorized in this section may be borrowed and spent only upon certification by the director of the department of transportation to the office of management and budget that the Minnesota department of transportation will match these funds one dollar-for-dollar basis. The funds may be borrowed and spent for phase one of a project to address northern Red River valley flooding issues and are available for design, redesign, preliminary and final engineering, environmental analysis, right of way acquisition, and construction, including demolition. The department of transportation shall request from the sixty-ninth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

SECTION 6. ESTIMATED INCOME - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The estimated income line item in section 1 of this Act includes the sum of $328,000,000 from the strategic investment and improvements fund for the following purposes:

1. The sum of $200,000,000 for matching federal highway discretionary grants;
2. The sum of $115,000,000 to establish a state flexible transportation fund;
3. The sum of $8,000,000 to enhance existing loan programs to assist short line railroads with rail improvement projects; and
4. The sum of $5,000,000 for studies, preliminary engineering, and environmental studies to address northern Red River valley infrastructure affected by flooding.

SECTION 7. RURAL TRANSIT FUNDING. The grants line item in section 1 of this Act includes the sum of $1,250,000 from the general fund for grants to rural transit providers in nonurban areas.

SECTION 8. CONSTRUCTION OF REST AREA AND VISITOR CENTER. Notwithstanding any other provision of law, the director of the department of transportation may enter into a cooperative agreement with a public or private entity and may expend moneys from the state highway fund or any moneys within the limits of the legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota, for the biennium beginning July 1, 2023, and ending June 30, 2025.

SECTION 9. AMENDMENT. Section 57-40.3-10 of the North Dakota Century Code is amended and reenacted as follows:

57-40.3-10. Transfer of revenue.

All moneys collected and received under this chapter must be transmitted monthly by the director of the department of transportation to the state treasurer ~~to be transferred and credited~~

~~to the general fund~~who shall deposit fifty percent of collections in the state highway fund and fifty percent of collections in the general fund.

SECTION 10. AMENDMENT. Section 13 of chapter 15 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 13. 2019-21 BIENNIUM APPROPRIATION - TRANSFER - GENERAL FUND TO HIGHWAY FUND - 2021-23 BIENNIUM APPROPRIATION - HIGHWAY FUND AND FEDERAL FUNDS - EXEMPTION - REPORT.

1. There is appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, the sum of $100,000,000, which the office of management and budget shall transfer to the highway fund during the period beginning with the effective date of this Act, and ending June 30, 2021. The funds transferred to the highway fund must be maintained and reported separately from other funds in the highway fund.
2. There is appropriated out of any moneys in the highway fund, not otherwise appropriated, the sum of $100,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of matching federal discretionary funds received in excess of the regular federal funding amounts included in the department's 2021-23 biennium budget, for the biennium beginning July 1, 2021, and ending June 30, 2023. Of this amount, the department shall use at least $10,000,000 ~~for matching federal funds~~ for township road and bridge projects as follows:
   a. The funds must be allocated by the department to counties for projects or grants for the benefit of organized and unorganized townships;
   b. The department shall establish criteria to distribute the funds;
   c. The funds must be used for the maintenance and improvement of township paved and unpaved roads and bridges;
   d. Priority must be given to projects that match federal funds and to projects that improve roadways that serve as local corridors; and
   e. A township is not eligible to receive funding if the township does not maintain any roadways.

3. There is appropriated from federal funds, the sum of $100,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of defraying the expenses of road and bridge construction projects for the biennium beginning July 1, 2021, and ending June 30, 2023.

4. ~~On June 30, 2023, the office of management and budget shall transfer any unexpended and unobligated funds transferred to the highway fund under subsection 1 to the general fund~~The appropriation provided in this section is not subject to section 54-44.1-11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025.

5. During the 2021-22 interim, the department of transportation shall provide quarterly reports to the budget section regarding the use of funds transferred from the general fund to the highway fund.

SECTION 11. AMENDMENT. Section 10 of chapter 80 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 10. APPROPRIATION - HIGHWAY FUND - ~~CONTINGENT TRANSFER~~EXEMPTION. There is appropriated out of any moneys in the highway fund in the state treasury, not otherwise appropriated, the sum of $70,000,000, or so much of the sum as may be necessary, derived from bond proceeds to the department of transportation for state highway road and bridge projects and for matching federal funds that may become available, for the biennium beginning July 1, 2021, and ending June 30, 2023. ~~Of the $70,000,000, $35,000,000 is designated for state highway bridge projects, and $35,000,000 is designated for matching federal funds that may become available for state highway projects in excess of the federal funds appropriated to the department of transportation as part of its 2021-23 biennial budget. By October 1, 2022, the director of the department of transportation shall certify to the office of management and budget the amount of funding committed to matching excess federal funds from the $35,000,000 provided under this section. If the amount committed is less than $35,000,000, the office of management and budget shall transfer any uncommitted amounts to the infrastructure revolving loan fund under section 6-09-49~~The appropriation provided in this section is not subject to section

54-44.1-11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025.

SECTION 12. EXEMPTION - UNEXPENDED APPROPRIATIONS. The following appropriations are not subject to the provisions of section 54-44.1-11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025:

1. The sum of $750,000 appropriated from the state disaster relief fund for emergency township road repairs in section 4 of chapter 40 of the 2021 Session Laws;
2. The sum of $1,609,357 appropriated from federal funds for grants to transit providers in subdivision 10 of section 2 of chapter 28 of the 2021 Session Laws;
3. The sum of $55,000,000 appropriated from federal funds to match state bond proceeds in section 5 of chapter 15 of the 2021 Session Laws;
4. The sum of $317,000,000 appropriated from federal funds for state, county, and township road and bridge projects in section 2 of chapter 28 of the 2021 Session Laws;
5. The sum of $61,700,060 appropriated from federal funds for surface transportation grants in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws; and
6. The sum of $13,660,000 appropriated from special funds for information technology projects in section 1 of chapter 40 of the 2021 Session Laws.

SECTION 13. EFFECTIVE DATE. Section 9 of this Act is effective for motor vehicle excise tax collections transmitted to the state treasurer after July 31, 2023.

SECTION 14. EMERGENCY. Sections 10 and 11 of this Act are declared to be an emergency measure.

23.0241.01009
Title.

Fiscal No. 2

Prepared by the Legislative Council staff for
House Appropriations - Government
Operations Division Committee
February 13, 2023

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1012

Page 1, line 2, replace the first "and" with "to amend and reenact section 57-40.3-10 of the North Dakota Century Code and section 13 of chapter 15 and section 10 of chapter 80 of the 2021 Session Laws, relating to motor vehicle excise tax allocations, an appropriation for township roadway funding, and the appropriation of bond proceeds for transportation projects;"

Page 1, line 2, after "exemption" insert ";to provide a report; to provide an effective date; and to declare an emergency"

Page 1, replace lines 9 through 18 with:

"

	Base Level	Adjustments or Enhancements	Appropriation
Salaries and wages	$204,109,585	$28,313,251	$232,422,836
Operating expenses	270,888,188	59,493,286	330,381,474
Capital assets	902,431,344	741,713,721	1,644,145,065
Grants	118,085,610	3,985,848	122,071,458
Contingent loan authorization	0	78,500,000	78,500,000
Total all funds	$1,495,514,727	$912,006,106	$2,407,520,833
Less estimated income	1,495,514,727	901,631,106	2,397,145,833
Total general fund	$0	$10,375,000	$10,375,000
Full-time equivalent positions	982.00	16.00	998.00"

Page 1, line 19, after "**FUNDING**" insert "**- EFFECT ON BASE BUDGET - REPORT TO SIXTY-NINTH LEGISLATIVE ASSEMBLY**"

Page 1, line 20, after "biennium" insert "and the 2023-25 biennium one-time funding items included in the appropriation in section 1 of this Act"

Page 1, replace line 23 with:

"Contingent loans	50,000,000	78,500,000"

Page 2, replace lines 4 and 5 with:

"Township emergency repair grants	750,000	0
Federal discretionary funds and match	0	490,000,000
State flexible transportation fund	0	115,000,000
Roadway management system project	0	6,250,000
Door security	0	865,000
Automated vehicle location	0	2,010,000
Short line railroad programs	0	8,000,000
Flood projects study	0	5,000,000
Rural transit program grants	0	1,250,000
Total all funds	$889,019,357	$706,875,000
Less estimated income	889,019,357	696,500,000
Total general fund	$0	$10,375,000

The 2023-25 biennium one-time funding amounts are not a part of the department's base budget for the 2025-27 biennium. The department of transportation shall report to the appropriations committees of the sixty-ninth legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2023, and ending June 30, 2025."

Page 2, after line 11, insert:

"**SECTION 4. CONTINGENT LOAN AUTHORIZATION - CONTINGENT FUNDING - HIGHWAY IMPROVEMENT PROJECTS.** The department of transportation may borrow from the Bank of North Dakota, $50,000,000, or so much of the sum as may be necessary, which is appropriated to the department of transportation in the contingent loan authorization line item in section 1 of this Act for matching federal funds that may become available, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds may be borrowed and spent only upon certification by the director of the department of transportation to the director of the office of management and budget that the department has been awarded additional federal grants related to United States highway 85 during the biennium beginning July 1, 2023, and ending June 30, 2025. The department of transportation shall request from the sixty-ninth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

SECTION 5. CONTINGENT LOAN AUTHORIZATION - CONTINGENT FUNDING - FLOOD PROJECTS. The department of transportation may borrow from the Bank of North Dakota, $28,500,000, or so much of the sum as may be necessary, which is appropriated to the department of transportation in the contingent loan authorization line item in section 1 of this Act for matching funds made available from the state of Minnesota for northern Red River valley transportation projects, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds authorized in this section may be borrowed and spent only upon certification by the director of the department of transportation to the office of management and budget that the Minnesota department of transportation will match these funds one dollar-for-dollar basis. The funds may be borrowed and spent for phase one of a project to address northern Red River valley flooding issues and are available for design, redesign, preliminary and final engineering, environmental analysis, right of way acquisition, and construction, including demolition. The department of transportation shall request from the sixty-ninth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

SECTION 6. ESTIMATED INCOME - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The estimated income line item in section 1 of this Act includes the sum of $328,000,000 from the strategic investment and improvements fund for the following purposes:

1. The sum of $200,000,000 for matching federal highway discretionary grants;

2. The sum of $115,000,000 to establish a state flexible transportation fund;

3. The sum of $8,000,000 to enhance existing loan programs to assist short line railroads with rail improvement projects; and

4. The sum of $5,000,000 for studies, preliminary engineering, and environmental studies to address northern Red River valley infrastructure affected by flooding.

SECTION 7. RURAL TRANSIT FUNDING. The grants line item in section 1 of this Act includes the sum of $1,250,000 from the general fund for grants to rural transit providers in nonurban areas.

SECTION 8. CONSTRUCTION OF REST AREA AND VISITOR CENTER. Notwithstanding any other provision of law, the director of the department of transportation may enter into a cooperative agreement with a public or private entity and may expend moneys from the state highway fund or any moneys within the limits of the legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota, for the biennium beginning July 1, 2023, and ending June 30, 2025.

SECTION 9. AMENDMENT. Section 57-40.3-10 of the North Dakota Century Code is amended and reenacted as follows:

57-40.3-10. Transfer of revenue.

All moneys collected and received under this chapter must be transmitted monthly by the director of the department of transportation to the state treasurer ~~to be transferred and credited to the general fund~~who shall deposit fifty percent of collections in the state highway fund and fifty percent of collections in the general fund.

SECTION 10. AMENDMENT. Section 13 of chapter 15 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 13. 2019-21 BIENNIUM APPROPRIATION - TRANSFER - GENERAL FUND TO HIGHWAY FUND - 2021-23 BIENNIUM APPROPRIATION - HIGHWAY FUND AND FEDERAL FUNDS - EXEMPTION - REPORT.

1. There is appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, the sum of $100,000,000, which the office of management and budget shall transfer to the highway fund during the period beginning with the effective date of this Act, and ending June 30, 2021. The funds transferred to the highway fund must be maintained and reported separately from other funds in the highway fund.

2. There is appropriated out of any moneys in the highway fund, not otherwise appropriated, the sum of $100,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of matching federal discretionary funds received in excess of the regular federal funding amounts included in the department's 2021-23 biennium budget, for the biennium beginning July 1, 2021, and ending June 30, 2023. Of this amount, the department shall use at least $10,000,000 ~~for matching federal funds~~ for township road and bridge projects as follows:

   a. The funds must be allocated by the department to counties for projects or grants for the benefit of organized and unorganized townships;

   b. The department shall establish criteria to distribute the funds;

   c. The funds must be used for the maintenance and improvement of township paved and unpaved roads and bridges;

d. Priority must be given to projects that match federal funds and to projects that improve roadways that serve as local corridors; and

e. A township is not eligible to receive funding if the township does not maintain any roadways.

3. There is appropriated from federal funds, the sum of $100,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of defraying the expenses of road and bridge construction projects for the biennium beginning July 1, 2021, and ending June 30, 2023.

4. ~~On June 30, 2023, the office of management and budget shall transfer any unexpended and unobligated funds transferred to the highway fund under subsection 1 to the general fund~~The appropriation provided in this section is not subject to section 54-44.1-11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025.

5. During the 2021-22 interim, the department of transportation shall provide quarterly reports to the budget section regarding the use of funds transferred from the general fund to the highway fund.

SECTION 11. AMENDMENT. Section 10 of chapter 80 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 10. APPROPRIATION - HIGHWAY FUND - ~~CONTINGENT TRANSFER~~EXEMPTION. There is appropriated out of any moneys in the highway fund in the state treasury, not otherwise appropriated, the sum of $70,000,000, or so much of the sum as may be necessary, derived from bond proceeds to the department of transportation for state highway road and bridge projects and for matching federal funds that may become available, for the biennium beginning July 1, 2021, and ending June 30, 2023. ~~Of the $70,000,000, $35,000,000 is designated for state highway bridge projects, and $35,000,000 is designated for matching federal funds that may become available for state highway projects in excess of the federal funds appropriated to the department of transportation as part of its 2021-23 biennial budget. By October 1, 2022, the director of the department of transportation shall certify to the office of management and budget the amount of funding committed to matching excess federal funds from the $35,000,000 provided under this section. If the amount committed is less than $35,000,000, the office of management and budget shall transfer any uncommitted amounts to the infrastructure revolving loan fund under section 6-09-49~~The appropriation provided in this section is not subject to section 54-44.1-11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025.

SECTION 12. EXEMPTION - UNEXPENDED APPROPRIATIONS. The following appropriations are not subject to the provisions of section 54-44.1-11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025:

1. The sum of $750,000 appropriated from the state disaster relief fund for emergency township road repairs in section 4 of chapter 40 of the 2021 Session Laws;

2. The sum of $1,609,357 appropriated from federal funds for grants to transit providers in subdivision 10 of section 2 of chapter 28 of the 2021 Session Laws;

3. The sum of $55,000,000 appropriated from federal funds to match state bond proceeds in section 5 of chapter 15 of the 2021 Session Laws;

4. The sum of $317,000,000 appropriated from federal funds for state, county, and township road and bridge projects in section 2 of chapter 28 of the 2021 Session Laws;

5. The sum of $61,700,060 appropriated from federal funds for surface transportation grants in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws; and

6. The sum of $13,660,000 appropriated from special funds for information technology projects in section 1 of chapter 40 of the 2021 Session Laws.

SECTION 13. EFFECTIVE DATE. Section 9 of this Act is effective for motor vehicle excise tax collections transmitted to the state treasurer after July 31, 2023.

SECTION 14. EMERGENCY. Sections 10 and 11 of this Act are declared to be an emergency measure."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1012 - Department of Transportation - House Action

	Base Budget	House Changes	House Version
Salaries and wages	$204,109,585	$28,313,251	$232,422,836
Operating expenses	270,888,188	59,493,286	330,381,474
Capital assets	902,431,344	741,713,721	1,644,145,065
Grants	118,085,610	3,985,848	122,071,458
Contingent loan authorization		78,500,000	78,500,000
Total all funds	$1,495,514,727	$912,006,106	$2,407,520,833
Less estimated income	1,495,514,727	901,631,106	2,397,145,833
General fund	$0	$10,375,000	$10,375,000
FTE	982.00	16.00	998.00

Department 801 - Department of Transportation - Detail of House Changes

	Adds Funding for Cost to Continue Salary Increases[1]	Adjusts Base Level Funding[2]	Adds Funding for Salary and Benefit Increases[3]	Adds FTE Positions[4]	Adds Funding to Match Federal Formula Funds[5]	Adds One-Time Funding to Match Federal Discretionary Grants[6]
Salaries and wages	$9,903,727		$15,414,574	$2,994,950		
Operating expenses		$45,216,310		151,976		
Capital assets		(32,536,279)			$169,250,000	$490,000,000
Grants		(5,264,152)				
Contingent loan authorization						
Total all funds	$9,903,727	$7,415,879	$15,414,574	$3,146,926	$169,250,000	$490,000,000
Less estimated income	9,903,727	7,415,879	15,414,574	3,146,926	169,250,000	490,000,000
General fund	$0	$0	$0	$0	$0	$0
FTE	0.00	0.00	0.00	16.00	0.00	0.00

	Adds Funding for State Flexible Transportation Program[7]	Adds Contingent Loan Authorizations[8]	Adds One-Time Funding for Short Line Railroad Programs[9]	Adds One-Time Funding for Projects to Address Flooding[10]	Adds One-Time Funding for Rural Transit[11]	Adds One-Time Funding for Projects and Technology[12]
Salaries and wages						
Operating expenses				$5,000,000		$9,125,000
Capital assets	$115,000,000					
Grants			$8,000,000		$1,250,000	
Contingent loan authorization		$78,500,000				
Total all funds	$115,000,000	$78,500,000	$8,000,000	$5,000,000	$1,250,000	$9,125,000
Less estimated income	115,000,000	78,500,000	8,000,000	5,000,000	0	0
General fund	$0	$0	$0	$0	$1,250,000	$9,125,000
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	Total House Changes
Salaries and wages	$28,313,251
Operating expenses	59,493,286
Capital assets	741,713,721
Grants	3,985,848
Contingent loan authorization	78,500,000
Total all funds	$912,006,106
Less estimated income	901,631,106
General fund	$10,375,000
FTE	16.00

[1] Funding is added for the cost to continue 2021-23 biennium salary increases.

[2] Funding is adjusted based on estimated federal funds to be received and for other adjustments.

[3] The following funding is added for 2023-25 biennium salary adjustments of 4 percent on July 1, 2023, and 4 percent on July 1, 2024, and increases in health insurance premiums from $1,429 to $1,648 per month:

	Other Funds
Salary increase	$10,268,264
Health insurance increase	5,146,310
Total	$15,414,574

[4] Funding is added for the following FTE positions:

	FTE	Other Funds
Auditors	4.00	$829,992
Equipment operators	7.00	949,974
Driving examiners	2.00	499,984
Accountants	3.00	715,000
Total	16.00	$2,994,950

Operating funding of $151,976 is also added for the examiner positions to increase the availability of commercial driver's license testing.

[5] Funding from the highway fund is appropriated to match federal funds. The funding is from 50 percent of motor vehicle excise taxes deposited in the highway fund resulting in a general fund revenue reduction of $169,250,000.

[6] Funding from the strategic investment and improvements fund ($200 million) is appropriated to match federal discretionary grants ($290 million).

[7] Funding is appropriated from the strategic investment and improvements fund to establish a state flexible transportation program.

[8] A $50 million appropriation from a contingent Bank of North Dakota loan is provided to match federal grants

received for projects improving United States Highway 85. A $28.5 million appropriation from a contingent Bank of North Dakota loan is provided to match funds provided by the Minnesota Department of Transportation for projects to address flooding in the northern Red River Valley.

[9] One-time funding from the strategic investment and improvements fund is added to enhance loan programs to assist short line railroads with rail improvement projects.

[10] One-time funding from the strategic investment and improvements fund is added for studies, preliminary engineering, and environmental studies to address northern Red River Valley infrastructure affected by flooding.

[11] One-time funding is added for grants to rural transit providers.

[12] One-time funding from the general fund is added for the following projects:
- $6,250,000 for the roadway information management system project;
- $865,000 for building door security; and
- $2,010,000 for an automated vehicle location project.

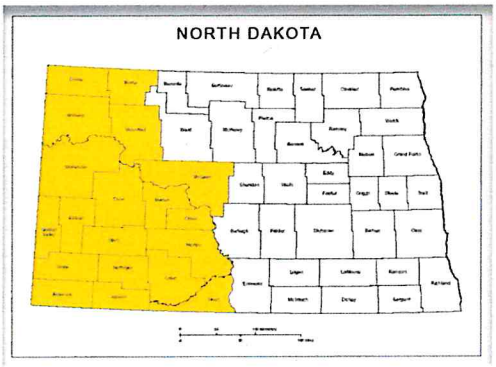
This amendment also:
- Amends North Dakota Century Code Section 57-40.3-10 to deposit 50 percent of motor vehicle excise tax collections in the highway fund. The amendment would reduce estimated general fund revenues by $169,250,000.
- Amends Section 13 of Chapter 15 of the 2021 Session Laws to adjust appropriation language relating to the distribution of 2021-23 biennium funding to townships.
- Amends Section 10 of Chapter 80 of the 2021 Session Laws to adjust appropriation language relating to the use of funding derived from bond proceeds during the 2021-23 biennium.
- Authorizes the Department of Transportation to construct a rest area in the western part of the state utilizing funds from the highway fund.
- Provides exemptions to allow the Department of Transportation to continue selected 2021-23 biennium appropriations into the 2023-25 biennium.

PORTS TO PLAINS ALLIANCE

Theodore Roosevelt EXPRESSWAY

The Theodore Roosevelt Expressway (TRE) and the Ports to Plains Trade Corridor (P2P)

What drives North Dakota's economy?



Over 89% of North Dakota land is dedicated to farming operations. In 2020 North Dakota generated over $7.3 billion in agricultural cash receipts. In the same year North Dakota's agricultural production and processing industries represented over 7% of the states GDP. **20% of this agricultural production occurs in counties that are served by the TRE and the trade corridor.** North Dakota's agricultural exports total over $865 million. $280 million is transported by truck to Canada and $7.5 million to Mexico. **$542 million is transported by truck to other states on the P2P trade corridor.**

In 2021 North Dakota produced over 455 million barrels of oil and 1195 million cubic feet of gas which represents over $2 billion in oil tax collections. ($22 billion from 2008 to 2020). **99% of the oil and gas production occurs in the counties supported by the TRE and P2P trade corridor.** In terms of transportation impacts, the oil and gas industry generated over 165,000 oversize/overweight permits in 2021. **21% (35,131) of these permits were issued for US 85, still primarily a 2-lane highway on the TRE and P2P trade corridor.**

What is the value of the TRE and P2P Trade Corridor to North Dakota

The Theodore Roosevelt Expressway (TRE) is the Northern third of the Ports to Plains Alliance. It runs from Rapid City, SD to Canada through the Port of Raymond in Montana. The TRE begins in Rapid City and flows through the cities of Spearfish, Belle Fourche, Bowman, Belfield, Watford City, Williston, Culbertson, Plentywood, and finally through the Port of Raymond into Canada.

The 2,300-mile Ports-to-Plains Alliance Corridor runs from Mexico to Canada through nine rural states and serves several major international border crossings, including Laredo, Texas. The Corridor includes three congressionally designated High Priority Corridors on the National Highway System (NHS): • Ports-to-Plains Trade Corridor #38 • Heartland Expressway #14 • Theodore Roosevelt Expressway #5.

PORTS TO PLAINS ALLIANCE

Theodore Roosevelt EXPRESSWAY

Approximately 1100 of the 2300-mile corridor 47% has been upgraded to four-lane or better including 10 miles on US 2 west of Williston, ND, and 40 miles on US 85 from Williston to Watford City, ND. In Texas and New Mexico, the next evolution of this corridor will be to build out to future interstate standards since this segment was recently designated federally as a future interstate. **In North Dakota, we need to complete 160 miles of US 85 from Watford City to the North Dakota/South Dakota State Line.**

Along the P2P trade corridor, 12 of the nation's top 20 feedlots are served by this transportation artery. This corridor supports over $11 billion a year in agriculture production. In 2020 this corridor generated over 12.1 million tons of trade commodities with Canada valued at $27 billion and 43.4 million tons of trade commodities with Mexico valued at $144.2 billion. **North Dakota's trade benefit on this corridor is projected in the USDOT Freight Analysis Framework to grow to 3.6 million tons with Canada valued at $2.5 billion by 2050.**

Another unique feature of the P2P trade corridor which includes the TRE is that fact that two of the nation's largest oil fields anchors both ends of this corridor, the Permian Basin in Texas, and the Bakken in North Dakota. Some of the nation's largest oil companies are working both fields which is facilitating the movement of commodities and resources up and down the corridor.

Why should North Dakota invest in the TRE and P2P trade corridor?

Completing the Theodore Roosevelt Expressway (TRE) to a four- lane divided highway will position the State to take full advantage of the future benefits that are expected to be realized as the whole corridor is finally completed throughout United States. Population projections along the P2P corridor will continue to see increases with Denver Colorado, a major metropolitan area being served by these transportation improvements. Trade with Mexico will double in the next thirty years and agricultural commodities such as beef and feedstock will continue to be significant trade items.

Every study that has looked at this transportation corridor over the past 15 years has recognized a positive return on the investment with significant increases in state's economic GDP. Completing the TRE in North Dakota is good for the state and good for business.

Theodore Roosevelt EXPRESSWAY

Chairman, Vingesaa
Members of the House Appropriations Committee
Good morning.

I am Cal Klewin Executive Director of the **Theodore Roosevelt Expressway Association (TREA)**.

The **Theodore Roosevelt Expressway** (Highway 85) is a Federally-Designated High Priority Corridor on the National Highway System. It runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.

The **Theodore Roosevelt Expressway**--separately and as part of the Ports-to-Plains Alliance--is critical to the economy and quality of life of North Dakota, of the Great Plains region, and the Nation. The TRE serves as a major North South corridor for North Dakota's energy, agriculture, tourism and manufacturing economic sectors.

I know this Committee is fully aware of the immediate transportation infrastructure needs in our state. The Theodore Roosevelt Expressway Association supports long term sustanable state transportation funding for NDDOT. On the Federal level TREA and the Ports to Plains Alliance supports a long term Federal Transportation Bill and working with Corriodor Congresstional delegations stressing the need for sufficient transportation funding.

Today, you have House Bill 1012 before you. HB 1012 can offer funding to help modernize North Dakota's surface transportation system. HB 1012 can contribute to the current and future prosperity of North Dakota and our Nation with a safe and efficient transportation system for industry, business and the traveling public.

Therefore, the Theodore Roosevelt Expressway Association and the Ports to Plains Alliance supports House Bill 1012.

That concludes my testimony, I will try to answer any questions you may have.

Thank You,

Theodore Roosevelt EXPRESSWAY

Cal Klewin Executive Director

Theodore Roosevelt Expressway Association

NDMCA
NORTH DAKOTA MOTOR CARRIERS ASSOCIATION

HB 1012
Senate Appropriations Committee
Chairman Brad Bekkedahl
March 1, 2023

Chairman Bekkedahl and members of the Committee, my name is Amanda Remynse, and I am writing to you on behalf of the the North Dakota Motor Carriers Association (NDMCA), **in support** of HB 1012. Infrastructure is critical to the trucking industry and the North Dakota Department of Transportation is a valuable partner.

NDMCA members support fiscally responsible financing programs for infrastructure development. This includes using the motor vehicle excise tax to fund future transportation needs, rather than diverting a portion of it to the North Dakota General Fund. Additionally, NDMCA supports funding of state and county transportation infrastructure from North Dakota's General Fund and oil extraction and production taxes. Finally, it is critical to have the necessary state funding to match available Federal funds.

Workforce is an issue in our industry. Because of this, we support the resources aimed at increasing CDL testing accessibility.

According to the NDSU Challey Institute for Global Innovation and Growth, Transportation and Warehousing accounts for 4.7% of the state's GDP. Reliable transportation networks expand markets by allowing North Dakota businesses to sell products across the state, to other states, and internationally. North Dakota has the nation's most freight-dependent economy. Comprehensive infrastructure is important the economic success of North Dakota.

NDMCA thanks the Committee for your consideration and urges a **do pass** recommendation.

P.O. Box 874 ◆ Bismarck, ND 58502-0874 ◆ 701-223-2700 ◆ ga@ndmca.org ◆ www.ndmca.org
To Promote and Represent the Motor Carrier Industry in North Dakota

GREATER NORTH DAKOTA CHAMBER
HB 1012
Senate Appropriations Committee
Chairman Brad Bekkedahl
March 1, 2023

Mr. Chairman and members of the Committee, my name is Andrea Pfennig, and I am the Director of Government Affairs for the Greater North Dakota Chamber. GNDC is North Dakota's largest statewide business advocacy organization, with membership represented by small and large businesses, local chambers, and trade and industry associations across the state. We stand in **support** of House Bill 1012.

Transportation infrastructure is important to our members as a way to get goods to market. One of our policy priorities is to ensure that existing maintenance needs are met, along with future needs. Our membership covers all sectors and corners of the state. Transportation infrastructure is needed by all of them.

We also feel that it is important to support both Federal infrastructure funds designated for North Dakota and flexible matching state appropriations to maximize investment. We would encourage consideration of utilizing motor vehicle excise tax revenues for infrastructure investments.

Specifically, we feel that the following components of HB 1012 are crucial to meet transportation infrastructure needs of the North Dakota business community.

- FTEs and operating funding for 2 traveling CDL testing positions to provide more accessibility to rural locations.
- Federal discretionary funds and match.
- State flexible transportation fund.
- A $50 million line of credit with the Bank of North Dakota for Hwy 85.
- Roadway management system project.
- Transferring Motor Vehicle Excise Tax revenues to the State Highway Fund.
- Carryover authority, including $10 million for the maintenance and improvement of township paved and unpaved roads and bridges and $35 million of bond proceeds.
- Funding for the Short Line Rail loan program.

We hope that you will fund these components of the bill that will improve transportation infrastructure in North Dakota. Thank you for your consideration.

WESTERN DAKOTA ENERGY ASSOCIATION

EXECUTIVE COMMITTEE

Trudy Ruland
President
Mountrail County

Supt. Leslie Bieber
Vice President
Alexander PSD

Zach Gaaskjolen
City of Stanley

Keith Harris
Dickinson PSD

Supt. Tim Holte
Stanley PSD

Shannon Holter
City of Bowbells

Lyn James
City of Bowman

Nick Klemisch
Garrison PSD
Coal Conversion Counties

David Montgomery
Williams County

Craig Pelton
Dunn County

John Phillips
Coal Conversion Counties

March 2, 2023

Testimony of:
Geoff Simon, Lobbyist #144
in support of HB 1012 – Budget of the ND Department of Transportation
Senate Appropriations Committee

Chairman Bekkedahl and Committee members:

On behalf of the city, county and school district members of the Western Dakota Energy Association (WDEA), we wish to express our support for the appropriations contained within the House-approved budget of the North Dakota Department of Transportation.

Among WDEA's top priorities is the widening of Highway 85 to four lanes from Watford City south to Interstate 94. We were grateful to hear news that a bid has been awarded for work this construction season on the segment from Watford City to the LongX Bridge. Building additional lanes will significantly improve the safety of this stretch, but planning must also proceed on the next segment between the LongX Bridge and the Highway 200 junction. We appreciate the inclusion of a $50 million line of credit from the Bank of North Dakota to provide matching dollars in the event of a successful federal grant application. WDEA also understands the importance of ongoing financial support for NDDOT's planning budget.

Our county and township members are also appreciative of the $115 million allocation to create a Flexibility Program within the department. This item recognizes the struggles that counties and townships face in maintaining or upgrading roads, and especially addressing the need to repair or replace hundreds of sub-standard bridges on rural roads.

Matching funds that would be provided by re-direction of 50 percent of the vehicle excise tax and a $200 million appropriation from the Strategic Investment and Improvements Fund are also a wise use of taxpayer dollars to complete essential infrastructure projects.

Finally, we would like to express our appreciation and support for Section 8 of the engrossed bill that authorizes completion of an Interstate 94 rest area in the vicinity of Painted Canyon. This also represents a wise use of taxpayer dollars to enhance the state's tourism industry by encouraging travelers to stop and enjoy the natural beauty of North Dakota's landscape.

As always, we appreciate the opportunity to offer testimony and would be happy to provide additional information upon request.

Thank you for your consideration.

Western Dakota Energy Association
1661 Capitol Way, Bismarck ND 58501
www.ndenergy.org • 701-527-1832

HB 1012
BUDGET TESTIMONY
North Dakota Department of Transportation

NORTH Dakota | Transportation
Be Legendary.

March 2, 2023

1

NORTH Dakota | Transportation
Be Legendary.

MISSION
Safely move people and goods.

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

VALUES | PRIDE
Professionalism | Respect | Integrity
Dedication | Excellence

2

EXECUTIVE TEAM

NORTH Dakota | Transportation
Be Legendary.

Ron Henke
Director

Matt Linneman
Deputy Director
for Engineering

Terra Miller-Bowley
Deputy Director
for Administration

Robin Rehborg
Deputy Director
for Driver Safety

Vacant
Deputy Director
for Planning

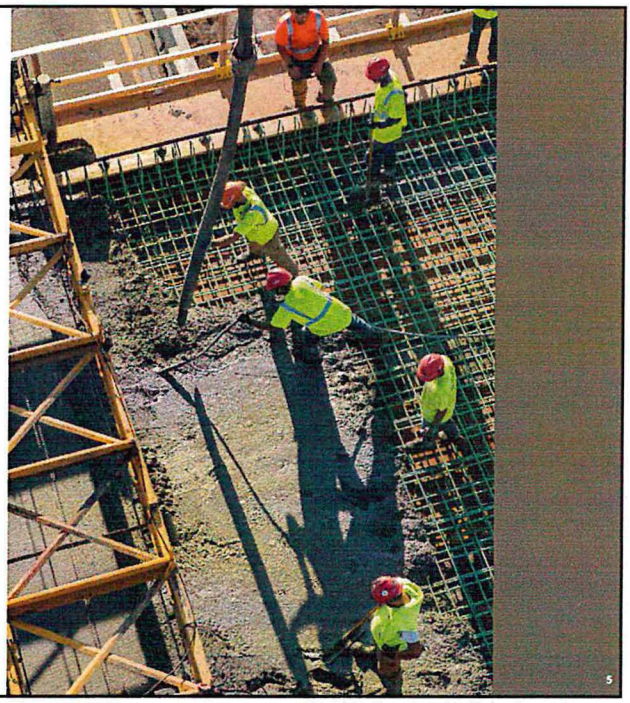
3

3

4

SUCCESS!

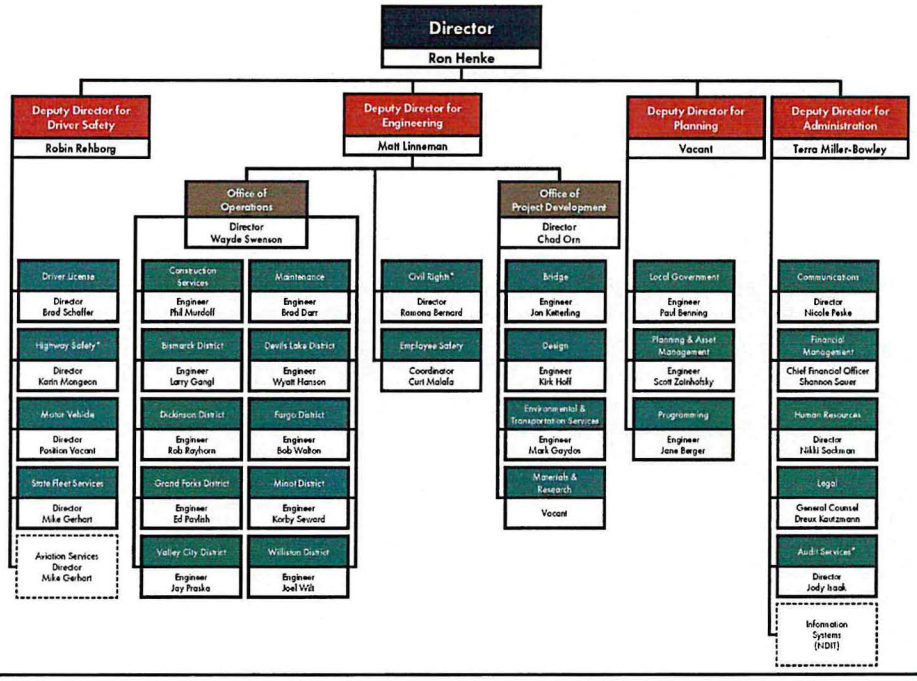
- Construction contracts totaling $500M+
- 7,655 driver license online knowledge tests completed
- Completed major Motor Vehicle & Driver License System Upgrade to better serve customers *(Licensing Enterprise Gateway Endpoint for North Dakota | LEGEND)*
- $224.5M in American Rescue Plan Act (ARPA) funds committed | $105M spent
- $35M bond for bridges has been committed | $12.5M spent



5

NORTH Dakota | Transportation
Be Legendary.

TEAM NDDOT



6

AWARDS & ACCOLADES
THIS BIENNIUM

- ND ROADS – RANKED #1 - According to the *Reason Foundation*, North Dakota leads the nation in highway performance and cost effectiveness.
- TEAM NDDOT – Bismarck-Mandan Young Professionals Network 2022 Best Places to Work
- BEULAH RETROFIT ROUNDABOUT – America's Transportation Award for Best Use of Technology & Innovation
- LONG X BRIDGE – Regional American Association of Highway and Transportation Officials (AASHTO) Award
- MOTOR VEHICLE & DRIVER LICENSE – American Assoc. of Motor Vehicle Administrators (AAMVA) Reinventing the Customer Service Award
- LOCAL GOVERNMENT – Dakota Transit Association ND Friend of Transit Award
- COMMUNICATIONS – AASHTO Transportation Communications Award in the categories of external publication, event and crisis communications.
- VISION ZERO – AAMVA Public Affairs and Consumer Education Award

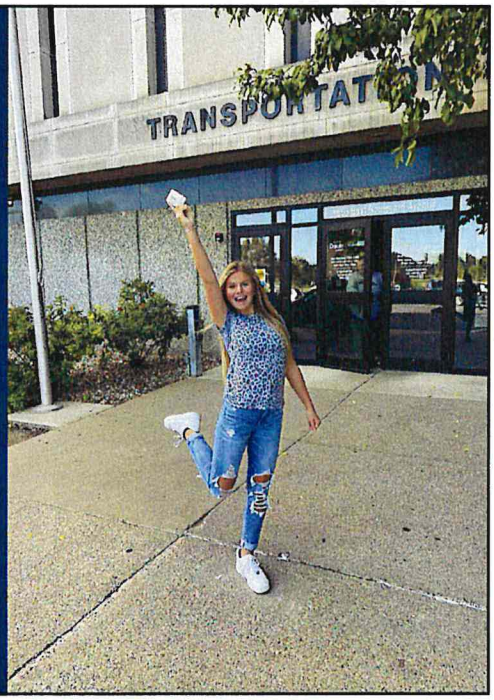
7

7

NORTH Dakota | Transportation
Be Legendary.

STRATEGIC FOCUS AREAS

- Safety
- Innovation
- Assets
- Mobility
- Leadership



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STRATEGIC FOCUS AREAS

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

INNOVATION – Promote a culture of innovation to enhance external and internal services, products, and programs.

ASSETS – Preserve and enhance assets managed by the NDDOT.

MOBILITY – Work to improve access to our transportation systems through multi-modal solutions to enhance the movement of people and goods, having a positive impact on the quality of life and the economic wellbeing of North Dakotans.

LEADERSHIP – Position the NDDOT as a local, state, and nationally trusted leader. We value service, excellence and diversity and instilling a culture of leadership which expands the problem-solving capacity of our organization.

9

9

WHAT WE DO FOR NORTH DAKOTA

Fleet Services
Purchases, manages, operates, maintains and disposes of the state's licensed motor vehicles (about 3,200 vehicles).

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

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

Local Transportation Programs
Work with local governments, maintain the long-range transportation plan, manage grants and various programs.

Construction & Maintenance
Facilitates construction projects (bid, contracts, etc.); also oversees the work to maintain roadways and remove snow.

Highway Safety
Coordinates Vision Zero, the strategy to reduce motor vehicle crash fatalities. The designated State Highway Safety Office.

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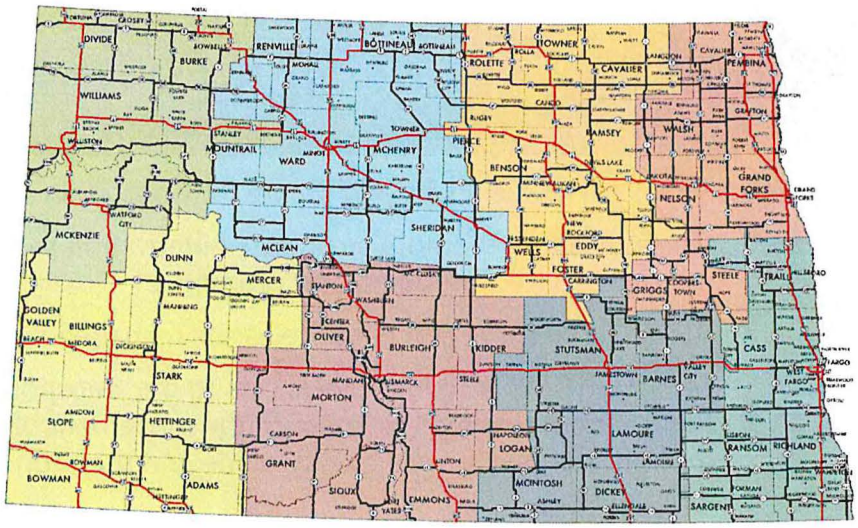
NDDOT DISTRICTS



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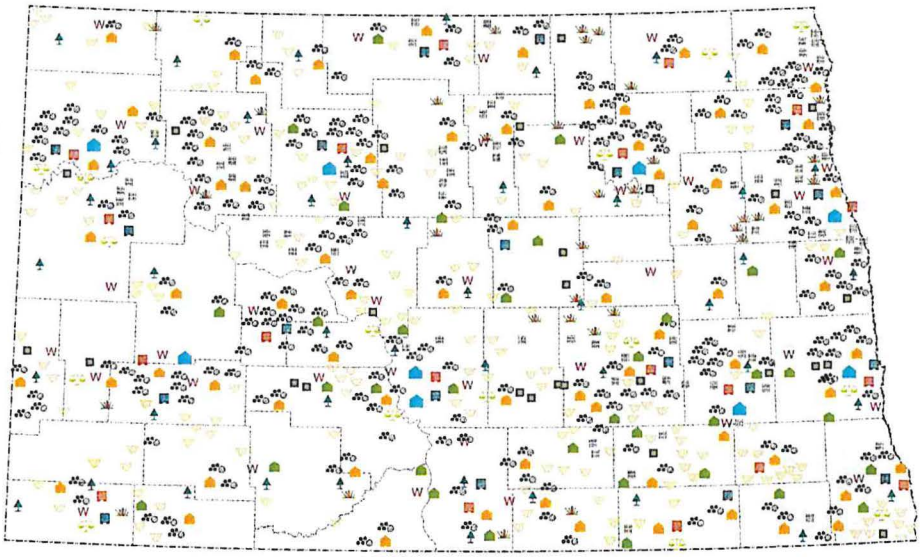
NDDOT SUPPORT FACILITIES & ASSETS



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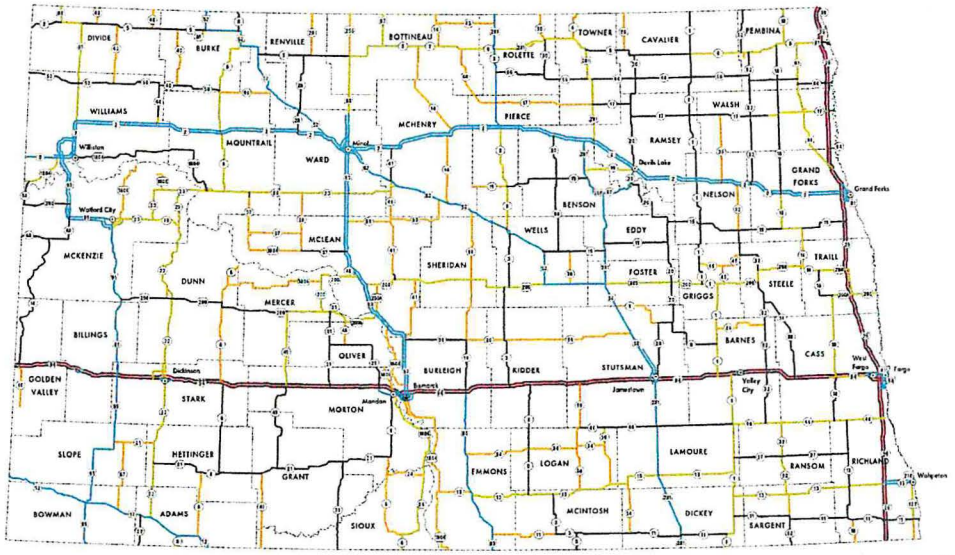
HIGHWAY CLASSIFICATION SYSTEM

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



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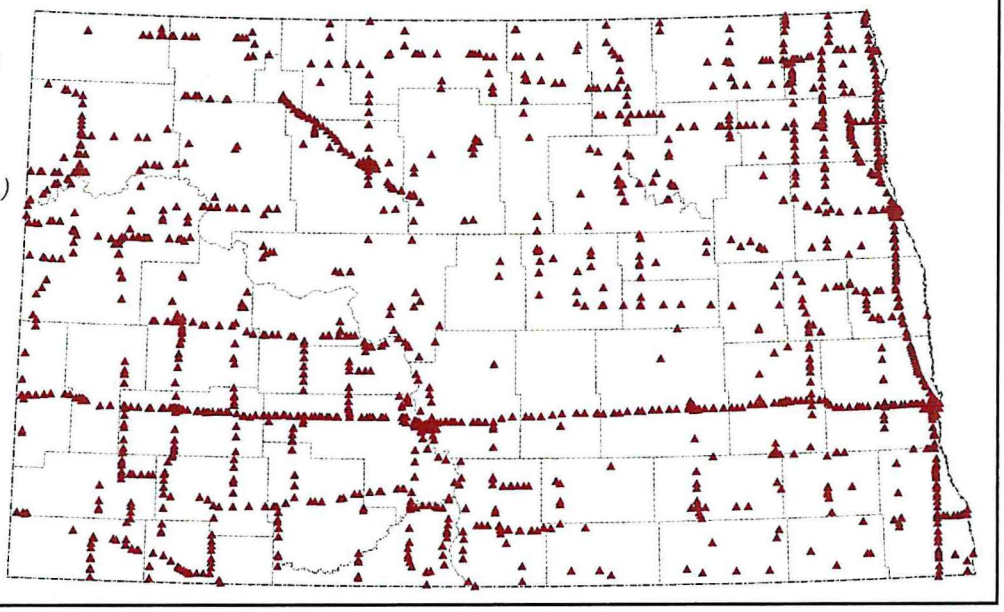
STATE BRIDGE INFRASTRUCTURE

▲ State Bridges
1,724

Total Bridges (county, city, etc.)
4,837

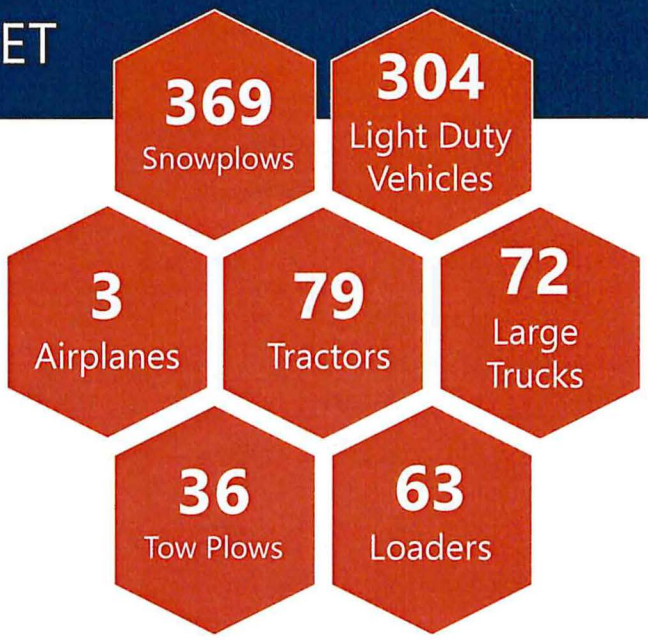


14

EQUIPMENT & FLEET

1,518 TOTAL
PIECES OF EQUIPMENT

- Located in all 8 districts across North Dakota.
- Includes equipment for pavement preservation which saves the state money and has a high return on investment.



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SNOW AND ICE CONTROL

- Cost - $23.6M per year
- Statewide operations 5 a.m. – 7 p.m. daily
- Lane miles – 17,800
- State funded – not eligible for federal reimbursement

Know before you go. Download the ND Roads app!

ND ROADS

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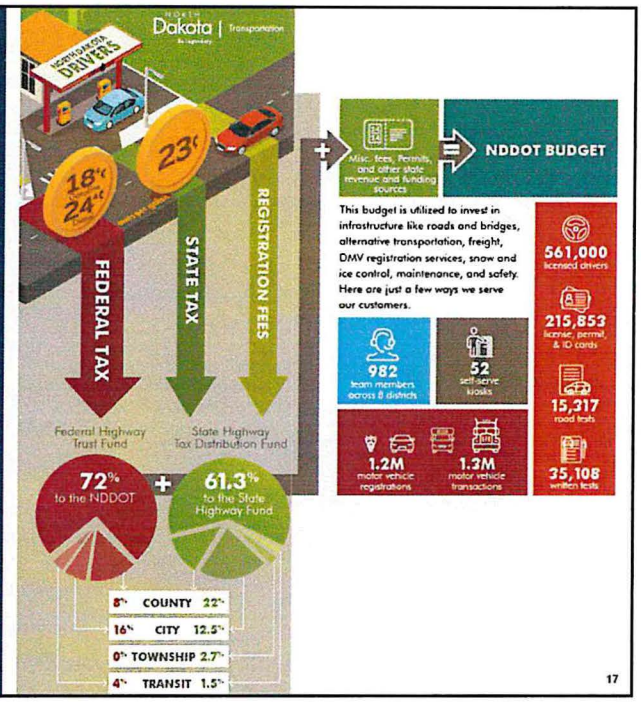
HOW ARE WE FUNDED?

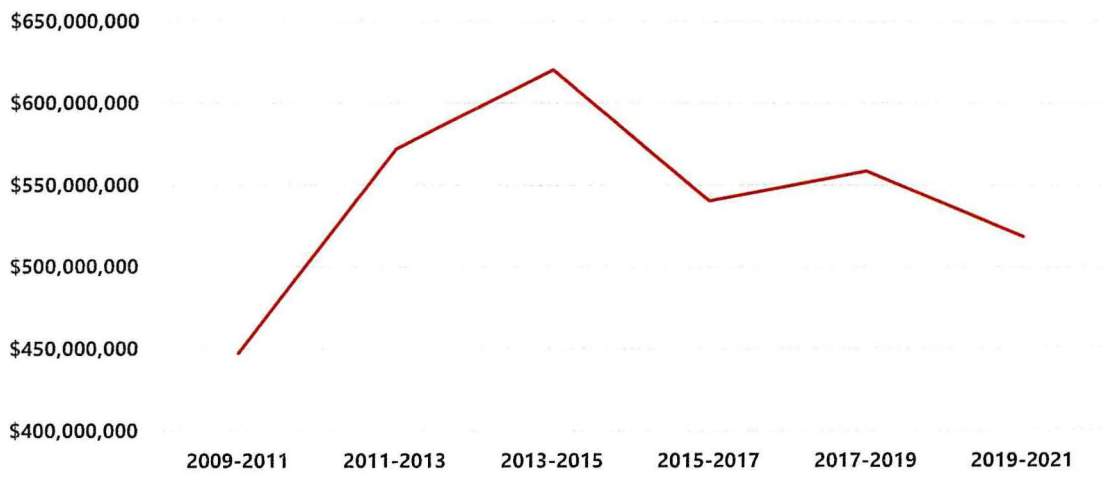
BOTH FEDERAL AND STATE DOLLARS FUND THE NDDOT.

- It all starts with the fuel tax. For each gallon of gas purchased, 18.4 cents goes to the Federal Highway Trust Fund and 23 cents to the State Highway Tax Distribution Fund.
- From there, both funds distribute dollars to county, city, township, transit entities, and the largest portion being directed to fund the NDDOT.
- This allows us to fund the majority of our budget.



17

DECLINING STATE TRANSPORTATION REVENUES



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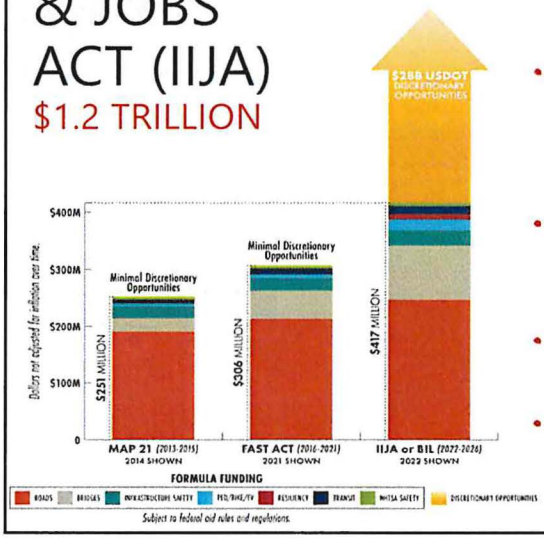
INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA)

$1.2 TRILLION



- Includes a 30% increase in total federal formula funding for the next 5 years.
- Funding amounts designated for roads is similar to previous bills. There is a 15% increase in roadway funding which is about equal to the inflation.
- The $1.2T IIJA funding includes other items like power and grid, broadband, ports and waterways, airports, water infrastructure, and resiliency. This funding is not accessible by the NDDOT.
- Greatest increase in funding is for bridge work, as well as resources for pedestrian/bike, and electric vehicle charging stations.
- Increases much needed funding for transit and highway safety programs.
- Includes historic amount of funding for competitive discretionary programs; award success and the funding timing are unknown.

19

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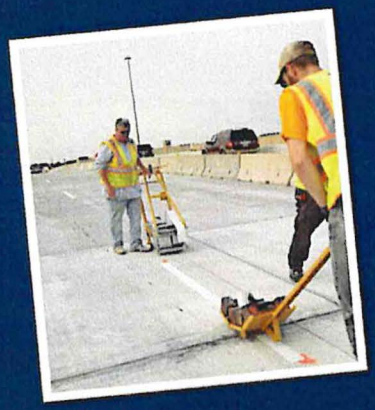
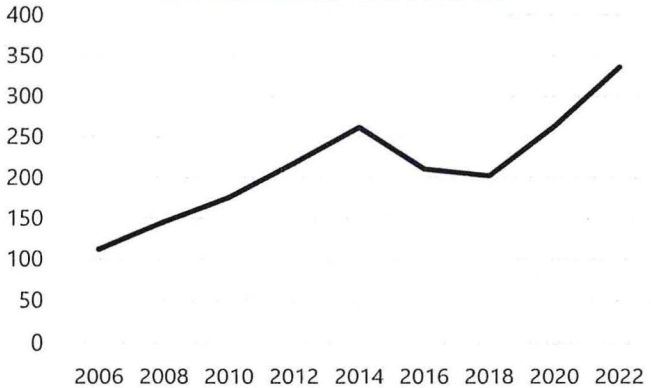
INCREASE IN CONSTRUCTION COSTS



- Construction costs increased 26% from 2021 to 2022.
- Projections for 2023 range from 4%-14%.
  - Will likely be around 7%.

Construction Cost Index



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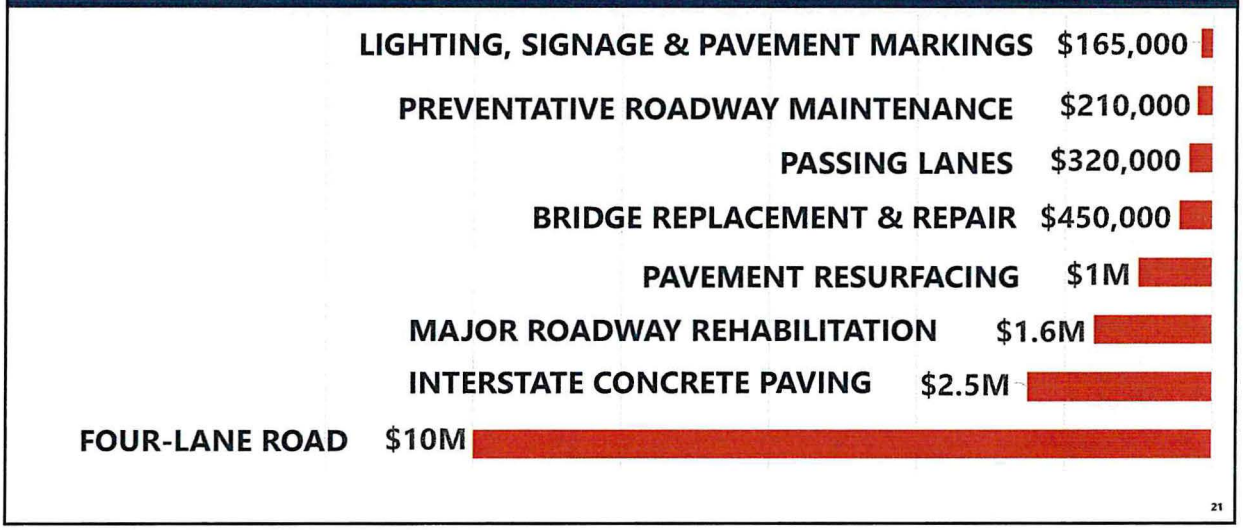
TRANSPORTATION SYSTEM COSTS

Per Mile



21

DISCRETIONARY FUNDING

- **Awarded** $134.7M
- **Applied** $522M
- **Awaiting** award announcement $350M+

(As of Dec. 20)

22

DISCRETIONARY FUNDING

- **August Redistribution $62M**
- **Better Utilizing Investments to Leverage Development (BUILD) Grant** *(Awarded Sept. 2020)* 15 grade-raise locations in the prairie pothole region of central ND to reduce risk of highway flooding. **$22M**
- **INFRA Grants** *(Awarded June 2021)* US Highway 52 Passing Lane Project, Carrington to E. Jct. ND 5. The first segment was constructed in 2022. Two segments will be constructed in 2023. **$16.75M**
- **Rebuilding American Infrastructure with Sustainability and Equity *RAISE) Grant** *(Awarded Nov. 2021)* Statewide Transportation Management Center and I-29 SMART Corridor planning. **$550,000**

23

23

DISCRETIONARY FUNDING

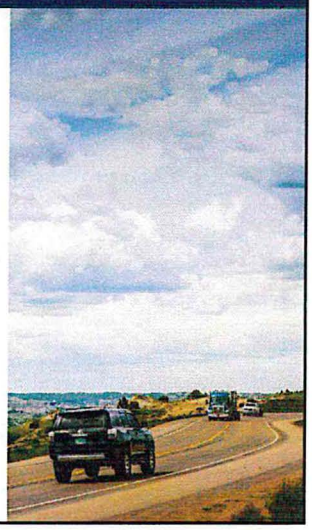
- **RAISE - Tribal Safety Bundle (Standing Rock and MHA)** *(Awarded Aug. 2022)* This project will provide safety improvements at multiple locations along ND 24, ND 23, and ND 73. **$19.5M**
- **Department of Defense Community Infrastructure Pipe Replace** *(Awarded Sept. 2022)* Improves truck/freight weight carrying capacity at Brooks Junction (US 52 and US 2). **$2.85M**
- **Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant** *(Awarded June 2022)* Rail replacement from Oakes to Independence (Red River Valley and Western Short Line Railroad). The project is expected to be constructed in 2024. **$6.7M**

24

24

DISCRETIONARY FUNDING

- **Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant** *(Awarded Aug. 2022)* For electric vehicle charging stations. **$1.5M**
- **Federal Highway Administration Climate Challenge** Process for selecting type of pavement. **$240,000**
  - Technical training on the Life-cycle Assessment Pave tool to evaluate greenhouse gas impacts of existing construction
  - Technical assistance to develop the scope of a university study
  - Perform university study to include greenhouse gas impacts in future grant



25

EQUIPMENT BACKLOG & BUILDING NEEDS

EQUIPMENT | $32M in equipment backlog

- There is a replacement schedule for all equipment and a base fleet inventory for all districts
- Experiencing supply chain issues and costs have increased 20-25% since last biennium

DISTRICT/SECTION BUILDINGS | $33M new
$15.5M maintenance deficiencies

- **Capital Improvement Plan** – proactive approach that identifies capital projects based on (future) needs, necessities, and priorities within the DOT

26

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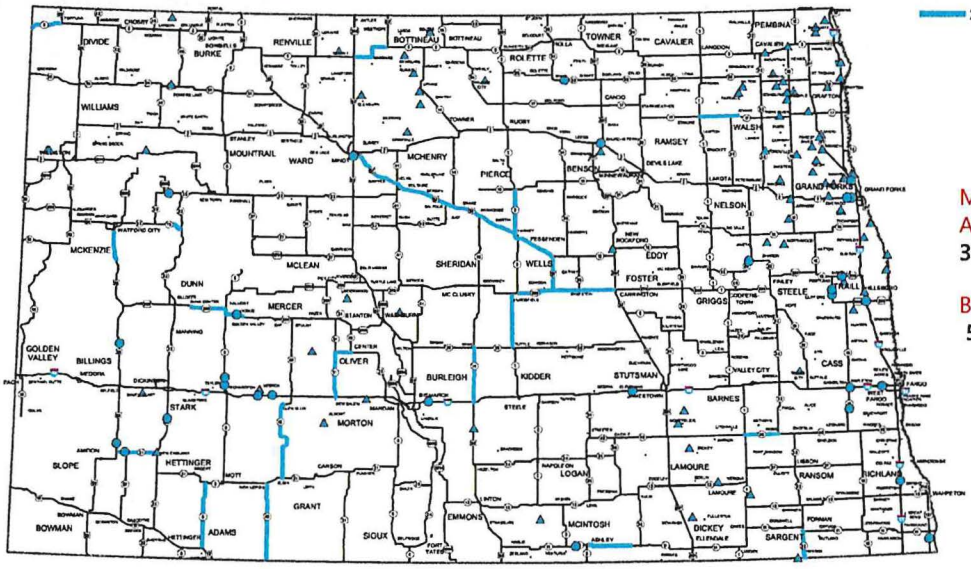
10-YEAR INFRASTRUCTURE PLAN

2021-2023 PROGRESS



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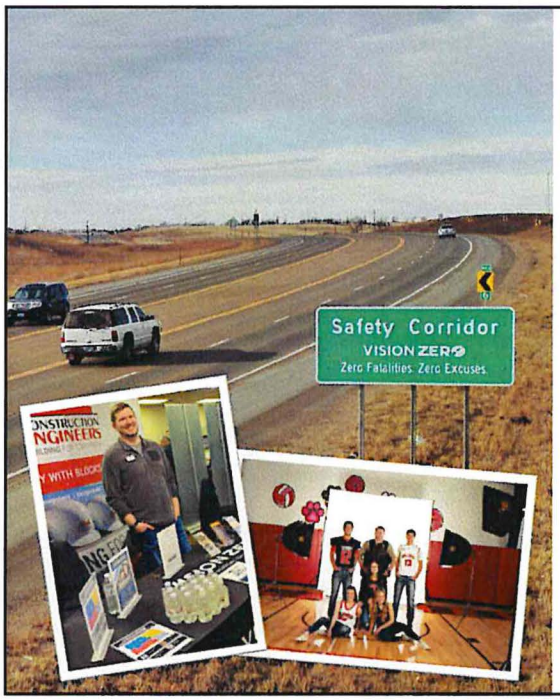

VISION ZERO

Zero fatalities. Zero excuses.

- **Mission:** Eliminate motor vehicle crash fatalities and serious injuries in ND.
- 2022: 100 fatalities
  2021: 101 fatalities
- Motor vehicle crashes are largely preventable if everyone takes personal responsibility.
- **Vision Zero Schools** – 6 schools engaged (Kidder Cty., Flasher, Wing, Oakes, Killdeer, Des Lacs/Burlington).
- **Regional Coordinators** – Four across the state, extends the work of Vision Zero into the heart of the community.

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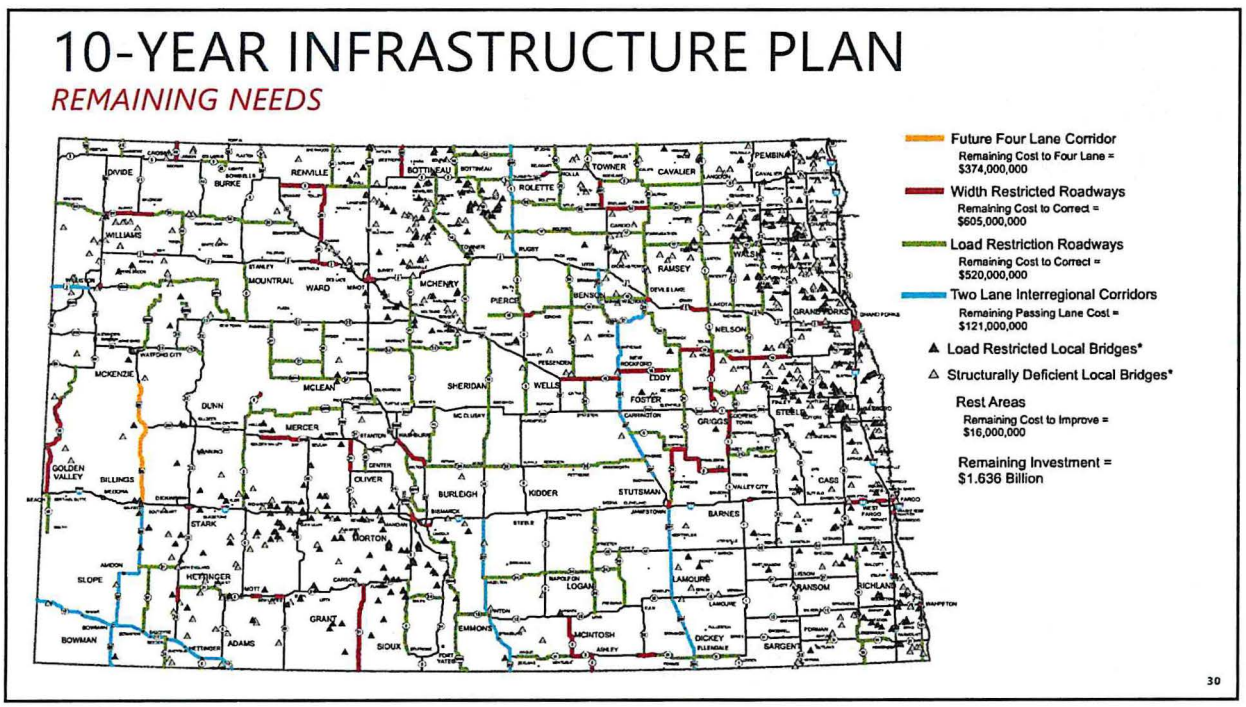
2023-2025
BUDGET REQUEST
Darth Blader
NDDOT

29


10-YEAR INFRASTRUCTURE PLAN
REMAINING NEEDS
Future Four Lane Corridor
Remaining Cost to Four Lane = $374,000,000
Width Restricted Roadways
Remaining Cost to Correct = $605,000,000
Load Restriction Roadways
Remaining Cost to Correct = $520,000,000
Two Lane Interregional Corridors
Remaining Passing Lane Cost = $121,000,000
Load Restricted Local Bridges*
Structurally Deficient Local Bridges*
Rest Areas
Remaining Cost to Improve = $16,000,000
Remaining Investment = $1.636 Billion
30

30

KEY PRIORITY

MEET THE NEEDS OF NORTH DAKOTANS

- NDDOT is currently one of the smallest DOTs in the country. We have optimized our processes, procedures, and use of outside contracted services to achieve award winning efficiencies, unification of services, introduced new technology, and do more with fewer people (-98 FTEs since 2016).
- Infrastructure Investment and Jobs Act (IIJA) established new project demands, new funding opportunities, and expanded our existing workload (+30%).
- In addition to stopping certain tasks and transferring more tasks to consultants/contractors - some limited, additional staffing resources are needed to continue service and meet expectations of citizens, the legislature, and other agencies.

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KEY PRIORITY

RE-ESTABLISH BASIC OPERATIONAL BUDGET

- ND prioritized construction over operations for the last several biennia.
- This has also led to a reduction in operational focus (buildings and equipment), services to citizens, safety programs, workforce retention/recruitment, as well as reduced chances to leverage funding and saying "yes" to emerging opportunities.

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FEDERAL AID PROGRAM

- Funding used to construct and maintain roadways and bridges on the state highway system.
- Federal aid formula funding is distributed based off a formula determined by Congress and is favorable to rural states.
- Used to fund our 10-year Infrastructure Plan.

BUDGET REQUEST: $174M ($100M General Funding / $74M SIIF)

33

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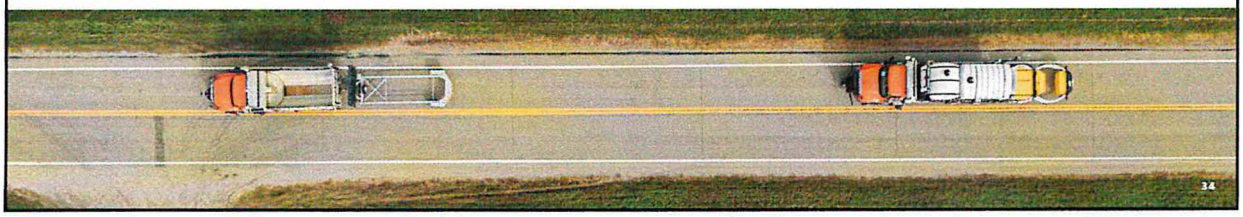
KEY PRIORITY

INCREASE FLEXIBILITY

- Improve timely response to unanticipated local government needs, economic development support, federal grant wins, and other federal/state funding needs.
- Transition state funding policies away from "federal-connected only" policies to state transportation funding with some federal support.
- Focusing on federal discretionary and state flexible fund.



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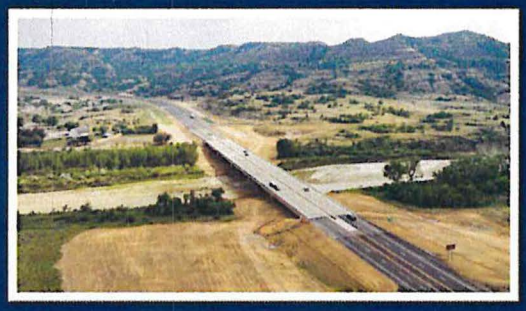
FEDERAL AND STATE DISCRETIONARY PROGRAM



- Discretionary funding is larger than it has ever been.
- Funds additional transportation needs in North Dakota.
- Without additional state resources, the department will not be able to accept discretionary dollars.
- Allows flexibility.

BUDGET REQUEST: $226.3M (SIIF Funding)

35

35

NEW FLEXIBLE TRANSPORTATION FUND

- Establish a new, more flexible fund to:
  - Improve transportation infrastructure off the state highway system, including within townships
  - 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
- In the last year alone, the NDDOT was asked to fund more than $2B in requests not currently in the State Transportation Improvement Program

BUDGET REQUEST: $140M
(General funding and motor vehicle excise tax)

36

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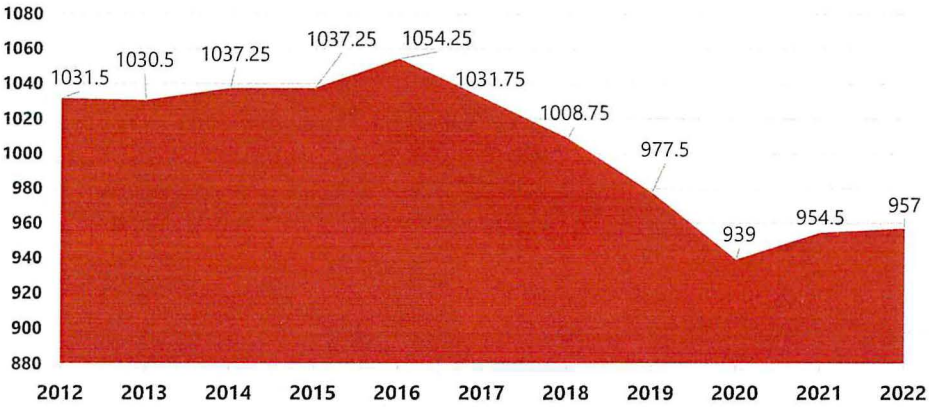
TEAM NDDOT WORKFORCE

982
FTEs

12.4%
Turnover Ratio

29
FTEs Requested

FULL TIME ACTUAL EMPLOYEE COUNT | 10 Year Look



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FULL TIME EMPLOYEE (FTE) REQUEST

- 4 International Fuel Tax Agreement (IFTA)/International Registration Plan (IRP) Auditors
  - Meet regulatory compliance requirements and avoid being sanctioned
- 3 Financial Staff
  - Meet federal aid accounting and reporting requirements
  - Meet increased procurement demands
  - Assistant division director for succession planning
- 14 Operators for Snow and Ice Control
  - Allows for extended hours of service
- 8 Driver License Examiners
  - Allows for reprioritizing existing temporary staff needs
  - Reduce temporary turnovers, hiring and training

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LARGE IT PROJECT REQUESTS

Construction and Materials Management System (RIMS)

- Currently approved project in progress that requires additional funding

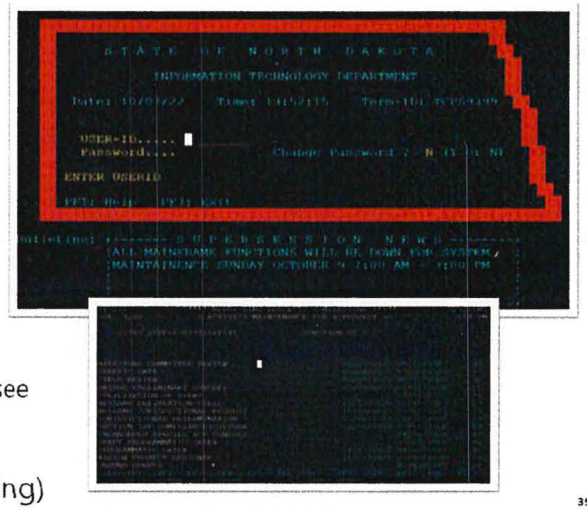
ETS Continuum Upgrade (Door Security System)

- Current security hardware and software are outdated and will no longer be supported

AVL

- Allows the NDDOT to track and the public to see all 369 snowplows

BUDGET REQUEST: $9.2M (General Funding)



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2023-25 EXECUTIVE BUDGET RECOMMENDATION

Object/Revenue		2021-23 Biennium Appropriations	2023-25 Base Budget Recommended	2023-25 Optional Budget Changes Recommended	2023-25 Total Budget Recommended
Description	**Code**				
		2,249,534,084	932,782,909	1,424,977,662	2,376,161,670
TOTAL BY APPROPRIATIONS ORGS		**2,249,534,084**	**932,782,909**	**1,424,977,662**	**2,376,161,670**
Salaries and Wages	60110	204,109,585	214,013,309	5,801,241	238,215,649
Operating Expenses	60130	260,548,188	253,017,962	83,057,856	336,075,818
Capital Improvements	60150	1,227,431,344	405,696,035	1,275,483,610	1,681,179,645
Construction Carryover	60151	-	-	-	-
COVID19 - Capital Assets	60152	317,000,000	-	-	-
HB 1015 Discretionary Match	60153	100,000,000	-	-	-
Enhanced State Highway Invest	60155	-	-	-	-
Grants	60160	118,085,610	60,055,603	60,634,955	120,690,558
Short Line Railroad Program	60162	-	-	-	-
COVID-19 Transportation Grants	60164	-	-	-	-
Grants to Township	60167	750,000	-	-	-
COVID19 - Grants	60168	1,609,357	-	-	-
TOTAL BY OBJECT SERIES		**2,249,534,084**	**932,782,909**	**1,424,977,662**	**2,376,161,670**
General	GEN	-	-	134,125,000	134,125,000
Federal	FED	1,355,876,156	347,057,090	870,051,421	1,219,302,445
Special	SPEC	893,657,928	585,725,819	420,801,241	1,022,734,225
TOTAL BY FUNDS		**2,249,534,084**	**932,782,909**	**1,424,977,662**	**2,376,161,670**
Full Time Equivalent Positions			982	29	1011

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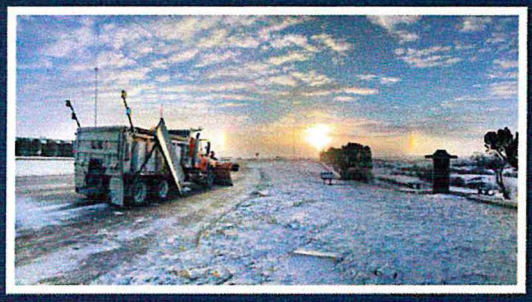
HB 1012 REQUESTED AMENDMENTS



The following sections are NDCC 54-44.1-11 exemptions which continue state and federal funding appropriated in the 21 – 23 biennium:

SECTION 4. EXEMPTION – EMERGENCY ROAD REPAIR GRANTS. Section 54-44.1-11 does not apply to the $750,000 in section 4 of chapter 40 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of providing grants to townships for emergency township road repairs.

SECTION 5. EXEMPTION – TRANSPORTATION GRANTS. Section 54-44.1-11 does not apply to the $1,609,357 in subdivision 10 of section 2 of chapter 28 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of COVID-19 grants.

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SECTION 6. EXEMPTION – DISCRETIONARY MATCH. Section 54-44.1-11 does not apply to the $100,000,000 in section 13, subsection 2, of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of matching federal discretionary funds.

SECTION 7. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $100,000,000 in section 13, subsection 3, of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of defraying the expenses of road and bridge construction projects.

SECTION 8. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $55,000,000 in section 5 of chapter 15 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of road and bridge projects.

SECTION 9. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $70,000,000 in section 10 of chapter 80 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of state highway bridge projects and for matching federal funds for state highway projects.

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42

SECTION 10. EXEMPTION – INFRASTRUCTURE PROJECTS. Section 54-44.1-11 does not apply to the $317,000,000 in section 7 of chapter 548 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of road and bridge projects.

SECTION 11. EXEMPTION – TRANSPORTATION GRANTS. Section 54-44.1-11 does not apply to the $61,700,060 in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the purpose of COVID-19 surface transportation grants.

SECTION 12. EXEMPTION – INFORMATION TECHNOLOGY PROJECTS. Section 54-44.1-11 does not apply to the $13,660,000 in the operating expenses line item relating to the information technology projects in section 1 of chapter 40 of the 2021 Session Laws and any unexpended funds must be continued into the biennium beginning July 1, 2023, and ending June 30, 2025, and may be expended only for the construction and materials management system, traffic counting and data estimating and analysis program, and the website drupal uplift.

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43

The following section provides a contingent loan authorization to match federal funding that may become available during the next biennium:

SECTION 13. CONTINGENT LOAN AUTHORIZATION – CONTINGENT APPROPRIATION – HIGHWAY IMPROVEMENT PROJECTS. The department of transportation may borrow from the Bank of North Dakota, $50,000,000, or so much of the sum as may be necessary, to match $50,000,000 of federal funds that may become available, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds borrowed under this section from the Bank of North Dakota and the federal funds are appropriated to the department of transportation. The department of transportation shall request from the sixty-nineth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

44

44

The following sections fulfill the Executive Recommendation by allocating strategic investment and improvements funds to the NDDOT and authorizing the construction of a rest area:

SECTION 14. ESTIMATED INCOME – STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The estimated income and the capital assets line items in section 1 of this Act include the sum of $300,000,000 from the strategic investment and improvements fund for infrastructure projects and matching federal formula and discretionary grants.

SECTION 15. CONSTRUCTION OF REST AREA AND VISITOR CENTER. Notwithstanding any other provision of law, the director of the department of transportation may expend moneys from the state highway fund or any moneys within the limits of the legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota, for the biennium beginning July 1, 2023, and ending June 30, 2025.

45

45

The following section allows the NDDOT to utilize bond proceeds for state highway road and bridge projects by amending 2021 session law:

SECTION 16. AMENDMENT. Section 10 of chapter 80 of the 2021 Session Laws is amended and reenacted as follows:

> **SECTION 10. APPROPRIATION - HIGHWAY FUND - ~~CONTINGENT TRANSFER.~~** There is appropriated out of any moneys in the highway fund in the state treasury, not otherwise appropriated, the sum of $70,000,000, or so much of the sum as may be necessary, derived from bond proceeds to the department of transportation for state highway road and state highway bridge projects and for matching federal funds that may become available, for the biennium beginning July 1, 2021, and ending June 30, 2023. ~~Of the $70,000,000, $35,000,000 is designated for state highway bridge projects, and $35,000,000 is designated for matching federal funds that may become available for state highway projects in excess of the federal funds appropriated to the department of transportation as part of its 2021-23 biennial budget. By October 1, 2022, the director of the department of transportation shall certify to the office of management and budget the amount of funding committed to matching excess federal funds from the $35,000,000 provided under this section. If the amount committed is less than $35,000,000, the office of management and budget shall transfer any uncommitted amounts to the infrastructure revolving loan fund under section 6-09-49.~~

46

46

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2023-25 EXECUTIVE BUDGET RECOMMENDATION

Object/Revenue		2021-23 Biennium Appropriations	2023-25 Base Budget Recommended	2023-25 Optional Budget Changes Recommended	2023-25 Total Budget Recommended
Description	**Code**				
		2,249,534,084	932,782,909	1,424,977,662	2,376,161,670
TOTAL BY APPROPRIATIONS ORGS		**2,249,534,084**	**932,782,909**	**1,424,977,662**	**2,376,161,670**
Salaries and Wages	80110	204,109,585	214,013,309	5,801,241	238,215,649
Operating Expenses	80130	280,548,188	253,017,962	83,057,856	336,075,818
Capital Improvements	80150	1,227,431,344	405,696,035	1,275,483,610	1,681,179,645
Construction Carryover	80151	-	-	-	-
COVID19 - Capital Assets	80152	317,000,000	-	-	-
HB 1015 Discretionary Match	80153	100,000,000	-	-	-
Enhanced State Highway Invest	80155	-	-	-	-
Grants	80160	118,085,610	60,055,603	60,634,955	120,690,558
Short Line Railroad Program	80162	-	-	-	-
COVID-19 Transportation Grants	80164	-	-	-	-
Grants to Township	80167	750,000	-	-	-
COVID19 - Grants	80168	1,609,357	-	-	-
TOTAL BY OBJECT SERIES		**2,249,534,084**	**932,782,909**	**1,424,977,662**	**2,376,161,670**
General	GEN	-	-	134,125,000	134,125,000
Federal	FED	1,355,876,156	347,057,090	870,051,421	1,219,302,445
Special	SPEC	893,657,928	585,725,819	420,801,241	1,022,734,225
TOTAL BY FUNDS		**2,249,534,084**	**932,782,909**	**1,424,977,662**	**2,376,161,670**
Full Time Equivalent Positions			982	29	1011

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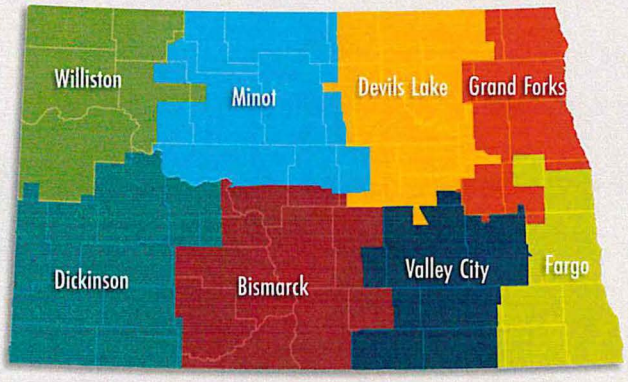
NDDOT FACT SHEET

WHO WE ARE



District Map

982 Full-Time Team Members

39 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 - Enhance external and internal services, products and programs.

Assets - Preserve and enhance assets managed by NDDOT.

Mobility - Improve access to our transportation system through multi-modal solutions that enhance the movement of people and goods, having a positive impact on the quality of life and the economic well-being of North Dakotans.

Leadership - A local, state and nationally trusted leader. We value service, excellence, diversity and instilling a culture of leadership.

WHAT WE DO

Highway Safety

Coordinates Vision Zero, the strategy to reduce motor vehicle crash fatalities. Is the designated State Highway Safety Office.

Construction & Maintenance

Facilitates construction projects (bid, contracts, etc.); also oversees the work to maintain roadways and remove snow.

Motor Vehicle & Driver License

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

Local Transportation Programs

Work with local governments, maintain the long-range transportation plan, manage grants and various programs.

Collaboration

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

Fleet Service

Purchases, manages, operates, maintains and disposes of the state's licensed motor vehicles (about 3,200 vehicles).

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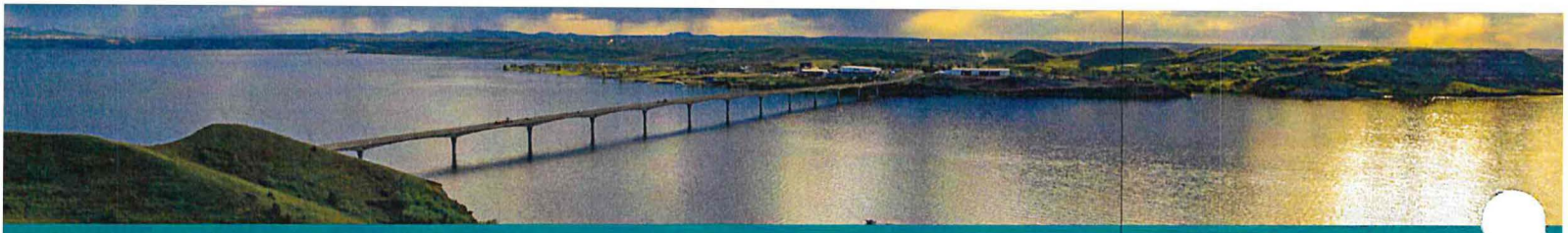


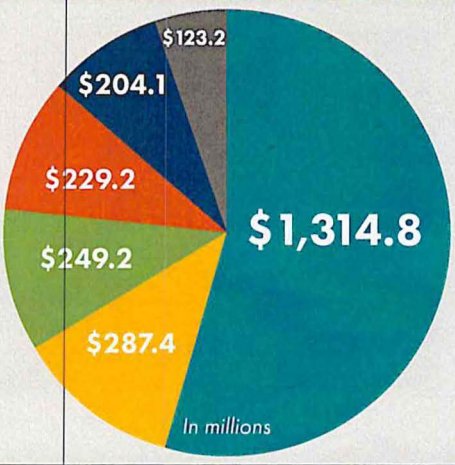
HOW WE DO IT

2021-2023 BIENNIAL BUDGET

$2.4 BILLION

- General Funds: **$100M**
- Federal Funds: **$1.46B**
- Special Funds: **$848M**

- Capital Improvements
- COVID-19 & American Recovery Plan Act Funding
- One-Time Non-Recurring State Funds
- Operating Expenses
- Salaries & Wages
- Grants



RECENT SUCCESS

Expanded & Improved Services

- 7,655 online knowledge tests completed
- **95%** positive Motor Vehicle feedback based on over **244K** customer responses
- Launched the *ND Transportation Conference*

Focus on Highway Safety

- ND Sober Ride program – 1,350 rides given since the start of the program
- Vision Zero Schools program – Six schools participating
- Highway Safety Corridors – Fourth corridor added in October 2022

Improved Infrastructure

- Completed construction contracts totaling over **$808M** last biennium
- Completed major Motor Vehicle and Driver License systems integration
- Received **$134.7M** in discretionary gr[illegible] **$522M** requested *(as of Dec. 20, 2022)*

AMERICA'S TRANSPORTATION AWARDS	REASON FOUNDATION	AASHTO	AAMVA	DAKOTA TRANSIT ASSOC.	YOUNG PROFESSIONALS NETWORK
BEST USE OF TECHNOLOGY/INNOVATION	ND RANKED #1	REGIONAL AWARD	REGIONAL CUSTOMER CONVENIENCE AWARD	STATE RECOGNITION	BISMARCK/ MANDAN
Beulah Retrofit Roundabout	Performance & Cost Effectiveness	Long X Bridge	Reinventing the Customer Experience	ND Friend of Transit Award	Best Place to Work

LEARN MORE

NDDOT Biennial Report (2019-2021)

NDDOT Long Range Transportation Plan

VISION ZERO
Zero fatalities. Zero excuses.

STAY CONNECTED

facebook.com/nddot

instagram.com/northdakotadot/

twitter.com/NorthDakotaDOT

youtube.com/user/NDDOTOnline

dot.nd.gov/govdelivery/landing.htm

dot.nd.gov

511 Travel Info

ND Roads and ND Drive Apps

ND ROADS

NDDOT

v6.0-221227

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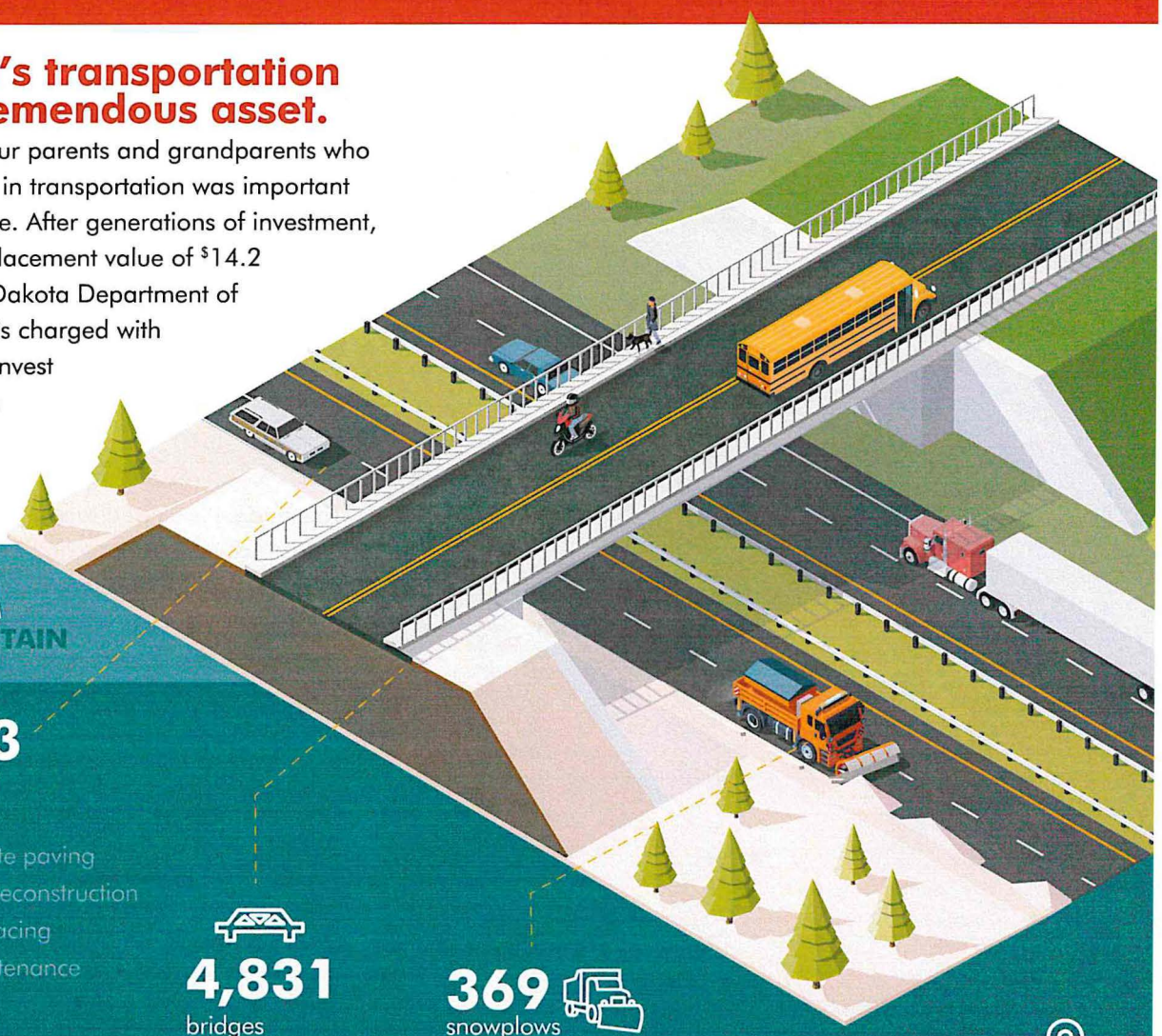
FUNDING THE NDDOT

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 $14.2 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.



OUR SYSTEM
AND COSTS TO MAINTAIN

106,103 miles of roadway

FOR EACH MILE
- $2.5M interstate concrete paving
- $1.6M major roadway reconstruction
- $1.0M pavement resurfacing
- $210K preventive maintenance

IN 2022
209 construction projects completed
$564M project investments

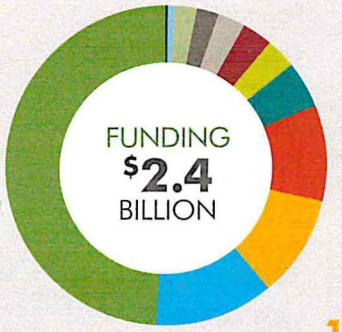
4,831 bridges
$450K for each bridge replacement and repair

369 snowplows
36 tow plows, 14 rotary snow blowers, 63 payloaders and 16 motor graders
$23.6M snow and ice control each winter

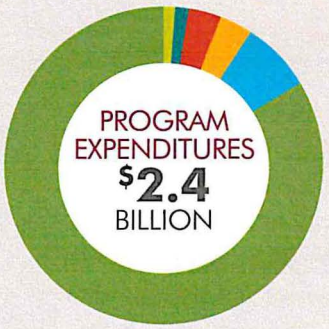
8 North Dakota DOT districts

FUNDING SOURCES AND PROGRAM EXPENDITURES

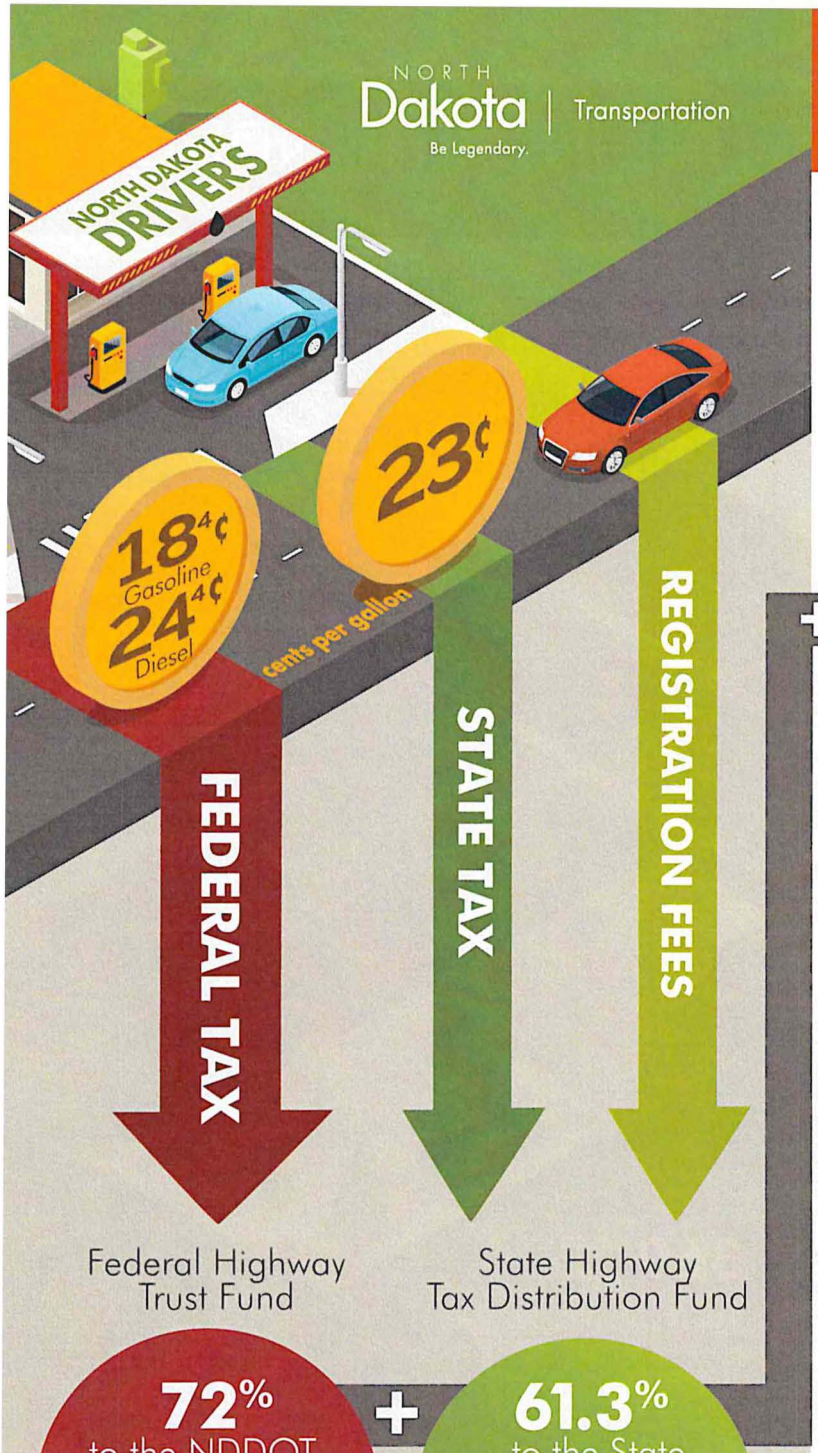
2021-2023 BIENNIAL BUDGET



- 0.2% Unmanned Aircraft System Program (SB 2018)
- 0.8% Misc. H/W Fund Revenue
- 2.1% Borrowing (SB 2012 Section 6)
- 2.4% Local Government Reimbursements
- 2.8% Fleet Revenue
- 2.9% Bonding (HB 1431)
- 3.2% License, Fees, Permits
- 4.6% Motor Vehicle Revenue
- 9.7% Fuel Taxes
- 10.4% One-Time Non-Recurring State Funds
- 12.0% COVID-19 & American Rescue Plan Act
- 48.9% Federal Revenue



- 1.3% Driver License
- 1.4% Motor Vehicle
- 3.3% Administrative
- 3.3% State Fleet
- 7.3% Maintenance
- 83.4% Highway



HOW ARE WE FUNDED?

Both Federal and State dollars fund the NDDOT.

It all starts with the fuel tax. For each gallon of gas you purchase, 18.4 cents goes to the Federal Highway Trust Fund and 23 cents to the State Highway Tax Distribution Fund. From there, both funds distribute dollars to county, city, township, transit entities, and the largest portion being directed to fund the NDDOT. This allows us to fund the majority of our $1.9 billion dollar budget.

+ Misc. fees, Permits, and other state revenue and funding sources = **NDDOT BUDGET** APPROXIMATELY **$2.4B** per biennium

This budget is utilized to invest in infrastructure like roads and bridges, alternative transportation, freight, DMV registration services, snow and ice control, maintenance, and safety. Here are just a few ways we serve our customers.

- **982** team members across 8 districts
- **52** self-serve kiosks
- **1.2M** motor vehicle registrations
- **1.3M** motor vehicle transactions
- **561,000** licensed drivers
- **215,853** license, permit, & ID cards
- **15,317** road tests
- **35,108** written tests

Performance, budget, & the 1¢ fuel tax.

The NDDOT is ranked #1 in the country for performance and cost effectiveness by the Reason Foundation. It also employs one of the smallest staffs of all state DOTs. While that frugalness has served us well, we are anticipating a funding shortfall of **$4.4 billion** over the next 20 years.

1¢ of fuel tax generates

STATE	$4,100,000
COUNTY	$1,470,000
CITY	$840,000
TOWNSHIP	$180,000
TRANSIT	$100,000

Based on FY2021 revenue, 1¢ of state motor fuel tax will generate about $6.7 million annually.

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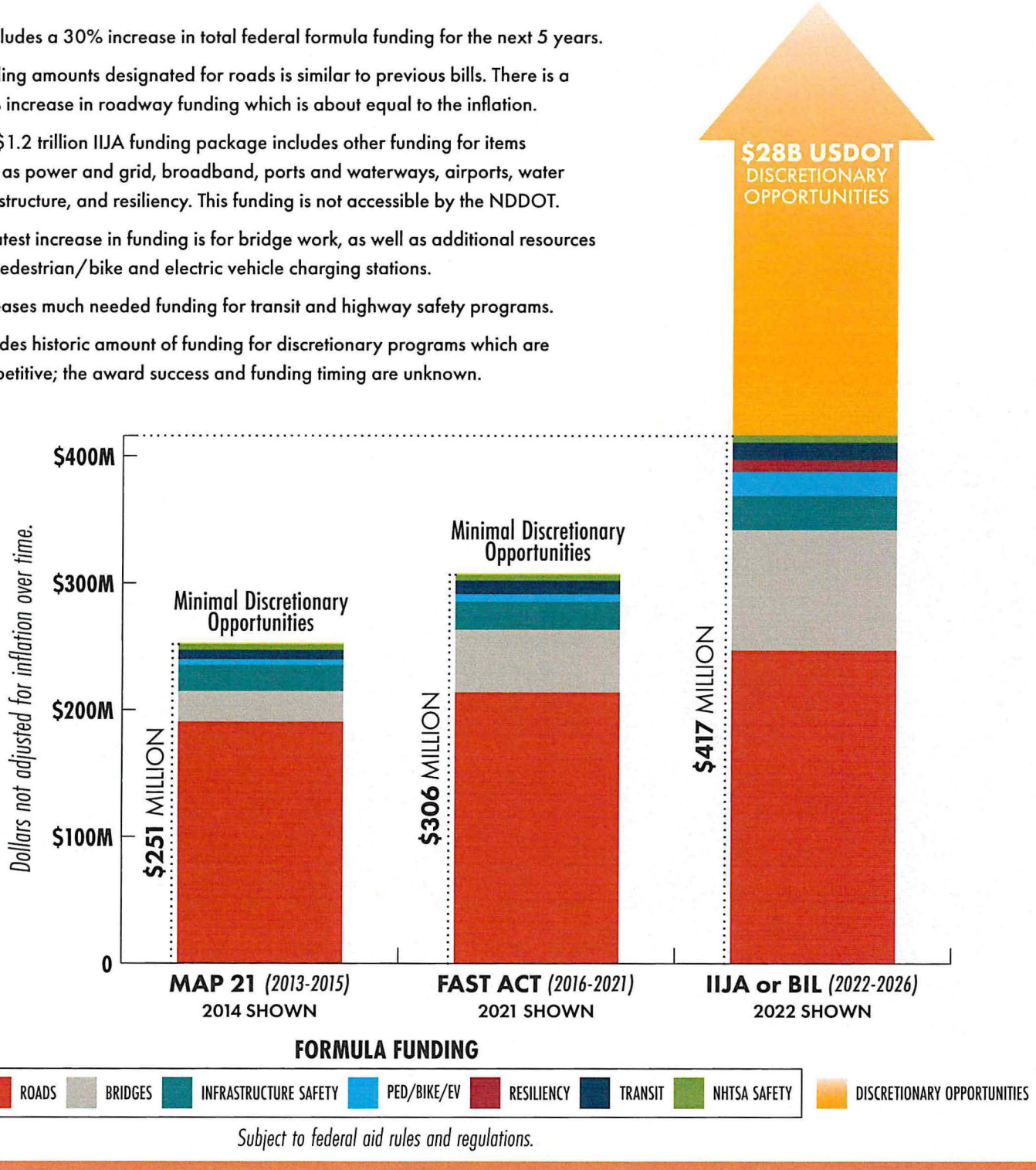
WHAT DOES THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) MEAN FOR THE NDDOT?

IIJA is the transportation bill, but there are a few details that might surprise you.

- It includes a 30% increase in total federal formula funding for the next 5 years.
- Funding amounts designated for roads is similar to previous bills. There is a 15% increase in roadway funding which is about equal to the inflation.
- The $1.2 trillion IIJA funding package includes other funding for items such as power and grid, broadband, ports and waterways, airports, water infrastructure, and resiliency. This funding is not accessible by the NDDOT.
- Greatest increase in funding is for bridge work, as well as additional resources for pedestrian/bike and electric vehicle charging stations.
- Increases much needed funding for transit and highway safety programs.
- Includes historic amount of funding for discretionary programs which are competitive; the award success and funding timing are unknown.



Subject to federal aid rules and regulations.

WANT TO FIND OUT MORE?

To find out more information about the Infrastructure Investment and Jobs Act (IIJA), click or scan the QR code or go to: *www.fhwa.dot.gov/bipartisan-infrastructure-law.*

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DISCRETIONARY FUNDING

$134.7M
Awarded

$522M
Applied for

+$350M
Awaiting
AWARD ANNOUNCEMENT

$226M
Anticipated Match Required
2023-2025 BIENNIUM

BREAKDOWN

August Redistribution: $62M

Better Utilizing Investments to Leverage Development (BUILD) Grant *(Awarded Sept. 2020)*: 15 grade-raise locations in the prairie pothole region of central ND to reduce risk of highway flooding. **$22M**

INFRA Grants *(Awarded June 2021)*: US Highway 52 Passing Lane Project, Carrington to E. Jct. ND 5. The first segment was constructed in 2022. Two segments will be constructed in 2023. **$16.75M**

Note: Dollar amounts listed represent grants awarded, not total project costs.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant *(Awarded Nov. 2021)*: Statewide Transportation Management Center and I-29 SMART Corridor planning. **$550K**

RAISE - Tribal Safety Bundle (Standing Rock and MHA) *(Awarded Aug. 2022)*: This project will provide safety improvements at multiple locations along ND 24, ND 23, and ND 73. **$19.5M**

Department of Defense Community Infrastructure Pipe Replace *(Awarded Sept. 2022)*: Improves truck/freight weight carrying capacity at Brooks Junction (US 52 and US 2). **$2.85M**

Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant *(Awarded June 2022)*: Rail replacement from Oakes to Independence (Red River Valley and Western Short Line Railroad). The project is expected to be constructed in 2024. **$6.7M**

Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant *(Awarded Aug. 2022)*: For electric vehicle charging stations. **$1.5M**

Federal Highway Administration Climate Challenge: Sustainable pavements evaluation process. **$240K**

NEW! FLEXIBLE TRANSPORTATION FUND

- **Establish a new, more flexible state transportation fund to:**
  - » Improve transportation infrastructure off the state highway system, including within townships
  - » 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
- **In the last year, NDDOT was asked to fund more than $2B in requests not currently in the State Transportation Improvement Plan.**

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VISION ZERO
2021-2023 BIENNIUM UPDATE

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 personal responsibility where motor vehicle fatalities and serious injuries are recognized as preventable and not tolerated.

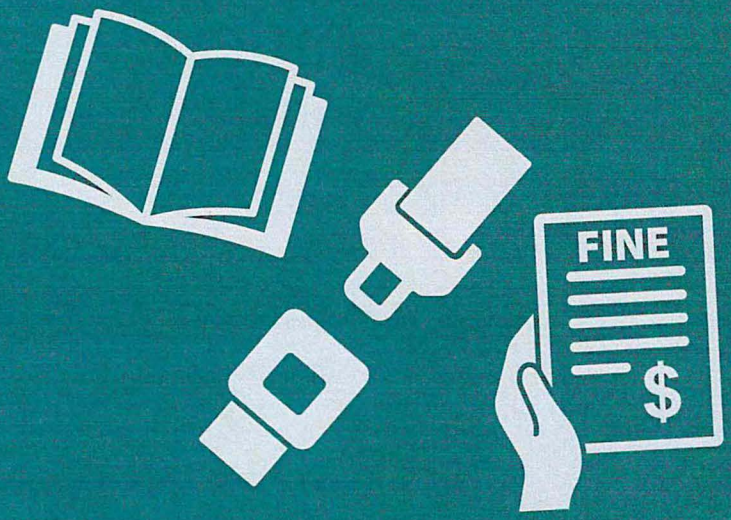
Mission: Eliminate motor vehicle fatalities and serious injuries caused by motor vehicle crashes in North Dakota.

"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.

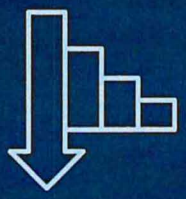
Emergency Medical Services – Crash victims are transported to an appropriate level of health care for their injuries in the shortest amount of time possible.

PERSONAL RESPONSIBILITY

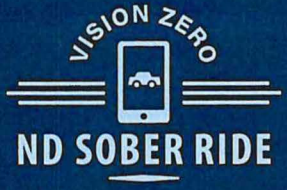
Motor vehicle crash fatalities in North Dakota can be reduced if every driver and vehicle occupant takes personal responsibility. This means:

- 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



LOWEST FATALITY NUMBERS IN ~15 YEARS



- Since the launch of Vision Zero in 2018, vehicle fatalities have been on a steady decline across the state. North Dakota ended 2020 and 2021 with a total of 100 and 101 motor vehicle crash fatalities respectively. These are the lowest fatality numbers in about 15 years.
- Added four regional Vision Zero Coordinators who work to implement Vision Zero strategies at the community level.
- 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 nearly successful with passing a Primary Seat Belt law (PBL) through the 2021 North Dakota legislature. The PBL bill was defeated by only three votes.
- Continued to grow the ND Sober Ride program by providing nearly 1,300 sober rides since the program launched in early 2021.
- Added six schools to Vision Zero Schools, a peer-to-peer program that allows students the opportunity to become traffic safety advocates.

STAY CONNECTED

VisionZeroND
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Zero fatalities. Zero excuses.

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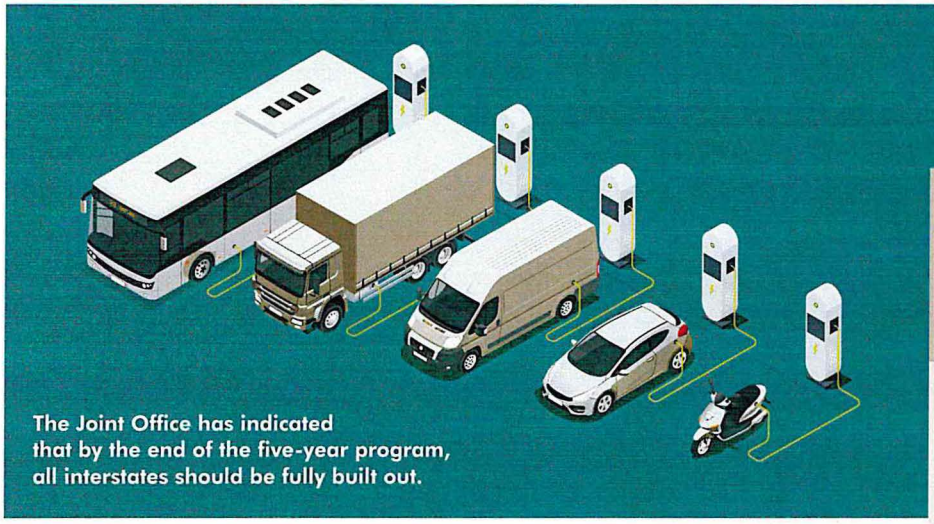
NEVI

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.

TRANSPORTATION CONNECTION

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 150kw simultaneously**
- **Open to all vehicle makes (non-proprietary)**
- **Maximum 50 miles between charging stations**

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 Formula Program distributes five billion dollars ($5B) over the next five 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 was required to submit a plan by August 1, 2022 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. The Joint Office has indicated that by the end of the five-year program, all interstates should be fully built out. The remainder of the funding can be dedicated to other priority corridors as identified by each state.

A Note on Alternative Fuel Corridors

Alternative Fuel Corridors, or AFCs, is a program run by the Federal Highway Administration (FHWA) that establishes a network of corridors that serve travel using alternative fuels. These corridors serve more than just electric vehicles and may include other fuel types such as propane, compressed natural gas (CNG) or hydrogen (H2). States nominate corridors to FHWA, and work to develop the fueling infrastructure to meet the criteria by each fuel type. In relation to the NEVI program, program funding must be dedicated towards building out existing AFCs. If additional corridors are nominated as AFCs, they must be built out as NEVI-compliant corridors before funding can be used outside of the AFC corridors.

North Dakota's NEVI Plan

- **North Dakota will receive $25.9 million in funding from the NEVI Formula Program**
- **The state's first phase of NEVI will be dedicated to building chargers along North Dakota's AFCs, I-94 and I-29.**
- **The later phase will be focused on building chargers throughout the state for more local, community-level charging needs.**

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NEVI

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 charger locations. North Dakota DOT is anticipating that infrastructure will be built on private sites within one mile of the Alternative Fuel Corridors, through strong partnerships with the private sector to host, operate, and maintain the charging locations.

Funding

How much funding is North Dakota receiving under NEVI?
North Dakota is set to receive $25,952,484 over the five funding years (FY2022-2026). The grant program will fund up to 80 percent of EV charging infrastructure with a required 20 percent non-federal match, which can include private dollars.

Ownership And Operation

Who will own and operate the charging infrastructure?
Funding will be awarded to contractors who will build the charging stations. North Dakota DOT does not intend to own or operate those charging stations.

Payment

Who will be paying for the energy costs of electric vehicle charger use?
Electric vehicle drivers will pay for the electricity they use at charging stations.

Participation

Is it necessary that North Dakota participate in NEVI?
This is a federal requirement. The North Dakota DOT is responsible for the planning of the infrastructure and distribution of funding within the state for the NEVI program. All 50 states and US territories have submitted plans and will receive funding for the program.

Energy Stance

Where does North Dakota stand when it comes to electric vehicle use?
The North Dakota DOT is energy-agnostic. Our approach is to:

- Comply with Federal programs when applicable
- Tap federal funding when available
- Save taxpayer dollars when possible
- Prepare for shifts in industry direction and consumer preferences

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ELECTRIC VEHICLES AND MOTOR FUEL TAX REVENUE

REVENUE

TRANSPORTATION CONNECTION

Data from 2019

Vehicle Miles Traveled
9,859,000,000

Tax Rate
$0.23/Gal
(both unleaded and diesel)

Fuel Sold
762,000,000 Gal
(both unleaded and diesel)

MFT Revenue Collected
$175,260,000

Licensed Drivers
559,887
(561,000 current)

Registered Vehicles
Passenger **466,248**
Pickup **279,837**
Truck **89,746**
Total 835,831

As electric vehicle (EV) use continues to grow in North Dakota, the state must consider how to address the impact on the state's motor fuel tax (MFT) revenue. Because EVs do not require gasoline to operate, they do not contribute to the MFT that helps fund North Dakota's transportation system. North Dakota currently charges an annual $120 registration fee for fully-electric EVs, $50 for plug-in hybrid EVs, and $20 for fully-electric motorcycles in addition to the typical annual registration fees (see N.D.C.C. § 39-04-19.2)

What does the average vehicle currently generate in MFT?

North Dakota DOT conducted a study based on historic state travel data and vehicle registration data to estimate the average contribution of MFT from different vehicle categories. Data from 2019 was used as the base.

Using a cell phone validated travel demand model, the impacts to current MFT from out of state drivers was estimated. Because fuel can currently be purchased out of state for miles driven within North Dakota, the state's total VMT is not an accurate representation of the revenue generated from in-state driving. It is estimated that 94.63% of Commercial Truck VMT are paying MFT and 97.51% of Passenger VMT are paying MFT.

Using a combination of the cell phone validated travel demand model and data from NDDOT, the average mileage driven per year, gallons of fuel consumed per year, MFT collected per vehicle per year, and total MFT collected by vehicle class were estimated.

Fuel Consumption and Revenue by Vehicle Class

The estimates indicate that the average passenger vehicle generates $104 per year in MFT, while the average commercial truck generates $1,090. The actual contribution by vehicle will differ based on mileage driven and the vehicle's fuel efficiency, with less efficient vehicles contributing more MFT for every mile driven.

With a $120 EV registration fee in place, the state collects $16 more per year on average through the EV supplemental registration fee than the average MFT.

However, the $120 registration fee is substantially less than the $1,090 estimated revenue collected from commercial trucks. While the use of batteries or hydrogen for commercial vehicles may be years away, their relative effects on revenue will be substantially higher per vehicle than that of passenger vehicles. It should also be mentioned that commercial interstate trucking is highly regulated and subject to interstate agreements such as IFTA and IRP that will impact how fees are assessed and collected from these carriers.

Passenger/Pickup

9,947
Avg VMT/ Reg. Veh.

22.00
MPG (Assumed)

452
Gal./Year

$104
MFT/Year

$77,589,523
MFT/Year/Class

Commercial Truck

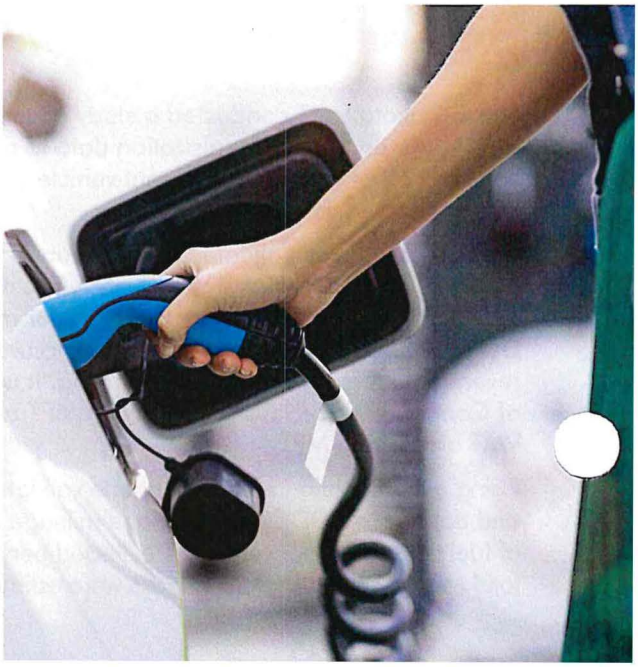
23,701
Avg VMT/ Reg. Veh.

5.00
MPG (Assumed)

4740
Gal./Year

$1,090
MFT/Year

$97,844,335
MFT/Year/Class



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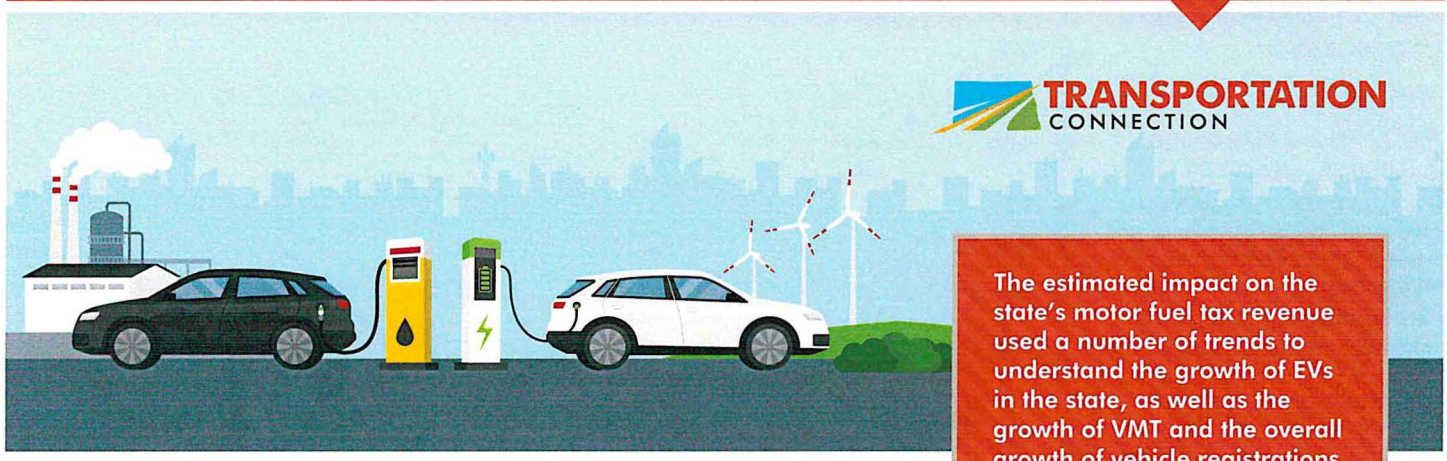
REVENUE

HOW WILL EVs IMPACT MOTOR FUEL TAX REVENUE?

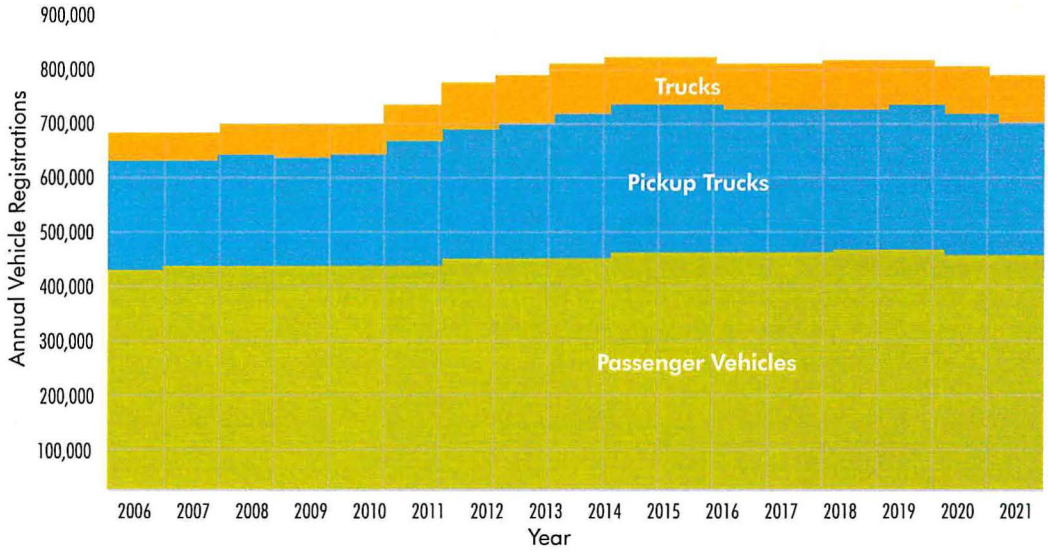


TRANSPORTATION CONNECTION

The estimated impact on the state's motor fuel tax revenue used a number of trends to understand the growth of EVs in the state, as well as the growth of VMT and the overall growth of vehicle registrations.

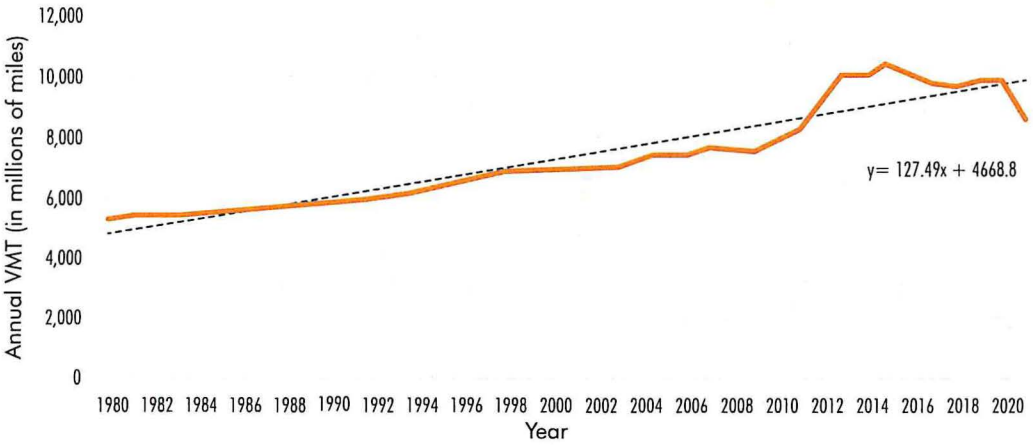
Annual Vehicle Registration

This chart shows the trends of vehicle registrations within North Dakota back to 2006 for passenger vehicles, pickup trucks, and commercial trucks. Overall, the state has averaged an additional 10,259 vehicle registrations per year. This number also accounts for the transfer of vehicles which would count the registration of the same vehicle twice.



Annual Vehicle Miles Traveled (VMT)

This chart shows the growth of annual vehicles miles traveled (VMT), which shows a growth of 127 million miles per year on average since 1980.



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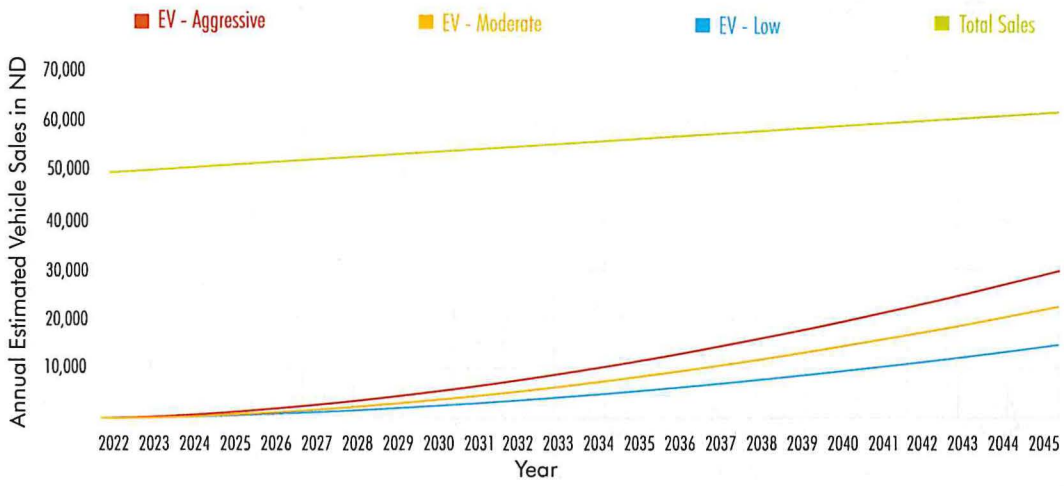
REVENUE

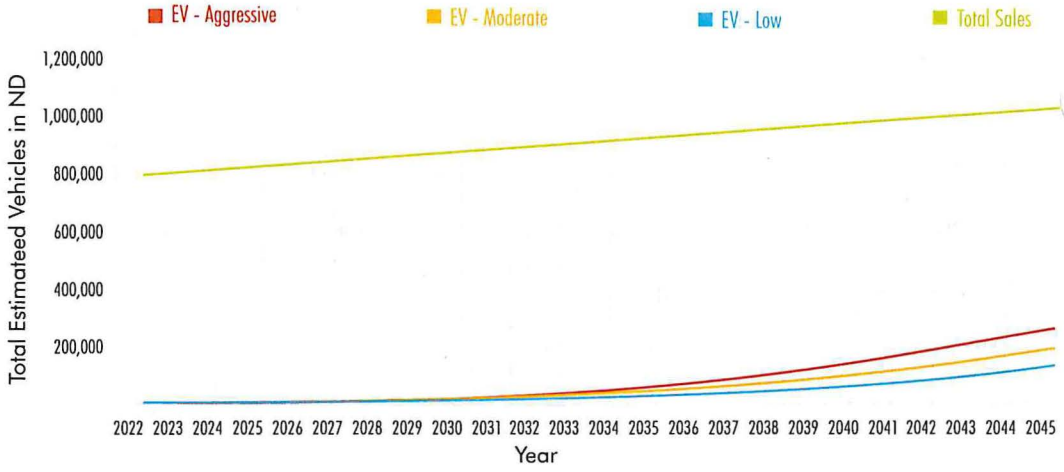
ND Vehicle Sales Projection

This chart shows the estimated growth of EVs within North Dakota, assuming an aggressive, moderate, and low adoptions scenario. The national average of EV adoption was assumed to be the most aggressive North Dakota would experience, moderate growth is 75%, and low growth is 50% of the national average.



ND Vehicle Makeup Projection

This chart shows the impact on the total number of vehicles in North Dakota. While EV sales are projected to grow, so too is the growth of the overall number of vehicles. The number of EVs in North Dakota will lag behind vehicle sales, as vehicles purchased today may last 15 years. As of December 1, 2022 there are 537 EVs registered in North Dakota.



Annual Impact On Revenue Due To EV Adoption

On average, North Dakota collects more money per EV through its EV fee than it receives from the MFT generated by the average registered vehicle. Under the following assumptions, EV's net effect on road fee collections (including MFT and EV registration fees) has been calculated in the table below and the following annual registration fee assumptions have been used for the estimate:

Passenger: $120 **Pickup:$120** **Commercial Truck: $1,090**
(estimated to be revenue-neutral)

	Aggressive EV Adoption	Moderate EV Adoption	Low EV Adoption
2030	+$279k	+$210k	+$142k
2045	+$4.1M	+$3.1M	+$2.0M

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REVENUE

WHAT OPTIONS DOES NORTH DAKOTA HAVE TO SUPPLEMENT THE LOSS IN MOTOR FUEL TAX?

TRANSPORTATION CONNECTION

As EV purchases increase, most states are considering options to replace lost motor fuel tax revenues.

Implemented Fee Collection Approaches Throughout the U.S. in 2022

Mileage Based Fee

Oregon and Utah

OBD-II device, In-Vehicle Telematics, Annual odometer check *(can be visual inspection during registration or captured via smartphone)*.

Benefits: Proportional to road usage. Captures actual EV driving.

Drawbacks: Does not capture out of state driving. Can be difficult/expensive to collect. Privacy concerns.

Electric Vehicle Registration Supplemental Fee

31 States

Fee paid during vehicle registration.

Benefits: Easy to collect.

Drawbacks: May charge drivers more or less than actual vehicle use. Does not capture out of state driving.

Electric Vehicle Registration Fee By Weight

Oklahoma and Michigan

Fee paid during vehicle registration.

Benefits: Easy to collect. Fees determined by vehicle weight recognize the efficiency differences between lighter and heavier vehicles.

Drawbacks: May charge drivers more or less than actual vehicle use.

Electricity Fee (per kWh) For Public Chargers

Kentucky

Wholesale from EVSE provider.

Benefits: Captures out of state driving.

Drawbacks: Double taxation for in-state drivers who already pay registration fee. Only captures public charging, not private charging.

Additional Fee Collection Approaches to Consider

Further EV fee approaches can be explored and customized to determine the best fit for North Dakota's priorities as EV adoption is anticipated to grow. Those options can be combined to provide flexibility. For example, Utah issues a supplemental registration fee for EV drivers but allows users to opt into a mileage-based fee that caps out at the original EV supplemental fee.

Depending on the fee structure, states may experience a net increase in revenue from their EV fees. Some states are using a portion of the EV supplemental funding for the deployment of electric vehicle infrastructure. This allocation has the potential to cover the 20% non-federal match in funding required for NEVI charging deployment projects. Alabama dedicates 25% of its EV fee revenue to the Rebuild Alabama Fund, which funds electric vehicle charging infrastructure until EV registrations exceed 4% of total vehicle registrations.

Peg Fees To Inflation

Inflation can erode the effectiveness of any fee or tax. Some states have pegged their EV fees to inflation, allowing an annual increase of the fee without annual legislation needed for the increase.

Fees Can Be Tiered

Many states have tiered fees for hybrids, plug-in hybrids, and full battery electric vehicles differently. This approach recognizes that fees are not "one size fits all" and can be adjusted as needed.

Approaches Can Be Combined

Approaches do not need to be a singular solution. North Dakota can explore a combination of approaches such as vehicle registration fees and consumption fees that are calibrated to replace any offset in motor fuel tax collection.

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REVENUE

Electric Vehicle Fees by State (2022)

Though flat supplemental registration fees are most common in the application, some states are exploring additional fee mechanisms based on miles traveled, vehicle weight, electricity consumption, etc. Data was obtained October, 2022 and may be subject to change.

BEV = Battery Electric Vehicle PHEV = Plug-In Electric Vehicle HEV = Hybrid Electric Vehicle AFV = Alternative Fuel Vehicle

Alabama
$200 BEV
$100 PHEV
Annual Fee

Arkansas
$200 EV
$100 Hybrid EV
Annual Fee

California
$100 BEV
Annual Fee

Colorado
$50 BEV, PHEV
Annual Fee

Georgia
$212.78 non-commercial AFVs
Annual Fee

Hawaii
$50 EV
Annual Surcharge

Idaho
$140 BEV
$75 PHEV
Annual Fee

Illinois
$100 EV
Annual Fee

Indiana
$150 BEV
$50 PHEV, HEV
Annual Inflation-Indexed Fee

Iowa
$65 BEV
$32 PHEV
Annual Fee

Kansas
$100 EV
$50 PHEV, HEV
Annual Fee

Louisiana
$110 BEV
$60 PHEV, HEV
Annual Fee

Michigan
$135 BEV <8,000 lbs.
$47.50 PHEV <8,000 lbs.
$235 BEV >8,000 lbs.
$117.50 >8,000 lbs.
Annual Fee

Minnesota
$75 BEV
Annual Fee

Mississippi
$150 BEV
$75 PHEV, HEV
Annual Fee

Missouri
$75 Passenger AFV
$37.50 PHEV
Annual Fee

N. Carolina
$130 BEV, PHEV
Annual Fee

N. Dakota
$120 EV
$50 PHEV
$20 EV Motorcycle
Annual Road Use Fee

Ohio
$200 BEV, PHEV
$100 HEV
Annual Fee

Oklahoma
$110/$82 Under 6000 lbs. BEV/PHEV (Class 1)
$158/$118 6000-10000 lbs. BEV/PHEV (Class 2)
$363/$272 10000-26000 lbs. BEV/PHEV (Class 3-6)
$2250/$1687 Over 26000 lbs. BEV/PHEV (Class 7-8)
Annual License Fee by Weight

Oregon
$110 EV
Annual Fee

S. Carolina
$120 AFV
$60 PHEV, HEV
Biennial Fee

S. Dakota
$50 BEV
Annual
Registration Fee

Tennessee
$100 EV
Annual Fee

Utah
$90 BEV. AFV
$39 PHEV
$15 HEV
Annual Consumer
Indexed Fee

Virginia
$64 AFV
(Non-Hybrid)
Annual License Tax

W. Virginia
$200 EV
$100 PHEV, HEV
Annual Fee

Wisconsin
$75 PHEV, HEV
$100 BEV
Annual Fee

Wyoming
$200 BEV, PHEV
Annual Fee

Washington
$150 BEV
$75 PHEV, HEV
Annual Fee

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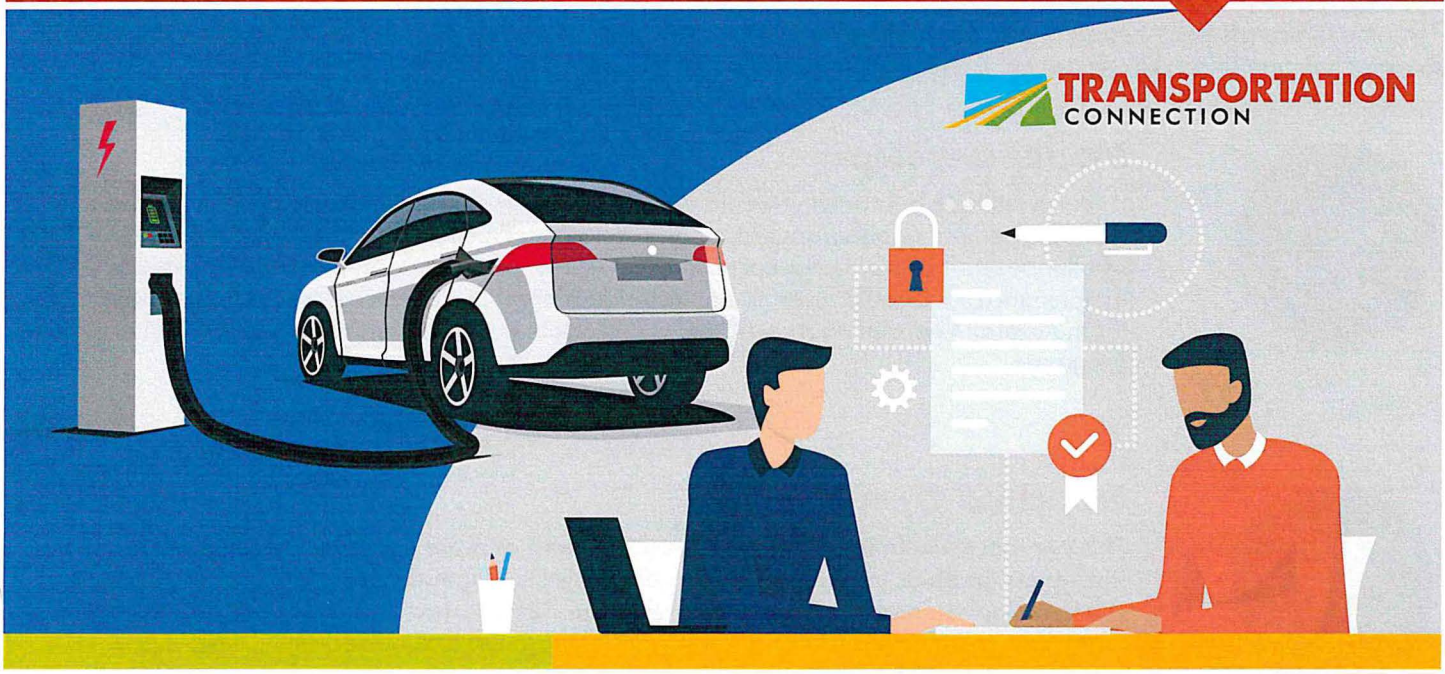
CONTRACTING

WHAT ARE THE CONTRACTING OPTIONS TO IMPLEMENT THE NEVI PROGRAM?



The North Dakota DOT (NDDOT) is in the process of reviewing state laws to determine which contracting mechanisms are currently permissible and which will need legislation passed to be considered. NDDOT would prefer to enter into agreements with third party businesses to provide operation and maintenance of charging infrastructure and sites, and ultimately to delegate ownership to those same parties.

Grant Program

Rather than procure the contractors and manage all of the work themselves, the DOT could instead award one or more grants to other entities to take on that role. The DOT would establish the goals and objectives for the EV program based on the federal requirements and release a notice of funding opportunity for one or more entities to procure design, construction, and operations and maintenance for a statewide EV charging network.

Traditional Design-Bid-Build Contracting Approach

The North Dakota Department of Transportation typically uses Design-Bid-Build (DBB) for its infrastructure projects. Though DBB is normally a low bid process driven primarily by price, it is possible to set a high bar for experience and qualifications that would guarantee a level of EV charging expertise for a winning proposer. DBB steps could include the procurement of design services, procurement of construction and installation services, procurement of operations and maintenance services, and long-term ownership.

EV Design-Build-Finance-Operate Maintain or DBFOM

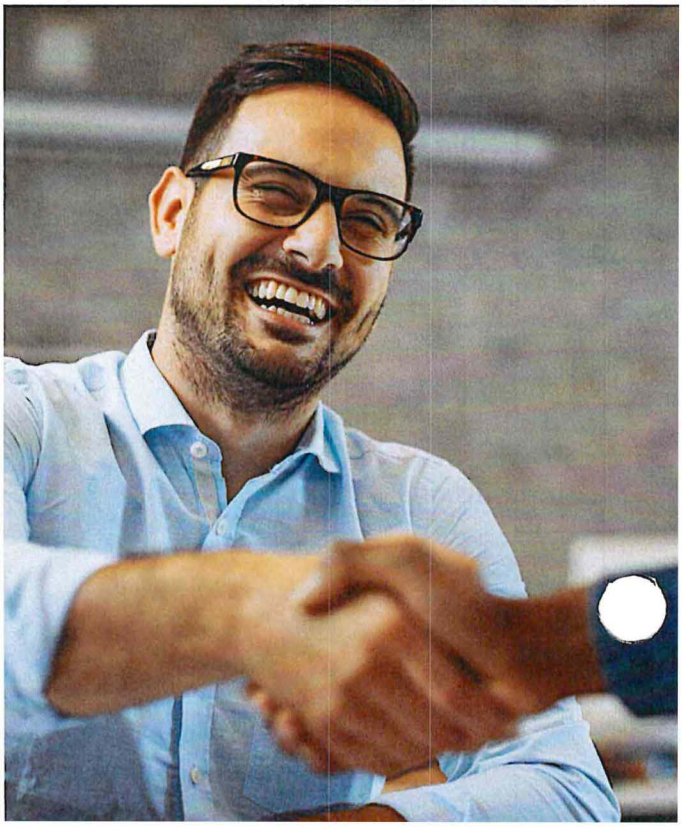
The unique aspects of EV charging also provide the opportunity for an alternative delivery model tailored more specifically to developing an EV system. There are at least two potential ways to approach this effort:

Master Developer

Under a DBFOM approach, it would be possible for the developer to group the project by corridor segment or geographic area and serve as a "master developer" that manages multiple smaller design-build projects. Each small contractor could be responsible for operations and maintenance, or it could revert to th master developer. The developer would retain responsibility for the overall financial approach, and would retain ownership of the chargers at the end of the program.

Franchise Operator

This approach would result in the developer serving as more of a franchise operator, securing final plans and bids from contractors to design, install, operate, maintain, and own stations within major corridors or geographic areas. The DBFOM developer would be responsible for managing the overall system and developing the agreements, including financial agreements, with the smaller franchisees. Once the franchise operator takes on ownership, NDDOT would no longer have responsibility for the charging system.



Chairman, Wanzek
Members of the Senate Appropriations Committee
Good Morning;

I am Cal Klewin Executive Director of the **Theodore Roosevelt Expressway Association (TREA)**.

The **Theodore Roosevelt Expressway** (Highway 85) is a Federally-Designated High Priority Corridor on the National Highway System. It runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance.

The **Theodore Roosevelt Expressway**--separately and as part of the Ports-to-Plains Alliance--is critical to the economy and quality of life of North Dakota, of the Great Plains region, and the Nation. The TRE serves as a major North South corridor for North Dakota's energy, agriculture, tourism and manufacturing economic sectors.

I know this Committee is fully aware of the immediate transportation infrastructure needs in our state. The Theodore Roosevelt Expressway Association supports long term sustanable state transportation funding for NDDOT. On the Federal level TREA and the Ports to Plains Alliance supports a long term Federal Transportation Bill and working with Corriodor Congresstional delegations stressing the need for sufficient transportation funding.

Today, you have House Bill 1012 before you. HB 1012 can offer funding to help modernize North Dakota's surface transportation system. HB 1012 can contribute to the current and future prosperity of North Dakota and our Nation with a safe and efficient transportation system for industry, business and the traveling public.

Therefore, the Theodore Roosevelt Expressway Association and the Ports to Plains Alliance supports House Bill 1012.

That concludes my testimony, I will try to answer any questions you may have.

Thank You,

Cal Klewin Executive Director

Theodore Roosevelt Expressway Association

Testimony
House Bill 1012 – Department of Transportation
State Aid for Public Transit Budget
Senate Appropriations - Government Operations Division
March 6, 2023

Chairman Wanzek and members of the committee, my name is Pat Hansen. I am the executive director of South Central Adult Services in Valley City. I am also a member of the North Dakota Senior Service Providers and Dakota Transit Association. I am testifying in support of State Aid for Public Transit funds in HB 1012.

The State Aid for Public Transit funding we receive is used to match federal dollars for operating transit services and as local match for purchasing vehicles for use in public transit. If we do not receive adequate state funding for match, we may be unable to access all of the federal dollars we are appropriated.

South Central Adult Services provides the same service in the very rural areas of North Dakota that are available in the larger cities. In the very rural counties we serve, which include LaMoure, Foster, Logan, McIntosh, Griggs, Emmons and Nelson South Central provided 45,796 rides this past fiscal year. Barnes County (which is our "urban" county) provided 56,572 rides. This is a 20% increase over our last fiscal year. Local service is provided to communities within the counties, and transit is available from the southwestern counties to Bismarck 5 days per week, to Jamestown 3 days per week, from our eastern counties to Fargo 5 days per week and to Grand Forks 5 days per week. We are transporting dialysis patients from Strasberg, Linton, Wishek, Ashley, McVille, Lakota, Carrington and Valley City on a

regular basis. We have made many trips to Fargo and Bismarck with patients for radiation treatments and chemotherapy in the last few months.

That is only the tip of the iceberg. We provide rides for local medical appointments, rides to work, school, daycare, Head Start, and many rides for local grocery shopping, hair appointments, rides to senior centers and rides for nursing homes and assisted living facilities. We currently have 32 full-time and 46 part-time transit employees. The cost of personne 152 8th St. NEl has increased dramatically over the past few years. We have had to increase wages in order to compete with other employers in our area and have increased hours to keep up with the demand for services. This problem has increased since the pandemic. Even taking the impact on the residents of our counties out of the picture, if we do not receive adequate funding, the staff reductions in these rural counties would be devastating to our employees and to the small rural communities where there are very few jobs available.

The Executive Budget estimated there would be $6.8 million available in the State Aid for Public Transit fund in the 2022-23 biennium. In the past biennium, transit providers divided $8.4 million. Even when providers were at the $10 million level, South Central had to provide $160,000 local dollars, or 13% of our budget to maintain services. Last fiscal year with the reduction in State Aid we had to put $360,015 (over 20% of our operating budget) in local dollars in to meet expenses. That amount of local funding cannot be sustained long term. This concerns me on several levels as many of the people we serve do not have other options for transportation. Some of our rural riders would be forced to move to locations where

medical services such as dialysis and cancer treatments are available. A large percentage of them would need long term care and are low-income. Many of the people we serve do not have vehicles.

During the last session I expressed my appreciation to the DOT for applying and receiving a grant to replace our worn out vehicles. Sadly, Covid came along and none of the 10-15 passenger vehicles we ordered have been received. We are hoping that we will receive most of them in 2023. We are being told that they will be produced this year.

Transit providers would like to see us get back to a minimum of the $10 million funding level that we received in the 2014-15 biennium. The House added 1.25 million in general funds to the transit budget which is great! I am hoping that the Senate will support this and/or increase this amount to bring us to the $10 million we are requesting.

I have attached a map of our coverage area and a financial report from the last fiscal year for your information.

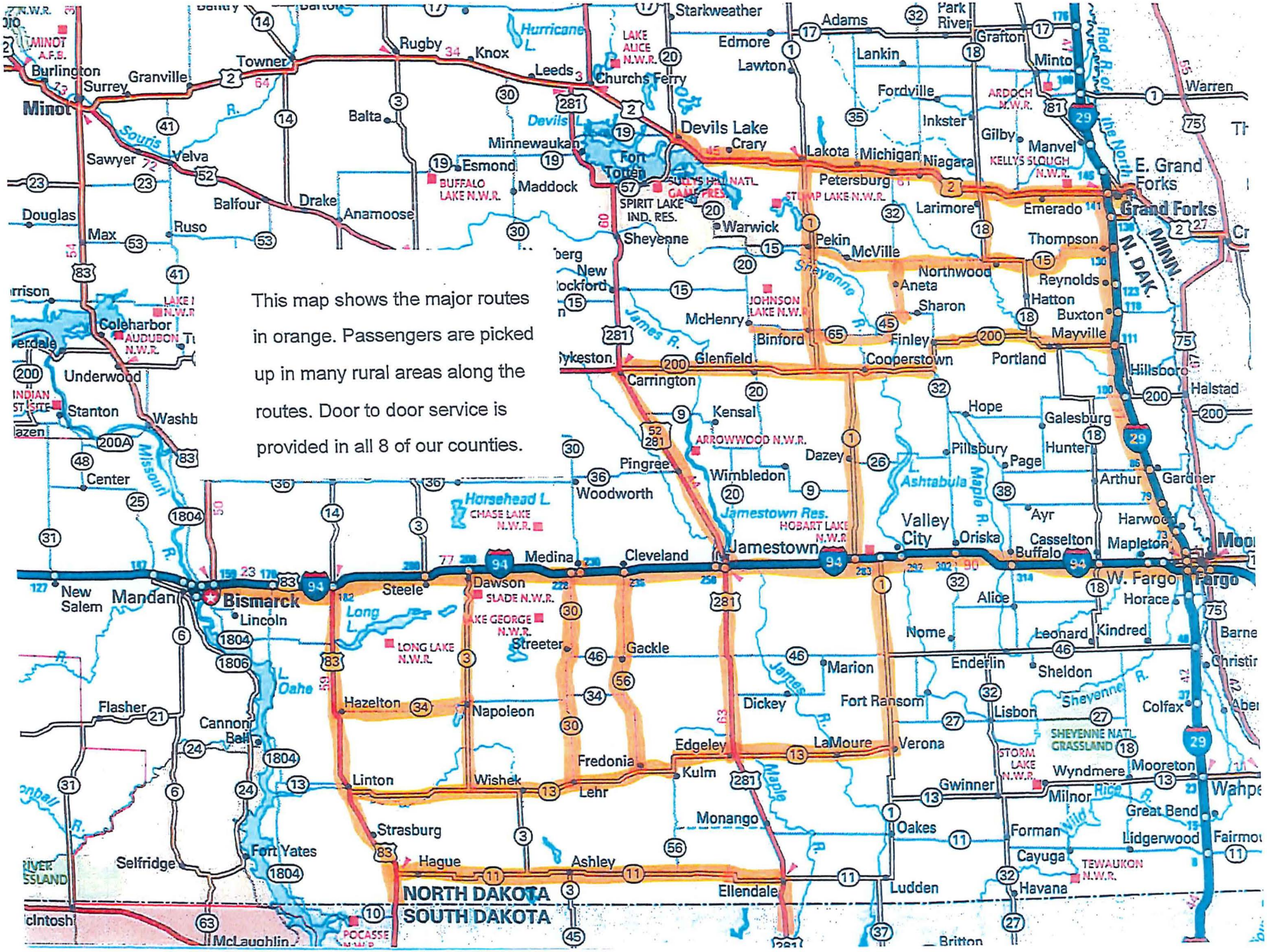
Thank you for your consideration. I would be happy to answer any questions you may have.

SOUTH CENTRAL ADULT SERVICES COUNCIL, INC. - ALL COUNTIES
SECTION 18/STATE AID BUDGET REPORT

7/1/21 - 6/30/22

Section 18	Fiscal Year	
CASH DISBURSEMENTS	Expenses	
Pooled Costs	$	177,075.11
Personnel		
Coordinators	$	54,571.71
Drivers	$	861,513.58
Dispatchers	$	116,857.15
Benefits	$	79,440.49
Travel/Training		
Travel	$	1,139.05
Volunteer Mileage	$	3,519.22
Supplies		
Fuel/Oil	$	223,407.15
Other Supplies	$	-
Utilities/Rent		
Rent/Garage Utilities	$	17,367.57
Phone	$	14,132.08
Drug Testing	$	6,414.50
Other		
Advertising	$	1,198.28
Licenses	$	8,860.06
Vehicle Insurance	$	101,502.05
Other Insurance	$	3,751.77
Contract Expenses	$	-
Repairs	$	112,587.72
Vehicle Storage	$	3,060.00
Total Expenses	$	1,786,397.49

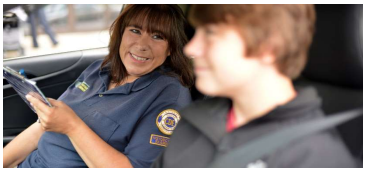
Section 18	Y-T-D		
CASH Receipts	Income		
Federal Funds	$	836,571.00	
State Aid for Public Transit	**$**	**427,428.00**	**Just as a point of reference**
Local Funds	$	360,015.13	**we received $362,033 in State Aid in 2012**
Fare Income	$	105,223.18	**and will only receive $334,553**
Contract Income	$	49,954.51	**this year.**
Medicaid Income	$	7,205.67	Our expenses that year were $1,022,391.76
Total Receipts	$	1,786,397.49	
	$	-	
Rides Provided	$	102,368.00	
Total Cost per Ride	$	17.45	


This map shows the major routes in orange. Passengers are picked up in many rural areas along the routes. Door to door service is provided in all 8 of our counties.
Minot
Bismarck
Mandan
Jamestown
Devils Lake
Grand Forks
E. Grand Forks
Fargo
W. Fargo
Valley City
Dickinson
NORTH DAKOTA
SOUTH DAKOTA

HB 1012

North Dakota Department of Transportation

Senate Appropriations | Government Operations Division



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March 7, 2023

1

NORTH Dakota | Transportation
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MISSION

Safely move people and goods.

VISION

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

VALUES | PRIDE

Professionalism | Respect | Integrity
Dedication | Excellence

2

AGENCY OVERVIEW

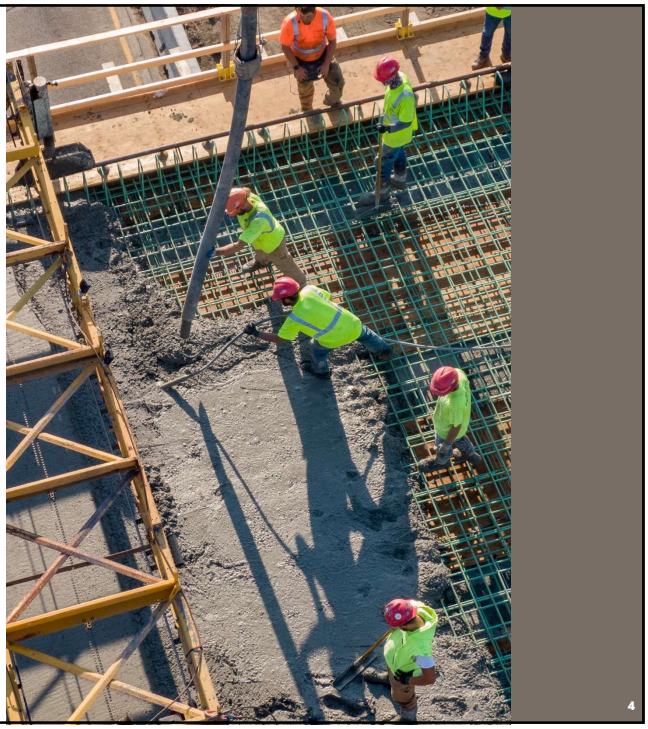
- NDDOT follows primarily North Dakota Century Code Chapters 24 and 39.
- Originally called the State Highway Department, the North Dakota Department of Transportation (NDDOT) was established in 1917. The NDDOT is an innovative and progressive organization that has a talented team of employees who work hard across the state to carry out the department's mission to safely move people and goods.
- The NDDOT strives to build and maintain an efficient transportation system consisting of over 106,000 miles of roadways and nearly 5,000 bridges. We oversee the development of surface transportation including highways, bridges, transit, pedestrian and bicycle paths across the state.
- We also oversee Motor Vehicle and Driver License operations for ND. We process over one million vehicle registrations every year and serve over 500,000 licensed drivers at offices located across the state.

3

3

SUCCESS!

- Construction contracts totaling $500M+
- 7,655 driver license online knowledge tests completed
- Completed major Motor Vehicle & Driver License System Upgrade to better serve customers *(Licensing Enterprise Gateway Endpoint for North Dakota | LEGEND)*
- $224.5M in American Rescue Plan Act (ARPA) funds committed | $105M spent
- $35M bond for bridges has been committed | $12.5M spent



4

4

AWARDS & ACCOLADES

THIS BIENNIUM

- ND ROADS – RANKED #1 - According to the *Reason Foundation*, North Dakota leads the nation in highway performance and cost effectiveness.
- TEAM NDDOT – Bismarck-Mandan Young Professionals Network 2022 Best Places to Work
- BEULAH RETROFIT ROUNDABOUT – America's Transportation Award for Best Use of Technology & Innovation
- LONG X BRIDGE – Regional American Association of Highway and Transportation Officials (AASHTO) Award
- MOTOR VEHICLE & DRIVER LICENSE – American Assoc. of Motor Vehicle Administrators (AAMVA) Reinventing the Customer Service Award
- LOCAL GOVERNMENT – Dakota Transit Association ND Friend of Transit Award
- COMMUNICATIONS – AASHTO Transportation Communications Award in the categories of external publication, event and crisis communications.
- VISION ZERO – AAMVA Public Affairs and Consumer Education Award

5

5

CHALLENGE

MEET THE NEEDS OF NORTH DAKOTANS

- NDDOT is currently one of the smallest DOTs in the country. We have optimized our processes, procedures, and use of outside contracted services to achieve award winning efficiencies, unification of services, introduced new technology, and do more with fewer people (-98 FTEs since 2016).
- Infrastructure Investment and Jobs Act (IIJA) established new project demands, new funding opportunities, and expanded our existing workload (+30%).
- In addition to stopping certain tasks and transferring more tasks to consultants/contractors - some limited, additional staffing resources are needed to continue service and meet expectations of citizens, the legislature, and other agencies.

6

6

CHALLENGE

RE-ESTABLISH BASIC OPERATIONAL BUDGET

- ND prioritized construction over operations for the last several biennia.
- This has also led to a reduction in operational focus (buildings and equipment), services to citizens, safety programs, workforce retention/recruitment, as well as reduced chances to leverage funding and saying "yes" to emerging opportunities.

7

RE-ESTABLISH BASIC OPERATIONAL BUDGET

Leverage current level of increased federal/state construction funding to begin replenishing the former, basic operational capacity of NDDOT.

- Capital Improvements
- Mobile Wallet
- UAS Program
- Vision Zero
- Transportation Technology Research Initiative (TTRI) at UND
- Equipment Backlog

8

EQUIPMENT BACKLOG & BUILDING NEEDS

EQUIPMENT | $32M in equipment backlog

- There is a replacement schedule for all equipment and a base fleet inventory for all districts
- Experiencing supply chain issues and costs have increased 20-25% since last biennium

DISTRICT/SECTION BUILDINGS | $33M new
$15.5M maintenance deficiencies

- **Capital Improvement Plan** – proactive approach that identifies capital projects based on (future) needs, necessities, and priorities within the DOT

9

9

CHALLENGE

INCREASE FLEXIBILITY

- Improve timely response to unanticipated local government needs, economic development support, federal grant wins, and other federal/state funding needs.
- Transition state funding policies away from "federal-connected only" policies to state transportation funding with some federal support.
- Focusing on federal discretionary and state flexible fund.

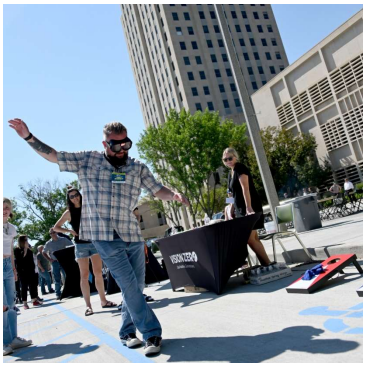
10

10

HOW WE SERVE NORTH DAKOTA

11

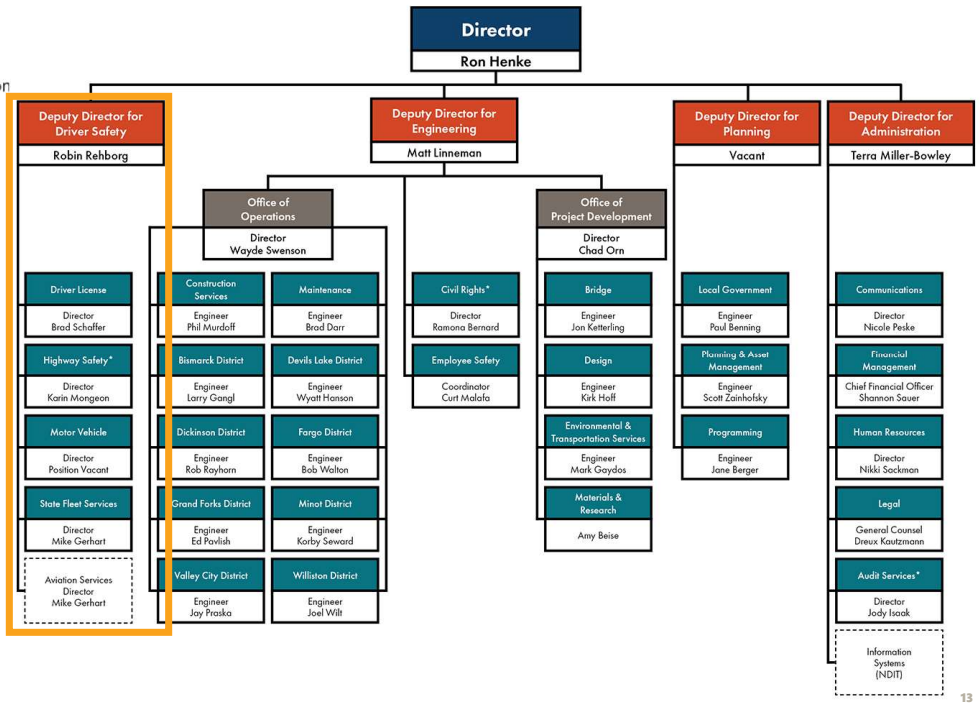
DRIVER SAFETY



12

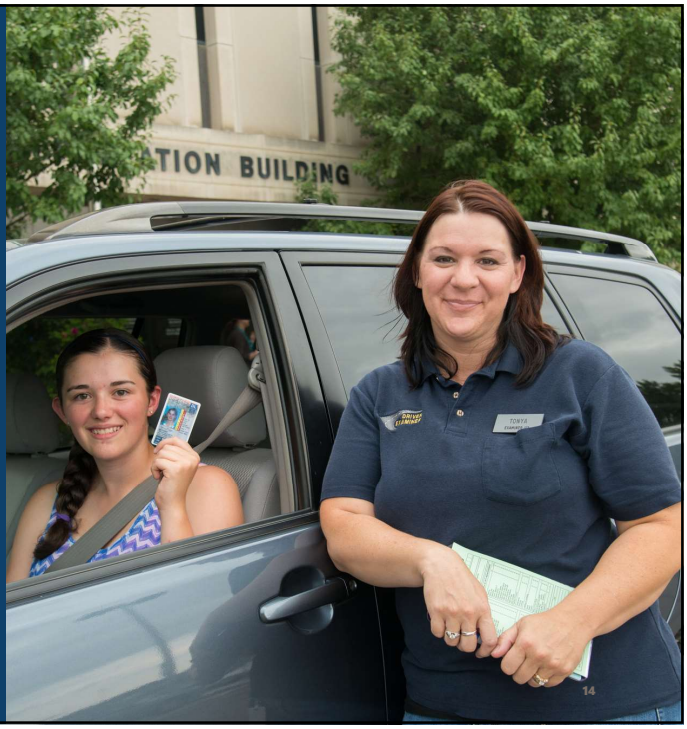
NORTH Dakota | Transportation
Be Legendary.

TEAM NDDOT



13

DRIVER LICENSE

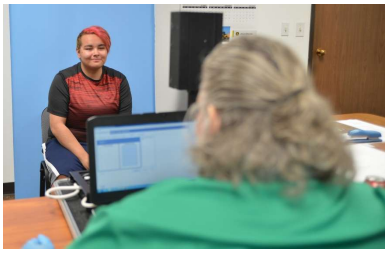


14

DRIVER LICENSE | *AT A GLANCE*

- 8 Fulltime Sites
- 11 Parttime Sites

- Class D: 532K
- CDL: 49K
- Real ID: 54%



- 8 Tribal ID Days
- Assisted 160 tribal members

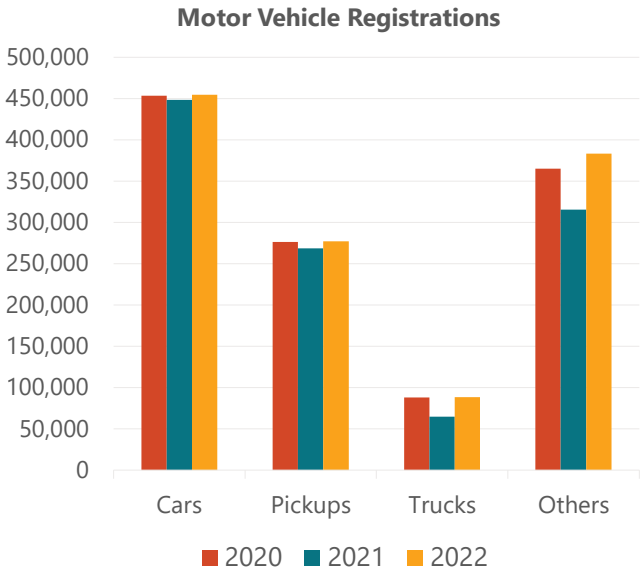
15

15

MOTOR VEHICLE

16

MOTOR VEHICLE | *AT A GLANCE*



LOCATIONS

- 1 Central Office Site
- 18 Contracted MV Offices

VEHICLES PROCESSED

- 1,203,810 vehicle registrations *(2022)*

PROCESSING TIME

- Goal: 4 weeks or less

PARTNERS

- 1092 licensed auto dealers

ELECTRIC VEHICLES (EV)

- 580 EVs
- 511 Plug-in Hybrid
- 6K Hybrid vehicles registered *(2023)*

17

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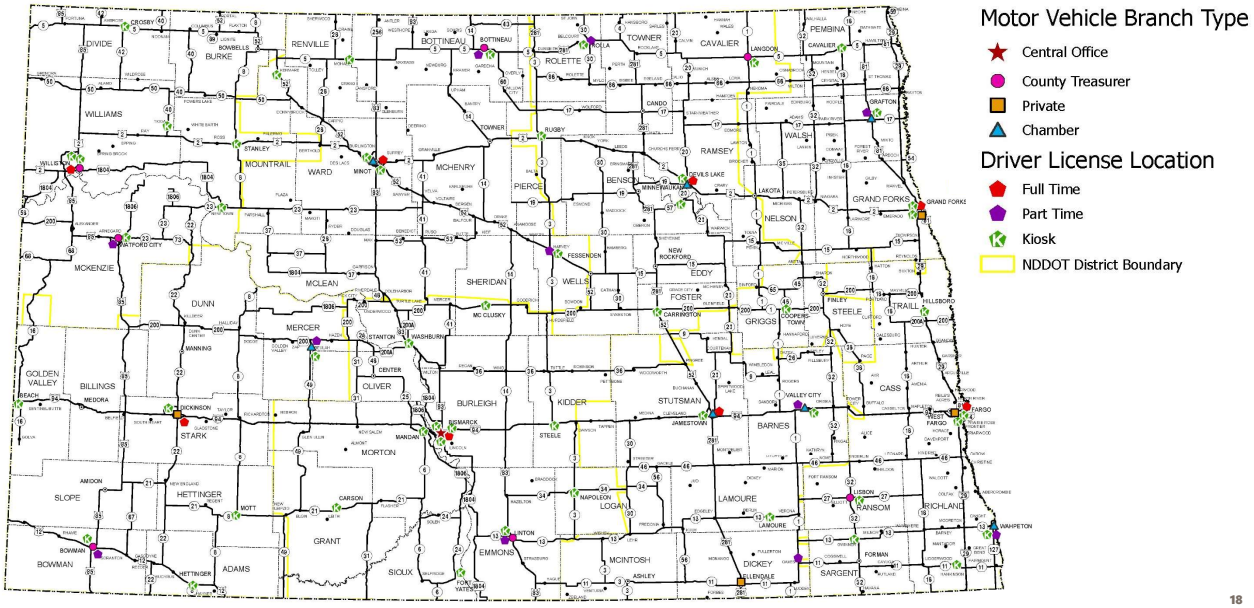
MOTOR VEHICLE & DRIVER LICENSE LOCATIONS



18

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AGENCY COLLECTIONS

- The Driver's License & Motor Vehicle Divisions collect many fees in accordance with rates established by the Legislature. These fees are ultimately deposited in a wide variety of funds, both special and general, as directed in North Dakota Century Code.
- NDDOT will be providing extensive information on these fees no later than July 1, 2024 pursuant to a fee study as directed by the 2021 legislative assembly in HB1031.

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HIGHWAY SAFETY

20

HIGHWAY SAFETY | *AT A GLANCE*

- Coordinates the development, implementation, and evaluation of the Strategic Highway Safety Plan (SHSP)– North Dakota's Vision Zero Plan.
- Works with law enforcement statewide to collect and maintain traffic records data (primarily crash data).
- Applies for and receives annual funding through the National Highway Traffic Safety Administration (NHTSA) to develop and implement the Highway Safety Plan.

21

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VISION ZERO

Zero fatalities. Zero excuses.

- **Mission:** Eliminate motor vehicle crash fatalities and serious injuries in ND.
- 2022: 97 fatalities *(preliminary)*
  2021: 101 fatalities
- Motor vehicle crashes are largely preventable if everyone takes personal responsibility.
- **Vision Zero Schools** – 8 schools engaged (Kidder Cty., Flasher, Wing, Oakes, Killdeer, Des Lacs/Burlington, Cando & LaMoure).
- **Regional Coordinators** – Four across the state, extends the work of Vision Zero into the heart of the community.

22

SAFETY CORRIDORS

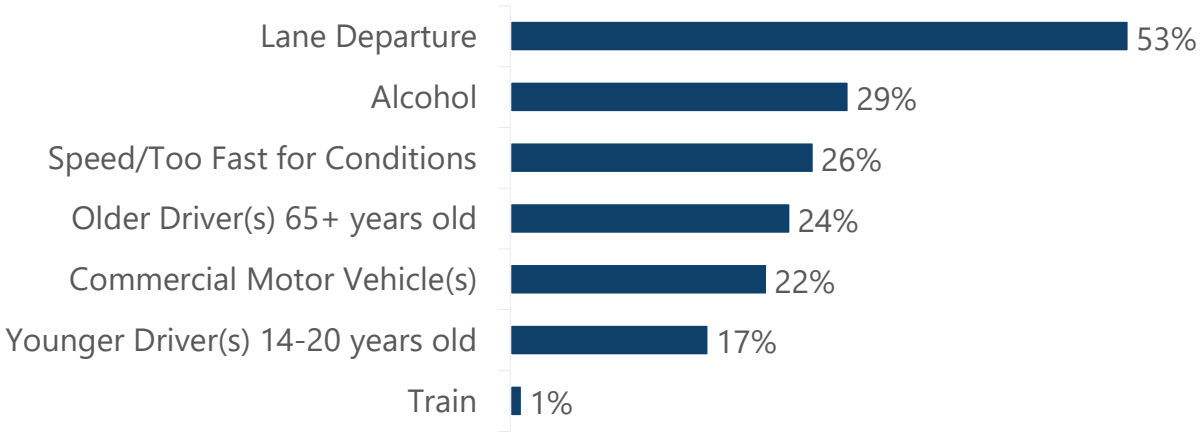
- A Vision Zero solution in which engineering, enforcement, emergency response and education work together.
- Total crashes decreased by 30%.
- Locations are selected based on highways with a higher number of vehicle crashes.
- Locations:
  - US 85 Watford City to ND 68
  - US 52 Brooks Junction to Velva
  - US 83 Bismarck to Washburn

23

23

2022 CRASH DATA

FATAL CRASHES BY FACTOR



Fatal crash totals/percentages will not equal 100% due to multiple factors per crash and varying denominators. Alcohol involvement may be higher than currently reported due to pending investigations. All 2022 data is preliminary and subject to change as additional information is received.

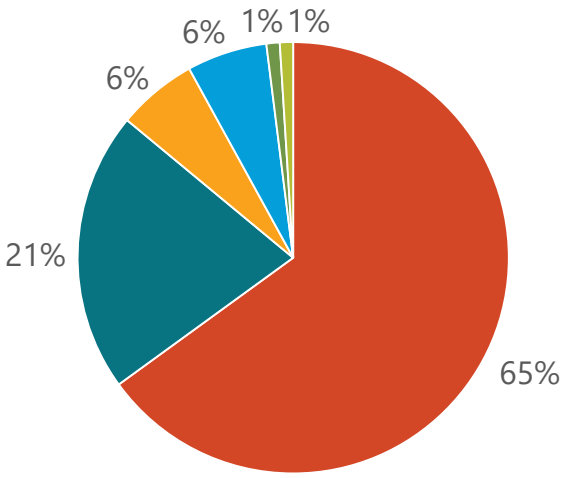
24

24

2022 CRASH DATA

FATAL CRASHES BY VEHICLE

- Car/Pickup/SUV/Van/CMV
- Motorcycle
- Pedestrian
- ATV/Recreational Vehicles
- Bicycle
- Other



All 2022 data is preliminary and subject to change as additional information is received.

25

25

STATE FLEET

26

STATE FLEET | *AT A GLANCE*

- Provides quality vehicles for all state agencies and institutions.
- Purchases and maintains vehicles.
- Operates a total of 13 state-owned fuel sites.
- Provide driver safety training.
- State Fleet Crash Review Board reviews all fleet crashes to identify trends and training needs.
- Manages flight operations and provides flight service to the NDDOT, Governor's Office, and other state agencies.

27

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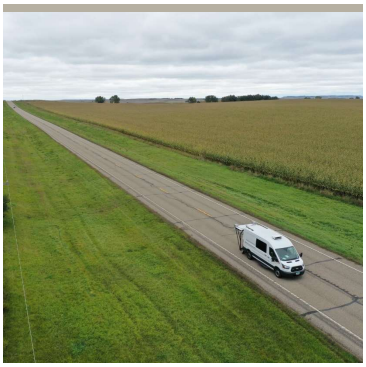
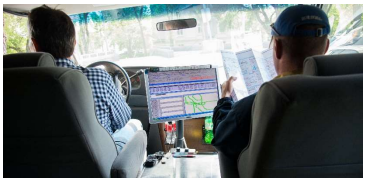


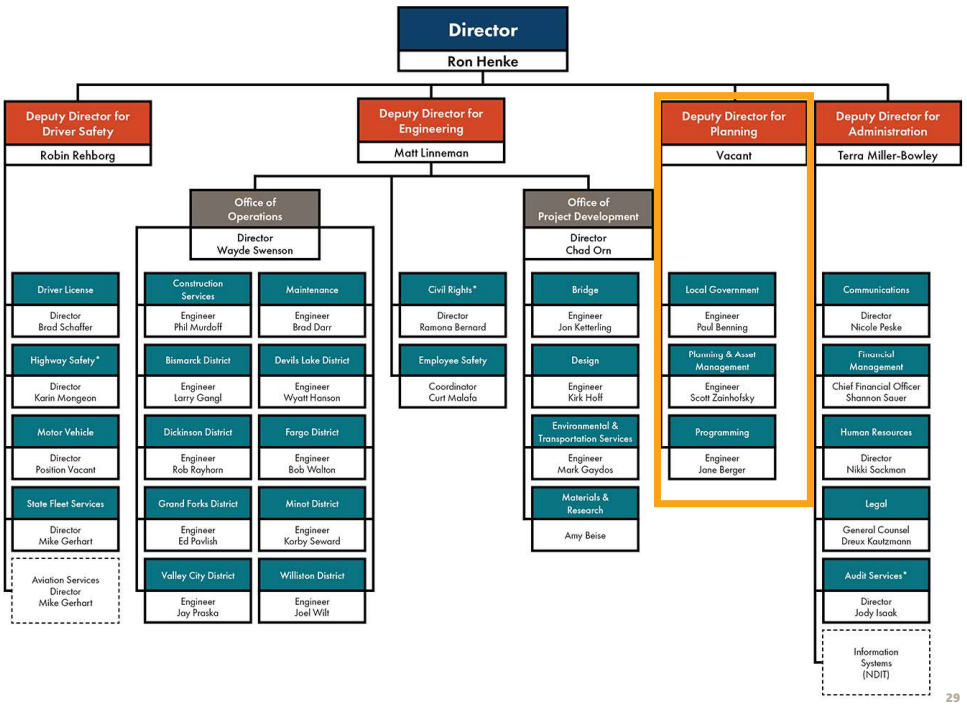


PLANNING

28

NORTH Dakota | Transportation
Be Legendary.

TEAM NDDOT



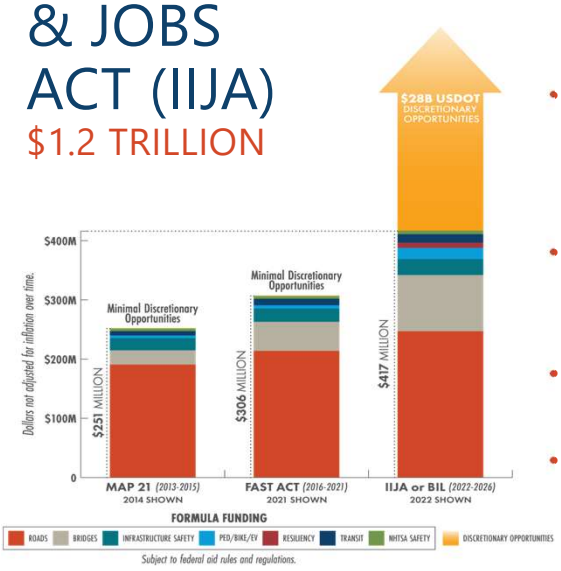
29

PROGRAMMING

30

INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA)

$1.2 TRILLION



- Includes a 30% increase in total federal formula funding for the next 5 years.
- Funding amounts designated for roads is similar to previous bills. There is a 15% increase in roadway funding which is about equal to the inflation.
- The $1.2T IIJA funding includes other items like power and grid, broadband, ports and waterways, airports, water infrastructure, and resiliency. This funding is not accessible by the NDDOT.
- Greatest increase in funding is for bridge work, as well as resources for pedestrian/bike, and electric vehicle charging stations.
- Increases much needed funding for transit and highway safety programs.
- Includes historic amount of funding for competitive discretionary programs; award success and the funding timing are unknown.

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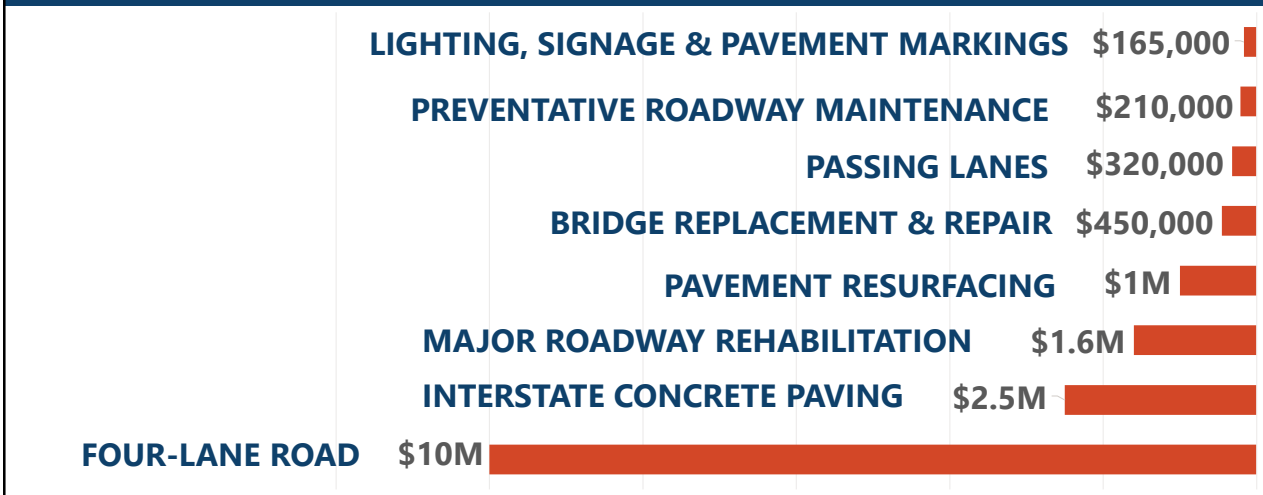
TRANSPORTATION SYSTEM COSTS

Per Mile



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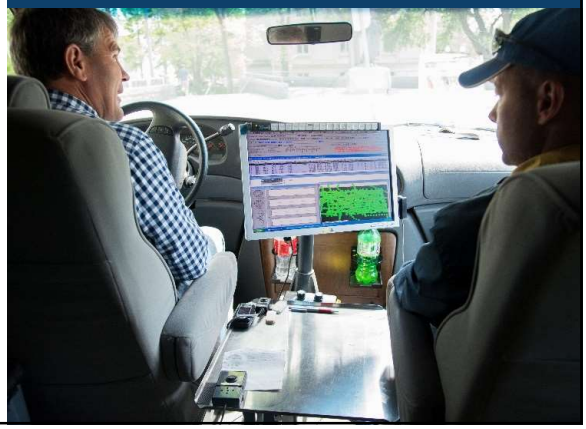
PLANNING & ASSET MANAGEMENT



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DISCRETIONARY FUNDING

(Federal Dollars)

2021-2023 BIENNIUM | *As of Feb. 28*

- **Awarded** $138M
- **Applied** $556M
- **Awaiting** award announcement $113M

2023-2025 BIENNIUM | *Projected*

- **Expected** to apply for $1.2B
- **Potential** award amount $315M
- **State match** needed $226M

34

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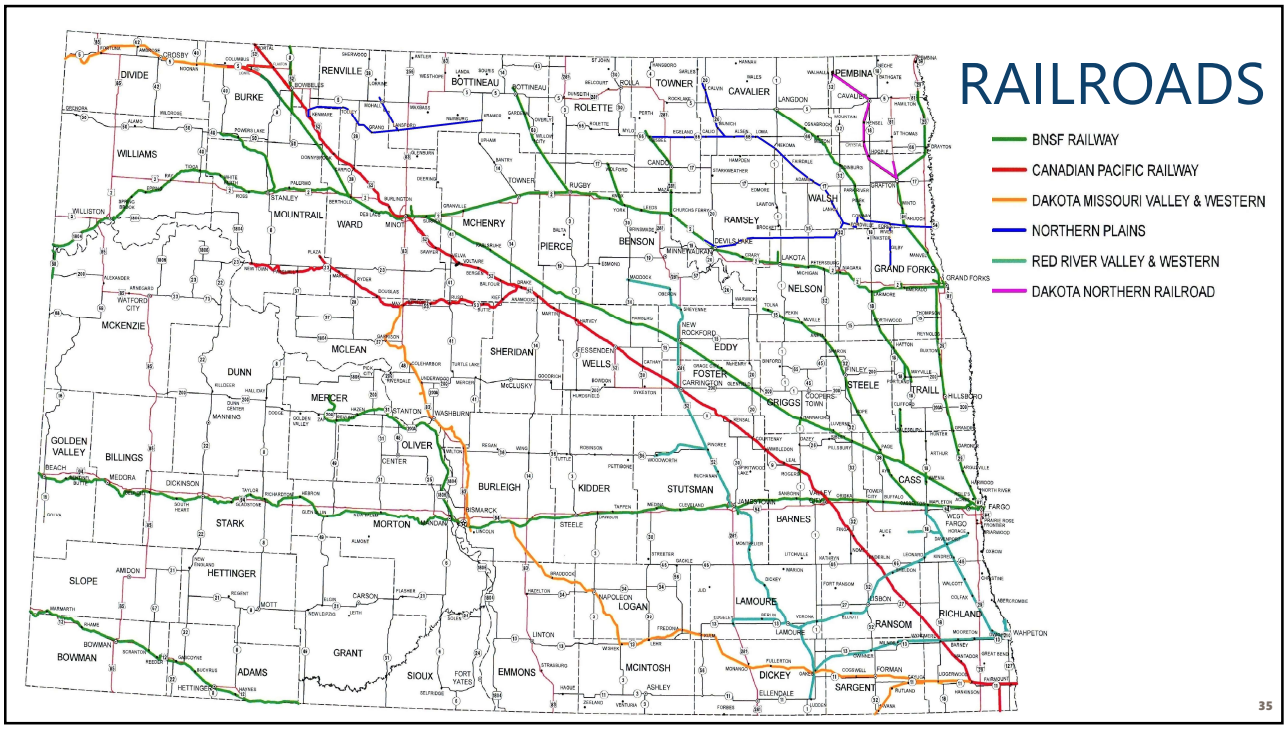
RAILROADS
BNSF RAILWAY
CANADIAN PACIFIC RAILWAY
DAKOTA MISSOURI VALLEY & WESTERN
NORTHERN PLAINS
RED RIVER VALLEY & WESTERN
DAKOTA NORTHERN RAILROAD
35

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LOCAL GOVERNMENT
36

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LOCAL GOVERNMENT

Partners with Local Public Agencies (LPAs).

- 12 largest cities, +1 in 2024
- 53 counties
- 3 Metropolitan Planning Organizations (MPOs), +1 in 2024
- 30+ transit agencies/providers
- Townships
- Other small cities

37

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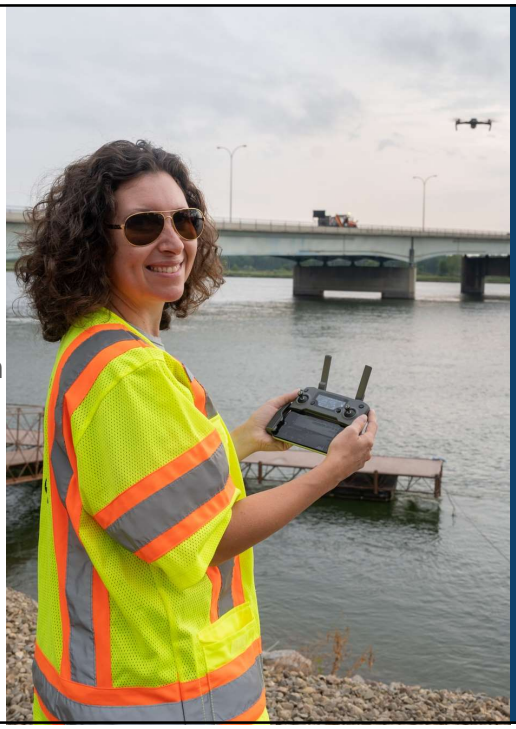
UNCREWED AERIAL SYSTEMS (UAS)

- Key uses:
  - Construction Inspection
  - Structure Inspection
  - Emergency Response
- A lead participant in the Federal Aviation Administration UAS Beyond Program.
- UND Transportation Technology Research Initiative (TTRI) – UAS
  - Assist with designing and building sustainable and intelligent infrastructure.
  - Advance workforce development
  - Real-life student experiences



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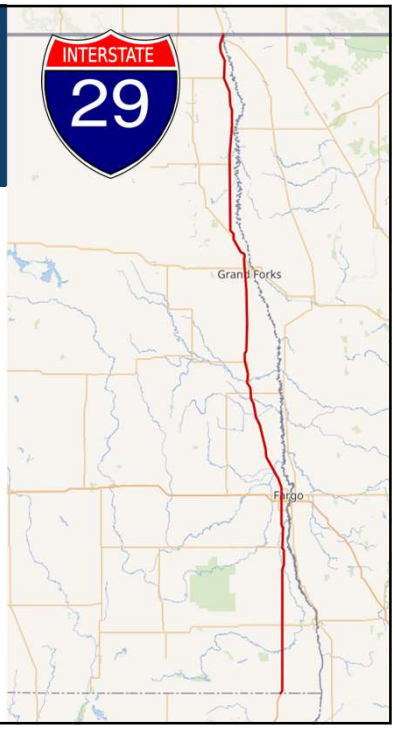
The FUTURE of
SMART CORRIDOR

- Increase efficiency & safety of motorists & freight haulers
- Incorporate new and existing ITS devices and sensors
- Integrate operating strategies and technologies to dynamically manage traffic
- Continuously monitor traffic and roadway conditions
- Incorporate connected and automated vehicles
- Recommend new ITS devices
- Plan & implement deployment of advanced technologies
  - Variable Speed Limits
  - Automated anti-icing
- Integrate Canadian land ports of entry



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ENGINEERING

40

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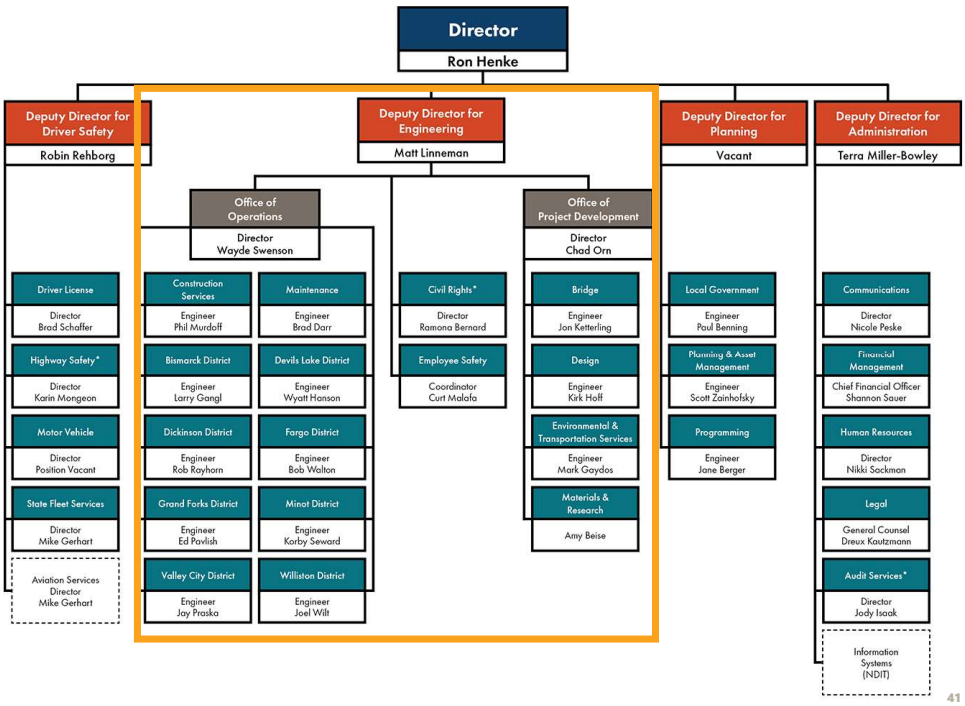
TEAM NDDOT



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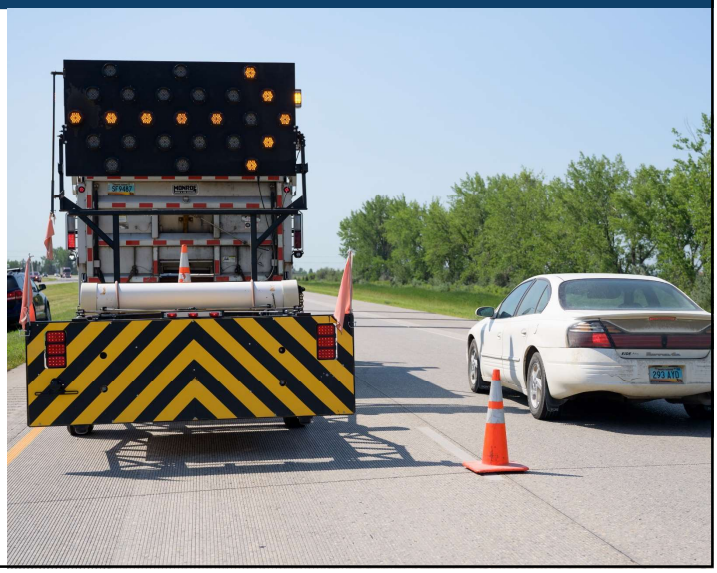
EMPLOYEE SAFETY

Ensure the health, safety, and wellbeing of all team members.

- Distracted driving is a major concern for the safety of our team.
  - Field Work/Data Collection
  - Construction Work Zones
  - Maintenance Work
  - Snow & Ice Control



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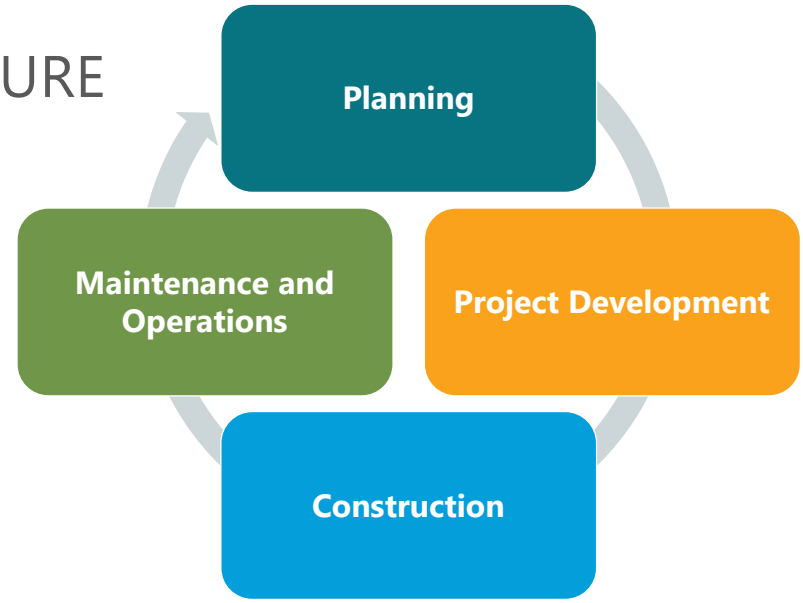
HIGHWAY INFRASTRUCTURE LIFE CYCLE



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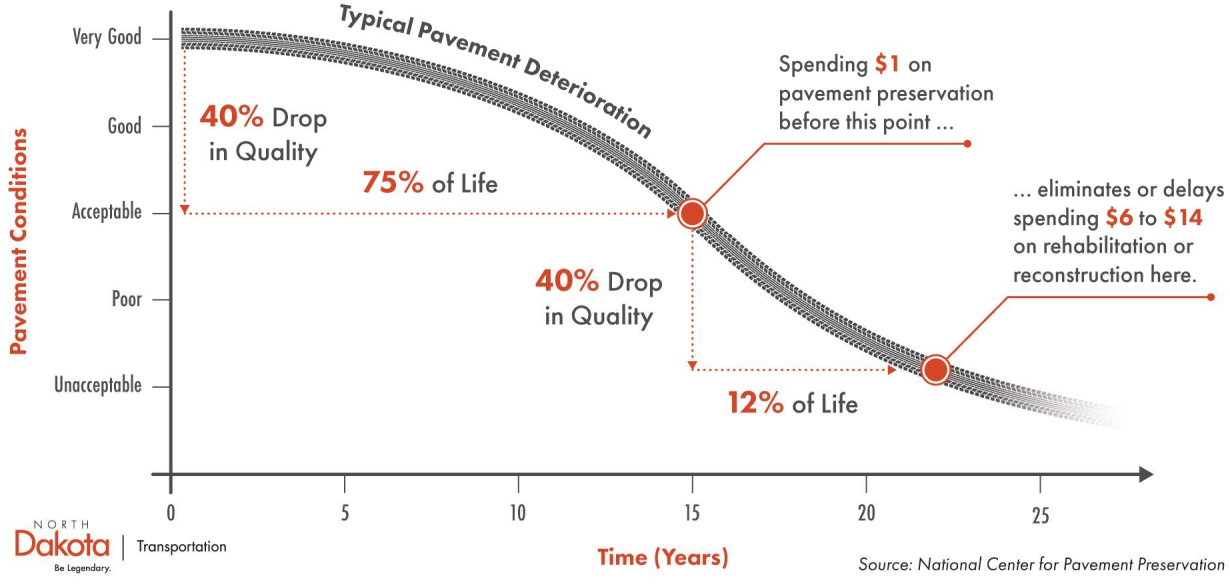
PAVEMENT PRESERVATION IS COST EFFECTIVE



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PROJECT DEVELOPMENT

- Bridge
- Design
- Environmental & Transportation Services
- Materials & Research

45

CONSTRUCTION

- Construction Services Division
- Districts:
  - Bismarck
  - Devils Lake
  - Dickinson
  - Fargo
  - Grand Forks
  - Minot
  - Valley City
  - Williston

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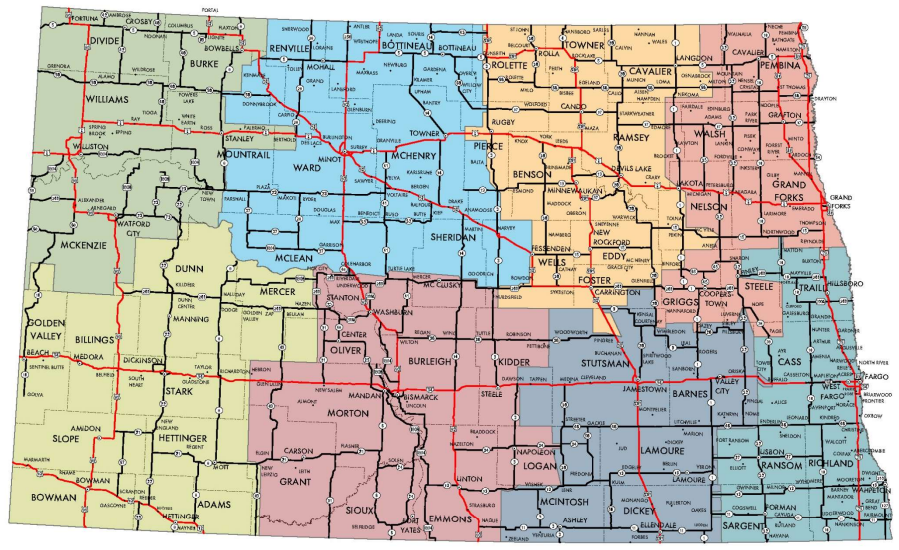
NDDOT DISTRICTS



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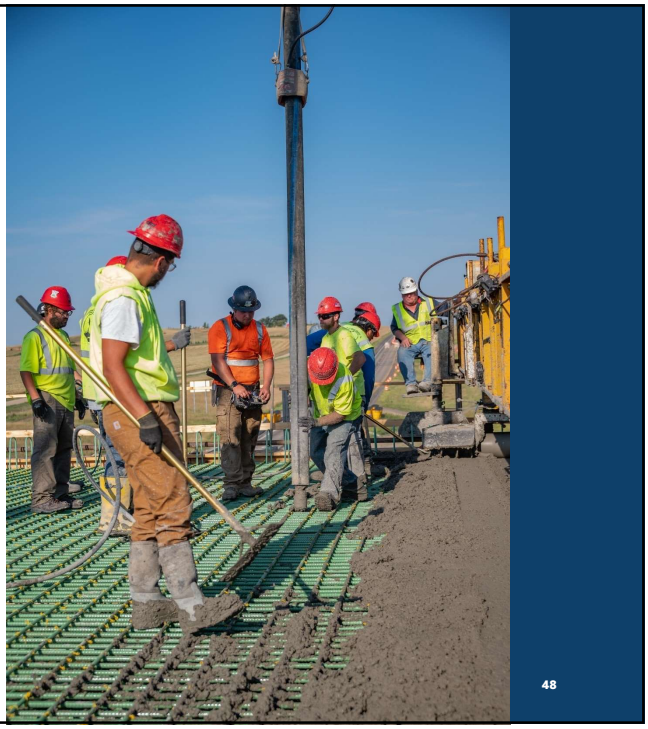
CONSTRUCTION RECAP

- **2021** = 182 projects and $362M
- **2022** = 209 projects and $564M
- Bid out 217 jobs and awarded 209 of them in 2022.



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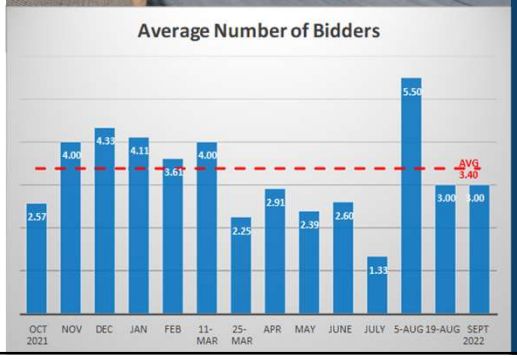
CONSTRUCTION RECAP

- The following is a breakdown of the awarded contracts for projects bid October 2021 through September 2022

Owner	Number of Awarded Jobs	Contract Amount	Engineer's Estimate
NDDOT	151	$443,432,777	$418,181,792
County	40*	$63,704,853	$62,152,914
City	18*	$57,119,516	$51,921,269
TOTAL	209	$564,257,146	$532,255,975



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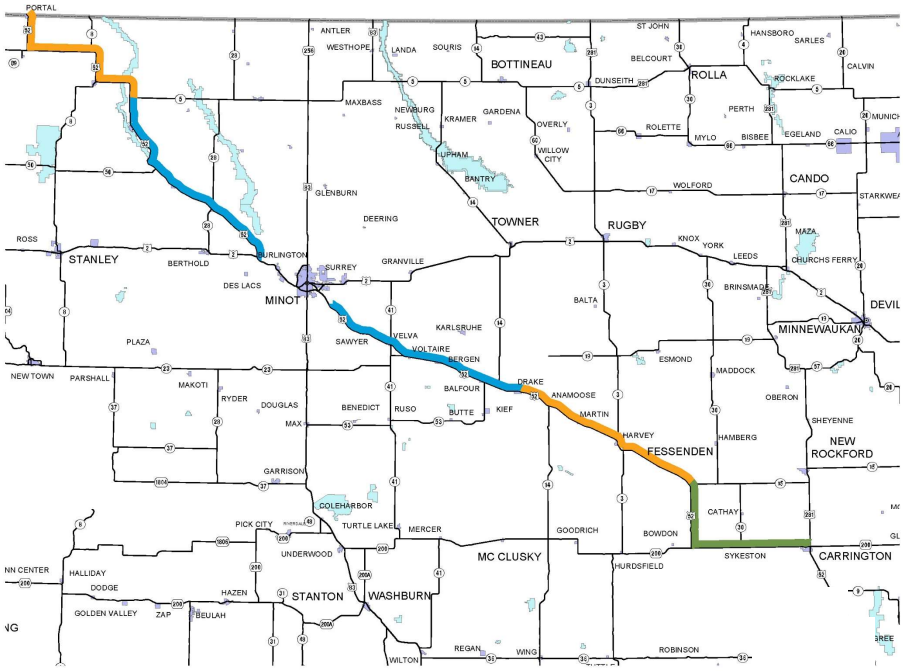
US 52 PASSING LANE PROJECT



50

50

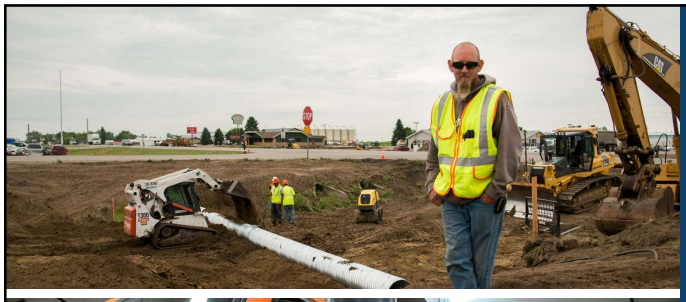
US 85 4-LANE PROJECT

Project Limits/ ConstructionYear

- Watford City to Long X 2023/2024 Construction
- Long X Bridge Completed 2020
- Long X to Jct ND 200 Construction Pending Funding
- Jct ND 200 to Belfield Construction Pending Funding

51

51



MAINTENANCE & OPERATIONS

- Maintenance Division
- Districts:
  - Bismarck
  - Devils Lake
  - Dickinson
  - Fargo
  - Grand Forks
  - Minot
  - Valley City
  - Williston

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CIVIL RIGHTS

Administers and monitors all requirements of the Civil Rights Act of 1964 on all projects, programs, activities and services of the NDDOT.

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ADMINISTRATION

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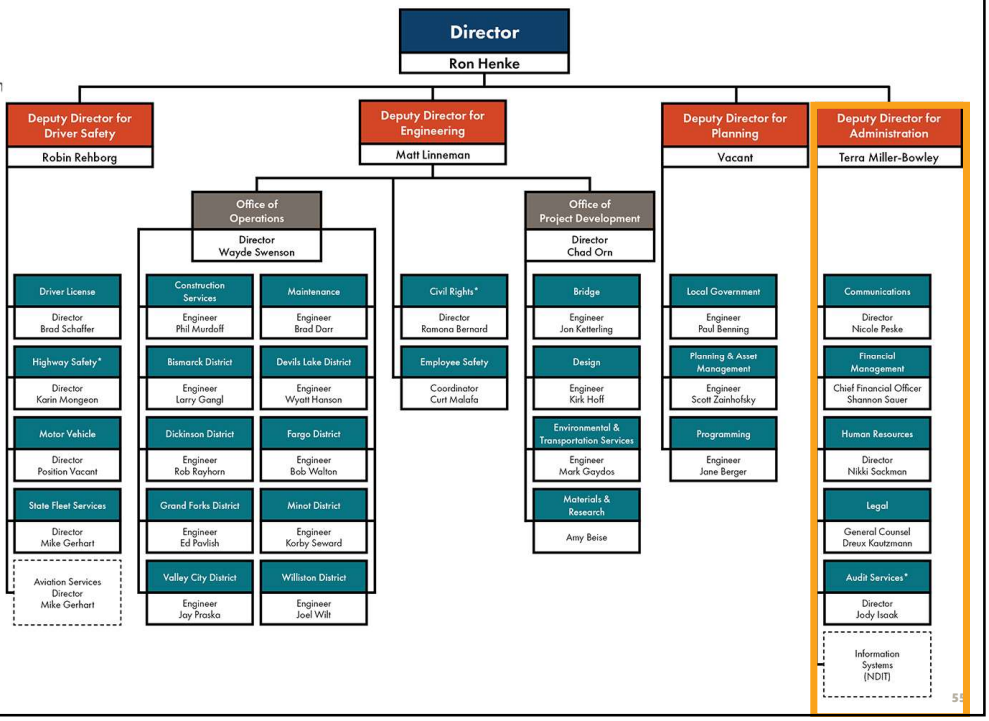
Be Legendary.

TEAM NDDOT



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OPERATIONAL AUDIT FINDINGS

- Access Rights to Personal Information Not Restricted
- Lack of Monitoring for Inappropriate Access
- No Evidence of Training or Acknowledgement of Confidentiality

KEY TAKEAWAYS

- All three findings have been reconciled and steps have been taken to fix the issue.
- Citizen information was not released to the public.
- Examiners complete background checks.
- It was determined there was no improper access.
- Every step an employee takes in the system has an audit trail and is logged by their employee ID. If there was misuse, the NDDOT would be able to identify it.

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67TH LEGISLATIVE ASSEMBLY

ONE-TIME APPROPRIATED FUNDING

AMOUNT: $255M

- **HB 1015, Sec. 13** | $200M state and federal funding for road and bridge projects.
  - $100M general funding to match federal discretionary funds received in excess of funding amounts included in the 2021-23 biennium budget.
  - $100M for federal discretionary funds to match $100M in state funding.
- **HB 1015, Sec. 5** | $55M in federal funding for matching state bond proceeds and township road and bridge projects.
  - $35M for federal discretionary funds to match state bond proceeds appropriated in HB 1431, Sec. 10.
  - $20M for federal discretionary funds to match funding for townships.

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67TH LEGISLATIVE ASSEMBLY

ONE-TIME APPROPRIATED FUNDING

AMOUNT: $50M

- **SB 2012, Sec. 6**
  - $50M in contingent loan authorization authority allowing the NDDOT to borrow from the Bank of North Dakota to match federal funds available in the 2021-23 biennium for US 85.

AMOUNT: $70M

- **HB 1431, Sec. 10**
  - $70M in state bond proceeds for state bridge projects and to match federal funds for state road and bridge projects.

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67TH LEGISLATIVE ASSEMBLY

ONE-TIME APPROPRIATED FUNDING

AMOUNT: $498.5M

- **HB 1395, Sec. 2 (Unfunded) then HB 1505, Sec. 7 (Passed) |** $317M American Rescue Plan Act (ARPA). Not funded. How it was allocated:
  - $200M to NDDOT for state road and bridge projects.
  - $24.5M to NDDOT for county bridge projects.
  - $75.3M to counties for county road and bridge projects.
  - $17M to townships for township road and bridge projects.
- **HB 1395, Sec. 2 |** $1.6M ARPA dollars for grants to transit providers.
- **SB 2012, Sec. 1 |** $45M in federal discretionary for US 85.
- **HB 1505, Sec. 8 |** $135M to defray expenses of road and bridge projects.

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67TH LEGISLATIVE ASSEMBLY

ONE-TIME APPROPRIATED FUNDING

AMOUNT: $5M

- **SB 2018, Sec. 3**
  - Received by the Department of Commerce to the NDDOT to defray infrastructure construction expenses for the Beyond the Visual Line of Sight unmanned aircraft system program. The NDDOT opted not to request the funding.

AMOUNT: $9.66M

- **SB 2012, Sec. 1**
  - State highway funds for construction and materials management system to replace the Roadway Information Management System (RIMS).

60

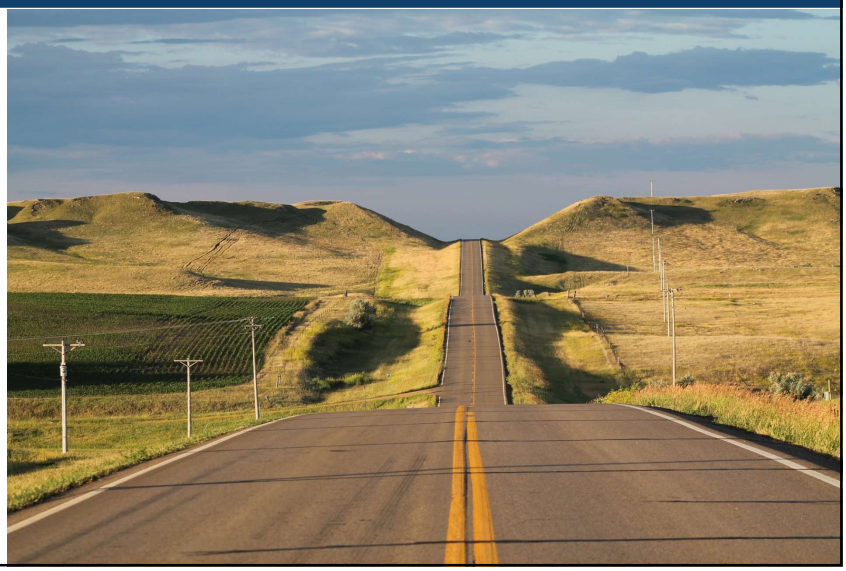
60

67TH LEGISLATIVE ASSEMBLY

ONE-TIME APPROPRIATED FUNDING

AMOUNT: $750,000

- **SB 2012, Sec. 4**
  - State disaster relief fund to provide grants to townships for emergency township road repairs.



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FISCAL RECOVERY FUNDING UPDATE

PASSED DURING THE 2021 SPECIAL LEGISLATIVE SESSION

AMOUNT: $255M

- **HB 1505, Sec. 7** | $317M American Rescue Plan Act (ARPA) funds
  - $200M to NDDOT for state road and bridge projects.
  - $24.5M to NDDOT for county bridge projects.
  - $75.3M to counties for county road and bridge projects
  - $17M to townships for township road and bridge projects

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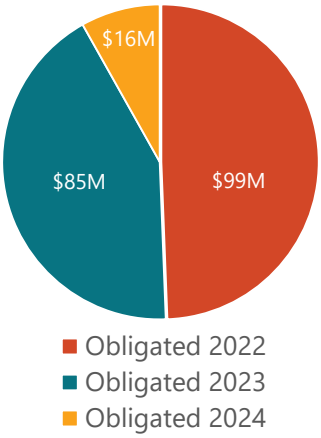
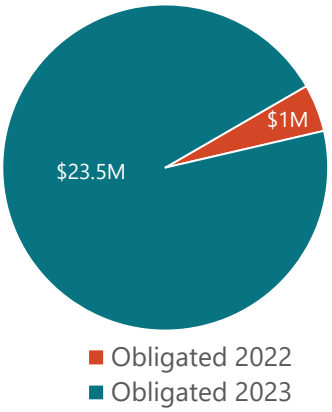
$224.5M FOR NDDOT | $75.6M SPENT

PASSED DURING THE 2021 SPECIAL LEGISLATIVE SESSION

$200M FOR **STATE** ROADS AND BRIDGES



$24.5M FOR **COUNTY** ROADS AND BRIDGES



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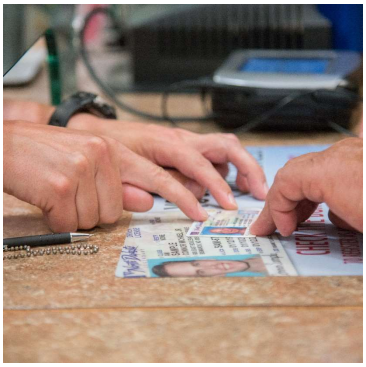

AGENCY BILLS

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AGENCY BILLS

- **HB 1079 | Reciprocal Agreements for Inspection of Fabricated Products** – Would allow for reciprocal agreements between ND and other states on inspection services for products produced in ND.
- **HB 1080 | Registration Card** – Allows for a mobile e-registration card to be carried in a mobile wallet, similar to the mobile ID card.
- **HB 1081 | User Fees from Out-of-State EV Drivers** – Allows for the collection of user fees from out-of-state drivers.
- **HB 1102 | Expanded Federal Grant Authority** – Allows the NDDOT the authority to enter into agreements necessary to effectively administer grant projects. Fiscal note provided.

65

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AGENCY BILLS

- **SB 2063 | Public/Private Partnerships for EV Charging** – Allows the NDDOT to engage in public/private partnerships in the construction, operation and maintenance of EV charging infrastructure. Fiscal Note: $16.2M/per biennium
- **SB 2110 | Road Maintenance on National Park Service Roads** – Allows the NDDOT to support roadway maintenance and/or snow removal in the national park. Fiscal note provided.
- **SB 2111 | Electronic Title Issuance *(Red Tape)*** – Transitions titles from paper to electronic vehicle titles, saving time for lenders/lienholders.
- **SB 2112 | Drug and Alcohol Clearinghouse** – Allows NDDOT to comply with a Nov. 2021 federal rule change in the Federal Motor Carrier Safety Regulations requiring states to use the federal Drug and Alcohol Clearinghouse.

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AGENCY BILLS

- **SB 2113 | Flexible Transportation Fund** – Allows the NDDOT a flexible funding source to improve timely response to unanticipated local government needs, economic development support, federal grant wins, and other state/federal funding needs. Fiscal note provided.

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2023-2025

BUDGET REQUEST

68

ENGROSSED HB 1012

Object/Revenue		2021-23 Biennium Appropriations	2023-25 Legislative Base Budget	House Changes to HB 1012	Engrossed HB 1012	Requested Amendments	Proposed HB 1012
Description	Code						
		2,249,534,084	1,495,514,727	912,006,106	2,407,520,833	58,047,995	2,465,568,828
TOTAL BY APPROPRIATIONS ORGS		2,249,534,084	1,495,514,727	912,006,106	2,407,520,833	58,047,995	
Salaries and Wages	80110	204,109,585	204,109,585	28,313,251	232,422,836	2,449,971	234,872,807
Operating Expenses	80130	280,548,188	270,888,188	59,493,286	330,381,474		330,381,474
Capital Improvements	80150	1,227,431,344	902,431,344	741,713,721	1,644,145,065	55,750,000	1,699,895,065
Construction Carryover	80151	-	-	-	-		-
COVID19 - Capital Assets	80152	317,000,000	-	-	-		-
HB 1015 Discretionary Match	80153	100,000,000	-	-	-		-
Enhanced State Highway Invest	80155	-	-	-	-		-
Grants	80160	118,085,610	118,085,610	3,985,848	122,071,458		122,071,458
Contingent Loan Authorization	-	-	-	78,500,000	78,500,000		78,500,000
Short Line Railroad Program	80162	-	-	-	-		-
COVID-19 Transportation Grants	80164	-	-	-	-		-
Grants to Township	80167	750,000	-	-	-		-
COVID19 - Grants	80168	1,609,357	-	-	-		-
TOTAL BY OBJECT SERIES		2,249,534,084	1,495,514,727	912,006,106	2,407,520,833	58,199,971	2,465,720,804
General	GEN	-	-	10,375,000	10,375,000	29,486,663	39,861,663
Federal	FED	1,355,876,156	837,266,799	381,644,655	1,218,911,454	-	1,218,911,454
Special	SPEC	893,657,928	658,247,928	519,986,451	1,178,234,379	28,713,308	1,206,947,687
TOTAL BY FUNDS		2,249,534,084	1,495,514,727	912,006,106	2,407,520,833	58,199,971	2,465,720,804
TOTAL AUTHORIZED EMPLOYEES		982.00	982.00	16.00	998.00	13.00	1,011.00

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FEDERAL FUNDING AVAILABLE

2023-25 BUDGET REQUEST

$1.15B | Federal Highway Administration

- Roadway projects and related items such as consultant engineering and NDDOT support costs.

$20M | Missile Road Funds

- Maintenance of missile roads for the US Air Force.

$12.2M | National Highway Traffic Safety Administration

- Funds North Dakota's traffic safety program. Majority of funds are passed to local entities to support traffic safety initiatives.

$32M | Federal Transit Administration

- Passed through to transit providers to fund local transit programs.

70

70

FEDERAL AID PROGRAM

- Funding used to construct and maintain roadways and bridges on the state highway system.
- Federal aid formula funding is distributed based off a formula determined by Congress and is favorable to rural states.
- Used to fund our 10-year Infrastructure Plan.

EXECUTIVE RECOMMENDATION: $174M

HOUSE APPROVED: $169M (50% Motor Vehicle Excise Tax)

SENATE REQUEST: $174M

71

71

FEDERAL AND STATE DISCRETIONARY PROGRAM

- Discretionary funding is larger than it has ever been.
- Funds additional transportation needs in North Dakota.
- Without additional state resources, the department will not be able to accept discretionary dollars.
- Allows flexibility.

EXECUTIVE RECOMMENDATION: $226M

HOUSE APPROVED: $200M (SIIF)

SENATE REQUEST: $226M

72

72

NEW FLEXIBLE TRANSPORTATION FUND

- Establish a new, more flexible fund to:
  - Improve transportation infrastructure off the state highway system, including within townships
  - 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
- In the last year alone, the NDDOT was asked to fund more than $2B in requests not currently in the State Transportation Improvement Program

EXECUTIVE RECOMMENDATION: $140M

HOUSE APPROVED: $115M (SIIF)

SENATE REQUEST: $140M

73

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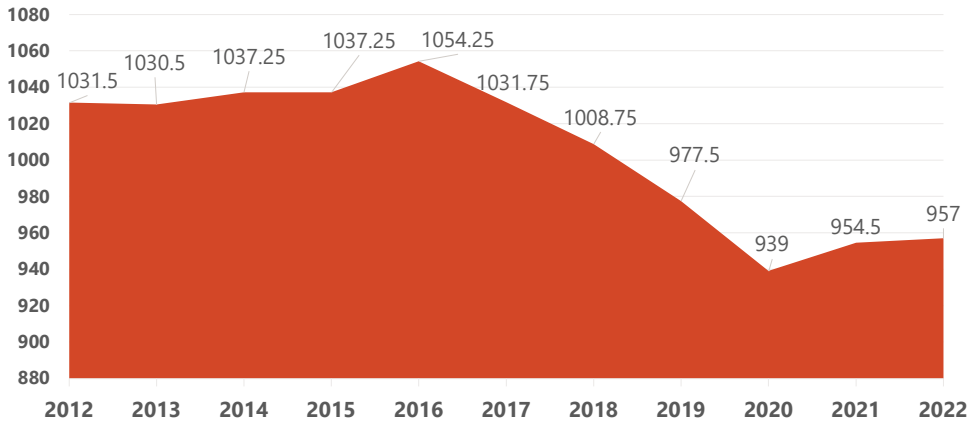
TEAM NDDOT WORKFORCE

982 FTEs

12.4% Turnover Ratio

29 FTEs Requested

FULL TIME ACTUAL EMPLOYEE COUNT | 10 Year Look



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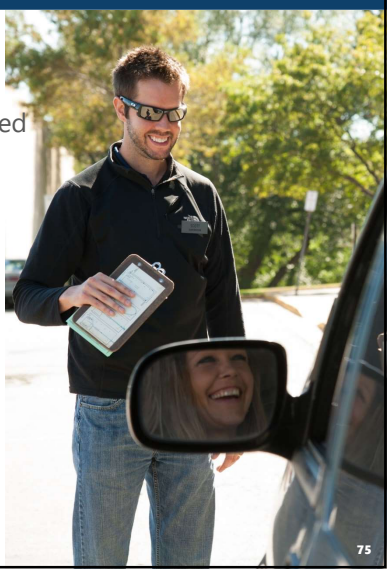
FULL TIME EMPLOYEE (FTE) REQUEST

- 4 International Fuel Tax Agreement (IFTA)/International Registration Plan (IRP) Auditors
  - Meet regulatory compliance requirements and avoid being sanctioned
- 3 Financial Staff
  - Federal aid accounting, procurement and succession planning
- 14 Equipment Operators
  - Allows for extended hours of service for snow and ice control
- 8 Driver License Examiners
  - Replace long term temporary employees with full time staff

EXECUTIVE RECOMMENDATION: 29 FTE

HOUSE APPROVED: 16 FTE

SENATE REQUEST: 29 FTE



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LARGE IT PROJECT REQUESTS

Construction and Materials Management System (RIMS)

- Currently approved project in progress that requires additional funding

ETS Continuum Upgrade (Door Security System)

- Current security hardware and software are outdated and will no longer be supported

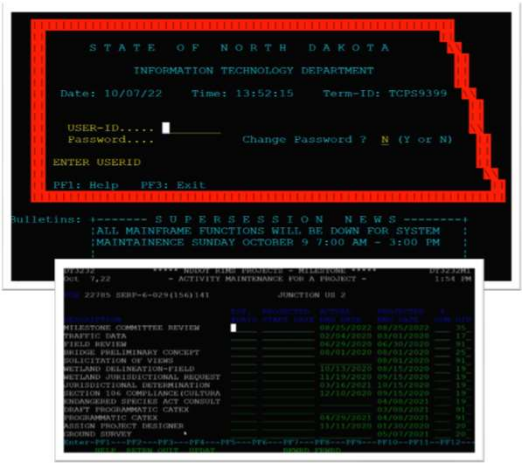
AVL

- Allows the NDDOT to track and the public to see all 369 snowplows

EXECUTIVE RECOMMENDATION: $9M

HOUSE APPROVED: $9M (General Fund)

SENATE REQUEST: $9M



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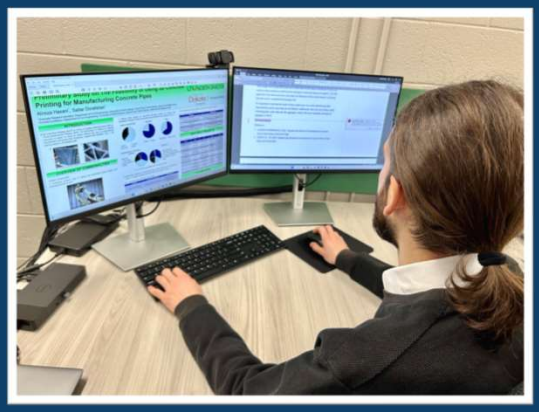
REQUESTED AMENDMENTS TO ENGROSSED HB 1012



Additional Funding for Capital Improvements/Workforce-$59M

Additional Match:

- **Formula Funding** – $5M
  Discretionary Funding – $26M
  Flexible Transportation Fund – $25M

Additional Workforce:

- **Full Time Employees** – $3M
  - 7 equipment operators
  - 6 driver license examiners

77

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Version: 23.0241.02000

ENGROSSED HB 1012

SECTION 4. CONTINGENT LOAN AUTHORIZATION – CONTINGENT FUNDING – HIGHWAY IMPROVEMENT PROJECTS . The department of transportation may borrow from the Bank of North Dakota, $50,000,000, or so much of the sum as may be necessary, which is appropriated to the department of transportation in the contingent loan authorization line item in section 1 of this Act for matching federal funds that may become available, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds may be borrowed and spent only upon certification by the director of the department of transportation to the director of the office of management and budget that the department has been awarded additional federal grants related to United States Highway 85 during the biennium beginning July 1, 2023, and ending June 30, 2025. The department of transportation shall request from the sixty-ninth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

2023 – 2025 One-Time Funding

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SECTION 5. CONTINGENT LOAN AUTHORIZATION – CONTINGENT FUNDING – FLOOD PROJECTS. The department of transportation may borrow from the Bank of North Dakota, $28,500,000, or so much of the sum as may be necessary, which is appropriated to the department of transportation in the contingent loan authorization line item in section 1 of this Act for matching funds made available from the state of Minnesota for northern Red River valley transportation projects, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds authorized in this section may be borrowed and spent only upon certification by the director of the department of transportation to the office of management and budget that the Minnesota department of transportation will match these funds one dollar-for-dollar basis. The funds may be borrowed and spent for phase one of a project to address northern Red River valley flooding issues and are available for design, redesign, preliminary and final engineering, environmental analysis, right of way acquisition, and construction, including demolition. The department of transportation shall request from the sixty-ninth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

2023 – 2025 One-Time Funding

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SECTION 6. ESTIMATED INCOME – STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The estimated income line item in section 1 of this Act includes the sum of $328,000,000 from the strategic investment and improvements fund for the following purposes:

1. The sum of $200,000,000 for matching federal highway discretionary grants;
2. The sum of $115,000,000 to establish a state flexible transportation fund;
3. The sum of $8,000,000 to enhance existing loan programs to assist short line railroads with rail improvement projects; and
4. The sum of $5,000,000 for studies, preliminary engineering, and environmental studies to address northern Red River valley infrastructure affected by flooding.

2023 – 2025 One-Time Funding

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SECTION 7. RURAL TRANSIT FUNDING. The grants line item in section 1 of this Act includes the sum of $1,250,000 from the general fund for grants to rural transit providers in nonurban areas.

2023 – 2025 One-Time Funding

SECTION 8. CONSTRUCTION OF REST AREA AND VISITOR CENTER. Notwithstanding any other provision of law, the director of the department of transportation may enter into a cooperative agreement with a public or private entity and may expend moneys from the state highway fund or any moneys within the limits of the legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota, for the biennium beginning July 1, 2023, and ending June 30, 2025.

SECTION 9. AMENDMENT. Section 57-40.3-10 of the North Dakota Century Code is amended and reenacted as follows:

57-40.3-10. Transfer of revenue.

All moneys collected and received under this chapter must be transmitted monthly by the director of the department of transportation to the state treasurer ~~to be transferred and credited to the general fund~~ who shall deposit fifty percent of collections in the state highway fund and fifty percent of collections in the general fund.

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SECTION 10. AMENDMENT. Section 13 of chapter 15 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 13. 2019-21 BIENNIUM APPROPRIATION - TRANSFER - GENERAL FUND TO HIGHWAY FUND - 2021-23 BIENNIUM APPROPRIATION - HIGHWAY FUND AND FEDERAL FUNDS - EXEMPTION - REPORT.

1. There is appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, the sum of $100,000,000, which the office of management and budget shall transfer to the highway fund during the period beginning with the effective date of this Act and ending June 30, 2021. The funds transferred to the highway fund must be maintained and reported separately from other funds in the highway fund.

2. There is appropriated out of any moneys in the highway fund, not otherwise appropriated, the sum of $100,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of matching federal discretionary funds received in excess of the regular federal funding amounts included in the department's 2021-23 biennium budget, for the biennium beginning July 1, 2021, and ending June 30, 2023. Of this amount, the department shall use at least $10,000,000 ~~for matching federal funds~~ for township road and bridge projects as follows:

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a. The funds must be allocated by the department to counties for projects or grants for the benefit of organized and unorganized townships;
b. The department shall establish criteria to distribute the funds;
c. The funds must be used for the maintenance and improvement of township paved and unpaved roads and bridges;
d. Priority must be given to projects that match federal funds and to projects that improve roadways that serve as local corridors; and
e. A township is not eligible to receive funding if the township does not maintain any roadways.

3. There is appropriated from federal funds, the sum of $100,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of defraying the expenses of road and bridge construction projects for the biennium beginning July 1, 2021, and ending June 30, 2023.

4. ~~On June 30, 2023, the office of management and budget shall transfer any unexpended and unobligated funds transferred to the highway fund under subsection 1 to the general fund.~~ The appropriation provided in this section is not subject to section 54 - 44.1 - 11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025.

5. During the 2021-22 interim, the department of transportation shall provide quarterly reports to the budget section regarding the use of funds transferred from the general fund to the highway fund.

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SECTION 11. AMENDMENT. Section 10 of chapter 80 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 10. APPROPRIATION - HIGHWAY FUND - ~~CONTINGENT TRANSFER~~ EXEMPTION. There is appropriated out of any moneys in the highway fund in the state treasury, not otherwise appropriated, the sum of $70,000,000, or so much of the sum as may be necessary, derived from bond proceeds to the department of transportation for state highway road and bridge projects and for matching federal funds that may become available, for the biennium beginning July 1, 2021, and ending June 30, 2023. ~~Of the $70,000,000, $35,000,000 is designated for state highway bridge projects, and $35,000,000 is designated for matching federal funds that may become available for state highway projects in excess of the federal funds appropriated to the department of transportation as part of its 2021-23 biennial budget. By October 1, 2022, the director of the department of transportation shall certify to the office of management and budget the amount of funding committed to matching excess federal funds from the $35,000,000 provided under this section. If the amount committed is less than $35,000,000, the office of management and budget shall transfer any uncommitted amounts to the infrastructure revolving loan fund under section 6-09-49.~~ The appropriation provided in this section is not subject to section 54 - 44.1 - 11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025.

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SECTION 12. EXEMPTION – UNEXPENDED APPROPRIATIONS. The following appropriations are not subject to the provisions of section 54-44.1-11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025:

1. The sum of $750,000 appropriated from the state disaster relief fund for emergency township road repairs in section 4 of chapter 40 of the 2021 Session Laws;
2. The sum of $1,609,357 appropriated from federal funds for grants to transit providers in subdivision 10 of section 2 of chapter 28 of the 2021 Session Laws;
3. The sum of $55,000,000 appropriated from federal funds to match state bond proceeds in section 5 of chapter 15 of the 2021 Session Laws;
4. The sum of $317,000,000 appropriated from federal funds for state, county, and township road and bridge projects in section 2 of chapter 28 of the 2021 Session Laws;
5. The sum of $61,700,060 appropriated from federal funds for surface transportation grants in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws; and
6. The sum of $13,660,000 appropriated from special funds for information technology projects in section 1 of chapter 40 of the 2021 Session Laws.

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SECTION 13. EFFECTIVE DATE. Section 9 of this Act is effective for motor vehicle excise tax collections transmitted to the state treasurer after July 31, 2023.

SECTION 14. EMERGENCY. Sections 10 and 11 of this Act are declared to be an emergency measure.

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NORTH Dakota | Transportation
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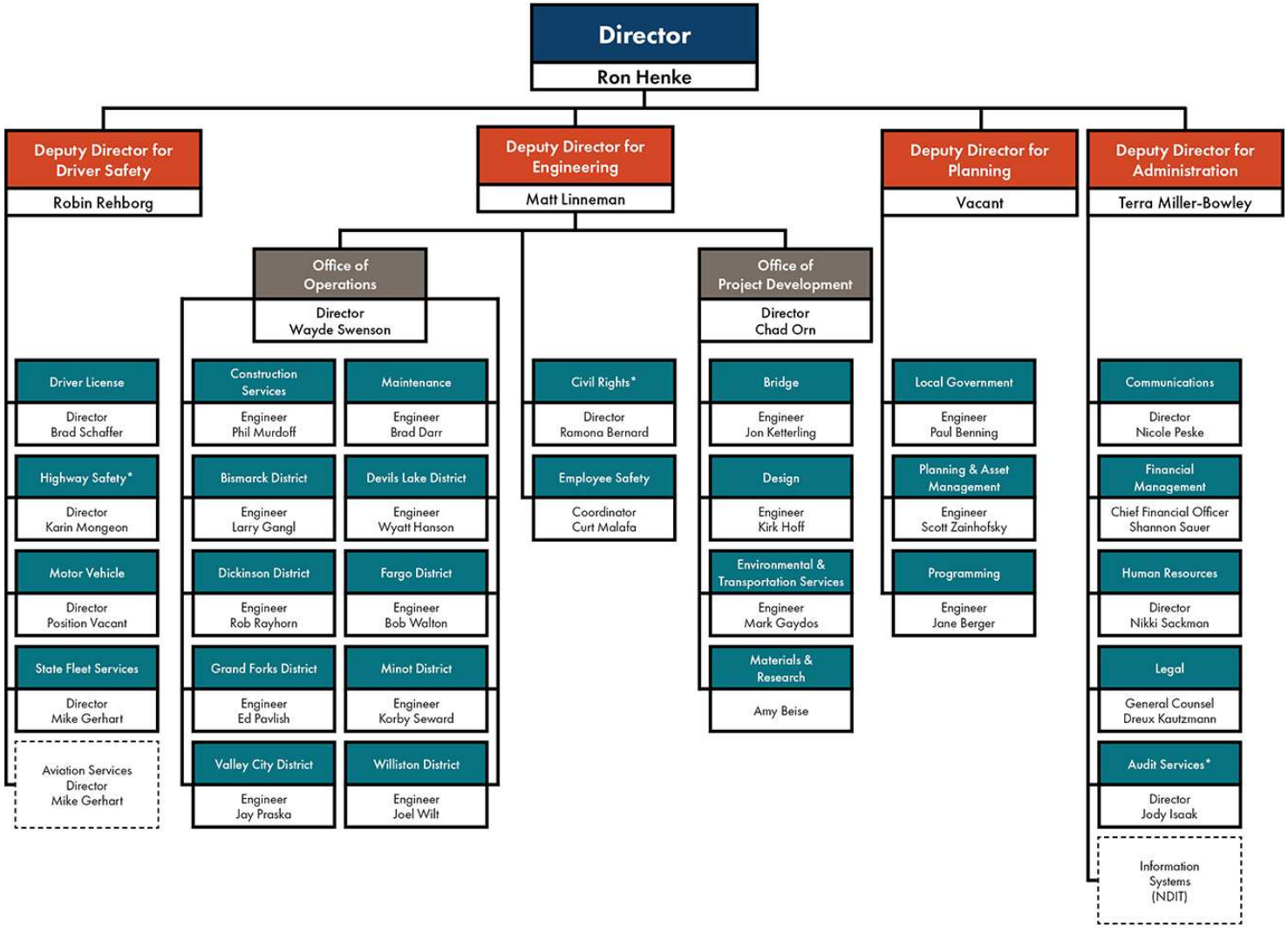
TEAM NDDOT



* Indirect report to the Director

ENGROSSED HB 1012

Object/Revenue		2021-23 Biennium Appropriations	2023-25 Legislative Base Budget	House Changes to HB 1012	Engrossed HB 1012	Requested Amendments	Proposed HB 1012
Description	**Code**						
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Construction Carryover	80151	-	-	-	-		-
COVID19 - Capital Assets	80152	317,000,000	-	-	-		-
HB 1015 Discretionary Match	80153	100,000,000	-	-	-		-
Enhanced State Highway Invest	80155	-	-	-	-		-
Grants	80160	118,085,610	118,085,610	3,985,848	122,071,458		122,071,458
Contingent Loan Authorization	-	-	-	78,500,000	78,500,000		78,500,000
Short Line Railroad Program	80162	-	-	-	-		-
COVID-19 Transportation Grants	80164	-	-	-	-		-
Grants to Township	80167	750,000	-	-	-		-
COVID19 - Grants	80168	1,609,357	-	-	-		-
TOTAL BY OBJECT SERIES		**2,249,534,084**	**1,495,514,727**	**912,006,106**	**2,407,520,833**	**58,199,971**	**2,465,720,804**
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Federal	FED	1,355,876,156	837,266,799	381,644,655	1,218,911,454	-	1,218,911,454
Special	SPEC	893,657,928	658,247,928	519,986,451	1,178,234,379	28,713,308	1,206,947,687
TOTAL BY FUNDS		**2,249,534,084**	**1,495,514,727**	**912,006,106**	**2,407,520,833**	**58,199,971**	**2,465,720,804**
TOTAL AUTHORIZED EMPLOYEES		**982.00**	**982.00**	**16.00**	**998.00**	**13.00**	**1,011.00**

NORTH Dakota | Transportation
Be Legendary.

AGENCY COLLECTIONS

HB 1012 | March 7, 2023

The Driver's License & Motor Vehicle Divisions collect many fees in accordance with rates established by the Legislature. These fees are ultimately deposited in a wide variety of funds, both special and general, as directed in North Dakota Century Code.

NDDOT will be providing extensive information on these fees no later than July 1, 2024 pursuant to a fee study as directed by the 2021 legislative assembly through HB1031.

Fee Description	ND Century Code
Driver License	
Non-Driver Identification Card	39-06-49 sub 2 a
Written Test Operators License	39-06-49 sub 2 b
Ability Test Operators License	39-06-49 sub 2 c; 39-06.2-19 sub 2 a
Application Operators License	39-06-49 sub 2 d; 39-06.2-19 sub 2 b
Application Motorized Bicycle Operators Permit	39-06-49 sub 2 e
Substitute Operators License	39-06-49 sub 2 f
Substitute Operators License (erroneous information change)	39-06-49 sub 2 f
Renewal Operators License	39-06-49 sub 2 g
Endorsement to License fee	39-06.2-19 sub 2 c
Nonresident Commercial License	39-06.2-19 sub 2 d
Service of Summons fee	39-01-11
Reinstatement After Suspension / Revocation	39-06-49 sub 2 h,i
Driving Record for an Employer fee	39-06.2-19 sub 2 e
Driver Abstract of Operating Record fee	39-16-03 sub 3,4; 39-33-06
Completed Copy of Accident Report fee	39-08-13 sub 5
Limited Copy of Accident Report fee	39-08-13 sub 6
Proof of Liability License	39-08-20 sub 6
Entries on Driver Abstract Confidential	39-16-03.1
Electronic Operator's License	39-06-14.3
Examination of Applicants	39.06.13
Motor Vehicle	
Application for Certificate of Title fee	39-05-05 sub 5
Lost, Stolen, or Mutilated Certificate of Title - Duplicate fee	39-05-09.1; 39-05-19
Obtaining Certificate of Title ownership obtained other than voluntary means	39-05-19
Abandoned Motor Vehicle fee	39-26-12

Motor Vehicle Registration fee	39-04-19; 39-04-39
Temporary Motor Vehicle Registration fee	39-04-18.2
Registration for Non-Residents Purchasing Vehicle to Return Home	39-04-21
Registration of Motor Vehicle owned by Collector (one-time fee)	39-04-10.6
Low Speed Vehicles Registration fee	39-29.1-03 sub 4
Motorcycle Registration fee	39-04-19 sub 2 c
Motorcycle Safety Education fee (in addition to registration fee)	39-28-01; 39-28-05
Plate Fee	39-04-36 sub 2
Number Plate Transfer Fee	39-04-36 sub 2
Duplicate Registration Card Only	39-04-13
Duplicate Decal & Registration Card Issued	39-04-13
Duplicate Number Plate, Decal, and Registration Card	39-04-13
Special License Plates, Personalized Plates (one-time fee)	39-04-10.3
Application for a Special License Plate	39-04-10.3
Antique Plate	39-04-10.4
Antique Personalized Plate (one-time fee)	39-04-10.4
Collector Personalized Plate (one-time fee)	39-04-10.3
Firefighter's Association Plate Additional fee	39-04-10.11
GOLDSTAR Plate with Regular License Plate fee	39-04-10.14 sub 1
North Dakota Future Farmers of America Foundation Plate Additional fee	39-04-10.12
National Guard Plate fee	39-04-10.8
One Time Organizational Plate Setup fee	39-04-10.13
Choose Life Organizational Plate	39-04-10.13 sub 4
Cowboy Organizational Plate	39-04-10.13 sub 4
Dickinson State University Organizational Plate	39-04-10.13 sub 4
Ducks Unlimited Organizational Plate	39-04-10.13 sub 4
HIT, INC Organizational Plate	39-04-10.13 sub 4
Lignite Foundation Organizational Plate	39-04-10.13 sub 4
Minot State University Organizational Plate	39-04-10.13 sub 4
North Dakota State University Organization	39-04-10.13 sub 4
Pheasants Forever Organizational Plate	39-04-10.13 sub 4
Rocky Mountain Elk Foundation Organization	39-04-10.13 sub 4
Support our Veterans Organizational Plate	39-04-10.13 sub 4
Valley City State University Organizational Plate	39-04-10.13 sub 4
ND Veterans Number Plates Initial fee	39-04-10.10
ND Veterans Number Plates Renewal fee	39-04-10.10
Patriotic Plate	39-04-10.15
Patriotic Plate Renewal	39-04-10.15
Special Plates for Mobility-impaired Persons with Regular License Plate fee	39-04-10.2
Certificate for Parking Privileges for Mobility Impaired	39-01-15 sub 4, 5
Additional Certificate for Parking Privileges for Mobility Impaired	39-01-15 sub 4, 5
Resident Building Mover or Well Driller Plate fee	39-04-18 sub 2 l
Resident Factory Representative Manufacturer's Plate fee	39-04-10.1

Excise Tax on Purchase Price of Motor Vehicle	57-40.3-02; 57-39.2-26.1
Excise Tax Interest (if Submit False Motor Vehicle Purchaser's Certificate)	57-40.3.11; 57-40.3-10
Excise Tax Penalty (paid to either Tax Commissioner or Director of DOT)	57-40.3-11; 57-40.3-10
All Terrain Vehicle Registration	39-29-03 sub 3; 39-29-05
All Terrain Vehicle (off hwy veh trail tax in addition to registration)	39-29-03 sub 3; 39-29-05
Snowmobile Registration fee	39-24-03 sub 2
Snowmobile Registration (Trail Tax in addition to registration fee)	39-24-03 sub 2
Snowmobile Out-of-State Access Permit	39-24-04 sub 3
Motor Vehicle Dealer Initial Inspection	39-22-05.1; 39-22-14
Motor Vehicle Dealer Initial License Fee	39-22-05.1; 39-22-14
Motor Vehicle Dealer Annual License Fee	39-22-05.1; 39-22-14
Motor Vehicle Dealer Additional Plate fee	39-22-05.1; 39-22-17
Motor Powered Recreational Vehicle Dealer License fee	39-22.3-01; 39-22.3.06
Motor Powered Recreational Vehicle Additional Plate fee	39-22.3-01; 39-22.3.06
Operators of Motor Vehicle Display Lots Permit fee	39-22-05.1; 39-22-22
Display and Sale of Vehicles Offsite	39-22-20
Violation for Display and Sale of Vehicles Offsite	39-22-20 sub 4
Fine for Unlicensed Motor Vehicle Dealer	39-22-05.1; 39-22-14
Fee for Late Renewal of Dealer License	39-22-05.1; 39-22-18
Penalty for Selling Vehicles Without a Franchise	39-22-05.1; 39-22-16
Violation for Dealer Moving Location	39-22-05.1; 39-22-15 sub 4
Violation for Dealer Motor Vehicle Lot - Location	39-22-05.1; 39-22-06
Penalty for Misuse of Dealer Plates	39-22-05.1; 39-22-17
Late fee to Renew Trailer Dealer	39-22-05.1; 39-22.1-01 sub 2
Low Speed Vehicle Dealer Plate fee	39-29.1-04
Trailer Dealer's License fee	39-22.1-01; 39-22.1-02.1
Trailer Dealer Additional Plate fee	39-22.1-01; 39-22.1-02.1
International Fuel Tax Agreement Fees	57-43.1-44
International Fuel Tax Agreement Decal	N/A
International Fuel Tax Agreement Decal Renewal	N/A
International Fuel Tax Agreement Duplicate Decal	N/A
International Registration Plan - ND Base State Carriers	39-04-39
International Registration Plan - Other States	39-04-39
International Registration Plan - Clearinghouse Revenue	39-19-04
Unified Carrier Registration System - ND	39-19-06
Unified Carrier Registration System - Other States	39-19-06
Transporter License Plate and Registration Card fee	39-04-44.1
Farm Truck Registration	39-04-39; 39-04-19 sub 5
Trailer, Semitrailer and Farm Trailer Plates (up to 6 years)	39-04-19 sub 4; 39-04-12 sub 2
Trailers not required to be registered - identification plate fee	39-04-19 sub 4
Special Number Plate for farm vehicles	39-04-10.7
Mobile Home and Manufactured Home Dealer License fee	39-18-01 sub 2; 39-18-02.1

Mobile Home and Manufactured Home Additional Dealer Plate fee	39-18-01 sub 5; 39-18-02.1
Park Model Trailer fee (Registered as a Travel Trailer)	39-18-03.2
Custom Combining Operations Permit	39-04-19 sub 6; 39-04-18 sub 2 h
Truck or Trailer Demo Permit used by Motor Vehicle and Trailer Dealers	39-04-21
Transfer of a Household Goods Carrier Initial Permit fee	39-31-12; 39-31-15
Maintaining a Household Goods Carrier Permit Annual fee	39-31-12; 39-31-15
Request for Motor Vehicle Information.	39-02-05
Non-Sufficient Funds Penalty	39-04-06
Non-Sufficient Funds Penalty for checks exceeding $1,000	39-04-06
Unsatisfied Judgment fee	26.1-23-03

SECTION 4. CONTINGENT LOAN AUTHORIZATION – CONTINGENT FUNDING – HIGHWAY IMPROVEMENT PROJECTS. The department of transportation may borrow from the Bank of North Dakota, $50,000,000, or so much of the sum as may be necessary, which is appropriated to the department of transportation in the contingent loan authorization line item in section 1 of this Act for matching federal funds that may become available, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds may be borrowed and spent only upon certification by the director of the department of transportation to the director of the office of management and budget that the department has been awarded additional federal grants related to United States Highway 85 during the biennium beginning July 1, 2023, and ending June 30, 2025. The department of transportation shall request from the sixty-ninth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

Section 4 provides a $50 million contingent loan authorization to match federal grant funding that may become available during the 23 – 25 biennium for US Hwy 85.

SECTION 5. CONTINGENT LOAN AUTHORIZATION – CONTINGENT FUNDING – FLOOD PROJECTS. The department of transportation may borrow from the Bank of North Dakota, $28,500,000, or so much of the sum as may be necessary, which is appropriated to the department of transportation in the contingent loan authorization line item in section 1 of this Act for matching funds made available from the state of Minnesota for northern Red River valley transportation projects, for the biennium beginning July 1, 2023, and ending June 30, 2025. The funds authorized in this section may be borrowed and spent only upon certification by the director of the department of transportation to the office of management and budget that the Minnesota department of transportation will match these funds one dollar-for-dollar basis. The funds may be borrowed and spent for phase one of a project to address northern Red River valley flooding issues and are available for design, redesign, preliminary and final engineering, environmental analysis, right of way acquisition, and construction, including demolition. The department of transportation shall request from the sixty-ninth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

Section 5 provides a $28.5 million contingent loan authorization to match funds provided by the Minnesota Department of Transportation for phase one of a project intended to address flooding in the northern Red River Valley. These funds will be used primarily for construction.

SECTION 6. ESTIMATED INCOME – STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The estimated income line item in section 1 of this Act includes the sum of $328,000,000 from the strategic investment and improvements fund for the following purposes:

1. The sum of $200,000,000 for matching federal highway discretionary grants;

2. The sum of $115,000,000 to establish a state flexible transportation fund;

3. The sum of $8,000,000 to enhance existing loan programs to assist short line railroads with rail improvement projects; and

4. The sum of $5,000,000 for studies, preliminary engineering, and environmental studies to address northern Red River valley infrastructure affected by flooding.

Section 6 provides $328 million in funding from the Strategic Investment and Improvement Fund (SIIF). A total of $200 million will be used to match federal funding that may become available from federal discretionary grant programs and $115 million will be used to fund the state flexible transportation fund. This amount also includes $8 million for the existing short line rail revolving loan program and $5 million for engineering and environmental studies required to be completed before phase one of the project to address northern Red River Valley flooding can begin.

SECTION 7. RURAL TRANSIT FUNDING. The grants line item in section 1 of this Act includes the sum of $1,250,000 from the general fund for grants to rural transit providers in nonurban areas.

Section 7 provides $1.2 million in general funding for rural transit providers in nonurban areas. This funding will be in addition to the 1.5% in state funding allocated from the State Highway Tax Distribution Fund and 4% in federal funding allocated from the Federal Highway Trust Fund.

SECTION 8. CONSTRUCTION OF REST AREA AND VISITOR CENTER. Notwithstanding any other provision of law, the director of the department of transportation may enter into a cooperative agreement with a public or private entity and may expend moneys from the state highway fund or any moneys within the limits of the legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota, for the biennium beginning July 1, 2023, and ending June 30, 2025.

Section 8 authorizes the construction of a rest area and visitor center in Western North Dakota. This section also allows the department of transportation to enter into a cooperative agreement with a public or private entity for this purpose and to expend money from the state highway fund or other sources for construction.

SECTION 9. AMENDMENT. Section 57-40.3-10 of the North Dakota Century Code is amended and reenacted as follows:

57-40.3-10. Transfer of revenue.
All moneys collected and received under this chapter must be transmitted monthly by the director of the department of transportation to the state treasurer ~~to be transferred and credited to the general fund~~ who shall deposit fifty percent of collections in the state highway fund and fifty percent of collections in the general fund.

Section 9 authorizes the transfer of 50% of the motor vehicle excise tax to the state highway fund and 50% to the general fund. The 50% of the motor vehicle excise tax transferred to the state highway fund is anticipated to be $169 million and will be used to match federal funding received under the Federal Aid Program. This funding is used to construct and maintain roadways and bridges on the state highway system.

SECTION 10. AMENDMENT. Section 13 of chapter 15 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 13. 2019-21 BIENNIUM APPROPRIATION – TRANSFER – GENERAL FUND TO HIGHWAY FUND – 2021-23 BIENNIUM APPROPRIATION – HIGHWAY FUND AND FEDERAL FUNDS – EXEMPTION – REPORT.

1. There is appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, the sum of $100,000,000, which the office of management and budget shall transfer to the highway fund during the period beginning with the effective date of this Act and ending June 30, 2021.

The funds transferred to the highway fund must be maintained and reported separately from other funds in the highway fund.

2. There is appropriated out of any moneys in the highway fund, not otherwise appropriated, the sum of $100,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of matching federal discretionary funds received in excess of the regular federal funding amounts included in the department's 2021-23 biennium budget, for the biennium beginning July 1, 2021, and ending June 30, 2023. Of this amount, the department shall use at least $10,000,000 for matching federal funds for township road and bridge projects as follows:

   a. The funds must be allocated by the department to counties for projects or grants for the benefit of organized and unorganized townships;
   b. The department shall establish criteria to distribute the funds;
   c. The funds must be used for the maintenance and improvement of township paved and unpaved roads and bridges;
   d. Priority must be given to projects that match federal funds and to projects that improve roadways that serve as local corridors; and
   e. A township is not eligible to receive funding if the township does not maintain any roadways.

3. There is appropriated from federal funds, the sum of $100,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of defraying the expenses of road and bridge construction projects for the biennium beginning July 1, 2021, and ending June 30, 2023.

4. ~~On June 30, 2023, the office of management and budget shall transfer any unexpended and unobligated funds transferred to the highway fund under subsection 1 to the general fund.~~ The appropriation provided in this section is not subject to section 54 - 44.1 - 11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025.

5. During the 2021-22 interim, the department of transportation shall provide quarterly reports to the budget section regarding the use of funds transferred from the general fund to the highway fund.

Section 10 amends 2021 session law, specifically House Bill 1015, section 13. This legislation passed during the 67th Legislative Session allocated $10 million in state funding to the department of transportation to match federal funding for township

road and bridge projects. Townships are not recognized at the federal level, limiting the amount of federal funding available to these local entities. To date federal funding for township road and bridge projects has not been received, as a result townships have been unable to access any of the $10 million in state funding. The amended language allows the $10 million in state funding to be used for township road and bridge projects even if federal funding is not available, essentially allowing state funded projects. This section also extends the availability of funding into the 23 – 25 biennium.

SECTION 11. AMENDMENT. Section 10 of chapter 80 of the 2021 Session Laws is amended and reenacted as follows:

SECTION 10. APPROPRIATION - HIGHWAY FUND - ~~CONTINGENT TRANSFER~~ EXEMPTION. There is appropriated out of any moneys in the highway fund in the state treasury, not otherwise appropriated, the sum of $70,000,000, or so much of the sum as may be necessary, derived from bond proceeds to the department of transportation for state highway road and bridge projects and for matching federal funds that may become available, for the biennium beginning July 1, 2021, and ending June 30, 2023. ~~Of the $70,000,000, $35,000,000 is designated for state highway bridge projects, and $35,000,000 is designated for matching federal funds that may become available for state highway projects in excess of the federal funds appropriated to the department of transportation as part of its 2021-23 biennial budget. By October 1, 2022, the director of the department of transportation shall certify to the office of management and budget the amount of funding committed to matching excess federal funds from the $35,000,000 provided under this section. If the amount committed is less than $35,000,000, the office of management and budget shall transfer any uncommitted amounts to the infrastructure revolving loan fund under section 6-09-49~~. The appropriation provided in this section is not subject to section 54 - 44.1 - 11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025.

Section 11 extends the availability of bond proceeds. The 67th Legislative Assembly passed House Bill 1431, Section 10 which appropriated $70 million in state bond proceeds to the NDDOT. Of these funds, $35 million was designated for state bridge projects and $35 million was designated for matching excess federal funds made available during the 21 – 23 biennium.

The $35 million in bond proceeds designated for state bridge projects has been fully committed.

The NDDOT was required on October 1, 2022, to certify to the Office of Management and Budget how much of the $35 million in bond proceeds designated for matching excess federal funds was committed. Any uncommitted funds as of October 1 were to become available for use the by Infrastructure Revolving Loan Fund at the Bank of North Dakota. The NDDOT was unable to commit any of the $35 million in bond proceeds designated for matching excess federal funds. Accordingly, these funds were designated for use by the Infrastructure Revolving Loan Fund.

This section would update the 2021 session law, extending the availability of these bond proceeds into the 23 – 25 biennium for use by the NDDOT rather than the Infrastructure Revolving Loan Fund.

SECTION 12. EXEMPTION – UNEXPENDED APPROPRIATIONS. The following appropriations are not subject to the provisions of section 54-44.1-11 and may be continued into the biennium beginning July 1, 2023, and ending June 30, 2025:

1. The sum of $750,000 appropriated from the state disaster relief fund for emergency township road repairs in section 4 of chapter 40 of the 2021 Session Laws;

   Funding granted under Senate Bill 2012, Section 4 from the state disaster relief fund for grants to townships for emergency township road repairs. All funding has been committed with $83,440 remaining to be spent.

2. The sum of $1,609,357 appropriated from federal funds for grants to transit providers in subdivision 10 of section 2 of chapter 28 of the 2021 Session Laws;

   Funding granted under House Bill 1395, Section 2 from the American Rescue Plan Act (ARPA) via the Federal Transit Administration for grants to transit providers. All funding has been committed with $865,794 remaining to be spent.

3. The sum of $55,000,000 appropriated from federal funds to match state bond proceeds in section 5 of chapter 15 of the 2021 Session Laws;

   Funding granted under House Bill 1015, Section 5 for federal funds for the purpose of matching state bond proceeds ($35 million state funding in HB 1431, Section 10) and matching township road and bridge projects ($20 million state funding in HB 1015, Section 4).

4. The sum of $317,000,000 appropriated from federal funds for state, county, and township road and bridge projects in section 2 of chapter 28 of the 2021 Session Laws;

   Funding granted under Special Session House Bill 1505, Section 7 for federal funds for state road and bridge projects ($200 million), county bridge projects facilitated by the NDDOT ($24.6 million), county road and bridge projects facilitated by the county distributed by formula ($75.3 million), and township road and bridge projects facilitated by the township distributed by formula ($17 million).

   Of the $224.6 million allocated to the NDDOT, all funding has been committed to projects with $148,985,982 remaining to be spent.

5. The sum of $61,700,060 appropriated from federal funds for surface transportation grants in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws; and

   Funding granted under House Bill 1394, Section 1 for federal funds for the purposes of defraying COVID-19 and other expenditures, including transit agency funding ($115,202) and revenue replacement funding due to diminishing fuel tax revenue ($61.5 million).

   The $61.5 million in revenue replacement funding due to diminishing fuel tax revenue was shared with locals, allocations were made utilizing the Highway Tax Distribution Fund formula. The NDDOT received $37.8 million. All funding has been committed to projects with $12,481,411 remaining to be spent.

6. The sum of $13,660,000 appropriated from special funds for information technology projects in section 1 of chapter 40 of the 2021 Session Laws.

   Funding granted under Senate Bill 2012, Section 1 for state funded large information technology projects TDEA/Traffic Counting Program ($3.5 million), Drupal Website Uplift ($500,000) and Construction and Materials Management System ($9.6 million). All three large IT projects are currently in progress with $3,500,000 (TDEA/Traffic Counting), $484,855 (Drupal Website Uplift), and $9,479,181 (RIMS) remaining to be spent.

SECTION 13. EFFECTIVE DATE. Section 9 of this Act is effective for motor vehicle excise tax collections transmitted to the state treasurer after July 31, 2023.

Section 13 provides the effective date after which 50% of motor vehicle excise tax collections will be transferred to the state highway fund and 50% of motor vehicle excise tax collections will be transferred to the general fund. The effective date is applicable to section 9 which was previously discussed.

SECTION 14. EMERGENCY. Sections 10 and 11 of this Act are declared to be an emergency measure.

Section 14 provides an emergency clause for section 10 ($10 million in state funding for townships) and section 11 ($35 million in bond proceeds for matching federal funding), making this funding immediately available at the conclusion of the legislative session.

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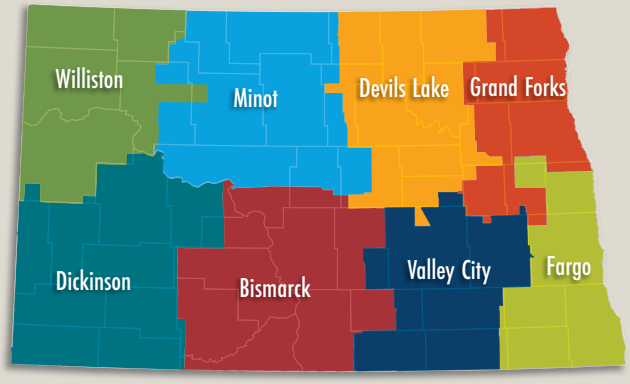
NDDOT FACT SHEET

WHO WE ARE



District Map

982 Full-Time Team Members

39 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 - Enhance external and internal services, products and programs.

Assets - Preserve and enhance assets managed by NDDOT.

Mobility - Improve access to our transportation system through multi-modal solutions that enhance the movement of people and goods, having a positive impact on the quality of life and the economic well-being of North Dakotans.

Leadership - A local, state and nationally trusted leader. We value service, excellence, diversity and instilling a culture of leadership.

WHAT WE DO

Highway Safety

Coordinates Vision Zero, the strategy to reduce motor vehicle crash fatalities. Is the designated State Highway Safety Office.

Construction & Maintenance

Facilitates construction projects (bid, contracts, etc.); also oversees the work to maintain roadways and remove snow.

Motor Vehicle & Driver License

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

Local Transportation Programs

Work with local governments, maintain the long-range transportation plan, manage grants and various programs.

Collaboration

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

Fleet Service

Purchases, manages, operates, maintains and disposes of the state's licensed motor vehicles (about 3,200 vehicles).

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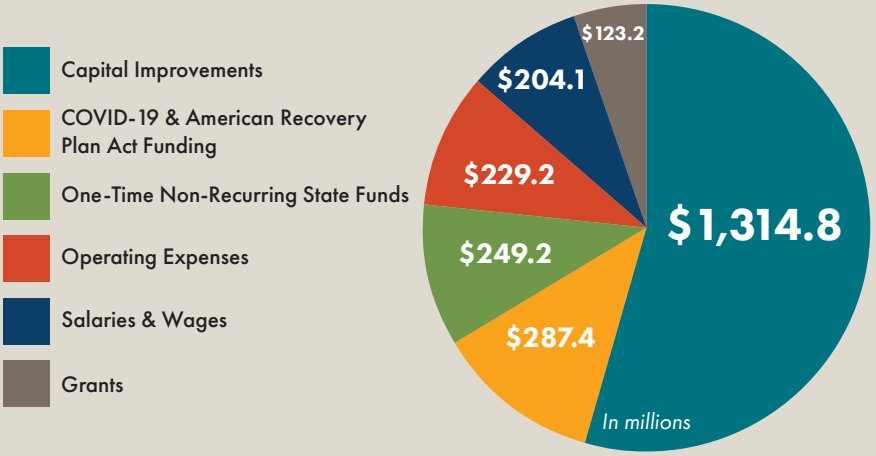
HOW WE DO IT

2021-2023 BIENNIAL BUDGET

$2.4 BILLION

- General Funds: **$100M**
- Federal Funds: **$1.46B**
- Special Funds: **$848M**



RECENT SUCCESS

Expanded & Improved Services

- 7,655 online knowledge tests completed
- **95%** positive Motor Vehicle feedback based on over **244K** customer responses
- Launched the *ND Transportation Conference*

Focus on Highway Safety

- ND Sober Ride program – 1,350 rides given since the start of the program
- Vision Zero Schools program – Six schools participating
- Highway Safety Corridors – Fourth corridor added in October 2022

Improved Infrastructure

- Completed construction contracts totaling over **$808M** last biennium
- Completed major Motor Vehicle and Driver License systems integration
- Received **$134.7M** in discretionary grants of **$522M** requested *(as of Dec. 20, 2022)*

LEARN MORE

NDDOT Biennial Report (2019-2021)

NDDOT Long Range Transportation Plan

VISION ZERO
Zero fatalities. Zero excuses.

STAY CONNECTED

facebook.com/nddot

instagram.com/northdakotadot/

twitter.com/NorthDakotaDOT

youtube.com/user/NDDOTOnline

dot.nd.gov/govdelivery/landing.htm

dot.nd.gov

511 Travel Info

ND Roads and ND Drive Apps

v6.0-221227

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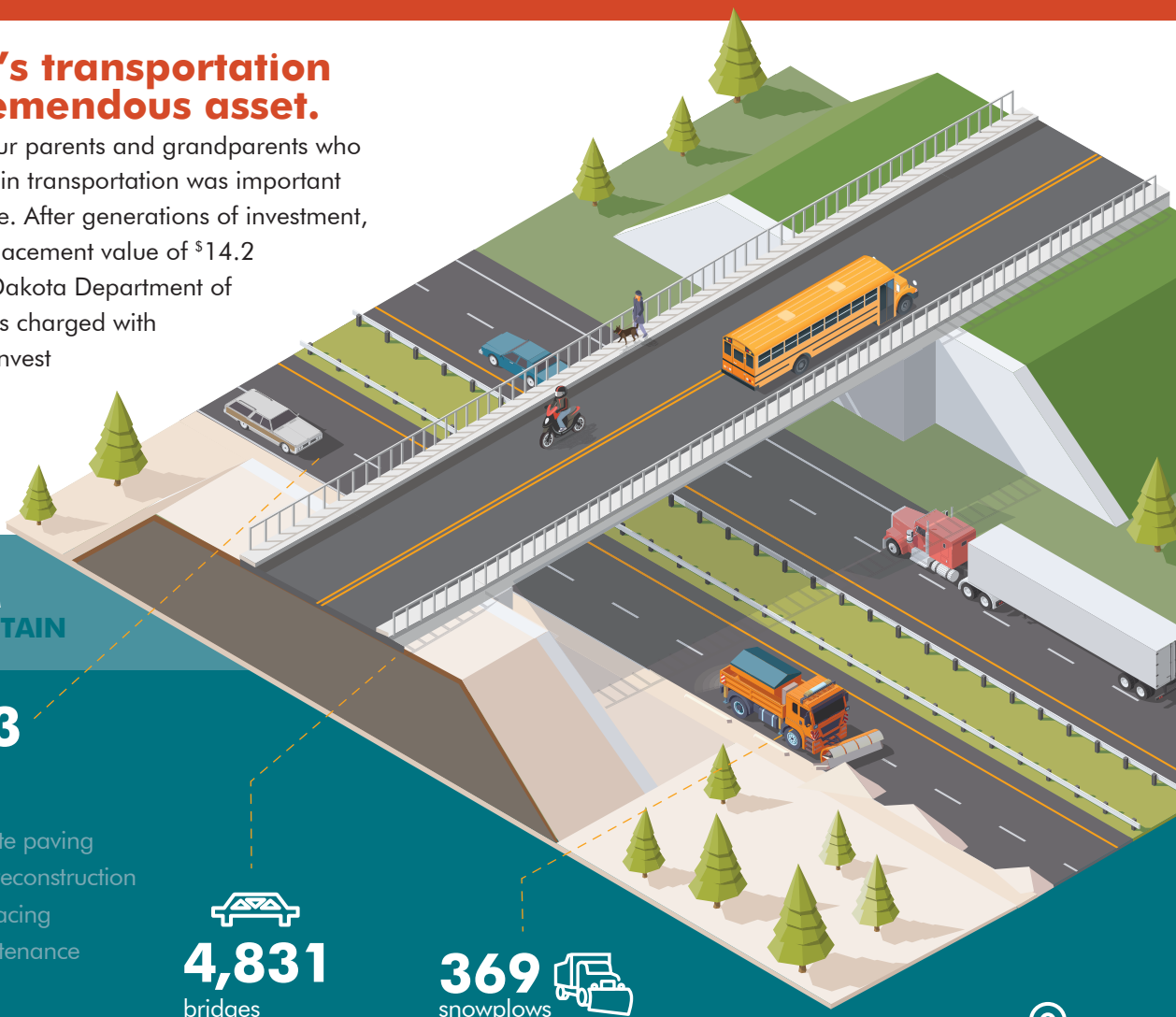
FUNDING THE NDDOT

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 $14.2 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.



OUR SYSTEM
AND COSTS TO MAINTAIN

106,103 miles of roadway

FOR EACH MILE
- $2.5M interstate concrete paving
- $1.6M major roadway reconstruction
- $1.0M pavement resurfacing
- $210K preventive maintenance

IN 2022
209 construction projects completed
$564M project investments

4,831 bridges
$450K for each bridge replacement and repair

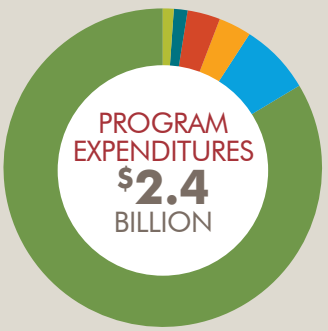
369 snowplows
36 tow plows, 14 rotary snow blowers, 63 payloaders and 16 motor graders
$23.6M snow and ice control each winter

8 North Dakota DOT districts

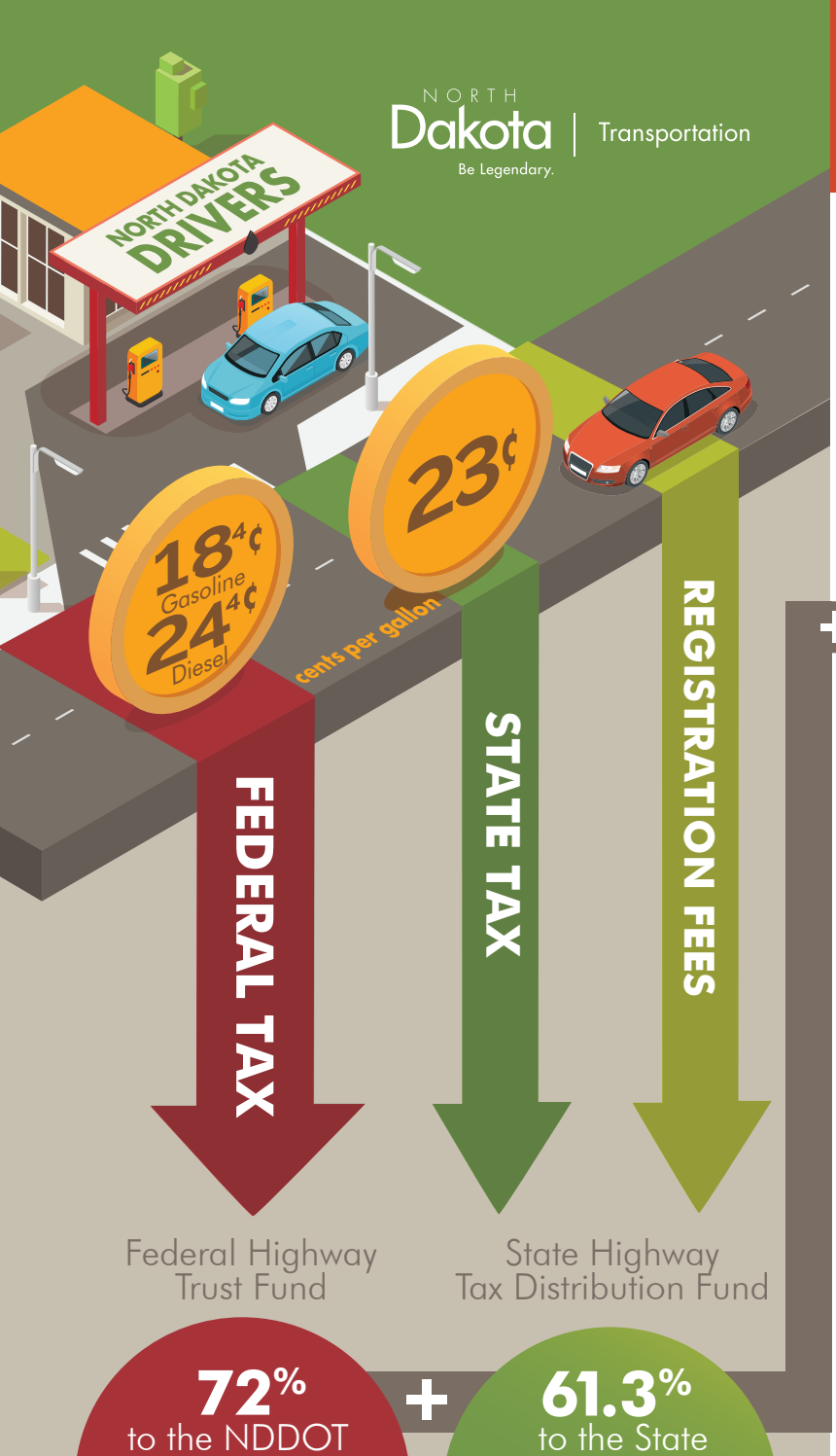
FUNDING SOURCES AND PROGRAM EXPENDITURES

2021-2023 BIENNIAL BUDGET

- 0.2% Unmanned Aircraft System Program (SB 2018)
- 0.8% Misc. H/W Fund Revenue
- 2.1% Borrowing (SB 2012 Section 6)
- 2.4% Local Government Reimbursements
- 2.8% Fleet Revenue
- 2.9% Bonding (HB 1431)
- 3.2% License, Fees, Permits
- 4.6% Motor Vehicle Revenue
- 9.7% Fuel Taxes
- 10.4% One-Time Non-Recurring State Funds
- 12.0% COVID-19 & American Rescue Plan Act
- 48.9% Federal Revenue



- 1.3% Driver License
- 1.4% Motor Vehicle
- 3.3% Administrative
- 3.3% State Fleet
- 7.3% Maintenance
- 83.4% Highway



HOW ARE WE FUNDED?

Both Federal and State dollars fund the NDDOT.

It all starts with the fuel tax. For each gallon of gas you purchase, 18.4 cents goes to the Federal Highway Trust Fund and 23 cents to the State Highway Tax Distribution Fund. From there, both funds distribute dollars to county, city, township, transit entities, and the largest portion being directed to fund the NDDOT. This allows us to fund the majority of our $1.9 billion dollar budget.

Misc. fees, Permits, and other state revenue and funding sources

NDDOT BUDGET
APPROXIMATELY
$2.4B
per biennium

This budget is utilized to invest in infrastructure like roads and bridges, alternative transportation, freight, DMV registration services, snow and ice control, maintenance, and safety. Here are just a few ways we serve our customers.

982 team members across 8 districts

52 self-serve kiosks

1.2M motor vehicle registrations

1.3M motor vehicle transactions

561,000 licensed drivers

215,853 license, permit, & ID cards

15,317 road tests

35,108 written tests

Performance, budget, & the 1¢ fuel tax.

The NDDOT is ranked #1 in the country for performance and cost effectiveness by the Reason Foundation. It also employs one of the smallest staffs of all state DOTs. While that frugalness has served us well, we are anticipating a funding shortfall of **$4.4 billion** over the next 20 years.

1¢ of fuel tax generates

STATE	$4,100,000
COUNTY	$1,470,000
CITY	$840,000
TOWNSHIP	$180,000
TRANSIT	$100,000

Based on FY2021 revenue, 1¢ of state motor fuel tax will generate about $6.7 million annually.

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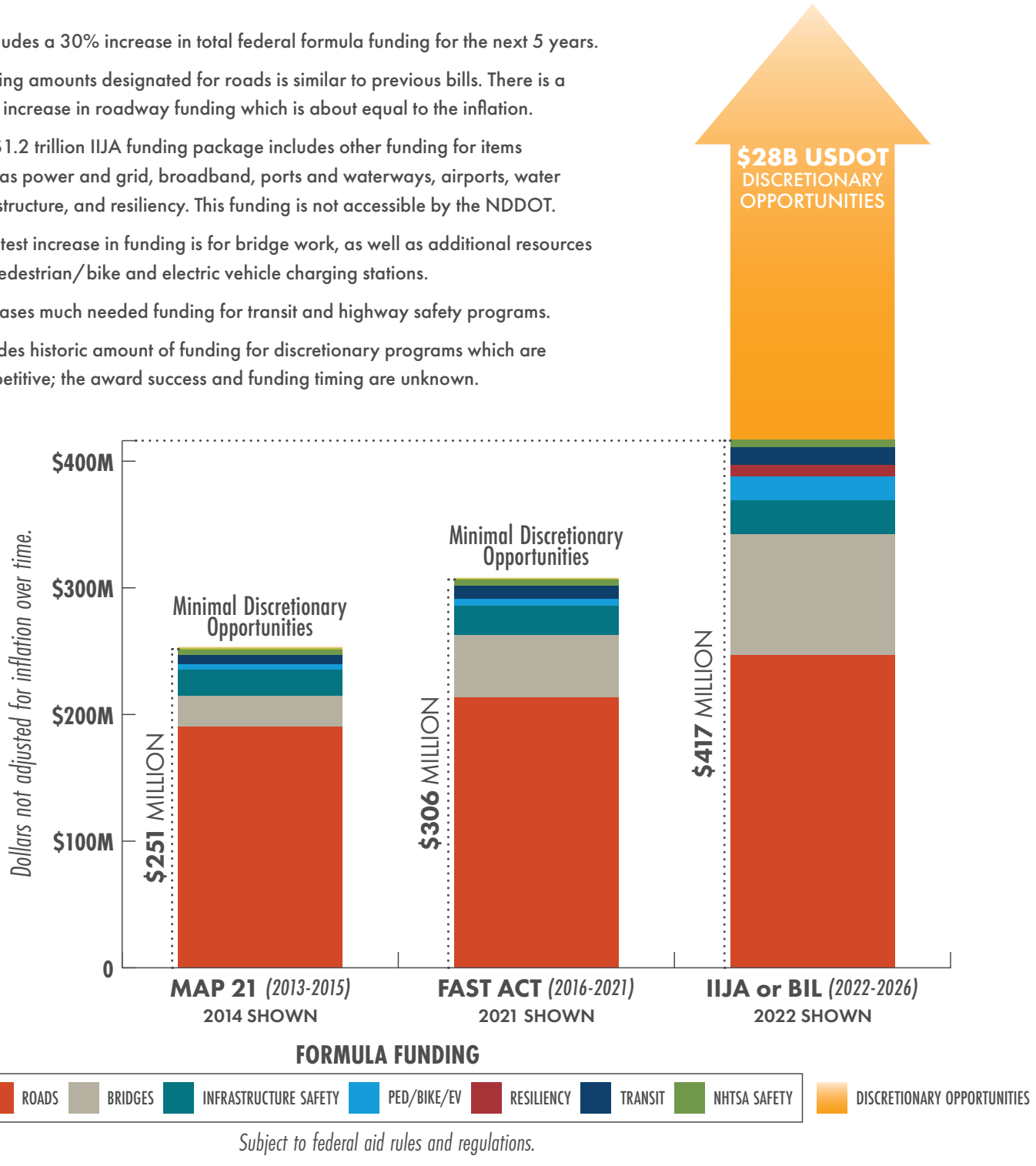
WHAT DOES THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) MEAN FOR THE NDDOT?

IIJA is the transportation bill, but there are a few details that might surprise you.

- It includes a 30% increase in total federal formula funding for the next 5 years.
- Funding amounts designated for roads is similar to previous bills. There is a 15% increase in roadway funding which is about equal to the inflation.
- The $1.2 trillion IIJA funding package includes other funding for items such as power and grid, broadband, ports and waterways, airports, water infrastructure, and resiliency. This funding is not accessible by the NDDOT.
- Greatest increase in funding is for bridge work, as well as additional resources for pedestrian/bike and electric vehicle charging stations.
- Increases much needed funding for transit and highway safety programs.
- Includes historic amount of funding for discretionary programs which are competitive; the award success and funding timing are unknown.



Subject to federal aid rules and regulations.

WANT TO FIND OUT MORE?

To find out more information about the Infrastructure Investment and Jobs Act (IIJA), click or scan the QR code or go to: *www.fhwa.dot.gov/bipartisan-infrastructure-law.*

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DISCRETIONARY FUNDING

$134.7M
Awarded

$522M
Applied for

+$350M
Awaiting
AWARD ANNOUNCEMENT

$226M
Anticipated Match Required
2023-2025 BIENNIUM

BREAKDOWN

August Redistribution: **$62M**

Better Utilizing Investments to Leverage Development (BUILD) Grant *(Awarded Sept. 2020)*: 15 grade-raise locations in the prairie pothole region of central ND to reduce risk of highway flooding. **$22M**

INFRA Grants *(Awarded June 2021)*: US Highway 52 Passing Lane Project, Carrington to E. Jct. ND 5. The first segment was constructed in 2022. Two segments will be constructed in 2023. **$16.75M**

Note: Dollar amounts listed represent grants awarded, not total project costs.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant *(Awarded Nov. 2021)*: Statewide Transportation Management Center and I-29 SMART Corridor planning. **$550K**

RAISE - Tribal Safety Bundle (Standing Rock and MHA) *(Awarded Aug. 2022)*: This project will provide safety improvements at multiple locations along ND 24, ND 23, and ND 73. **$19.5M**

Department of Defense Community Infrastructure Pipe Replace *(Awarded Sept. 2022)*: Improves truck/freight weight carrying capacity at Brooks Junction (US 52 and US 2). **$2.85M**

Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant *(Awarded June 2022)*: Rail replacement from Oakes to Independence (Red River Valley and Western Short Line Railroad). The project is expected to be constructed in 2024. **$6.7M**

Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant *(Awarded Aug. 2022)*: For electric vehicle charging stations. **$1.5M**

Federal Highway Administration Climate Challenge: Sustainable pavements evaluation process. **$240K**

NEW! FLEXIBLE TRANSPORTATION FUND

- **Establish a new, more flexible state transportation fund to:**
  - » Improve transportation infrastructure off the state highway system, including within townships
  - » 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
- **In the last year, NDDOT was asked to fund more than $2B in requests not currently in the State Transportation Improvement Plan.**

v3.1-221227

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VISION ZERO
2021-2023 BIENNIUM UPDATE

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 personal responsibility where motor vehicle fatalities and serious injuries are recognized as preventable and not tolerated.

Mission: Eliminate motor vehicle fatalities and serious injuries caused by motor vehicle crashes in North Dakota.

"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.

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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

LOWEST FATALITY NUMBERS IN ~15 YEARS

- Since the launch of Vision Zero in 2018, vehicle fatalities have been on a steady decline across the state. North Dakota ended 2020 and 2021 with a total of 100 and 101 motor vehicle crash fatalities respectively. These are the lowest fatality numbers in about 15 years.
- Added four regional Vision Zero Coordinators who work to implement Vision Zero strategies at the community level.
- 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 nearly successful with passing a Primary Seat Belt law (PBL) through the 2021 North Dakota legislature. The PBL bill was defeated by only three votes.
- Continued to grow the ND Sober Ride program by providing nearly 1,300 sober rides since the program launched in early 2021.
- Added six schools to Vision Zero Schools, a peer-to-peer program that allows students the opportunity to become traffic safety advocates.

STAY CONNECTED

VisionZeroND

@VisionZeroND

VisionZeroNorthDakota

dottrafficgrp@nd.gov

VisionZero.ND.gov

search "Vision Zero ND"

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ND DEPARTMENT OF TRANSPORTATION WORKFORCE

If capacity is not increased, the NDDOT may be forced to shift, reallocate, or outsource work, potentially reducing services to the public due to limited contractor availability. This may result in uncontrolled costs as contractors are also subject to similar workforce challenges including rising wages and expenses. This shift could require NDDOT to move to an oversight and compliance business model which will require different workforce needs and skillsets including procurement, and contract and program management.

The authorized full-time employee count has not grown with the workload. Temporary employees have been used to supplement but are not a long-term solution.

New technology has and will continue to automate tasks but also has an impact on the skills needed for current employees and applicants.

Ensuring employees are adequately equipped for changes requires additional time to develop skills, as well as time to focus on and learn new skills. This can be difficult for employees who provide a direct service to the public.

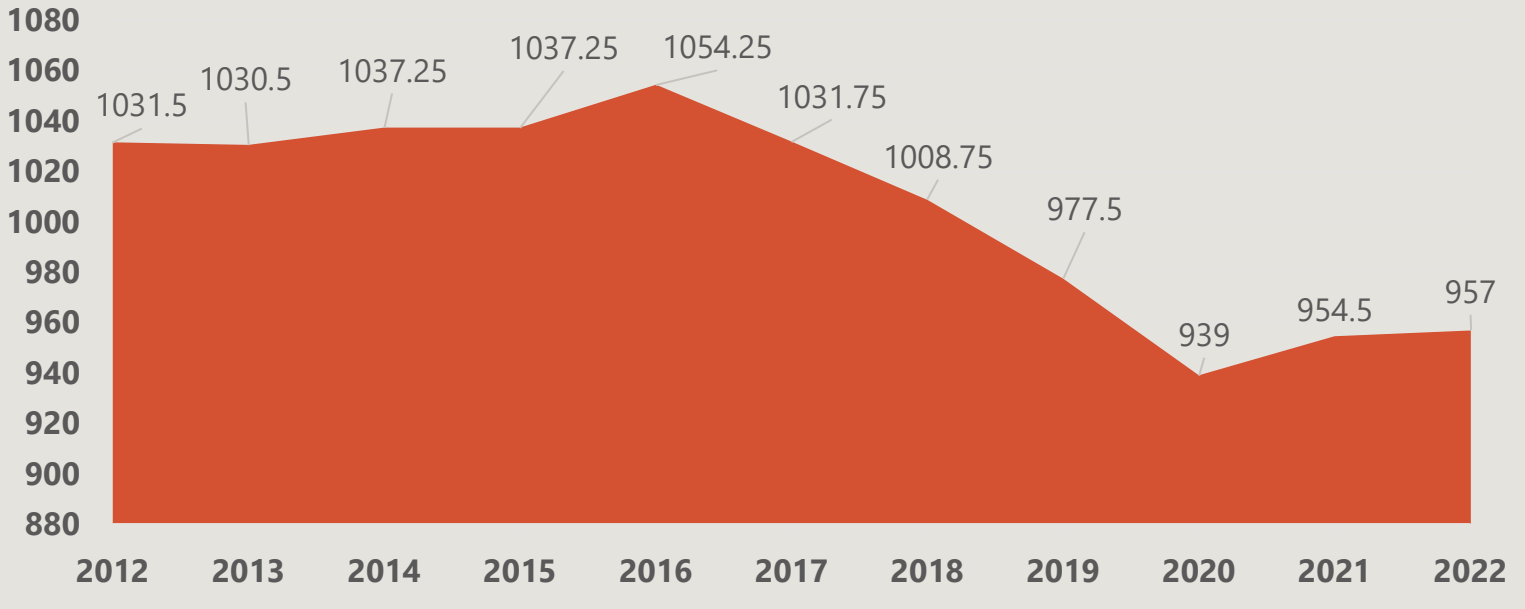
CURRENT AGENCY TEAM MEMBER STATS

- **982** FULL-TIME POSITIONS
- **40** VACANT POSITIONS
- **29** NEW FULL-TIME POSITIONS REQUESTED

BREAKDOWN OF REQUESTED FULL-TIME EMPLOYEES

- **4** IFTA/IRP Auditors
- **3** Financial Staff
- **14** Snow & Ice Control
- **8** Driver License Examiners

FULL-TIME ACTUAL EMPLOYEE COUNT | 10 YEAR LOOK



ND Department of Transportation

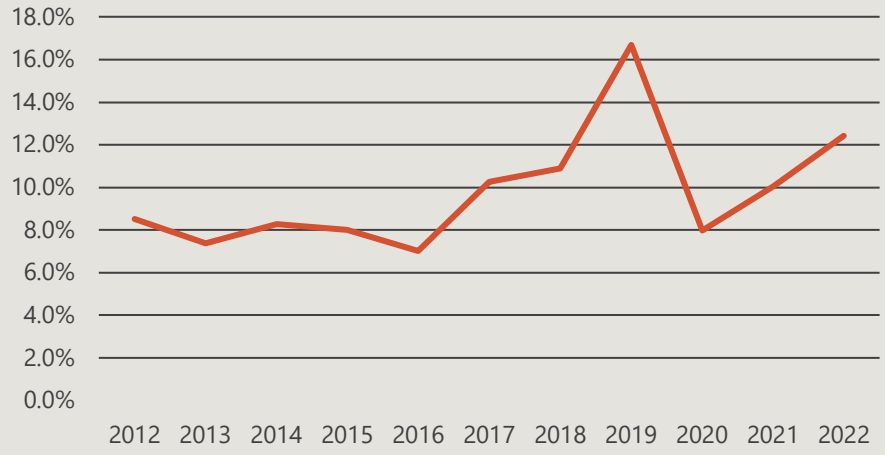
MITIGATING & STABILIZING WORKFORCE ISSUES

- Tuition & Training Reimbursement
- Regional Pay Differentials
- Expanded Internship Programming & Investment
- Market Pay Adjustments
- Moving Allowances
- Performance Bonuses
- Staff Development Opportunities
- Increased Recognition & Employee Engagement Efforts
- Flexible Work Scheduling and/or Hybrid Opportunities
- Reclassifying Positions to Entry Level
- On-site Hiring Events
- Simplified Job Announcements & Streamlining Hiring Process
- Stretch Opportunities (Emerging Leader Roles, etc.)
- Career Advancement Opportunities

WORKFORCE ISSUES

- Loss of experienced workers and knowledge due to turnover.
- Recruiting for rural locations.
- Lack of qualified applicants and shrinking enrollment in programs/certifications needed.
- Decreasing buying power or value of benefits currently available.

TURNOVER | 10 YEAR LOOK



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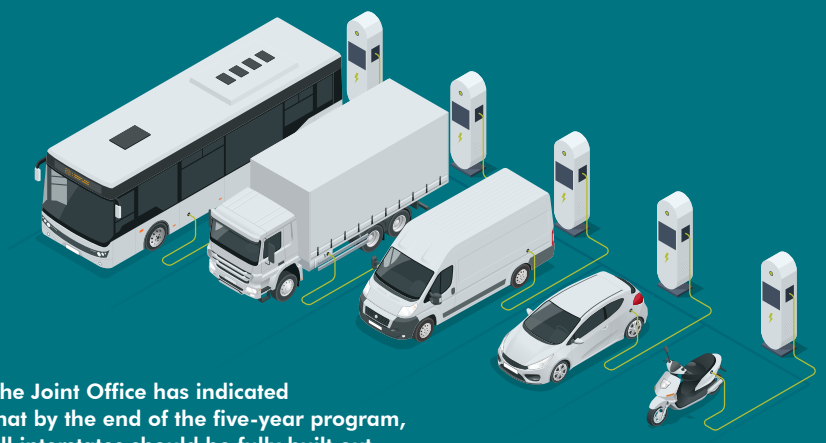
NEVI

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.

TRANSPORTATION CONNECTION

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 150kw simultaneously**
- **Open to all vehicle makes (non-proprietary)**
- **Maximum 50 miles between charging stations**

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 Formula Program distributes five billion dollars ($5B) over the next five 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 was required to submit a plan by August 1, 2022 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. The Joint Office has indicated that by the end of the five-year program, all interstates should be fully built out. The remainder of the funding can be dedicated to other priority corridors as identified by each state.

A Note on Alternative Fuel Corridors

Alternative Fuel Corridors, or AFCs, is a program run by the Federal Highway Administration (FHWA) that establishes a network of corridors that serve travel using alternative fuels. These corridors serve more than just electric vehicles and may include other fuel types such as propane, compressed natural gas (CNG) or hydrogen (H2). States nominate corridors to FHWA, and work to develop the fueling infrastructure to meet the criteria by each fuel type. In relation to the NEVI program, program funding must be dedicated towards building out existing AFCs. If additional corridors are nominated as AFCs, they must be built out as NEVI-compliant corridors before funding can be used outside of the AFC corridors.

North Dakota's NEVI Plan

North Dakota will receive $25.9 million in funding from the NEVI Formula Program

The state's first phase of NEVI will be dedicated to building chargers along North Dakota's AFCs, I-94 and I-29.

The later phase will be focused on building chargers throughout the state for more local, community-level charging needs.

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NEVI

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 charger locations. North Dakota DOT is anticipating that infrastructure will be built on private sites within one mile of the Alternative Fuel Corridors, through strong partnerships with the private sector to host, operate, and maintain the charging locations.

Funding

How much funding is North Dakota receiving under NEVI?
North Dakota is set to receive $25,952,484 over the five funding years (FY2022-2026). The grant program will fund up to 80 percent of EV charging infrastructure with a required 20 percent non-federal match, which can include private dollars.

Ownership And Operation

Who will own and operate the charging infrastructure?
Funding will be awarded to contractors who will build the charging stations. North Dakota DOT does not intend to own or operate those charging stations.

Payment

Who will be paying for the energy costs of electric vehicle charger use?
Electric vehicle drivers will pay for the electricity they use at charging stations.

Participation

Is it necessary that North Dakota participate in NEVI?
This is a federal requirement. The North Dakota DOT is responsible for the planning of the infrastructure and distribution of funding within the state for the NEVI program. All 50 states and US territories have submitted plans and will receive funding for the program.

Energy Stance

Where does North Dakota stand when it comes to electric vehicle use?
The North Dakota DOT is energy-agnostic. Our approach is to:

- Comply with Federal programs when applicable
- Tap federal funding when available
- Save taxpayer dollars when possible
- Prepare for shifts in industry direction and consumer preferences

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ELECTRIC VEHICLES AND MOTOR FUEL TAX REVENUE

REVENUE

TRANSPORTATION CONNECTION

As electric vehicle (EV) use continues to grow in North Dakota, the state must consider how to address the impact on the state's motor fuel tax (MFT) revenue. Because EVs do not require gasoline to operate, they do not contribute to the MFT that helps fund North Dakota's transportation system. North Dakota currently charges an annual $120 registration fee for fully-electric EVs, $50 for plug-in hybrid EVs, and $20 for fully-electric motorcycles in addition to the typical annual registration fees (see N.D.C.C. § 39-04-19.2)

What does the average vehicle currently generate in MFT?

North Dakota DOT conducted a study based on historic state travel data and vehicle registration data to estimate the average contribution of MFT from different vehicle categories. Data from 2019 was used as the base.

Using a cell phone validated travel demand model, the impacts to current MFT from out of state drivers was estimated. Because fuel can currently be purchased out of state for miles driven within North Dakota, the state's total VMT is not an accurate representation of the revenue generated from in-state driving. It is estimated that 94.63% of Commercial Truck VMT are paying MFT and 97.51% of Passenger VMT are paying MFT.

Using a combination of the cell phone validated travel demand model and data from NDDOT, the average mileage driven per year, gallons of fuel consumed per year, MFT collected per vehicle per year, and total MFT collected by vehicle class were estimated.

Data from 2019

Vehicle Miles Traveled
9,859,000,000

Tax Rate
$0.23/Gal
(both unleaded and diesel)

Fuel Sold
762,000,000 Gal
(both unleaded and diesel)

MFT Revenue Collected
$175,260,000

Licensed Drivers
559,887
(561,000 current)

Registered Vehicles
Passenger **466,248**
Pickup **279,837**
Truck **89,746**
Total 835,831

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REVENUE

Fuel Consumption and Revenue by Vehicle Class

The estimates indicate that the average passenger vehicle generates $104 per year in MFT, while the average commercial truck generates $1,090. The actual contribution by vehicle will differ based on mileage driven and the vehicle's fuel efficiency, with less efficient vehicles contributing more MFT for every mile driven.

With a $120 EV registration fee in place, the state collects $16 more per year on average through the EV supplemental registration fee than the average MFT.

However, the $120 registration fee is substantially less than the $1,090 estimated revenue collected from commercial trucks. While the use of batteries or hydrogen for commercial vehicles may be years away, their relative effects on revenue will be substantially higher per vehicle than that of passenger vehicles. It should also be mentioned that commercial interstate trucking is highly regulated and subject to interstate agreements such as IFTA and IRP that will impact how fees are assessed and collected from these carriers.

Passenger/Pickup

9,947
Avg VMT/ Reg. Veh.

22.00
MPG (Assumed)

452
Gal./Year

$104
MFT/Year

$77,589,523
MFT/Year/Class

Commercial Truck

23,701
Avg VMT/ Reg. Veh.

5.00
MPG (Assumed)

4740
Gal./Year

$1,090
MFT/Year

$97,844,335
MFT/Year/Class

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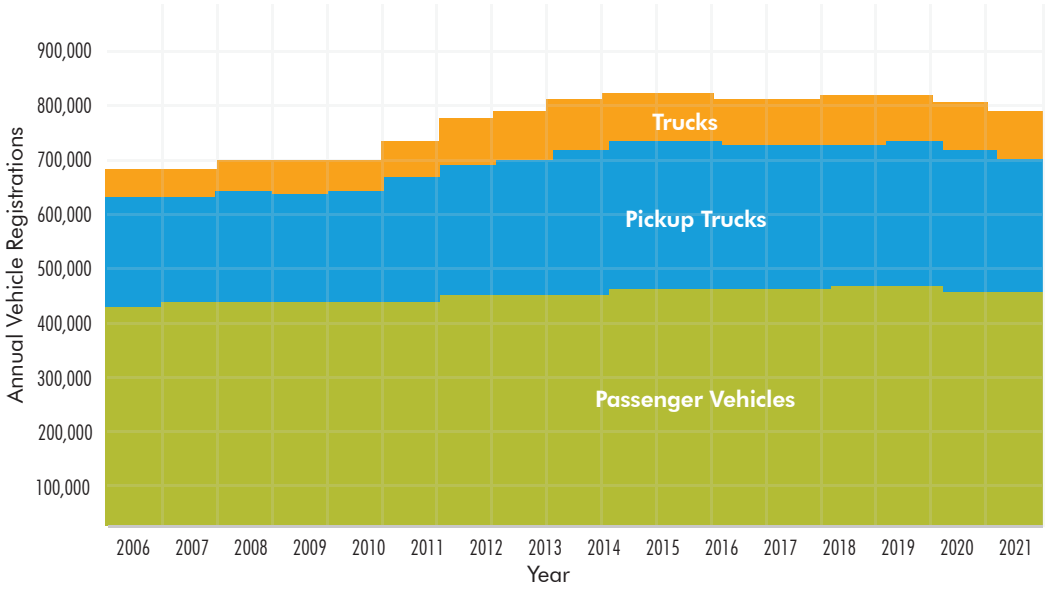
REVENUE

HOW WILL EVs IMPACT MOTOR FUEL TAX REVENUE?

The estimated impact on the state's motor fuel tax revenue used a number of trends to understand the growth of EVs in the state, as well as the growth of VMT and the overall growth of vehicle registrations.

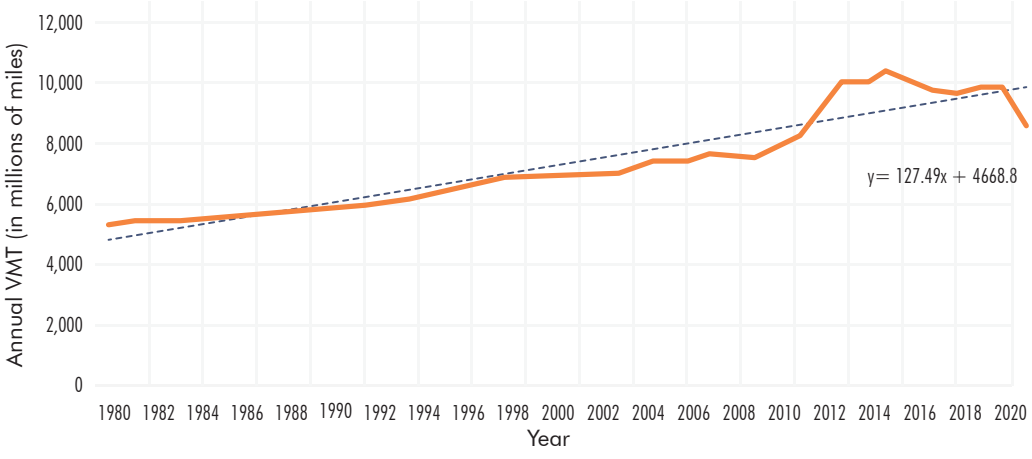
Annual Vehicle Registration

This chart shows the trends of vehicle registrations within North Dakota back to 2006 for passenger vehicles, pickup trucks, and commercial trucks. Overall, the state has averaged an additional 10,259 vehicle registrations per year. This number also accounts for the transfer of vehicles which would count the registration of the same vehicle twice.



Annual Vehicle Miles Traveled (VMT)

This chart shows the growth of annual vehicles miles traveled (VMT), which shows a growth of 127 million miles per year on average since 1980.



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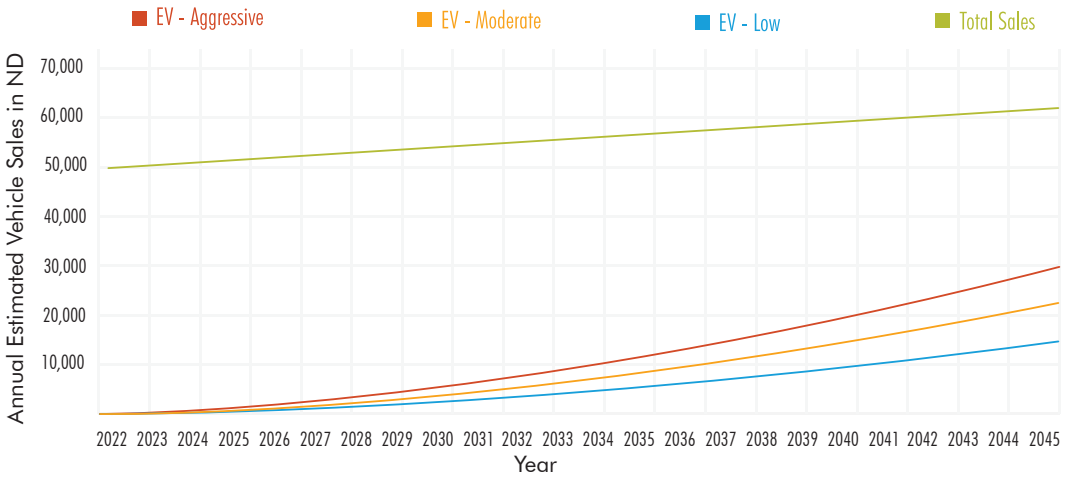
REVENUE

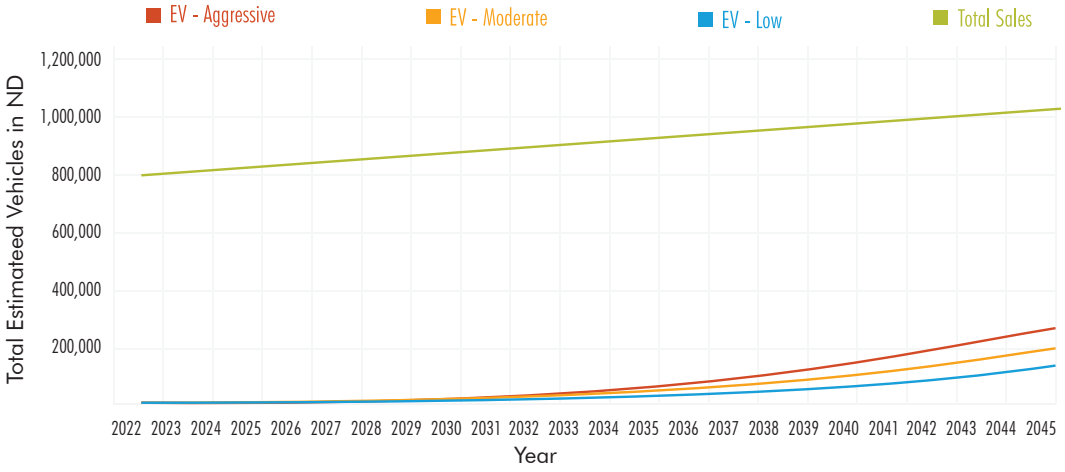
ND Vehicle Sales Projection

This chart shows the estimated growth of EVs within North Dakota, assuming an aggressive, moderate, and low adoptions scenario. The national average of EV adoption was assumed to be the most aggressive North Dakota would experience, moderate growth is 75%, and low growth is 50% of the national average.



ND Vehicle Makeup Projection

This chart shows the impact on the total number of vehicles in North Dakota. While EV sales are projected to grow, so too is the growth of the overall number of vehicles. The number of EVs in North Dakota will lag behind vehicle sales, as vehicles purchased today may last 15 years. As of December 1, 2022 there are 537 EVs registered in North Dakota.



Annual Impact On Revenue Due To EV Adoption

On average, North Dakota collects more money per EV through its EV fee than it receives from the MFT generated by the average registered vehicle. Under the following assumptions, EV's net effect on road fee collections (including MFT and EV registration fees) has been calculated in the table below and the following annual registration fee assumptions have been used for the estimate:

Passenger: $120

Pickup:$120

Commercial Truck: $1,090
(estimated to be revenue-neutral)

	Aggressive EV Adoption	Moderate EV Adoption	Low EV Adoption
2030	+$279k	+$210k	+$142k
2045	+$4.1M	+$3.1M	+$2.0M

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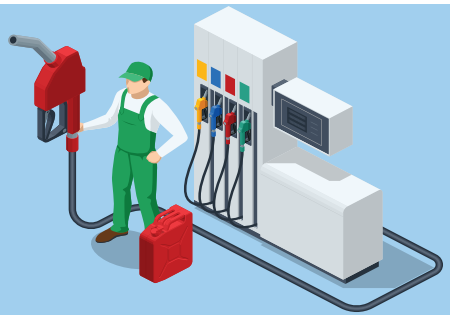
REVENUE

WHAT OPTIONS DOES NORTH DAKOTA HAVE TO SUPPLEMENT THE LOSS IN MOTOR FUEL TAX?



TRANSPORTATION CONNECTION

As EV purchases increase, most states are considering options to replace lost motor fuel tax revenues.

Implemented Fee Collection Approaches Throughout the U.S. in 2022

Mileage Based Fee

Oregon and Utah

OBD-II device, In-Vehicle Telematics, Annual odometer check *(can be visual inspection during registration or captured via smartphone)*.

Benefits: Proportional to road usage. Captures actual EV driving.

Drawbacks: Does not capture out of state driving. Can be difficult/expensive to collect. Privacy concerns.

Electric Vehicle Registration Supplemental Fee

31 States

Fee paid during vehicle registration.

Benefits: Easy to collect.

Drawbacks: May charge drivers more or less than actual vehicle use. Does not capture out of state driving.

Electric Vehicle Registration Fee By Weight

Oklahoma and Michigan

Fee paid during vehicle registration.

Benefits: Easy to collect. Fees determined by vehicle weight recognize the efficiency differences between lighter and heavier vehicles.

Drawbacks: May charge drivers more or less than actual vehicle use.

Electricity Fee (per kWh) For Public Chargers

Kentucky

Wholesale from EVSE provider.

Benefits: Captures out of state driving.

Drawbacks: Double taxation for in-state drivers who already pay registration fee. Only captures public charging, not private charging.

Additional Fee Collection Approaches to Consider

Further EV fee approaches can be explored and customized to determine the best fit for North Dakota's priorities as EV adoption is anticipated to grow. Those options can be combined to provide flexibility. For example, Utah issues a supplemental registration fee for EV drivers but allows users to opt into a mileage-based fee that caps out at the original EV supplemental fee.

Depending on the fee structure, states may experience a net increase in revenue from their EV fees. Some states are using a portion of the EV supplemental funding for the deployment of electric vehicle infrastructure. This allocation has the potential to cover the 20% non-federal match in funding required for NEVI charging deployment projects. Alabama dedicates 25% of its EV fee revenue to the Rebuild Alabama Fund, which funds electric vehicle charging infrastructure until EV registrations exceed 4% of total vehicle registrations.

Peg Fees To Inflation

Inflation can erode the effectiveness of any fee or tax. Some states have pegged their EV fees to inflation, allowing an annual increase of the fee without annual legislation needed for the increase.

Fees Can Be Tiered

Many states have tiered fees for hybrids, plug-in hybrids, and full battery electric vehicles differently. This approach recognizes that fees are not "one size fits all" and can be adjusted as needed.

Approaches Can Be Combined

Approaches do not need to be a singular solution. North Dakota can explore a combination of approaches such as vehicle registration fees and consumption fees that are calibrated to replace any offset in motor fuel tax collection.

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REVENUE

Electric Vehicle Fees by State (2022)

Though flat supplemental registration fees are most common in the application, some states are exploring additional fee mechanisms based on miles traveled, vehicle weight, electricity consumption, etc. Data was obtained October, 2022 and may be subject to change.

BEV = Battery Electric Vehicle PHEV = Plug-In Electric Vehicle HEV = Hybrid Electric Vehicle AFV = Alternative Fuel Vehicle

Alabama
$200 BEV
$100 PHEV
Annual Fee

Arkansas
$200 EV
$100 Hybrid EV
Annual Fee

California
$100 BEV
Annual Fee

Colorado
$50 BEV, PHEV
Annual Fee

Georgia
$212.78 non-commercial AFVs
Annual Fee

Hawaii
$50 EV
Annual Surcharge

Idaho
$140 BEV
$75 PHEV
Annual Fee

Illinois
$100 EV
Annual Fee

Indiana
$150 BEV
$50 PHEV, HEV
Annual Inflation-Indexed Fee

Iowa
$65 BEV
$32 PHEV
Annual Fee

Kansas
$100 EV
$50 PHEV, HEV
Annual Fee

Louisiana
$110 BEV
$60 PHEV, HEV
Annual Fee

Michigan
$135 BEV <8,000 lbs.
$47.50 PHEV <8,000 lbs.
$235 BEV >8,000 lbs.
$117.50 >8,000 lbs.
Annual Fee

Minnesota
$75 BEV
Annual Fee

Mississippi
$150 BEV
$75 PHEV, HEV
Annual Fee

Missouri
$75 Passenger AFV
$37.50 PHEV
Annual Fee

N. Carolina
$130 BEV, PHEV
Annual Fee

N. Dakota
$120 EV
$50 PHEV
$20 EV Motorcycle
Annual Road Use Fee

Ohio
$200 BEV, PHEV
$100 HEV
Annual Fee

Oklahoma
$110/$82 Under 6000 lbs. BEV/PHEV (Class 1)
$158/$118 6000-10000 lbs. BEV/PHEV (Class 2)
$363/$272 10000-26000 lbs. BEV/PHEV (Class 3-6)
$2250/$1687 Over 26000 lbs. BEV/PHEV (Class 7-8)
Annual License Fee by Weight

Oregon
$110 EV
Annual Fee

S. Carolina
$120 AFV
$60 PHEV, HEV
Biennial Fee

S. Dakota
$50 BEV
Annual
Registration Fee

Tennessee
$100 EV
Annual Fee

Utah
$90 BEV. AFV
$39 PHEV
$15 HEV
Annual Consumer Indexed Fee

Virginia
$64 AFV
(Non-Hybrid)
Annual License Tax

W. Virginia
$200 EV
$100 PHEV, HEV
Annual Fee

Wisconsin
$75 PHEV, HEV
$100 BEV
Annual Fee

Wyoming
$200 BEV, PHEV
Annual Fee

Washington
$150 BEV
$75 PHEV, HEV
Annual Fee

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CONTRACTING

WHAT ARE THE CONTRACTING OPTIONS TO IMPLEMENT THE NEVI PROGRAM?

The North Dakota DOT (NDDOT) is in the process of reviewing state laws to determine which contracting mechanisms are currently permissible and which will need legislation passed to be considered. NDDOT would prefer to enter into agreements with third party businesses to provide operation and maintenance of charging infrastructure and sites, and ultimately to delegate ownership to those same parties.

Grant Program

Rather than procure the contractors and manage all of the work themselves, the DOT could instead award one or more grants to other entities to take on that role. The DOT would establish the goals and objectives for the EV program based on the federal requirements and release a notice of funding opportunity for one or more entities to procure design, construction, and operations and maintenance for a statewide EV charging network.

Traditional Design-Bid-Build Contracting Approach

The North Dakota Department of Transportation typically uses Design-Bid-Build (DBB) for its infrastructure projects. Though DBB is normally a low bid process driven primarily by price, it is possible to set a high bar for experience and qualifications that would guarantee a level of EV charging expertise for a winning proposer. DBB steps could include the procurement of design services, procurement of construction and installation services, procurement of operations and maintenance services, and long-term ownership.

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CONTRACTING

EV Design-Build-Finance-Operate Maintain or DBFOM

The unique aspects of EV charging also provide the opportunity for an alternative delivery model tailored more specifically to developing an EV system. There are at least two potential ways to approach this effort:

Master Developer

Under a DBFOM approach, it would be possible for the developer to group the project by corridor segment or geographic area and serve as a "master developer" that manages multiple smaller design-build projects. Each small contractor could be responsible for operations and maintenance, or it could revert to th master developer. The developer would retain responsibility for the overall financial approach, and would retain ownership of the chargers at the end of the program.

Franchise Operator

This approach would result in the developer serving as more of a franchise operator, securing final plans and bids from contractors to design, install, operate, maintain, and own stations within major corridors or geographic areas. The DBFOM developer would be responsible for managing the overall system and developing the agreements, including financial agreements, with the smaller franchisees. Once the franchise operator takes on ownership, NDDOT would no longer have responsibility for the charging system.

NORTH Dakota | Highway Patrol
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68th Legislative Assembly
Testimony in **Support** of
House Bill No. 1012
Senate Appropriations Committee
Government Operations Division
March 7, 2023

TESTIMONY OF
Colonel Brandon Solberg, Superintendent

Good morning Chairman Wanzek and members of the committee. My name is Brandon Solberg, and I serve as the superintendent of the North Dakota Highway Patrol. I am here to provide testimony in support of House Bill 1012.

The highway patrol and the department of transportation (DOT) have a long-standing partnership centered on a mutual mission to provide high quality services to our citizens while safely moving people and goods.

Although we support DOT's overall budget, I am here to discuss the importance of one of their requests for an additional 14 equipment operators for snow and ice control. An additional 14 equipment operators would have a tremendous and much needed impact on highway maintenance which directly benefits the motoring public. Controlling snow and ice and treating slippery roads is a service that our citizens expect during inclement weather.

Each winter storm is unique and presents its own set of challenges. Our commanders in the field are in constant communication with DOT district engineers discussing current conditions, and many road closure decisions are based on DOT's ability to keep a roadway passable.

Troopers drive SUVs and pickups and rely heavily on snowplow operators during treacherous storms. Plowing the roadway, providing road and weather updates, and escorting our patrol vehicles to emergency calls are just a few examples of the services that DOT operators provide, and we appreciate their courageous efforts. When these resources aren't available, our officers have an extremely difficult time serving the public and responding to calls.

An additional 14 equipment operators would help DOT extend their hours of service, especially during winter weather events. Winter storms are unpredictable, and long-duration storms can quickly tax existing resources. Traffic is moving 24 hours a day in our state, and DOT helps keep our roadways open for those who have legitimate transportation needs, including our state's first responders. Please fully support DOT's request for additional snowplow operators.

This concludes my testimony, and I am happy to answer any questions you may have.

23.0241.02002
Title.

Prepared by the Legislative Council staff for
Senator Davison
March 6, 2023

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1012

Page 1, line 5, after the second semicolon insert "to provide for a legislative management study;"

Page 7, after line 7, insert:

"**SECTION 13. LEGISLATIVE MANAGEMENT STUDY - ELECTRIC VEHICLES.** During the 2023-24 interim, the legislative management shall consider studying electric vehicles and the impact of the use of electric vehicles within the state.

1. The study must include:

   a. An assessment of the required infrastructure, economic preparedness, transportation funding, and the development of the electric vehicle market;

   b. Input from electric vehicle manufacturers and dealers, trade associations, electric vehicle component manufacturers, electric vehicle charging station manufacturers, electric utilities, and transportation stakeholders;

   c. Consideration of the advisability and feasibility of assessing equitable fees, taxes, or other assessments to offset projected lost motor vehicle fuel tax revenue resulting from increased fuel efficiency and the operation within the state of electric vehicles by resident and out-of-state owners;

   d. An evaluation of the key barriers to electric transportation options and the potential impact of electric vehicles on electric demand within the state, including potential benefits for the electric grid and electric customer demand side management;

   e. An examination of the framework and programs for the deployment of charging infrastructure by private and public entities and the availability of private and public funds for charging infrastructure;

   f. An assessment of the impact of electric vehicles on public services and public transportation fleets;

   g. A comparison of the average monthly fuel savings between electric vehicles and internal combustion engine vehicles; and

   h. An evaluation of the impact of electric vehicles on employment opportunities and other industries within the state, including tourism and hospitality, automobile dealers, the energy industry, and the critical minerals industry.

2. The legislative management shall report its findings and recommendations, together with any legislation necessary to implement the recommendations, to the sixty-ninth legislative assembly."

Renumber accordingly

2021
NORTH DAKOTA CRASH SUMMARY

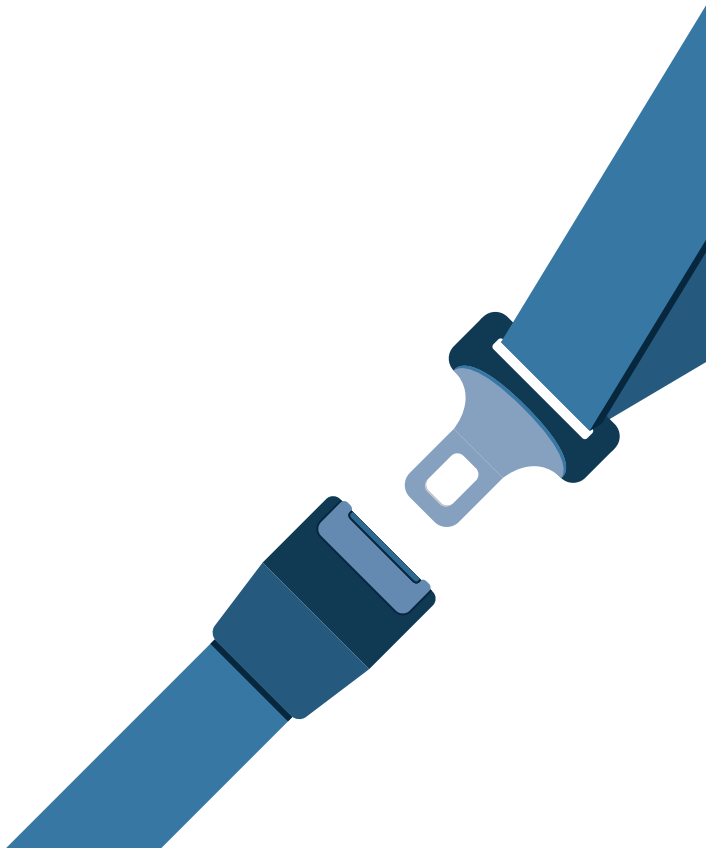
VISION ZERO
Zero fatalities. Zero excuses.

Vision:

Establish a culture of personal responsibility where motor vehicle fatalities and serious injuries are recognized as preventable and not tolerated.

Mission:

Eliminate fatalities and serious injuries caused by motor vehicle crashes in North Dakota.



VISION ZERO

Zero fatalities. Zero excuses.

About This Document

This document is prepared annually by the North Dakota Department of Transportation (NDDOT) Highway Safety Division to provide information about motor vehicle crashes, fatalities and injuries in North Dakota.

Data for this document is collected by North Dakota law enforcement officers who complete a crash report when a crash on a public road involved a fatality, injury or at least $4,000 in property damage.

The reportable property damage threshold increased to $4,000 on August 1, 2019. For crashes occurring prior to August 1, 2019, the reportable property damage threshold was $1,000.

Crashes that occur off of a public road (for example, on private property or parking lots) are not included.

Crash reports are submitted by law enforcement to the NDDOT Highway Safety Division for central collection and data analysis. The data reported here reflects the point in time when the data was analyzed. Comparison to other data analysis may vary.

Gratitude is extended to all law enforcement personnel at the city, county, state and tribal levels who provide this valuable data for analysis.

Crashes are not accidents. The word “accident” promotes the perception that crashes are outside of human control when, in fact, crashes are predictable results of specific actions.

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Executive Summary

Motor vehicle crash fatalities and injuries are sudden, violent and traumatic events. The impact is long-lasting, often permanent, and extends beyond the victims to impact the lives of the victim's family, friends and community.

The good news is, crashes are largely preventable.

In North Dakota in 2021, preventable human behavior including not wearing a seat belt, alcohol and speed and/or aggressive driving contributed significantly to motor vehicle fatalities. Of the 101 fatalities in 2021, 46% were not wearing their seat belt (excludes those where seat belts do not apply including pedestrians, bicycles, motorcycles and off-highway vehicles), 35% were alcohol-related (includes both toxicology confirmed and officer suspected alcohol involvement), 35% involved speed and/or aggressive driving, and 56% were lane departure-related.

Motor vehicle crash fatalities in North Dakota can be reduced if every driver and vehicle occupant takes personal responsibility for their safety.

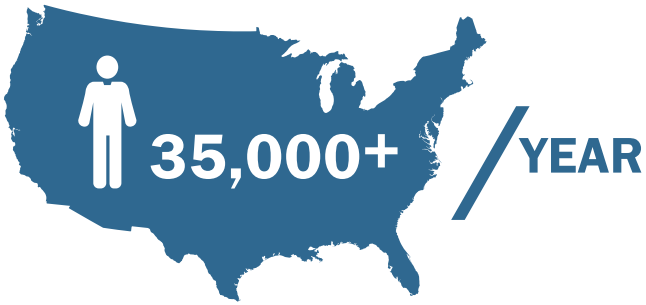
This includes wearing seat belts at all times; transporting children in child passenger safety (CPS) seats appropriate for the child's age, height and weight; not driving while distracted by cell phones or any other form of distraction; driving only when sober (i.e., not under the influence of alcohol and/or drugs); and obeying all posted speed limits.

Vehicle Crashes, Fatalities & Injuries in North Dakota:

A Decade in Review (2012-2021)

There were more than 9,500 vehicle crashes during 2021 resulting in fatalities, injuries and property damage.

The highest number of fatalities over a 10-year period occurred in 2012 (170), followed by a steady decrease in fatalities through 2016. In 2017, there was a 2.7% increase in fatalities; however, from 2017 to 2021 fatalities decreased by over 10%.

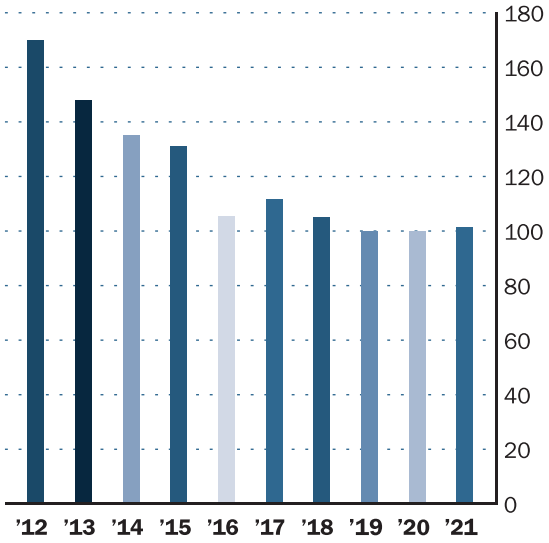


Since 2018, there have been more than 35,000 lives lost to vehicle crashes each year in the United States (US) compared to about 100 lives lost to crashes each year in North Dakota.

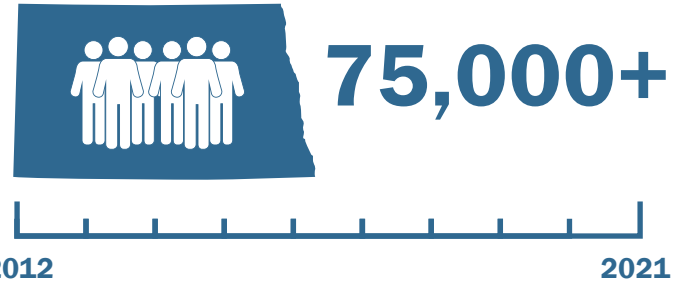
North Dakota Motor Vehicle Crashes, Fatalities and Injuries, 2012-2021

Year	Crashes	Fatalities	Injuries
2012	18,356	170	5,311
2013	18,977	148	5,365
2014	16,134	135	5,278
2015	15,077	131	4,917
2016	15,017	113	4,614
2017	15,280	116	4,432
2018	15,242	105	4,230
2019	14,221	100	4,258
2020	8,820	100	3,426
2021	9,585	101	3,947

North Dakota Motor Vehicle Fatalities 2012-2021

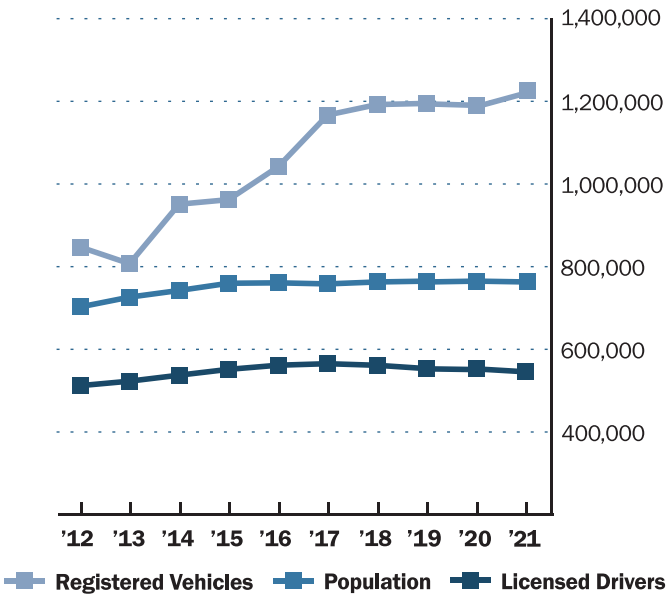


With the exception of 2017, North Dakota's fatality rate per 100 million vehicle miles traveled (VMT) is consistently ***lower*** than the national rate over the past 6 years. VMT is a measure of crash exposure — the more vehicle miles driven, the greater the exposure to the risk of a crash.



According to the U.S. Census Bureau, North Dakota's population increased by slightly more than 75,000 people over the past 10 years.

North Dakota People, Drivers and Vehicles, 2012-2021

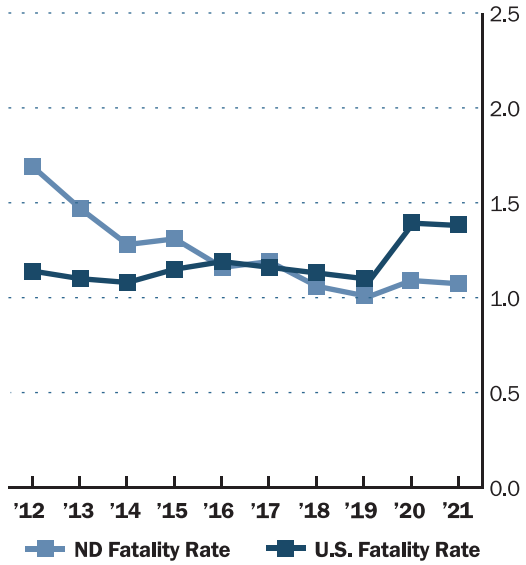


North Dakota vs. United States Motor Vehicle Fatalities and Vehicle Fatality Rate, 2012-2021

Year	ND Fatalities	ND Fatality Rate*	U.S. Fatalities	U.S. Fatality Rate*
2012	170	1.69	33,782	1.14
2013	148	1.47	32,893	1.10
2014	135	1.28	32,744	1.08
2015	131	1.31	35,484	1.15
2016	113	1.16	37,806	1.19
2017	116	1.19	37,473	1.17
2018	105	1.07	36,835	1.14
2019	100	1.02	36,096	1.11
2020	100	1.14	38,824	1.34
2021	101	1.09	42,915	1.33

*Number of fatalities per 100 million vehicle miles traveled.
**2021 figures are preliminary (NHTSA, May 2022).
Note: ND fatality rates were updated in 2018 to reflect NHTSA data which uses a slightly different VMT count. Historical US data was updated in 2021 to reflect current NHTSA published data.

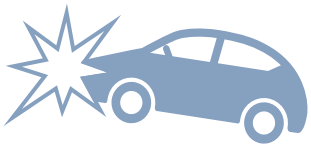
North Dakota vs. United States Motor Vehicle Fatality Rate, 2012-2021



2021 Vehicle Crashes, Fatalities & Injuries in North Dakota

In 2021, there were 101 individuals who lost their lives in motor vehicle crashes in North Dakota. Those who died ranged in age from 0 to 85. The majority (84%) were North Dakota residents.

NEARLY EVERY **55 MINUTES** one motor vehicle crash occurred (ND 2021)

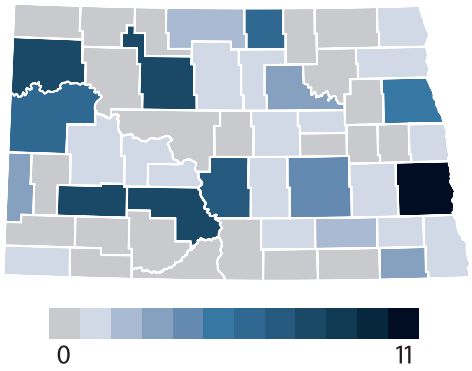


ABOUT EVERY **2 HOURS** one person was injured in a crash (ND 2021)

NEARLY EVERY **4 DAYS** one person died in a crash (ND 2021)

Of the motor vehicle fatalities, 76 (75%) were in a passenger vehicle, 8 (8%) were motorcyclists, 10 (10%) were pedestrians, 6 (6%) were individuals on all-terrain vehicles (ATVs) and other miscellaneous vehicle types (such as snowmobiles, farm equipment and horse drawn wagons), 1 (1%) was a bicyclist.

Fatalities occurred in 30 (57%) of North Dakota's 53 counties.



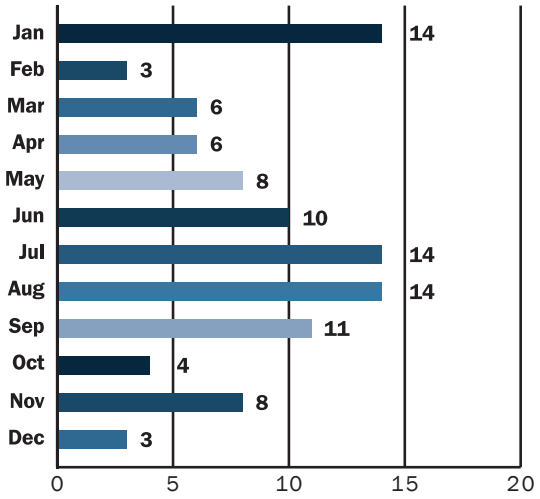
North Dakota Motor Vehicle Crashes, Fatalities and Injuries by County, 2021

County	Crashes	Fatalities	Injuries	Crash Rate per MVMT
Adams	16	1	4	.52
Barnes	143	1	65	.62
Benson	17	4	23	.21
Billings	15	1	11	.20
Bottineau	54	1	27	.60
Bowman	9	0	7	.18
Burke	18	0	8	.31
Burleigh	2,082	8	729	2.92
Cass	2,448	11	1,143	1.47
Cavalier	22	0	10	.42
Dickey	36	1	20	.65
Divide	20	0	8	.36
Dunn	71	2	42	.48
Eddy	15	0	4	.53
Emmons	34	0	22	.64
Foster	26	0	14	.55
Golden Valley	8	0	3	.19
Grand Forks	928	8	356	1.5
Grant	12	0	7	.35
Griggs	8	0	5	.28
Hettinger	14	0	7	.39
Kidder	56	1	21	.51
Lamoure	27	0	12	.50
Logan	12	0	5	.53
McHenry	45	4	29	.36
McIntosh	22	1	12	.83
McKenzie	175	4	75	.46
McLean	85	2	37	.40
Mercer	62	1	36	.74
Morton	418	7	154	.94

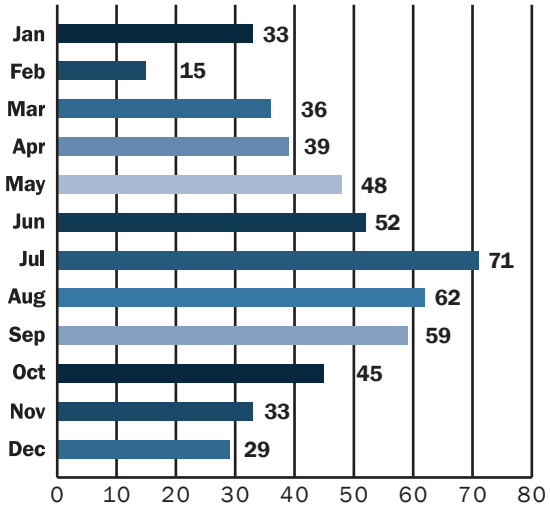
County	Crashes	Fatalities	Injuries	Crash Rate per MVMT
Mountrail	66	8	39	.29
Nelson	25	0	20	.39
Oliver	4	0	2	.12
Pembina	54	0	30	.53
Pierce	23	0	12	.46
Ramsey	114	0	31	.87
Ransom	26	0	12	.49
Renville	13	0	12	.34
Richland	161	3	85	.54
Rolette	22	12	24	.23
Sargent	8	1	6	.14
Sheridan	15	1	10	.63
Sioux	3	2	3	.10
Slope	8	0	2	.27
Stark	422	3	79	1.10
Steele	7	1	2	.19
Stutsman	343	1	118	1.07
Towner	9	0	2	.28
Traill	82	1	33	.41
Walsh	85	2	29	.58
Ward	725	3	339	1.07
Wells	25	0	15	.35
Williams	447	5	146	.85
TOTAL	**9,585**	**101**	**3,947**	**1.03**

Motor vehicle fatalities in North Dakota occur each month of the calendar year. However, over the past 5 years more people have died in motor vehicle crashes in the warm weather months (May through October) than the cold weather months. Warm weather months are also peak travel months in North Dakota where more vehicle miles are driven. During the 5-year period (2017-2021), July had the most motor vehicle fatalities in North Dakota.

North Dakota Motor Vehicle Fatalities by Month, 2021



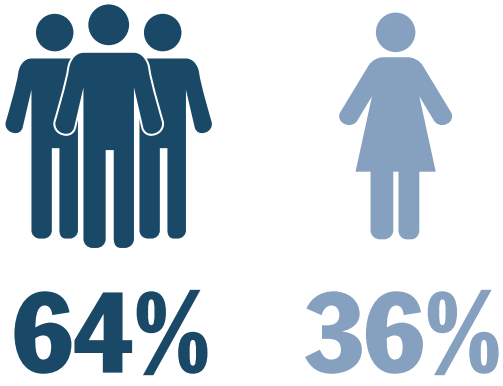
North Dakota Motor Vehicle Fatalities by Month, 2017-2021



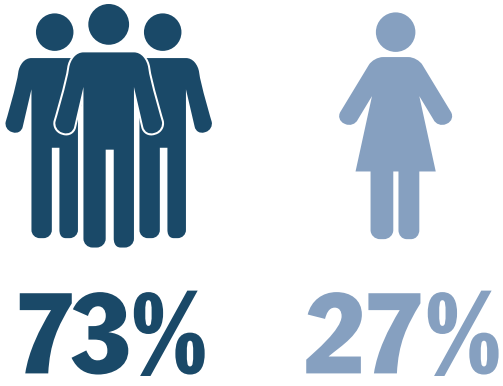
2021 Vehicle Crashes, Fatalities & Injuries in North Dakota (continued)

In 2021, males died in motor vehicle crashes 1.8 times more than females.

North Dakota Motor Vehicle Fatalities by Gender, 2021

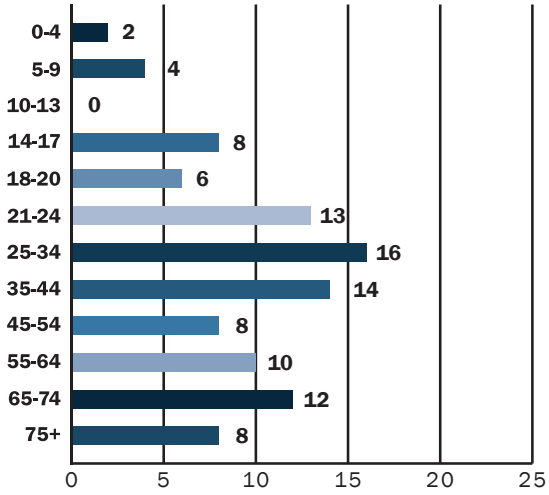


North Dakota Motor Vehicle Fatalities by Gender, 2017-2021

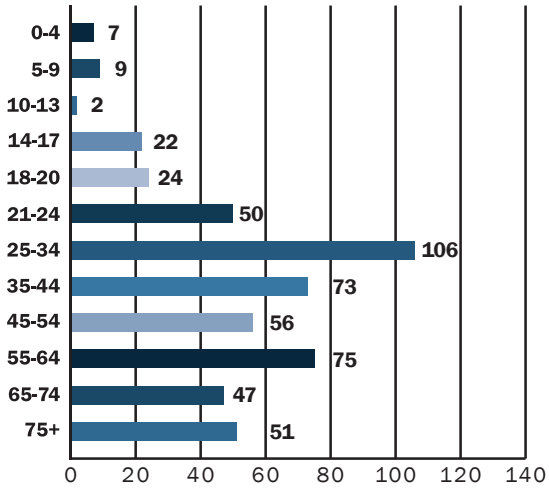


Nearly 2/3 (60%) of those who died in motor vehicle crashes in North Dakota over the past 6 years were between the ages of 25 and 64.

North Dakota Motor Vehicle Fatalities by Age, 2021

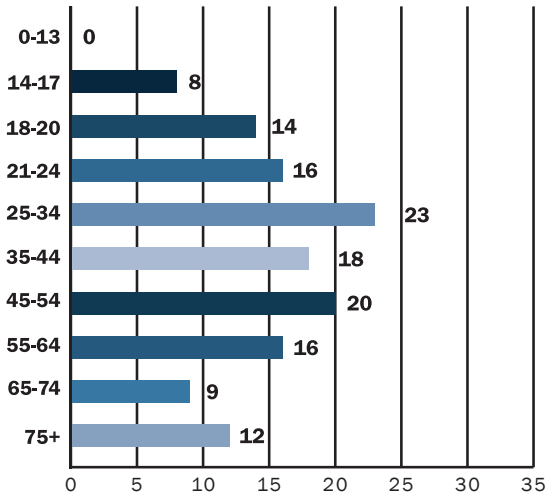


North Dakota Motor Vehicle Fatalities by Age, 2017-2021

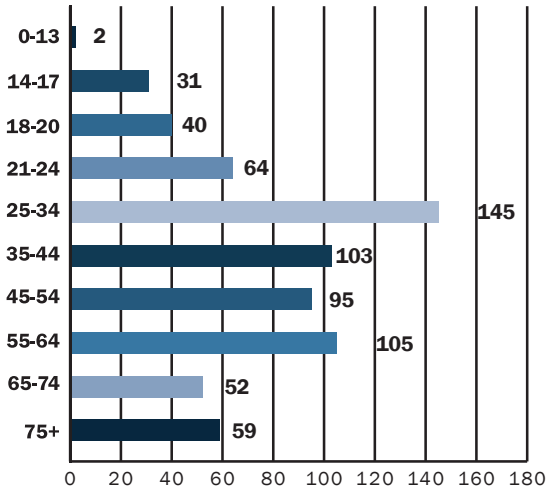


Over the past 5 years, drivers in fatal crashes in North Dakota were primarily between the ages of 25 and 64.

North Dakota Age of Drivers Involved in Fatal Motor Vehicle Crashes, 2021



North Dakota Age of Drivers Involved in Fatal Motor Vehicle Crashes, 2017-2021



Historically, more fatalities occur during New Year's, Independence Day and Memorial Day than other holidays.

Note: Data reflects a multiple day period that varies per holiday and the day of the week on which the holiday falls. The New Year's Eve holiday period includes both December and January fatalities with the fatalities counted in the year in which they occurred.

North Dakota Holiday Motor Vehicle Fatalities, 2021

North Dakota Holiday Motor Vehicle Fatalities, 2017-2021

Occupant Protection

CLICK IT OR TICKET.

Seat belts save lives. They are the single most effective safety device to prevent death and injury in a motor vehicle crash.[1]

NEARLY EVERY **10 DAYS** one unbelted vehicle occupant died (ND 2021)

NEARLY EVERY **15 DAYS** one unbelted vehicle occupant was ejected (ND 2021)

Seat belts protect you by:

- Keeping you in the vehicle.
- Spreading the force of impact over a large area and the strongest part of the body.
- Allowing your body to slow down gradually, lessening the impact on internal organs.
- Preventing impact with the interior of the vehicle.
- Preventing collision with other occupants of the vehicle.
- Preventing trauma to the brain and spinal cord caused by sudden change in motion.

Fortunately, most people who drive and ride in motor vehicles in North Dakota understand how important it is to wear a seat belt. An annual survey of observed seat belt use in North Dakota shows that slightly more than 8 out of every 10 people wear a seat belt (81.9%). But, it is those who do not wear seat belts who are much more likely to lose their life in a crash.

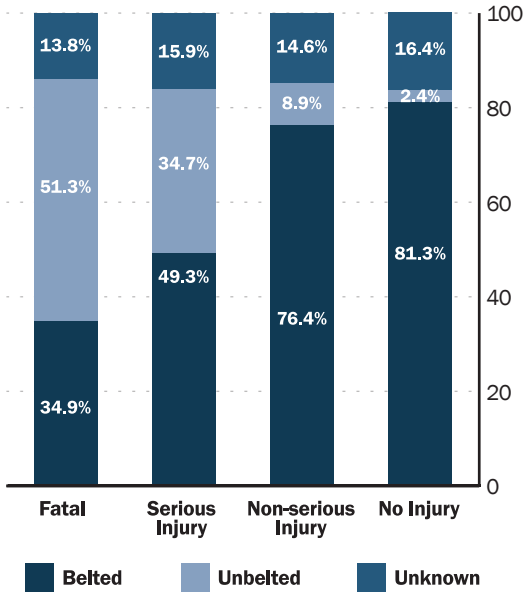
[1] National Safety Council

North Dakota Unbelted Motor Vehicle Fatalities, 2017-2021

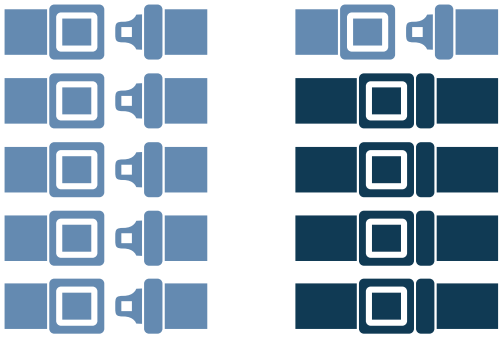
Year	Fatalities*	No Seat Belt Used	Percent Unbelted
2017	91	50	55%
2018	77	37	48%
2019	74	34	46%
2020	68	41	60%
2021	80	37	46%

*Includes fatalities where seat belts were available within the vehicle. Excludes fatalities where seat belts do not apply (pedestrians, bicycles, motorcycles, off-highway vehicles, persons riding on the exterior of motor vehicles, bus passengers and farm/construction equipment).

North Dakota Percent of Restraint Use by Injury Classification, 2017-2021



Crash data shows a direct correlation between seat belt use and injury severity. Unbelted vehicle occupants in crashes in North Dakota account for the largest percent of fatalities, while belted occupants most commonly receive non-serious or no injuries.



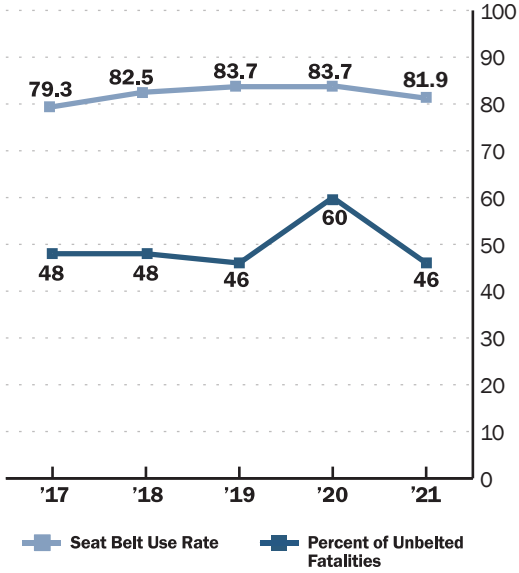
In North Dakota over the past 5 years (2017-2021), more than half (51%) of the people killed in a motor vehicle crash, where seat belts applied, were not wearing a seat belt at the time of the crash. And, 79% of the unbelted fatalities were males.

In 2021 alone, 46% of motor vehicle fatalities in North Dakota were not wearing their seat belt. Of those unbelted fatalities, 68% were partially or totally ejected. Further, 69% of single vehicle rollover fatalities were not wearing their seat belt and 89% of those unbelted fatalities were either partially or totally ejected.

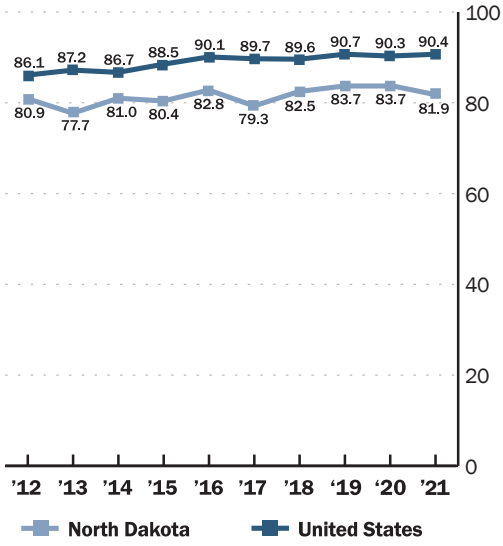
North Dakota's observed seat belt use has been consistently lower than the national seat belt use rate over the past 10 years (2012-2021).

Seat belts save lives. Wear your seat belt — everybody, every trip, every time!

North Dakota Seat Belt Use and Unbelted Motor Vehicle Fatalities, 2017-2021



North Dakota vs. United States Seat Belt Use Rate, 2012-2021



Impaired Driving

DRIVE SOBER OR GET PULLED OVER

Alcohol and drug-related crashes are 100% preventable. Many lives would be saved in North Dakota each year if every driver consistently makes the choice to drive sober and not while under the influence of alcohol and/or drugs.

NEARLY EVERY 13 HOURS one alcohol-related crash occurred (ND 2021)

NEARLY EVERY 10 1/2 DAYS one alcohol-related vehicle fatality occurred (ND 2021)

Yet, 203 people have died in alcohol-related crashes in North Dakota over the past 5 years. Alcohol is a factor in about 39% of fatal crashes in North Dakota annually. The percent of alcohol-related fatal crashes shows an overall decreasing trend during the most recent 5-year period (2017-2021).

Approximately 1 in 6 (16%) adult arrests in North Dakota in 2021 were for Driving Under the Influence (DUI).[2] The **average** blood alcohol content (BAC) among DUI offenders in North Dakota is .157 — well over the legal limit of .08.

Drive sober.

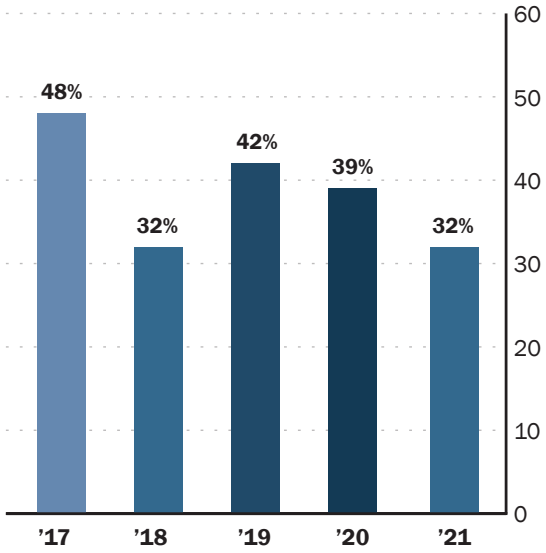
[2] North Dakota Office of Attorney General, Bureau of Criminal Investigation, Crime in North Dakota, 2021

North Dakota Motor Vehicle Crashes, Fatalities and Injuries Involving Alcohol, 2017-2021

Year	Total Fatal Crashes	Fatalities	Injuries
2017	51	55	472
2018	30	31	407
2019	38	43	402
2020	37	39	407
2021	27	35	396

*Counts indicate at least one operator in the crash had a positive BAC and/or officer suspected alcohol involvement was indicated on the crash report; passenger BACs are excluded. Alcohol-related injuries are counted based on officer suspected alcohol involvement from the crash report; toxicology is not available.

North Dakota Percent Alcohol-Related Fatal Motor Vehicle Crashes, 2017-2021



Distracted Driving

U DRIVE. U TEXT. U PAY

Distraction — taking eyes, hands or mental attention away from driving — is a common contributing factor in most motor vehicle crashes and near crashes.

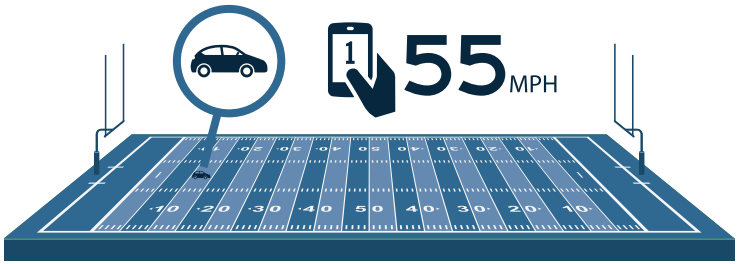
Texting while driving is a behavior so dangerous that drivers are:

23x MORE at risk of a crash or near-crash event

6x MORE likely to crash than a drunk driver

According to the National Highway Traffic Safety Administration (NHTSA), 3,142 people nationwide were killed in motor vehicle crashes involving distracted drivers in 2020.*

Distracted driving is vastly underreported as a factor in a crash due to driver hesitancy to report, lack of witness verification and other factors. As a result, North Dakota crash data related to distraction is limited. However, in 2021, 1,027 distracted driving violations were posted to the ND Driver's License system.



Sending one text at 55 mph is like ***driving blindfolded*** the entire length of a football field.

*Most current data available

VISION ZERO

Zero fatalities. Zero excuses.

Vision Zero is a statewide strategy to eliminate fatalities and serious injuries caused by motor vehicles on North Dakota roads.

VisionZero.ND.gov

PARENTS LEAD

Parents LEAD (Listen, Educate, Ask, Discuss) is an evidence-based underage drinking prevention program targeting parents and professionals through statewide, web-based communication.

ParentsLead.org

SPEAK VOLUMES

Speak Volumes is a campaign to educate North Dakota adults on standard drink sizes, binge drinking, and related consequences to help them make better decisions about alcohol consumption.

SpeakVolumes.ND.gov

Speed and/or Aggressive Driving

Speed and/or aggressive driving was a factor in 34% of fatal crashes in North Dakota in 2021.

NEARLY EVERY **2 1/2 HOURS** one speed/aggressive driving involved crash occurred (ND 2021)

NEARLY EVERY **10 1/2 DAYS** one speed-related fatality occurred (ND 2021)

According to NHTSA, 11,258 lives were lost in speed-related vehicle crashes in the U.S. in 2020.*

Speeding endangers everyone on the road. It greatly reduces the driver's ability to slow a vehicle when necessary or to steer safely around an unexpected curve, or another vehicle or hazardous object in the road. In school zones or neighborhoods, that could include a child or an animal crossing the road.

Of the 37 drivers involved in fatal crashes in 2021 with speed and/or aggressive driving identified as a contributing factor, 68% were ages 18-44 and 70% were male.

It's not just aggressive driving, it's deadly driving. Stop speeding before it stops you.

*Most current data available

North Dakota Fatal Motor Vehicle Crashes Involving Speed/Aggressive Driving**, 2017-2021

Year	Total Fatal Crashes	Speed/Aggr. Driv.-Involved Fatal Crashes	Percent
2017	106	30	28%
2018	95	42	44%
2019	91	26	29%
2020	96	33	34%
2021	85	29	34%

**Speed/Aggressive Driving-Involved is defined as speeding, driving too fast for conditions, following too close, or operating a vehicle in an erratic, reckless, careless, negligent or aggressive manner.

178 PEOPLE died in speed/aggressive driving-involved crashes in North Dakota over the past 5 years. (ND 2021)

North Dakota Motor Vehicle Crashes, Fatalities and Injuries Involving Speed/Aggressive Driving**, 2017-2021

Year	Crashes	Fatalities	Injuries
2017	5,296	33	1,755
2018	5,525	47	1,723
2019	5,187	27	1,629
2020	3,153	36	1,225
2021	3,663	35	1,613

Lane Departure

Lane departure is the most common type of crash resulting in injuries in rural areas. A lane departure crash is defined as a crash which occurs after a vehicle crosses an edge line or a center line, or otherwise leaves the traveled way.

NEARLY EVERY

2 1/2 HOURS

one lane departure-related crash occurred (ND 2021)

NEARLY EVERY

6 1/2 DAYS

one lane departure-related fatality occurred (ND 2021)

Over the past 5 years in North Dakota, 74.8% of single-vehicle fatal lane departure crashes involved overturning/rolling over and 14.8% involved collisions with fixed objects such as trees, utility/light poles, traffic signs and mailboxes.

Lane departure can be caused by many things including distraction, drowsiness and impaired driving. From 2017-2021, officer suspected alcohol involvement was a contributing factor in 39.7% of fatal lane departure crashes in North Dakota.

Stay in your lane.

North Dakota Motor Vehicle Crashes, Fatalities and Injuries Involving Lane Departure, 2017-2021

Year	Crashes	Fatalities	Injuries
2017	5,725	69	1,555
2018	5,656	60	1,386
2019	5,198	63	1,460
2020	3,510	56	1,278
2021	3,642	57	1,393

Safety Corridors:

An Approach to Vision Zero

Safety Corridors are part of the Vision Zero strategy to reduce motor vehicle fatalities and serious injuries to zero. A Safety Corridor is a designated section of highway that includes enhanced safety features and an increase in law enforcement to remind drivers that they are responsible for obeying all traffic laws and posted speed limits. The purpose is to utilize engineering and technological solutions to change dangerous driving behavior and reduce the number of crashes on state highways.

Visit VisionZero.ND.gov for more information.

Heavy Trucks

Understanding safe driving habits around heavy vehicles is the responsibility of all drivers. Heavy trucks include single unit trucks (2-axle or 3-axle), truck tractors (bobtail, semi-trailer, doubles and triples) and trucks with greater than 10,000 lbs. Gross Vehicle Weight Rating (GVWR) without a classified body type.

NEARLY EVERY 12 HOURS
one heavy vehicle-related crash occurred (ND 2021)

ABOUT EVERY 33 DAYS
one heavy vehicle-related fatality occurred (ND 2021)

Over the past 5 years in North Dakota, 46.4% of heavy vehicle-related crashes were single vehicle crashes and 16.8% were rear-end crashes. Additionally, 29% happened at an intersection or were intersection-related, 14.8% were a rollover crash, and 9.7% were speed-related.

In North Dakota, motor vehicle crashes involving heavy vehicles are more common in winter months (October-March) than warm weather months and a majority are in rural areas (69.2%).

Share the road with trucks.

69%
of motor vehicle crashes involving heavy vehicles were in rural areas

31%
of motor vehicle crashes involving heavy vehicles were in urban areas

North Dakota Motor Vehicle Crashes, Fatalities and Injuries Involving Heavy Trucks, 2017-2021**

Year	Crashes	Fatalities	Injuries
2017	1,110	21	326
2018	1,176	26	318
2019	1,139	15	341
2020	772	15	205
2021	734	11	273

**Heavy Trucks include Single Unit Trucks (2-axle or 3-axle), Truck Tractors (Bobtail, Semi-trailer, Doubles and Triples), and Trucks with > 10,000 lbs. GVWR without a classified body type.

Young Drivers

Motor vehicle crashes are the leading cause of injury-related death for North Dakota teens.[3] Young driver inexperience, coupled with immaturity, often results in risk-taking behaviors such as speeding, alcohol use and not wearing a seat belt — all of which contribute to an increased death rate.[4]

ABOUT EVERY 4 HOURS one teen driver crash occurred (ND 2021)

ABOUT EVERY 33 DAYS one teen died in a crash (ND 2021)

In North Dakota, teen drivers age 14-19 account for 5.5% of all licensed drivers but are behind the wheel in nearly 21% of all crashes.

Teen drivers were involved in 18.8% of fatal crashes in North Dakota in 2021. And, over the past 5 years in North Dakota, 37 teens have died in vehicle crashes.

[3] Centers for Disease Control and Prevention *Source: CDC Wisqars*
[4] Governors Highway Safety Administration

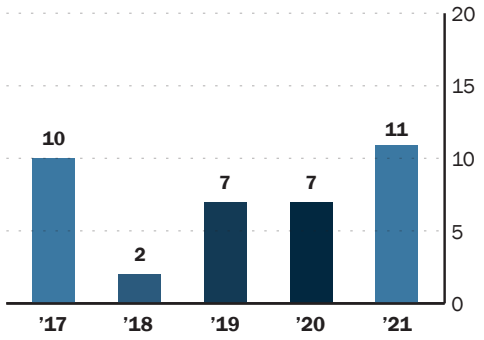
North Dakota Teen Driver Involvement in All Crashes, 2017-2021

Year	Total Crashes	Teen Driver Crashes	Percent
2017	15,280	2,841	19%
2018	15,242	2,952	19%
2019	14,221	2,579	18%
2020	8,820	1,760	20%
2021	9,585	2,052	21%

North Dakota Teen Driver Involvement in Fatal Crashes, 2017-2021

Year	Total Fatal Crashes	Teen Driver Fatal Crashes	Percent
2017	106	13	12%
2018	95	9	9%
2019	91	11	12%
2020	96	9	9%
2021	85	16	19%

North Dakota Teen Fatalities from Motor Vehicle Crashes, 2017-2021



Bicycles and Pedestrians

Everyone has different preferences when it comes to transportation. Regardless of mode of transport, being safe on the road is a responsibility shared by all. Bicyclists and pedestrians have the same rights, privileges and responsibilities as every motorist; however, they are more vulnerable since they do not have the protection provided by a vehicle.

Pedestrians are at a disadvantage when crossing streets, intersections and standing on corners, as they are not always visible to drivers. Tips to keep safe when walking from one destination to another: watch walkways — make sure the driver sees you by making eye contact with them, don't be a distracted walker, make yourself visible, watch for wide loads and be aware of blind spots.

As a bicyclist, you need to take extra precautions to protect yourself. Tips to help keep you riding safely: wear a helmet, be aware of traffic, check your brakes, ride with traffic and be aware of blind spots.

North Dakota Crashes, Fatalities and Injuries Involving Bicycles, 2017-2021

Year	Crashes	Fatalities	Injuries
2017	93	2	79
2018	74	2	68
2019	80	2	76
2020	53	1	51
2021	65	1	63

In 2021, the bicycle-related fatality involving a motor vehicle was a male.

North Dakota Crashes, Fatalities and Injuries Involving Pedestrians, 2017-2021

Year	Crashes	Fatalities	Injuries
2017	138	5	106
2018	131	6	91
2019	115	5	87
2020	82	8	66
2021	113	10	84

In 2021, 50% of pedestrian-related fatalities involving a motor vehicle were male and 50% were female.

Motorcycles and Off-Highway Vehicles

Since 2012 in North Dakota, the number of motorcycle licensed drivers has increased by 12.1%, and motorcycle registrations have also increased by 15.7%.

NEARLY EVERY **2 DAYS** one motorcyclist was involved in a crash (ND 2021)

NEARLY EVERY **46 DAYS** one motorcyclist died in a crash (ND 2021)

Motorcyclists can increase their safety on the roads by wearing All The Gear, All The Time (ATGATT), taking a rider safety course and obeying all traffic laws.

Motorcycle Fatality Facts, ND 2021

50% MALE (4)

40% Motorcyclists Were Alcohol Positive (2)*

*Fatalities with known alcohol test results.

62.5% Were Not Wearing a Helmet (5)

Motorists can prevent a crash with motorcyclists by checking all mirrors and blind spots, staying back, and looking for motorcyclists, especially at intersections.

North Dakota Crashes, Fatalities and Injuries Involving Motorcycles, 2017-2021

Year	Crashes	Fatalities	Injuries
2017	248	13	204
2018	210	16	167
2019	176	11	152
2020	174	17	160
2021	189	8	181

In North Dakota in 2021, 89.4% (169) of all reported motorcycle crashes resulted in injury or death.
In the past 5 years, speed has been a contributing factor in 32.3% of motorcycle fatalities in North Dakota.

North Dakota Crashes, Fatalities and Injuries Involving Off-Highway Vehicles**, 2017-2021

Year	Crashes	Fatalities	Injuries
2017	61	2	59
2018	71	2	73
2019	52	4	49
2020	74	7	77
2021	55	5	59

**Off-highway vehicles include all-terrain vehicles (ATV) and snowmobiles.

Preventing Vehicle Crashes, Fatalities & Injuries

The North Dakota Vision Zero Plan identifies partners and "E" strategies to reduce motor vehicle fatalities and injuries in the state. The "E" strategies are described below.

Education. All North Dakotans should know that they can save their lives, and the lives of others, from motor vehicle crashes by taking personal responsibility. This includes wearing seat belts at all times, transporting children in child passenger safety seats appropriate for the child's age, height and weight, not driving while distracted by cell phones or any other form of distraction, driving only when sober (i.e., not under the influence of alcohol and/or drugs), and obeying all posted speed limits.

Environment. Behavior change can occur through changing the environment in which the behavior occurs. This is done through strengthening traffic safety policies and laws such as mandating seat belt use for all vehicle occupants at all times, increasing the fines associated with speed violations, eliminating cell phone use in vehicles, and mandating alcohol beverage server training to prevent overconsumption of alcohol by consumers.

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

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

Emergency Medical Services. In the event that a motor vehicle crash does occur, assure that crash victims are transported to an appropriate level of health care for their injuries, in the shortest amount of time possible.

Vision Zero Partner Network

The NDDOT and our traffic safety partners invite you to **join the Vision Zero Partner Network (VZPN)** for resources and ideas to help reduce risky driver and occupant behaviors to save lives.

Risky behaviors cause hundreds of preventable crashes in North Dakota every year. By joining the Vision Zero Partner Network, you can help prevent motor vehicle crash fatalities and serious injuries on North Dakota roads. Marketing and resource materials are free and all contributions are voluntary.

Benefits of VZPN:

- Protect your organization's human and financial resources
- Guard against potential liabilities associated with work-related crashes
- Demonstrate your company, school or organization's commitment to the community
- Show your students or employees you care about them and their families
- Address the problems of distracted driving, impaired driving, speed, aggressive driving and lack of seat belt use

What partners will receive from NDDOT:

- Education tools and materials bundled for each campaign
- Help getting a driver and occupant safety program started
- Opportunities to collaborate with other network organizations and agencies
- Technical support for local opportunities such as media interviews

To sign up, go to **VisionZero.ND.gov** and click on "Partners."

Working together, we can save lives.

North Dakota Crash Memorial Wall

The North Dakota Crash Memorial Wall is an online space to safely honor someone you love who lost their life in a motor vehicle crash on a North Dakota road. Memorials are public in the hope that sharing their stories will offer comfort to families and friends and remind visitors about the devastating impact of motor vehicle fatalities.

The Crash Memorial Wall was developed by the North Dakota Department of Transportation and launched in August 2015. In 2016, the American Association of Motor Vehicle Administrators (AAMVA) recognized the North Dakota Crash Memorial Wall with a Public Affairs and Consumer Education Award (PACE) for outstanding website.

Immediate family members are invited to create a memorial at **VisionZero.ND.gov**. Extended family and friends can comment on the memorials. All submissions are reviewed by the North Dakota Department of Transportation within 10 business days.

"Even one life lost in a motor vehicle crash is too many; every life is precious."

NORTH Dakota | Transportation

Be Legendary.

Questions and requests for additional data or copies of this document can be directed to:

NDDOT Highway Safety Division
701-328-2598
dottrafficgrp@nd.gov

The report can be found online at
VisionZero.ND.gov/statistics

NORTH Dakota | Transportation
Be Legendary.

RESPONSES TO QUESTIONS

From hearing on HB 1012 on March 7, 2023

What is the goal date to have all schools on board with Vision Zero Schools?
Current goal is 8 schools per year while continuing to engage and expand the prior designated schools in new traffic safety activity.

Of the 21% motorcycle fatalities how many were not wearing helmets?
14 of the 21 fatalities (67%) were not wearing helmets.

How many registered vehicles for a fleet? 39-04-12 Section 2
The department may provide to an owner of a fleet of **one hundred or more vehicles** number plates that are valid for as many as six consecutive years and that are exempt from the requirements of evidence of annual validation. The registrant shall file with the department a corporate surety bond in an amount the department determines to be reasonable and adequate, and conditioned that the owner will pay the annual fee at the beginning of each annual registration period for which the number plates are valid.

What is Apportioned registration?

a. 39-04-14.2. Staggered registration for apportioned vehicles. The director may establish a procedure for the implementation of a staggered registration system for vehicles registered pursuant to the international registration plan (IRP). Procedures established under this section may provide for a one-time collection of up to eighteen months of registration fees.
b. The apportioned registration systems allows for flexibility of commerce between the member jurisdictions. Such efficient use of the highway system is beneficial to the economic and social growth of the member jurisdictions. Freedom of vehicle movement is achieved through official recognition of apportioned vehicles by all member jurisdictions.
c. IRP fees are calculated on an apportioned basis, depending on the percentage of actual distance the fleet traveled in each jurisdiction, vehicle value and type, vehicle age, registered weight, and vehicle identification information. Each base jurisdiction transmits the fees it collects from its IRP registrants to the IRP Clearinghouse which distributes it to other IRP member jurisdictions. Base jurisdictions issue a cab card and plate(s) for each IRP registered vehicle.

Prepared for the Senate Appropriations Committee

Department 801 - Department of Transportation
House Bill No. 1012

First Chamber Comparison to Base Level

	General Fund	Other Funds	Total
2023-25 First Chamber Version	$10,375,000	$2,397,145,833	$2,407,520,833
2023-25 Base Level	0	1,495,514,727	1,495,514,727
Increase (Decrease)	$10,375,000	$901,631,106	$912,006,106

First Chamber Changes

A summary of the first chamber's changes to the agency's base level appropriations and the executive budget is attached as an appendix.

Selected Bill Sections Included in the First Chamber Version

Line item transfers - Section 3 authorizes the Department of Transportation (DOT) to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items when it is cost-effective for the construction and maintenance of highways.

Contingent loan authorization - Section 4 authorizes DOT to borrow up to $50 million from the Bank of North Dakota to match $50 million of federal funds for US Highway 85 projects.

Contingent loan authorization - Section 5 authorizes DOT to borrow up to $28.5 million from the Bank of North Dakota to match funds for northern Red River Valley flood projects.

Strategic investment and improvements fund - Section 6 identifies $328 million from the strategic investment and improvements fund (SIIF) to match federal highway funding ($200 million), to establish a flexible state transportation fund ($115 million), to enhance short line railroad programs ($8 million), and to conduct northern Red River Valley infrastructure studies ($5 million).

Rural transit funding - Section 7 identifies $1.25 million from the general fund for grants to nonurban rural transit providers.

Rest area and visitor center construction - Section 8 authorizes DOT to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.

Motor vehicle excise tax collections - Section 9 amends North Dakota Century Code Section 57-40.3-10 to deposit 50 percent of motor vehicle excise tax collections in the highway fund.

Amendment - 2021-23 biennium appropriation authority - Section 10 amends an appropriation section from the 2021 legislative session to provide for the distribution of funding for township road and bridge projects. Section 11 amends an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.

Exemptions - Section 12 provides exemptions for various road and infrastructure projects.

Continuing Appropriations

Public transportation fund - Section 39-04.2-04 - Consists of a 1.5 percent allocation from the state highway tax distribution fund. The funds received by the public transportation fund are allocated to each county. Each county receives .4 percent base amount plus $1.50 per capita of population in the county, based upon the latest regular or special official federal census.

Deficiency Appropriations

No deficiency appropriations for this agency.

Significant Audit Findings

The Department of Transportation audit report for the biennium ending June 30, 2021, included the following findings:

- DOT did not properly assign or restrict individual access rights to the computer system related to storage of REAL ID documents which could give employees access to sensitive information without being authorized.
- DOT has not designed and implemented procedures to identify inappropriate access to sensitive personal information in the REAL ID document computer storage system.
- DOT did not have proper procedures in place to track required training and did not have procedures in place to track annual confidentiality policy acknowledgements.

Major Related Legislation

House Bill No. 1080 - Electronic proof of motor vehicle registration - Allows drivers to provide electronic proof of motor vehicle registration.

House Bill No. 1081 - Electronic vehicle charging tax study - Requires DOT to conduct a study of options to implement an electronic charging tax.

March 2, 2023

House Bill No. 1102 - Federal funds - Provides for the Director of DOT to seek federal grants and discretionary funding.

House Bill Nos. 1117, 1351, 1352, 1354, and 1355 and Senate Bill No. 2146 - Designated names for roads and bridges - Designates names for certain roads and bridges and provides DOT with a continuing appropriation to spend any funds donated for the placements of signs designating the names of the roads and bridges.

House Bill No. 1519 - Uncrewed aircraft and autonomous technology grants - Appropriates $250,000 from the federal State Fiscal Recovery Fund to DOT for uncrewed aircraft and autonomous technology grants to political subdivisions.

Senate Bill No. 2063 - Federal electric vehicle infrastructure grants - Authorizes DOT to enter agreements for electric vehicle charging infrastructure.

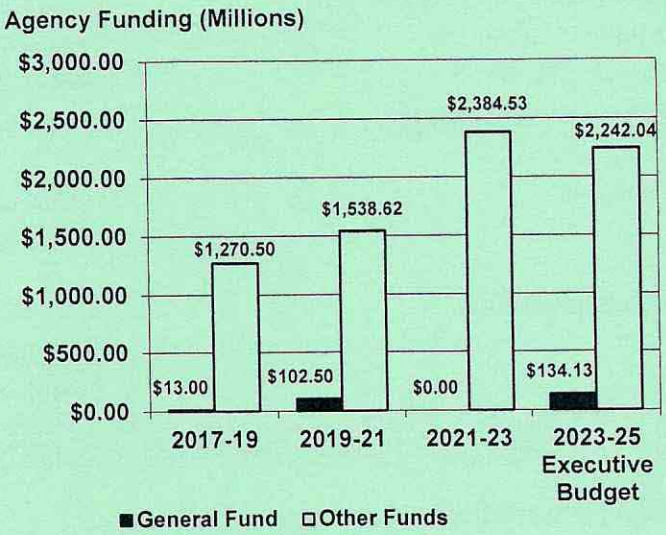
Senate Bill No. 2110 - National park maintenance agreement - Allows DOT to enter an agreement for the joint maintenance of the road network in Theodore Roosevelt National Park.

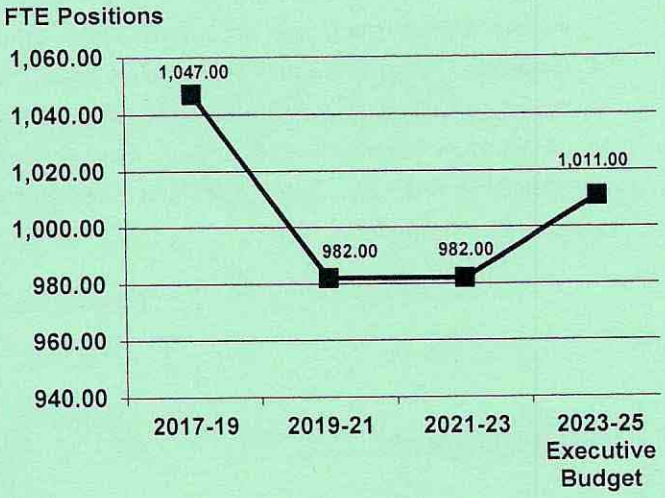
Senate Bill No. 2113 - Flexible transportation fund - Creates a flexible transportation fund for the construction and maintenance of state and local roads.

Senate Bill No. 2329 - County and township highway aid funds - Creates a county highway aid fund and a township highway aid fund and deposits 12.5 percent of motor vehicle excise tax collections in each fund.

Historical Appropriations Information

Agency Appropriations and FTE Positions





Ongoing Other Funds Appropriations

	2015-17	2017-19	2019-21	2021-23	2023-25 Executive Budget
Ongoing other funds appropriations	$1,266,540,461	$1,269,489,868	$1,388,445,404	$1,495,514,727	$1,652,036,667
Increase (decrease) from previous biennium	N/A	$2,949,407	$118,955,536	$107,069,323	$156,521,940
Percentage increase (decrease) from previous biennium	N/A	0.2%	9.4%	7.7%	10.5%
Cumulative percentage increase (decrease) from 2015-17 biennium	N/A	0.2%	9.6%	18.1%	30.4%

Major Increases (Decreases) in Ongoing Other Funds Appropriations

2017-19 Biennium

1. Removed 26.5 vacant FTE positions	($5,363,021)
2. Removed 5 FTE positions ($658,219) and related operating expenses ($628,400) through consolidation of eight highway maintenance sections	($1,286,619)
3. Removed 2 FTE administrator positions and transferred $396,261 from the salaries and wages line item to the capital assets line item	$0
4. Adjusted funding for operating expenses, capital assets, and grants	$14,067,380
5. Added funding for capital assets	$588,122
6. Reduced funding for operating expenses	($5,013,726)
7. Reduced funding for driver's license field sites	($160,293)

2019-21 Biennium

1. Removed 42 unspecified FTE positions and related funding	($7,979,595)
2. Restored 16 FTE positions for research and development, enterprise management, and to transform the department's artificial intelligence and design, drones, robotics, smart license plates, and digital driver's licenses ($3 million), and added 2 FTE positions related to Fargo driver's license operations ($334,000)	$3,334,000
3. Transferred 41 FTE IT positions and related funding to the Information Technology Department (ITD) ($8,224,012) and adds funding of $8,284,451 for payments to ITD for the IT unification initiative	$60,439
4. Increased funding for capital assets to provide a total ongoing capital asset funding of $859,725,944	$87,874,093

5. Increased funding for grants to provide a total of $95,854,637 — $17,226,607

2021-23 Biennium

1. Increased funding for capital payments to provide a total of $837,191,709 — $19,416,426
2. Increased funding for building, grounds, and maintenance to provide a total of $80,402,361 — $11,874,907
3. Increased funding for professional services to provide a total of $79,008,372 — $10,213,695
4. Increased funding for data processing to provide a total of $26,176,352 — $6,143,124
5. Increased funding for operating fees and services to provide a total of $7,840,256 — $4,365,500

2023-25 Biennium (Executive Budget Recommendation)

1. Adds $115 million for a new state funded transportation program — $115,000,000
2. Adds 29 FTE positions — $5,444,921

One-Time Appropriations

	2015-17	2017-19	2019-21	2021-23	2023-25 Executive Budget
One-time appropriations	$820,000,000	$1,015,000	$73,800,000	$889,019,357	$724,125,000

Major One-Time Appropriations

2017-19 Biennium

1. Added one-time funding for an electronic payment processing system to be implemented by ITD, of which $147,000 is from a Bank of North Dakota loan and $159,000 is for repayment of the loan. — $306,000
2. Added one-time funding of other funds received from Adjutant General loan proceeds for law enforcement costs relating to unlawful activity associated with the construction of the Dakota Access Pipeline — $709,000

2019-21 Biennium

1. Added one-time funding from the highway fund to replace the driver's license system — $22,500,000
2. Added contingent one-time funding from a Bank of North Dakota loan to match federal grants — $50,000,000

2021-23 Biennium

1. Added one-time funding from federal funds as matching funds for road and bridge projects, of which $35 million is to match funding provided through bonding and $20 million is to match funding allocated to townships — $55,000,000
2. Added one-time funding from federal funds received under the federal American Rescue Plan Act and other federal funding — $318,609,357
3. Added one-time funding from bond proceeds deposited in the highway fund for state highway bridge projects and for matching federal funds for US Highway 85 — $70,000,000
4. Added contingent one-time funding from a Bank of North Dakota loan to match federal grants for US Highway 85 — $50,000,000
5. Added one -time funding from federal funds for infrastructure improvements to US Highway 85 — $45,000,000

2023-25 Biennium (Executive Budget Recommendation)

1. Adds $100 million from the general fund and $300 million from SIIF to match federal funds, including one-time federal funds of $290 million — $690,000,000
2. Adds $25 million from the general fund to establish a state funded transportation program — $25,000,000
3. Adds $6.25 million from the general fund for the roadway information management system project — $6,250,000
4. Provides $2.01 million from the general fund for automated vehicle locators — $2,010,000

Department of Transportation - Budget No. 801
House Bill No. 1012
Base Level Funding Changes

	Executive Budget Recommendation				House Version			
	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2023-25 Biennium Base Level	982.00	$0	$1,495,514,727	$1,495,514,727	982.00	$0	$1,495,514,727	$1,495,514,727
2023-25 Ongoing Funding Changes								
Cost to continue salary increases, including cost to continue 2021-23 equity adjustments			$9,903,727	$9,903,727			$9,903,727	$9,903,727
Salary increase			13,726,830	13,726,830			10,268,264	10,268,264
Health insurance increase			5,030,586	5,030,586			5,146,310	5,146,310
Base budget adjustments, including adjustments to federal funding levels			7,415,879	7,415,879			7,415,879	7,415,879
State-funded transportation program			115,000,000	115,000,000				0
New FTE positions	29.00		5,444,921	5,444,921	16.00		3,146,926	3,146,926
Federal matching funds (Motor vehicle excise tax)				0			169,250,000	169,250,000
Total ongoing funding changes	29.00	$0	$156,521,943	$156,521,943	16.00	$0	$205,131,106	$205,131,106
One-Time Funding Items								
Federal matching funds one-time, including SIIF		$100,000,000	$73,736,663	$173,736,663				$0
Federal discretionary funds, including SIIF match			516,263,337	516,263,337			$490,000,000	490,000,000
State-funded transportation program (SIIF)		25,000,000		25,000,000			115,000,000	115,000,000
Roadway information management system project		6,250,000		6,250,000		$6,250,000		6,250,000
Door security		865,000		865,000		865,000		865,000
Automated vehicle location		2,010,000		2,010,000		2,010,000		2,010,000
Contingent US Highway 85 loan				0			50,000,000	50,000,000
Short line railroad programs (SIIF)				0			8,000,000	8,000,000
Northern Red River Valley flood projects study				0			5,000,000	5,000,000
Contingent loan - flood projects				0			28,500,000	28,500,000
Rural transit programs				0		1,250,000		1,250,000
Total one-time funding changes	0.00	$134,125,000	$590,000,000	$724,125,000	0.00	$10,375,000	$696,500,000	$706,875,000
Total Changes to Base Level Funding	29.00	$134,125,000	$746,521,943	$880,646,943	16.00	$10,375,000	$901,631,106	$912,006,106
2023-25 Total Funding	1,011.00	$134,125,000	$2,242,036,670	$2,376,161,670	998.00	$10,375,000	$2,397,145,833	$2,407,520,833
Federal funds included in other funds			*$1,219,302,445*				*$1,218,905,109*	
Total ongoing changes as a percentage of base level	*3.0%*		*10.5%*	*10.5%*	*1.6%*		*13.7%*	*13.7%*
Total changes as a percentage of base level	*3.0%*		*49.9%*	*58.9%*	*1.6%*		*60.3%*	*61.0%*

Other Sections in Department of Transportation - Budget No. 801

	Executive Budget Recommendation	House Version
Line item transfers	Section 3 would authorize DOT to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.	Section 3 authorizes the Office of Management and Budget to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items as requested by DOT when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Legislative Council.
Exemption - State highway investments	Section 4 would provide that $503,115,558 appropriated in the capital assets line item of House Bill No. 1012 (2015), relating to enhanced state highway investments, is exempt from Section 54-44.1-11 and may be continued into the 2023-25 biennium.	Not included.
Additional income appropriation	Section 5 would appropriate any additional federal or other funds available to DOT during the 2023-25 biennium.	Not included.
Contingent loan authorization	Section 7 would allow DOT to borrow up to $50 million from the Bank of North Dakota to match $50 million of federal funds.	Section 4 allows DOT to borrow up to $50 million from the Bank of North Dakota to match federal grant funds received for US Highway 85 projects.
Contingent loan authorization	Not included.	Section 5 allows DOT to borrow up to $28.5 million from the Bank of North Dakota for northern Red River Valley flood projects.
Strategic investment and improvements fund	Section 6 would identify $300 million from SIIF to be used to match federal highway funding.	Section 6 identifies $328 million from SIIF to match federal discretionary funds ($200 million), for a state flexible transportation fund ($115 million), for the short line railroad program ($8 million), and for a flood projects study ($5 million).
Rural transit funding	Not included.	Section 7 provides guidelines for the distribution of $1.25 million of additional rural transit funding.
Rest area and visitor center construction	Section 18 would authorize DOT to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.	Section 8 authorizes DOT to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.
Motor vehicle excise tax allocations	The executive budget recommends an amendment to Senate Bill No. 2015 to deposit 25 percent of motor vehicle excise tax collections into the highway fund the 1st year of the 2023-25 biennium and 50 percent of collections during the 2nd year of the biennium.	Section 9 amends Section 57-40.3-10 to deposit 50 percent of motor vehicle excise tax collections in the highway fund. Section 13 provides an effective date for the deposit of collections.
Amendment - 2021-23 biennium township funding allocation	Not included.	Section 10 amends an appropriation section from the 2021 legislative session to allow townships to access road and bridge project funding.
Amendment - 2021-23 biennium appropriation authority	Section 20 would amend an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.	Section 11 amends an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.
Exemptions	Sections 8 through 17 would provide exemptions for various road and infrastructure projects.	Section 12 provides exemptions for various road and infrastructure projects.
Emergency clause	Not included.	Section 14 provides an emergency clause for Sections 10 and 11 which amend the 2021 Session Laws.

WHITE PAPER ON PROPOSED INFASTRUCTURE FUNDING
HB 1012

1) Take 50% of the Motor Vehicle Excise tax, estimate at $169 million dollar and have it transferred into the Highway Fund. (reoccurring) These dollars would be used to **match Federal Aid Formula dollars used on the state highway system.**
2) Take $226.3 million dollars from the SIFF, one time funding, and use this to **match Federal Aid Discretionary/Grant funds** that become available to the DOT for state highway project. But allow flexibility that these funds can be spent on the state highway system if Federal Grants are not awarded. 1.2B
3) Take 50% of the Motor Vehicle Excise tax, estimated at $169 million dollars and have it transferred into the **Flexible Transportation Fund. (reoccurring)**
    a. **25%** of this fund would be set aside to non-oil producing county and township road and bridge project off the state highway system.
4) 2 additional FTE's to administer the program

Non- Oil Producing County and Township Road and bridge projects

25% of the Motor Vehicle Excise tax in the Flexible Transportation Fund or an estimated $42.25 million would be used for county and township improvements.

1) To be eligible townships would have to be at 18 mils

We would take 25% of the $42.25 million or $10.56 million and make it available to townships that qualify based on the needs identified in the UGPTI needs study. These dollars could be used for graveling project, culvert replacement project, signing project, or bridge projects.

The remaining $31.69 million would be split, with $15.0 million going for county projects and $16.69 million going for township projects. These projects need to fall within one of the criteria below and would work towards an integrated transportation system.

1) Corridor improvements on county and township roadways.
2) Stand-alone bridge/structure projects (greater than 20 feet in length)
3) Smaller structure projects (less than 20 feet in length) if they are part of a corridor improvement project.
4) Last mile economic generator needs.
5) Complete streets projects
6) Multi-model transportation projects

~~10.56~~
16.69
10.56
27.25

Department of Transportation - Budget No. 801
House Bill No. 1012
Base Level Funding Changes

	Executive Budget Recommendation				House Version				House Changes to Executive Budget Increase (Decrease) - Executive Budget			
	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2023-25 Biennium Base Level	982.00	$0	$1,495,514,727	$1,495,514,727	982.00	$0	$1,495,514,727	$1,495,514,727	0.00	$0	$0	$0
2023-25 Ongoing Funding Changes												
Cost to continue salary increases, including cost to continue 2021-23 equity adjustments			$9,903,727	$9,903,727			$9,903,727	$9,903,727				$0
Salary increase			13,726,830	13,726,830			10,268,264	10,268,264			(3,458,566)	(3,458,566)
Health insurance increase			5,030,586	5,030,586			5,146,310	5,146,310			115,724	115,724
Base budget adjustments, including adjustments to federal funding levels			7,415,879	7,415,879			7,415,879	7,415,879				0
State-funded transportation program			115,000,000	115,000,000				0			(115,000,000)	(115,000,000)
New FTE positions	29.00		5,444,921	5,444,921	16.00		3,146,926	3,146,926	(13.00)		(2,297,995)	(2,297,995)
Federal matching funds (Motor vehicle excise tax)				0			169,250,000	169,250,000			169,250,000	169,250,000
Total ongoing funding changes	29.00	$0	$156,521,943	$156,521,943	16.00	$0	$205,131,106	$205,131,106	(13.00)	$0	$48,609,163	$48,609,163
One-Time Funding Items												
Federal matching funds one-time, including SIIF		$100,000,000	$73,736,663	$173,736,663				$0		($100,000,000)	($73,736,663)	($173,736,663)
Federal discretionary funds, including SIIF match			516,263,337	516,263,337			$490,000,000	490,000,000			(26,263,337)	(26,263,337)
State-funded transportation program (SIIF)		25,000,000		25,000,000			115,000,000	115,000,000		(25,000,000)	115,000,000	90,000,000
Roadway information management system project		6,250,000		6,250,000		$6,250,000		6,250,000				0
Door security		865,000		865,000		865,000		865,000				0
Automated vehicle location		2,010,000		2,010,000		2,010,000		2,010,000				0
Contingent US Highway 85 loan				0			50,000,000	50,000,000			50,000,000	50,000,000
Short line railroad programs (SIIF)				0			8,000,000	8,000,000			8,000,000	8,000,000
Northern Red River Valley flood projects study				0			5,000,000	5,000,000			5,000,000	5,000,000
Contingent loan - flood projects				0			28,500,000	28,500,000			28,500,000	28,500,000
Rural transit programs				0		1,250,000		1,250,000		1,250,000		1,250,000
Total one-time funding changes	0.00	$134,125,000	$590,000,000	$724,125,000	0.00	$10,375,000	$696,500,000	$706,875,000	0.00	($123,750,000)	$106,500,000	($17,250,000)
Total Changes to Base Level Funding	29.00	$134,125,000	$746,521,943	$880,646,943	16.00	$10,375,000	$901,631,106	$912,006,106	(13.00)	($123,750,000)	$155,109,163	$31,359,163
2023-25 Total Funding	1,011.00	$134,125,000	$2,242,036,670	$2,376,161,670	998.00	$10,375,000	$2,397,145,833	$2,407,520,833	(13.00)	($123,750,000)	$155,109,163	$31,359,163
Federal funds included in other funds			*$1,219,302,445*				*$1,218,905,109*				*($397,336)*	
Total ongoing changes as a percentage of base level	*3.0%*		*10.5%*	*10.5%*	*1.6%*		*13.7%*	*13.7%*				
Total changes as a percentage of base level	*3.0%*		*49.9%*	*58.9%*	*1.6%*		*60.3%*	*61.0%*				

Other Sections in Department of Transportation - Budget No. 801

	Executive Budget Recommendation	House Version
Line item transfers	Section 3 would authorize DOT to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Office of Management and Budget.	Section 3 authorizes the Office of Management and Budget to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items as requested by DOT when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Legislative Council.
Exemption - State highway investments	Section 4 would provide that $503,115,558 appropriated in the capital assets line item of House Bill No. 1012 (2015), relating to enhanced state highway investments, is exempt from Section 54-44.1-11 and may be continued into the 2023-25 biennium.	Not included.
Additional income appropriation	Section 5 would appropriate any additional federal or other funds available to DOT during the 2023-25 biennium.	Not included.
Contingent loan authorization	Section 7 would allow DOT to borrow up to $50 million from the Bank of North Dakota to match $50 million of federal funds.	Section 4 allows DOT to borrow up to $50 million from the Bank of North Dakota to match federal grant funds received for US Highway 85 projects.
Contingent loan authorization	Not included.	Section 5 allows DOT to borrow up to $28.5 million from the Bank of North Dakota for northern Red River Valley flood projects.
Strategic investment and improvements fund	Section 6 would identify $300 million from SIIF to be used to match federal highway funding.	Section 6 identifies $328 million from SIIF to match federal discretionary funds ($200 million), for a state flexible transportation fund ($115 million), for the short line railroad program ($8 million), and for a flood projects study ($5 million).
Rural transit funding	Not included.	Section 7 provides guidelines for the distribution of $1.25 million of additional rural transit funding.
Rest area and visitor center construction	Section 18 would authorize DOT to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.	Section 8 authorizes DOT to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.
Motor vehicle excise tax allocations	The executive budget recommends an amendment to Senate Bill No. 2015 to deposit 25 percent of motor vehicle excise tax collections into the highway fund the 1st year of the 2023-25 biennium and 50 percent of collections during the 2nd year of the biennium.	Section 9 amends Section 57-40.3-10 to deposit 50 percent of motor vehicle excise tax collections in the highway fund. Section 13 provides an effective date for the deposit of collections.
Amendment - 2021-23 biennium township funding allocation	Not included.	Section 10 amends an appropriation section from the 2021 legislative session to allow townships to access road and bridge project funding.
Amendment - 2021-23 biennium appropriation authority	Section 20 would amend an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.	Section 11 amends an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.
Exemptions	Sections 8 through 17 would provide exemptions for various road and infrastructure projects.	Section 12 provides exemptions for various road and infrastructure projects.
Emergency clause	Not included.	Section 14 provides an emergency clause for Sections 10 and 11 which amend the 2021 Session Laws.

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1012 - Funding Summary

	Base Budget	House Changes	House Version
Department of Transportation			
Salaries and wages	$204,109,585	$28,313,251	$232,422,836
Operating expenses	270,888,188	59,493,286	330,381,474
Capital assets	902,431,344	741,713,721	1,644,145,065
Grants	118,085,610	3,985,848	122,071,458
Contingent loan authorization		78,500,000	78,500,000
Total all funds	$1,495,514,727	$912,006,106	$2,407,520,833
Less estimated income	1,495,514,727	901,631,106	2,397,145,833
General fund	$0	$10,375,000	$10,375,000
FTE	982.00	16.00	998.00
Bill total			
Total all funds	$1,495,514,727	$912,006,106	$2,407,520,833
Less estimated income	1,495,514,727	901,631,106	2,397,145,833
General fund	$0	$10,375,000	$10,375,000
FTE	982.00	16.00	998.00

House Bill No. 1012 - Department of Transportation - House Action

	Base Budget	House Changes	House Version
Salaries and wages	$204,109,585	$28,313,251	$232,422,836
Operating expenses	270,888,188	59,493,286	330,381,474
Capital assets	902,431,344	741,713,721	1,644,145,065
Grants	118,085,610	3,985,848	122,071,458
Contingent loan authorization		78,500,000	78,500,000
Total all funds	$1,495,514,727	$912,006,106	$2,407,520,833
Less estimated income	1,495,514,727	901,631,106	2,397,145,833
General fund	$0	$10,375,000	$10,375,000
FTE	982.00	16.00	998.00

Department 801 - Department of Transportation - Detail of House Changes

	Adds Funding for Cost to Continue Salary Increases[1]	Adjusts Base Level Funding[2]	Adds Funding for Salary and Benefit Increases[3]	Adds FTE Positions[4]	Adds Funding to Match Federal Formula Funds[5]	Adds One-Time Funding to Match Federal Discretionary Grants[6]
Salaries and wages	$9,903,727		$15,414,574	$2,994,950		
Operating expenses		$45,216,310		151,976		
Capital assets		(32,536,279)			$169,250,000	$490,000,000
Grants		(5,264,152)				
Contingent loan authorization						
Total all funds	$9,903,727	$7,415,879	$15,414,574	$3,146,926	$169,250,000	$490,000,000
Less estimated income	9,903,727	7,415,879	15,414,574	3,146,926	169,250,000	490,000,000
General fund	$0	$0	$0	$0	$0	$0
FTE	0.00	0.00	0.00	16.00	0.00	0.00

	Adds Funding for State Flexible Transportation Program[7]	Adds Contingent Loan Authorizations[8]	Adds One-Time Funding for Short Line Railroad Programs[9]	Adds One-Time Funding for Projects to Address Flooding[10]	Adds One-Time Funding for Rural Transit[11]	Adds One-Time Funding for Projects and Technology[12]
Salaries and wages						
Operating expenses				$5,000,000		$9,125,000
Capital assets	$115,000,000					
Grants			$8,000,000		$1,250,000	
Contingent loan authorization		$78,500,000				
Total all funds	$115,000,000	$78,500,000	$8,000,000	$5,000,000	$1,250,000	$9,125,000
Less estimated income	115,000,000	78,500,000	8,000,000	5,000,000	0	0
General fund	$0	$0	$0	$0	$1,250,000	$9,125,000
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	Total House Changes
Salaries and wages	$28,313,251
Operating expenses	59,493,286
Capital assets	741,713,721
Grants	3,985,848
Contingent loan authorization	78,500,000
Total all funds	$912,006,106
Less estimated income	901,631,106
General fund	$10,375,000
FTE	16.00

[1] Funding is added for the cost to continue 2021-23 biennium salary increases.

[2] Funding is adjusted based on estimated federal funds to be received and for other adjustments.

[3] The following funding is added for 2023-25 biennium salary adjustments of 4 percent on July 1, 2023, and 4 percent on July 1, 2024, and increases in health insurance premiums from $1,429 to $1,648 per month:

	Other Funds
Salary increase	$10,268,264
Health insurance increase	5,146,310
Total	$15,414,574

[4] Funding is added for the following FTE positions:

	FTE	Other Funds
Auditors	4.00	$829,992
Equipment operators	7.00	949,974
Driving examiners	2.00	499,984
Accountants	3.00	715,000
Total	16.00	$2,994,950

Operating funding of $151,976 is also added for the examiner positions to increase the availability of commercial driver's license testing.

[5] Funding from the highway fund is appropriated to match federal funds. The funding is from 50 percent of motor vehicle excise taxes deposited in the highway fund resulting in a general fund revenue reduction of $169,250,000.

[6] Funding from the strategic investment and improvements fund ($200 million) is appropriated to match federal discretionary grants ($290 million).

[7] Funding is appropriated from the strategic investment and improvements fund to establish a state flexible transportation program.

[8] A $50 million appropriation from a contingent Bank of North Dakota loan is provided to match federal grants received for projects improving United States Highway 85. A $28.5 million appropriation from a contingent Bank of North Dakota loan is provided to match funds provided by the Minnesota Department of Transportation for projects to address flooding in the northern Red River Valley.

[9] One-time funding from the strategic investment and improvements fund is added to enhance loan programs to assist short line railroads with rail improvement projects.

[10] One-time funding from the strategic investment and improvements fund is added for studies, preliminary engineering, and environmental studies to address northern Red River Valley infrastructure affected by flooding.

[11] One-time funding is added for grants to rural transit providers.

[12] One-time funding from the general fund is added for the following projects:
- $6,250,000 for the roadway information management system project;
- $865,000 for building door security; and
- $2,010,000 for an automated vehicle location project.

This amendment also:
- Amends North Dakota Century Code Section 57-40.3-10 to deposit 50 percent of motor vehicle excise tax collections in the highway fund. The amendment would reduce estimated general fund revenues by $169,250,000;
- Amends Section 13 of Chapter 15 of the 2021 Session Laws to adjust appropriation language relating to the distribution of 2021-23 biennium funding to townships;
- Amends Section 10 of Chapter 80 of the 2021 Session Laws to adjust appropriation language relating to the use of funding derived from bond proceeds during the 2021-23 biennium;
- Authorizes the Department of Transportation to construct a rest area in the western part of the state utilizing funds from the highway fund; and
- Provides exemptions to allow the Department of Transportation to continue selected 2021-23 biennium appropriations into the 2023-25 biennium.

23.0241.02007
Title.

Fiscal No. 3

Prepared by the Legislative Council staff for
the Senate Appropriations - Government
Operations Division Committee
March 31, 2023

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1012

Page 1, line 2, after "section" insert "27-02-37.3 as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, and section"

Page 1, line 3, after "to" insert "the flexible transportation fund,"

Page 1, replace lines 15 through 23 with:

"Salaries and wages	$204,109,585	$13,636,811	$217,746,396
Operating expenses	270,888,188	64,493,286	335,381,474
Capital assets	902,431,344	700,463,721	1,602,895,065
Grants	118,085,610	(14,152)	118,071,458
Contingent loan authorization	0	78,500,000	78,500,000
Total all funds	$1,495,514,727	$857,079,666	$2,352,594,393
Less estimated income	1,495,514,727	846,704,666	2,342,219,393
Total general fund	$0	$10,375,000	$10,375,000
Full-time equivalent positions	982.00	16.00	998.00"

Page 2, replace lines 13 and 14 with:

"Federal matching funds	0	290,000,000
State flexible transportation fund	0	100,000,000"

Page 2, replace line 18 with:

"Short line railroad programs	0	4,000,000
United States highway 52 environmental study	0	5,000,000"

Page 2, replace lines 21 and 22 with

"Total all funds	$889,019,357	$492,875,000
Less estimated income	889,019,357	482,500,000"

Page 3, line 29, replace "$328,000,000" with "$114,000,000"

Page 3, line 31, remove "The sum of $200,000,000 for matching federal highway discretionary grants;"

Page 4, line 1, remove "2."

Page 4, line 1, replace "$115,000,000" with "$100,000,000"

Page 4, line 2, replace "3." with "2."

Page 4, line 2, replace "$8,000,000" with "$4,000,000"

Page 4, line 3, remove "and"

Page 4, line 4, replace "4." with "3."

Page 4, line 5, after "flooding" insert "; and

4. The sum of $5,000,000 for an environmental study of a portion of United States highway 52"

Page 4, after line 14, insert:

"**SECTION 9. AMENDMENT.** Section 24-02-07.3 of the North Dakota Century Code as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, is amended and reenacted as follows:

24-02-37.3. Flexible transportation fund.

There is created in the state treasury the flexible transportation fund. The fund consists of eligible federal or state funding and any contributed private funds.

1. The flexible transportation fund must be administered and expended by the director and may be used for the following:
   a. Providing a match for federal funding obtained by the department of transportation.
   b. State-funded road and bridge construction and maintenance, and transportation support costs including staffing, facilities, and operational expenditures on the state highway system.
   c. State-funded road and bridge construction and maintenance activities within the state but off of the state highway system. The director shall establish the terms and provisions of the program.
2. All money derived from the investment of the flexible transportation fund or any portion of the fund, must be credited to the flexible transportation fund. The director shall monthly transmit all moneys collected and received under this chapter to the state treasurer to be transferred and credited to the flexible transportation fund.
3. The director shall allocate at least twenty-five percent of motor vehicle excise tax collections deposited in the flexible transportation fund pursuant to section 57-40.3-10 for non-oil-producing county and township road and bridge projects as follows:
   a. The funds must be allocated by the department to counties for projects or grants for the benefit of counties and organized and unorganized townships;
   b. The department shall establish criteria to distribute the funds;
   c. The funds must be used for the maintenance and improvement of county and township paved and unpaved roads and bridges;
   d. Priority must be given to projects that match federal funds and to projects that improve roadways that serve as local corridors;
   e. An organized township is not eligible to receive funding if the township does not maintain any roadways or does not levy at least eighteen mills for general purposes; and
   f. For purposes of this subsection, "non-oil-producing county" means a county that received no allocation of funding or a total

allocation of less than five million dollars under subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal year before the start of each biennium."

Page 4, overstrike lines 18 and 19

Page 4, line 20, overstrike "to the general fund"

Page 4, line 20, remove "who shall deposit fifty percent of collections in the state highway fund and"

Page 4, line 21, remove "fifty percent of collections in the general fund"

Page 4, line 21, overstrike the period and insert immediately thereafter "After the deposits under sections 57-39.2-26.1, 57-39.2-26.2, and 57-39.2-26.3, moneys collected and received under this chapter must be deposited monthly in the state treasury and allocated as follows:

1. Fifty percent to the state highway fund to match federal highway funding; and

2. The remaining fifty percent to the flexible transportation fund."

Page 7, line 8, replace "9" with "10"

Page 7, line 10, remove "10 and"

Page 7, line 10, after "11" insert "and 12"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1012 - Department of Transportation - Senate Action

	Base Budget	House Version	Senate Changes	Senate Version
Salaries and wages	$204,109,585	$232,422,836	($14,676,440)	$217,746,396
Operating expenses	270,888,188	330,381,474	5,000,000	335,381,474
Capital assets	902,431,344	1,644,145,065	(41,250,000)	1,602,895,065
Grants	118,085,610	122,071,458	(4,000,000)	118,071,458
Contingent loan authorization		78,500,000		78,500,000
Total all funds	$1,495,514,727	$2,407,520,833	($54,926,440)	$2,352,594,393
Less estimated income	1,495,514,727	2,397,145,833	(54,926,440)	2,342,219,393
General fund	$0	$10,375,000	$0	$10,375,000
FTE	982.00	998.00	0.00	998.00

Department 801 - Department of Transportation - Detail of Senate Changes

	Adjusts Funding for Salary and Benefit Increases[1]	Removes Salary Funding for Funding Pool[2]	Reclassifies 4 FTE Positions[3]	Increases Funding for Federal Highway Funds Match[4]	Adjusts Discretionary and Flexible Transportation Funding[5]	Reduces Funding for Short Line Railroad Loan Program[6]
Salaries and wages	$3,181,552	($17,857,992)				
Operating expenses						
Capital assets				$2,250,000	($43,500,000)	
Grants						($4,000,000)
Contingent loan authorization						
Total all funds	$3,181,552	($17,857,992)	$0	$2,250,000	($43,500,000)	($4,000,000)
Less estimated income	3,181,552	(17,857,992)	0	2,250,000	(43,500,000)	(4,000,000)
General fund	$0	$0	$0	$0	$0	$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	Adds Funding for Environmental Study[7]	Total Senate Changes
Salaries and wages		($14,676,440)
Operating expenses	$5,000,000	5,000,000
Capital assets		(41,250,000)
Grants		(4,000,000)
Contingent loan authorization		
Total all funds	$5,000,000	($54,926,440)
Less estimated income	5,000,000	(54,926,440)
General fund	$0	$0
FTE	0.00	0.00

[1] Salaries and wages funding is adjusted to provide for 2023-25 biennium salary increases of 6 percent on July 1, 2023, and 4 percent on July 1, 2024, and for adjustments to health insurance premium rates as follows:

	Other Funds
Salary increase	$3,297,276
Health insurance adjustment	(115,724)
Total	$3,181,552

The House provided salary adjustments of 4 percent on July 1, 2023, and July 1, 2024.

[2] Funding for new FTE positions and estimated savings from vacant FTE positions is removed as shown below. These amounts are available to the agency if needed by submitting a request to the Office of Management and Budget for a transfer from the new and vacant FTE funding pool.

	Other Funds
New FTE positions	($2,994,974)
Vacant FTE positions	(14,863,018)
Total	($17,857,992)

[3] Four vacant FTE positions are reclassified to 2 FTE driver's license examiner positions and 2 FTE positions to administer the county and township roadway program.

[4] Funding derived from 50 percent of motor vehicle excise tax collections deposited in the highway fund to match regular highway funding is increased based on the March 2023 revised revenue forecast.

[5] Funding for federal discretionary funds match and the flexible transportation fund is adjusted as follows:

House:

Flexible transportation fund - $115 million from the strategic investment and improvements fund

Discretionary match - $200 million from the strategic investment and improvements fund

Senate:

Flexible transportation fund, including discretionary match - $171.5 million from motor vehicle excise tax collections, $100 million from the strategic investment and improvements fund

[6] Funding added by the House from the strategic investment and improvements fund to enhance the short line railroad loan program is reduced from $8 million to $4 million.

[7] One-time funding from the strategic investment and improvements fund is added for an environmental study of US Highway 52 from Minot to Voltaire.

This amendment also:

- Adjusts statutory language to provide that 50 percent of motor vehicle excise taxes be deposited in the highway fund and the remaining 50 percent be deposited in the flexible transportation fund. The House provided for 50 percent of motor vehicle excise taxes to be deposited in the highway fund and 50 percent to be deposited in the general fund. This will decease general fund revenues by $171.5 million.
- Amends statutory language regarding the flexible transportation fund to provide that at least 25 percent of motor vehicle excise taxes deposited in the fund be used for county and township road and bridge projects.

Department of Transportation - Budget No. 801
House Bill No. 1012
Base Level Funding Changes

	House Version				Senate Version				Senate Changes to House Version Increase (Decrease) - House Version			
	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2023-25 Biennium Base Level	982.00	$0	$1,495,514,727	$1,495,514,727	982.00	$0	$1,495,514,727	$1,495,514,727	0.00	$0	$0	$0
2023-25 Ongoing Funding Changes												
Cost to continue salary increases, including cost to continue 2021-23 equity adjustments			$9,903,727	$9,903,727			$9,903,727	$9,903,727				$0
Salary increase			10,268,264	10,268,264			13,565,540	13,565,540			3,297,276	3,297,276
Health insurance increase			5,146,310	5,146,310			5,030,586	5,030,586			(115,724)	(115,724)
New and vacant FTE funding pool				0			(17,857,992)	(17,857,992)			(17,857,992)	(17,857,992)
Base budget adjustments, including adjustments to federal funding levels			7,415,879	7,415,879			7,415,879	7,415,879				0
Flexible transportation fund - ongoing				0			171,500,000	171,500,000			171,500,000	171,500,000
New FTE positions	16.00		3,146,926	3,146,926	16.00		3,146,926	3,146,926				0
Match federal funds (Motor vehicle excise tax)			169,250,000	169,250,000			171,500,000	171,500,000			2,250,000	2,250,000
Total ongoing funding changes	16.00	$0	$205,131,106	$205,131,106	16.00	$0	$364,204,666	$364,204,666	0.00	$0	$159,073,560	$159,073,560
One-Time Funding Items												
Federal matching funds one-time, including SIIF				$0				$0				$0
Federal discretionary funds (SIIF)			$200,000,000	200,000,000			0	0			(200,000,000)	(200,000,000)
Federal funds matching authority			290,000,000	290,000,000			290,000,000	290,000,000				0
Flexible transportation fund - one-time (SIIF)			115,000,000	115,000,000			100,000,000	100,000,000			(15,000,000)	(15,000,000)
Roadway information management system project		$6,250,000		6,250,000		6,250,000		6,250,000				0
Door security		865,000		865,000		865,000		865,000				0
Automated vehicle location		2,010,000		2,010,000		2,010,000		2,010,000				0
Contingent US Highway 85 loan			50,000,000	50,000,000			50,000,000	50,000,000				0
Short line railroad programs (SIIF)			8,000,000	8,000,000			4,000,000	4,000,000			(4,000,000)	(4,000,000)
Northern Red River Valley flood projects study (SIIF)			5,000,000	5,000,000			5,000,000	5,000,000				0
Contingent loan - flood projects			28,500,000	28,500,000			28,500,000	28,500,000				0
Rural transit programs		1,250,000		1,250,000		1,250,000		1,250,000				0
Highway 52 study (SIIF)				0			5,000,000	5,000,000			5,000,000	5,000,000
Total one-time funding changes	0.00	$10,375,000	$696,500,000	$706,875,000	0.00	$10,375,000	$482,500,000	$492,875,000	0.00	$0	($214,000,000)	($214,000,000)
Total Changes to Base Level Funding	16.00	$10,375,000	$901,631,106	$912,006,106	16.00	$10,375,000	$846,704,666	$857,079,666	0.00	$0	($54,926,440)	($54,926,440)
2023-25 Total Funding	998.00	$10,375,000	$2,397,145,833	$2,407,520,833	998.00	$10,375,000	$2,342,219,393	$2,352,594,393	0.00	$0	($54,926,440)	($54,926,440)
Federal funds included in other funds			*$1,218,905,109*				*$1,217,534,154*				*($1,370,955)*	
Total ongoing changes as a percentage of base level	*1.6%*		*13.7%*	*13.7%*	*1.6%*		*24.4%*	*24.4%*				
Total changes as a percentage of base level	*1.6%*		*60.3%*	*61.0%*	*1.6%*		*56.6%*	*57.3%*				

Other Sections in Department of Transportation - Budget No. 801

	House Version	Senate Version
Line item transfers	Section 3 authorizes the Office of Management and Budget to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items as requested by DOT when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Legislative Council.	Section 3 authorizes the Office of Management and Budget to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items as requested by DOT when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Legislative Council.
Contingent loan authorization	Section 4 allows DOT to borrow up to $50 million from the Bank of North Dakota to match federal grant funds received for US Highway 85 projects.	Section 4 allows DOT to borrow up to $50 million from the Bank of North Dakota to match federal grant funds received for US Highway 85 projects.
Contingent loan authorization	Section 5 allows DOT to borrow up to $28.5 million from the Bank of North Dakota for northern Red River Valley flood projects.	Section 5 allows DOT to borrow up to $28.5 million from the Bank of North Dakota for northern Red River Valley flood projects.
Strategic investment and improvements fund	Section 6 identifies $328 million from SIIF to match federal discretionary funds ($200 million), for a state flexible transportation fund ($115 million), for the short line railroad program ($8 million), and for a flood projects study ($5 million).	Section 6 identifies $114 million from SIIF for a state flexible transportation fund ($100 million), for the short line railroad program ($4 million), a flood projects study ($5 million), and a highway 52 study ($5 million).
Rural transit funding	Section 7 provides guidelines for the distribution of $1.25 million of additional rural transit funding.	Section 7 provides guidelines for the distribution of $1.25 million of additional rural transit funding.
Rest area and visitor center construction	Section 8 authorizes DOT to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.	Section 8 authorizes DOT to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.
Flexible transportation fund	Not included.	Section 9 provides for 25 percent of motor vehicle excise taxes deposited in the flexible transportation fund to be used for county and township road and bridge projects.
Motor vehicle excise tax allocations	Section 9 amends Section 57-40.3-10 to deposit 50 percent of motor vehicle excise tax collections in the highway fund. Section 13 provides an effective date for the deposit of collections.	Section 10 amends Section 57-40.3-10 to deposit 50 percent of motor vehicle excise tax collections in the highway fund and the remaining 50 percent of collections in the flexible transportation fund. Section 14 provides an effective date for the deposit of collections.
Amendment - 2021-23 biennium township funding allocation	Section 10 amends an appropriation section from the 2021 legislative session to allow townships to access road and bridge project funding.	Section 11 amends an appropriation section from the 2021 legislative session to allow townships to access road and bridge project funding.
Amendment - 2021-23 biennium appropriation authority	Section 11 amends an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.	Section 12 amends an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.
Exemptions	Section 12 provides exemptions for various road and infrastructure projects.	Section 13 provides exemptions for various road and infrastructure projects.
Emergency clause	Section 14 provides an emergency clause for Sections 10 and 11 which amend the 2021 Session Laws.	Section 15 provides an emergency clause for Sections 11 and 12 which amend the 2021 Session Laws.

23.0241.02008
Title.
Fiscal No. 4

Prepared by the Legislative Council staff for
Senator Wanzek
April 6, 2023

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1012

Page 1, line 2, after "transportation" insert "; to create and enact sections 54-27-19.3 and 54-27-19.4 of the North Dakota Century Code, relating to the legacy earnings highway distribution fund and legacy earnings township highway aid fund"

Page 1, line 2, after "section" insert "24-02-37.3 as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, and section"

Page 1, line 3, after "to" insert "the flexible transportation fund,"

Page 1, line 6, after "report" insert "; to provide for a study"

Page 1, replace lines 15 through 23 with:

"Salaries and wages	$204,109,585	$13,636,811	$217,746,396
Operating expenses	270,888,188	61,993,286	332,881,474
Capital assets	902,431,344	653,963,721	1,556,395,065
Grants	118,085,610	2,485,848	120,571,458
Contingent loan authorization	0	78,500,000	78,500,000
Total all funds	$1,495,514,727	$810,579,666	$2,306,094,393
Less estimated income	1,495,514,727	800,204,666	2,295,719,393
Total general fund	$0	$10,375,000	$10,375,000
Full-time equivalent positions	982.00	16.00	998.00"

Page 2, replace lines 13 and 14 with:

"State matching funds	0	114,000,000
Federal highway funds	0	290,000,000
State flexible transportation fund	0	51,000,000"

Page 2, replace lines 18 and 19 with:

"Short line railroad programs	0	6,500,000
United States highway 52 environmental study	0	5,000,000
Flood projects study	0	2,500,000"

Page 2, replace lines 21 and 22 with:

"Total all funds	$889,019,357	$557,875,000
Less estimated income	889,019,357	547,500,000"

Page 3, line 29, replace "$328,000,000" with "$179,000,000"

Page 3, line 31, replace "$200,000,000" with "$114,000,000"

Page 3, line 31, replace "discretionary grants" with "funding"

Page 4, line 1, replace "$115,000,000" with "$51,000,000"

Page 4, line 2, replace "$8,000,000" with "$6,500,000"

Page 4, line 3, remove "and"

Page 4, line 4, replace "$5,000,000" with "$2,500,000 to match funding from the state of Minnesota and other sources"

Page 4, line 5, after "flooding" insert "; and

5. The sum of $5,000,000 for an environmental study of a portion of United States highway 52"

Page 4, after line 14, insert:

"**SECTION 9. AMENDMENT.** Section 24-02-37.3 of the North Dakota Century Code as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, is amended and reenacted as follows:

24-02-37.3. Flexible transportation fund - Budget section approval - Report.

There is created in the state treasury the flexible transportation fund. The fund consists of eligible federal or state funding and any contributed private funds.

1. The flexible transportation fund must be administered and expended by the director and may be used for the following:
   a. Providing a match for federal funding obtained by the department of transportation.
   b. State-funded road and bridge construction and maintenance, and transportation support costs including staffing, facilities, and operational expenditures on the state highway system.
   c. State-funded road and bridge construction and maintenance activities within the state but off of the state highway system. The director shall establish the terms and provisions of the program.
2. All money derived from the investment of the flexible transportation fund or any portion of the fund, must be credited to the flexible transportation fund. The director shall monthly transmit all moneys collected and received under this chapter to the state treasurer to be transferred and credited to the flexible transportation fund.
3. The director must receive budget section approval for any project that utilizes more than fifteen million dollars from the fund except for projects that match federal or private funds and the amount utilized from the fund is less than fifty percent of total project costs. Any request considered by the budget section must comply with section 54-35-02.9.
4. The director shall allocate at least twenty-five percent of motor vehicle excise tax collections deposited in the flexible transportation fund pursuant to section 57-40.3-10 for non-oil-producing county and township road and bridge projects as follows:
   a. The funds must be allocated by the department to counties for projects or grants for the benefit of counties and organized and unorganized townships;

b. The department shall establish criteria to distribute the funds;

c. The funds must be used for the maintenance and improvement of county and township paved and unpaved roads and bridges;

d. Priority must be given to projects that match federal funds and to projects that improve roadways that serve as local corridors;

e. An organized township is not eligible to receive funding if the township does not maintain any roadways or does not levy at least eighteen mills for general purposes; and

f. For purposes of this subsection, "non-oil-producing county" means a county that received no allocation of funding or a total allocation of less than five million dollars under subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal year before the start of each biennium.

4. The director shall provide periodic reports to the budget section regarding the status of the fund and projects receiving allocations from the fund.

SECTION 10. Section 54-27-19.3 of the North Dakota Century Code is created and enacted as follows:

54-27-19.3. Legacy earnings highway distribution fund.

A legacy earnings highway distribution fund is created as a special fund in the state treasury into which must be deposited any allocations of legacy fund earnings made under section 21-10-13. Any moneys in the legacy earnings highway distribution fund must be allocated and transferred by the state treasurer, as follows:

1. Sixty percent must be transferred to the department of transportation for deposit in the state highway fund;

2. Ten percent must be transferred to the legacy earnings township highway aid fund;

3. One and five-tenths percent must be transferred to the public transportation fund; and

4. Twenty-eight and five-tenths percent must be allocated to cities and counties using the formula established in subsection 4 of section 54-27-19. Moneys received by counties and cities must be used for roadway purposes in accordance with section 11 of article X of the Constitution of North Dakota.

SECTION 11. Section 54-27-19.4 of the North Dakota Century Code is created and enacted as follows:

54-27-19.4. Legacy earnings township highway aid fund.

A legacy earnings township highway aid fund is created as a special fund in the state treasury into which must be deposited any allocations of legacy fund earnings made under section 54-27-19.3 which must be allocated by the state treasurer, as follows:

1. The state treasurer shall allocate and distribute all money in the legacy earnings township highway aid fund to non-oil-producing counties of the state based on the length of township roads in each county compared to the length of all township roads in the state;

2. The county treasurer shall allocate the funds received to the organized townships in the county based on the length of township roads in each of those organized townships compared to the length of all township roads in the county. The funds received must be deposited in the township road and bridge fund and used for road and bridge purposes;

3. If a county does not have organized townships, or has some organized and some unorganized townships, the county shall retain a pro rata portion of the funds received based on the length of roads in unorganized townships compared to the length of township roads in organized townships in the county. Moneys retained by a county for the benefit of unorganized townships under this section must be deposited in the county road and bridge fund; and

4. For purposes of this section, "non-oil-producing county" means a county that received no allocation of funding or a total allocation of less than five million dollars under subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal year before the start of each biennium."

Page 4, overstrike lines 18 and 19

Page 4, line 20, overstrike "to the general fund"

Page 4, line 20, remove "who shall deposit fifty percent of collections in the state highway fund and"

Page 4, line 21, remove "fifty percent of collections in the general fund"

Page 4, line 21, overstrike the period and insert immediately thereafter "After the deposits under sections 57-39.2-26.1, 57-39.2-26.2, and 57-39.2-26.3, moneys collected and received under this chapter must be deposited monthly in the state treasury and allocated as follows:

1. Fifty percent to the general fund; and

2. The remaining fifty percent to the flexible transportation fund."

Page 6, after line 20, insert:

"**SECTION 15. LEGISLATIVE MANAGEMENT STUDY - ELECTRIC VEHICLES.** During the 2023-24 interim, the legislative management shall consider studying the effect of electric vehicles in the state. As part of the study, the legislative management shall consider the assessment of fees to offset reductions in motor fuel tax revenues, the impact of electric vehicles on electric demand and the electrical grid, the installation of electric vehicle charging infrastructure by private and public entities, including potential funding sources, the impact to public services and public transportation providers, and the effect on employment opportunities and other economic impacts, including tourism, automobile dealers, the energy industry, and the critical minerals industry. The study must include input from key stakeholders, including electric vehicle manufacturers, electric vehicle dealers, electric utilities, electric vehicle charging station manufacturers, and other transportation entities. The legislative

management shall report its findings and recommendations, together with any legislation required to implement the recommendations, to the sixty-ninth legislative assembly."

Page 7, line 8, replace "9" with "12"

Page 7, line 10, replace "10 and 11" with "14 and 15"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1012 - Department of Transportation - Senate Action

	Base Budget	House Version	Senate Changes	Senate Version
Salaries and wages	$204,109,585	$232,422,836	($14,676,440)	$217,746,396
Operating expenses	270,888,188	330,381,474	2,500,000	332,881,474
Capital assets	902,431,344	1,644,145,065	(87,750,000)	1,556,395,065
Grants	118,085,610	122,071,458	(1,500,000)	120,571,458
Contingent loan authorization		78,500,000		78,500,000
Total all funds	$1,495,514,727	$2,407,520,833	($101,426,440)	$2,306,094,393
Less estimated income	1,495,514,727	2,397,145,833	(101,426,440)	2,295,719,393
General fund	$0	$10,375,000	$0	$10,375,000
FTE	982.00	998.00	0.00	998.00

Department 801 - Department of Transportation - Detail of Senate Changes

	Adjusts Funding for Salary and Benefit Increases[1]	Removes Salary Funding for Funding Pool[2]	Reclassifies 4 FTE Positions[3]	Adjusts Funding for Federal Highway Funds Match[4]	Adjusts Discretionary and Flexible Transportation Funding[5]	Reduces Funding for Short Line Railroad Loan Program[6]
Salaries and wages	$3,181,552	($17,857,992)				
Operating expenses						
Capital assets				$4,750,000	($92,500,000)	
Grants						($1,500,000)
Contingent loan authorization						
Total all funds	$3,181,552	($17,857,992)	$0	$4,750,000	($92,500,000)	($1,500,000)
Less estimated income	3,181,552	(17,857,992)	0	4,750,000	(92,500,000)	(1,500,000)
General fund	$0	$0	$0	$0	$0	$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	Reduces Funding for Flood Study[7]	Adds Funding for Environmental Study[8]	Total Senate Changes
Salaries and wages			($14,676,440)
Operating expenses	($2,500,000)	$5,000,000	2,500,000
Capital assets			(87,750,000)
Grants			(1,500,000)
Contingent loan authorization			
Total all funds	($2,500,000)	$5,000,000	($101,426,440)
Less estimated income	(2,500,000)	5,000,000	(101,426,440)
General fund	$0	$0	$0
FTE	0.00	0.00	0.00

[1] Salaries and wages funding is adjusted to provide for 2023-25 biennium salary increases of 6 percent on July 1, 2023, and 4 percent on July 1, 2024, and for adjustments to health insurance premium rates as follows:

	Other Funds
Salary increase	$3,297,276
Health insurance adjustment	(115,724)
Total	$3,181,552

The House provided salary adjustments of 4 percent on July 1, 2023, and July 1, 2024.

[2] Funding for new FTE positions and estimated savings from vacant FTE positions is removed as shown below. These amounts are available to the agency if needed by submitting a request to the Office of Management and Budget for a transfer from the new and vacant FTE funding pool.

	Other Funds
New FTE positions	($2,994,974)
Vacant FTE positions	(14,863,018)
Total	($17,857,992)

[3] Four vacant FTE positions are reclassified to 2 FTE driver's license examiner positions and 2 FTE positions to administer the county and township roadway program.

[4] Funding of $169,250,000 derived from 50 percent of motor vehicle excise tax collections deposited in the highway fund to match regular federal highway funding is removed and replaced with $60 million from legacy fund earnings and one-time funding of $114 million from the strategic investment and improvements fund.

[5] Funding for federal discretionary funds match and the flexible transportation fund is adjusted as follows:

House:

Flexible transportation fund - $115 million from the strategic investment and improvements fund

Discretionary match - $200 million from the strategic investment and improvements fund

Senate:

Flexible transportation fund, including discretionary match - $171.5 million from motor vehicle excise tax collections, $51 million from the strategic investment and improvements fund

[6] Funding added by the House from the strategic investment and improvements fund to enhance the short line railroad loan program is reduced from $8 million to $6.5 million.

[7] One-time funding from the strategic investment and improvements fund added by the House for studies, preliminary engineering, and environmental studies to address northern Red River Valley infrastructure affected by flooding is reduced from $5 million to $2.5 million.

[8] One-time funding from the strategic investment and improvements fund is added for an environmental study of US Highway 52 from Minot to Voltaire.

This amendment also:

- Adjusts statutory language to provide that 50 percent of motor vehicle excise taxes be deposited in the general fund and the remaining 50 percent be deposited in the flexible transportation fund. The House provided for 50 percent of motor vehicle excise taxes to be deposited in the highway fund and 50 percent to be deposited in the general fund.
- Amends statutory language regarding the flexible transportation fund to provide that at least 25 percent of motor vehicle excise taxes deposited in the fund be used for county and township road and bridge projects, to require Budget Section approval for certain projects, and to require Budget Section reports.
- Adds a section to create a legacy earnings highway distribution fund to distribute transportation funding to the highway fund and political subdivisions that is received from legacy fund earnings.
- Adds a section to create a legacy earnings township highway aid fund to distribute transportation funding to non-oil producing counties that is received from legacy fund earnings.
- Adds a Legislative Management study of the effect of electric vehicles in the state.

23.0241.02010
Title.

Fiscal No. 4

Prepared by the Legislative Council staff for
the Senate Appropriations - Government
Operations Division Committee
April 6, 2023

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1012

Page 1, line 2, after "transportation" insert "; to create and enact sections 54-27-19.3 and 54-27-19.4 of the North Dakota Century Code, relating to the legacy earnings highway distribution fund and legacy earnings township highway aid fund"

Page 1, line 2, after "section" insert "24-02-37.3 as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, and section"

Page 1, line 3, after "to" insert "the flexible transportation fund,"

Page 1, line 6, after "report" insert "; to provide for a study"

Page 1, replace lines 15 through 23 with:

"Salaries and wages	$204,109,585	$13,636,811	$217,746,396
Operating expenses	270,888,188	61,993,286	332,881,474
Capital assets	902,431,344	653,963,721	1,556,395,065
Grants	118,085,610	2,485,848	120,571,458
Contingent loan authorization	0	78,500,000	78,500,000
Total all funds	$1,495,514,727	$810,579,666	$2,306,094,393
Less estimated income	1,495,514,727	800,204,666	2,295,719,393
Total general fund	$0	$10,375,000	$10,375,000
Full-time equivalent positions	982.00	16.00	998.00"

Page 2, replace lines 13 and 14 with:

"State matching funds	0	114,000,000
Federal highway funds	0	290,000,000
State flexible transportation fund	0	51,000,000"

Page 2, replace lines 18 and 19 with:

"Short line railroad programs	0	6,500,000
United States highway 52 environmental study	0	5,000,000
Flood projects study	0	2,500,000"

Page 2, replace lines 21 and 22 with:

"Total all funds	$889,019,357	$557,875,000
Less estimated income	889,019,357	547,500,000"

Page 3, line 29, replace "$328,000,000" with "$179,000,000"

Page 3, line 31, replace "$200,000,000" with "$114,000,000"

Page 3, line 31, replace "discretionary grants" with "funding"

Page 4, line 1, replace "$115,000,000" with "$51,000,000"

Page 4, line 2, replace "$8,000,000" with "$6,500,000"

Page 4, line 3, remove "and"

Page 4, line 4, replace "$5,000,000" with "$2,500,000 to match funding from the state of Minnesota and other sources"

Page 4, line 5, after "flooding" insert "; and

5. The sum of $5,000,000 for an environmental study of a portion of United States highway 52"

Page 4, after line 14, insert:

"**SECTION 9. AMENDMENT.** Section 24-02-37.3 of the North Dakota Century Code as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, is amended and reenacted as follows:

24-02-37.3. Flexible transportation fund - Budget section approval - Report.

There is created in the state treasury the flexible transportation fund. The fund consists of eligible federal or state funding and any contributed private funds.

1. The flexible transportation fund must be administered and expended by the director and may be used for the following:
   a. Providing a match for federal funding obtained by the department of transportation.
   b. State-funded road and bridge construction and maintenance, and transportation support costs including staffing, facilities, and operational expenditures on the state highway system.
   c. State-funded road and bridge construction and maintenance activities within the state but off of the state highway system. The director shall establish the terms and provisions of the program.
2. All money derived from the investment of the flexible transportation fund or any portion of the fund, must be credited to the flexible transportation fund. The director shall monthly transmit all moneys collected and received under this chapter to the state treasurer to be transferred and credited to the flexible transportation fund.
3. The director must receive budget section approval for any project that utilizes more than fifteen million dollars from the fund except for projects that match federal or private funds and the amount utilized from the fund is less than fifty percent of total project costs. Any request considered by the budget section must comply with section 54-35-02.9.
4. The director shall allocate at least twenty-five percent of motor vehicle excise tax collections deposited in the flexible transportation fund pursuant to section 57-40.3-10 for non-oil-producing county and township road and bridge projects as follows:
   a. The funds must be allocated by the department to counties for projects or grants for the benefit of counties and organized and unorganized townships;

b. The department shall establish criteria to distribute the funds;

c. The funds must be used for the maintenance and improvement of county and township paved and unpaved roads and bridges;

d. Priority must be given to projects that match federal funds and to projects that improve roadways that serve as local corridors;

e. An organized township is not eligible to receive funding if the township does not maintain any roadways or does not levy at least eighteen mills for general purposes; and

f. For purposes of this subsection, "non-oil-producing county" means a county that received no allocation of funding or a total allocation of less than five million dollars under subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal year before the start of each biennium.

5. The director shall provide periodic reports to the budget section regarding the status of the fund and projects receiving allocations from the fund.

SECTION 10. Section 54-27-19.3 of the North Dakota Century Code is created and enacted as follows:

54-27-19.3. Legacy earnings highway distribution fund.

A legacy earnings highway distribution fund is created as a special fund in the state treasury into which must be deposited any allocations of legacy fund earnings made under section 21-10-13. Any moneys in the legacy earnings highway distribution fund must be allocated and transferred by the state treasurer, as follows:

1. Sixty percent must be transferred to the department of transportation for deposit in the state highway fund;

2. Ten percent must be transferred to the legacy earnings township highway aid fund;

3. One and five-tenths percent must be transferred to the public transportation fund; and

4. Twenty-eight and five-tenths percent must be allocated to cities and counties using the formula established in subsection 4 of section 54-27-19. Moneys received by counties and cities must be used for roadway purposes in accordance with section 11 of article X of the Constitution of North Dakota.

SECTION 11. Section 54-27-19.4 of the North Dakota Century Code is created and enacted as follows:

54-27-19.4. Legacy earnings township highway aid fund.

A legacy earnings township highway aid fund is created as a special fund in the state treasury into which must be deposited any allocations of legacy fund earnings made under section 54-27-19.3 which must be allocated by the state treasurer, as follows:

1. The state treasurer shall allocate and distribute all money in the legacy earnings township highway aid fund to non-oil-producing counties of the state based on the length of township roads in each county compared to the length of all township roads in the state;

2. The county treasurer shall allocate the funds received to the organized townships in the county based on the length of township roads in each of those organized townships compared to the length of all township roads in the county. The funds received must be deposited in the township road and bridge fund and used for road and bridge purposes;

3. If a county does not have organized townships, or has some organized and some unorganized townships, the county shall retain a pro rata portion of the funds received based on the length of roads in unorganized townships compared to the length of township roads in organized townships in the county. Moneys retained by a county for the benefit of unorganized townships under this section must be deposited in the county road and bridge fund; and

4. For purposes of this section, "non-oil-producing county" means a county that received no allocation of funding or a total allocation of less than five million dollars under subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal year before the start of each biennium."

Page 4, overstrike lines 18 and 19

Page 4, line 20, overstrike "to the general fund"

Page 4, line 20, remove "who shall deposit fifty percent of collections in the state highway fund and"

Page 4, line 21, remove "fifty percent of collections in the general fund"

Page 4, line 21, overstrike the period and insert immediately thereafter "After the deposits under sections 57-39.2-26.1, 57-39.2-26.2, and 57-39.2-26.3, moneys collected and received under this chapter must be deposited monthly in the state treasury and allocated as follows:

1. Fifty percent to the general fund; and

2. The remaining fifty percent to the flexible transportation fund."

Page 6, after line 20, insert:

"**SECTION 15. LEGISLATIVE MANAGEMENT STUDY - ELECTRIC VEHICLES.** During the 2023-24 interim, the legislative management shall consider studying the effect of electric vehicles in the state. As part of the study, the legislative management shall consider the assessment of fees to offset reductions in motor fuel tax revenues, the impact of electric vehicles on electric demand and the electrical grid, the installation of electric vehicle charging infrastructure by private and public entities, including potential funding sources, the impact to public services and public transportation providers, and the effect on employment opportunities and other economic impacts, including tourism, automobile dealers, the energy industry, and the critical minerals industry. The study must include input from key stakeholders, including electric vehicle manufacturers, electric vehicle dealers, electric utilities, electric vehicle charging station manufacturers, and other transportation entities. The legislative

management shall report its findings and recommendations, together with any legislation required to implement the recommendations, to the sixty-ninth legislative assembly.

SECTION 16. DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85 PROJECT - REPORT. The department of transportation shall develop a plan to complete the United States highway 85 four-lane project in its entirety as approved in the final environmental impact statement document for project number 9-085(085)075, PCN20046. The plan must include a review of federal approvals received for the project and options to complete the project before the approvals expire. As part of the plan. The department shall identify potential funding sources, including the issuance of revenue anticipation bonds, to complete the project. The department shall present its plan to the legislative management before August 1, 2024."

Page 7, line 8, replace "9" with "12"

Page 7, line 10, replace "10 and 11" with "14 and 15"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1012 - Department of Transportation - Senate Action

	Base Budget	House Version	Senate Changes	Senate Version
Salaries and wages	$204,109,585	$232,422,836	($14,676,440)	$217,746,396
Operating expenses	270,888,188	330,381,474	2,500,000	332,881,474
Capital assets	902,431,344	1,644,145,065	(87,750,000)	1,556,395,065
Grants	118,085,610	122,071,458	(1,500,000)	120,571,458
Contingent loan authorization		78,500,000		78,500,000
Total all funds	$1,495,514,727	$2,407,520,833	($101,426,440)	$2,306,094,393
Less estimated income	1,495,514,727	2,397,145,833	(101,426,440)	2,295,719,393
General fund	$0	$10,375,000	$0	$10,375,000
FTE	982.00	998.00	0.00	998.00

Department 801 - Department of Transportation - Detail of Senate Changes

	Adjusts Funding for Salary and Benefit Increases[1]	Removes Salary Funding for Funding Pool[2]	Reclassifies 4 FTE Positions[3]	Adjusts Funding for Federal Highway Funds Match[4]	Adjusts Discretionary and Flexible Transportation Funding[5]	Reduces Funding for Short Line Railroad Loan Program[6]
Salaries and wages	$3,181,552	($17,857,992)				
Operating expenses						
Capital assets				$4,750,000	($92,500,000)	
Grants						($1,500,000)
Contingent loan authorization						
Total all funds	$3,181,552	($17,857,992)	$0	$4,750,000	($92,500,000)	($1,500,000)
Less estimated income	3,181,552	(17,857,992)	0	4,750,000	(92,500,000)	(1,500,000)
General fund	$0	$0	$0	$0	$0	$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	Reduces Funding for Flood Study[7]	Adds Funding for Environmental Study[8]	Total Senate Changes
Salaries and wages			($14,676,440)
Operating expenses	($2,500,000)	$5,000,000	2,500,000
Capital assets			(87,750,000)
Grants			(1,500,000)
Contingent loan authorization			
Total all funds	($2,500,000)	$5,000,000	($101,426,440)
Less estimated income	(2,500,000)	5,000,000	(101,426,440)
General fund	$0	$0	$0
FTE	0.00	0.00	0.00

[1] Salaries and wages funding is adjusted to provide for 2023-25 biennium salary increases of 6 percent on July 1, 2023, and 4 percent on July 1, 2024, and for adjustments to health insurance premium rates as follows:

	Other Funds
Salary increase	$3,297,276
Health insurance adjustment	(115,724)
Total	$3,181,552

The House provided salary adjustments of 4 percent on July 1, 2023, and July 1, 2024.

[2] Funding for new FTE positions and estimated savings from vacant FTE positions is removed as shown below. These amounts are available to the agency if needed by submitting a request to the Office of Management and Budget for a transfer from the new and vacant FTE funding pool.

	Other Funds
New FTE positions	($2,994,974)
Vacant FTE positions	(14,863,018)
Total	($17,857,992)

[3] Four vacant FTE positions are reclassified to 2 FTE driver's license examiner positions and 2 FTE positions to administer the county and township roadway program.

[4] Funding of $169,250,000 derived from 50 percent of motor vehicle excise tax collections deposited in the highway fund to match regular federal highway funding is removed and replaced with $60 million from legacy fund earnings and one-time funding of $114 million from the strategic investment and improvements fund.

[5] Funding for federal discretionary funds match and the flexible transportation fund is adjusted as follows:

House:

Flexible transportation fund - $115 million from the strategic investment and improvements fund

Discretionary match - $200 million from the strategic investment and improvements fund

Senate:

Flexible transportation fund, including discretionary match - $171.5 million from motor vehicle excise tax collections, $51 million from the strategic investment and improvements fund

[6] Funding added by the House from the strategic investment and improvements fund to enhance the short line railroad loan program is reduced from $8 million to $6.5 million.

[7] One-time funding from the strategic investment and improvements fund added by the House for studies, preliminary engineering, and environmental studies to address northern Red River Valley infrastructure affected by flooding is reduced from $5 million to $2.5 million.

[8] One-time funding from the strategic investment and improvements fund is added for an environmental study of US Highway 52 from Minot to Voltaire.

This amendment also:

- Adjusts statutory language to provide that 50 percent of motor vehicle excise taxes be deposited in the general fund and the remaining 50 percent be deposited in the flexible transportation fund. The House provided for 50 percent of motor vehicle excise taxes to be deposited in the highway fund and 50 percent to be deposited in the general fund.
- Amends statutory language regarding the flexible transportation fund to provide that at least 25 percent of motor vehicle excise taxes deposited in the fund be used for county and township road and bridge projects, to require Budget Section approval for certain projects, and to require Budget Section reports.
- Adds a section to create a legacy earnings highway distribution fund to distribute transportation funding to the highway fund and political subdivisions that is received from legacy fund earnings.
- Adds a section to create a legacy earnings township highway aid fund to distribute transportation funding to non-oil producing counties that is received from legacy fund earnings.
- Adds a Legislative Management study of the effect of electric vehicles in the state.
- Provides for the Department of Transportation to develop a plan to finish the US Highway 85 four-lane project.

23.0241.02010
Title.

Fiscal No. 4

Prepared by the Legislative Council staff for
the Senate Appropriations - Government
Operations Division Committee
April 6, 2023

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1012

Page 1, line 2, after "transportation" insert "; to create and enact sections 54-27-19.3 and 54-27-19.4 of the North Dakota Century Code, relating to the legacy earnings highway distribution fund and legacy earnings township highway aid fund"

Page 1, line 2, after "section" insert "24-02-37.3 as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, and section"

Page 1, line 3, after "to" insert "the flexible transportation fund,"

Page 1, line 6, after "report" insert "; to provide for a study"

Page 1, replace lines 15 through 23 with:

"Salaries and wages	$204,109,585	$13,636,811	$217,746,396
Operating expenses	270,888,188	61,993,286	332,881,474
Capital assets	902,431,344	653,963,721	1,556,395,065
Grants	118,085,610	2,485,848	120,571,458
Contingent loan authorization	0	78,500,000	78,500,000
Total all funds	$1,495,514,727	$810,579,666	$2,306,094,393
Less estimated income	1,495,514,727	800,204,666	2,295,719,393
Total general fund	$0	$10,375,000	$10,375,000
Full-time equivalent positions	982.00	16.00	998.00"

Page 2, replace lines 13 and 14 with:

"State matching funds	0	114,000,000
Federal highway funds	0	290,000,000
State flexible transportation fund	0	51,000,000"

Page 2, replace lines 18 and 19 with:

"Short line railroad programs	0	6,500,000
United States highway 52 environmental study	0	5,000,000
Flood projects study	0	2,500,000"

Page 2, replace lines 21 and 22 with:

"Total all funds	$889,019,357	$557,875,000
Less estimated income	889,019,357	547,500,000"

Page 3, line 29, replace "$328,000,000" with "$179,000,000"

Page 3, line 31, replace "$200,000,000" with "$114,000,000"

Page 3, line 31, replace "discretionary grants" with "funding"

Page 4, line 1, replace "$115,000,000" with "$51,000,000"

Page 4, line 2, replace "$8,000,000" with "$6,500,000"

Page 4, line 3, remove "and"

Page 4, line 4, replace "$5,000,000" with "$2,500,000 to match funding from the state of Minnesota and other sources"

Page 4, line 5, after "flooding" insert "; and

5. The sum of $5,000,000 for an environmental study of a portion of United States highway 52"

Page 4, after line 14, insert:

"**SECTION 9. AMENDMENT.** Section 24-02-37.3 of the North Dakota Century Code as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, is amended and reenacted as follows:

24-02-37.3. Flexible transportation fund - Budget section approval - Report.

There is created in the state treasury the flexible transportation fund. The fund consists of eligible federal or state funding and any contributed private funds.

1. The flexible transportation fund must be administered and expended by the director and may be used for the following:
   a. Providing a match for federal funding obtained by the department of transportation.
   b. State-funded road and bridge construction and maintenance, and transportation support costs including staffing, facilities, and operational expenditures on the state highway system.
   c. State-funded road and bridge construction and maintenance activities within the state but off of the state highway system. The director shall establish the terms and provisions of the program.
2. All money derived from the investment of the flexible transportation fund or any portion of the fund, must be credited to the flexible transportation fund. The director shall monthly transmit all moneys collected and received under this chapter to the state treasurer to be transferred and credited to the flexible transportation fund.
3. The director must receive budget section approval for any project that utilizes more than fifteen million dollars from the fund except for projects that match federal or private funds and the amount utilized from the fund is less than fifty percent of total project costs. Any request considered by the budget section must comply with section 54-35-02.9.
4. The director shall allocate at least twenty-five percent of motor vehicle excise tax collections deposited in the flexible transportation fund pursuant to section 57-40.3-10 for non-oil-producing county and township road and bridge projects as follows:
   a. The funds must be allocated by the department to counties for projects or grants for the benefit of counties and organized and unorganized townships;

b. The department shall establish criteria to distribute the funds;

c. The funds must be used for the maintenance and improvement of county and township paved and unpaved roads and bridges;

d. Priority must be given to projects that match federal funds and to projects that improve roadways that serve as local corridors;

e. An organized township is not eligible to receive funding if the township does not maintain any roadways or does not levy at least eighteen mills for general purposes; and

f. For purposes of this subsection, "non-oil-producing county" means a county that received no allocation of funding or a total allocation of less than five million dollars under subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal year before the start of each biennium.

5. The director shall provide periodic reports to the budget section regarding the status of the fund and projects receiving allocations from the fund.

SECTION 10. Section 54-27-19.3 of the North Dakota Century Code is created and enacted as follows:

54-27-19.3. Legacy earnings highway distribution fund.

A legacy earnings highway distribution fund is created as a special fund in the state treasury into which must be deposited any allocations of legacy fund earnings made under section 21-10-13. Any moneys in the legacy earnings highway distribution fund must be allocated and transferred by the state treasurer, as follows:

1. Sixty percent must be transferred to the department of transportation for deposit in the state highway fund;

2. Ten percent must be transferred to the legacy earnings township highway aid fund;

3. One and five-tenths percent must be transferred to the public transportation fund; and

4. Twenty-eight and five-tenths percent must be allocated to cities and counties using the formula established in subsection 4 of section 54-27-19. Moneys received by counties and cities must be used for roadway purposes in accordance with section 11 of article X of the Constitution of North Dakota.

SECTION 11. Section 54-27-19.4 of the North Dakota Century Code is created and enacted as follows:

54-27-19.4. Legacy earnings township highway aid fund.

A legacy earnings township highway aid fund is created as a special fund in the state treasury into which must be deposited any allocations of legacy fund earnings made under section 54-27-19.3 which must be allocated by the state treasurer, as follows:

1. The state treasurer shall allocate and distribute all money in the legacy earnings township highway aid fund to non-oil-producing counties of the state based on the length of township roads in each county compared to the length of all township roads in the state;

2. The county treasurer shall allocate the funds received to the organized townships in the county based on the length of township roads in each of those organized townships compared to the length of all township roads in the county. The funds received must be deposited in the township road and bridge fund and used for road and bridge purposes;

3. If a county does not have organized townships, or has some organized and some unorganized townships, the county shall retain a pro rata portion of the funds received based on the length of roads in unorganized townships compared to the length of township roads in organized townships in the county. Moneys retained by a county for the benefit of unorganized townships under this section must be deposited in the county road and bridge fund; and

4. For purposes of this section, "non-oil-producing county" means a county that received no allocation of funding or a total allocation of less than five million dollars under subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal year before the start of each biennium."

Page 4, overstrike lines 18 and 19

Page 4, line 20, overstrike "to the general fund"

Page 4, line 20, remove "who shall deposit fifty percent of collections in the state highway fund and"

Page 4, line 21, remove "fifty percent of collections in the general fund"

Page 4, line 21, overstrike the period and insert immediately thereafter "After the deposits under sections 57-39.2-26.1, 57-39.2-26.2, and 57-39.2-26.3, moneys collected and received under this chapter must be deposited monthly in the state treasury and allocated as follows:

1. Fifty percent to the general fund; and

2. The remaining fifty percent to the flexible transportation fund."

Page 6, after line 20, insert:

"**SECTION 15. LEGISLATIVE MANAGEMENT STUDY - ELECTRIC VEHICLES.** During the 2023-24 interim, the legislative management shall consider studying the effect of electric vehicles in the state. As part of the study, the legislative management shall consider the assessment of fees to offset reductions in motor fuel tax revenues, the impact of electric vehicles on electric demand and the electrical grid, the installation of electric vehicle charging infrastructure by private and public entities, including potential funding sources, the impact to public services and public transportation providers, and the effect on employment opportunities and other economic impacts, including tourism, automobile dealers, the energy industry, and the critical minerals industry. The study must include input from key stakeholders, including electric vehicle manufacturers, electric vehicle dealers, electric utilities, electric vehicle charging station manufacturers, and other transportation entities. The legislative

management shall report its findings and recommendations, together with any legislation required to implement the recommendations, to the sixty-ninth legislative assembly.

SECTION 16. DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85 PROJECT - REPORT. The department of transportation shall develop a plan to complete the United States highway 85 four-lane project in its entirety as approved in the final environmental impact statement document for project number 9-085(085)075, PCN20046. The plan must include a review of federal approvals received for the project and options to complete the project before the approvals expire. As part of the plan. The department shall identify potential funding sources, including the issuance of revenue anticipation bonds, to complete the project. The department shall present its plan to the legislative management before August 1, 2024."

Page 7, line 8, replace "9" with "12"

Page 7, line 10, replace "10 and 11" with "14 and 15"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1012 - Department of Transportation - Senate Action

	Base Budget	House Version	Senate Changes	Senate Version
Salaries and wages	$204,109,585	$232,422,836	($14,676,440)	$217,746,396
Operating expenses	270,888,188	330,381,474	2,500,000	332,881,474
Capital assets	902,431,344	1,644,145,065	(87,750,000)	1,556,395,065
Grants	118,085,610	122,071,458	(1,500,000)	120,571,458
Contingent loan authorization		78,500,000		78,500,000
Total all funds	$1,495,514,727	$2,407,520,833	($101,426,440)	$2,306,094,393
Less estimated income	1,495,514,727	2,397,145,833	(101,426,440)	2,295,719,393
General fund	$0	$10,375,000	$0	$10,375,000
FTE	982.00	998.00	0.00	998.00

Department 801 - Department of Transportation - Detail of Senate Changes

	Adjusts Funding for Salary and Benefit Increases[1]	Removes Salary Funding for Funding Pool[2]	Reclassifies 4 FTE Positions[3]	Adjusts Funding for Federal Highway Funds Match[4]	Adjusts Discretionary and Flexible Transportation Funding[5]	Reduces Funding for Short Line Railroad Loan Program[6]
Salaries and wages	$3,181,552	($17,857,992)				
Operating expenses						
Capital assets				$4,750,000	($92,500,000)	
Grants						($1,500,000)
Contingent loan authorization						
Total all funds	$3,181,552	($17,857,992)	$0	$4,750,000	($92,500,000)	($1,500,000)
Less estimated income	3,181,552	(17,857,992)	0	4,750,000	(92,500,000)	(1,500,000)
General fund	$0	$0	$0	$0	$0	$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	Reduces Funding for Flood Study[7]	Adds Funding for Environmental Study[8]	Total Senate Changes
Salaries and wages			($14,676,440)
Operating expenses	($2,500,000)	$5,000,000	2,500,000
Capital assets			(87,750,000)
Grants			(1,500,000)
Contingent loan authorization			
Total all funds	($2,500,000)	$5,000,000	($101,426,440)
Less estimated income	(2,500,000)	5,000,000	(101,426,440)
General fund	$0	$0	$0
FTE	0.00	0.00	0.00

[1] Salaries and wages funding is adjusted to provide for 2023-25 biennium salary increases of 6 percent on July 1, 2023, and 4 percent on July 1, 2024, and for adjustments to health insurance premium rates as follows:

	Other Funds
Salary increase	$3,297,276
Health insurance adjustment	(115,724)
Total	$3,181,552

The House provided salary adjustments of 4 percent on July 1, 2023, and July 1, 2024.

[2] Funding for new FTE positions and estimated savings from vacant FTE positions is removed as shown below. These amounts are available to the agency if needed by submitting a request to the Office of Management and Budget for a transfer from the new and vacant FTE funding pool.

	Other Funds
New FTE positions	($2,994,974)
Vacant FTE positions	(14,863,018)
Total	($17,857,992)

[3] Four vacant FTE positions are reclassified to 2 FTE driver's license examiner positions and 2 FTE positions to administer the county and township roadway program.

[4] Funding of $169,250,000 derived from 50 percent of motor vehicle excise tax collections deposited in the highway fund to match regular federal highway funding is removed and replaced with $60 million from legacy fund earnings and one-time funding of $114 million from the strategic investment and improvements fund.

[5] Funding for federal discretionary funds match and the flexible transportation fund is adjusted as follows:

House:

Flexible transportation fund - $115 million from the strategic investment and improvements fund

Discretionary match - $200 million from the strategic investment and improvements fund

Senate:

Flexible transportation fund, including discretionary match - $171.5 million from motor vehicle excise tax collections, $51 million from the strategic investment and improvements fund

[6] Funding added by the House from the strategic investment and improvements fund to enhance the short line railroad loan program is reduced from $8 million to $6.5 million.

[7] One-time funding from the strategic investment and improvements fund added by the House for studies, preliminary engineering, and environmental studies to address northern Red River Valley infrastructure affected by flooding is reduced from $5 million to $2.5 million.

[8] One-time funding from the strategic investment and improvements fund is added for an environmental study of US Highway 52 from Minot to Voltaire.

This amendment also:

- Adjusts statutory language to provide that 50 percent of motor vehicle excise taxes be deposited in the general fund and the remaining 50 percent be deposited in the flexible transportation fund. The House provided for 50 percent of motor vehicle excise taxes to be deposited in the highway fund and 50 percent to be deposited in the general fund.
- Amends statutory language regarding the flexible transportation fund to provide that at least 25 percent of motor vehicle excise taxes deposited in the fund be used for county and township road and bridge projects, to require Budget Section approval for certain projects, and to require Budget Section reports.
- Adds a section to create a legacy earnings highway distribution fund to distribute transportation funding to the highway fund and political subdivisions that is received from legacy fund earnings.
- Adds a section to create a legacy earnings township highway aid fund to distribute transportation funding to non-oil producing counties that is received from legacy fund earnings.
- Adds a Legislative Management study of the effect of electric vehicles in the state.
- Provides for the Department of Transportation to develop a plan to finish the US Highway 85 four-lane project.

Department of Transportation - Budget No. 801
House Bill No. 1012
Base Level Funding Changes

	House Version				Senate Version				Senate Changes to House Version			
									Increase (Decrease) - House Version			
	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2023-25 Biennium Base Level	982.00	$0	$1,495,514,727	$1,495,514,727	982.00	$0	$1,495,514,727	$1,495,514,727	0.00	$0	$0	$0
2023-25 Ongoing Funding Changes												
Cost to continue salary increases, including cost to continue 2021-23 equity adjustments			$9,903,727	$9,903,727			$9,903,727	$9,903,727				$0
Salary increase			10,268,264	10,268,264			13,565,540	13,565,540			3,297,276	3,297,276
Health insurance increase			5,146,310	5,146,310			5,030,586	5,030,586			(115,724)	(115,724)
New and vacant FTE funding pool				0			(17,857,992)	(17,857,992)			(17,857,992)	(17,857,992)
Base budget adjustments, including adjustments to federal funding levels			7,415,879	7,415,879			7,415,879	7,415,879				0
Flexible transportation fund - ongoing				0			171,500,000	171,500,000			171,500,000	171,500,000
New FTE positions	16.00		3,146,926	3,146,926	16.00		3,146,926	3,146,926				0
Match federal funds (Motor vehicle excise tax)			169,250,000	169,250,000			0	0			(169,250,000)	(169,250,000)
Legacy earnings fund allocation				0			60,000,000	60,000,000			60,000,000	60,000,000
Total ongoing funding changes	16.00	$0	$205,131,106	$205,131,106	16.00	$0	$252,704,666	$252,704,666	0.00	$0	$47,573,560	$47,573,560
One-Time Funding Items												
Match regular federal funds (SIIF)				$0			$114,000,000	$114,000,000			$114,000,000	$114,000,000
Match federal discretionary funds (SIIF)			$200,000,000	200,000,000			0	0			(200,000,000)	(200,000,000)
Federal funds matching authority			290,000,000	290,000,000			290,000,000	290,000,000				0
Flexible transportation fund - one-time (SIIF)			115,000,000	115,000,000			51,000,000	51,000,000			(64,000,000)	(64,000,000)
Roadway information management system project		$6,250,000		6,250,000		6,250,000		6,250,000				0
Door security		865,000		865,000		865,000		865,000				0
Automated vehicle location		2,010,000		2,010,000		2,010,000		2,010,000				0
Contingent US Highway 85 loan			50,000,000	50,000,000			50,000,000	50,000,000				0
Short line railroad programs (SIIF)			8,000,000	8,000,000			6,500,000	6,500,000			(1,500,000)	(1,500,000)
Northern Red River Valley flood projects study (SIIF)			5,000,000	5,000,000			2,500,000	2,500,000			(2,500,000)	(2,500,000)
Contingent loan - flood projects			28,500,000	28,500,000			28,500,000	28,500,000				0
Rural transit programs		1,250,000		1,250,000		1,250,000		1,250,000				0
Highway 52 study (SIIF)				0			5,000,000	5,000,000			5,000,000	5,000,000
Total one-time funding changes	0.00	$10,375,000	$696,500,000	$706,875,000	0.00	$10,375,000	$547,500,000	$557,875,000	0.00	$0	($149,000,000)	($149,000,000)
Total Changes to Base Level Funding	16.00	$10,375,000	$901,631,106	$912,006,106	16.00	$10,375,000	$800,204,666	$810,579,666	0.00	$0	($101,426,440)	($101,426,440)
2023-25 Total Funding	998.00	$10,375,000	$2,397,145,833	$2,407,520,833	998.00	$10,375,000	$2,295,719,393	$2,306,094,393	0.00	$0	($101,426,440)	($101,426,440)
Federal funds included in other funds			*$1,218,905,109*				*$1,217,534,154*				*($1,370,955)*	
Total ongoing changes as a percentage of base level	*1.6%*		*13.7%*	*13.7%*	*1.6%*		*16.9%*	*16.9%*				
Total changes as a percentage of base level	*1.6%*		*60.3%*	*61.0%*	*1.6%*		*53.5%*	*54.2%*				

Other Sections in Department of Transportation - Budget No. 801

	House Version	Senate Version
Line item transfers	Section 3 authorizes the Office of Management and Budget to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items as requested by DOT when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Legislative Council.	Section 3 authorizes the Office of Management and Budget to transfer funds between the salaries and wages, operating, capital assets, and grants budget line items as requested by DOT when it is cost-effective for the construction and maintenance of highways. The department must report transfers to the Legislative Council.
Contingent loan authorization	Section 4 allows DOT to borrow up to $50 million from the Bank of North Dakota to match federal grant funds received for US Highway 85 projects.	Section 4 allows DOT to borrow up to $50 million from the Bank of North Dakota to match federal grant funds received for US Highway 85 projects.
Contingent loan authorization	Section 5 allows DOT to borrow up to $28.5 million from the Bank of North Dakota for northern Red River Valley flood projects.	Section 5 allows DOT to borrow up to $28.5 million from the Bank of North Dakota for northern Red River Valley flood projects.
Strategic investment and improvements fund	Section 6 identifies $328 million from SIIF to match federal discretionary funds ($200 million), for a state flexible transportation fund ($115 million), for the short line railroad program ($8 million), and for a flood projects study ($5 million).	Section 6 identifies $204 million from the strategic investment and improvements fund to match federal highway funding ($114 million), for a state flexible transportation fund ($51 million), for the short line railroad program ($6.5 million), for a flood projects study ($2.5 million), and for a highway 52 study ($5 million).
Rural transit funding	Section 7 provides guidelines for the distribution of $1.25 million of additional rural transit funding.	Section 7 provides guidelines for the distribution of $1.25 million of additional rural transit funding.
Rest area and visitor center construction	Section 8 authorizes DOT to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.	Section 8 authorizes DOT to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.
Flexible transportation fund	Not included.	Section 9 provides for 25 percent of motor vehicle excise taxes deposited in the flexible transportation fund to be used for county and township road and bridge projects and requires Budget Section approval and reports for certain projects.
Legacy earnings highway distribution fund	Not included.	Section 10 creates a legacy earnings highway distribution fund to distribute legacy fund earnings to the highway fund and political subdivisions.
Legacy township highway aid fund	Not included.	Section 11 creates a legacy township highway aid fund to distribute legacy fund earnings to the non-oil-producing townships.
Motor vehicle excise tax allocations	Section 9 amends Section 57-40.3-10 to deposit 50 percent of motor vehicle excise tax collections in the highway fund. Section 13 provides an effective date for the deposit of collections.	Section 12 amends Section 57-40.3-10 to deposit 50 percent of motor vehicle excise tax collections in the general fund and the remaining 50 percent of collections in the flexible transportation fund. Section 14 provides an effective date for the deposit of collections.
Amendment - 2021-23 biennium township funding allocation	Section 10 amends an appropriation section from the 2021 legislative session to allow townships to access road and bridge project funding.	Section 13 amends an appropriation section from the 2021 legislative session to allow townships to access road and bridge project funding.
Amendment - 2021-23 biennium appropriation authority	Section 11 amends an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.	Section 14 amends an appropriation section from the 2021 legislative session to remove the requirements provided for the use of funding received from bond proceeds.
Electric vehicle study	Not included.	Section 15 provides for a Legislative Management study of the effect of electric vehicles in the state.
Exemptions	Section 12 provides exemptions for various road and infrastructure projects.	Section 16 provides exemptions for various road and infrastructure projects.
Emergency clause	Section 14 provides an emergency clause for Sections 10 and 11 which amend the 2021 Session Laws.	Section 17 provides an emergency clause for Sections 13 and 14 which amend the 2021 Session Laws.

April 14, 2023

LITTLE MISSOURI RIVER BRIDGE CROSSING AND CONNECTING ROADS IN BILLINGS COUNTY

Upon receiving a written request from the Billings County Commission to assist in the development and construction of the Little Missouri River Bridge Crossing and Connecting Road, Notwithstanding any other provision of law, the Director of the Department of Transportation is authorized and given the authority to assist Billings County in all project development activities including final environmental clearance, engineering, right-of-way acquisition, utility relocations, permitting, and construction administration activities necessary to develop and construct the Preferred Alternative identified in the approved Environmental Impact Statement and Record of Decision. The project will be funded from any funds made available from the State Flexible Fund, Federal Funds and/or any county funds.

Estimated cost: $11.2 million (2015) plus 40% = $15,500,000

Engineering (20%) = $3,100,000

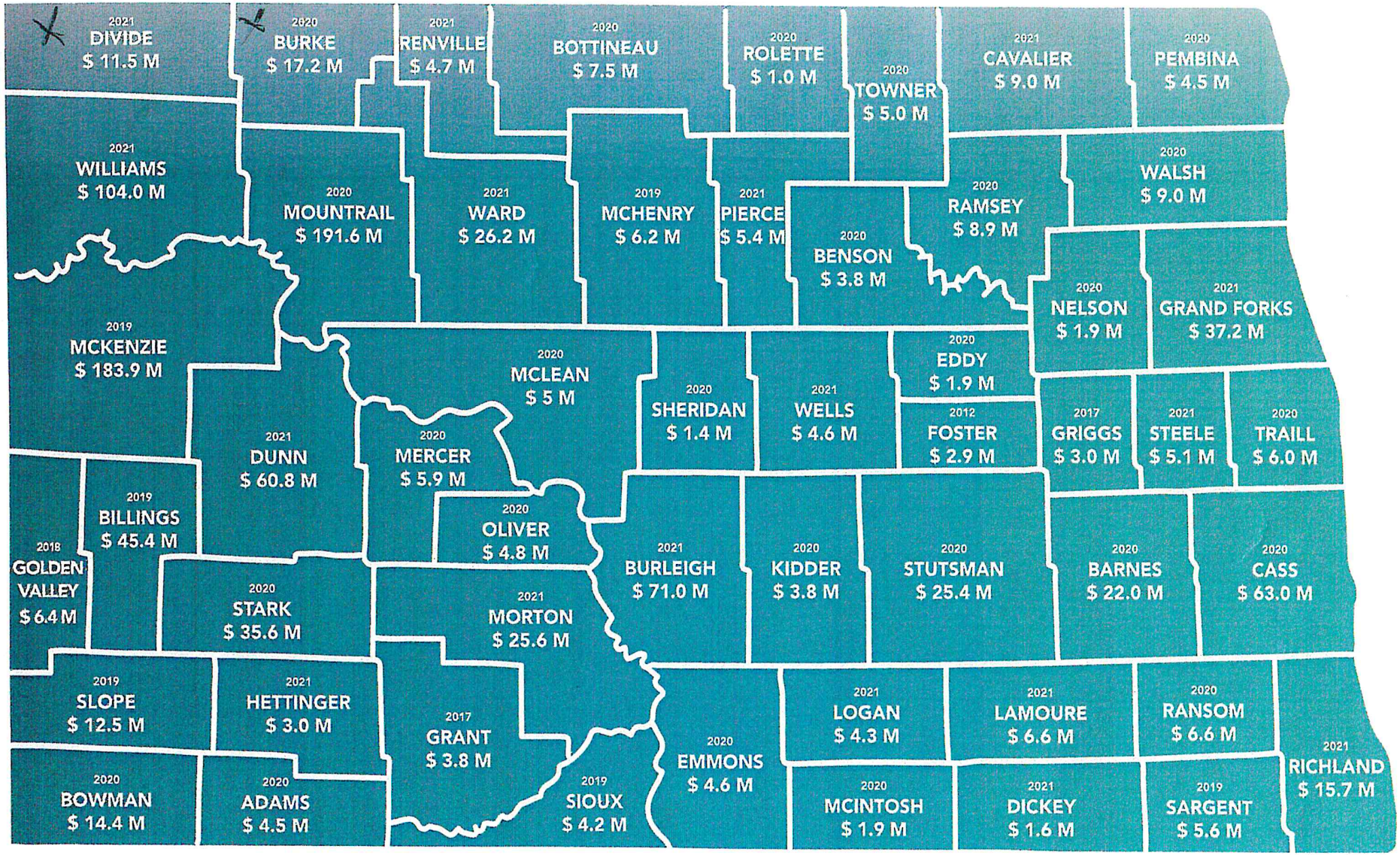
Total cost = $18,600,000

DRAFT

#27661

CASH AND INVESTMENTS BY COUNTY

This map provides an overview of the total cash and investments each county had as of the date of their last audit. Statewide total: $1,127,208,088



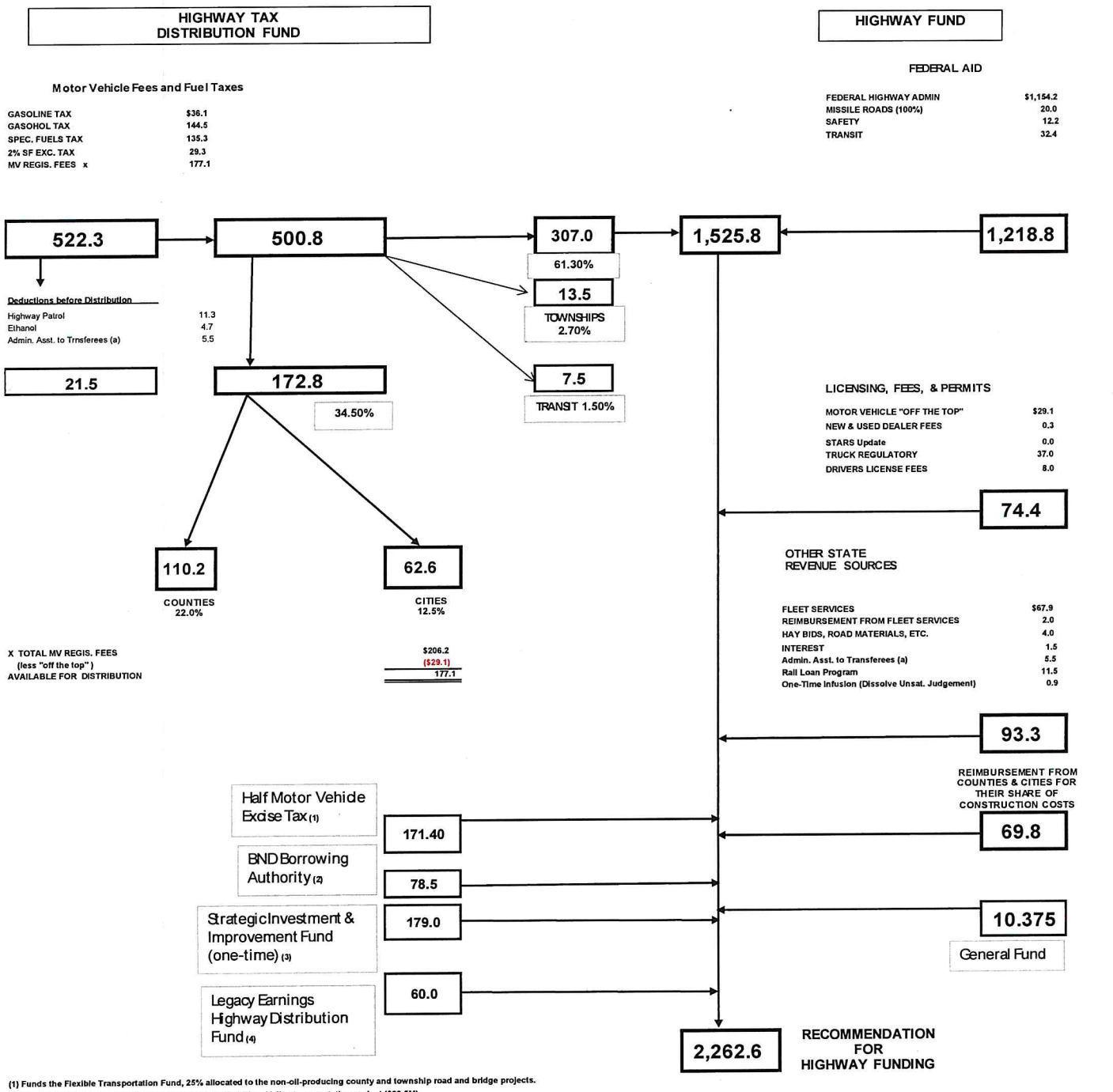
Data current as of January 1, 2023 based on last audit received.

Please note not all counties have a 2021 audit date. This is primarily due to the shortage of government auditors in North Dakota and the difficulty entities have in securing an auditor because of this shortage.

Office of the State Auditor

DEPARTMENT OF TRANSPORTATION
ENGROSSED SENATE HB 1012 - REVENUE
2023 - 2025 BIENNIUM REVENUE

(MILLIONS)

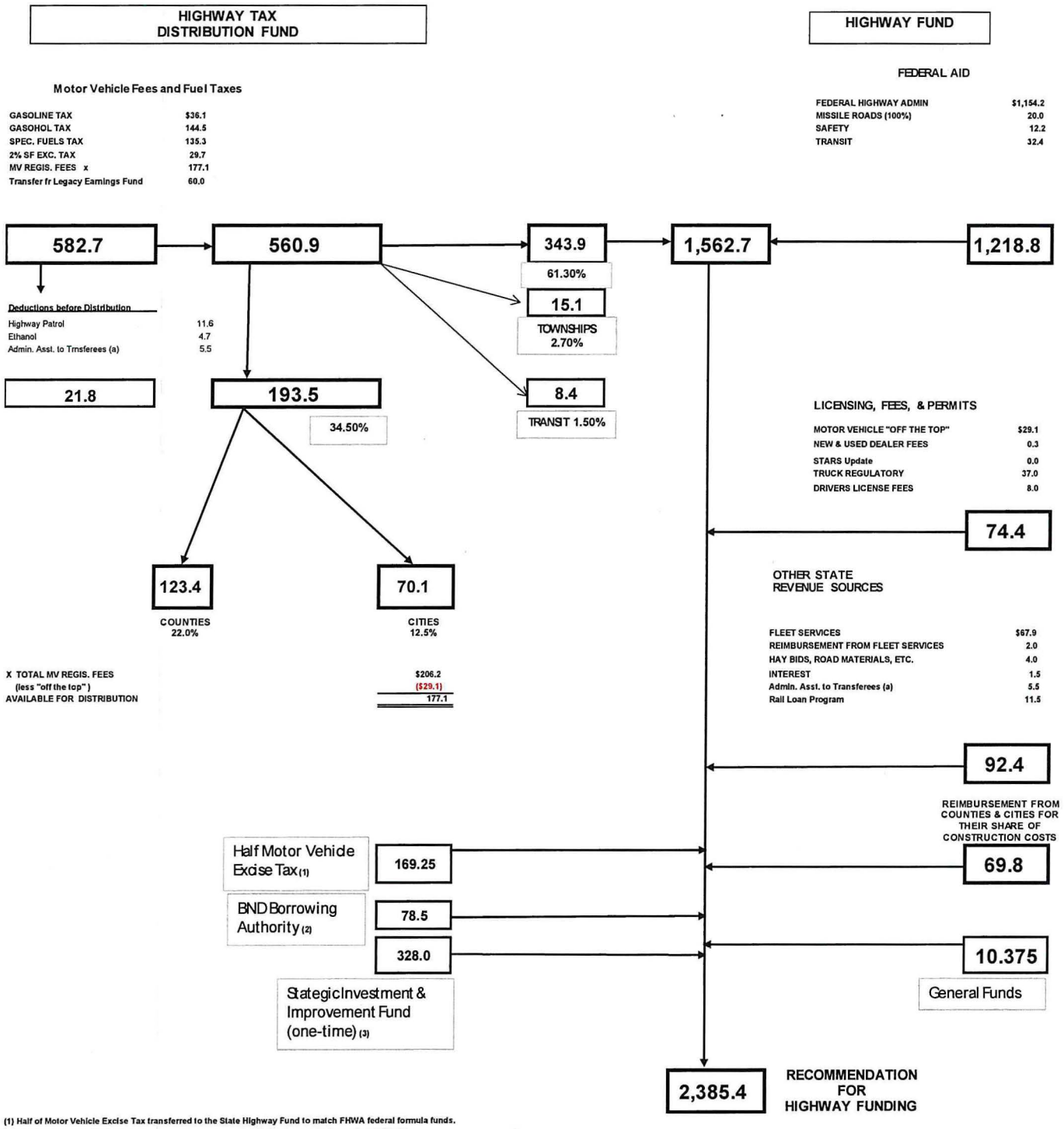


(1) Funds the Flexible Transportation Fund, 25% allocated to the non-oil-producing county and township road and bridge projects.
(2) Match for Hwy. 85 grants ($50M) and MN northern Red River Valley transportation project ($28.5M).
(3) Funds match FHWA federal formula funds ($114M), state Flexible Transportation Fund ($51M), short line Railroad Loan Program ($6.5M), Hwy. 52 environmental study ($5M), and MN Flood Project Study ($2.5M).
(4) Allocation of Legacy Earnings Hwy. Distribution Fund is as follows: 60% Highway Fund ($60M), 10% Towhship Highway Aid Fund ($10M), 1.5% Public Transportation Fund ($1.5M), and 28.5% Cities and Counties ($28.5M).

PREPARED BY NDDOT
FINANCIAL MANAGEMENT DIVISION
APRIL 19, 2023

DEPARTMENT OF TRANSPORTATION
ENGROSSED HOUSE HB 1012 - REVENUE
2023 - 2025 BIENNIUM REVENUE

(MILLIONS)



(1) Half of Motor Vehicle Excise Tax transferred to the State Highway Fund to match FHWA federal formula funds.

(2) Match for Hwy. 85 grants ($50M) and MN northern Red River Valley transportation project ($28.5M).

(3) Funds match Federal discretionary funds ($200M), state Flexible Transportation Fund ($115M), short line Railroad Loan Program ($8.0M), and MN Flood Project Study ($5.0M).

PREPARED BY NDDOT
FINANCIAL MANAGEMENT DIVISION
MARCH 9, 2023

HB 1012 Rep Mike Brandenburg

D.O.T. 4-20-23

Senate Version

171.5 mill excise tax 50%

+ 51.0 mill SIIF

222.5 mill Flex Fund Total

- 140.0 mill State match For Fed dollars

= 82.5 mill Left in the Flex Fund

- 42.5 mill For non-oil Townships

= 40.0 mill Left For State Flex Fund

- 18.5 mill For the Billings county Bridge

21.5 Left For the rest of the State

23.0241.02014
Title.

Prepared by the Legislative Council staff for
Representative Mock
April 20, 2023

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1012

That the Senate recede from its amendments as printed on pages 1840-1845 of the House Journal and pages 1489-1494 of the Senate Journal and that Engrossed House Bill No. 1012 be amended as follows:

Page 1, line 2, after the semicolon insert "to provide a continuing appropriation; to create and enact a new section to chapter 24-01 of the North Dakota Century Code, relating to designating state highway 13 as the Trooper Beryl McLane memorial highway;"

Page 1, line 6, after the first semicolon insert "to provide for retroactive application;"

Page 4, after line 14, insert:

"**SECTION 9.** A new section to chapter 24-01 of the North Dakota Century Code is created and enacted as follows:

Trooper Beryl McLane memorial highway - State highway 13 - Continuing appropriation.

The department shall designate state highway 13 from the junction of United States highway 281 and state highway 13 to the junction of state highway 13 and sixth street southwest as the Trooper Beryl McLane memorial highway and shall place signs along the highway designating that name. The department may accept any appropriate signs or funds donated to the department for the placement of signs. Any donated funds are appropriated to the department on a continuing basis for the purpose of providing signs designating state highway 13 as the Trooper Beryl McLane memorial highway."

Page 7, after line 7, insert:

"**SECTION 14. RETROACTIVE APPLICATION.** Section 9 of this Act applies retroactively to state highway 13 after July 30, 1954."

Page 7, line 8, replace "9" with "10"

Page 7, line 10, replace "10" with "11"

Page 7, line 10, replace "11" with "12"

Renumber accordingly

23.0241.02011
Title.

Prepared by the Legislative Council staff for
Representative Davis
April 6, 2023

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1012

Page 1, line 2, after "reenact" insert "subsection 15 of section 57-40.3-04 and"

Page 1, line 4, after "tax" insert "exemptions and"

Page 4, after line 14, insert:

"**SECTION 9. AMENDMENT.** Subsection 15 of section 57-40.3-04 of the North Dakota Century Code is amended and reenacted as follows:

15. A motor vehicle acquired at any location within this state by an individual who resides within ~~the boundaries of any reservation in~~ this state and who is an enrolled member of a federally recognized Indian tribe."

Page 7, after line 7, insert:

"**SECTION 14. EFFECTIVE DATE.** Section 9 of this Act is effective for taxable events occurring after June 30, 2023."

Page 7, line 8, replace "9" with "10"

Page 7, line 10, replace "10 and 11" with "11 and 12"

Renumber accordingly

23.0241.02016
Title.
Fiscal No. 2

Prepared by the Legislative Council staff for
Senator Dwyer
April 21, 2023

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1012

That the Senate recede from its amendments as printed on pages 1840-1845 of the House Journal and pages 1489-1494 of the Senate Journal and that Engrossed House Bill No. 1012 be amended as follows:

Page 1, replace line 15 with:

"Salaries and wages	$204,109,585	$28,863,961	$232,973,546"

Page 1, replace lines 20 and 21 with:

"Total all funds	$1,495,514,727	$912,556,816	$2,408,071,543
Less estimated income	1,495,514,727	902,181,816	2,397,696,543"

Page 1, replace line 23 with:

"Full-time equivalent positions	982.00	19.00	1,001.00"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1012 - Department of Transportation - Conference Committee Action

	Base Budget	House Version	Conference Committee Changes	Conference Committee Version	Senate Version	Comparison to Senate
Salaries and wages	$204,109,585	$232,422,836	$550,710	$232,973,546	$217,746,396	$15,227,150
Operating expenses	270,888,188	330,381,474		330,381,474	332,881,474	(2,500,000)
Capital assets	902,431,344	1,644,145,065		1,644,145,065	1,556,395,065	87,750,000
Grants	118,085,610	122,071,458		122,071,458	120,571,458	1,500,000
Contingent loan authorization		78,500,000		78,500,000	78,500,000	
Total all funds	$1,495,514,727	$2,407,520,833	$550,710	$2,408,071,543	$2,306,094,393	$101,977,150
Less estimated income	1,495,514,727	2,397,145,833	550,710	2,397,696,543	2,295,719,393	101,977,150
General fund	$0	$10,375,000	$0	$10,375,000	$10,375,000	$0
FTE	982.00	998.00	3.00	1,001.00	998.00	3.00

Department 801 - Department of Transportation - Detail of Conference Committee Changes

	Adds FTE Positions[1]	Total Conference Committee Changes
Salaries and wages	$550,710	$550,710
Operating expenses		
Capital assets		
Grants		
Contingent loan authorization		
Total all funds	$550,710	$550,710
Less estimated income	550,710	550,710
General fund	$0	$0
FTE	3.00	3.00

[1] The following FTE positions are added:

Description	FTE	Other Funds
Equipment operator	1.00	$135,714
Township program coordinator	1.00	207,498
Township program coordinator	1.00	207,498
Total	3.00	$550,710

23.0241.02017
Title.

Prepared by the Legislative Council staff for
Senator Dwyer
April 21, 2023

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1012

That the Senate recede from its amendments as printed on pages 1840-1845 of the House Journal and pages 1489-1494 of the Senate Journal and that Engrossed House Bill No. 1012 be amended as follows:

Page 1, line 2, after "section" insert "24-02-37.3 as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, and section"

Page 1, line 3, after "to" insert "the flexible transportation fund,"

Page 4, after line 14, insert:

"**SECTION 9.** Section 24-02-37.3 of the North Dakota Century Code as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, is amended and reenacted as follows:

24-02-37.3. Flexible transportation fund - Budget section approval - Report.

There is created in the state treasury the flexible transportation fund. The fund consists of eligible federal or state funding and any contributed private funds.

1. The flexible transportation fund must be administered and expended by the director and may be used for the following:
   a. Providing a match for federal funding obtained by the department of transportation.
   b. State-funded road and bridge construction and maintenance, and transportation support costs including staffing, facilities, and operational expenditures on the state highway system.
   c. State-funded road and bridge construction and maintenance activities within the state but off of the state highway system. The director shall establish the terms and provisions of the program.
2. All money derived from the investment of the flexible transportation fund or any portion of the fund, must be credited to the flexible transportation fund. The director shall monthly transmit all moneys collected and received under this chapter to the state treasurer to be transferred and credited to the flexible transportation fund.
3. The director must receive budget section approval for any project that utilizes more than fifteen million dollars from the fund except for projects that match federal or private funds and the amount utilized from the fund is fifty percent or less of total project costs. Any request considered by the budget section must comply with section 54-35-02.9.

4. The director shall allocate at least twenty-five percent of motor vehicle excise tax collections deposited in the flexible transportation fund pursuant to section 57-40.3-10 for non-oil-producing county and township road and bridge projects as follows:

   a. The funds must be allocated by the department to counties for projects or grants for the benefit of counties and organized and unorganized townships;

   b. The department shall establish criteria to distribute the funds;

   c. The funds must be used for the maintenance and improvement of county and township paved and unpaved roads and bridges;

   d. Priority must be given to projects that match federal funds and to projects that improve roadways that serve as local corridors;

   e. An organized township is not eligible to receive funding if the township does not maintain any roadways or does not levy at least eighteen mills for general purposes; and

   f. For purposes of this subsection, "non-oil-producing county" means a county that received no allocation of funding or a total allocation of less than five million dollars under subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal year before the start of each biennium.

5. The director shall provide periodic reports to the budget section regarding the status of the fund and projects receiving allocations from the fund."

Page 6, after line 20, insert:

"**SECTION 13. DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85 PROJECT - REPORT.** The department of transportation shall develop a plan to complete the United States highway 85 four-lane project in its entirety as approved in the final environmental impact statement document for project number 9-085(085)075, PCN20046. The plan must include a review of federal approvals received for the project and options to complete the project before the approvals expire. As part of the plan, the department shall identify funding sources, including the issuance of revenue anticipation bonds, to complete the project. The department shall present its plan to the legislative management before August 1, 2024."

Page 7, line 8, replace "9" with "10"

Page 7, line 10, remove "10 and"

Page 7, line 10, after "11" insert "and 12"

Renumber accordingly

23.0241.02015
Title.

Prepared by the Legislative Council staff for
Representative Mock
April 21, 2023

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1012

That the Senate recede from its amendments as printed on pages 1840-1845 of the House Journal and pages 1489-1494 of the Senate Journal and that Engrossed House Bill No. 1012 be amended as follows:

Page 1, line 2, after the semicolon insert "to provide a continuing appropriation; to create and enact a new section to chapter 24-01 of the North Dakota Century Code, relating to designating state highway 13 as the Trooper Beryl McLane memorial highway;"

Page 1, line 6, after the first semicolon insert "to provide for retroactive application;"

Page 4, after line 14, insert:

"**SECTION 9.** A new section to chapter 24-01 of the North Dakota Century Code is created and enacted as follows:

Trooper Beryl McLane memorial highway - State highway 13 - Continuing appropriation.

The department shall designate state highway 13 from Edgeley to LaMoure as the Trooper Beryl McLane memorial highway and shall place signs along the highway designating that name. The department may accept any appropriate signs or funds donated to the department for the placement of signs. Any donated funds are appropriated to the department on a continuing basis for the purpose of providing signs designating state highway 13 as the Trooper Beryl McLane memorial highway."

Page 7, after line 7, insert:

"**SECTION 14. RETROACTIVE APPLICATION.** Section 9 of this Act applies retroactively to state highway 13 after July 30, 1954."

Page 7, line 8, replace "9" with "10"

Page 7, line 10, replace "10" with "11"

Page 7, line 10, replace "11" with "12"

Renumber accordingly

23.0241.02016
Title.
Fiscal No. 2

Prepared by the Legislative Council staff for
Senator Dwyer
April 21, 2023

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1012

That the Senate recede from its amendments as printed on pages 1840-1845 of the House Journal and pages 1489-1494 of the Senate Journal and that Engrossed House Bill No. 1012 be amended as follows:

Page 1, replace line 15 with:

"Salaries and wages	$204,109,585	$28,863,961	$232,973,546"

Page 1, replace lines 20 and 21 with:

"Total all funds	$1,495,514,727	$912,556,816	$2,408,071,543
Less estimated income	1,495,514,727	902,181,816	2,397,696,543"

Page 1, replace line 23 with:

"Full-time equivalent positions	982.00	19.00	1,001.00"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1012 - Department of Transportation - Conference Committee Action

	Base Budget	House Version	Conference Committee Changes	Conference Committee Version	Senate Version	Comparison to Senate
Salaries and wages	$204,109,585	$232,422,836	$550,710	$232,973,546	$217,746,396	$15,227,150
Operating expenses	270,888,188	330,381,474		330,381,474	332,881,474	(2,500,000)
Capital assets	902,431,344	1,644,145,065		1,644,145,065	1,556,395,065	87,750,000
Grants	118,085,610	122,071,458		122,071,458	120,571,458	1,500,000
Contingent loan authorization		78,500,000		78,500,000	78,500,000	
Total all funds	$1,495,514,727	$2,407,520,833	$550,710	$2,408,071,543	$2,306,094,393	$101,977,150
Less estimated income	1,495,514,727	2,397,145,833	550,710	2,397,696,543	2,295,719,393	101,977,150
General fund	$0	$10,375,000	$0	$10,375,000	$10,375,000	$0
FTE	982.00	998.00	3.00	1,001.00	998.00	3.00

Department 801 - Department of Transportation - Detail of Conference Committee Changes

	Adds FTE Positions[1]	Total Conference Committee Changes
Salaries and wages	$550,710	$550,710
Operating expenses		
Capital assets		
Grants		
Contingent loan authorization		
Total all funds	$550,710	$550,710
Less estimated income	550,710	550,710
General fund	$0	$0
FTE	3.00	3.00

[1] The following FTE positions are added:

Description	FTE	Other Funds
Equipment operator	1.00	$135,714
Township program coordinator	1.00	207,498
Township program coordinator	1.00	207,498
Total	3.00	$550,710

23.0241.02013
Title.
Fiscal No. 1

Prepared by the Legislative Council staff for
Conference Committee
April 22, 2023

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1012

That the Senate recede from its amendments as printed on pages 1840-1845 of the House Journal and pages 1489-1494 of the Senate Journal and that Engrossed House Bill No. 1012 be amended as follows:

Page 1, line 2, after "transportation" insert "; to provide a continuing appropriation; to create and enact a new section to chapter 24-01 and sections 54-27-19.3 and 54-27-19.4 of the North Dakota Century Code, relating to designating state highway 13, the legacy earnings highway distribution fund, and legacy earnings township highway aid fund"

Page 1, line 2, after "section" insert "24-02-37.3 as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, and section"

Page 1, line 3, after "to" insert "the flexible transportation fund,"

Page 1, line 6, after "report" insert "; to provide for a legislative management study"

Page 1, replace lines 15 through 23 with:

"Salaries and wages	$204,109,585	$13,636,811	$217,746,396
Operating expenses	270,888,188	61,993,286	332,881,474
Capital assets	902,431,344	653,963,721	1,556,395,065
Grants	118,085,610	2,485,848	120,571,458
Contingent loan authorization	0	78,500,000	78,500,000
Total all funds	$1,495,514,727	$810,579,666	$2,306,094,393
Less estimated income	1,495,514,727	800,204,666	2,295,719,393
Total general fund	$0	$10,375,000	$10,375,000
Full-time equivalent positions	982.00	19.00	1,001.00"

Page 2, replace lines 13 and 14 with:

"State matching funds	0	114,000,000
Federal highway funds	0	290,000,000
State flexible transportation fund	0	51,000,000"

Page 2, replace lines 18 and 19 with:

"Short line railroad programs	0	6,500,000
United States highway 52 environmental study	0	5,000,000
Flood projects study	0	2,500,000"

Page 2, replace lines 21 and 22 with

"Total all funds	$889,019,357	$557,875,000
Less estimated income	889,019,357	547,500,000"

Page 3, line 29, replace "$328,000,000" with "$179,000,000"

Page 3, line 31, replace "$200,000,000" with "$114,000,000"

Page 3, line 31, replace "discretionary grants" with "funding"

Page 4, line 1, replace "$115,000,000" with "$51,000,000"

Page 4, line 2, replace "$8,000,000" with "$6,500,000"

Page 4, line 3, remove the first "and"

Page 4, line 4, replace "$5,000,000" with "$2,500,000 to match funding from the state of Minnesota and other sources"

Page 4, line 5, after "flooding" insert "; and

5. The sum of $5,000,000 for an environmental study of a portion of United States highway 52"

Page 4, after line 14, insert:

"**SECTION 9.** A new section to chapter 24-01 of the North Dakota Century Code is created and enacted as follows:

Trooper Beryl McLane memorial highway - State highway 13 - Continuing appropriation.

The department shall designate state highway 13 from Edgeley to LaMoure as the Trooper Beryl McLane memorial highway and shall place signs along the highway designating that name. The department may accept any appropriate signs or funds donated to the department for the placement of signs. Any donated funds are appropriated to the department on a continuing basis for the purpose of providing signs designating state highway 13 as the Trooper Beryl McLane memorial highway.

SECTION 10. AMENDMENT. Section 24-02-37.3 of the North Dakota Century Code as created by section 1 of Senate Bill No. 2113, as approved by the sixty-eighth legislative assembly, is amended and reenacted as follows:

24-02-37.3. Flexible transportation fund - Budget section approval - Report.

There is created in the state treasury the flexible transportation fund. The fund consists of eligible federal or state funding and any contributed private funds.

1. The flexible transportation fund must be administered and expended by the director and may be used for the following:
   a. Providing a match for federal funding obtained by the department of transportation.
   b. State-funded road and bridge construction and maintenance, and transportation support costs including staffing, facilities, and operational expenditures on the state highway system.
   c. State-funded road and bridge construction and maintenance activities within the state but off of the state highway system. The director shall establish the terms and provisions of the program.
2. All money derived from the investment of the flexible transportation fund or any portion of the fund, must be credited to the flexible transportation fund. The director shall monthly transmit all moneys

collected and received under this chapter to the state treasurer to be transferred and credited to the flexible transportation fund.

3. The director must receive budget section approval for any project that utilizes more than fifteen million dollars from the fund except for projects that match federal or private funds and the amount utilized from the fund is fifty percent or less of total project costs. Any request considered by the budget section must comply with section 54-35-02.9.

4. The director shall allocate at least twenty-five percent of motor vehicle excise tax collections deposited in the flexible transportation fund pursuant to section 57-40.3-10 for non-oil-producing county and township road and bridge projects as follows:

   a. The funds must be allocated by the department to counties for projects or grants for the benefit of counties and organized and unorganized townships;

   b. The department shall establish criteria to distribute the funds;

   c. The funds must be used for the maintenance and improvement of county and township paved and unpaved roads and bridges;

   d. Priority must be given to projects that match federal funds and to projects that improve roadways that serve as local corridors;

   e. An organized township is not eligible to receive funding if the township does not maintain any roadways or does not levy at least eighteen mills for general purposes; and

   f. For purposes of this subsection, "non-oil-producing county" means a county that received no allocation of funding or a total allocation of less than five million dollars under subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal year before the start of each biennium.

5. The director shall provide periodic reports to the budget section regarding the status of the fund and projects receiving allocations from the fund.

SECTION 11. Section 54-27-19.3 of the North Dakota Century Code is created and enacted as follows:

54-27-19.3. Legacy earnings highway distribution fund.

A legacy earnings highway distribution fund is created as a special fund in the state treasury into which must be deposited any allocations of legacy fund earnings made under section 21-10-13. Any moneys in the legacy earnings highway distribution fund must be allocated and transferred by the state treasurer, as follows:

1. Sixty percent must be transferred to the department of transportation for deposit in the state highway fund;

2. Ten percent must be transferred to the legacy earnings township highway aid fund;

3. One and five-tenths percent must be transferred to the public transportation fund; and

4. Twenty-eight and five-tenths percent must be allocated to cities and counties using the formula established in subsection 4 of section 54-27-19. Moneys received by counties and cities must be used for roadway purposes in accordance with section 11 of article X of the Constitution of North Dakota.

SECTION 12. Section 54-27-19.4 of the North Dakota Century Code is created and enacted as follows:

54-27-19.4. Legacy earnings township highway aid fund.

A legacy earnings township highway aid fund is created as a special fund in the state treasury into which must be deposited any allocations of legacy fund earnings made under section 54-27-19.3 which must be allocated by the state treasurer, as follows:

1. The state treasurer shall allocate and distribute all money in the legacy earnings township highway aid fund to non-oil-producing counties of the state based on the length of township roads in each non-oil-producing county compared to the length of all township roads in all the non-oil-producing counties;

2. The county treasurer shall allocate the funds received to the organized townships in the county based on the length of township roads in each of those organized townships compared to the length of all township roads in the county. The funds received must be deposited in the township road and bridge fund and used for road and bridge purposes;

3. If a county does not have organized townships, or has some organized and some unorganized townships, the county shall retain a pro rata portion of the funds received based on the length of roads in unorganized townships compared to the length of township roads in organized townships in the county. Moneys retained by a county for the benefit of unorganized townships under this section must be deposited in the county road and bridge fund; and

4. For purposes of this section, "non-oil-producing county" means a county that received no allocation of funding or a total allocation of less than five million dollars under subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal year before the start of each biennium."

Page 4, overstrike lines 18 and 19

Page 4, line 20, overstrike "to the general fund"

Page 4, line 20, remove "who shall deposit fifty percent of collections in the state highway fund and"

Page 4, line 21, remove "fifty percent of collections in the general fund", overstrike the period and insert immediately thereafter "After the deposits under sections 57-39.2-26.1, 57-39.2-26.2, and 57-39.2-26.3, moneys collected and received under this chapter must be deposited monthly in the state treasury and allocated as follows:

1. Fifty percent to the general fund; and

2. The remaining fifty percent to the flexible transportation fund."

Page 6, after line 20, insert:

"**SECTION 16. LEGISLATIVE MANAGEMENT STUDY - ELECTRIC VEHICLES.** During the 2023-24 interim, the legislative management shall consider studying the effect of electric vehicles in the state. As part of the study, the legislative management shall consider the assessment of fees to offset reductions in motor fuel tax revenues, the impact of electric vehicles on electric demand and the electrical grid, the installation of electric vehicle charging infrastructure by private and public entities, including potential funding sources, the impact to public services and public transportation providers, and the effect on employment opportunities and other economic impacts, including tourism, automobile dealers, the energy industry, and the critical minerals industry. The study must include input from key stakeholders, including electric vehicle manufacturers, electric vehicle dealers, electric utilities, electric vehicle charging station manufacturers, and other transportation entities. The legislative management shall report its findings and recommendations, together with any legislation required to implement the recommendations, to the sixty-ninth legislative assembly.

SECTION 17. DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85 PROJECT - REPORT. The department of transportation shall develop a plan to complete the United States highway 85 four-lane project in its entirety as approved in the final environmental impact statement document for project number 9-085(085)075, PCN20046. The plan must include a review of federal approvals received for the project and options to complete the project before the approvals expire. As part of the plan, the department shall identify funding sources, including the issuance of revenue anticipation bonds, to complete the project. The department shall present its plan to the legislative management before August 1, 2024."

Page 7, line 8, replace "9" with "13"

Page 7, line 10, replace "10 and 11" with "14 and 15"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1012 - Department of Transportation - Conference Committee Action

	Base Budget	House Version	Conference Committee Changes	Conference Committee Version	Senate Version	Comparison to Senate
Salaries and wages	$204,109,585	$232,422,836	($14,676,440)	$217,746,396	$217,746,396	
Operating expenses	270,888,188	330,381,474	2,500,000	332,881,474	332,881,474	
Capital assets	902,431,344	1,644,145,065	(87,750,000)	1,556,395,065	1,556,395,065	
Grants	118,085,610	122,071,458	(1,500,000)	120,571,458	120,571,458	
Contingent loan authorization		78,500,000		78,500,000	78,500,000	
Total all funds	$1,495,514,727	$2,407,520,833	($101,426,440)	$2,306,094,393	$2,306,094,393	$0
Less estimated income	1,495,514,727	2,397,145,833	(101,426,440)	2,295,719,393	2,295,719,393	0
General fund	$0	$10,375,000	$0	$10,375,000	$10,375,000	$0
FTE	982.00	998.00	3.00	1,001.00	998.00	3.00

Department 801 - Department of Transportation - Detail of Conference Committee Changes

	Adjusts Funding for Salary and Benefit Increases[1]	Removes Salary Funding for Funding Pool[2]	Adds Funding for FTE Positions[3]	Reclassifies 2 FTE Positions[4]	Adjusts Funding for Federal Highway Funds Match[5]	Adjusts Discretionary and Flexible Transportation Funding[6]
Salaries and wages	$3,181,552	($18,408,702)	$550,710			
Operating expenses						
Capital assets					$4,750,000	($92,500,000)
Grants						
Contingent loan authorization						
Total all funds	$3,181,552	($18,408,702)	$550,710	$0	$4,750,000	($92,500,000)
Less estimated income	3,181,552	(18,408,702)	550,710	0	4,750,000	(92,500,000)
General fund	$0	$0	$0	$0	$0	$0
FTE	0.00	0.00	3.00	0.00	0.00	0.00

	Reduces Funding for Short Line Railroad Loan Program[7]	Reduces Funding for Flood Study[8]	Adds Funding for Environmental Study[9]	Total Conference Committee Changes
Salaries and wages				($14,676,440)
Operating expenses		($2,500,000)	$5,000,000	2,500,000
Capital assets				(87,750,000)
Grants	($1,500,000)			(1,500,000)
Contingent loan authorization				
Total all funds	($1,500,000)	($2,500,000)	$5,000,000	($101,426,440)
Less estimated income	(1,500,000)	(2,500,000)	5,000,000	(101,426,440)
General fund	$0	$0	$0	$0
FTE	0.00	0.00	0.00	3.00

[1] Salaries and wages funding is adjusted to provide for 2023-25 biennium salary increases of 6 percent on July 1, 2023, and 4 percent on July 1, 2024, and for adjustments to health insurance premium rates as follows:

	Other Funds
Salary increase	$3,297,276
Health insurance adjustment	(115,724)
Total	$3,181,552

The House provided salary adjustments of 4 percent on July 1, 2023, and July 1, 2024.

[2] Funding for new FTE positions and estimated savings from vacant FTE positions is removed as shown below. These amounts are available to the agency if needed by submitting a request to the Office of Management and Budget for a transfer from the new and vacant FTE funding pool.

	Other Funds
New FTE positions	($3,545,684)
Vacant FTE positions	(14,863,018)
Total	($18,408,702)

The Senate also removed funding for the new and vacant FTE funding pool.

[3] Funding is added for the following FTE positions:

Description	FTE	Other Funds
Equipment operator	1.00	$135,714
Township program coordinator	1.00	207,498
Township program coordinator	1.00	207,498
Total	3.00	$550,710

These positions were not added by the House or Senate.

[4] Two vacant FTE positions are reclassified to 2 FTE driver's license examiner positions. The Senate also reclassified these positions.

[5] Funding of $169,250,000 derived from 50 percent of motor vehicle excise tax collections deposited in the highway fund to match regular federal highway funding is removed and replaced with $60 million from legacy fund earnings and one-time funding of $114 million from the strategic investment and improvements fund. The Senate also made this adjustment.

[6] Funding for federal discretionary funds match and the flexible transportation fund is adjusted as follows:

House:

Flexible transportation fund - $115 million from the strategic investment and improvements fund

Discretionary match - $200 million from the strategic investment and improvements fund

Senate and Conference Committee:

Flexible transportation fund, including discretionary match - $171.5 million from motor vehicle excise tax collections, $51 million from the strategic investment and improvements fund

[7] Funding added by the House from the strategic investment and improvements fund to enhance the short line railroad loan program is reduced from $8 million to $6.5 million. The Senate also made this reduction.

[8] One-time funding from the strategic investment and improvements fund added by the House for studies, preliminary engineering, and environmental studies to address northern Red River Valley infrastructure affected by flooding is reduced from $5 million to $2.5 million. The Senate also reduced this funding.

[9] One-time funding from the strategic investment and improvements fund is added for an environmental study of US Highway 52 from Minot to Voltaire. The Senate also added this funding.

This amendment also:

- Adjusts statutory language to provide that 50 percent of motor vehicle excise taxes be deposited in the general fund and the remaining 50 percent be deposited in the flexible transportation fund, the same as the Senate. The House provided for 50 percent of motor vehicle excise taxes to be deposited in the highway fund and 50 percent to be deposited in the general fund.
- Amends statutory language regarding the flexible transportation fund to provide that at least 25 percent of motor vehicle excise taxes deposited in the fund be used for county and township road and bridge projects, to require Budget Section approval for certain projects, and to require Budget Section reports. The Senate also added this language.
- Adds a section to designate a portion of State Highway 13 as the Trooper Beryl McLane Memorial Highway.
- Adds a section to create a legacy earnings highway distribution fund to distribute transportation funding to the highway fund and political subdivisions that is received from legacy fund earnings, the same as the Senate.
- Adds a section to create a legacy earnings township highway aid fund to distribute transportation funding to non-oil-producing counties that is received from legacy fund earnings, the same as the Senate.
- Adds a Legislative Management study of the effect of electric vehicles in the state, the same as the Senate.
- Provides for the Department of Transportation to develop a plan to finish the US Highway 85 four-lane project, the same as the Senate.

April 24, 2023

Ken Attleson
1109 Sommerset Drive
West Fargo, ND 58078

Attn: Steve Mayer
North Dakota Trooper's Association
Representative Corey Mock

RE: Beryl McLane
ND State Trooper #218

I would like to express my gratitude and appreciation to Steve Mayer, the North Dakota Trooper's Association, Col. Brandon Solberg and all the attending North Dakota Highway Patrol Officers for honoring my Grandfather, Beryl McLane with the special headstone and ceremony held in his behalf on August 1, 2022.

Thank you doesn't begin to express my gratefulness to the North Dakota Trooper's Association and Representative Corey Mock for the renaming of ND Highway 13 with my Grandfathers name. Although my Grandfather lost his life on Highway 13 in 1954, it is a great honor and privilege as the last immediate family member to know that his service was not forgotten and will always be remembered. I lost my Grandfather when I was only 3 years old but have fond memories of spending time with him in Napoleon. My Grandmother, Bernice; Uncle Robert and Mom, Beverly would have been overwhelmed and especially grateful for the honor and special attention given my Grandfather.

Sincerely,
Ken