2025 SENATE APPROPRIATIONS
SB 2012

DEPARTMENT 801 - DEPARTMENT OF TRANSPORTATION 2025-27 BASE-LEVEL BUDGET

Base Budget - Summary

	<u>Base Level</u>
Salaries and wages	\$219,279,648
Operating expenses	316,256,474
Capital assets	1,101,395,065
Grants	<u>112,821,458</u>
Total all funds	\$1,749,752,645
Less estimated income	<u>1,749,752,645</u>
Total general fund	\$0
Full-time equivalent (FTE) positions	1,001.00

Selected Base Budget Information

.	General Fund	Other Funds	Total
1. Includes funding for 1,001 FTE positions, including \$5,137,531 for temporary salaries, \$8,487,830 for overtime, and \$482,381 for targeted market equity	\$0	\$219,279,648	\$219,279,648
2. Includes funding for operating expenses, including travel (\$35,268,722), data processing (\$33,736,539), and professional fees (\$120,319,187)	\$0	\$316,256,474	\$316,256,474
3. Includes funding for capital assets, including contractor payments and funding for equipment over \$5,000	\$0	\$1,101,395,065	\$1,101,395,065
4. Includes funding estimated to be received through the highway tax distribution fund	\$0	\$307,900,000	\$307,900,000
 Includes funding from motor vehicle excise taxes for the flexible transportation fund (the Legislative Assembly also provided a one-time appropriation of \$51 million for the flexible transportation fund) 	\$0	\$171,500,000	\$171,500,000
6. Includes funding for loans to enhance short line railroad programs	\$0	\$29,400,000	\$29,400,000
7. Includes funding for estimated operating costs of state fleet services	\$0	\$80,873,876	\$80,873,876
8. Includes funding estimated to be received from the legacy earnings fund	\$0	\$60,000,000	\$60,000,000

Continuing Appropriations

Public transportation fund - North Dakota Century Code 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. A total of \$7,799,821 was distributed from the fund during the 2021-23 biennium.

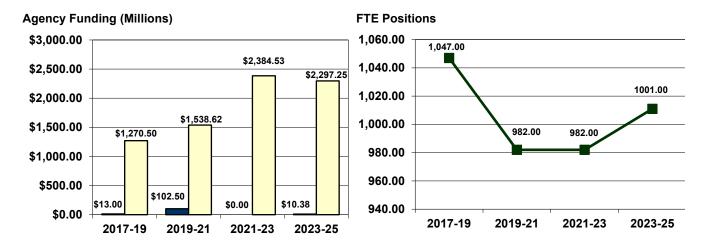
Highway Tax Distribution Fund

The majority of funds received from motor fuels taxes and motor vehicle registration fees are deposited in the highway tax distribution fund. Section 54-27-19 provides the highway tax distribution fund consists of the "moneys available by law from collections of motor vehicle registration and related fees, fuels taxes, special fuels taxes, use taxes, and special fuels excise taxes". This section provides after the first \$5.5 million per biennium is transferred to the state highway fund for the purpose of providing administrative assistance to other transferees, the money in the fund must be distributed by the State Treasurer as follows:

- 61.3 percent to the state highway fund;
- 34.5 percent to counties and cities;
- 2.7 percent to the township highway aid fund; and
- 1.5 percent to the public transportation fund.

Historical Appropriations Information

Agency Appropriations and FTE Positions



■General Fund □Other Funds

Ongoing Other Funds Appropriations

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	2015-17	2017-19	2019-21	2021-23	2023-25
Ongoing other funds appropriations Increase (decrease) from previous biennium	\$1,266,540,461 N/A	\$1,269,489,868 \$2,949,407	\$1,388,445,404 \$118,955,536	\$1,495,514,727 \$107,069,323	. , , ,
Percentage increase (decrease) from previous biennium	N/A	0.2%	9.4%	7.7%	17.0%
Cumulative percentage increase (decrease) from 2015-17 biennium	N/A	0.2%	9.6%	18.1%	38.2%

Major Increases (Decreases) in Ongoing Other Funds Appropriations

2017-19 Biennium

2017-19 Biennium	
1. Removed 26.5 vacant FTE positions	(\$5,363,021)
Removed 5 FTE positions (\$658,219) and related operating expenses (\$628,400) through consolidation of eight highway maintenance sections	(\$1,286,619)
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
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)
 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
 Transferred 41 FTE information technology positions and related funding to the Information Technology Department (ITD) (\$8,224,012) and added funding of \$8,284,451 for payments to ITD for the information technology 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	
 Added funding for 19 new FTE positions, including 4 FTE auditors, 8 FTE equipment operators, 2 FTE driver's license examiners, 3 FTE accountants, and 2 FTE township road project coordinators 	\$3,697,636
2. Added spending authority for estimated legacy fund earnings deposited in the highway fund	\$60,000,000
Added ongoing funding from motor vehicle excise tax collections to establish a flexible transportation fund	\$171,500,000

One-Time Other Funds Appropriations

	2015-17	2017-19	2019-21	2021-23	2023-25
One-time other funds appropriations	\$820,000,000	\$1,015,000	\$73,800,000	\$889,019,357	\$547,500,000

	Major One-Time Other Funds 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	
1.	Added one-time funding from the strategic investment and improvements fund (SIIF) to match federal funds	\$114,000,000
2.	Added one-time funding from SIIF to enhance short line railroad loan programs	\$6,500,000
3.	Added one-time funding from contingent loan proceeds for a US Highway 85 project	\$50,000,000
4.	Added one-time funding from contingent loan proceeds for northern Red River Valley infrastructure projects	\$28,500,000
5.	Added one-time funding from SIIF for an environmental study for a US Highway 52 project	\$5,000,000
6.	Added one-time funding from SIIF for the flexible transportation fund	\$51,000,000



Department of Transportation Department No. 801 2025 Senate Bill No. 2012

EXECUTIVE BUDGET RECOMMENDATION 2025-27 BIENNIUM

Budget Summary

	FTE Positions	General Fund	Other Funds	Total
Executive budget recommendation	1,013.00	\$0	\$2,602,488,365	\$2,602,488,365
Base level	1,001.00	0	1,749,752,645	1,749,752,645
Increase (decrease)	12.00	\$0	\$852,735,720	\$852,735,720
Percentage increase (decrease)	1.2%	0.0%	48.7%	48.7%

NOTE:

More detailed information on the executive budget recommendation is attached as Appendix A.

A copy of the draft appropriations bill reflecting the executive budget recommendation is attached as Appendix B.

Selected Highlights

- Salary increases of up to 4 percent effective July 1, 2025, and 3 percent effective July 1, 2026
- Health insurance increase of \$250 per month (15.23 percent), from \$1,643 to \$1,893, per employee
- Restores the new and vacant FTE funding pool into the department's budget
- Adds \$451,898 of other funds for 2 FTE positions for a data management program
- Adds \$1,006,006 of other funds and 2 FTE positions for additional maintenance costs on US Highway 85
- Adds 1 FTE position and \$249,997 of other funds for a bridge load rating coordinator
- Adds \$284,992 of other funds and 1 FTE position for tribal and public communications and engagement
- Adds \$258,005 of other funds for 1 FTE grant management position
- Adds 1 FTE position and \$249,997 of other funds for a Transportation Management Center position
- Adds \$258,005 of other funds and 1 FTE position for federal compliance activities
- Adds 1 FTE position and \$249,997 of other funds for a local government assistance position
- Increases State Fleet Services spending authority by \$17,500,000 for increased operating and purchase costs
- Provides \$4,000,000 of other funds for rotary snowblower replacements
- Increases authority from the state rail loan fund by \$7,500,000
- Provides \$171,300,000 of one-time funding from the strategic investment and improvements fund to match federal formula funds
- Provides \$150,000,000 of one-time funding from the strategic investment and improvements fund to match federal discretionary funds
- Provides \$33,500,000 of one-time funding from the strategic investment and improvements fund for a facility improvement plan
- Provides \$3 million of one-time funding from other funds for a motor vehicle and drivers license appointment system upgrade

Estimated Highway Tax Distribution Fund Allocations

The following is the estimated amount of allocations from the highway tax distribution fund for the 2023-25 and 2025-27 biennium included in the 2025-27 biennium executive budget:

	2023-25 Biennium	2025-27 Biennium
State highway fund	\$312,900,000	\$317,800,000
Counties	112,300,000	114,000,000
Cities	63,800,000	64,700,000
Townships	13,800,000	14,000,000
Public transit	7,700,000	7,800,000
Total	\$510,500,000	\$518,300,000

Estimated Federal Transportation Funding

The following is the amount of federal transportation funding appropriated in the 2023-25 biennium and the estimated federal transportation funding included in the 2025-27 executive budget.

	2023-25 Biennium Appropriations	2025-27 Biennium Executive Budget
Federal Highway Administration formula funds	\$884,700,000	\$963,800,000
Federal Highway Administration discretionary funds	290,000,000	320,000,000
Federal Transit Administration funds	32,400,000	40,600,000
National Highway Traffic Safety Administration funds	12,100,000	13,600,000
Total	\$1,219,200,000	\$1,338,000,000

Deficiency Appropriations

There are no deficiency appropriations for this agency.

Significant Audit Findings

There are no significant audit findings for this agency.

Agency Fees

As reported to the Legislative Management, pursuant to North Dakota Century Code Section 54-35-27, this agency has 125 fees. The agency did not recommend any changes to the fees.

Major Related Legislation

House Bill No. 1037 - Uncrewed aircraft grant appropriation - Provides the Department of Transportation with a \$750,000 general fund appropriation to provide grants to entities to assist law enforcement agencies by monitoring US Highway 2.

House Bill No. 1050 - License plate readers - Authorizes the Department of Transportation to enter agreements with law enforcement agencies to place license plate readers on department-owned or operated equipment.

House Bill No. 1051 - Special road fund - Allows tribal governments to request funds from the special road fund.

House Bill No. 1053 - Length of state highway system - Repeals Section 24-01-01.2 which limits the length of the state highway system to 7,700 miles.

House Bill No. 1056 - Oahe Reservoir bridge - Authorized the Department of Transportation to accept ownership of any bridge constructed over the Oahe Reservoir.

NOTE:

Please see the Fiscal Impact Report for additional information regarding bills under consideration which contain either a state revenue impact, an appropriation, or a state fiscal impact.



Department of Transportation - Budget No. 801 Agency Worksheet - Senate Bill No. 2012

	Executive Budget				
	FTE Positions	General Fund	Other Funds	Total	
2025-27 Biennium Base Level	1,001.00	\$0	\$1,749,752,645	\$1,749,752,645	
2025-27 Ongoing Funding Changes					
Base budget adjustments and reductions			(\$11,621,679)	(\$11,621,679)	
Salary increase			10,494,333	10,494,333	
Health insurance increase			6,095,359	6,095,359	
Restore new FTE funding pool			3,545,684	3,545,684	
Restore vacant FTE funding pool			14,863,018	14,863,018	
Estimated federal funds increase			406,821,876	406,821,876	
Data management program	2.00		451,898	451,898	
Bridge load rating coordinator	1.00		249,997	249,997	
US Highway 85 staffing and equipment	2.00		1,006,006	1,006,006	
Federal formula funds positions	2.00		472,004	472,004	
Local government assistance position	1.00		249,997	249,997	
Federal compliance position	1.00		258,005	258,005	
Grants position	1.00		258,005	258,005	
Tribal and public engagement position	1.00		284,992	284,992	
Transportation management center position	1.00		249,997	249,997	
Rail loan fund authority	1.00		7,500,000	7,500,000	
Local funds match authority			3,800,000	3,800,000	
Customer CHATBOT			1,000,000	1,000,000	
Increased roadway maintenance costs			3,000,000	3,000,000	
Major equipment funding			2,000,000	2,000,000	
Increased district contractor payments			6,842,212	6,842,212	
Increased information technology operating funds			4,022,016	4,022,016	
Rotary snowblower replacements			4,000,000	4,000,000	
Engineering equipment replacement			472,000	472,000	
Increased state fleet operating costs			17,500,000	17,500,000	
Total ongoing funding changes	12.00	\$0	\$483,815,720	\$483,815,720	
One-Time Funding Items					
Facility improvements			\$5,970,000	\$5,970,000	
Appointment system upgrade			3,000,000	3,000,000	
Spring load restriction plan			1,700,000	1,700,000	
Inventory tracking system			350,000	350,000	
Artificial intelligence for business functions			1,000,000	1,000,000	
Federal formula funds match (SIIF)			171,300,000	171,300,000	
Federal discretionary funds match (SIIF)			150,000,000	150,000,000	
Pavement management van (SIIF)	1		1,100,000	1,100,000	
Facility improvement plan (SIIF)			33,500,000	33,500,000	
Grant management software			1,000,000	1,000,000	
Total one-time funding changes	0.00	\$0	\$368,920,000	\$368,920,000	
Total Changes to Base Level Funding	12.00	\$0	\$852,735,720	\$852,735,720	
2025-27 Total Funding	1,013.00	\$0	\$2,602,488,365	\$2,602,488,365	
Federal funds included in other funds	1,013.00	40	\$1,338,004,712	Ψ 2 ,00 2 , 4 00,303	

Total ongoing changes - Percentage of base level	1.2%	N/A	27.7%	27.7%
Total changes - Percentage of base level	1.2%	N/A	48.7%	48.7%

Other Sections in Department of Transportation - Budget No. 801

Section Description	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.
Additional appropriation authority	Section 4 would appropriate any additional funding received by DOT to the agency for the 2025-27 biennium.
Strategic investment and improvements fund	Section 5 would identify \$355.9 million from the strategic investment and improvements fund for matching federal formula funds (\$171.3 million), for matching discretionary funding (\$150 million), for facility repairs (\$33.5 million), and for a pavement management van (\$1.1 million).
Carryover exemptions	Section 6 would provide exemptions to allow carryover authority for various projects.
Rest area and visitor center construction	Section 7 would authorize DOT to construct a rest area and visitor center in western North Dakota utilizing appropriations from the state highway fund.
Subsidy of railway lines	Section 8 would amend Section 49-17.1-05 to provide that moneys in the state rail fund are appropriated to DOT on a continuing basis for the continuation of operations and maintenance of any railroad in the state.
Full-time equivalent authorization	Section 9 would allow DOT to adjust full-time equivalent positions subject to the availability of funds.

Sixty-ninth Legislative Assembly of North Dakota

SENATE BILL NO. 2012 (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 an exemption; and to amend and reenact section 49-17.1-05 of the North Dakota Century Code relating to the subsidy of railway lines.

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, 2025, and ending June 30, 2027, as follows:

		Adjustments or	
	<u>Base Level</u>	Enhancements	<u>Appropriation</u>
Salaries and wages	\$219,279,648	\$39,333,520	\$258,613,168
Operating expenses	316,256,474	80,388,648	396,645,122
Capital assets	1,101,395,065	729,194,552	1,830,589,617
Grants	<u>112,821,458</u>	<u>3,819,000</u>	<u>116,640,458</u>
Total special funds	\$1,749,752,645	\$852,735,720	\$2,602,488,365
Full-time equivalent positions	1,001.00	12.00	1,013.00

SECTION 2. ONE-TIME FUNDING. The following amounts reflect the one-time funding items approved by the sixty-eighth legislative assembly for the 2023-25 biennium and the 2025-27 one-time funding items included in the appropriation in section 1 of this Act:

One-Time Funding Description	<u>2023-25</u>	<u> 2025-27</u>
Federal highway funds	\$290,000,000	\$0
State matching funds	114,000,000	171,300,000
Discretionary match/local federal swap program	0	150,000,000
State flexible transportation fund	51,000,000	0
Contingent loans	78,500,000	0
Roadway management system project	6,250,000	0
Automated vehicle location	2,010,000	0
Door security	865,000	0
Short line railroad programs	6,500,000	0
United States highway 52 environmental study	5,000,000	0
Flood projects study	2,500,000	0
Rural transit program grants	1,250,000	0
10-year facilities plan – rest areas	0	33,500,000
Pavement management van replacement	0	1,100,000
10-year facilities plan – buildings	0	5,970,000
Motor vehicle/drivers license appointment system	0	3,000,000
Spring road load restrictions technology	0	1,700,000
Artificial intelligence for core business functions	0	1,000,000
Grant management tracking software	0	1,000,000
Barcoding software/inventory tracking system	<u>0</u>	<u>350,000</u>
Total all funds	\$557,875,000	\$368,920,000

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 when it is cost-effective for construction and maintenance of highways. The department of transportation shall notify the office of management and budget of any transfers made pursuant to this section.

SECTION 4. 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, 2025, and ending June 30, 2027.

SECTION 5. 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 \$355,900,000 from the strategic investment and improvements fund for the following purposes:

- 1. The sum of \$171,300,000 for matching federal highway formula funding for transportation infrastructure projects;
- 2. The sum of \$150,000,000 for matching federal highway discretionary funding for transportation infrastructure projects and for local public agencies federal fund swap program;
- 3. The sum of \$33,500,000 for repairs and maintenance on the state's rest area facilities; and
- 4. The sum of \$1,100,000 for replacement of the pavement management van.

SECTION 6. 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, 2025, and ending June 30, 2027:

- 1. The remaining \$14,147,246 of the \$100,000,000 appropriated from special funds for the purpose of road and bridge construction projects in section 13, subsections 2 of chapter 15 of the 2021 Session Laws:
- 2. The remaining \$32,254,168 of the \$55,000,000 appropriated from federal funds to match state bond proceeds in section 5 of chapter 15 of the 2021 Session Laws;
- 3. The remaining \$11,697,962 of the \$317,000,000 appropriated from federal funds for state, county, and township road and bridge projects in section 7 of chapter 548 of the 2021 Session Laws;
- 4. The remaining \$4,478,557 of the \$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;
- 5. The remaining \$12,080,513 of the \$13,660,000 appropriated from special funds for information technology projects in section 1 of chapter 40 of the 2021 Session Laws and the remaining \$8,448,243 of the additional \$9,125,000 appropriated from the general fund in the operating expenses line item relating to information technology projects in section 1 of chapter 12 of the 2023 Session Laws;
- 6. The remaining \$2,151,245 of the \$2,500,000 appropriated from special funds to match funding from the state of Minnesota and other sources for studies, preliminary engineering, and environmental studies to address northern Red River valley infrastructure affected by flooding; and the remaining \$2,368,407 of the \$5,000,000 appropriated from special funds for an environmental study of a portion of United States highway 52, in section 1 of chapter 12 of the 2023 Session Laws;
- 7. The sum of \$757,000 included in the deferred maintenance funding pool line item and transferred to the department of transportation pursuant to chapter 47, section 15 of the 2023 session laws; and

8. The sum of \$82,200,000 appropriated from special funds for flexible transportation fund projects in section 1 of chapter 12 of the 2023 Session Laws.

SECTION 7. 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, 2025, and ending June 30, 2027.

SECTION 8. AMENDMENT. 49-17.1-05. of the North Dakota Century Code is amended and reenacted as follows:

49-17.1-05. Subsidy of railway lines - Continuing appropriation.

The department, with the approval of the commission, may provide financial assistance, within the limits of funds appropriated by the legislative assembly, for the continuation of operations and maintenance of any railroad within the state, as provided for in the Railroad Revitalization and Regulatory Reform Act of 1976 [Pub. L. 94-210; 90 Stat. 149; 49 U.S.C. 1651 et seq.], or other relevant federal legislation. Moneys in the state rail fund are appropriated to the department of transportation on a continuing basis for distributions authorized under this section. The department or the commission may act as the agent in cooperation with the federal government, any local or regional transportation authority, local governmental units, any group of rail users, or any person in any rail service assistance program.

SECTION 9. EXEMPTION - FULL-TIME EQUIVALENT POSITION ADJUSTMENTS. Notwithstanding any other provisions of law, the department of transportation may increase or decrease authorized full-time equivalent positions as needed, subject to availability of funds, during the biennium beginning July 1, 2025, and ending June 30, 2027. The department of transportation shall report to the office of management and budget and legislative council any adjustments made pursuant to this section.



Department of Transportation Department No. 801 2025 Senate Bill No. 2012

REVISED EXECUTIVE BUDGET RECOMMENDATION 2025-27 BIENNIUM

Budget Summary

	FTE Positions	General Fund	Other Funds	Total
Burgum budget recommendation	1,013.00	\$0	\$2,602,488,365	\$2,602,488,365
Revisions - Increase (decrease)	(8.00)	0	(124,228,977)	(124,228,977)
Armstrong budget recommendation	1,005.00	\$0	\$2,478,259,388	\$2,478,259,388
Base level	1,001.00	0	1,749,752,645	1,749,752,645
Increase (decrease)	4.00	\$0	\$728,506,743	\$728,506,743
Percentage increase (decrease)	0.4%	N/A	41.6%	41.6%

NOTE:

More detailed information on the revised executive budget recommendation is attached as an appendix.

Selected Highlights

- Salary increases of up to 3 percent effective July 1, 2025, and 3 percent effective July 1, 2026
- Health insurance increase of \$250 per month (15.23 percent), from \$1,643 to \$1,893, per employee
- Restores the new and vacant FTE funding pool into the department's budget
- Adds \$451,898 of other funds for a data management program
- Adds \$1,006,006 of other funds and 2 FTE positions for additional maintenance costs on US Highway 85
- Adds 1 FTE position and \$249,997 of other funds for a bridge load rating coordinator
- Adds 1 FTE position and \$249,997 of other funds for a local government assistance position
- Increases State Fleet Services spending authority by \$17.5 million for increased operating and purchase costs
- Provides \$4 million of other funds for rotary snowblower replacements
- Provides \$171.3 million of one-time funding from the strategic investment and improvements fund (SIIF) to match federal formula funds
- Provides \$85 million of one-time funding from SIIF to match federal discretionary funds
- Provides \$3 million of one-time funding from other funds for a motor vehicle and drivers' license appointment system upgrade

Estimated Highway Tax Distribution Fund Allocations

The following is the estimated amount of allocations from the highway tax distribution fund for the 2023-25 and 2025-27 biennium included in the 2025-27 biennium executive budget:

	2023-25 Biennium	2025-27 Biennium
State highway fund	\$312,900,000	\$317,800,000
Counties	112,300,000	114,000,000
Cities	63,800,000	64,700,000
Townships	13,800,000	14,000,000
Public transit	7,700,000	7,800,000
Total	\$510,500,000	\$518,300,000

Estimated Federal Transportation Funding

The following is the amount of federal transportation funding appropriated in the 2023-25 biennium and the estimated federal transportation funding included in the 2025-27 executive budget.

	2023-25 Biennium Appropriations	2025-27 Biennium Executive Budget
Federal Highway Administration formula funds	\$884,700,000	\$963,800,000
Federal Highway Administration discretionary funds	290,000,000	320,000,000
Federal Transit Administration funds	32,400,000	40,600,000
National Highway Traffic Safety Administration funds	12,100,000	13,600,000
Total	\$1,219,200,000	\$1,338,000,000

Deficiency Appropriations

There are no deficiency appropriations for this agency.

Significant Audit Findings

There are no significant audit findings for this agency.

Agency Fees

As reported to the Legislative Management, pursuant to North Dakota Century Code Section 54-35-27, this agency has 125 fees. The agency did not recommend any changes to the fees.

Major Related Legislation

House Bill No. 1037 - Uncrewed aircraft grant appropriation - Provides the Department of Transportation with a \$750,000 general fund appropriation to provide grants to entities to assist law enforcement agencies by monitoring US Highway 2.

House Bill No. 1050 - License plate readers - Authorizes the Department of Transportation to enter agreements with law enforcement agencies to place license plate readers on department-owned or operated equipment.

House Bill No. 1051 - Special road fund - Allows tribal governments to request funds from the special road fund.

House Bill No. 1053 - Length of state highway system - Repeals Section 24-01-01.2 which limits the length of the state highway system to 7,700 miles.

House Bill No. 1056 - Oahe Reservoir bridge - Authorizes the Department of Transportation to accept ownership of any bridge constructed over the Oahe Reservoir.

NOTE:

Please see the Fiscal Impact Report for additional information regarding bills under consideration which contain either a state revenue impact, an appropriation, or a state fiscal impact.



Department of Transportation - Budget No. 801 Agency Worksheet - Senate Bill No. 2012

		Armstrong E	Executive Budget	_
	FTE Positions	General Fund	Other Funds	Total
2025-27 Biennium Base Level	1,001.00	\$0	\$1,749,752,645	\$1,749,752,645
2025-27 Ongoing Funding Changes				
Base budget adjustments and reductions			(\$21,621,679)	(\$21,621,679
Salary increase			8,694,284	8,694,284
Health insurance increase			5,889,434	5,889,434
Restores new FTE funding pool			3,545,684	3,545,684
Restores vacant FTE funding pool			14,863,018	14,863,018
Estimated federal funds increase			406,821,876	406,821,876
Data management program			451,898	451,898
Bridge load rating coordinator	1.00		249,997	249,997
US Highway 85 staffing and equipment	2.00		1,006,006	1,006,006
Local government assistance position	1.00		249,997	249,997
Local funds match authority			3,800,000	3,800,000
Increased roadway maintenance costs			3,000,000	3,000,000
Major equipment funding			2,000,000	2,000,000
Increased district contractor payments			6,842,212	6,842,212
Increased information technology operating funds			4,022,016	4,022,016
Rotary snowblower replacements			4,000,000	4,000,000
Engineering equipment replacement			472,000	472,000
Increased state fleet operating costs			17,500,000	17,500,000
Total ongoing funding changes	4.00	\$0	\$461,786,743	\$461,786,743
One-Time Funding Items				
Facility improvements			\$5,970,000	\$5,970,000
Appointment system upgrade			3,000,000	3,000,000
Inventory tracking system			350,000	350,000
Federal formula funds match (SIIF)			171,300,000	171,300,000
Federal discretionary funds match (SIIF)			85,000,000	85,000,000
Pavement management van (SIIF)			1,100,000	1,100,000
Total one-time funding changes	0.00	\$0	\$266,720,000	\$266,720,000
Total Changes to Base Level Funding	4.00	\$0	\$728,506,743	\$728,506,743
2025-27 Total Funding	1,005.00	\$0	\$2,478,259,388	\$2,478,259,388

Total ongoing changes - Percentage of base level 0.4% N/A 26.4% 26.4% Total changes - Percentage of base level 0.4% N/A 41.6% 41.6%

2025 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee

Harvest Room, State Capitol

SB 2012 1/9/2025

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 a.m. Chairman Bekkedahl called the meeting to order.

Members Present: Chairman Bekkedahl, Vice-Chairman Erbele, and Senators Burckhard, Cleary, Conley, Davison, Dever, Dwyer, Magrum, Mathern, Meyer, Schaible, Sickler, Sorvaag, Thomas, Wanzek.

Discussion Topics:

- North Dakota Department of Transportation (NDDOT) Services
- NDDOT Accomplishments
- Challenges and Needs of NDDOT

8:30 a.m. Ron Henke, Director of ND Department of Transportation, presented an overview and budget of NDDOT and submitted testimony #28318.

Additional Written Testimony:

Cal Klewin, Executive Director of Theodore Roosevelt Expressway Association, submitted testimony in favor #29827.

9:58 a.m. Chairman Bekkedahl closed the hearing.

Elizabeth Reiten, Committee Clerk









MISSION

Safely move people and goods.

VISION

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

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

Professionalism | Respect | Integrity | Dedication | Excellence

CULTURAL ASPIRATIONS

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

EXECUTIVE TEAM



Transportation

Ron Henke Director



Robin Rehborg Deputy Director for Driver Safety



Matt Linneman Deputy Director for Engineering

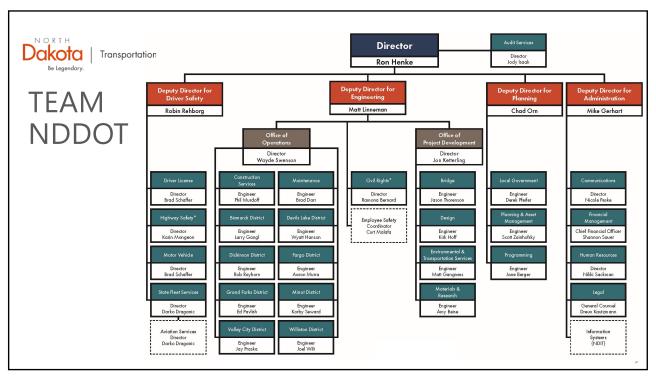


Chad Orn Deputy Director for Planning



Mike Gerhart Deputy Director for Administration







ABOUT THE NDDOT



State Fleet Services

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



Driver & Vehicle Services

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



Collaboration

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



Transportation Programs

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



Project Delivery & Operations

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



Highway Safety

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

7

7

STRATEGIC FOCUS AREAS



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



INNOVATION – Promote a culture of innovation.



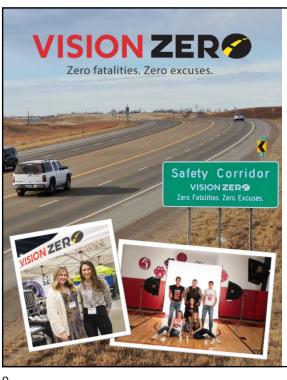
ASSETS – Preserve and enhance assets managed by the NDDOT.



MOBILITY – Improve access to our transportation systems through multimodal solutions.



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

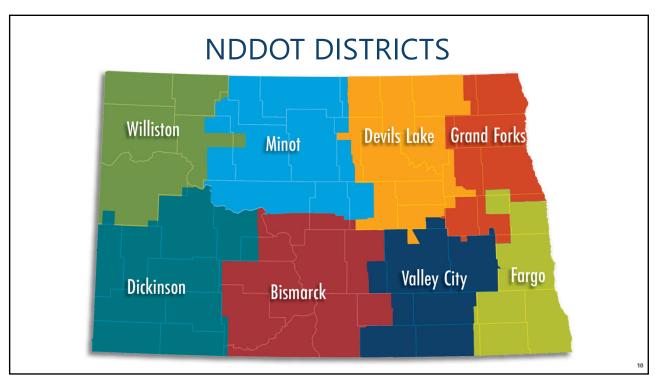


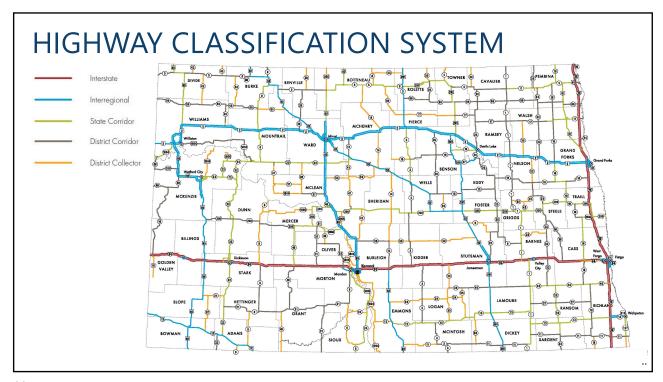
- Mission: Eliminate motor vehicle crash fatalities and serious injuries in ND.
- 2024: 90 fatalities (preliminary)

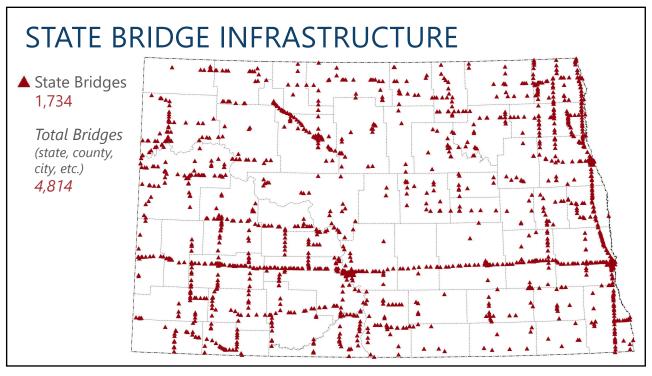
2023: 106 fatalities 2022: 98 fatalities

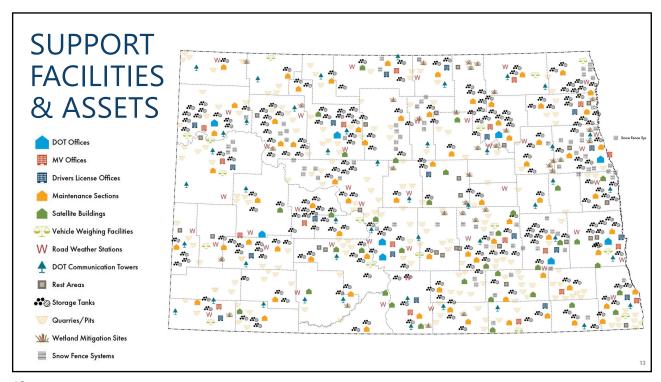
- Motor vehicle crashes are largely preventable if everyone takes personal responsibility.
- Vision Zero Schools 14 schools engaged (Kidder County, Flasher, Wing, Oakes, Killdeer, Des Lacs-Burlington, LaMoure, Carrington, Standing Rock, Nedrose, Watford City, Sheyenne, Northern Cass and Larimore).
- Regional Coordinators Five across the state - extends the work of Vision Zero into the heart of the community.

9



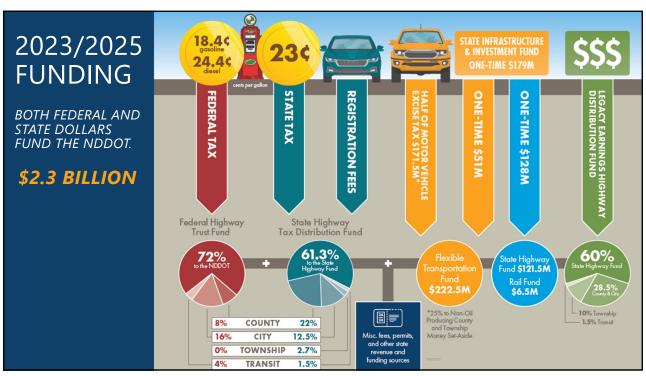






















ACCOMPLISHMENTS

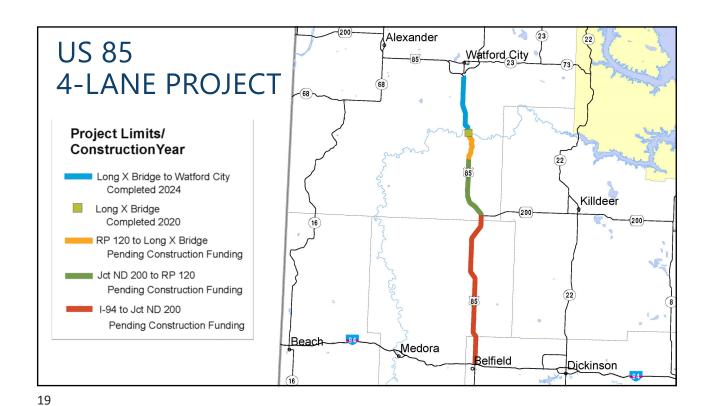
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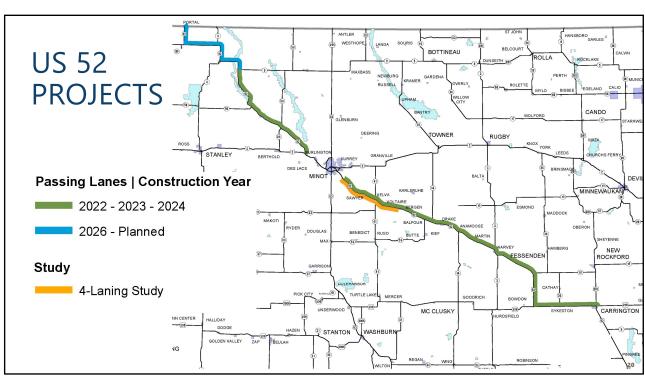
ACCOMPLISHMENTS

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

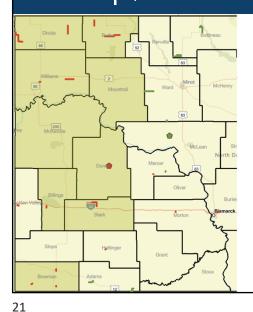


Bridge Deck Pour





FLEXIBLE TRANSPORTATION FUND | \$222.5M



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

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NORTHERN RED RIVER VALLEY FLOOD STUDY



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

Find more info at dot.nd.gov/RedRiverFloodStudy

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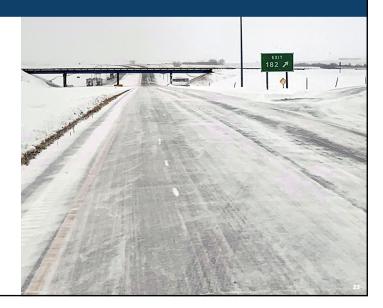
EXTENDED HOURS OF SERVICE

SNOW & ICE CONTROL

24 Hours Coverage Fargo Metro

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

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



23



FEDERAL DISCRETIONARY FUNDING

THIS BIENNIUM

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

(As of Jan. 6)

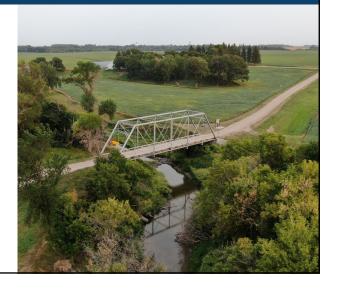
FEDERAL DISCRETIONARY FUNDING

- Accelerated Innovation Deployment (AIM) Demonstration Program Oversize Vehicle Detection (Awarded Aug. 2023) This project will provide active warning to oversize trucks to reduce bridge strikes.
 (US 2 in Minot and I-29 nr. RP 25) \$500K
- Infrastructure for Rebuilding America (INFRA) Grant US 85 4-Lane (ND 200 North to RP 120.3) (Awarded Dec. 2023) Improves safety and travel efficiency.
 \$55M
- End of Federal Fiscal Year Redistribution (Awarded Sept. 2023) Various projects. Federal Highway Administration (FHWA) distributes unobligated funds to States based on ability to obligate. \$55M
- End of Federal Fiscal Year Redistribution (Awarded Sept. 2024) Various projects.
 FHWA distributes unobligated funds to States based on ability to obligate. \$35.9M₂₅

25

FEDERAL DISCRETIONARY FUNDING

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



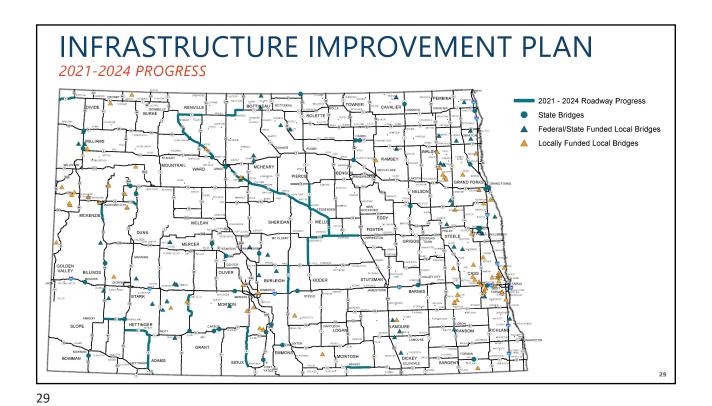
FEDERAL DISCRETIONARY FUNDING

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

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FEDERAL DISCRETIONARY FUNDING

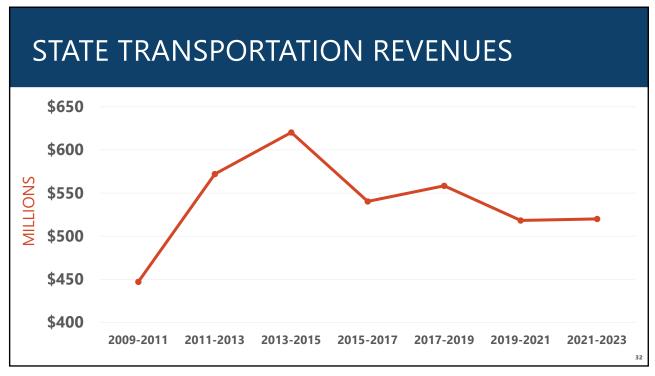
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 Grant I-94 Reconstruction (Awarded Jan. 2025) This project will reconstruct
 20 miles of I-94 east of Bismarck (RP 162-172 WB and 172-182 EB). \$24.5M
- RAISE Grant Marley Crossing Planning (Awarded Jan. 2025) This project will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

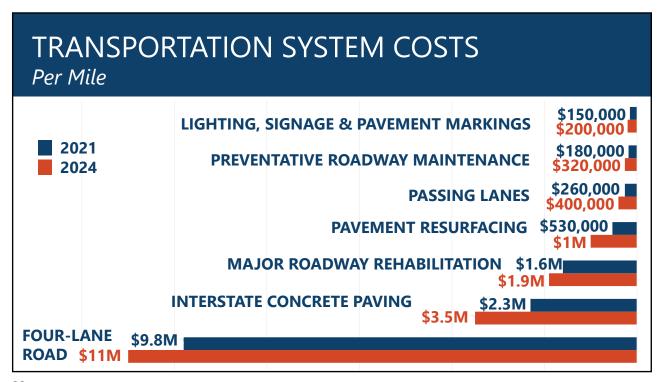


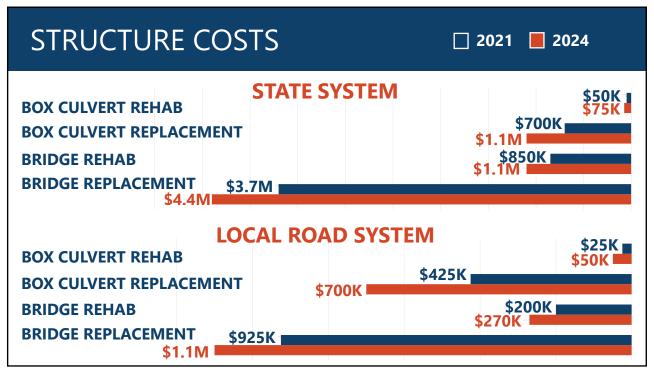


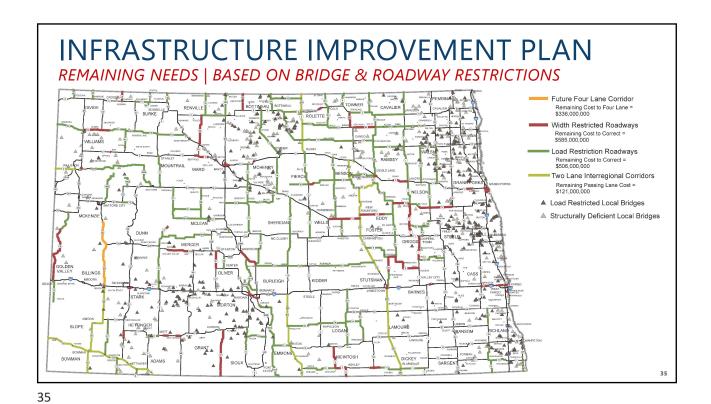
- BISMARCK STATE STREET PROJECT America's Transportation Award for Safety, Medium Project
- 1804 TEST SECTION PROJECT American Association of Highway and Transportation Officials (AASHTO) Committee on Materials & Pavement Innovation Award
- NDDOT TRAINING ACADEMY AASHTO President's Award
- MOTOR VEHICLE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











EQUIPMENT & BUILDING NEEDS

EQUIPMENT

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

DISTRICT/SECTION BUILDINGS

Capital Projects and Deferred Maintenance

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





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MEET THE NEEDS OF NORTH DAKOTANS & TEAM NDDOT

NDDOT STRATEGIC GOALS

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

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2025-27 BASE BUDGET RECOMMENDATION

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

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

39



LEGISLATIVE PRIORITIES

SB 2062 | Request for Bids

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

HB 1056 | Ownership of Lake Oahe Bridge and Roadway

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



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LEGISLATIVE PRIORITIES

SB 2063 | Delayed Bid Opening

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

HB 1051 | Tribal Access to Special Road Funds

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

LEGISLATIVE PRIORITIES

HB 1053 | State Highway System Regulated Size Limit

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

HB 1054 | Highway Sponsorship

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

43

43

LEGISLATIVE PRIORITIES

HB 1055 | Regulation of Hydraulic Brake Fluid

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

HB 1052 | Tourist-Oriented Direction Signs

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

SB 2061 | Align NDCC with Federal Regulations Regarding Railroad Crossings

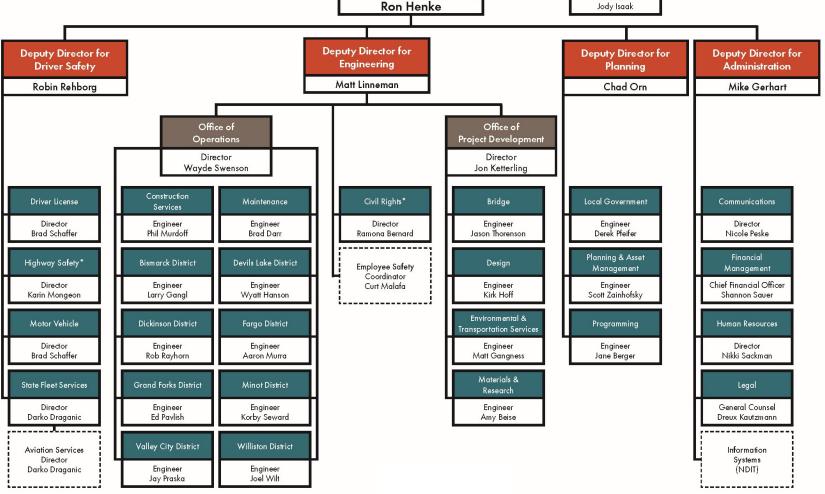
This change would allow NDDOT to mark crossings as exempt eliminating the requirement for buses and CMV's hauling hazmat to stop when there is no train.





Transportation

TEAM NDDOT



Director

Audit Services

Director

2025-27 BASE BUDGET RECOMMENDATION

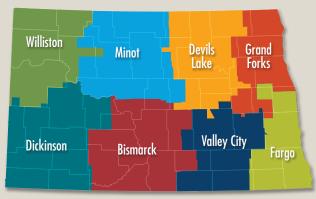
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Full Time Equivalent Positions		1,001	1,001	



NDDOT FACT SHEET 2024 Update

WHO WE ARE

WHAT WE'RE ABOUT



District Map

1,001

Full-Time Team Members

30-50

Temporary Team Members

8

Districts

Mission:

Safely move people and goods.

Vision:

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

Values:

Professionalism | Respect | Integrity | Dedication | Excellence

Goals/Objectives:

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

Innovation - Promote a culture of innovation.

Assets - Preserve and enhance assets managed by NDDOT.

Mobility - Improve access to our transportation system through multi-modal solutions.

Leadership - Be a local, state and nationally trusted leader.

Cultural Aspirations:

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

WHAT WE DO



Highway Safety

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



Driver & Vehicle Services

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



Collaboration

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



Project Delivery & Operations

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Transportation Programs

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



State Fleet Services

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

DRIVER & VEHICLE SERVICES

















RECENT SUCCESS

Expanded & Improved Services for ND Citizens

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

Focus on Highway Safety

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

Improved Infrastructure

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



AAMVA Communications Awards Vision Zero Impaired Driving Campaign



AAMVA Communications Awards
ND Sober Ride Campaign



AAMVA Reinventing Customer
Experience Award
Driver License & Motor Vehicle



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



AASHTO President's Award NDDOT Training Academy



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

LEARN MORE



NDDOT Biennial Report



dot.nd.gov





STAY CONNECTED











ND Roads and ND Drive Apps







FUNDING THE NDDOT

2024 Update



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

NORTH DAKOTA SYSTEM

AND COSTS TO MAINTAIN

88,447 total miles of roadway

State Highway System 7,415

\$3.5M interstate concrete reconstruction \$1.9M major roadway reconstruction \$1.0M pavement resurfacing

\$320K preventive maintenance

IN 2024

construction projects completed \$580M project investments

4,814 total bridges

State Bridges 1,734

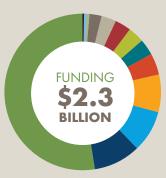
\$400K

for bridge rehabilitation

41 tow plows, 19 rotary snow blowers, 70 tractors and 64 loaders

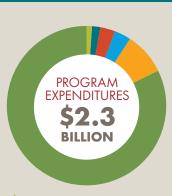
\$27.1 M snow and ice control each winter

2023-2025 BIENNIAL BUDGET



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

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



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

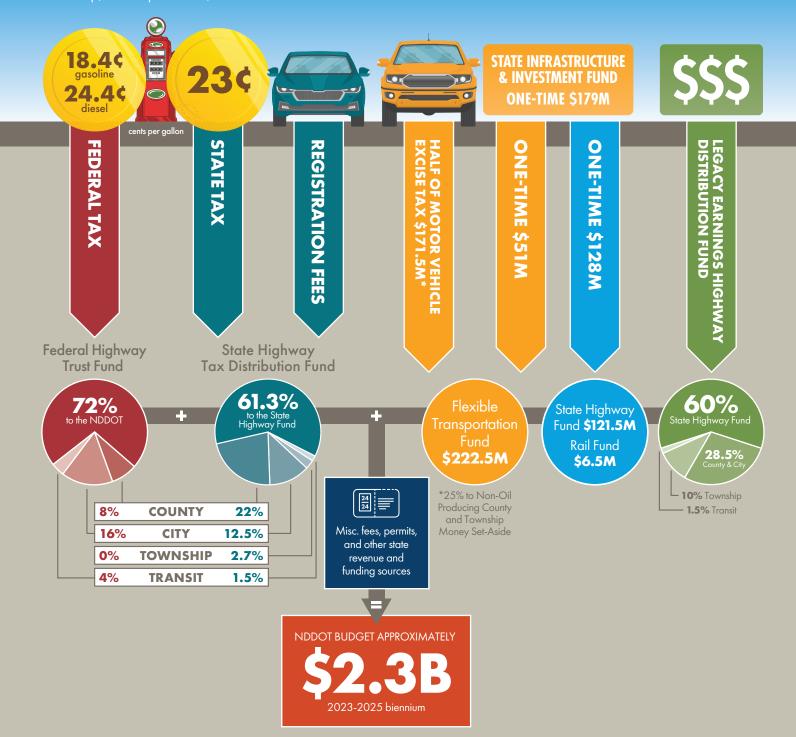
HOW WE ARE FUNDED

Both federal and state dollars fund the NDDOT.



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

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





VISION ZER®

Zero fatalities. Zero excuses.

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

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

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

"E" STRATEGIES

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

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

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





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

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

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

PERSONAL RESPONSIBILITY

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











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

SUCCESSES



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

STAY CONNECTED



VisionZeroND



dottrafficgrp@nd.gov



@VisionZeroND

VisionZeroNorthDakota



VisionZero.ND.gov













NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM OVERVIEW





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

NEVI Overview

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

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

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

Basic Requirements of the Charging Infrastructure



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



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



Open to all vehicle makes (non-proprietary)



Maximum 50 miles between charging stations

NDDOT NEVI Program Website

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

dot.nd.gov/nevi







NEVIFAQ



Location

Where will NEVI-funded charging infrastructure be located?

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

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

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



Funding

How much funding is North Dakota receiving under NEVI?

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



Ownership And Operation

Who will own and operate the charging infrastructure?

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



Grid Capacity

Have utilities been consulted on EV charging grid capacity?

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





NEVI PROCUREMENT PROCESS

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

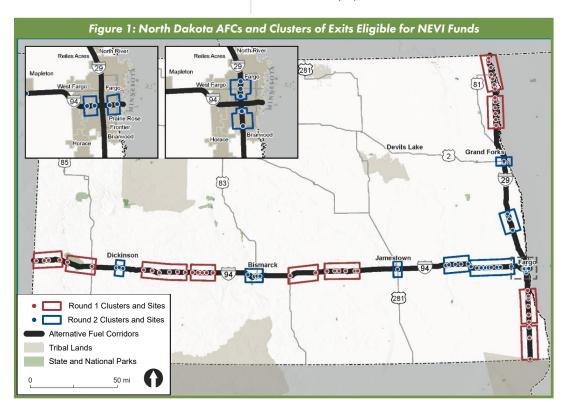
Procurement Rounds:

ROUND 1

Focused on the rural areas.

ROUND 2

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



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

Round 1 Communications (July 2023 - July 2024)

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

Mailers

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

NEVI Webinar

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

Round 1 Timeline:

Jun 11, 2024
NOFO Released

Jul 12, 2024 Letters of Intent Due

Aug 9, 2024 Proposals Due

Aug 26, 2024
Application
Completeness Check

Oct 30, 2024
Proposal Evaluation
and Scoring

Nov 1, 2024 Consensus Meetings

Nov 5, 2024 Cost Proposal Evaluation

Mid-Nov 2024

Scoring Complete, Awardees Notified

Spring 2025Contract Execution
Expected

Summer 2025Construction Begins

Early 2026Stations Becoming

Operational

Participant Database

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

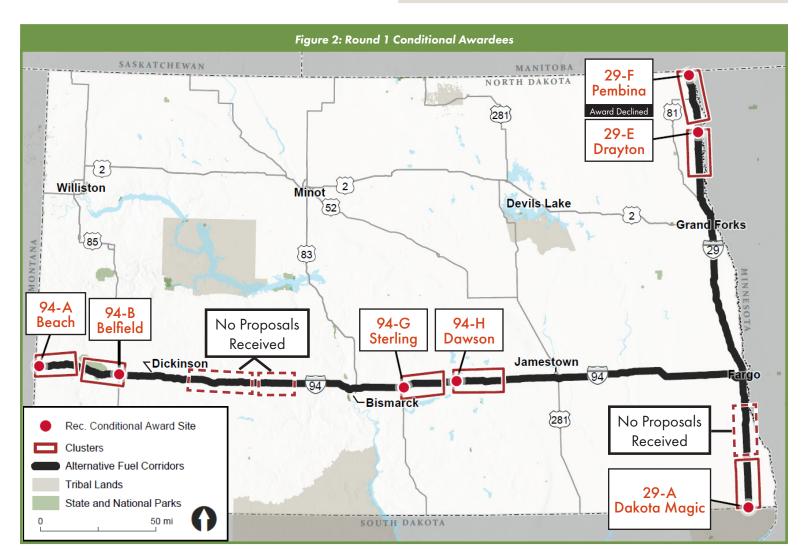




ROUND 1 CONDITIONAL AWARDEES

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





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

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



PO Box 1306. 22 E Broadway. Williston, ND 58802-1306

Phone: 701-577-8110. Cal 701.523.6171

cal@trexpresswav.com . www.trexpresswav.com

Chairman, Bekkedahl 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 corridor will continue to be a critical link to state, national and international trade, growing population centers and critical energy and agricultural business sectors.

The **Theodore Roosevelt Expressway** (TRE)--separately and part of the Ports-to-Plains Alliance--is critical to the economy, quality of life and safety of North Dakota, of the Great Plains region, and of the Nation. The TRE serves as a major North-South corridor for North Dakota's energy, agriculture, tourism, and manufacturing economic sectors. Three years of data from before and after the segment of U.S. 85 from Watford City to Williston opened, crash data indicated approximately a 30% reduction in the crash rate.

I know this Committee is fully aware of the immediate transportation infrastructure needs in our state. The Theodore Roosevelt Expressway Association (TREA) supports long-term sustainable state transportation funding for NDDOT. On the Federal level, TREA and the Ports-to-Plains Alliance supports a long-term Federal Transportation Bill.

The Theodore Roosevelt Expressway Association is asking this Committee and the North Dakota Legislature to consider Bonding for the completion of the U.S. 85 Corridor to I-94 at Belfield North Dakota.

We are also asking for this Legislature to consider planning funding to the North Dakota Department of Transportation from I-94 to the North Dakota- South Dakota Stateline.

Today, you have Senate Bill 2012 before you. SB 2012 can offer funding to help modernize North Dakota's surface transportation system. SB 2012 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 Senate Bill 2012, and asks consideration of additional funding to complete the U.S. 85 Corridor to the North Dakota -South Dakota Border.

That concludes my testimony, I will try to answer any questions you may have.



Phone: 701-577-8110. Cal 701.523.6171

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THE THEODORE ROOSEVELT EXPRESSWAY (TRE) AND THE PORTS-TO-PLAINS TRADE CORRIDOR (P2P)



Theodore Roosevelt National Park, North Dakota



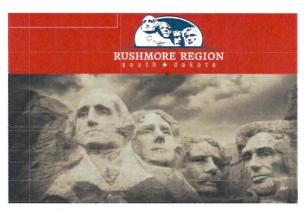
Coming soon... Theodore
Roosevelt Presidential Library

CONNECTING NATIONAL TREASURES

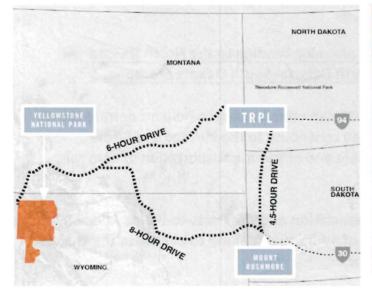
2023 Visitation

- Theodore Roosevelt National Park 746,862
- South Dakota Badlands National Park -1,046,400
- Mount Rushmore 2,431,195
- Custer State Park -2,100,000

 Information provided by National Park Service Data Site



Mount Rushmore, South Dakota



Oversize/Overweight Permit Comparison								
Year	U.S. 2 4-lane	U.S. 83 4-lane	1-29 4-lane	I-94 4-lane	U.S. 52 4-lane	U.S. 85 2-lane		
2015	NEW W	15,438	25,460		LAME	57,637		
2016		13,378	25,068			44,484		
2017		11,452	25,332		15,664	45,540		
2018	56,203	13,655	25,840	48,503	17,129	51,168		
2019	59,816	15,124	25,268	46,963	16,570	51,669		
2020	45,056	12,193	23,681	40,378	14,738	33,214		
2021	42,659	10,237	25,606	38,400	13,477	35,131		
2022	49,667	10,492	26,376	38,985	15,248	37,398		
2023	59,658	12,164	28,651	46,730	18,022	44,829		
2024	58,655	15,604	27,181	45,483	17,185	45,878		

2025 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Red River Room, State Capitol

SB 2012 1/14/2025

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

2:00 p.m. Chairman Wanzek opened the meeting.

Members present were Chairman Wanzek, Vice-Chair Dwyer, Senator Burckhard, Senator Erbele, and Senator Sickler.

Discussion Topics:

- Agency overview
- US 85 and 52 projects
- Flexible Transportation Fund
- Northern Red River Valley Study
- 24-hour snow and ice control
- Federal discretionary funding projects
- Infrastructure improvement plan
- Accomplishments
- Long-range needs
- Highway safety programs
- Driver license and motor vehicle registration
- Fleet and aviation services
- Planning and asset management
- Federal grants
- Long-range plans
- Pavement preservation
- Transportation system costs
- Uncrewed aerial systems (UAS)
- · Effects of water table
- Engineering for safety
- Electronic efficiency projects
- Construction and maintenance districts
- Equipment and fleet
- Snow and ice control
- Construction trends
- Administrative departments
- Biennium statistics
- Team development programs
- University partnerships
- One-time funding

Senate Appropriations Government Operations Division SB 2012 1/14/25 Page 2

- Overview of related agency bills
- Legislative priorities
- Public transit
- Short-line railways
- 2:01 p.m. Ron Henke, Director of the Department of Transportation (DOT), testified in favor of SB 2012, responded to guestions, and submitted testimony #28826.
- 2:41 p.m. Robin Rehborg. DOT Deputy Director for Driver Safety, testified in favor and referenced DOT testimony #28826.
- 3:20 p.m. Chad Orn, DOT Deputy Director of Planning, testified in favor and referenced testimony #28826.
- 3:50 p.m. Matt Linneman, DOT Deputy Director of Engineering, testified in favor and referenced testimony #28826.
- 4:12 p.m. Mike Gerhart, DOT Deputy Director of Administration, testified in favor and referenced testimony #28826.
- 4:33 p.m. Cal Klewin, Executive Director of the Theodore Roosevelt Expressway Association (TREA) testified in favor and submitted testimony #29068.
- 4:37 p.m. Terry Effertz, Attorney speaking on behalf of the City of Fargo and the ND Shortline Railroad Coalition, testified in favor.
- 4:39 p.m. Larry Syverson, Executive Director of ND Township Officers Association, testified in favor.
- 4:40 p.m. Genny Dienstmann, Executive Director of ND Association of Counties, testified in favor.

Additional written testimony:

Pat Hansen, Executive Director, South Central Adult Services, and member of ND Senior Service Providers and Dakota Transit Association, submitted testimony #30528 in favor.

4:41 p.m. Chairman Wanzek adjourned the meeting.

Carol Thompson, Committee Clerk









MISSION

Safely move people and goods.

VISION

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

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

Professionalism | Respect | Integrity | Dedication | Excellence

CULTURAL ASPIRATIONS

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

3

AGENCY OVERVIEW

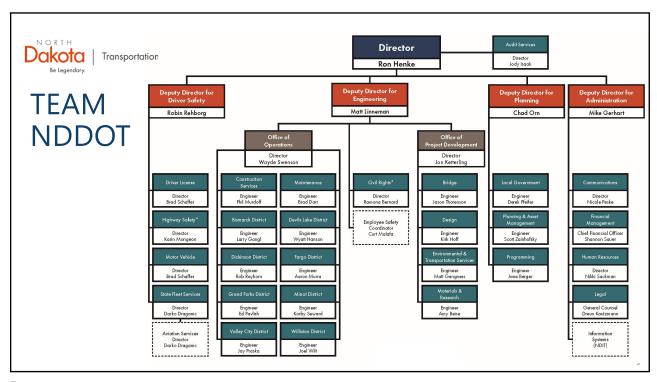
- NDDOT follows primarily North Dakota Century Code Chapters 24 and 39.
- Originally called the State Highway Department, the NDDOT was established in 1917 and currently operates as one of the smallest DOTs in the nation.
- Oversee the development of surface transportation including highways, bridges, transit, pedestrian and bicycle paths across the state. This includes nearly 7,500 miles of state roadway and over 1,700 state bridges. As part of a larger interconnected transportation network, we partner with locals to operate more than 88,000 miles and 4,800 bridges to ensure North Dakotans are moving forward.
- Oversee Motor Vehicle and Driver License operations for ND. We process over one million vehicle registrations every year and serve over 550,000 licensed drivers.

1,001
Team Members

30-50

Temp Team Members

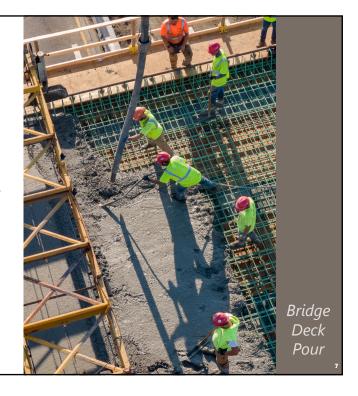
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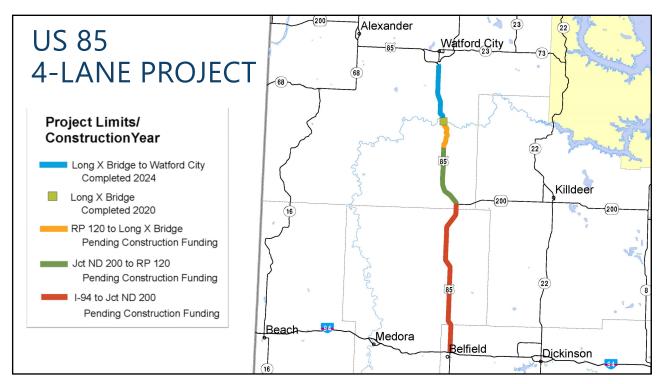


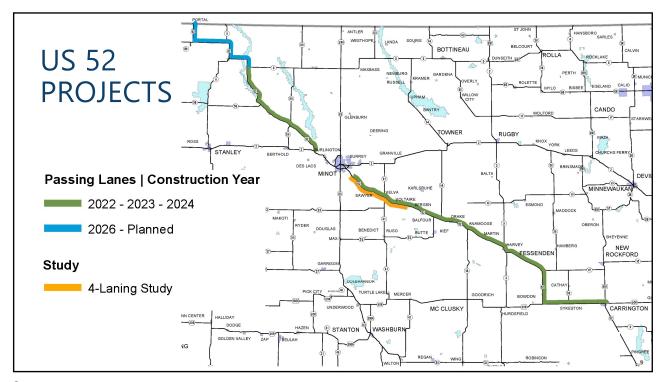
ACCOMPLISHMENTS

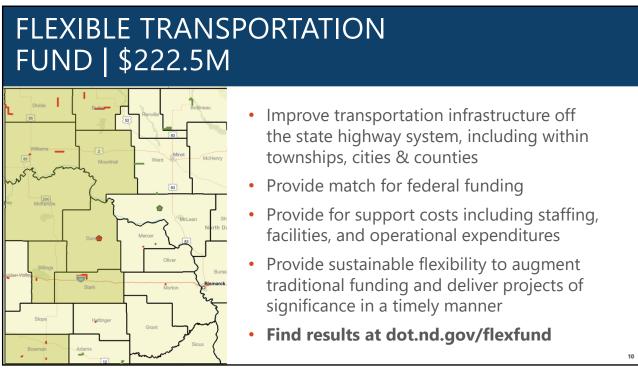
- Completed construction contracts totaling \$1.2B (2023/2024).
- Extended hours of service for snow and ice control.
- Added 6 new CDL testing sites.
- Implemented a new driver license for enhanced ID safety and security.
- 4-laned a 10-mile segment of 85.
- Launched Buckle Up Phone Down
- Administered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



7







NORTHERN RED RIVER VALLEY FLOOD STUDY



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

Find more info at dot.nd.gov/RedRiverFloodStudy

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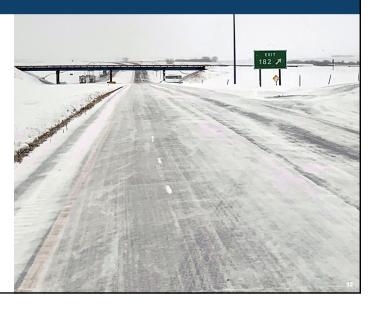
EXTENDED HOURS OF SERVICE

SNOW & ICE CONTROL

24 Hours Coverage Fargo Metro

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

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





FEDERAL DISCRETIONARY FUNDING

THIS BIENNIUM

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

(As of Jan. 6)

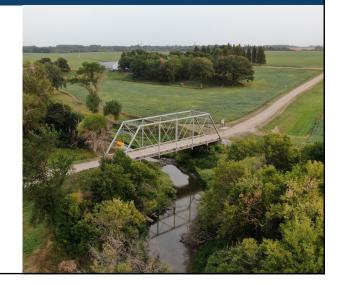
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FEDERAL DISCRETIONARY FUNDING

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

FEDERAL DISCRETIONARY FUNDING

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



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FEDERAL DISCRETIONARY FUNDING

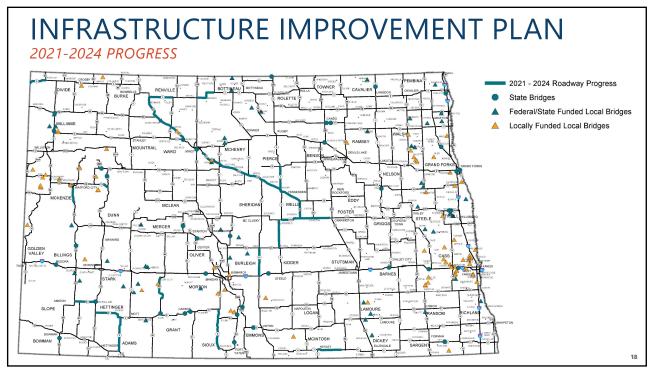
- INFRA Grant US 52 Freight Reliability (Awarded Oct. 2024) \$20M
 This project will:
 - Install acceleration/deceleration lanes at up to 6 rail crossings;
 - Reconstruct US 52/ND 3 intersection at Harvey;
 - Add turn lanes at 4 intersections between Velva & Anamoose;
 - Mill and overlay from reference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

FEDERAL DISCRETIONARY FUNDING

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

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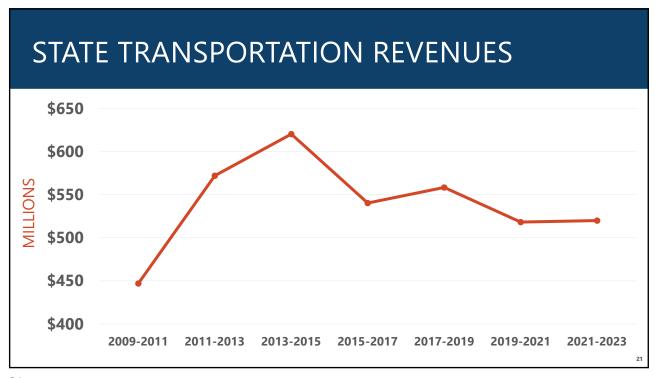


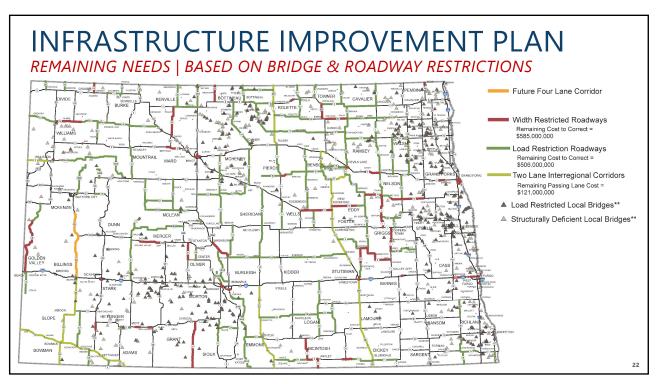
- BISMARCK STATE STREET PROJECT America's Transportation Award for Safety, Medium Project
- 1804 TEST SECTION PROJECT American Association of Highway and Transportation Officials (AASHTO) Committee on Materials & Pavement Innovation Award
- NDDOT TRAINING ACADEMY AASHTO President's Award
- MOTOR VEHICLE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

19

19

CHALENGES & NEEDS White the second of the s





EQUIPMENT & BUILDING NEEDS

EQUIPMENT

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

DISTRICT/SECTION BUILDINGS

Capital Projects and Deferred Maintenance

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





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DRIVER SAFETY

Highway Safety | Driver License Motor Vehicle | State Fleet Services









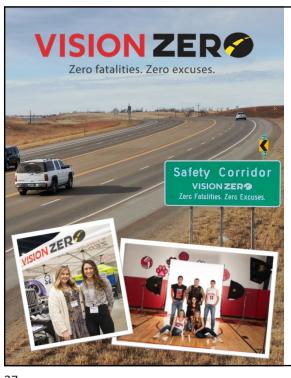
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HIGHWAY SAFETY



- 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.

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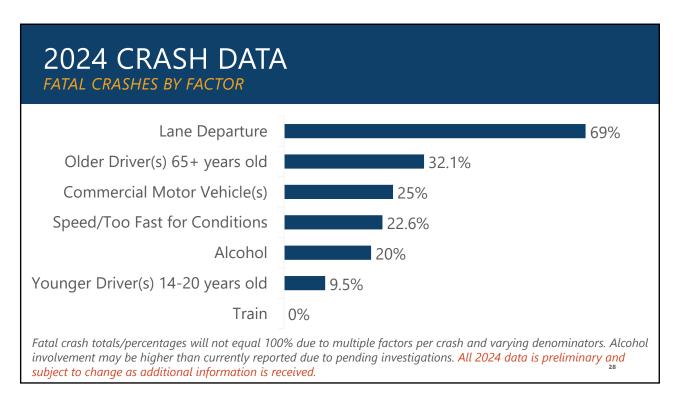


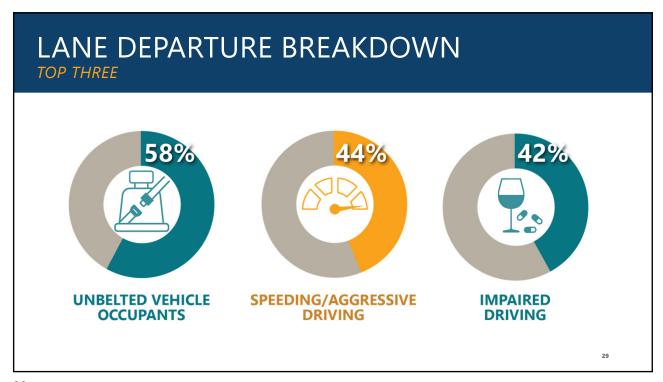
- Mission: Eliminate motor vehicle crash fatalities and serious injuries in ND.
- 2024: 90 fatalities (preliminary)

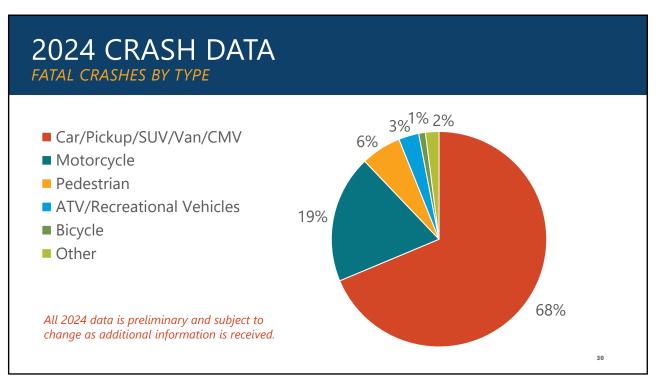
2023: 106 fatalities 2022: 98 fatalities

- Motor vehicle crashes are largely preventable if everyone takes personal responsibility.
- Vision Zero Schools 14 schools engaged (Kidder County, Flasher, Wing, Oakes, Killdeer, Des Lacs-Burlington, LaMoure, Carrington, Standing Rock, Nedrose, Watford City, Sheyenne, Northern Cass and Larimore).
- Regional Coordinators Five across the state - extends the work of Vision Zero into the heart of the community.

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WORK ZONE CRASH DATA

BY CRASH SEVERITY

	2019	2020	2021	2022	2023	2024*	6-Year TOTAL
No Apparent Injury	195	125	168	134	205	159	986
Fatal Injury	2	1	3	2	0	1	9
Suspected Serious Injury	6	6	5	7	7	9	40
Suspected Minor Injury	24	17	34	22	44	32	173
Possible Injury	33	17	36	11	34	29	160
Total	260	166	246	176	290	230	1368

^{*}All 2024 data is preliminary and subject to change as additional information is received.

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DRIVER LICENSE & MOTOR VEHICLE

Provide accessible and convenient services to the public through responsive customer support to facilitate smooth, efficient processes for obtaining, renewing, and updating driver licenses and vehicle registrations.

Activities include:

- Evaluating individuals for identity verification.
- Knowledge and skill testing.
- Linking driving records with the court system.
- Titling and registering vehicles.
- Regulating motor vehicle dealers.
- Managing online services including 52 kiosks, the mobile app and website services.



DRIVER LICENSE



- 8 Full-time Sites
- 11 Part-time Sites
- 6 CDL Testing Sites

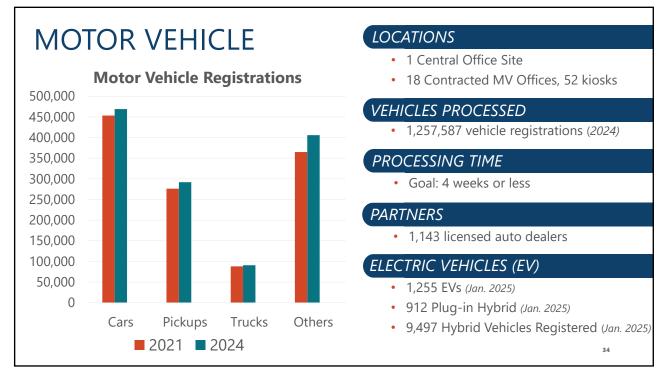


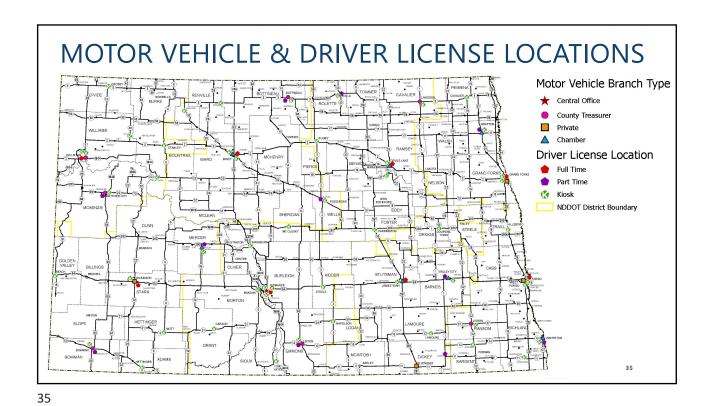
- Class D: 517K
- CDL: 49K
- Real ID: 63%



- Over 180,000 Violations Processed & Nearly 62,000 Suspensions
- 3,655 Temporary Restricted Licenses Issued
- Launched new system to provide requirements for license reinstatement.

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AGENCY FEES

- 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.
- Please view the included Fee Study handout.
 The Fee Study was directed by the 2021 legislative assembly in HB1031.



FLEET & AVIATION SERVICES

Provides motor vehicle services to state agencies and institutions at the lowest possible cost.

- There are currently over 3,500 vehicles in the fleet.
- The fleet program is a revenue neutral, internal services program.
- Manage three state aircraft for passenger and survey services.





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STATE FLEET

- 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 (DDC).
- Manages flight operations and provides flight service to the NDDOT, Governor's Office, and other state agencies.



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PLANNING

• PROGRAMMING – Develop a program of projects that advances strategic priorities, maximizes use of funds, and supports Vision Zero.

Activities include development of the Statewide Transportation Improvement Program (STIP), managing federal and state funds, project scoping, and infrastructure safety.

• PLANNING & ASSET MANAGEMENT – Plan the future of ND's multimodal transportation through quality data for decision-making.

Activities include collecting, managing, mapping and analyzing system data; completes long-range and modal strategic planning; and discretionary grant application and management.

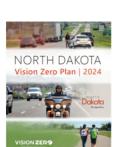


FAMILY OF STRATEGIC PLANS

TRANSPORTATION CONNECTION

North Dakota's Long-Range Transportation Plan

- Asset Management Plan
- Electric Vehicle Infrastructure Plan
- Freight & Rail Plan
- Vision Zero Plan
- ND Moves





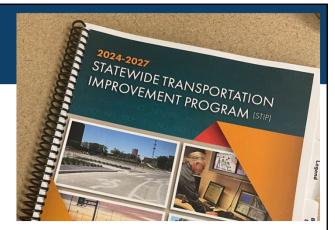


Dakota | Transportation

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WHAT IS THE STIP?

- Contains all federally funded highway and transit projects and programs.
- 4-year timeframe.
- Updated annually.
- dot.nd.gov/transportationplans-programs.



		District	- Bismarck						
PCN Map Fund Pend	Hwy	Dir Location	Length	Work Type	Total	Fed	(In The	Local	Other
Key Source	CMC	Dir Eccation	Lengus	Holk Type	Cost	Fund	Fund	Fund	Fund
Fiscal Year: 2024									
Rural									
24037 1001 NH	3	N W JCT 13 N TO JCT 34	17.7 Chip	Seal Coat, Micro Mill	1328	1075	253	0	(
23273 1026 FTF	14	N I-94 N TO WING		Depth Rec, Hot Bit Pave, Ining	22371	0	22371	0	(
23575 1002 SS	31	N STATE LINE TO ND 21	35.2 Chip	Seal Coat, Micro Mill	2642	2138	504	0	(
24038 1003 SS	34	E NAPOLEON TO JCT ND 30	19.0 Chip	Seal Coat, Micro Mill	1422	1151	271	0	(
24116 1027 FTF	49	N HEART BUTTE DAM N TO GLES	N 19.2 Hot	Bit Pave, Sliver Grading	18985	0	18985	0	(
23461 1004 NH	83	N WASHBURN N TO N JCT 200	16.2 Micr	osurfacing, Micro Mill	1381	1118	263	0	(
23460 1005 NH	83	S WASHBURN N TO N JCT 200	16.5 Mill	Of 2" Max	1381	1118	263	0	
22648 1006 IM	94	E 2 EAST OF US 83 NORTH	0.0 Stru	ct Incid, Ramp Revisions	30000	27000	3000	0	
23911 1007 SS	1804	N ND 1804 - VARIOUS LOCATION	IS 1.9 Cuh	ert Rehab	800	647	153	0	0
				Subtotal	80310	34247	46063	0	

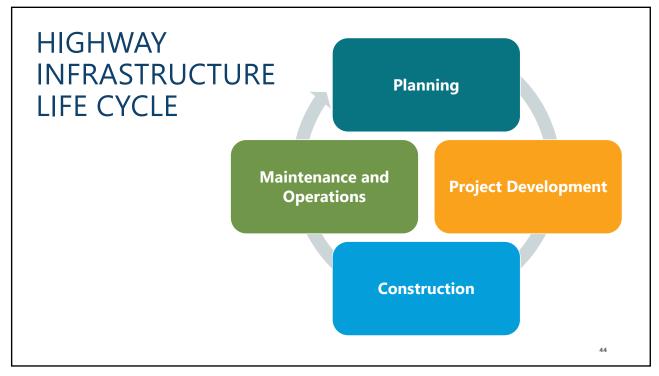
PLANNING

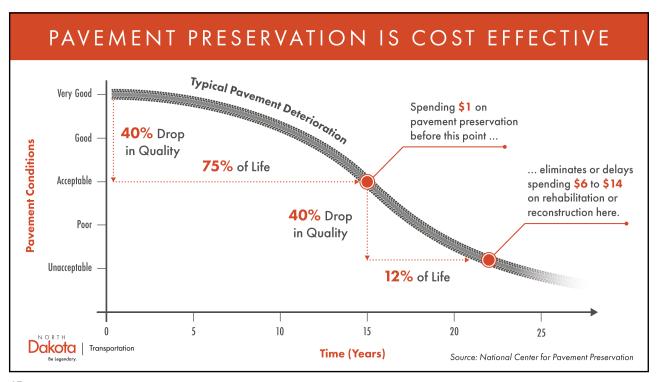
 LOCAL GOVERNMENT – Support local transportation needs through partnerships and programs.

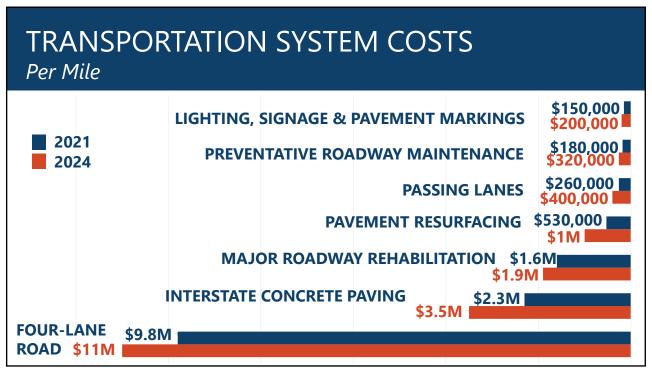
Activities include administering federal and state aid programs to local public agencies (LPAs) and transit providers, assist in Metropolitan Planning Organizations (MPO) activities and urban and county project development.

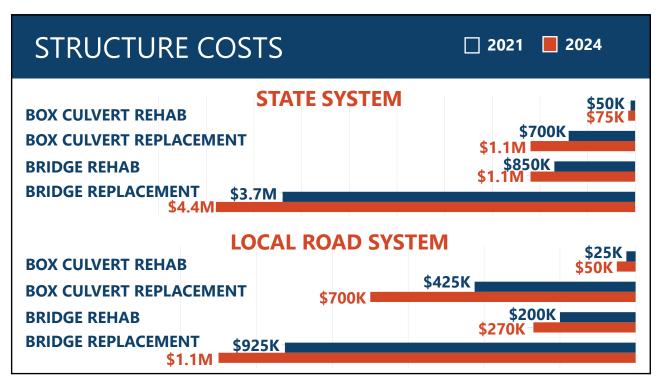


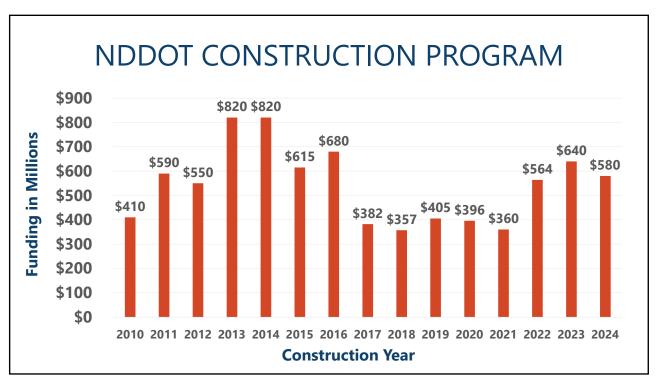
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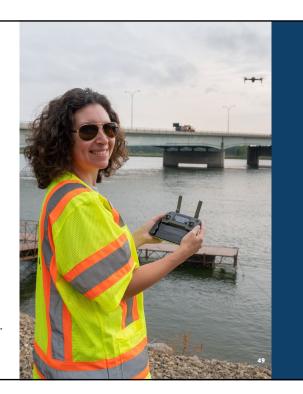




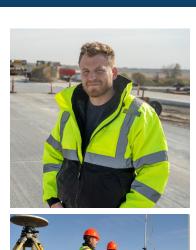


UNCREWED AERIAL SYSTEMS (UAS)

- Key uses:
 - Construction Inspection
 - Structure Inspection
 - Emergency Response
 - Maintenance Operations
- 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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ENGINEERING

Employee Safety | Bridge| Design Environmental & Transportation Services Materials & Research | Construction Maintenance | Districts | Civil Rights







EMPLOYEE SAFETY

Ensure the health, safety, and wellbeing of all team members.

- Safety at the Forefront
- Distracted driving is a major concern for the safety of our team.
- Minimize Risk
- Identifying Gaps
- Work Zone Training
- G.O.A.L. 360 Get Out and Look
- Buckle Up Phone Down









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ENGINEERING

• BRIDGE – Ensure safety, durability, efficiency, and reliability of ND's bridges to provide a resilient and sustainable transportation network that strengthens connectivity and economic vitality.

Activities include structure analysis and design, inspection and load rating.

• **DESIGN** – Enhances safety, capacity and mobility for travelers through engineering & innovation.

Activities include collecting preliminary survey data, roadway design, incorporating safety features and enhancement, and conducting input meetings.



ENGINEERING

• ENVIRONMENTAL & TRANSPORTATION SERVICES – Carry out project development activities through Environmental Services, Cultural Resource Services, Right of Way Services, Consultant Administration Services, and Technical Services.

Activities include environmental documentation and approval, archaeological services and tribal consultation, permitting and wetland mitigation.

 MATERIALS & RESEARCH – Ensure the quality, economy, and reliability of transportation infrastructure through the performance and innovative use of materials and technology.

Activities include materials testing, research, geotechnical engineering, pavement engineering, gravel prospecting, and technical certification program.

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ENGINEERING

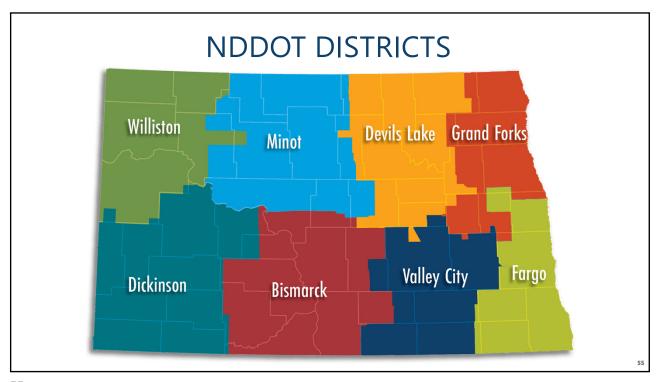
• CONSTRUCTION – Supports quality, safe and reliable transportation infrastructure through efficient and effective highway construction contract administration.

Activities include bidding projects, supporting contract administrators, dispute resolution and intelligent construction development.

 MAINTENANCE – Support NDDOT's maintenance efforts for both internal and external customers.

Activities include Intelligent Transportation Systems (ITS), facilities, equipment and emergency operations.





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DISTRICTS

BISMARCK | VALLEY CITY | DEVILS LAKE | MINOT | DICKINSON | GRAND FORKS | WILLISTON | FARGO

Ensures a safe, efficient, and sustainable transportation system through dedicated construction oversight, proactive maintenance, and reliable operations.

Activities include:

- Engineering and administration of the district
- Monitoring the condition of bridges and highways
- Roadway, bridge, roadside, and rest area maintenance
- Highway construction oversight, including the testing of construction materials
- Equipment, vehicle and district building maintenance
- Highway sign maintenance
- · Oversight of utility and billboard permitting



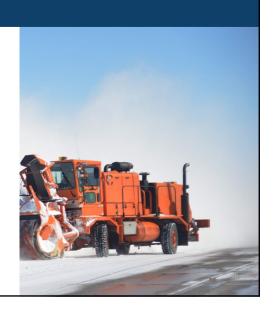


SNOW AND ICE CONTROL

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

Know before you go. Download the ND Roads app!

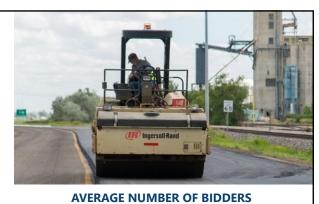


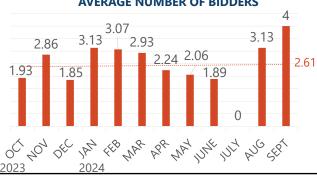


CONSTRUCTION RECAP

 The following is a breakdown of the awarded contracts for projects bid October 2023 through September 2024

Owner	Number of Awarded Jobs	Contract Amount	Engineer's Estimate
NDDOT	150	\$449,636,012	\$452,317,381
County	30	\$62,443,955	\$61,528,676
City	23	\$65,244,606	\$65,722,936
TOTAL	158	\$577,324,573	\$579,568,993





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TRAVEL.DOT.ND.GOV & ND ROADS APP • Highlights road condition information, work zones, incidents & load restrictions. • Offers snowplow location information and cameras on about a quarter of the fleet. Cameras for real-time road conditions. Includes weather radar information. 1M+ 146 ROADS Views **Each** Road Winter Storm Cameras **Event**

CIVIL RIGHTS

Administers and monitors all requirements of the Civil Rights Act of 1964 on all projects, programs, activities and services.

- Title VI
- Disadvantaged Business Enterprise (DBE)
- On-the-Job Training (OJT)
- DBE/OJT Support Services
- Contract Compliance
- Labor Compliance
- Printing & Mail Operations



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ADMINISTRATION

• AUDIT – Enhance and protect organizational value by providing risk-based and objective assurance, advice, and insight.

Activities include internal control, compliance, and performance audits; external compliance audits; and Motor Carrier audits.

• COMMUNICATIONS – Tell the NDDOT story in an accurate, timely and transparent way to internal and external audiences.

Activities include social media, media relations, photo/video and internal comms.

FINANCIAL MANAGEMENT – Optimize the fiscal health and integrity of the NDDOT.

Activities include budgeting, financial reporting, expense tracking, revenue forecasting and compliance.

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ADMINISTRATION



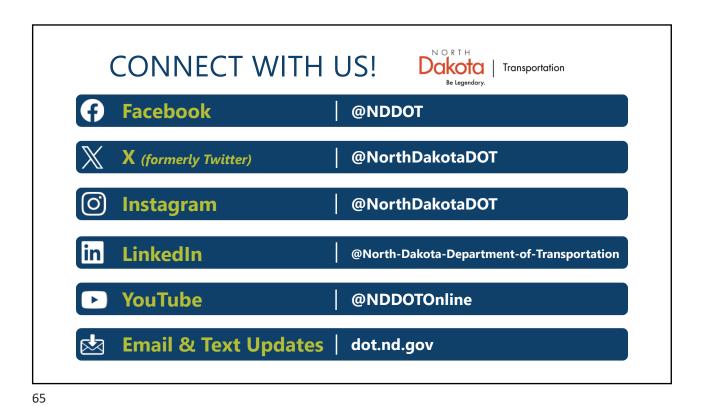
 HUMAN RESOURCES – Be leaders in empowering people, driving collaboration, and building a talented & engaged team. Be the employer of choice.

Activities include recruitment, retention, performance management and knowledge management.

 LEGAL – Provide legal-related services and advice so sound operational decisions can be made.

Activities include providing legal counsel, conducting DUI-related administrative hearings and coordinating pending and ongoing arbitration.

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TEAM NDDOT

The NDDOT is authorized for 1,001 Full-Time Employees (FTEs).

Our team members encompass a variety of career fields and skills including:

- Engineers and Engineering Technicians
- Accountants
- Attorneys
- Mechanics
- Scientists
- Human Resource Specialists
- Planners
- Equipment Operators/Transportation Technicians
- Public Information Specialists
- Customer Service Representatives
- Safety Professionals







TEAM NDDOT

2023-2025 BIENNIUM STATS

- 19 new positions were approved.
- 161 classified staff turned over.
- 342 total vacant positions for the biennium.

CURRENT TEAM DEMOGRAPHICS

- 12.5 = Average years of service.
- 12% are eligible for retirement today.
- 23% are eligible for retirement in the next five years.
- 2.8% = Current vacancy rate.



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TEAM NDDOT

TEAM DEVELOPMENT PROGRAMS

- Leadership Training
- Technical Training Partnership with NDSU
 - Transportation Learning Network
 - Local Technical Assistance Program
- CDL Training
- Maintenance Academy
- Assorted Professional Associations

UNIVERSITY PARTNERSHIPS

- DOT Support Center (DOTSC) | NDSU
 - Established in 2000 | Offers students experiences in engineering design, information technology, and asset management.
- Technology Transportation Research Institute (TTRI) | UND
 - Established in 2023 | Three focus areas: structures, materials and unmanned aerial systems.



ONE-TIME FUNDING

2023-2025 BIENNIUM

\$114M	State Matching Funds
\$51M	Flexible Transportation Fund
\$6.25M	Roadway Information Management System
\$865K	Door Security Project
\$2.01M	Automated Vehicle Location
\$1.25M	Rural Transit Program Grants
\$6.5M	Short Line Railroad Programs
\$5M	U.S. 52 Environmental Study
\$2.5M	Red River Valley Flood Study



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OPERATIONAL AUDIT FINDINGS

- Audit report ending June 30, 2023 did not find any areas of concern.
- Find the full audit report on the Office of the State Auditor website.





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LEGISLATIVE PRIORITIES

SB 2062 | Request for Bids

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

HB 1056 | Ownership of Lake Oahe Bridge and Roadway

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



LEGISLATIVE PRIORITIES

SB 2063 | Delayed Bid Opening

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

HB 1051 | Tribal Access to Special Road Funds

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

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LEGISLATIVE PRIORITIES

HB 1053 | State Highway System Regulated Size Limit

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

HB 1054 | Highway Sponsorship

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

LEGISLATIVE PRIORITIES

HB 1055 | Regulation of Hydraulic Brake Fluid

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

HB 1052 | Tourist-Oriented Direction Signs

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

SB 2061 | Align NDCC with Federal Regulations Regarding Railroad Crossings

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

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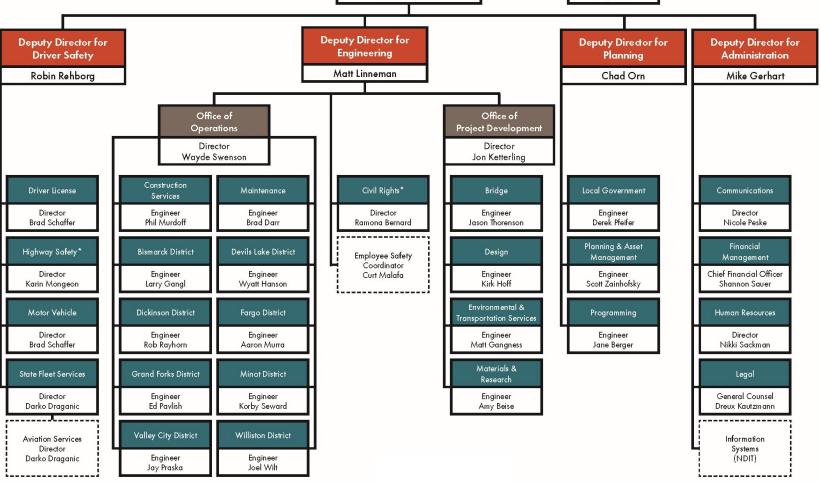
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TEAM NDDOT

Transportation



Director

Ron Henke

Audit Services

Director

Jody Isaak



Appendix A

STATE AGENCY FEE REPORT - AGENCIES WITH MORE THAN FORTY FEES

					Fee Rev	A	gency Recommendations		
		Authorization	2	021-23 Biennium)	Collection Depos	its	1	or Comments
No.	Name or Description	Reference	Amount	Collections	Percent of Budget	Fund	Use Restricte d	Change	Appropriateness and Other Comments
1	Non-Driver Identification Card	39-06-49 sub 2a	\$8.00	\$136,432	N/A	200 - State Highway Fund	No	No Change	None
2	Written Test Operators License	39-06-49 sub 2b	\$5.00	\$601,080	N/A	200 - State Highway Fund	No	No Change	None
3	Ability Test Operators License	39-06-49 & 39- 06.2-19	\$5.00	\$159,930	N/A	200 - State Highway Fund	No	No Change	None
4	Application Operators License	39-06-49 & 39- 06.2-19	\$15.00	\$486,150	N/A	200 - State Highway Fund	No	No Change	None
	Application Motorized Bicycle Operators Permit	39-06-49 sub 2e	\$10.00	\$60	N/A	200 - State Highway Fund	No	No Change	None
6	Substitute Operators License	39-06-49 sub 2f	\$8.00	\$680,930	N/A	200 - State Highway Fund	No	No Change	None
	Substitute Operators License (erroneous information change)	39-06-49 sub 2f	\$3.00	\$0	N/A	200 - State Highway Fund	No	No Change	None
8	Renewal Operators License	39-06-49 sub 2g	\$15.00	\$1,530,560	N/A	200 - State Highway Fund	No	No Change	None
9	Endorsement to License fee	39-06.2-19 sub 2 c	\$3.00	\$105,618	N/A	200 - State Highway Fund	No	No Change	None
10	Nonresident Commercial License	39-06.2-19 sub 2 d	\$20.00	\$1,840	N/A	200 - State Highway Fund	No	No Change	None
	Service of Summons fee	39-01-11	\$10.00	\$130	N/A	200 - State Highway Fund	No	No Change	None
	Reinstatement After Suspension / Revocation	39-06-49 sub 2 h,i		\$1,650,904	N/A	200 - State Highway Fund	No	No Change	None
13	Driving Record for an Employer fee	39-06.2-19 sub 2 e	\$3.00	\$54,618	N/A	200 - State Highway Fund	No	No Change	None
	Driver Abstract of Operating Record fee	39-16-03 sub 3,4; 39-33-06	,	\$2,467,953		200 - State Highway Fund	No	No Change	
	Completed Copy of Accident Report fee	39-08-13 sub 5	\$7.00	\$26,370	N/A	200 - State Highway Fund	No	No Change	
	Limited Copy of Accident Report fee	39-08-13 sub 6	\$7.00	\$11,320	N/A	200 - State Highway Fund	No	No Change	None

00.	NDDOI								
17	Proof of Liability License	39-08-20 sub 6	\$50.00	\$255,706	N/A	200 - State Highway Fund	No	No Change	None
18	·	39-16-03.1	\$25.00	\$90,288	N/A	200 - State Highway Fund	No	No Change	None
19	Application for Certificate of Title fee	39-05-05 sub 5	\$5.00	\$2,934,855	N/A	400 - Highway tax distribution fund	Yes	No Change	None
20	Lost, Stolen, or Mutilated Certificate of Title - Duplicate fee	39-05-09.1; 39-05-19	\$5.00	\$200,035	N/A	400 - Highway tax distribution fund	Yes	No Change	None
21	Obtaining Certificate of Title ownership obtained other than voluntary means	39-05-19	\$5.00	\$0	N/A	400 - Highway tax distribution fund	Yes	No Change	None
	Abandoned Motor Vehicle fee	39-26-12	\$1.50	\$253,295	N/A	202 - Abandoned motor vehicle disposal fund	Yes	No Change	
23	Motor Vehicle Registration fee	39-04-19; 39- 04-39	See Fee Schedule	\$167,946,641	N/A	400 - Highway tax distribution fund	Yes	No Change	None
	Temporary Motor Vehicle Registration fee	39-04-18.2	\$20-1,800	\$128,800	N/A	400 - Highway tax distribution fund	Yes	No Change	None
25	Registration for Non-Residents Purchasing Vehicle to Return Home	39-04-21	\$5.00	\$0	N/A	400 - Highway tax distribution fund	Yes	No Change	None
26	Registration of Motor Vehicle owned by Collector (one-time fee)	39-04-10.6	\$60.00	\$12,360	N/A	400 - Highway tax distribution fund	Yes	No Change	None
27	Low Speed Vehicles Registration fee	39-29.1-03 sub 4	\$20.00	\$10,780	N/A	400 - Highway tax distribution fund	Yes	No Change	None
28	Motorcycle Registration fee	39-04-19 sub 2 c	\$15.00	\$1,486,031	N/A	400 - Highway tax distribution fund	Yes	No Change	
29	Motorcycle Safety Education fee (in addition to registration fee)	39-28-01; 39- 28-05	\$10.00	\$484,300	N/A	205 - Motorcycle safety education fund	Yes	No Change	None
30	Plate Fee	39-04-36 sub 2	\$5.00	\$24,589	N/A	400 - Highway tax distribution fund	Yes	No Change	None
	Number Plate Transfer Fee	39-04-36 sub 2	\$5.00	\$6,710	N/A	400 - Highway tax distribution fund	Yes	No Change	None
	Duplicate Registration Card Only	39-04-13	\$2.00	\$28,243	N/A	400 - Highway tax distribution fund	Yes	No Change	
	Duplicate Decal & Registration Card Issued	39-04-13	\$3.00	\$34,863	N/A	400 - Highway tax distribution fund	Yes	No Change	None
34	Duplicate Number Plate, Decal, and Registration Card	39-04-13	\$5.00	\$133,570	N/A	400 - Highway tax distribution fund	Yes	No Change	None

001	NDDOT								
35	Special License Plates,		\$100.00	\$1,842,650	N/A	400 - Highway tax	Yes	No Change	None
	Personalized Plates (one-					distribution fund			
	time fee)	39-04-10.3							
36	Application for a Special		\$25.00	\$1,251,530	N/A	400 - Highway tax	Yes	No Change	None
	License Plate	39-04-10.3	Ψ20.00	Ψ1,201,000	14/71	distribution fund	100	140 Onlango	110110
37	Licerise i late	33-0 4 -10.3	\$10.00	\$47,210	NI/A	400 - Highway tax	Voc	No Change	None
31	Autimus Dista	00 04 40 4	\$10.00	\$47,210	N/A	o ,	Yes	No Change	ivorie
	Antique Plate	39-04-10.4	*	4.0= 000		distribution fund			• •
38	Antique Personalized		\$100.00	\$107,300	N/A	400 - Highway tax	Yes	No Change	None
	Plate (one-time fee)	39-04-10.4				distribution fund			
39	Collector Personalized	39-04-	\$160.00	\$11,520	N/A	400 - Highway tax	Yes	No Change	None
	Plate (one-time fee)	10.3/10.6				distribution fund			
40	Firefighter's Association		\$15.00	\$22,635	N/A	200 - State Highway Fund	Yes	No Change	None
	Plate Additional fee	39-04-10.11		·					
41			\$0.00	\$284	N/A	400 - Highway tax	Yes	No Change	None
	GOLDSTAR Plate with	39-04-10.14	*	7 =0.		distribution fund			
	Regular License Plate fee	sub 1							
12	North Dakota Future	300 1	\$10.00	\$480	N/A	400 - Highway tax	Yes	No Change	None
442	Farmers of America		φ10.00	φ 4 00	IN/A		162	No Change	None
						distribution fund			
	Foundation Plate	00 04 40 40							
	Additional fee	39-04-10.12							
43			\$5.00	\$390	N/A	400 - Highway tax	Yes	No Change	None
	National Guard Plate fee	39-04-10.8				distribution fund			
44	One Time Organizational		\$1,500.00	\$0	N/A	400 - Highway tax	Yes	No Change	None
	Plate Setup fee	39-04-10.13				distribution fund			
45	Choose Life	39-04-10.13	\$25.00	\$10,175	N/A	400 - Highway tax	Yes	No Change	\$15 Choose Life; \$10 Highway Tax
	Organizational Plate	sub 4		·		distribution fund			Distribution Fund
46	Cowboy Organizational	39-04-10.13	\$25.00	\$8,025	N/A	400 - Highway tax	Yes	No Change	\$ 15 Cowboy; \$10 Highway Tax
	Plate	sub 4	,	, -, -	-	distribution fund			Distribution Fund
47		50.5	\$25.00	\$1,350	N/A	400 - Highway tax	Yes	No Change	\$15 DSU; \$10 Highway Tax
-"	Dickinson State University	39-04-10.13	Ψ20.00	ψ1,000	14/73	distribution fund	103	140 Onlange	Distribution Fund
	Organizational Plate	sub 4				distribution fund			Distribution Fund
40	Ducks Unlimited	39-04-10.13	\$25.00	¢0.050	N/A	400 Highway tay	Yes	No Change	\$15 Ducks Unlimited: \$10 Highway
40			ֆ∠ე.00	\$8,050	IN/A	400 - Highway tax	res	No Change	\$15 Ducks Unlimited; \$10 Highway
40	Organizational Plate	sub 4	* 05.00	* 4 0 5 0	21/2	distribution fund		N. O.	Tax Distribution Fund
49	HIT, INC Organizational	39-04-10.13	\$25.00	\$4,350	N/A	400 - Highway tax	Yes	No Change	\$ 15 HIT, Inc.; \$10 Highway Tax
	Plate	sub 4		,		distribution fund			Distribution Fund
50	Lignite Foundation	39-04-10.13	\$25.00	\$15,575	N/A	400 - Highway tax	Yes	No Change	\$ 15 LIGNITE Foundation; \$10
	Organizational Plate	sub 4				distribution fund			Highway Tax Distribution Fund
51	Minot State University	39-04-10.13	\$25.00	\$5,300	N/A	400 - Highway tax	Yes	No Change	\$15 MSU; \$10 Highway Tax
1	Organizational Plate	sub 4				distribution fund			Distribution Fund
52	North Dakota State	39-04-10.13	\$25.00	\$130,450	N/A	400 - Highway tax	Yes	No Change	\$15 NDSU; \$10 Highway Tax
	University Organization	sub 4				distribution fund		l J	Distribution Fund
53	Pheasants Forever	39-04-10.13	\$25.00	\$1,750	N/A	400 - Highway tax	Yes	No Change	\$15 Pheasants Forever; \$10
	Organizational Plate	sub 4	Ψ_0.00	ψ1,730	1 4// 1	distribution fund	. 50		Highway Tax Distribution Fund
5.1	Rocky Mountain Elk	39-04-10.13	\$25.00	\$4,700	N/A	400 - Highway tax	Yes		\$15 Rocky Mountain Elk; \$10
34	Foundation Organization	sub 4	φ∠3.00	φ 4 ,100	IN/A		162	INO Change	
				ΦE 000	NI/A	distribution fund	V	No Objection	Highway Tax Distribution Fund
55	Support our Veterans	39-04-10.13	\$25.00	\$5,900	N/A	400 - Highway tax	Yes		\$15 Veterans; \$10 Highway Tax
	Organizational Plate	sub 4				distribution fund			Distribution Fund

001	NDDOI								
56	Valley City State		\$25.00	\$3,550	N/A	400 - Highway tax	Yes	No Change	\$15 VCSU; \$10 Highway Tax
	University	39-04-10.13				distribution fund			Distribution Fund
	Organizational Plate	sub 4							
57	Org - NDBA Bowhunters	39-04-10.13	\$25.00	\$4,475	N/A	400 - Highway tax	Yes	No Change	\$15 NDBA; \$10 Highway Tax
"	Foundation	sub 4	Ψ20.00	ψ+,+10	14// (distribution fund	103	140 Onlange	Distribution Fund
		39-04-10.13	ድጋር 00	ФГ 400	NI/A		Vaa	No Charas	
58	Org - University of		\$25.00	\$5,400	N/A	400 - Highway tax	Yes	No Change	\$15 Jamestown; \$10 Highway Tax
	Jamestown	sub 4				distribution fund			Distribution Fund
59	Org - UND Alumni		\$25.00	\$14,225	N/A	400 - Highway tax	Yes	No Change	\$15 UND; \$10 Highway Tax
	Association & Foundation	39-04-10.13				distribution fund			Distribution Fund
		sub 4							
60	Org - Sanford Medical	39-04-10.13	\$25.00	\$2,475	N/A	400 - Highway tax	Yes	No Change	\$15 Sanford; \$10 Highway Tax
	Center Fargo	sub 4				distribution fund			Distribution Fund
61	Org - Northwood Hockey	39-04-10.13	\$25.00	\$3,425	N/A	400 - Highway tax	Yes	No Change	\$15 Northwood; \$10 Highway Tax
	Boosters	sub 4	V =0.00	¥ 5, != 5		distribution fund			Distribution Fund
62	Org - ND Farmers Union	39-04-10.13	\$25.00	\$3,500	N/A	400 - Highway tax	Yes	No Change	\$15 Farmers Union; \$10 Highway
02	Foundation	sub 4	Ψ20.00	ψ0,000	14// (distribution fund	103	140 Onlange	Tax Distribution Fund
63		39-04-10.13	<u> </u>	<u></u>	NI/A		V	No Chara	
63	Org - University Of Mary		\$25.00	\$3,600	N/A	400 - Highway tax	Yes	No Change	\$15 Mary; \$10 Highway Tax
		sub 4				distribution fund			Distribution Fund
64	ND Veterans Number		\$15.00	\$27,650	N/A	400 - Highway tax	Yes	No Change	\$5 Vet Cemetery Maint; \$10
	Plates Initial fee	39-04-10.10				distribution fund			Highway Tax Distribution Fund
65	ND Veterans Number		\$10.00	\$130,725	N/A	400 - Highway tax	Yes	No Change	\$5 Vet Cemetery Trust; \$5 Vet
	Plates Renewal fee	39-04-10.10				distribution fund			Cemetery Maint
66			\$25.00	\$17,300	N/A	400 - Highway tax	Yes	No Change	\$5 Vet Postwar Trust Fund; \$20
	Patriotic Plate	39-04-10.15	·	. ,		distribution fund			Highway Tax Distribution Fund
67			\$25.00	\$26,250	N/A	400 - Highway tax	Yes	No Change	\$15 Vet Postwar Trust Fund; \$10
"	Patriotic Plate Renewal	39-04-10.15	Ψ20.00	Ψ20,200	14// (distribution fund	100	Tio Onlingo	Highway Tax Distribution Fund
68	Special Plates for	00-04-10.10	\$0.00	\$0	N/A	400 - Highway tax	Yes	No Change	
00	Mobility-impaired Persons		φυ.υυ	φυ	IN/A	distribution fund	165	No Change	None
						distribution fund			
	with Regular License								
	Plate fee	39-04-10.2							
69	Certificate for Parking		\$3.00	\$24,384	N/A	400 - Highway tax	Yes	No Change	\$1 State Rehabilitation Council
	Privileges for Mobility	39-01-15 sub				distribution fund			Fund; \$2 Highway Fund
	Impaired	4, 5							
70	Additional Certificate for	_	\$6.00	\$5,472	N/A	400 - Highway tax	Yes	No Change	\$5 State Rehabilitation Council
	Parking Privileges for	39-01-15 sub				distribution fund			Fund; \$1 Highway Fund
	Mobility Impaired	4, 5							
71	Resident Building Mover	39-04-18 sub	\$25/50/75	\$0	N/A	400 - Highway tax	Yes	No Change	None
1 ′ ′	or Well Driller Plate fee	21	\$20,00710	ΨΟ	13//3	distribution fund	.03	l to change	1,0,10
72	Resident Factory	21	\$150.00	\$0	N/A	400 - Highway tax	Yes	No Change	None
12	-		φ 150.00	φυ	IN/A	0 ,	162	INO Change	INOHE
	Representative	00 04 40 4				distribution fund			
<u> </u>	Manufacturer's Plate fee	39-04-10.1	=6:	4000 5= 1 = 1 :			<u> </u>		
73	Excise Tax on Purchase	57-40.3-02;	5%	\$330,851,614	N/A	400 - Highway tax	Yes	No Change	8.70% State Aid Distribution Fund;
	Price of Motor Vehicle	57-39.2-26.1				distribution fund			91.3% General Fund
74	Excise Tax Interest (if		1%/month	\$261	N/A	400 - Highway tax	Yes	No Change	General Fund
	Submit False Motor					distribution fund			
	Vehicle Purchaser's	57-40.3.11;							
	Certificate)	57-40.3-10							
	/	20.0 10					1	1	l .

	NDDOI								
75	Excise Tax Penalty		5%	\$2,963	N/A	400 - Highway tax	Yes	No Change	General Fund
	(paid to either Tax					distribution fund			
	Commissioner or Director	57-40.3.11;							
	of DOT)	57-40.3-10							
76	All Terrain Vehicle	39-29-03 sub		\$249,065	N/A	400 - Highway tax	Yes	No Change	None
	Registration	3; 39-29-05		Ψ= 10,000	,	distribution fund		1.10 0.190	
77	All Terrain Vehicle (off	0,000 =0 00	\$15.00	\$747,195	N/A	400 - Highway tax	Yes	No Change	Off Highway Vehicle Fund
1	hwy veh trail tax in	39-29-03 sub		ψ,	,, .	distribution fund	. 55	The onlinge	on riightay verileis runa
	addition to registration)	3; 39-29-05				distribution fand			
70	Snowmobile Registration	39-24-03 sub		\$56,365	N/A	400 - Highway tax	Yes	No Change	None
10	fee	20-2 4 -03 3ub	φ5.00	\$30,303	IN/A	distribution fund	165	No Change	INOTIE
70	Snowmobile Registration		\$45.00	\$507,285	N/A	400 - Highway tax	Yes	No Changa	State Snowmobile fund
19		20 24 02	\$45.00	\$507,265	IN/A		res	No Change	State Showmobile fund
	(Trail Tax in addition to	39-24-03 sub				distribution fund			
	registration fee)		#05.00	00	N1/A	400 11: 1		N. OI	01.1.0
80		00 04 04	\$25.00	\$0	N/A	400 - Highway tax	Yes	No Change	State Snowmobile fund
	Snowmobile Out-of-State	39-24-04 sub				distribution fund			
	Access Permit	3							
81	Motor Vehicle Dealer		\$100.00	\$11,850	N/A	400 - Highway tax	Yes	No Change	Dealer Enforcement Fund
	Initial	39-22-05.1;				distribution fund			
	Inspection	39-22-14							
82	Motor Vehicle Dealer		\$100.00	\$96,115	N/A	400 - Highway tax	Yes	No Change	Dealer Enforcement Fund
	Initial					distribution fund			
		05.1; 39-22-14							
83	Motor Vehicle Dealer		\$100.00	\$82,120	N/A	400 - Highway tax	Yes	No Change	Dealer Enforcement Fund
		05.1; 39-22-14				distribution fund			
84	Motor Vehicle Dealer		\$20.00	\$43,775	N/A	400 - Highway tax	Yes	No Change	Dealer Enforcement Fund
	Additional Plate fee	05.1; 39-22-17				distribution fund			
85	Motor Powered		\$25.00	\$11,850	N/A	400 - Highway tax	Yes	No Change	Dealer Enforcement Fund
	Recreational Vehicle					distribution fund			
	Dealer License fee	01; 39-22.3.06							
86	Motor Powered		\$10.00	\$5,615	N/A	400 - Highway tax	Yes	No Change	Dealer Enforcement Fund
	Recreational Vehicle					distribution fund			
	Additional Plate fee	01; 39-22.3.06							
87	Operators of Motor	·	\$50.00	\$0	N/A	400 - Highway tax	Yes	No Change	Dealer Enforcement Fund
	Vehicle			·		distribution fund			
		05.1; 39-22-22							
88		,	\$25 In	\$0	N/A	400 - Highway tax	Yes	No Change	Dealer Enforcement Fund
	Display and Sale of		State 100	Ψ"	. ", `	distribution fund		1	
	Vehicles Offsite	39-22-20				a.ou.ou.ou.idiid			
89	Violation for Display and	55-22-20	\$100-2,000	\$5,923	N/A	400 - Highway tax	Yes	No Change	Dealer Enforcement Fund
		39-22-20 sub 4	Ψ100-2,000	Ψ0,020	13//3	distribution fund		1 to onlinge	Dodio: Emorociment i una
90	Calo di vollidico dilate	50-22-20 3ub 4	\$100-2,000	\$2,000	N/A	400 - Highway tax	Yes	No Change	Dealer Enforcement Fund
] 30	Fine for Unlicensed Motor		Ψ100-2,000	Ψ2,000	13//	distribution fund	163	I No Change	Dealer Emoreciment Fund
	_	05.1; 39-22-14				นเอแามนแบบ เนาน			
91	Fee for Late Renewal of	00.1, 08-22-14	\$100.00	\$4,400	NI/A	400 - Highway tax	Yes	No Changa	Dealer Enforcement Fund
191		05 1: 20 22 49		ф4,400	N/A	distribution fund	res	INO Change	Dealer Efficicement Fund
	Deglei Firelige	05.1; 39-22-18	<u> </u>			นเจเกมนเเบก ในกัน	Į	<u> </u>	

	NDDOI								
92	Penalty for Selling Vehicles Without a		\$250-500	\$500	N/A	400 - Highway tax distribution fund	Yes	No Change	Dealer Enforcement Fund
	Franchise	05.1; 39-22-16							
93	Violation for Dealer		\$100-200	\$0	N/A	400 - Highway tax	Yes	No Change	Dealer Enforcement Fund
		39-22-15 sub 4	* 400 0 000	**	21/2	distribution fund		N. O.	5 . 5 (
94	Violation for Dealer		\$100-2,000	\$0	N/A	400 - Highway tax	Yes	No Change	Dealer Enforcement Fund
	Motor Vehicle Lot -	,				distribution fund			
		05.1; 39-22-06							
95	Penalty for Misuse of		\$100-2,000	\$100	N/A	400 - Highway tax	Yes	No Change	Dealer Enforcement Fund
		05.1; 39-22-17				distribution fund			
96	Late fee to Renew		\$100.00	\$0	N/A	400 - Highway tax	Yes	No Change	Dealer Enforcement Fund
	Trailer Dealer	-22.1-01 sub 2				distribution fund			
97	Low Speed Vehicle		\$20.00	\$40	N/A	400 - Highway tax	Yes	No Change	None
	Dealer Plate fee	39-29.1-04				distribution fund			
98	Trailer Dealer's License	39-22.1-01;	\$30.00	\$21,300	N/A	400 - Highway tax	Yes	No Change	None
	fee	39-22.1-02.1				distribution fund			
99	Trailer Dealer Additional	39-22.1-01;	\$10.00	\$7,855	N/A	400 - Highway tax	Yes	No Change	None
	Plate fee	39-22.1-02.1				distribution fund			
100	International Fuel Tax		Based on	(\$12,038,246)	N/A	400 - Highway tax	Yes	No Change	Fees Federally Mandated
	Agreement Fees	57-43.1-44				distribution fund			
101	International Fuel Tax		\$1.00	\$4,153	N/A	400 - Highway tax	Yes	No Change	None
	Agreement Decal	57-43.1-44				distribution fund			
102	International Fuel Tax		\$1.00	\$190,295	N/A	400 - Highway tax	Yes	No Change	None
	Agreement Decal					distribution fund			
	Renewal	57-43.1-44							
103	International Fuel Tax		\$1.00	\$549	N/A	400 - Highway tax	Yes	No Change	None
	Agreement Duplicate					distribution fund			
	Decal	57-43.1-44							
104	International Registration		See Fee	\$12,140,394	N/A	400 - Highway tax	Yes	No Change	Fees Federally Mandated
	Plan - ND Base State	39-19-04	Schedule			distribution fund			
	Carriers								
105	International Registration	39-19-04	See Fee	\$16,188,235	N/A	400 - Highway tax	Yes	No Change	None
	Plan - Other States	33-13-04	Schedule			distribution fund			
106	International Registration		See Fee	\$6,126,290	N/A	400 - Highway tax	Yes	No Change	None
	Plan - Clearinghouse	39-19-04	Schedule			distribution fund			
	Revenue								
107			See Fee	\$1,155,292	N/A	400 - Highway tax	Yes	No Change	Fees Federally Mandated
	Unified Carrier		Schedule			distribution fund			
	Registration System - ND	39-19-06							
108	Unified Carrier		See Fee	\$2,865,574	N/A	400 - Highway tax	Yes	No Change	Fees Federally Mandated
	Registration System -		Schedule			distribution fund			
	Other States	39-19-06							
109	Transporter License		\$65.00	\$6,240	N/A	400 - Highway tax	Yes	No Change	None
	Plate and Registration					distribution fund			
	Card fee	39-04-44.1							

	NDDOI								
110	Farm Truck Registration	39-04-39; 39-	See Fee Schedule	\$12,454,335	N/A	400 - Highway tax distribution fund	Yes	No Change	40% ETHANOL Prod. Incentive; 60% Highway Tax Distribution Fund
	r ann rraok regionadon	04-19 sub 5				diotribution fund			oo /o r ngi way rax Biotii bation r and
111	Trailer, Semitrailer and	39-04-19 sub	\$20.00	\$898,320	N/A	400 - Highway tax	Yes	No Change	None
	Farm Trailer Plates (up to	4; 39-04-12				distribution fund			
	6 years)	sub 2							
112			\$5.00	\$7,840	N/A	400 - Highway tax	Yes	No Change	None
	Trailers not required to be					distribution fund			
	registered - identification	39-04-19 sub							
	plate fee	4							
113	Special Number Plate for	39-04-10.7	\$0.00	\$0	N/A	400 - Highway tax	Yes	No Change	None
	farm vehicles	39-04-10.7				distribution fund			
	Mobile Home and		\$35.00	\$8,015	N/A	400 - Highway tax	Yes	No Change	None
	Manufactured Home	39-18-01 sub				distribution fund			
	Dealer License fee	2; 39-18-02.1							
115	Mobile Home and		\$10.00	\$1,645	N/A	400 - Highway tax	Yes	No Change	None
	Manufactured Home					distribution fund			
	Additional Dealer Plate	39-18-01 sub							
	fee	5; 39-18-02.1							
116	Park Model Trailer fee		\$20.00	\$80	N/A	400 - Highway tax	Yes	No Change	None
	(Registered as a Travel					distribution fund			
	Trailer)	39-18-03.2							
117		39-04-19 sub		\$0	N/A	400 - Highway tax	Yes	No Change	None
	Custom Combining	6; 39-04-18				distribution fund			
	Operations Permit	sub 2 h							
118	Truck or Trailer Demo		\$50.00	\$365	N/A	400 - Highway tax	Yes	No Change	None
	Permit used by Motor					distribution fund			
	Vehicle and Trailer								
	Dealers	39-04-21							
119	Transfer of a Household		\$100.00	\$200	N/A	400 - Highway tax	Yes	No Change	None
	Goods Carrier Initial	39-31-12; 39-				distribution fund			
	Permit fee	31-15							
120	Maintaining a Household		\$35.00	\$875	N/A	400 - Highway tax	Yes	No Change	None
	Goods Carrier Permit	39-31-12; 39-				distribution fund			
	Annual fee	31-15							
121	Request for Motor		\$3.00	\$4,768	N/A	400 - Highway tax	Yes	No Change	None
	Vehicle Information.	39-02-05				distribution fund			
	Non-Sufficient Funds		\$20.00	\$15,000	N/A	400 - Highway tax	Yes	No Change	None
	Penalty	39-04-06				distribution fund			
	Non-Sufficient Funds		1%	\$0	N/A	400 - Highway tax	Yes	No Change	None
	Penalty for checks					distribution fund			
	exceeding \$1,000	39-04-06							
124			\$1.00	\$2,160	N/A	-	Yes	No Change	Repealed in 68th Legislative session
	Unsatisfied Judgment fee	26.1-23-03				fund			

ľ	25			N/A		N/A	700 - Fleet services fund	Yes	No Change	Our rate structure is revenue neutral
										so our cost to adminster is equal to
										our collections.
L		State Fleet Rates	24-02-03.3		\$77,030,758					
Ī	otal	ls			\$635,468,344					



Appendix B

New FTE Approved for 2023-25 Biennium

			Special Funds Amount
		SPA Special	Requested and
Title	Date Filled	Fund Amount	Approved
IFTA IRP Auditor	07/01/23	207,498.00	207,498.00
IFTA IRP Auditor	07/01/23	207,498.00	207,498.00
Transportation Technician II	07/17/23	135,710.57	135,710.57
Account Budget Spec II	08/01/23	•	238,000.00
Transportation Technician II	08/01/23	135,710.57	135,710.57
Transportation Technician II	08/01/23	135,710.57	135,710.57
Transportation Technician I	08/01/23	135,710.57	135,710.57
IFTA IRP Auditor	08/16/23	207,498.00	207,498.00
Driver License Examiner I	08/16/23	•	•
Driver License Examiner I	08/16/23	•	152,024.44
Transportation Technician II	08/16/23	135,710.57	,
Purchasing Agent I	09/01/23	209,000.00	209,000.00
Transportation Engineer III	09/18/23	207,498.00	207,498.00
IFTA IRP Auditor	09/18/23	207,498.00	207,498.00
Transportation Engineer II	10/02/23	207,498.00	207,498.00
Transportation Technician II	10/16/23	135,714.00	135,714.00
Assistant CFO	01/16/24	268,000.00	268,000.00
Transportation Technician II	02/16/24	•	135,710.57
Transportation Technician II	03/01/24	135,710.57	135,710.57

timated Cost months	Estimated Shortfall 24 months	
\$ 238,894.50	\$	(31,396.50)
\$ 238,894.50	\$	(31,396.50)
\$ 186,927.00	\$	(51,216.43)
\$ 254,124.00	\$	(16,124.00)
\$ 186,927.00	\$	(51,216.43)
\$ 186,927.00	\$	(51,216.43)
\$ 186,927.00	\$	(51,216.43)
\$ 238,894.50	\$	(31,396.50)
\$ 161,947.50	\$	(9,923.06)
\$ 161,947.50	\$	(9,923.06)
\$ 186,927.00	\$	(51,216.43)
\$ 227,994.00	\$	(18,994.00)
\$ 279,747.00	\$	(72,249.00)
\$ 238,894.50	\$	(31,396.50)
\$ 279,747.00	\$	(72,249.00)
\$ 186,927.00	\$	(51,213.00)
\$ 375,219.00	\$	(107,219.00)
\$ 218,751.00	\$	(83,040.43)
\$ 208,338.00	\$	(72,627.43)
\$ 4 244 955 00	\$	(895 230 13)

\$ 3,545,659.99 **\$** 3,349,724.87

\$ 4,244,955.00 \$ (895,230.13)

Other FTE Requests

SB 2015 Section 22 #2d

As requested by the department of transportation, the sum of up to \$7,400,000 forsalaries and wages funding needs.

Agency Pool Totals

80100	General Funds	Other Funds
Beginning FTE Pool Amt	\$0.00	\$13,595,228.00
Approved Requests	\$0.00	\$10,749,724.87
Pending Requests	\$0.00	\$0.00
Remaining FTE Pool Amount	\$0.00	\$2,845,503.13



Total

Appendix C

287,884

Agency Vacancy Saving Worksheet

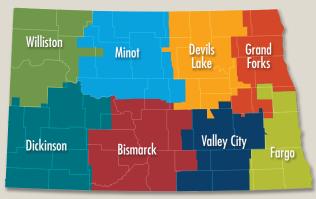
Business Unit number:	80100				
Business Unit name:	Department of Transportation				
Reporting Period	July 1, 2023 thru Nov 30, 2024				
	Cumulative				
	Total thru November 30, 2024				
Est. Vacancy Savings	2,234,359				
Use of vacant position savings:					
Accrued Leave Payouts	725,716				
Extra Salary Increases	-				
Bonuses	489,000				
Incentive/location Pay	731,759				
Reclassifications	-				
Extra Temporary salary Funding	-				
Extra Overtime Funding	-				
Other (identify)	-				



NDDOT FACT SHEET 2024 Update

WHO WE ARE

WHAT WE'RE ABOUT



District Map

1,001

Full-Time Team Members

30-50

Temporary Team Members

8

Districts

Mission:

Safely move people and goods.

Vision:

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

Values:

Professionalism | Respect | Integrity | Dedication | Excellence

Goals/Objectives:

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

Innovation - Promote a culture of innovation.

Assets - Preserve and enhance assets managed by NDDOT.

Mobility - Improve access to our transportation system through multi-modal solutions.

Leadership - Be a local, state and nationally trusted leader.

Cultural Aspirations:

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

WHAT WE DO



Highway Safety

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



Driver & Vehicle Services

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



Collaboration

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



Project Delivery & Operations

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



Transportation Programs

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



State Fleet Services

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

DRIVER & VEHICLE SERVICES

















RECENT SUCCESS

Expanded & Improved Services for ND Citizens

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

Focus on Highway Safety

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

Improved Infrastructure

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



AAMVA Communications Awards Vision Zero Impaired Driving Campaign



AAMVA Communications Awards
ND Sober Ride Campaign



AAMVA Reinventing Customer
Experience Award
Driver License & Motor Vehicle



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



AASHTO President's Award NDDOT Training Academy



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

LEARN MORE



NDDOT Biennial Report



dot.nd.gov





STAY CONNECTED











ND Roads and ND Drive Apps







FUNDING THE NDDOT

2024 Update



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

NORTH DAKOTA SYSTEM

AND COSTS TO MAINTAIN

88,447 total miles of roadway

State Highway System 7,415

\$3.5M interstate concrete reconstruction \$1.9M major roadway reconstruction \$1.0M pavement resurfacing

\$320K preventive maintenance

IN 2024 construction projects completed \$580M project investments

4,814 total bridges

State Bridges 1,734

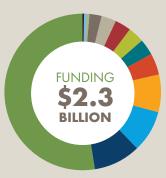
\$400K

for bridge rehabilitation

41 tow plows, 19 rotary snow blowers, 70 tractors and 64 loaders

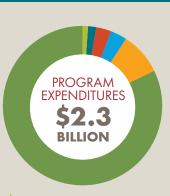
\$27.1 M snow and ice control each winter

2023-2025 BIENNIAL BUDGET



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

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



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

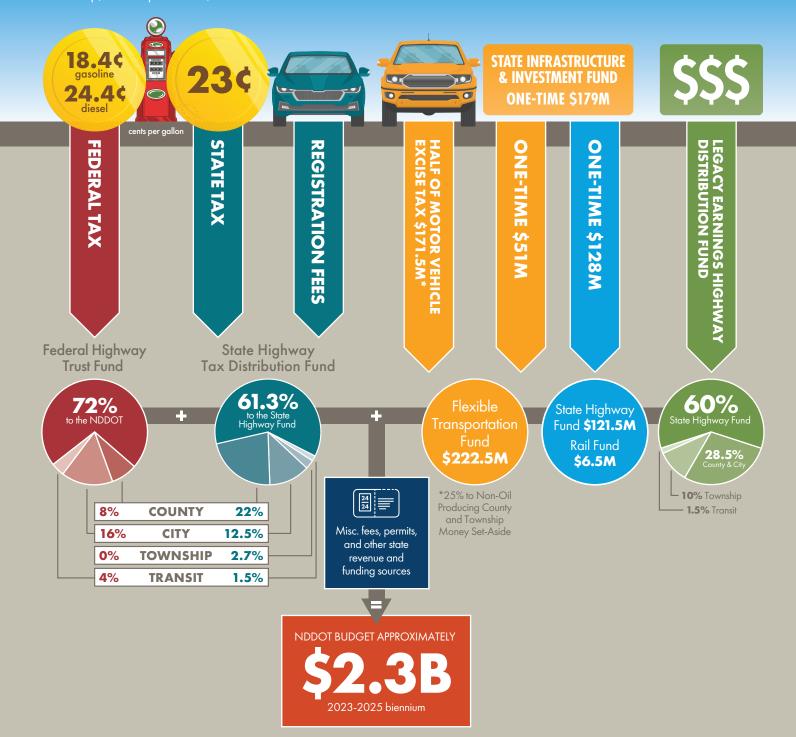
HOW WE ARE FUNDED

Both federal and state dollars fund the NDDOT.



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

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





VISION ZER®

Zero fatalities. Zero excuses.

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

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

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

"E" STRATEGIES

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

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

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





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

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

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

PERSONAL RESPONSIBILITY

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











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

SUCCESSES



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

STAY CONNECTED



VisionZeroND



dottrafficgrp@nd.gov



@VisionZeroND



VisionZero.ND.gov



search "Vision Zero ND"









NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM OVERVIEW





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

NEVI Overview

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

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

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

Basic Requirements of the Charging Infrastructure



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



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



Open to all vehicle makes (non-proprietary)



Maximum 50 miles between charging stations

NDDOT NEVI Program Website

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

dot.nd.gov/nevi







NEVIFAQ



Location

Where will NEVI-funded charging infrastructure be located?

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

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

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



Funding

How much funding is North Dakota receiving under NEVI?

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



Ownership And Operation

Who will own and operate the charging infrastructure?

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



Grid Capacity

Have utilities been consulted on EV charging grid capacity?

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





NEVI PROCUREMENT PROCESS

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

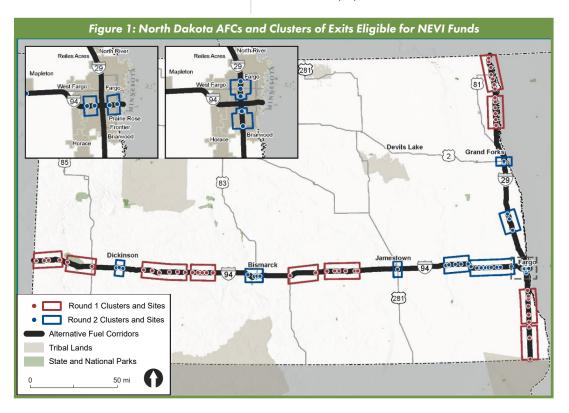
Procurement Rounds:

ROUND 1

Focused on the rural areas.

ROUND 2

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



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

Round 1 Communications (July 2023 - July 2024)

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

Mailers

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

NEVI Webinar

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

Round 1 Timeline:

Jun 11, 2024
NOFO Released

Jul 12, 2024 Letters of Intent Due

Aug 9, 2024 Proposals Due

Aug 26, 2024
Application
Completeness Check

Oct 30, 2024
Proposal Evaluation
and Scoring

Nov 1, 2024 Consensus Meetings

Nov 5, 2024 Cost Proposal Evaluation

Mid-Nov 2024 Scoring Complete, Awardees Notified

Spring 2025
Contract Execution
Expected

Summer 2025Construction Begins

Early 2026Stations Becoming

Operational

Participant Database

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

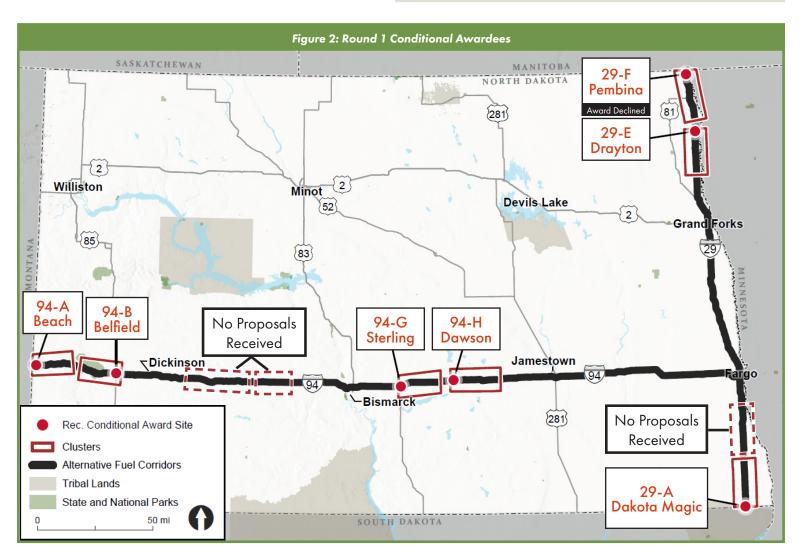




ROUND 1 CONDITIONAL AWARDEES

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





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

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



Chairman, Bekkedahl Members of the Senate Appropriations Committee PO Box 1306. 22 E Broadway. Williston, ND 58802-1306

Phone: 701-577-8110. Cal 701.523.6171

cal@trexpresswav.com . www.trexpresswav.com

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 corridor will continue to be a critical link to state, national and international trade, growing population centers and critical energy and agricultural business sectors.

The **Theodore Roosevelt Expressway (**TRE)--separately and part of the Ports-to-Plains Alliance--is critical to the economy, quality of life and safety of North Dakota, of the Great Plains region, and of the Nation. The TRE serves as a major North-South corridor for North Dakota's energy, agriculture, tourism, and manufacturing economic sectors. Three years of data from before and after the segment of U.S. 85 from Watford City to Williston opened, crash data indicated approximately a 30% reduction in the crash rate.

I know this Committee is fully aware of the immediate transportation infrastructure needs in our state. The Theodore Roosevelt Expressway Association (TREA) supports long-term sustainable state transportation funding for NDDOT. On the Federal level, TREA and the Ports-to-Plains Alliance supports a long-term Federal Transportation Bill.

The Theodore Roosevelt Expressway Association is asking this Committee and the North Dakota Legislature to consider Bonding for the completion of the U.S. 85 Corridor to I-94 at Belfield North Dakota.

We are also asking for this Legislature to consider planning funding to the North Dakota Department of Transportation from I-94 to the North Dakota-South Dakota Stateline.

Today, you have Senate Bill 2012 before you. SB 2012 can offer funding to help modernize North Dakota's surface transportation system. SB 2012 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 Senate Bill 2012, and asks consideration of additional funding to complete the U.S. 85 Corridor to the North Dakota -South Dakota Border.

That concludes my testimony, I will try to answer any questions you may have.



Phone: 701-577-8110. Cal 701.523.6171

cal@trexpresswav.com . www.trexpresswav.com

THE THEODORE ROOSEVELT EXPRESSWAY (TRE) AND THE PORTS-TO-PLAINS TRADE CORRIDOR (P2P)



Theodore Roosevelt National Park, North Dakota



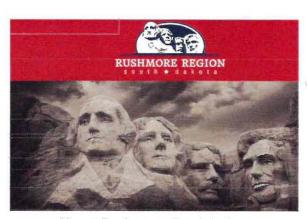
Coming soon... Theodore Roosevelt Presidential Library

CONNECTING NATIONAL TREASURES

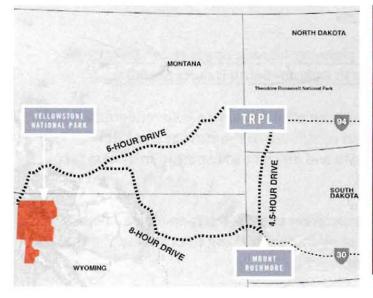
2023 Visitation

- Theodore Roosevelt National Park 746,862
- South Dakota Badlands National Park -1,046,400
- Mount Rushmore 2,431,195
- Custer State Park -2,100,000

 Information provided by National Park Service Data Site



Mount Rushmore, South Dakota



Oversize/Overweight Permit Comparison											
Year	U.S. 2 4-lane	U.S. 83 4-lane	I-29 4-lane	I-94 4-lane	U.S. 52 4-lane	U.S. 85 2-lane					
2015		15,438	25,460			57,637					
2016		13,378	25,068			44,48					
2017		11,452	25,332		15,664	45,54					
2018	56,203	13,655	25,840	48,503	17,129	51,16					
2019	59,816	15,124	25,268	46,963	16,570	51,669					
2020	45,056	12,193	23,681	40,378	14,738	33,214					
2021	42,659	10,237	25,606	38,400	13,477	35,13					
2022	49,667	10,492	26,376	38,985	15,248	37,39					
2023	59,658	12,164	28,651	46,730	18,022	44,82					
2024	58,655	15,604	27,181	45,483	17,185	45,87					

Testimony
Senate Bill 2012 – Department of Transportation
State Aid for Public Transit Budget
Senate Appropriations - Government Operations Division
January 20, 2025

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 2012.

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 53,125 rides this past fiscal year. Barnes County (which is our "urban" county) provided 59,804 rides. This is a 9% 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 personnel 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.

Last fiscal year, even with the increase in State Aid, we had to use \$462,808 (over 20% of our operating budget) in local dollars 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. As one of our riders told me today, "I would be totally isolated without your service."

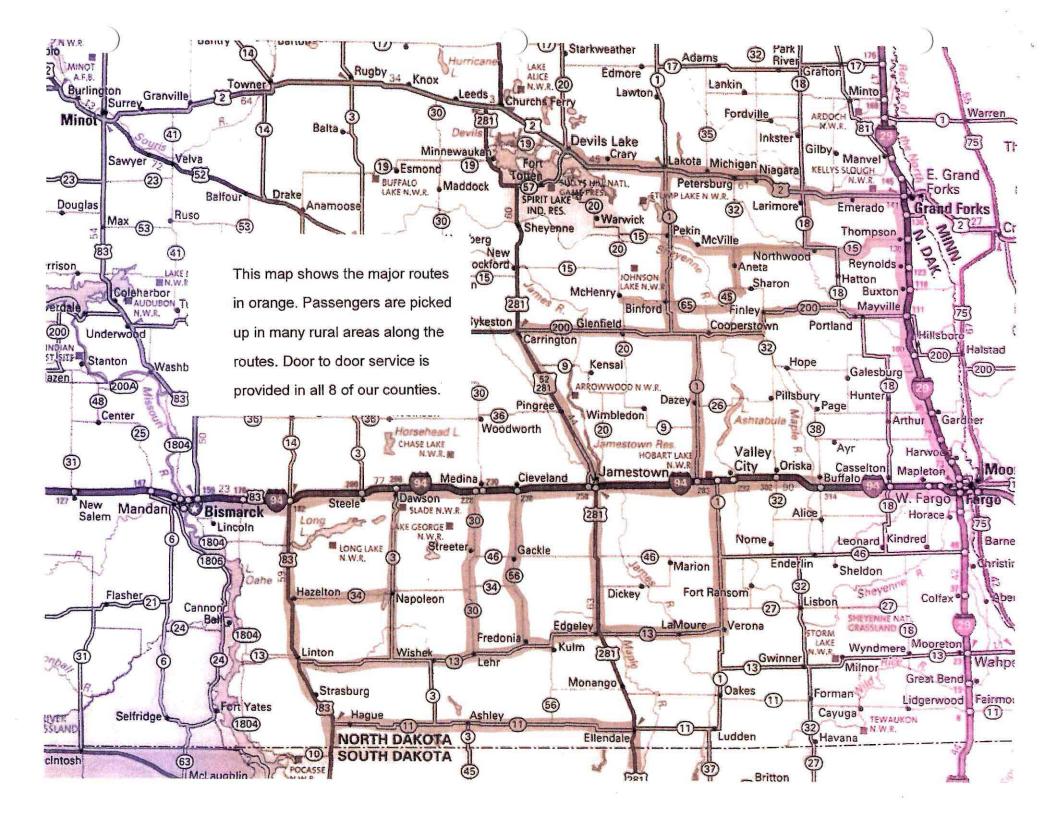
While many of North Dakota's rural public transit agencies provide much needed transportation to those already living here, our public transit services also play a role in drawing new people to our state. Many of those considering re-locating to North Dakota from other states, come from large cities and urban areas where public transit is their main mode of transportation. A large number do not even own a vehicle. Access to public transportation, especially in rural communities, can be a determining factor in their decision making process. We believe that safe, reliable and sustainable public transportation is an integral piece of the puzzle when it comes to continued growth in North Dakota.

On a positive note, we have received many new vehicles in the past year. Many had been on back order for two or more years. This is a benefit to us as it will help decrease the amount dollars spent on repairs. It also provides much safer transportation for passengers. I would like to thank the legislators for the increased funding this biennium, and the North Dakota Department of Transportation for their continued support of our agency. We are very fortunate to have the great staff we have in the Department.

Transit providers would like to see us get back to a minimum of \$12 million next biennium. This would ease some of the demand on local funding.

I have attached a map of our coverage area for your information.

Thank you for your consideration. I would be happy to answer any questions you may have.



2025 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Red River Room, State Capitol

SB 2012 1/21/2025

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

2:05 p.m. Chairman Wanzek opened the hearing.

Members present were Chairman Wanzek, Vice-Chair Dwyer, Senator Burckhard, Senator Erbele, and Senator Sickler.

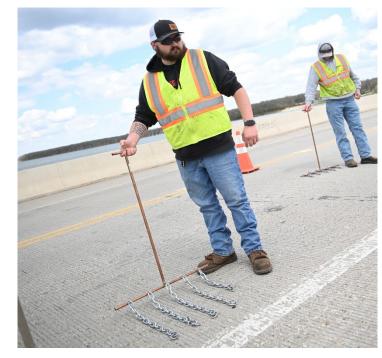
Discussion Topics:

- Budget recommendations
- Federal Aid Program matching funds
- Pavement management van
- Full-time employee (FTE) request
- Requested Amendments
- Red River Valley flood study
- Flex Fund
- Highway 85 four-lane project
- Department of Transportation (DOT) main revenue streams
- Salaries and wages
- Operating expenses
- Capital improvements
- Fuel tax

2:05 p.m. Brady Larson, Assistant Legislative Budget Analyst,LC, provided budget information and submitted budget information #31760 & #31761.

- 2:07 p.m. Mike Gerhart, Deputy Director of Administration, ND Department of Transportation (DOT) testified in favor and submitted testimony #30575.
- 2:27 p.m. Matt Linneman, Deputy Director of Engineering, DOT testified in favor and referenced testimony #30575.
- 2:30 p.m. Mike Gerhart testified in favor.
- 2:46 p.m. Ron Henke, Director, ND DOT testified in favor.
- 2:53 p.m. Chairman Wanzek closed the meeting.

Carol Thompson, Committee Clerk



2025-2027 **BUDGET REQUEST**SB 2012









Transportation

January 21, 2025

2025-27 EXECUTIVE BUDGET RECOMMENDATION

Object/Revenue

2023-25 Biennium Appropriations

2025-27 Base Budget Recommended 2025-27
Optional Budget
Changes
Recommended

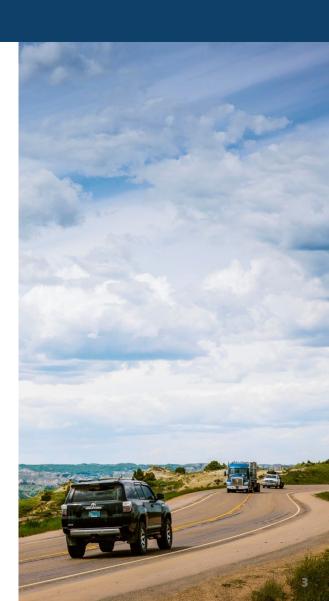
2025-27 Total Budget Recommended

Description	Code				
TOTAL BY APPROPRIATIONS OR	GS	2,306,094,393	1,749,752,645	728,506,743	2,478,259,388
Salaries and Wages	80110	217,746,396	219,279,648	35,804,543	255,084,191
Operating Expenses	80130	332,881,474	316,256,474	76,588,648	392,845,122
Capital Improvements	80150	1,556,395,065	1,101,395,065	619,794,552	1,721,189,617
Grants	80160	120,571,458	112,821,458	(3,681,000)	109,140,458
Contingent Loan Authorization	80175	78,500,000	-	-	-
TOTAL BY OBJECT SERIES		2,306,094,393	1,749,752,645	728,506,743	2,478,259,388
General	GEN	10,375,000	-	-	-
Federal	FED	1,219,302,445	929,302,445	398,482,466	1,327,784,911
Special	SPEC	1,076,416,948	820,450,200	330,024,277	1,150,474,477
TOTAL BY FUNDS		2,306,094,393	1,749,752,645	728,506,743	2,478,259,388
Full Time Equivalent Positions		1,001	1,001	4	1,005

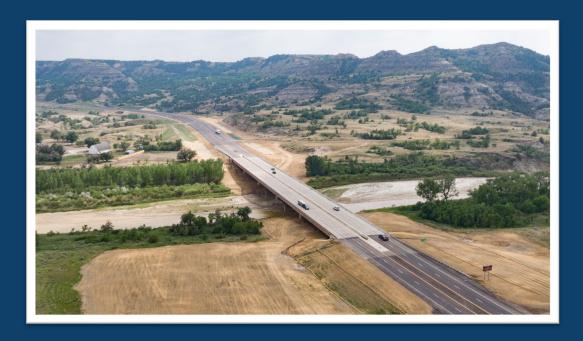
FEDERAL AID PROGRAM

- Funding used to construct and preserve current 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.
- Funds to match the federal program.

BUDGET REQUEST: \$171.3M



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.
- NDDOT needs match of \$115.2 for federal grants awarded.

BUDGET REQUEST: \$85M

PAVEMENT MANAGEMENT VAN

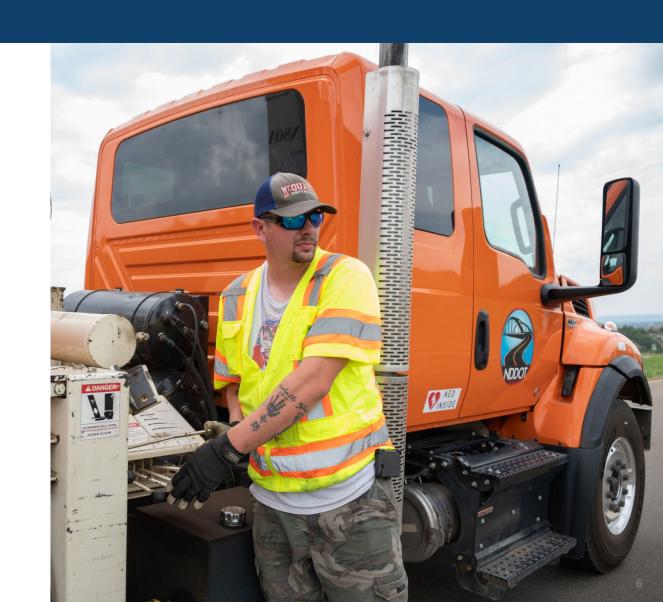
- The van collects approx. 8600 miles worth of data annually.
- Four-lane roads are collected both directions every year and two-lane roads alternate directions each year.
- Required to provide data to the federal government.
- NDDOT uses the data for assessing the condition of our system.
- Data collected:
 - Ride Measurement of road smoothness.
 - Rutting Depression or groove worn into a road.
 - **Faulting** Difference in elevation across a transverse joint or crack.
 - **Cracking** Variety of pavement distresses that occur.

BUDGET REQUEST: \$1.1M



FTE REQUEST | 4 NEW POSITIONS

- 1 Bridge Load Rater and/or Railroad Coordinator
- 2 Operators in Western ND to Meet Needs of US 85
- 1 Local Government Team Member





SB 2012 EXISTING SECTION

SECTION 2. 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 when it is cost-effective for construction and maintenance of highways. The department of transportation shall notify the office of management and budget of any transfers made pursuant to this section.

SB 2012 REQUESTED AMENDMENTS

SECTION 3. 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 \$257,400,000 from the strategic investment and improvements fund for the following purposes:

- 1. The sum of \$171,300,000 for matching federal highway formula funding for transportation infrastructure projects;
- 2. The sum of \$85,000,000 for matching federal highway discretionary funding for transportation infrastructure projects;
- 3. The sum of \$1,100,000 for replacement of the pavement management van.

REQUESTED AMENDMENTS CONT.

SECTION 4. EXEMPTION – UNEXPENDED APPROPRIATIONS

The following sections are not subject to the provisions of section 54-44.1-11 and may continue into the 2025 – 2027 biennium:

- 1. The remaining \$14,147,246 of the \$100,000,000 appropriated from special funds for the purpose of road and bridge construction projects in section 13, subsections 2 of chapter 15 of the 2021 Session Laws.
- 2. The remaining \$11,697,962 of the \$317,000,000 appropriated from federal funds for state, county, and township road and bridge projects in section 7 of chapter 548 of the 2021 Session Laws.*
- 3. The remaining \$4,478,557 of the \$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.

^{*} Will be expended by Dec. 2026.

REQUESTED AMENDMENTS - UNEXPENDED APPROPRIATIONS CONT.

- 4. The remaining \$12,080,513 of the \$13,660,000 appropriated from special funds for information technology projects in section 1 of chapter 40 of the 2021 Session Laws and the remaining \$8,448,243 of the additional \$9,125,000 appropriated from the general fund in the operating expenses line item relating to information technology projects in section 1 of chapter 12 of the 2023 Session Laws.
- 5. The remaining \$2,151,245 of the \$2,500,000 appropriated from special funds to match funding from the state of Minnesota and other sources for studies, preliminary engineering, and environmental studies to address northern Red River valley infrastructure affected by flooding; and the remaining \$2,368,407 of the \$5,000,000 appropriated from special funds for an environmental study of a portion of United States Highway 52, in section 1 of chapter 12 of the 2023 Session Laws.
- 6. The sum of \$757,000 included in the deferred maintenance funding pool line item and transferred to the department of transportation pursuant to chapter 47, section 15 of the 2023 session laws.
- 7. The sum of \$162,000,000 appropriated from special funds for Flexible Transportation Fund projects in section 1 of chapter 12 of the 2023 Session Laws.

SECTION 5. AMENDMENT. 49-17.1-05. of the North Dakota Century Code is amended and reenacted as follows:

49-17.1-05. SUBSIDY OF RAILWAY LINES – CONTINUING APPROPRIATION. The department, with the approval of the commission, may provide financial assistance, within the limits of funds appropriated by the legislative assembly, for the continuation of operations and maintenance of any railroad within the state, as provided for in the Railroad Revitalization and Regulatory Reform Act of 1976 [Pub. L. 94-210; 90 Stat. 149; 49 U.S.C. 1651 et seq.], or other relevant federal legislation. Moneys in the state rail fund are appropriated to the department of transportation on a continuing basis for distributions authorized under this section. The department or the commission may act as the agent in cooperation with the federal government, any local or regional transportation authority, local governmental units, any group of rail users, or any person in any rail service assistance program.

SECTION 6. AMENDMENT. MISCELLANEOUS EXPENSES FOR NDDOT FACILITIES.. The NDDOT may expend funds for basic workspace appliances limited to coffee makers, microwaves and refrigerators.

SB 2012 ADDITIONAL REQUEST ABOVE EXECUTIVE BUDGET RECOMMENDATION

SECTION 7. AMENDMENT. LOAN AUTHORIZATION - HIGHWAY

IMPROVEMENT PROJECTS. The department of transportation may borrow from the Bank of North Dakota, \$55,000,000, or so much of the sum as may be necessary, which is hereby appropriated to the department of transportation in the capital assets line item in section 1 of this Act for matching a federal grant that has been awarded to the department of transportation for construction on US Highway 85, for the biennium beginning July 1, 2025, and ending June 30, 2027. The department of transportation shall request from the seventieth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

If approved, capital improvements line item should be increased by \$55M.

ADDITIONAL BUDGET INFORMATION



MAIN REVENUE STREAMS



\$1.327B
\$317.6M
\$257.4M
\$171.5M
\$100.3M
\$93.7M
\$79.3M
\$73.6M
\$60.0M ₁₄

SALARIES & WAGES | \$255,084,191

INCLUDES:

- 1,005 FTEs
- 3% 2025 / 3% 2026
 Performance-Based
 increases
- Health Insurance Includes continued coverage for all FTEs



OPERATING EXPENSES | \$392,845,122

INCLUDES:

Consultant Engineering (60% of all engineering)

\$155.7M

Information Technology

\$45.0M

NDDOT State Fleet Use Costs

\$43.9M

Road Maintenance Material Costs \$45.0M



CAPITAL IMPROVEMENTS | \$1,721,189,617

Road & Bridge Construction

\$1.6B

Buildings & Grounds

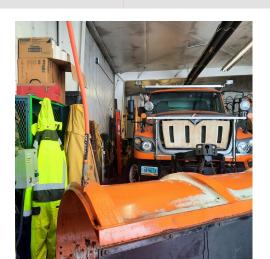
\$15.5M

Large Equipment

\$15.7M









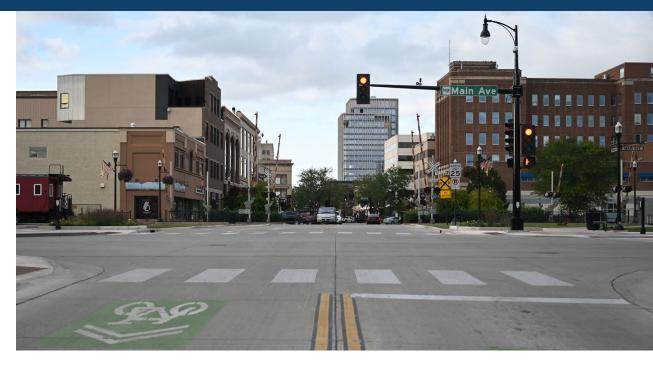
GRANTS | \$109,140,458

INCLUDES GRANTS FOR:

- Counties
- Cities
- Townships
- Transit Providers











IT PROJECTS

Driver & Vehicle Services Appointment System

\$3.0M

Barcoding Software

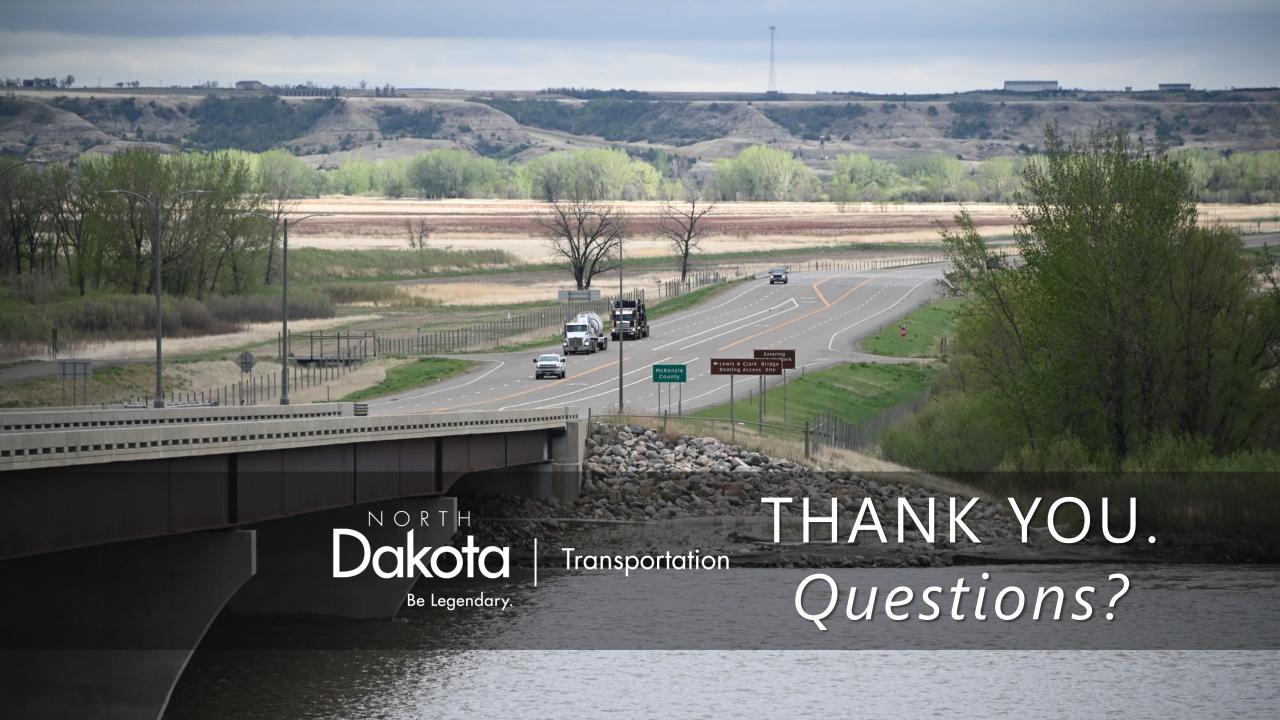
\$350,000





Nemo-Q is an approved NDDOT vendor.

Welcome to the NDDOT's Driver License/Motor Vehicle Scheduler. To book an appointment, make a selection from the drop down, then click "Book an appointment". If you already have an existing appointment, you can also reschedule, as well as cancel it.



Department of Transportation - Budget No. 801 Legislative Council Agency Worksheet - Senate Bill No. 2012

		Burgum Budget				Armstrong Budget				Armstrong Budget Compared to Burgum Budget			
									Increase (Decrease)				
	FTE	General	Other	Total	FTE Positions	General Fund	Other Funds	Telling to the	FTE	E General	Other		
	Positions	Fund	Funds					Total	Positions	Fund	Funds	Total	
2025-27 Biennium Base Level	1,001.00	\$0	\$1,749,752,645	\$1,749,752,645	1,001.00	\$0	\$1,749,752,645	\$1,749,752,645	0.00	\$0	\$0	\$0	
025-27 Ongoing Funding Changes				STATE OF THE STATE							J		
Base budget adjustments and reductions			(11,621,679)	(\$11,621,679)			(\$21,621,679)	(\$21,621,679)			(\$10,000,000)	(\$10,000,000	
Salary increase			10,494,333	10,494,333			8,694,284	8,694,284			(1,800,049)	(1,800,049	
Health insurance increase			6,095,359	6,095,359			5,889,434	5,889,434			(205,925)	(205,925	
Restore new FTE funding pool			3,545,684	3,545,684			3,545,684	3,545,684				0	
Restore vacant FTE funding pool			14,863,018	14,863,018			14.863.018	14,863,018				0	
Estimated federal funds increase			406.821.876	406.821.876			406,821,876	406,821,876				0	
Data management program	2.00		451,898	451,898			451,898	451.898	(2.00)			0	
Bridge load rating coordinator	1.00	-	249,997	249,997	1.00		249,997	249,997				0	
US Highway 85 staffing and equipment	2.00		1,006,006	1,006,006	2.00		1,006,006	1,006,006				0	
Federal formula funds positions	2.00		472,004	472,004			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0	(2.00)		(472,004)	(472,004	
Local government assistance position	1.00		249,997	249,997	1.00		249,997	249.997	(2.33)		(1, 2,00 1,	0	
Federal compliance position	1.00		258,005	258,005			2.0,00	0	(1.00)		(258,005)	(258,005	
Grants position	1.00		258,005	258,005				0	(1.00)		(258,005)	(258,005	
Tribal and public engagement position	1.00		284,992	284,992				0	(1.00)		(284,992)	(284,992	
Transportation management center position	1.00		249,997	249,997				0	(1.00)		(249,997)	(249,997	
Rail loan fund authority	1.00		7,500,000	7,500,000				0	(1.00)		(7,500,000)	(7,500,000)	
Local funds match authority			3,800,000	3,800,000			3,800,000	3,800,000			(1,000,000)	0	
Customer CHATBOT			1.000.000	1.000.000			0,000,000	0,000,000			(1,000,000)	(1,000,000)	
Increased roadway maintenance costs			3,000,000	3,000,000			3.000.000	3.000.000			(1,000,000)	0	
Major equipment funding			2,000,000	2,000,000			2,000,000	2.000.000				0	
Increased district contractor payments			6,842,212	6,842,212			6,842,212	6.842.212				0	
Increased information technology operating funds			4,022,016	4,022,016			4,022,016	4,022,016				0	
Rotary snowblower replacements			4,000,000	4.000.000			4,000,000	4,000,000				0	
Engineering equipment replacement	1		472,000	472,000			472,000	472,000				0	
Increased state fleet operating costs			17,500,000	17,500,000			17,500,000	17,500,000				0	
Total ongoing funding changes	12.00	\$0	\$483,815,720	\$483,815,720	4.00	\$0	\$461,786,743	\$461,786,743	(8.00)	\$0	(\$22,028,977)	(\$22,028,977)	
ne-Time Funding Items]			
Facility improvements			5,970,000	\$5,970,000			\$5,970,000	\$5,970,000				\$0	
Appointment system upgrade			3,000,000	3,000,000			\$3,000,000	3,000,000				0	
Spring load restriction plan			1,700,000	1,700,000				0			(1,700,000)	(1,700,000)	
Inventory tracking system			350,000	350,000			\$350,000	350,000				0	
Artificial intelligence for business functions	i i		1,000,000	1,000,000	İ			0			(1,000,000)	(1,000,000)	
Federal formula funds match (SIIF)	i		171,300,000	171,300,000	İ		\$171,300,000	171,300,000			-	0	
Federal discretionary funds match (SIIF)			150,000,000	150,000,000			\$85,000,000	85,000,000			(65,000,000)	(65,000,000)	
Pavement management van (SIIF)			1,100,000	1,100,000			\$1,100,000	1,100,000				0	
Facility improvement plan (SIIF)			33,500,000	33,500,000				0			(33,500,000)	(33,500,000	
Grant management software			1,000,000	1,000,000				0	ĺ		(1,000,000)	(1,000,000)	
Total one-time funding changes	0.00	\$0	\$368,920,000	\$368,920,000	0.00	\$0	\$266,720,000	\$266,720,000	0.00	\$0	(\$102,200,000)	(\$102,200,000)	

2025-27 Total Funding	1,013.00	\$0	\$2,602,488,365	\$2,602,488,365	1,005.00	\$0	\$2,478,259,388	\$2,478,259,388	(8.00)	\$0	(\$124,228,977)	(\$124,228,977)
Federal funds included in other funds	\$1,338,004,712				\$1,327,784,911			(\$10,219,801)				
Total ongoing changes - Percentage of base level Total changes - Percentage of base level	1.2% 1.2%	N/A N/A	27.7% 48.7%	27.7% 48.7%	0.4% 0.4%	N/A N/A	26.4% 41.6%	26.4% 41.6%	N/A N/A	N/A N/A	N/A N/A	N/A N/A

Legislative Council

Department of Transportation - Budget No. 801 Agency Worksheet - Senate Bill No. 2012

		Armstrong I	Executive Budget		Senate Version				
	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total	
2025-27 Biennium Base Level	1,001.00	\$0	\$1,749,752,645	\$1,749,752,645	1,001.00	\$0	\$1,749,752,645	\$1,749,752,645	
2025-27 Ongoing Funding Changes				Table 18 18 18					
Base budget adjustments and reductions			(\$21,621,679)	(\$21,621,679)				\$0	
Salary increase			8,694,284	8,694,284				0	
Health insurance increase			5,889,434	5,889,434				0	
Restore new FTE funding pool			3,545,684	3,545,684				0	
Restore vacant FTE funding pool			14,863,018	14,863,018				0	
Estimated federal funds increase			406,821,876	406,821,876		_		0	
Data management program			451,898	451,898				0	
Bridge load rating coordinator	1.00		249,997	249,997				0	
US Highway 85 staffing and equipment	2.00		1,006,006	1,006,006				0	
Local government assistance position	1.00		249,997	249,997				0	
Local funds match authority			3,800,000	3,800,000				0	
Increased roadway maintenance costs			3.000.000	3,000,000				0	
Major equipment funding			2,000,000	2,000,000				0	
Increased district contractor payments			6,842,212	6,842,212				0	
Increased information technology operating funds			4,022,016	4,022,016				0	
Rotary snowblower replacements			4,000,000	4,000,000				0	
Engineering equipment replacement			472,000	472.000				0	
Increased state fleet operating costs			17,500,000	17,500,000				0	
Total ongoing funding changes	4.00	\$0	\$461,786,743	\$461,786,743	0.00	\$0	\$0	\$0	
One-Time Funding Items									
Facility improvements			\$5,970,000	\$5,970,000				\$0	
Appointment system upgrade			3,000,000	3,000,000				0	
Inventory tracking system			350,000	350,000				0	
Federal formula funds match (SIIF)			171,300,000	171,300,000				0	
Federal discretionary funds match (SIIF)			85,000,000	85,000,000				0	
Pavement management van (SIIF)			1,100,000	1,100,000				0	
Total one-time funding changes	0.00	\$0	\$266,720,000	\$266,720,000	0.00	\$0	\$0	\$0	
Total Changes to Base Level Funding	4.00	\$0	\$728,506,743	\$728,506,743	0.00	\$0	\$0	\$0	
2025-27 Total Funding	1,005.00	\$0	\$2,478,259,388	\$2,478,259,388	1,001.00	\$0	\$1,749,752,645	\$1,749,752,645	
Federal funds included in other funds	•		\$1,327,784,911				\$927,534,154		
Total ongoing changes - Percentage of base level	0.4%	N/A	26.4%	26.4%	0.0%	N/A	0.0%	0.0%	
Total changes - Percentage of base level	0.4%	N/A	41.6%	41.6%	0.0%	N/A	0.0%	0.0%	

2025 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Red River Room, State Capitol

SB 2012 1/22/2025

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

2:30 p.m. Chairman Wanzek opened the hearing.

Members present were Chairman Wanzek, Vice-Chair Dwyer, Senator Burckhard, Senator Erbele, and Senator Sickler.

Discussion Topics:

- New full-time employees (FTEs)
- Vacancy rate
- Highway 85 expansion
- Matching funds for Federal Grants
- Fuel tax
- Flex Fund
- Maintenance funds
- 2:34 p.m. Mike Gerhart, Deputy Director for Administration, ND Department of Transportation (DOT), testified in favor.
- 2:35 p.m. Mike Linneman, Deputy Director for Engineering, testified in favor.
- 2:48 p.m. Ron Henke, DOT Director, testified in favor.
- 2:54 p.m. Chairman Wanzek closed the meeting.

Carol Thompson, Committee Clerk

2025 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Red River Room, State Capitol

SB 2012 1/29/2025

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 a.m. Chairman Wanzek opened the hearing.

Members present: Chairman Wanzek, Vice-Chair Dwyer, Senator Erbele, and Senator Sickler. Member absent: Senator Burckhard.

Discussion Topics:

- Rotary snow blowers
- Use of Federal monies
- Other funds definition and distribution
- Capital improvements
- Strategic Transportation Improvement Plan (STIP)
- Mileage rate calculation
- HB 1402
- · State fleet services
- Inflation cost

11:06 a.m. Ron Henke, Director of ND Department of Transportation (DOT), testified in favor and referenced testimony #28318 which was presented on 1/14/25.

11:12 a.m. Stephanie Johnson, OMB Analyst, supplied budget information.

11:25 a.m. Robin Reborg, Deputy Director for Driver Safety, ND DOT, testified in favor.

11:40 a.m. Ron Henke testified in favor and answered committee questions.

11:46 a.m. Chairman Wanzek closed the hearing.

Carol Thompson, Committee Clerk

2025 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Red River Room, State Capitol

SB 2012 2/5/2025

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

2:33 p.m. Chairman Wanzek opened the hearing.

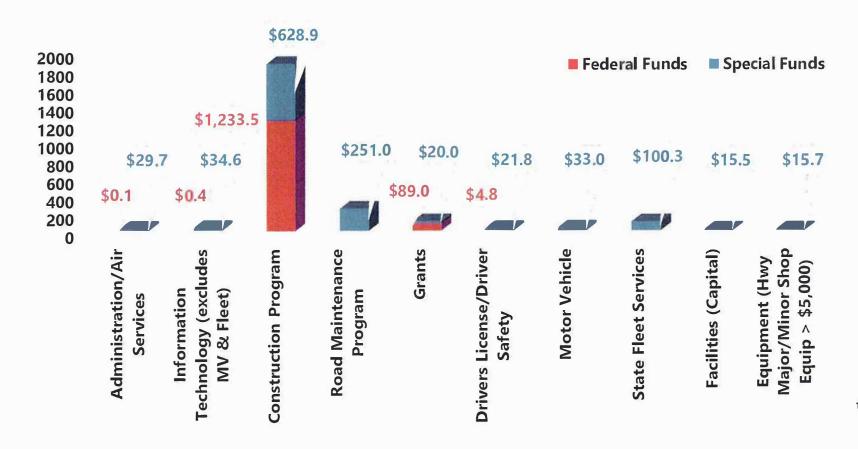
Members present: Chairman Wanzek, Vice-Chair Dwyer, Senator Burckhard, Senator Erbele, and Senator Sickler.

Discussion Topics:

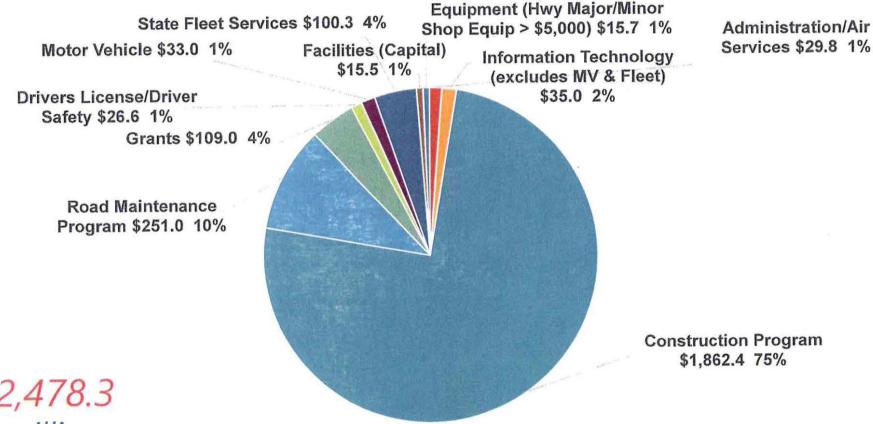
- Federal and special funds
- Discretionary dollars
- Fuel tax
- Flex fund
- Total requests to Flex Fund
- Proposed rest area and visitor center
- 2:35 p.m. Mike Gerhart, Director of Administration, ND Department of Transportation (DOT), testified in favor and submitted testimony #35456.
- 2:53 p.m. Ron Henke, Director of ND DOT, testified in favor and referenced testimony #35456.
- 2:58 p.m. Vice-Chair Dwyer closed the meeting.

Carol Thompson, Committee Clerk

NDDOT FEDERAL & SPECIAL FUNDS BUDGET REQUEST | 2025-2027 Budget

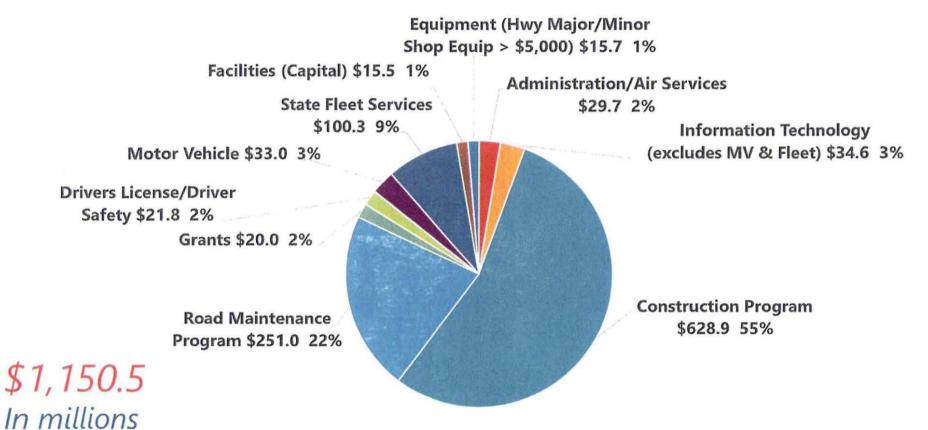


NDDOT ALL FUNDS | 2025-2027 Budget



\$2,478.3 In millions

NDDOT SPECIAL FUNDS | 2025-2027 Budget



3

NDDOT FEDERAL FUNDS | 2025-2027 Budget

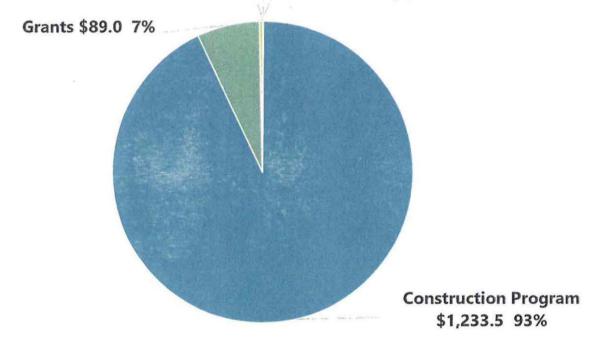
Administration/Air Services \$0.1 0%

Drivers License/Driver Safety

\$4.8 0%

Information Technology (excludes

MV & Fleet) \$0.4 0%



\$1,327.8 *In millions*

4

2025 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Red River Room, State Capitol

SB 2012 2/14/2025

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

8:36 a.m. Chairman Wanzek opened the meeting.

Members present: Chairman Wanzek, Vice-Chair Dwyer, Senator Burckhard, Senator Erbele, and Senator Sickler.

Discussion Topics:

- Ongoing funding changes
- One-time funding
- Other bills combined into Department of Transportation budget
- Rest area agreement
- Spending "buckets" within Flex Fund
- Distinction between oil-producing and non-oil-producing counties
- Motor vehicle excise tax
- Proposed language for bridge condition assessments
- Carryover funding authority
- Next phase of Highway 85 improvements

8:38 a.m. Brady Larson, Assistant Legislative Budget Analyst, supplied budget information and submitted testimony #37708, #37709, #37713, #37726, and #37727.

10:02 a.m.Chairman Wanzek closed the meeting.

Carol Thompson, Committee Clerk

0/11/00

Department of Transportation - Budget No. 801 Agency Worksheet - Senate Bill No. 2012

	Armstrong Executive Budget				Prepared for Sen. Wanzek Senate Version Senate Compared to Senate Sena							
					Sena	ate Version		Senate Compared to Executive Budget				
	FTE	General	Other		FTE	Conoral				Increa	ase (Decrease)	
2025 27 8:	Positions	Fund	Funds	Total	Positions	General	Other		FTE	General	Other	Section of the section
2025-27 Biennium Base Level	1,001.00	\$0				Fund	Funds	Total	Positions	Fund	Funds	Total
2025-27 Ongoing Funding Changes		-	4 1,1 10,1 02,0 1	Ψ1,743,732,043	1,001.00	\$0	\$1,749,752,645	\$1,749,752,645	0.00	\$0		The second secon
Base budget adjustments and reductions			(604 604 674	2) (001 001					4		1	
Salary increase			(\$21,621,679				(\$21,621,679)	(\$21,621,679)				
Health insurance increase			8,694,284				8,694,284	8,694,284				\$
Restore 23-25 new FTE funding pool			5,889,434				5,889,434	5,889,434				
Restore 23-25 vacant FTE funding pool			3,545,684				3,545,684	-,,,				
Transfer to 25-27 new and vacant ETE pool			14,863,018	14,863,018			14,863,018					
Estimated federal funds increase				0			(5,526,520)					(
Remove flexible fund authority			406,821,876	406,821,876			406,821,876	406,821,876			(\$5,526,520)	(5,526,520
Data management program				0			(171,500,000)					C
Bridge load rating coordinator	100		451,898				451,898			No. of the second	(171,500,000)	(171,500,000
US Highway 85 staffing and equipment	1.00		249,997		1.00		249,997	451,898				C
Local government assistance position	2.00		1,006,006	1,006,006	1.00		203,003	249,997				0
Local funds match authority	1.00		249,997	249,997	1.00		249,997	203,003	(1.00)		(803,003)	(803,003
Increased roadway maintenance costs			3,800,000		- 1.00			249,997				0
Major equipment funding			3,000,000				3,800,000	3,800,000				0
Increased district contractor payments			2,000,000	2,000,000				0			(3,000,000)	(3,000,000
Increased information to the all			6,842,212	6,842,212				0	=-		(2,000,000)	(2,000,000
Increased information technology operating funds Rotary snowblower replacements			4,022,016	4,022,016				0			(6,842,212)	(6,842,212
Engineering equipment			4,000,000	4,000,000			4,022,016	4,022,016			\-	0,0 12,2 12
Engineering equipment replacement			472,000	472,000				0			(4,000,000)	(4,000,000)
Increased state fleet operating costs			17,500,000	17,500,000				0			(472,000)	(472,000)
Total ongoing funding changes	4.00	to.					12,500,000	12,500,000			(5,000,000)	(5,000,000)
One-Time Funding Items	4.00	\$0	0 \$461,786,743	3 \$461,786,743	3.00	\$0	\$262,643,008	8 \$262,643,008	(1.00)	\$0	(\$199,143,735)	
Facility improvements	-				*				(1.00)	Ψ0	(\$199,143,735)	(\$199,143,735)
Appointment system upgrade			\$5,970,000	\$5,970,000			CC 070 000					
Inventory tracking system			3,000,000	3,000,000			\$5,970,000	\$5,970,000				\$0
Federal formula funds match (SIIF)			350,000	350,000			3,000,000	3,000,000				0
Federal discretisment funds match (SIIF)			171,300,000	171,300,000			350,000	350,000				0
Federal discretionary funds match (SIIF)			85,000,000	85,000,000			171,300,000	171,300,000				0
Pavement management van (SIIF) Walking trail grant			1,100,000	1,100,000				0			(\$85,000,000)	(85,000,000)
vvaiking trait grant			1,100,000	1,100,000				0			(1,100,000)	(1,100,000)
Increased maintenance costs				0			100,000	100,000			100,000	100,000
Undesignated equipment				0			9,842,212	9,842,212			9,842,212	9,842,212
Total one-time funding changes	0.00						5,872,000	5,872,000			5,872,000	5,872,000
100 TO TO TO TO TO TO TO TO TO TO TO TO TO	0.00	\$0	\$266,720,000	\$266,720,000	0.00	\$0	\$196,434,212	\$106 404 040				
otal Changes to Base Level Funding	4.00	\$0	\$728,506,743	\$729 FOC 740				\$196,434,212	0.00	\$0	(\$70,285,788)	(\$70,285,788)
025-27 Total Funding	1,005.00			\$728,506,743	3.00	\$0	\$459,077,220	\$459,077,220	(1.00)	\$0	(\$269,429,523)	(\$269,429,523)
Federal funds included in other funds			\$1,327,784,911	\$2,478,259,388	1,004.00	\$0 9	\$2,208,829,865	\$2,208,829,865	(1.00)	\$0	(\$269,429,523)	(\$269,429,523)
Tatal and the same of the same			,021,104,311			\$	\$1,327,169,868			- 10	(\$615,043)	(4203,423,523)
Total ongoing changes - Percentage of base level	0.4%	$\Lambda I/\Delta$	26 40/	00.404							· · · · · · · · · · · · · · · · · · ·	
rotal ongoing changes - Percentage of base level Total changes - Percentage of base level	0.4% 0.4%	N/A N/A	26.4% 41.6%	26.4% 41.6%	0.3% 0.3%	N/A N/A	15.0%	15.0%	N/A	N/A	N/A	N/A

Other Sections in Department of Transportation - Budget No. 801

Section Description	Armstrong Executive Budget	Senate Version	
New and vacant FTE pool		Section 3 designates the use of funds from the new and vacant FTE pool line item.	
Line item transfers		Section 4 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.	
Legacy earnings fund		Section 6, 7, 9, and 10 provides for adjustments to the legacy earnings fund including the transfer of one percent of legacy fund earnings to the flexible transportation fund.	
Flexible transportation fund		Section 8 provides for the designation of uses of the flexible transportation fund.	
State rail fund		Section 11 provides continuing appropriation authority from the state rail fund.	
Motor vehicle excise tax		Section 12 provides for all motor vehicle excise taxes to be deposited in the flexible transportation fund.	
Facility equipment expenses		Section 13 authorizes DOT to purchase certain appliances at local maintenance facilities.	
Rest area agreement		Section 14 directs DOT to review options to enter agreements regarding the operation and upgrades to the Painted Canyon visitor center.	
Carryover exemptions		Section 15 authorizes the carryover of various prior biennium appropriations.	

- aeronautics commission planning section and the department of transportation office of planning for airport development as it pertains to surface access.
- 4. The director shall establish an office of management services in the department to provide for the employment of human resources, finance and inventory control, automation, and other administrative services.

24-02-01.5. Department of transportation - Administrative rules.

The department of transportation may adopt the administrative rules necessary to carry out its responsibilities and functions as created and transferred by sections 24-02-01.1 through 24-02-01.5. Rules adopted by the agencies whose functions relate to the functions or agencies created, transferred, or covered by sections 2-05-03, 24-02-01.1 through 24-02-01.5, subsections 7 and 11 of section 24-01-01.1, sections 24-02-13, 24-16-02, 24-17-02, subsections 11, 16, and 17 of section 39-01-01, subsection 1 of section 39-16-01, subsection 2 of section 49-17.1-01, subsection 1 of section 54-06-04, subsection 1 of section 54-27-19, subsection 6 of section 57-40.3-01, subsection 1 of section 57-43.1-01, section 57-43.1-44, subsection 6 of section 57-43.2-01, and section 57-43.2-37 remain in effect until they are specifically amended or repealed by the department.

24-02-02. State highway commissioner - Appointment, term, removal, oath, bond, salary.

Repealed by S.L. 1989, ch. 72, § 25.

24-02-02.1. Agreement for the construction of the Oahe bridge.

The director is authorized to execute an agreement with the federal government for the construction of a bridge over the Oahe Reservoir wherein the department agrees to hold the United States harmless and free from damages due to the construction or operation and maintenance of such bridge, except for damages due to the fault or negligence of the United States or its contractors.

24-02-02.2. Authority to contract with adjoining states and provinces.

The director may contract with adjoining states and provinces to provide for the construction, reconstruction, repair, or maintenance of highways located on or near the border of each jurisdiction.

24-02-02.3. Director may enter agreements with tribal governments.

Notwithstanding the provisions of chapter 54-40.2, the director may enter agreements with any one or more tribal governments for the purpose of construction and maintenance of highways, streets, roads, and bridges on the state highway system or for federally funded safety improvement projects on tribal-owned highways, streets, roads, and bridges.

24-02-02.4. Agreement for the construction of the Fargo Moorhead metropolitan area flood risk management project impacting the state highway system.

The director may enter an agreement with the metro flood diversion authority regarding the portion of the construction of the Fargo Moorhead metropolitan area flood risk management project which will impact the state highway system. The agreement must address the construction and maintenance of the parts of the project which need to be constructed and maintained on the state highway system.

24-02-02.5. Rest area cooperative agreement.

Notwithstanding any other provision of law, the director may enter a cooperative agreement with the Theodore Roosevelt national park painted canyon visitor center for the joint administration and operation of a rest area facility for use by the traveling public. The director may expend moneys from the state highway fund within the limits of legislative appropriations for administration and operational support of the rest area facility.

25.0179.01005 Title.

Prepared by the Legislative Council staff for Senator Wanzek February 13, 2025

Sixty-ninth Legislative Assembly of North Dakota

PROPOSED AMENDMENTS TO

SENATE BILL NO. 2012

Introduced by

Appropriations Committee

- 1 A BILL for an Act to provide an appropriation for defraying the expenses of the department of
- 2 transportation: to create and enact a new section to chapter 54-27 of the North Dakota Century
- 3 Code, relating to a legacy earnings fund; to amend and reenact section 6-09.4-10.1,
- 4 <u>subsection 1 of section 21-10-06, and sections 24-02-37.3, 54-27-19.3, and 57-40.3-10 of the</u>
- North Dakota Century Code, relating to funds invested by the state investment board, the
- 6 <u>flexible transportation fund, and motor vehicle excise tax collections; to repeal sections</u>
- 7 21-10-12 and 21-10-13 of the North Dakota Century Code, relating to legacy fund definitions
- 8 and a legacy earnings fund; to provide a continuing appropriation; to provide an effective date;
- 9 and to provide an exemption.

10 BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

- 11 SECTION 1. APPROPRIATION. The funds provided in this section, or so much of the funds
- 12 as may be necessary, are appropriated from other funds derived from special funds and federal
- 13 funds, to the department of transportation for the purpose of defraying the expenses of the
- department of transportation, for the biennium beginning July 1, 2025, and ending June 30,
- 15 2027, as follows:

16			Adjustments or	
17		Base Level	Enhancements	<u>Appropriation</u>
18	Salaries and wages	\$219,279,648	\$0	\$219,279,648
19	Operating expenses	316,256,474	0	316,256,474
20	Capital assets	1,101,395,065	0	1,101,395,065

		110 001 150	0	440 004 450
Grants				<u>112,821,458</u>
Total other fun	ds	\$1,749,752,645	\$0	\$1,749,752,645
Full-time equiv	alent positions	1,001.00	0.00	1,001.00
SECTION	2. EXEMPTION - LI	NE ITEM TRANSFERS. Notwit	hstanding se	ction 54-16-04,
the director of	the office of manage	ment and budget shall transfer	appropriation	n authority
among the sal	aries and wages, op	erating expenses, capital asset	s, and grants	line items in
section 1 of th	is Act as requested b	y the director of the departmen	t of transport	ation when it is
cost-effective	for construction and	maintenance of highways. The	department o	of transportation
shall notify the	e legislative council o	f any transfers made pursuant	to this sectior	١.
SECTION	3. AMENDMENT. S	ection 6-09.4-10.1 of the North	Dakota Cent	ury Code is
amended and	reenacted as follows			
6-09.4-10	.1. Legacy sinking a	and interest fund - Debt servi	ce requirem	ents - Public
finance author	ority.			
There is c	reated in the state tre	easury the legacy sinking and it	nterest fund.	The fund consists
of all moneys	deposited in the fund	under section 21-10-136 of the	s Act. Money	s in the fund may
be spent by th	e public finance auth	nority pursuant to legislative app	propriations to	o meet the debt
service require	ements for evidences	s of indebtedness issued by the	authority for	transfer to the
Bank of North	Dakota for allocation	ns to infrastructure projects and	programs.	
SECTION	4. AMENDMENT. S	ubsection 1 of section 21-10-06	of the North	Dakota Century
Code is amen	ded and reenacted a	s follows:		
1. Subj	ect to the provisions	of section 21-10-02, the board	shall invest t	ne following
fund	S:			
a.	State bonding fund.			
b.	Teachers' fund for re	etirement.		
c.	State fire and tornad	do fund.		
d.	Workforce safety an	d insurance fund.		
e.	Public employees re	etirement system.		
f.	Insurance regulatory	y trust fund.		
g.	State risk managem	ent fund.		
h.	Budget stabilization	fund.		
i.	Water projects stabi	ilization fund.		
	Full-time equivorsection of among the sale section 1 of the cost-effective shall notify the SECTION amended and 6-09.4-10 finance author There is cof all moneys be spent by the service require Bank of North SECTION Code is amended and a. b. c. d. e. f. g. h.	Full-time equivalent positions SECTION 2. EXEMPTION - LI the director of the office of manage among the salaries and wages, op- section 1 of this Act as requested to cost-effective for construction and shall notify the legislative council or SECTION 3. AMENDMENT. So amended and reenacted as follows 6-09.4-10.1. Legacy sinking a finance authority. There is created in the state tre of all moneys deposited in the function be spent by the public finance authority service requirements for evidences Bank of North Dakota for allocation SECTION 4. AMENDMENT. So Code is amended and reenacted a 1. Subject to the provisions funds: a. State bonding fund. b. Teachers' fund for re c. State fire and tornace d. Workforce safety and e. Public employees re f. Insurance regulators g. State risk management h. Budget stabilization	Full-time equivalent positions Full-time equivalent positions SECTION 2. EXEMPTION - LINE ITEM TRANSFERS. Notwith the director of the office of management and budget shall transfer among the salaries and wages, operating expenses, capital asset section 1 of this Act as requested by the director of the department cost-effective for construction and maintenance of highways. The shall notify the legislative council of any transfers made pursuant to SECTION 3. AMENDMENT. Section 6-09.4-10.1 of the North amended and reenacted as follows: 6-09.4-10.1. Legacy sinking and interest fund - Debt service finance authority. There is created in the state treasury the legacy sinking and in of all moneys deposited in the fund under section 21-10-136 of the bespent by the public finance authority pursuant to legislative appropriate requirements for evidences of indebtedness issued by the Bank of North Dakota for allocations to infrastructure projects and SECTION 4. AMENDMENT. Subsection 1 of section 21-10-06. Code is amended and reenacted as follows: 1. Subject to the provisions of section 21-10-02, the board funds: a. State bonding fund. b. Teachers' fund for retirement. c. State fire and tornado fund. d. Workforce safety and insurance fund. e. Public employees retirement system. f. Insurance regulatory trust fund. g. State risk management fund. h. Budget stabilization fund.	Total other funds \$1,749,752,645 \$0 Full-time equivalent positions 1,001.00 0.00 SECTION 2. EXEMPTION - LINE ITEM TRANSFERS. Notwithstanding see the director of the office of management and budget shall transfer appropriation among the salaries and wages, operating expenses, capital assets, and grants section 1 of this Act as requested by the director of the department of transport cost-effective for construction and maintenance of highways. The department of shall notify the legislative council of any transfers made pursuant to this section SECTION 3. AMENDMENT. Section 6-09.4-10.1 of the North Dakota Cent amended and reenacted as follows: 6-09.4-10.1. Legacy sinking and interest fund - Debt service requirements finance authority. There is created in the state treasury the legacy sinking and interest fund, of all moneys deposited in the fund under section 21-10-136 of this Act. Money be spent by the public finance authority pursuant to legislative appropriations to service requirements for evidences of indebtedness issued by the authority for Bank of North Dakota for allocations to infrastructure projects and programs. SECTION 4. AMENDMENT. Subsection 1 of section 21-10-06 of the North Code is amended and reenacted as follows: 1. Subject to the provisions of section 21-10-02, the board shall invest the funds: a. State bonding fund. b. Teachers' fund for retirement. c. State fire and tornado fund. d. Workforce safety and insurance fund. e. Public employees retirement system. f. Insurance regulatory trust fund. g. State risk management fund. h. Budget stabilization fund.

1		j.	Health care trust fund.
2		k.	Cultural endowment fund.
3		1.	Petroleum tank release compensation fund.
4		m.	Legacy fund.
5		n.	Legacy earnings fund.
6		0.	Opioid settlement fund.
7	þ	<u>.o.</u>	A fund under contract with the board pursuant to subsection 3.
8	SEC	TIOI	N 5. AMENDMENT. Section 24-02-37.3 of the North Dakota Century Code is
9	amended	and	d reenacted as follows:
10	24-0	2-37	.3. Flexible transportation fund - Continuing appropriation - Budget section
11	approva	1 - R	eport. (Retroactive application - <u>See note</u>)
12	Ther	e is	created in the state treasury the flexible transportation fund. The fund consists of
13	eligible fe	eder	al or state funding and any contributed private funds.
14	1.	The	flexible transportation fund must be administered and expended by the director
15		and	may be used for the following:
16		a.	Providing a match for federal funding obtained by the department of
17			transportation.
18		b.	State-funded road and bridge construction and maintenance, and transportation
19			support costs including staffing, facilities, and operational expenditures on the
20			state highway system.
21		C.	State-funded road and bridge construction and maintenance activities within the
22			state but off of the state highway system. The director shall establish the terms
23			and provisions of the program.
24	2.	All r	money derived from the investment of the flexible transportation fund or any portion
25		of th	ne fund, must be credited to the flexible transportation fund. The director shall
26		mor	nthly transmit all moneys collected and received under this chapter to the state
27		trea	surer to be transferred and credited to the flexible transportation fund. All moneys
28		in th	ne fund are appropriated on a continuing basis to the department for the purposes
29		ider	ntified in this section and to the state treasurer for distributions identified in this
~ ~	The second secon		

1 The director must receive budget section approval for any project that utilizes more 2 than ten million dollars from the fund except for projects that match federal or private 3 funds and the amount utilized from the fund is fifty percent or less of total project 4 costs. Any request considered by the budget section must comply with section 5 54-35-02.9. 6 The director shall allocate at least twenty-five percent of motor vehicle excise tax-7 collections deposited in the flexible transportation fund pursuant to section 57-40.3-10 8 for non-oil-producing county and township road and bridge projects as follows: 9 a. The funds must be allocated by the department to counties for projects or grants 10 for the benefit of counties and organized and unorganized townships; 11 b. The department shall establish criteria to distribute the funds; 12 c. The funds must be used for the maintenance and improvement of county and 13 township paved and unpaved roads and bridges; 14 d. Priority must be given to projects that match federal funds and to projects that 15 improve roadways that serve as local corridors; 16 An organized township is not eligible to receive funding if the township does not 17 maintain any roadways or does not levy at least eighteen mills for general 18 purposes; and 19 For purposes of this subsection, "non-oil-producing county" means a county that 20 received no allocation of funding or a total allocation of less than five million-21 dollars under subsection 2 of section 57-51-15 in the most recently completed 22 even-numbered fiscal year before the start of each biennium. The director shall 23 allocate a portion of funds deposited in the flexible transportation fund for the 24 benefit of road and bridge maintenance and projects in counties, cities, and 25 townships as follows: 26 Twelve and one-half percent of state funds deposited in the fund must be 27 allocated by the director to non-oil-producing counties for projects or grants for 28 the benefit of counties and organized and unorganized townships for the 29 maintenance and improvement of county and township paved and unpaved 30 roads and bridges.

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1		b.	Six and one-quarter percent of state funds deposited in the fund must be
2			allocated by the director for grants to eligible townships located in non-oil-
3			producing counties for road and bridge repair and replacement projects with
4			priority given for road graveling projects.
5		C.	Twelve and one-half percent of state funds deposited in the fund must be
6			allocated by the director for grants to eligible counties for bridge repair and
7			replacement projects.
8		d.	Six and one-quarter percent of state funds deposited in the fund must be
9			allocated by the director for grants to eligible cities for road and bridge repair and
10			replacements projects.
11		e.	The director shall establish criteria to distribute the funds under this subsection.
12			Priority must be given to projects that match federal or private funds and to
13			projects that improve roadways that serve as local corridors. Priority for
14			organized township road projects must be given to projects located in townships
15			that levy at least eighteen mills for general purposes and and have a general
16			fund balance of less than one hundred thousand dollars as of December
17			thirty-first of the prior year.
18		f.	The amount allocated to organized townships under this subsection must be paid
19			by the county treasurer to each organized township and the amount allocated for
20			unorganized townships under this subsection must be credited by the county
21			treasurer to a special fund for unorganized township roads.
22	5.	The	state treasurer shall allocate a portion of funds deposited in the flexible
23		trar	sportation fund for the benefit of road and bridge maintenance and projects in
24		cou	inties, cities, and townships, as follows:
25		a.	Six and one-quarter percent of state funds deposited in the fund must be
26			distributed to non-oil-producing counties for the benefit of organized and
27			unorganized township road needs using the distribution method in section
28			54-27-19.4. To receive an allocation under this subdivision, an organized
29			township must levy at least eighteen mills for general purposes and have a
30			general fund balance of less than one hundred thousand dollars as of December
31			thirty-first of the prior year.

1		b. Six and one-quarter percent of state funds deposited in the fund must be
2		distributed to counties and cities using the formula established in subsection 4 of
3		section 54-27-19.
4	6.	For purposes of this section, "non-oil-producing county" means a county that received
5		no allocation of funding or a total allocation of less than five million dollars under
6		subsection 2 of section 57-51-15 in the most recently completed even-numbered fiscal
7		year before the start of each biennium.
8	5. 7.	The director shall provide periodic reports to the budget section regarding the status of
9		the fund and projects receiving allocations from the fund.
10	SEC	CTION 6. A new section to chapter 54-27 of the North Dakota Century Code is created
11	and ena	cted as follows:
12	Leg	acy earnings fund - State treasurer - Legacy fund distribution - Allocations.
13	1.	There is created in the state treasury the legacy earnings fund. The fund consists of all
14		moneys distributed by the state treasurer from the legacy fund pursuant to section 26
15		of article X of the Constitution of North Dakota. The distribution from the legacy fund
16		on July first of each odd-numbered year must be equal to eight percent of the five-year
17		average value of the legacy fund balance as reported by the state investment board.
18		The average value of the legacy fund balance must be calculated using the fund
19		balance at the end of each fiscal year for the five-year period ending with the most
20		recently completed even-numbered fiscal year.
21	2.	From the amount distributed to the legacy earnings fund under subsection 1, the state
22		treasurer shall allocate seven-eighths of the funding in July of each odd-numbered
23		year in the following order:
24		a. The first one hundred two million six hundred twenty-four thousand dollars or an
25		amount equal to the amount appropriated from the legacy sinking and interest
26		fund for debt service payments for a biennium, whichever is less, to the legacy
27		sinking and interest fund under section 6-09.4-10.1.
28		b. The next two hundred twenty-five million dollars to the general fund to provide
29		support for tax relief initiatives approved by the legislative assembly.
30		c. The next one hundred million dollars to the legacy earnings highway distribution
31		fund for allocations under section 54-27-19.3.

- SECTION 9. REPEAL. Sections 21-10-12 and 21-10-13 of the North Dakota Century Code are repealed.
- 3 SECTION 10. EFFECTIVE DATE. Section 8 of this Act is effective for motor vehicle excise
- 4 tax collections transmitted to the state treasurer after July 31, 2025.

- c. Twelve and one-half percent of state funds deposited in the fund must be allocated by the director for grants to eligible counties for bridge repair and replacement projects. . Grants provided under this subdivision must:
 - (a) Give priority to projects based on the number of bridge needs for each county as identified in the most recent data available from the from the department's bridge condition assessment inventory.
 - (b) Give priority to projects that include the permanent closure and removal of a different bridge in the same county.
 - (c) Require counties to provide matching funds equal to ten percent of total project costs except for projects that include the permanent closure of a different bridge in the same county.
 - (d) Be provided based on any other criteria determined by the director.

25.0179.01007 Title.

Sixty-ninth Legislative Assembly of North Dakota Prepared by the Legislative Council staff for Senator Dwyer February 13, 2025

PROPOSED AMENDMENTS TO

SENATE BILL NO. 2012

Introduced by

Appropriations Committee

- 1 A BILL for an Act to provide an appropriation for defraying the expenses of the department of
- 2 transportation: to amend and reenact section 49-17.1-05 of the North Dakota Century Code.
- 3 relating to rail line loan programs; to provide a continuing appropriation; and to provide an
- 4 exemption.

5 BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

- 6 SECTION 1. APPROPRIATION. The funds provided in this section, or so much of the funds
- 7 as may be necessary, are appropriated from other funds derived from special funds and federal
- 8 funds, to the department of transportation for the purpose of defraying the expenses of the
- 9 department of transportation, for the biennium beginning July 1, 2025, and ending June 30,
- 10 2027, as follows:

11			Adjustments or	
12		Base Level	Enhancements	Appropriation
13	Salaries and wages	\$219,279,648	\$0	\$219,279,648
14	Operating expenses	316,256,474	0	316,256,474
15	Capital assets	1,101,395,065	0	1,101,395,065
16	Grants	112,821,458	<u>0</u>	112,821,458
17	Total other funds	\$1,749,752,645	\$0	\$1,749,752,645
18	Full-time equivalent positions	1,001.00	0.00	1,001.00

- 19 SECTION 2. EXEMPTION LINE ITEM TRANSFERS. Notwithstanding section 54-16-04,
- 20 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 3. AMENDMENT. Section 49-17.1-05 of the North Dakota Century Code is amended and reenacted as follows:

49-17.1-05. Subsidy of railway lines - Continuing appropriation.

The department, with the approval of the commission, may provide financial assistance, within the limits of funds appropriated by the legislative assembly, for the continuation of operations and maintenance of any railroad within the state, as provided for in the Railroad Revitalization and Regulatory Reform Act of 1976 [Pub. L. 94-210; 90 Stat. 149; 49 U.S.C. 1651 et seq.], or other relevant federal legislation. Moneys in the state rail fund are appropriated to the department on a continuing basis for distributions authorized under this section. The department or the commission may act as the agent in cooperation with the federal government, any local or regional transportation authority, local governmental units, any group of rail users, or any person in any rail service assistance program.

SECTION 4. DEPARTMENT OF TRANSPORTATION FACILITY EQUIPMENT

EXPENSES. Notwithstanding any other provision of law, the director of the department of transportation may expend funds to purchase basic workplace appliances, limited to coffee makers, microwaves, and refrigerators, for local department maintenance facilities for the biennium beginning July 1, 2025, and ending June 30, 2027.

SECTION 5. REST AREA COOPERATIVE AGREEMENT. During the biennium beginning July 1, 2025, and ending June 30, 2027, the director of the department of transportation shall review options to enter a cooperative agreement pursuant to section 24-02-02.5 to jointly administer a rest area at the Theodore Roosevelt national park painted canyon visitor center. The director may expend moneys from the state highway fund within the limits of legislative appropriations for operational support of the facility and for facility improvements to support year-round operations of the facility.

SECTION 6. 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, 2025, and ending June 30, 2027:

Sixty-ninth Legislative Assembly

1 The sum of \$100,000,000 appropriated from special funds for the purpose of road and 2 bridge construction projects in subsection 2 of section 13 of chapter 15 of the 2021 3 Session Laws: 4 2. The sum of \$55,000,000 appropriated from federal funds to match state bond 5 proceeds in section 5 of chapter 15 of the 2021 Session Laws; 6 3. The sum of \$317,000,000 appropriated from federal funds for state, county, and 7 township road and bridge projects in section 7 of chapter 548 of the 2021 Session 8 Laws; 9 The sum of \$61,700,060 appropriated from federal funds for surface transportation. 10 grants in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws; 11 The sum of \$13,660,000 appropriated from special funds for information technology 5. 12 projects in section 1 of chapter 40 of the 2021 Session Laws; 13 The sum of \$9,125,000 appropriated from the general fund in the operating expenses 14 line item relating to information technology projects in section 1 of chapter 12 of the 15 2023 Session Laws: 16 The sum of \$2,500,000 appropriated from special funds to match funding from the 17 state of Minnesota and other sources for studies, preliminary engineering, and 18 environmental studies to address northern Red River valley infrastructure affected by 19 flooding; 20 8. The sum of \$5,000,000 appropriated from special funds for an environmental study of 21 a portion of United States highway 52, in section 1 of chapter 12 of the 2023 Session 22 Laws: 23 9. The sum of \$757,000 included in the deferred maintenance funding pool line item and 24 transferred to the department of transportation pursuant to section 9 of chapter 640 of 25 the 2023 special session session laws; and 26 10. The sum of \$82,200,000 appropriated from special funds for flexible transportation 27 fund projects in section 1 of chapter 12 of the 2023 Session Laws.

2025 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Red River Room, State Capitol

SB 2012 2/17/2025

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

11:03 a.m. Chairman Wanzek opened the hearing.

Members present: Chairman Wanzek, Vice-Chair Dwyer, Senator Burckhard, Senator Erbele, and Senator Sickler.

Discussion Topics:

- Addition for Highway 85 projects
- Sustainable continuing appropriations
- Cost of six badlands miles of Highway 85
- Engineering costs matched
- Study for completion of Highway 85 4-lane
- Lifespan of environmental impact studies
- Motor vehicle tax collections

11:04 a.m. Brady Larson, Assistant Legislative Budget Analyst, supplied budget information and submitted budget updates #38038 and #38042.

11:10 a.m. Ron Henke, Director of ND Department of Transportation, testified in favor.

11:14 a.m. Senator Dwyer submitted testimony #38040 on behalf of Senator Bekkedahl.

11:51 a.m. Chairman Wanzek closed the hearing.

Carol Thompson, Committee Clerk

) Brady

Legislative Council

Department of Transportation - Budget No. 801 Agency Worksheet - Senate Bill No. 2012

	Armstrong Executive Budget				Senate Version				Senate Compared to Executive Budget			
	440000000								Increase (Decrease)			
	FTE	General	Other		FTE	General	Other		FTE	General	Other	A TOTAL STREET
2025 27 Bi	Positions	Fund	Funds	Total	Positions	Fund	Funds	Total	Positions	Fund	Funds	Total
2025-27 Biennium Base Level	1,001.00	\$0	\$1,749,752,645	\$1,749,752,645	1,001.00	\$0	\$1,749,752,645	\$1,749,752,645	0.00	\$0	\$0	\$
2025-27 Ongoing Funding Changes												
Base budget adjustments and reductions			(\$21,621,679)	(\$21,621,679)			(\$21,621,679	(\$21,621,679)				\$
Salary increase			8,694,284	8,694,284			8,694,284					4
Health insurance increase			5,889,434	5,889,434			5,889,434	A STATE OF THE PARTY OF THE PAR				
Restore 23-25 new FTE funding pool			3,545,684	3,545,684			3,545,684					
Restore 23-25 vacant FTE funding pool			14,863,018	14,863,018			14,863,018					
Transfer to 25-27 new and vacant FTE pool				0			(5,526,520)				(\$5,526,520)	(F FDC FD)
Estimated federal funds increase			406,821,876	406,821,876			406,821,876				(\$5,520,520)	(5,526,52
Remove flexible fund authority				0			(171,500,000)				(171,500,000)	(474 500 00
Data management program			451.898	451,898			451,898	451,898			(171,500,000)	(171,500,00
Bridge load rating coordinator	1.00		249,997	249,997	1.00		249,997	249,997				
US Highway 85 staffing and equipment	2.00		1,006,006	1,006,006	1.00		203,003	203,003	(1.00)		(803.003)	(000.00
Local government assistance position	1.00		249,997	249,997	1.00		249,997	249,997	(1.00)		(803,003)	(803,00
Local funds match authority			3,800,000	3,800,000	1.00		3,800,000	3,800,000				
Increased roadway maintenance costs			3,000,000	3,000,000			3,000,000	3,800,000			(2,000,000)	(0.000.000
Major equipment funding			2,000,000	2,000,000				0			(3,000,000)	(3,000,000
Increased district contractor payments			6.842.212	6,842,212				0			(2,000,000)	(2,000,00
Increased information technology operating funds			4,022,016	4,022,016			4,022,016	4,022,016			(6,842,212)	(6,842,21
Rotary snowblower replacements			4,000,000	4,000,000			4,022,010	4,022,016			(4.000.000)	
Engineering equipment replacement			472,000	472,000				0			(4,000,000)	(4,000,000
Increased state fleet operating costs			17,500,000	17,500,000			12,500,000	12,500,000			(472,000)	(472,000
Total ongoing funding changes	4.00	\$0	\$461,786,743	\$461,786,743	3.00	\$0	\$262,643,008	\$262,643,008	(1.00)	\$0	(\$199,143,735)	(5,000,000
One-Time Funding Items	1					**	+202,010,000	4202,040,000	(1.00)	ψU	(\$199,143,735)	(\$199,143,735
Facility improvements	+		\$5,970,000	CE 070 000								
Appointment system upgrade			3,000,000	\$5,970,000			\$5,970,000	\$5,970,000				\$0
Inventory tracking system	+		350.000	3,000,000 350,000			3,000,000	3,000,000				
Federal formula funds match (SIIF)			171,300,000				350,000	350,000				
Federal discretionary funds match (SIIF)			85.000.000	171,300,000			171,300,000	171,300,000				(
Pavement management van (SIIF)				85,000,000				0			(\$85,000,000)	(85,000,000
Walking trail grant			1,100,000	1,100,000				0			(1,100,000)	(1,100,000
Increased maintenance costs				0			100,000	100,000			100,000	100,000
Undesignated equipment				0			9,842,212	9,842,212			9,842,212	9,842,212
Highway 85 projects (SIIF)				0			5,872,000	5,872,000			5,872,000	5,872,000
				0			100,000,000	100,000,000			100,000,000	100,000,000
Total one-time funding changes	0.00	\$0	\$266,720,000	\$266,720,000	0.00	\$0	\$296,434,212	\$296,434,212	0.00	\$0	\$29,714,212	\$29,714,212
Total Changes to Base Level Funding	4.00	\$0	\$728,506,743	\$728,506,743	3.00	\$0	\$559,077,220	\$559,077,220	(1.00)	\$0	(\$169,429,523)	(\$169,429,523
2025-27 Total Funding	1,005.00	\$0	\$2,478,259,388	\$2,478,259,388	1,004.00	\$0	\$2,308,829,865	\$2,308,829,865	(1.00)	\$0	(\$169,429,523)	(\$169,429,523
Federal funds included in other funds			\$1,327,784,911	- Compartment -			\$1,327,169,868	+=,000,020,000	(1.00)	\$0 <u> </u>	(\$615,043)	(\$103,423,523
Total ongoing changes - Percentage of base level	0.4%	N/A	26.4%	26.4%	0.3%	N/A	15.0%	45.00/	A1/A	*		
Total changes - Percentage of base level	0.4%	N/A	41.6%	41.6%	0.3%	N/A N/A	32.0%	15.0% 32.0%	N/A N/A	N/A N/A	N/A N/A	N/A N/A

Other Sections in Department of Transportation - Budget No. 801

Section Description	Armstrong Executive Budget	Senate Version	
New and vacant FTE pool		Section 3 designates the use of funds from the new and vacant FTE pool line item.	
Line item transfers		Section 4 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.	
Strategic investment and improvements fund		Section 5 identifies the use of the strategic investment and improvements fund to match federal highway funding and for a highway 85 project.	
Legacy earnings fund		Section 6, 7, 10, 11, and 13 provide for adjustments to the legacy earnings fund including the transfer of one percent of legacy fund earnings to the flexible transportation fund.	
Flexible transportation fund		Section 8 provides for the designation of uses of the flexible transportation fund.	
State rail fund		Section 9 provides continuing appropriation authority from the state rail fund.	
Motor vehicle excise tax		Section 12 provides for all motor vehicle excise taxes to be deposited in the flexible transportation fund.	
Facility equipment expenses		Section 14 authorizes DOT to purchase certain appliances at local maintenance facilities.	
Rest area agreement		Section 15 directs DOT to review options to enter agreements regarding the operation and upgrades to the Painted Canyon visitor center.	
Carryover exemptions		Section 16 authorizes the carryover of various prior biennium appropriations.	

J17/23 Senator Bethedall

SECTION 3. DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85 PROJECT - REPORT.

- 1. The department shall prepare and complete an environmental impact statement process to four-lane the remaining sections of the Theodore Roosevelt expressway from the South Dakota border to interstate highway 94 and from Williston to the Montana border.
- 2. The department shall prepare a construction schedule for project completion and shall submit a report to the governor and legislative management regarding the completion schedule.

25.0179.01006 Title. Fiscal No. 2 Prepared by the Legislative Council staff for Senator Wanzek

February 14, 2025

Sixty-ninth Legislative Assembly of North Dakota

PROPOSED AMENDMENTS TO

SENATE BILL NO. 2012

Introduced by

Appropriations Committee

- 1 A BILL for an Act to provide an appropriation for defraying the expenses of the department of
- 2 transportation: to create and enact a new section to chapter 54-27 of the North Dakota Century
- 3 Code, relating to a legacy earnings fund; to amend and reenact section 6-09.4-10.1,
- 4 subsection 1 of section 21-10-06, and sections 24-02-37.3, 49-17.1-05, 54-27-19.3, and
- 5 | 57-40.3-10 of the North Dakota Century Code, relating to funds invested by the state
- 6 investment board, the flexible transportation fund, the state rail fund, and motor vehicle excise
- 7 tax collections; to repeal sections 21-10-12 and 21-10-13 of the North Dakota Century Code.
- 8 relating to legacy fund definitions and a legacy earnings fund; to provide a continuing
- 9 appropriation; to provide an effective date; and to provide an exemption.

10 BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

- 11 **SECTION 1. APPROPRIATION.** The funds provided in this section, or so much of the funds
- 12 as may be necessary, are appropriated from other funds derived from special funds and federal
- 13 funds, to the department of transportation for the purpose of defraying the expenses of the
- department of transportation, for the biennium beginning July 1, 2025, and ending June 30,
- 15 2027, as follows:

16	Adjustments or

17		Base Level	<u>Enhancements</u>	Appropriation
18	Salaries and wages	\$219,279,648	\$0	\$219,279,648
19	Operating expenses	316,256,474	0	316,256,474
				4 404 005 005

20 Capital assets 1,101,395,065 0 1,101,395,065

1	Grants	112,821,458	<u>0</u>	112,821,458
2	Total other funds	\$1,749,752,645	\$0	\$1,749,752,645
3	Full-time equivalent positions	1,001.00	0.00	1,001.00
4	Salaries and wages	\$219,279,648	\$16,710,943	\$235,990,591
5	New and vacant FTE pool	0	13,364,077	13,364,077
6	Operating expenses	316,256,474	71,088,648	387,345,122
7	Capital assets	1,101,395,065	461,494,552	1,562,889,617
8	Grants	112,821,458	(3,581,000)	109,240,458
9	Total other funds	\$1,749,752,645	\$559,077,220	\$2,308,829,865
10	Full-time equivalent positions	1,001.00	3.00	1,004.00
11	SECTION 2. ONE-TIME FUNI	DING - EFFECT ON BA	SE BUDGET - REPO	ORT TO
12	SEVENTIETH LEGISLATIVE ASS	SEMBLY. The following a	amounts reflect the o	ne-time funding
13	items included in the appropriation	in section 1 of this Act,	which are not include	ed in the entity's
14	base budget for the 2027-29 bienr	nium and which the entit	ty shall report to the a	ppropriations
15	committees of the seventieth legis	lative assembly regarding	ng the use of this fund	ding:
16	One-Time Funding Description			Other Funds
17	Facility improvements			\$5,970,000
18	Appointment system upgrade			3,000,000
19	Inventory tracking system			350,000
20	Federal formula funds match			171,300,000
21	United States highway 85 project			100,000,000
22	Increased roadway maintenance of			9,842,212
23	Walking trail grant			100,000
24	Equipment			5,872,000
25	Total			\$296,434,212
26	SECTION 3. NEW AND VACA	NT FTE POOL - LIMITA	ATION - TRANSFER	REQUEST. The
27	department of transportation may	not spend funds approp	riated in the new and	vacant FTE pool
28	line item in section 1 of this Act, bu	it may request the office	e of management and	budget to
29	transfer funds from the new and va	acant FTE pool line item	to the salaries and v	vages line item in
30	accordance with the guidelines and	d reporting provisions in	cluded in House Bill	No. 1015, as
31	approved by the sixty-ninth legisla	tive assembly.		

g.

1	SECTION 4. EXEMPTION - LINE ITEM TRANSFERS. Notwithstanding section 54-16-04,	
2	the director of the office of management and budget shall transfer appropriation authority	
3	among the salaries and wages, operating expenses, capital assets, and grants line items in	
4	section 1 of this Act as requested by the director of the department of transportation when it is	
5	cost-effective for construction and maintenance of highways. The department of transportation	
6	shall notify the legislative council of any transfers made pursuant to this section.	
7	SECTION 5. ESTIMATED INCOME - STRATEGIC INVESTMENT AND IMPROVEMENTS	
8	FUND. The estimated income line item in section 1 of this Act includes the sum of \$171,300,00	00
9	from the strategic investment and improvements fund to match federal highway formula funds	
10	and \$100,000,000 from the strategic investment and improvements fund for a United States	
11	highway 85 project from reference point 120.3 north to the long x bridge.	
12	SECTION 6. AMENDMENT. Section 6-09.4-10.1 of the North Dakota Century Code is	
13	amended and reenacted as follows:	
14	6-09.4-10.1. Legacy sinking and interest fund - Debt service requirements - Public	
15	finance authority.	
16	There is created in the state treasury the legacy sinking and interest fund. The fund consist	its
17	of all moneys deposited in the fund under section 21-10-1310 of this Act. Moneys in the fund	
18	may be spent by the public finance authority pursuant to legislative appropriations to meet the	
19	debt service requirements for evidences of indebtedness issued by the authority for transfer to	,
20	the Bank of North Dakota for allocations to infrastructure projects and programs.	
21	SECTION 7. AMENDMENT. Subsection 1 of section 21-10-06 of the North Dakota Centur	у
22	Code is amended and reenacted as follows:	
23	1. Subject to the provisions of section 21-10-02, the board shall invest the following	
24	funds:	
25	a. State bonding fund.	
26	b. Teachers' fund for retirement.	
27	c. State fire and tornado fund.	
28	d. Workforce safety and insurance fund.	
29	e. Public employees retirement system.	
30	f. Insurance regulatory trust fund.	
31	g. State risk management fund.	

1	h. Budget stabilization fund.	
2	i. Water projects stabilization fund.	
3	j. Health care trust fund.	
4	k. Cultural endowment fund.	
5	I. Petroleum tank release compensation fund.	
6	m. Legacy fund.	
7	n. Legacy earnings fund.	
8	o. Opioid settlement fund.	
9	p.o. A fund under contract with the board pursuant to subsection 3.	
10	SECTION 8. AMENDMENT. Section 24-02-37.3 of the North Dakota Century Code is	
11	amended and reenacted as follows:	
12	24-02-37.3. Flexible transportation fund - Continuing appropriation - Budget section	
13	approval - Report. (Retroactive application - <u>See note</u>)	
4	There is created in the state treasury the flexible transportation fund. The fund consists of	
15	eligible federal or state funding and any contributed private funds.	
6	1. The flexible transportation fund must be administered and expended by the director	
7	and may be used for the following:	
8	a. Providing a match for federal funding obtained by the department of	
9	transportation.	
20	b. State-funded road and bridge construction and maintenance, and transportation	1
21	support costs including staffing, facilities, and operational expenditures on the	
22	state highway system.	
23	c. State-funded road and bridge construction and maintenance activities within the	,
24	state but off of the state highway system. The director shall establish the terms	
25	and provisions of the program.	
26	2. All money derived from the investment of the flexible transportation fund or any portion	on
27	of the fund, must be credited to the flexible transportation fund. The director shall	
28	monthly transmit all moneys collected and received under this chapter to the state	
29	treasurer to be transferred and credited to the flexible transportation fund. All moneys	2
n	in the fund are appropriated on a continuing basis to the department for the purposes	SE

1		maintenance and improvement of county and township paved and unpaved
2		roads and bridges.
3	b.	Six and one-quarter percent of state funds deposited in the fund must be
4		allocated by the director for grants to eligible townships located in
5		non-oil-producing counties for road and bridge repair and replacement projects
6		with priority given for road graveling projects.
7	C.	Twelve and one-half percent of state funds deposited in the fund must be
8		allocated by the director for grants to eligible counties for bridge repair and
9		replacement projects. Grants provided under this subdivision must:
10		(1) Give priority to projects based on the number of bridge needs for each
11		county as identified in the most recent data available from the department's
12		bridge condition assessment inventory.
13		(2) Give priority to projects that include the permanent closure and removal of a
14		different bridge in the same county.
15		(3) Require counties to provide matching funds equal to ten percent of total
16		project costs except for projects that include the permanent closure and
17		removal of a different bridge in the same county.
18	d.	Six and one-quarter percent of state funds deposited in the fund must be
19		allocated by the director for grants to eligible cities for road and bridge repair and
20		replacements projects.
21	е.	The director shall establish criteria to distribute the funds under this subsection.
22		Priority must be given to projects that match federal or private funds and to
23		projects that improve roadways that serve as local corridors. Priority for
24		organized township road projects must be given to projects located in townships
25		that levy at least eighteen mills for general purposes and and have a general
26		fund balance of less than one hundred thousand dollars as of December
27		thirty-first of the prior year.
28	f.	The amount allocated to organized townships under this subsection must be paid
29		by the county treasurer to each organized township and the amount allocated for
30		unorganized townships under this subsection must be credited by the county
31		treasurer to a special fund for unorganized township roads.

- 5. The state treasurer shall allocate a portion of funds deposited in the flexible transportation fund for the benefit of road and bridge maintenance and projects in counties, cities, and townships, as follows:
 - distributed to non-oil-producing counties for the benefit of organized and unorganized township road needs using the distribution method in section 54-27-19.4. To receive an allocation under this subdivision, an organized township must levy at least eighteen mills for general purposes and have a general fund balance of less than one hundred thousand dollars as of December thirty-first of the prior year.
 - b. Six and one-quarter percent of state funds deposited in the fund must be distributed to counties and cities using the formula established in subsection 4 of section 54-27-19.
- 6. For purposes of this section, "non-oil-producing county" means a county that had average annual oil production of fewer than ten million barrels based on the average annual oil production in the three-year period ending with the most recently completed even-numbered fiscal year before the start of each biennium.
- 5.7. The director shall provide periodic reports to the budget section regarding the status of the fund and projects receiving allocations from the fund.

SECTION 9. AMENDMENT. Section 49-17.1-05 of the North Dakota Century Code is amended and reenacted as follows:

49-17.1-05. Subsidy of railway lines - Continuing appropriation.

The department, with the approval of the commission, may provide financial assistance, within the limits of funds appropriated by the legislative assembly, for the continuation of operations and maintenance of any railroad within the state, as provided for in the Railroad Revitalization and Regulatory Reform Act of 1976 [Pub. L. 94-210; 90 Stat. 149; 49 U.S.C. 1651 et seq.], or other relevant federal legislation. Moneys in the state rail fund are appropriated to the department on a continuing basis for distributions authorized under this section. The department or the commission may act as the agent in cooperation with the federal government, any local or regional transportation authority, local governmental units, any group of rail users, or any person in any rail service assistance program.

moneys distributed by the state treasurer from the legacy fund pursuant to section of article X of the Constitution of North Dakota. The distribution from the legacy of article X of the Constitution of North Dakota. The distribution from the legacy of July first of each odd-numbered year must be equal to eight percent of the five average value of the legacy fund balance as reported by the state investment by The average value of the legacy fund balance must be calculated using the fund balance at the end of each fiscal year for the five-year period ending with the most recently completed even-numbered fiscal year. From the amount distributed to the legacy earnings fund under subsection 1, the treasurer shall allocate seven-eighths of the funding in July of each odd-number year in the following order: a. The first one hundred two million six hundred twenty-four thousand dollars amount equal to the amount appropriated from the legacy sinking and interest fund under section 6-09.4-10.1. b. The next two hundred twenty-five million dollars to the general fund to prove support for tax relief initiatives approved by the legislative assembly. c. The next one hundred million dollars to the legacy earnings highway distribe fund for allocations under section 54-27-19.3. d. The remaining amount as follows: (1) Fifty percent to the general fund. (2) The remainder to the strategic investment and improvements fund to lused in accordance with section 15-08.1-08. 3. From the amount distributed to the legacy earnings fund under subsection 1, the treasurer shall allocate the remaining one-eighth of the funding in July of each	1	SECTION 10. A new section to chapter 54-27 of the North Dakota Century Code is created	
1. There is created in the state treasury the legacy earnings fund. The fund consist moneys distributed by the state treasurer from the legacy fund pursuant to section of article X of the Constitution of North Dakota. The distribution from the legacy on July first of each odd-numbered year must be equal to eight percent of the five average value of the legacy fund balance as reported by the state investment by The average value of the legacy fund balance must be calculated using the fund balance at the end of each fiscal year for the five-year period ending with the more recently completed even-numbered fiscal year. 2. From the amount distributed to the legacy earnings fund under subsection 1, the treasurer shall allocate seven-eighths of the funding in July of each odd-number year in the following order: a. The first one hundred two million six hundred twenty-four thousand dollars amount equal to the amount appropriated from the legacy sinking and interfund for debt service payments for a biennium, whichever is less, to the legacy sinking and interest fund under section 6-09.4-10.1. b. The next two hundred twenty-five million dollars to the general fund to prove support for tax relief initiatives approved by the legislative assembly. c. The next one hundred million dollars to the legacy earnings highway distribed fund for allocations under section 54-27-19.3. d. The remaining amount as follows: (1) Fifty percent to the general fund. (2) The remainder to the strategic investment and improvements fund to used in accordance with section 15-08.1-08. 3. From the amount distributed to the legacy earnings fund under subsection 1, the treasurer shall allocate the remaining one-eighth of the funding in July of each odd-numbered year to the flexible transportation fund for allocations under section 3.	2	and enacted as follows:	
moneys distributed by the state treasurer from the legacy fund pursuant to section of article X of the Constitution of North Dakota. The distribution from the legacy of article X of the Constitution of North Dakota. The distribution from the legacy on July first of each odd-numbered year must be equal to eight percent of the five average value of the legacy fund balance as reported by the state investment by The average value of the legacy fund balance must be calculated using the fund balance at the end of each fiscal year for the five-year period ending with the most recently completed even-numbered fiscal year. 2. From the amount distributed to the legacy earnings fund under subsection 1, the treasurer shall allocate seven-eighths of the funding in July of each odd-number year in the following order: a. The first one hundred two million six hundred twenty-four thousand dollars amount equal to the amount appropriated from the legacy sinking and interest fund under section 6-09.4-10.1. b. The next two hundred twenty-five million dollars to the general fund to prove support for tax relief initiatives approved by the legislative assembly. c. The next one hundred million dollars to the legacy earnings highway distribe fund for allocations under section 54-27-19.3. d. The remaining amount as follows: (1) Fifty percent to the general fund. (2) The remainder to the strategic investment and improvements fund to used in accordance with section 15-08.1-08. 3. From the amount distributed to the legacy earnings fund under subsection 1, the treasurer shall allocate the remaining one-eighth of the funding in July of each odd-numbered year to the flexible transportation fund for allocations under section 5 and 1 and 1 and 2 and 2 and 3 and	3	Legacy earnings fund - State treasurer - Legacy fund distribution - Allocations.	
of article X of the Constitution of North Dakota. The distribution from the legacy on July first of each odd-numbered year must be equal to eight percent of the five average value of the legacy fund balance as reported by the state investment by The average value of the legacy fund balance must be calculated using the fund balance at the end of each fiscal year for the five-year period ending with the most recently completed even-numbered fiscal year. 2. From the amount distributed to the legacy earnings fund under subsection 1, the treasurer shall allocate seven-eighths of the funding in July of each odd-number year in the following order: a. The first one hundred two million six hundred twenty-four thousand dollars amount equal to the amount appropriated from the legacy sinking and interest fund under section 6-09.4-10.1. b. The next two hundred twenty-five million dollars to the general fund to prove support for tax relief initiatives approved by the legislative assembly. c. The next one hundred million dollars to the legacy earnings highway distribe fund for allocations under section 54-27-19.3. d. The remaining amount as follows: (1) Fifty percent to the general fund. (2) The remainder to the strategic investment and improvements fund to used in accordance with section 15-08.1-08. 3. From the amount distributed to the legacy earnings fund under subsection 1, the treasurer shall allocate the remaining one-eighth of the funding in July of each odd-numbered year to the flexible transportation fund for allocations under section odd-numbered year to the flexible transportation fund for allocations under section odd-numbered year to the flexible transportation fund for allocations under section odd-numbered year to the flexible transportation fund for allocations under section odd-numbered year to the flexible transportation fund for allocations under section odd-numbered year to the flexible transportation fund for allocations under section odd-numbered year to the flexible transportation fund for alloc	4	1. There is created in the state treasury the legacy earnings fund. The fund consists of a	
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average value of the legacy fund balance as reported by the state investment by The average value of the legacy fund balance must be calculated using the fund balance at the end of each fiscal year for the five-year period ending with the more recently completed even-numbered fiscal year. 2. From the amount distributed to the legacy earnings fund under subsection 1, the treasurer shall allocate seven-eighths of the funding in July of each odd-number year in the following order: a. The first one hundred two million six hundred twenty-four thousand dollars amount equal to the amount appropriated from the legacy sinking and inter fund for debt service payments for a biennium, whichever is less, to the leg sinking and interest fund under section 6-09.4-10.1. b. The next two hundred twenty-five million dollars to the general fund to prov support for tax relief initiatives approved by the legislative assembly. c. The next one hundred million dollars to the legacy earnings highway distrib fund for allocations under section 54-27-19.3. d. The remaining amount as follows: (1) Fifty percent to the general fund. (2) The remainder to the strategic investment and improvements fund to lused in accordance with section 15-08.1-08. 3. From the amount distributed to the legacy earnings fund under subsection 1, the treasurer shall allocate the remaining one-eighth of the funding in July of each odd-numbered year to the flexible transportation fund for allocations under section	6	of article X of the Constitution of North Dakota. The distribution from the legacy fund	
The average value of the legacy fund balance must be calculated using the fund balance at the end of each fiscal year for the five-year period ending with the most recently completed even-numbered fiscal year. 2. From the amount distributed to the legacy earnings fund under subsection 1, the treasurer shall allocate seven-eighths of the funding in July of each odd-number year in the following order: a. The first one hundred two million six hundred twenty-four thousand dollars amount equal to the amount appropriated from the legacy sinking and interfund for debt service payments for a biennium, whichever is less, to the legacy sinking and interest fund under section 6-09.4-10.1. b. The next two hundred twenty-five million dollars to the general fund to prove support for tax relief initiatives approved by the legislative assembly. c. The next one hundred million dollars to the legacy earnings highway distribed fund for allocations under section 54-27-19.3. d. The remaining amount as follows: (1) Fifty percent to the general fund. (2) The remainder to the strategic investment and improvements fund to legacy in accordance with section 15-08.1-08. 3. From the amount distributed to the legacy earnings fund under subsection 1, the treasurer shall allocate the remaining one-eighth of the funding in July of each odd-numbered year to the flexible transportation fund for allocations under sections.	7	on July first of each odd-numbered year must be equal to eight percent of the five-year	
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treasurer shall allocate the remaining one-eighth of the funding in July of each odd-numbered year to the flexible transportation fund for allocations under sections.	26	used in accordance with section 15-08.1-08.	
29 odd-numbered year to the flexible transportation fund for allocations under section	27	3. From the amount distributed to the legacy earnings fund under subsection 1, the state	
	28	treasurer shall allocate the remaining one-eighth of the funding in July of each	
30 24-02-37.3.	29	odd-numbered year to the flexible transportation fund for allocations under section	
	30	<u>24-02-37.3.</u>	

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SECTION 11. AMENDMENT. Section 54-27-19.3 of the North Dakota Century Code is amended and reenacted 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 21-10-1310 of this Act. Any moneys in the legacy earnings highway distribution fund must be allocated and transferred by the state treasurer, as follows:

- 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. 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.

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:

- Fifty percent to the general fund; and
- 2. The remaining fifty percent to the flexible transportation fund under section 24-02-37.3.

SECTION 13. REPEAL. Sections 21-10-12 and 21-10-13 of the North Dakota Century Code are repealed.

SECTION 14. DEPARTMENT OF TRANSPORTATION FACILITY EQUIPMENT

EXPENSES. Notwithstanding any other provision of law, the director of the department of transportation may expend funds to purchase basic workplace appliances, limited to coffee makers, microwaves, and refrigerators, for local department maintenance facilities for the biennium beginning July 1, 2025, and ending June 30, 2027.

1	SE	CTION 15. REST AREA COOPERATIVE AGREEMENT. During the biennium beginning
2	July 1,	2025, and ending June 30, 2027, the director of the department of transportation shall
3	review options to enter a cooperative agreement pursuant to section 24-02-02.5 to jointly	
4	administer a rest area at the Theodore Roosevelt national park painted canyon visitor center.	
5	The dir	ector may expend moneys from the state highway fund within the limits of legislative
6	approp	riations for operational support of the facility and for facility improvements to support
7	year-ro	und operations of the facility.
8	SE	CTION 16. EXEMPTION - UNEXPENDED APPROPRIATIONS. The following
9	approp	riations are not subject to the provisions of section 54-44.1-11 and may be continued into
10	the bier	nnium beginning July 1, 2025, and ending June 30, 2027:
11	1.	The sum of \$100,000,000 appropriated from special funds for the purpose of road and
12		bridge construction projects in subsection 2 of section 13 of chapter 15 of the 2021
13		Session Laws;
14	2.	The sum of \$317,000,000 appropriated from federal funds for state, county, and
15		township road and bridge projects in section 7 of chapter 548 of the 2021 Session
16		Laws;
17	3.	The sum of \$61,700,060 appropriated from federal funds for surface transportation
18		grants in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws;
19	4.	The sum of \$13,660,000 appropriated from special funds for information technology
20		projects in section 1 of chapter 40 of the 2021 Session Laws;
21	5.	The sum of \$9,125,000 appropriated from the general fund in the operating expenses
22		line item relating to information technology projects in section 1 of chapter 12 of the
23		2023 Session Laws;
24	6.	The sum of \$2,500,000 appropriated from special funds to match funding from the
25		state of Minnesota and other sources for studies, preliminary engineering, and
26		environmental studies to address northern Red River valley infrastructure affected by
27		flooding in section 2 of chapter 12 of the 2023 Session Laws;
28	7.	The sum of \$5,000,000 appropriated from special funds for an environmental study of
29		a portion of United States highway 52, in section 1 of chapter 12 of the 2023 Session
30		Laws;

Sixty-ninth Legislative Assembly

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- The sum of \$757,000 included in the deferred maintenance funding pool line item and transferred to the department of transportation pursuant to section 9 of chapter 640 of the 2023 Special Session Session Laws; and
- The sum of \$161,000,000 appropriated from special funds for flexible transportation fund projects in section 1 of chapter 12 of the 2023 Session Laws.

SECTION 17. EFFECTIVE DATE. Section 12 of this Act is effective for motor vehicle excise tax collections transmitted to the state treasurer after July 31, 2025.

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2012 - Department of Transportation - Senate Action

	Base Budget	Senate Changes	Senate Version
Salaries and wages	\$219,279,648	\$16,710,943	\$235,990,591
New and vacant FTE pool		13,364,077	13,364,077
Operating expenses	316,256,474	71,088,648	387,345,122
Capital assets	1,101,395,065	461,494,552	1,562,889,617
Grants	112,821,458	(3,581,000)	109,240,458
Total all funds	\$1,749,752,645	\$559,077,220	\$2,308,829,865
Less estimated income	1,749,752,645	559,077,220	2,308,829,865
General fund	\$0	\$0	\$0
FTE	1,001.00	3.00	1,004.00

Department 801 - Department of Transportation - Detail of Senate Changes

Salaries and wages New and vacant FTE pool	Adjusts Base Funding ¹ \$1,454,225	Adds Funding for Salary and Benefit Increases ² \$14,583,718	Adds Funding to Replace 2023-25 New and Vacant FTE Pool ² \$18,408,702	Transfers Funding for 2025-27 New and Vacant FTE Pool [±] (\$18,890,597) 13,364,077	Adjusts Federal Funds Authority ²	Adds Funding for Data Management program ⁶ \$451,898
Operating expenses Capital assets Grants	12,429,669 (35,505,573)				\$46,286,963 364,215,913 (3,681,000)	:
Total all funds Less estimated income General fund	(\$21,621,679) (21,621,679) \$0	\$14,583,718 14,583,718 \$0	\$18,408,702 18,408,702 \$0	(\$5,526,520) (5,526,520) \$0	\$406,821,876 406,821,876 \$0	\$451,898 451,898 \$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00
Salaries and wages	Adds Bridge Load Rating Coordinator ² \$249,997	Adds Funding for Highway 85 Position ⁸ \$203,003	Adds Local Government Team Position ² \$249,997	Increases Local Match Authority ¹⁰	Increases Funding for Information Technology ¹¹	Reduces Special Fund Authority ¹²
New and vacant FTE pool Operating expenses Capital assets Grants	2	C		\$3,800,000	\$4,022,016	(\$171,500,000)
Total all funds Less estimated income General fund	\$249,997 249,997 \$0	\$203,003 203,003 \$0	\$249,997 249,997 \$0	\$3,800,000 3,800,000 \$0	\$4,022,016 4,022,016 \$0	(\$171,500,000) (171,500,000) \$0
FTE	1.00	1.00	1.00	0.00	0.00	0.00
Salaries and wages	Adjusts State Fleet Authority ¹³	Provides One- Time Funding ¹⁴	Provides One- Time Matching Funds ¹⁵	Adds One- Time Funding for Highway 85 Project ¹⁶	Total Senate Changes \$16,710,943	
New and vacant FTE pool Operating expenses Capital assets Grants	\$5,000,000 7,500,000	\$3,350,000 21,684,212 100,000	\$171,300,000	\$100,000,000	13,364,077 71,088,648 461,494,552 (3,581,000)	
Total all funds Less estimated income General fund	\$12,500,000 12,500,000 \$0	\$25,134,212 25,134,212 \$0	\$171,300,000 171,300,000 \$0	\$100,000,000 100,000,000 \$0	\$559,077,220 559,077,220 \$0	
FTE	0.00	0.00	0.00	0.00	3.00	

02/14/2025

	Other
	<u>Funds</u>
Salary increase	\$8,694,284
Health insurance increase	5,889,434
Total	\$14,583,718

³ Funding is added to replace 2023-25 biennium new and vacant FTE pool funding as follows:

	Other
	<u>Funds</u>
Vacant FTE positions	\$14,863,018
New FTE positions	3,545,684
Total	\$18,408,702

⁴ Funding of \$18,890,597 for new FTE positions and estimated savings from vacant 2025-27 FTE positions is removed and \$13,364,077 is added for a new and vacant FTE pool line item resulting in net savings of \$5,526,520.

	Other
	<u>Funds</u>
New FTE positions	(\$702,997)
Vacant FTE positions	(18, 187, 600)
Total	(\$18,890,597)
Funding pool line item	13,364,077
Net savings	(\$5,526,520)

⁵ Federal funding authorization is adjusted based on estimated 2025-27 biennium federal funds to be received.

¹⁴ One-time funding is provided for the following items:

	Other
	<u>Funds</u>
Department facility improvements	\$5,970,000
Appointment system upgrade	3,000,000
Inventory tracking system	350,000
Increased roadway maintenance costs	9,842,212
Walking trail grant	100,000
Equipment replacement	5,872,000
Total	\$25,134,212

¹⁵ One-time funding from the strategic investment and improvements fund is added to match federal highway formula funds

¹ Funding is adjusted based on agency base budget adjustments.

² The following funding is added for 2025-27 biennium salary adjustments of 3 percent on July 1, 2025, and 3 percent on July 1, 2026, and increases in health insurance premiums from \$1,643 to \$1,893 per month:

⁶ Funding is added to develop a department data management program.

⁷ Funding is added for an FTE position to coordinate bridge load rating analysis.

⁸ An FTE position is added for maintenance of newly expanded US Highway 85 segments.

⁹ Funding is added for an FTE position to assist local government entities with federal and state programs.

¹⁰ Estimated appropriation authority is increased for the estimated local match funds for federal projects.

¹¹ Additional funding is provided for agency information technology costs.

¹² Funding authorization from the flexible transportation fund is removed.

¹³ Appropriation authority is increased for State Fleet operating and capital asset costs.

¹⁶ One-time funding from the strategic investment and improvements fund is added for a US Highway 85 project from reference point 120.3 North to the Long X Bridge.

Senate Bill No. 2012 - Other Changes - Senate Action

This amendment also:

- Adds a section regarding the use of funding in the new and vacant FTE pool line item.
- · Adds a section to identify funding provided from the strategic investment and improvements fund.
- Amends the legacy earnings fund to increase the percent of market value deposited in the fund from 7 to 8 percent and transfers the additional percent amount to the flexible transportation fund.
- Amends the flexible transportation fund to designate the use of moneys deposited in the fund and to provide the fund with a continuing appropriation.
- · Amends the state rail fund to provide a continuing appropriation.
- Amends the deposit of motor vehicle excise taxes to provide all taxes after distributions to other funds are deposited in the flexible transportation fund.
- Authorizes the department to purchase certain appliances at local maintenance facilities.
- Directs DOT to review options to enter agreements regarding the Painted Canyon visitor center.
- Adds a section to authorize the carryover of funding into the 2025-27 biennium for various projects.

2025 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Red River Room, State Capitol

SB 2012 2/18/2025

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

10:02 a.m. Chairman Wanzek opened the hearing.

Members present: Chairman Wanzek, Vice-Chair Dwyer, Senator Burckhard, Senator Erbele, and Senator Sickler.

Discussion Topics:

- Policy and fiscal amendments
- Flexible Transportation Fund changes

10:03 a.m. Brady Larson, Assistant Legislative Budget Analyst, supplied budget information and submitted budget updates #38043 and #38044.

10:30 a.m. Senator Erbele moved to adopt Amendments #25.0179.01009 for SB 2012.

10:30 a.m. Senator Dwyer seconded the motion.

Senators	Vote
Senator Terry M. Wanzek	Υ
Senator Randy A. Burckhard	Υ
Senator Michael Dwyer	Υ
Senator Robert Erbele	Υ
Senator Jonathan Sickler	Υ

Motion passed 5-0-0

10:32 Senator Dwyer moved to Further Amend by removing the continuing appropriation for 87 million and adding the motor vehicle excise tax funds to this budget.

10:32 Senator Sickler seconded the motion.

Senators	Vote
Senator Terry M. Wanzek	Υ
Senator Randy A. Burckhard	Υ
Senator Michael Dwyer	Υ
Senator Robert Erbele	Υ
Senator Jonathan Sickler	Υ

Motion passed 5-0-0

Senate Appropriations Government Operations Division SB 2012 2/18/2025 Page 2

10:32 a.m. Senator Erbele moved a Do Pass as Amended.

10:33 a.m. Senator Sickler seconded the motion.

Senators	Vote
Senator Terry M. Wanzek	Υ
Senator Randy A. Burckhard	Υ
Senator Michael Dwyer	Υ
Senator Robert Erbele	Υ
Senator Jonathan Sickler	Υ

Motion passed 5-0-0

Chairman Wanzek will carry the bill.

10:34 a.m. Chairman Wanzek closed the hearing.

Carol Thompson, Committee Clerk

25.0179.01009 Title. Fiscal No. 3 Prepared by the Legislative Council staff for Senator Wanzek

February 17, 2025

Sixty-ninth Legislative Assembly of North Dakota

PROPOSED AMENDMENTS TO

SENATE BILL NO. 2012

Introduced by

Appropriations Committee

- 1 A BILL for an Act to provide an appropriation for defraying the expenses of the department of
- 2 transportation: to create and enact a new section to chapter 54-27 of the North Dakota Century
- 3 Code, relating to a legacy earnings fund; to amend and reenact section 6-09.4-10.1,
- 4 <u>subsection 1 of section 21-10-06, and sections 24-02-37.3, 49-17.1-05, 54-27-19.3, and</u>
- 5 57-40.3-10 of the North Dakota Century Code, relating to funds invested by the state
- 6 investment board, the flexible transportation fund, the state rail fund, and motor vehicle excise
- 7 tax collections; to repeal sections 21-10-12 and 21-10-13 of the North Dakota Century Code.
- 8 relating to legacy fund definitions and a legacy earnings fund; to provide a continuing
- 9 appropriation; to provide an effective date; and to provide an exemption.

10 BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

- 11 SECTION 1. APPROPRIATION. The funds provided in this section, or so much of the funds
- 12 as may be necessary, are appropriated from other funds derived from special funds and federal
- 13 funds, to the department of transportation for the purpose of defraying the expenses of the
- department of transportation, for the biennium beginning July 1, 2025, and ending June 30,
- 15 2027, as follows:

16			Adjustments or	
17	r	Base Level	Enhancements	<u>Appropriation</u>
18	Salaries and wages	\$219,279,648	\$0	\$219,279,648
19	Operating expenses	316,256,474	0	316,256,474
20	Capital assets	1 101 395 065	0	1 101 395 065

Page No. 1

25.0179.01009

1	Grants	112,821,458	<u>0</u>	112,821,458
2	Total other funds	\$1,749,752,645	\$0	\$1,749,752,645
3	Full-time equivalent positions	1,001.00	0.00	1,001.00
4	Salaries and wages	\$219,279,648	\$16,710,943	\$235,990,591
5	New and vacant FTE pool	0	13,364,077	13,364,077
6	Operating expenses	316,256,474	71,088,648	387,345,122
7	Capital assets	1,101,395,065	461,494,552	1,562,889,617
8	Grants	112,821,458	(3,581,000)	109,240,458
9	Total other funds	\$1,749,752,645	\$559,077,220	\$2,308,829,865
10	Full-time equivalent positions	1,001.00	3.00	1,004.00
11	SECTION 2. ONE-TIME FUNI	DING - EFFECT ON B	ASE BUDGET - REP	ORT TO
12	SEVENTIETH LEGISLATIVE ASS	SEMBLY. The following	amounts reflect the o	one-time funding
13	items included in the appropriation	in section 1 of this Act	t, which are not includ	led in the entity's
14	base budget for the 2027-29 bienr	nium and which the ent	ity shall report to the	appropriations
15	committees of the seventieth legis	lative assembly regard	ing the use of this fun	ding:
16	One-Time Funding Description			Other Funds
17	Facility improvements			\$5,970,000
18	Appointment system upgrade			3,000,000
19	Inventory tracking system			350,000
20	Federal formula funds match			171,300,000
21	United States highway 85 project			100,000,000
22	Increased roadway maintenance of	costs		9,842,212
23	Walking trail grant			100,000
24	Equipment			5,872,000
25	Total			\$296,434,212
26	SECTION 3. NEW AND VACA	ANT FTE POOL - LIMI	TATION - TRANSFER	R REQUEST. The
27	department of transportation may	not spend funds appro	priated in the new and	d vacant FTE pool
28	line item in section 1 of this Act, but	ut may request the office	ce of management an	d budget to
29	transfer funds from the new and v	acant FTE pool line ite	m to the salaries and	wages line item in
30	accordance with the guidelines an	d reporting provisions	included in House Bill	No. 1015, as
31	approved by the sixty-ninth legisla	tive assembly.		

1	SEC1	FION 4. EXEMPTION - LINE ITEM TRANSFERS. Notwithstanding section 54-16-04,
2	the direct	or of the office of management and budget shall transfer appropriation authority
3	among th	e salaries and wages, operating expenses, capital assets, and grants line items in
4	section 1	of this Act as requested by the director of the department of transportation when it is
5	cost-effec	ctive for construction and maintenance of highways. The department of transportation
6	shall notif	y the legislative council of any transfers made pursuant to this section.
7	SECT	TION 5. ESTIMATED INCOME - STRATEGIC INVESTMENT AND IMPROVEMENTS
8	FUND. Th	ne estimated income line item in section 1 of this Act includes the sum of \$171,300,000
9	from the s	strategic investment and improvements fund to match federal highway formula funds
10	and \$100	,000,000 from the strategic investment and improvements fund for a United States
11	highway 8	35 project from reference point 120.3 north to the long x bridge.
12	SECT	FION 6. AMENDMENT. Section 6-09.4-10.1 of the North Dakota Century Code is
13	amended	and reenacted as follows:
14	6-09.4	4-10.1. Legacy sinking and interest fund - Debt service requirements - Public
15	finance a	uthority.
16	There	e is created in the state treasury the legacy sinking and interest fund. The fund consists
17	of all mon	eys deposited in the fund under section 21-10-1310 of this Act. Moneys in the fund
18	may be s	pent by the public finance authority pursuant to legislative appropriations to meet the
19	debt servi	ice requirements for evidences of indebtedness issued by the authority for transfer to
20	the Bank	of North Dakota for allocations to infrastructure projects and programs.
21	SEC1	FION 7. AMENDMENT. Subsection 1 of section 21-10-06 of the North Dakota Century
22	Code is a	mended and reenacted as follows:
23	1.	Subject to the provisions of section 21-10-02, the board shall invest the following
24		funds:
25		a. State bonding fund.
26		b. Teachers' fund for retirement.
27		c. State fire and tornado fund.
28		d. Workforce safety and insurance fund.
29		e. Public employees retirement system.
30		f. Insurance regulatory trust fund.
31		g. State risk management fund.

1		h.	Budget stabilization fund.
2		i.	Water projects stabilization fund.
3		j.	Health care trust fund.
4		k.	Cultural endowment fund.
5		l.	Petroleum tank release compensation fund.
6		m.	Legacy fund.
7		n.	Legacy carnings fund.
8		0.	Opioid settlement fund.
9	p	<u>o.</u>	A fund under contract with the board pursuant to subsection 3.
10	SEC	TION	8. AMENDMENT. Section 24-02-37.3 of the North Dakota Century Code is
11	amended	and	d reenacted as follows:
12	24-02	2-37	.3. Flexible transportation fund - Continuing appropriation - Budget section
13	approval	- R	eport. (Retroactive application - <u>See note</u>)
14	There	e is o	created in the state treasury the flexible transportation fund. The fund consists of
15	eligible fe	eder	al or state funding and any contributed private funds.
16	1.	The	flexible transportation fund must be administered and expended by the director
17		and	may be used for the following:
18		a.	Providing a match for federal funding obtained by the department of
19			transportation.
20		b.	State-funded road and bridge construction and maintenance, and transportation
21			support costs including staffing, facilities, and operational expenditures on the
22			state highway system.
23		C.	State-funded road and bridge construction and maintenance activities within the
24			state but off of the state highway system. The director shall establish the terms
25			and provisions of the program.
26	2.	Allı	money derived from the investment of the flexible transportation fund or any portion
27		of the	he fund, must be credited to the flexible transportation fund. The director shall
28		moi	nthly transmit all moneys collected and received under this chapter to the state
29		trea	asurer to be transferred and credited to the flexible transportation fund. All moneys
30		in H	he fund are appropriated on a continuing basis to the department for the purposes

1	maintenance and improvement of county and township paved and unpaved
2	roads and bridges.
3	b. Six and one-quarter percent of state funds deposited in the fund must be
4	allocated by the director for grants to eligible townships located in
5	non-oil-producing counties for road and bridge repair and replacement projects
6	with priority given for road graveling projects.
7	c. Twelve and one-half percent of state funds deposited in the fund must be
8	allocated by the director for grants to eligible counties for bridge repair and
9	replacement projects. Grants provided under this subdivision must:
10	(1) Give priority to projects based on the number of bridge needs for each
11	county as identified in the most recent data available from the department's
12	bridge condition assessment inventory.
13	(2) Give priority to projects that include the permanent closure and removal of a
14	different bridge in the same county.
15	(3) Require counties to provide matching funds equal to ten percent of total
16	project costs except for projects that include the permanent closure and
17	removal of a different bridge in the same county.
18	d. Six and one-quarter percent of state funds deposited in the fund must be
19	allocated by the director for grants to eligible cities for road and bridge repair and
20	replacements projects.
21	e. The director shall establish criteria to distribute the funds under this subsection.
22	Priority must be given to projects that match federal or private funds and to
23	projects that improve roadways that serve as local corridors. Priority for
24	organized township road projects must be given to projects located in townships
25	that levy at least eighteen mills for general purposes and have a general fund
26	balance of less than one hundred thousand dollars as of December thirty-first of
27	the prior year.
28	f. The amount allocated to organized townships under this subsection must be paid
29	by the county treasurer to each organized township and the amount allocated for
30	unorganized townships under this subsection must be credited by the county
31	treasurer to a special fund for unorganized township roads.

- 5. The state treasurer shall allocate a portion of funds deposited in the flexible transportation fund for the benefit of road and bridge maintenance and projects in counties, cities, and townships, as follows:
 - a. Six and one-quarter percent of state funds deposited in the fund must be distributed to non-oil-producing counties for the benefit of organized and unorganized township road needs using the distribution method in section 54-27-19.4. To receive an allocation under this subdivision, an organized township must levy at least eighteen mills for general purposes and have a general fund balance of less than one hundred thousand dollars as of December thirty-first of the prior year.
 - b. Six and one-quarter percent of state funds deposited in the fund must be distributed to counties and cities using the formula established in subsection 4 of section 54-27-19.
- 6. For purposes of this section, "non-oil-producing county" means a county that had average annual oil production of fewer than ten million barrels based on the average annual oil production in the three-year period ending with the most recently completed even-numbered fiscal year before the start of each biennium.
- 5.7. The director shall provide periodic reports to the budget section regarding the status of the fund and projects receiving allocations from the fund.

SECTION 9. AMENDMENT. Section 49-17.1-05 of the North Dakota Century Code is amended and reenacted as follows:

49-17.1-05. Subsidy of railway lines - Continuing appropriation.

The department, with the approval of the commission, may provide financial assistance, within the limits of funds appropriated by the legislative assembly, for the continuation of operations and maintenance of any railroad within the state, as provided for in the Railroad Revitalization and Regulatory Reform Act of 1976 [Pub. L. 94-210; 90 Stat. 149; 49 U.S.C. 1651 et seq.], or other relevant federal legislation. Moneys in the state rail fund are appropriated to the department on a continuing basis for distributions authorized under this section. The department or the commission may act as the agent in cooperation with the federal government, any local or regional transportation authority, local governmental units, any group of rail users, or any person in any rail service assistance program.

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1	8	SEC	TION 11. AMENDMENT. Section 54-27-19.3 of the North Dakota Century Code is
2		amende	d and reenacted as follows:
3		54-2	7-19.3. Legacy earnings highway distribution fund.
4		A le	gacy earnings highway distribution fund is created as a special fund in the state treasury
5		into whic	ch must be deposited any allocations of legacy fund earnings made under section
6		21-10-1	310 of this Act. Any moneys in the legacy earnings highway distribution fund must be
7		allocate	d and transferred by the state treasurer, as follows:
8		1.	Sixty percent must be transferred to the department of transportation for deposit in the
9			state highway fund;
0		2.	Ten percent must be transferred to the legacy earnings township highway aid fund;
11		3.	One and five-tenths percent must be transferred to the public transportation fund; and
12		4.	Twenty-eight and five-tenths percent must be allocated to cities and counties using the
13			formula established in subsection 4 of section 54-27-19. Moneys received by counties
14	¥		and cities must be used for roadway purposes in accordance with section 11 of
15			article X of the Constitution of North Dakota.
16		SEC	CTION 12. AMENDMENT. Section 57-40.3-10 of the North Dakota Century Code is
17		amende	d and reenacted as follows:
18		57-4	10.3-10. Transfer of revenue.
19		Afte	r the deposits under sections 57-39.2-26.1, 57-39.2-26.2, and 57-39.2-26.3, moneys
20	,	collecte	d and received under this chapter must be deposited monthly in the state treasury and
21		allocate	d as follows:
22		-1	Fifty percent to the general fund; and
23		2.	The remaining fifty percent to the flexible transportation fund under section 24-02-37.3
24		SEC	CTION 13. REPEAL. Sections 21-10-12 and 21-10-13 of the North Dakota Century
25		Code ar	re repealed.
26		SEC	CTION 14. DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85
27		PROJE	CT - REPORT. The department of transportation shall prepare and complete an
28		environ	mental impact statement process to construct a four-lane highway for the remaining
29		sections	s of the Theodore Roosevelt expressway which do not have four lanes from the South

Dakota border to interstate highway 94 and from Williston to the Montana border. The

1	departm	nent shall provide reports to the legislative management regarding the costs and status		
2	of the impact statement process.			
3	SECTION 15. REST AREA COOPERATIVE AGREEMENT. During the biennium beginning			
4	July 1, 2	2025, and ending June 30, 2027, the director of the department of transportation shall		
5	review o	options to enter a cooperative agreement pursuant to section 24-02-02.5 to jointly		
6	adminis	ter a rest area at the Theodore Roosevelt national park painted canyon visitor center.		
7	The dire	ector may expend moneys from the state highway fund within the limits of legislative		
8	appropr	iations for operational support of the facility and for facility improvements to support		
9	year-rou	and operations of the facility.		
10	SEC	CTION 16. EXEMPTION - UNEXPENDED APPROPRIATIONS. The following		
11	appropri	ations are not subject to the provisions of section 54-44.1-11 and may be continued into		
12	the bien	nium beginning July 1, 2025, and ending June 30, 2027:		
13	1.	The sum of \$100,000,000 appropriated from special funds for the purpose of road and		
14		bridge construction projects in subsection 2 of section 13 of chapter 15 of the 2021		
15		Session Laws;		
16	2.	The sum of \$317,000,000 appropriated from federal funds for state, county, and		
17		township road and bridge projects in section 7 of chapter 548 of the 2021 Session		
18		Laws;		
19	3.	The sum of \$61,700,060 appropriated from federal funds for surface transportation		
20		grants in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws;		
21	4.	The sum of \$13,660,000 appropriated from special funds for information technology		
22		projects in section 1 of chapter 40 of the 2021 Session Laws;		
23	5.	The sum of \$9,125,000 appropriated from the general fund in the operating expenses		
24		line item relating to information technology projects in section 1 of chapter 12 of the		
25		2023 Session Laws;		
26	6.	The sum of \$2,500,000 appropriated from special funds to match funding from the		
27		state of Minnesota and other sources for studies, preliminary engineering, and		
28		environmental studies to address northern Red River valley infrastructure affected by		
29		flooding in section 2 of chapter 12 of the 2023 Session Laws;		

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10

- 7. The sum of \$5,000,000 appropriated from special funds for an environmental study of a portion of United States highway 52, in section 1 of chapter 12 of the 2023 Session Laws;
- The sum of \$757,000 included in the deferred maintenance funding pool line item and transferred to the department of transportation pursuant to section 9 of chapter 640 of the 2023 Special Session Session Laws; and
- The sum of \$161,000,000 appropriated from special funds for flexible transportation fund projects in section 1 of chapter 12 of the 2023 Session Laws.

SECTION 17. EFFECTIVE DATE. Section 12 of this Act is effective for motor vehicle excise tax collections transmitted to the state treasurer after July 31, 2025.

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2012 - Department of Transportation - Senate Action

	Base Budget	Senate Changes	Senate Version
Salaries and wages	\$219,279,648	\$16,710,943	\$235,990,591
New and vacant FTE pool	Carrier Section Conference (Conference Conference Confe	13,364,077	13,364,077
Operating expenses	316,256,474	71,088,648	387,345,122
Capital assets	1,101,395,065	461,494,552	1,562,889,617
Grants	112,821,458	(3,581,000)	109,240,458
Total all funds	\$1,749,752,645	\$559,077,220	\$2,308,829,865
Less estimated income	1,749,752,645	559,077,220	2,308,829,865
General fund	\$0	\$0	\$0
FTE	1,001.00	3.00	1,004.00

Department 801 - Department of Transportation - Detail of Senate Changes

Salaries and wages New and vacant FTE pool Operating expenses Capital assets Grants	Adjusts Base Funding ¹ \$1,454,225 12,429,669 (35,505,573)	Adds Funding for Salary and Benefit Increases ² \$14,583,718	Adds Funding to Replace 2023-25 New and Vacant FTE Pool ² \$18,408,702	Transfers Funding for 2025-27 New and Vacant FTE Pool ⁴ (\$18,890,597) 13,364,077	Adjusts Federal Funds Authority ⁵ \$46,286,963 364,215,913 (3,681,000)	Adds Funding for Data Management program ⁶ \$451,898
Total all funds Less estimated income General fund	(\$21,621,679) (21,621,679) \$0	\$14,583,718 14,583,718 \$0	\$18,408,702 18,408,702 \$0	(\$5,526,520) (5,526,520)	\$406,821,876 406,821,876	\$451,898 451,898
	(g) = -		75.53	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00
Salaries and wages	Adds Bridge Load Rating Coordinator ² \$249,997	Adds Funding for Highway 85 Position [®] \$203,003	Adds Local Government Team Position ² \$249,997	Increases Local Match Authority ¹⁰	Increases Funding for Information Technology ¹¹	Reduces Special Fund Authority ¹²
New and vacant FTE pool Operating expenses Capital assets Grants	-			\$3,800,000	\$4,022,016	(\$171,500,000)
Total all funds Less estimated income	\$249,997 249,997	\$203,003 203,003	\$249,997 249,997	\$3,800,000 3,800,000	\$4,022,016 4,022,016	(\$171,500,000) (171,500,000)
General fund	\$0	\$0	\$0	\$0	\$0	\$0
FTE	1.00	1.00	1.00	0.00	0.00	0.00
Colorina and wasse	Adjusts State Fleet Authority ¹³	Provides One-Time Funding ¹⁴	Provides One-Time Matching Funds ¹⁵	Adds One-Time Funding for Highway 85 Project ¹⁵	Total Senate Changes	
Salaries and wages New and vacant FTE pool Operating expenses Capital assets Grants	\$5,000,000 7,500,000	\$3,350,000 21,684,212 100,000	\$171,300,000	\$100,000,000	\$16,710,943 13,364,077 71,088,648 461,494,552 (3,581,000)	
Total all funds Less estimated income General fund	\$12,500,000 12,500,000 \$0	\$25,134,212 25,134,212 \$0	\$171,300,000 171,300,000 \$0	\$100,000,000 100,000,000 \$0	\$559,077,220 559,077,220 \$0	
FTE	0.00	0.00	0.00	0.00	3.00	

² The following funding is added for 2025-27 biennium salary adjustments of 3 percent on July 1, 2025, and 3 percent on July 1, 2026, and increases in health insurance premiums from \$1,643 to \$1,893 per month:

	Other
	<u>Funds</u>
Salary increase	\$8,694,284
Health insurance increase	5,889,434
Total	\$14,583,718

³ Funding is added to replace 2023-25 biennium new and vacant FTE pool funding as follows:

	Other	
	<u>Funds</u>	
Vacant FTE positions	\$14,863,018	
New FTE positions	3,545,684	
Total	\$18,408,702	

⁴ Funding of \$18,890,597 for new FTE positions and estimated savings from vacant 2025-27 FTE positions is removed and \$13,364,077 is added for a new and vacant FTE pool line item resulting in net savings of \$5,526,520.

	Other
	<u>Funds</u>
New FTE positions	(\$702,997)
Vacant FTE positions	(18, 187, 600)
Total	(\$18,890,597)
Funding pool line item	13,364,077
Net savings	(\$5,526,520)

⁵ Federal funding authorization is adjusted based on estimated 2025-27 biennium federal funds to be received.

¹⁴ One-time funding is provided for the following items:

	Other Funds
Department facility improvements	\$5,970,000
Appointment system upgrade	3,000,000
Inventory tracking system	350,000
Increased roadway maintenance costs	9,842,212
Walking trail grant	100,000
Equipment replacement	5,872,000
Total	\$25,134,212

¹⁵ One-time funding from the strategic investment and improvements fund is added to match federal highway formula funds.

¹ Funding is adjusted based on agency base budget adjustments.

⁶ Funding is added to develop a department data management program.

Funding is added for an FTE position to coordinate bridge load rating analysis.

⁸ An FTE position is added for maintenance of newly expanded US Highway 85 segments.

⁹ Funding is added for an FTE position to assist local government entities with federal and state programs.

¹⁰ Estimated appropriation authority is increased for the estimated local match funds for federal projects.

¹¹ Additional funding is provided for agency information technology costs.

¹² Funding authorization from the flexible transportation fund is removed.

¹³ Appropriation authority is increased for State Fleet operating and capital asset costs.

¹⁶ One-time funding from the strategic investment and improvements fund is added for a US Highway 85 project from reference point 120.3 north to the Long X Bridge.

Senate Bill No. 2012 - Other Changes - Senate Action

This amendment also:

- · Adds a section regarding the use of funding in the new and vacant FTE pool line item.
- Adds a section to identify funding provided from the strategic investment and improvements fund.
- Amends the legacy earnings fund to increase the percent of market value deposited in the fund from 7 to 8
 percent and transfers the additional percent amount to the flexible transportation fund.
- Amends the flexible transportation fund to designate the use of moneys deposited in the fund and to provide the fund with a continuing appropriation.
- · Amends the state rail fund to provide a continuing appropriation.
- Amends the deposit of motor vehicle excise taxes to provide all taxes after distributions to other funds are deposited in the flexible transportation fund.
- Directs DOT to complete the environmental impact statement process to four-lane the remaining sections of the Theodore Roosevelt Expressway.
- Directs DOT to review options to enter agreements regarding the Painted Canyon visitor center.
- Adds a section to authorize the carryover of funding into the 2025-27 biennium for various projects.

25.0179.01010 Title. Fiscal No. 4

Prepared by the Legislative Council staff for Senate Appropriations - Government Operations Division Committee

February 18, 2025

Sixty-ninth Legislative Assembly of North Dakota

PROPOSED AMENDMENTS TO

SENATE BILL NO. 2012

Introduced by

Appropriations Committee

- 1 A BILL for an Act to provide an appropriation for defraying the expenses of the department of
- 2 transportation: to create and enact a new section to chapter 54-27 of the North Dakota Century
- 3 Code, relating to a legacy earnings fund; to amend and reenact section 6-09.4-10.1,
- 4 <u>subsection 1 of section 21-10-06, and sections 24-02-37.3, 49-17.1-05, 54-27-19.3, and</u>
- 5 57-40.3-10 of the North Dakota Century Code, relating to funds invested by the state
- 6 investment board, the flexible transportation fund, the state rail fund, and motor vehicle excise
- 7 tax collections; to repeal sections 21-10-12 and 21-10-13 of the North Dakota Century Code.
- 8 relating to legacy fund definitions and a legacy earnings fund; to provide a continuing
- 9 appropriation; to provide an effective date; and to provide an exemption.

10 BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

- 11 SECTION 1. APPROPRIATION. The funds provided in this section, or so much of the funds
- 12 as may be necessary, are appropriated from other funds derived from special funds and federal
- 13 funds, to the department of transportation for the purpose of defraying the expenses of the
- department of transportation, for the biennium beginning July 1, 2025, and ending June 30,
- 15 2027, as follows:

16	
16	Adjustments or

17		Base Level	Enhancements	<u>Appropriation</u>
18	Salaries and wages	\$219,279,648	\$0	\$219,279,648
4.0				

Sixty-ninth Legislative Assembly

1	Capital assets	1,101,395,065	0	1,101,395,065	
2	Grants	112,821,458	<u>0</u>	112,821,458	
3	Total other funds	\$1,749,752,645	\$0	\$1,749,752,645	
4	Full-time equivalent positions	1,001.00	0.00	1,001.00	
5	Salaries and wages	\$219,279,648	\$16,710,943	\$235,990,591	
6	New and vacant FTE pool	0	13,364,077	13,364,077	
7	Operating expenses	316,256,474	71,088,648	387,345,122	
8	Capital assets	1,101,395,065	851,594,552	1,952,989,617	
9	Grants	112,821,458	(3,581,000)	109,240,458	
10	Total other funds	\$1,749,752,645	\$949,177,220	\$2,698,929,865	
11	Full-time equivalent positions	1,001.00	3.00	1,004.00	
12	SECTION 2. ONE-TIME FUND	ING - EFFECT ON BA	SE BUDGET - REP	ORT TO	
13	SEVENTIETH LEGISLATIVE ASS	EMBLY. The following	amounts reflect the o	ne-time funding	
14	items included in the appropriation	in section 1 of this Act,	which are not includ	ed in the entity's	
15	base budget for the 2027-29 biennium and which the entity shall report to the appropriations				
16	committees of the seventieth legislative assembly regarding the use of this funding:				
17	One-Time Funding Description Other Funds				
18	Facility improvements \$5,970,000				
19	Appointment system upgrade 3,000,000				
20	Inventory tracking system 350,000				
21	Federal formula funds match			171,300,000	
22	United States highway 85 project			100,000,000	
23	Increased roadway maintenance co	osts		9,842,212	
24	Walking trail grant			100,000	
25	Equipment			5,872,000	
26	Total			\$296,434,212	
27	SECTION 3. NEW AND VACANT FTE POOL - LIMITATION - TRANSFER REQUEST. The				
28	department of transportation may not spend funds appropriated in the new and vacant FTE pool				
29	line item in section 1 of this Act, but may request the office of management and budget to				
30	transfer funds from the new and va	acant FTE pool line iten	n to the salaries and	wages line item in	

31

1	accordance with the guidelines and reporting provisions included in House Bill No. 1015, as
2	approved by the sixty-ninth legislative assembly.
3	SECTION 4. EXEMPTION - LINE ITEM TRANSFERS. Notwithstanding section 54-16-04,
4	the director of the office of management and budget shall transfer appropriation authority
5	among the salaries and wages, operating expenses, capital assets, and grants line items in
6	section 1 of this Act as requested by the director of the department of transportation when it is
7	cost-effective for construction and maintenance of highways. The department of transportation
8	shall notify the legislative council of any transfers made pursuant to this section.
9	SECTION 5. ESTIMATED INCOME - STRATEGIC INVESTMENT AND IMPROVEMENTS
10	FUND. The estimated income line item in section 1 of this Act includes the sum of \$171,300,000
11	from the strategic investment and improvements fund to match federal highway formula funds
12	and \$100,000,000 from the strategic investment and improvements fund for a United States
13	highway 85 project from reference point 120.3 north to the long x bridge.
14	SECTION 6. AMENDMENT. Section 6-09.4-10.1 of the North Dakota Century Code is
15	amended and reenacted as follows:
16	6-09.4-10.1. Legacy sinking and interest fund - Debt service requirements - Public
17	finance authority.
18	There is created in the state treasury the legacy sinking and interest fund. The fund consists
19	of all moneys deposited in the fund under section 21-10-1310 of this Act. Moneys in the fund
20	may be spent by the public finance authority pursuant to legislative appropriations to meet the
21	debt service requirements for evidences of indebtedness issued by the authority for transfer to
22	the Bank of North Dakota for allocations to infrastructure projects and programs.
23	SECTION 7. AMENDMENT. Subsection 1 of section 21-10-06 of the North Dakota Century
24	Code is amended and reenacted as follows:
25	Subject to the provisions of section 21-10-02, the board shall invest the following
26	funds:
27	a. State bonding fund.
28	b. Teachers' fund for retirement.
29	c. State fire and tornado fund.
30	d. Workforce safety and insurance fund.

Public employees retirement system.

f. Insurance regulatory trust fund.

2		g.	State risk management fund.		
3		h.	Budget stabilization fund.		
4		i.	Water projects stabilization fund.		
5		j.	Health care trust fund.		
6		k.	Cultural endowment fund.		
7		1.	Petroleum tank release compensation fund.		
8		m.	Legacy fund.		
9		n.	Legacy earnings fund.		
10		0.	-Opioid settlement fund.		
11	þ	<u>.o.</u>	A fund under contract with the board pursuant to subsection 3.		
12	SEC	TION	8. AMENDMENT. Section 24-02-37.3 of the North Dakota Century Code is		
13	amended	and	d reenacted as follows:		
14	24-0	2-37	.3. Flexible transportation fund - Budget section approval - State treasurer		
15	distributions to political subdivisions - Report. (Retroactive application - See note)				
16	There is created in the state treasury the flexible transportation fund. The fund consists of				
17	eligible fe	edera	al or state funding and any contributed private funds.		
18	1.	The	flexible transportation fund must be administered and expended by the director		
19		and	may be used for the following:		
20		a.	Providing a match for federal funding obtained by the department of		
21			transportation.		
22		b.	State-funded road and bridge construction and maintenance, and transportation		
23			support costs including staffing, facilities, and operational expenditures on the		
24			state highway system.		
25		c.	State-funded road and bridge construction and maintenance activities within the		
26			state but off of the state highway system. The director shall establish the terms		
27			and provisions of the program.		
28	2.	All	money derived from the investment of the flexible transportation fund or any portion		
29			he fund, must be credited to the flexible transportation fund. The director shall		
30		mo	nthly transmit all moneys collected and received under this chapter to the state		
21		tro	asurer to be transferred and credited to the flexible transportation fund.		

1 The director must receive budget section approval for any project that utilizes more 2 than ten million dollars from the fund except for projects that match federal or private 3 funds and the amount utilized from the fund is fifty percent or less of total project 4 costs. Any request considered by the budget section must comply with section 5 54-35-02.9. 6 The director shall allocate at least twenty-five percent of motor vehicle excise tax 7 collections deposited in the flexible transportation fund pursuant to section 57-40.3-10 8 for non-oil-producing county and township road and bridge projects as follows: 9 The funds must be allocated by the department to counties for projects or grants 10 for the benefit of counties and organized and unorganized townships; 11 The department shall establish criteria to distribute the funds; 12 The funds must be used for the maintenance and improvement of county and 13 township paved and unpaved roads and bridges; 14 Priority must be given to projects that match federal funds and to projects that 15 improve roadways that serve as local corridors; 16 An organized township is not eligible to receive funding if the township does not 17 maintain any roadways or does not levy at least eighteen mills for general 18 purposes; and 19 For purposes of this subsection, "non-oil-producing county" means a county that 20 received no allocation of funding or a total allocation of less than five million-21 dollars under subsection 2 of section 57-51-15 in the most recently completed 22 even-numbered fiscal year before the start of each biennium. The director shall 23 allocate a portion of funds deposited in the flexible transportation fund for the 24 benefit of road and bridge maintenance and projects in counties, cities, and 25 townships as follows: 26 Twelve and one-half percent of state funds deposited in the fund must be 27 allocated by the director to non-oil-producing counties for projects or grants for 28 the benefit of counties and organized and unorganized townships for the 29 maintenance and improvement of county and township paved and unpaved 30 roads and bridges.

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1	<u>b.</u>	Six and one-quarter percent of state funds deposited in the fund must be
2		allocated by the director for grants to eligible townships located in
3		non-oil-producing counties for road and bridge repair and replacement projects
4		with priority given for road graveling projects.
5	C.	Twelve and one-half percent of state funds deposited in the fund must be
6		allocated by the director for grants to eligible counties for bridge repair and
7		replacement projects. Grants provided under this subdivision must:
8		(1) Give priority to projects based on the number of bridge needs for each
9		county as identified in the most recent data available from the department's
10		bridge condition assessment inventory.
11		(2) Give priority to projects that include the permanent closure and removal of a
12		different bridge in the same county.
13		(3) Require counties to provide matching funds equal to ten percent of total
14		project costs except for projects that include the permanent closure and
15		removal of a different bridge in the same county.
16	d.	Six and one-quarter percent of state funds deposited in the fund must be
17		allocated by the director for grants to eligible cities for road and bridge repair and
18		replacements projects.
19	е.	The director shall establish criteria to distribute the funds under this subsection.
20		Priority must be given to projects that match federal or private funds and to
21		projects that improve roadways that serve as local corridors. Priority for
22		organized township road projects must be given to projects located in townships
23		that levy at least eighteen mills for general purposes and have a general fund
24		balance of less than one hundred thousand dollars as of December thirty-first of
25		the prior year.
26	1.	The amount allocated to organized townships under this subsection must be paid
27		by the county treasurer to each organized township and the amount allocated for
28		unorganized townships under this subsection must be credited by the county
29		treasurer to a special fund for unorganized township roads.

- The state treasurer shall allocate a portion of funds deposited in the flexible
 transportation fund for the benefit of road and bridge maintenance and projects in
 counties, cities, and townships, as follows:
 - a. Six and one-quarter percent of state funds deposited in the fund must be distributed to non-oil-producing counties for the benefit of organized and unorganized township road needs using the distribution method in section 54-27-19.4. To receive an allocation under this subdivision, an organized township must levy at least eighteen mills for general purposes and have a general fund balance of less than one hundred thousand dollars as of December thirty-first of the prior year.
 - b. Six and one-quarter percent of state funds deposited in the fund must be distributed to counties and cities using the formula established in subsection 4 of section 54-27-19.
- 6. For purposes of this section, "non-oil-producing county" means a county that had average annual oil production of fewer than ten million barrels based on the average annual oil production in the three-year period ending with the most recently completed even-numbered fiscal year before the start of each biennium.
- 5.7. The director shall provide periodic reports to the budget section regarding the status of the fund and projects receiving allocations from the fund.

SECTION 9. AMENDMENT. Section 49-17.1-05 of the North Dakota Century Code is amended and reenacted as follows:

49-17.1-05. Subsidy of railway lines - Continuing appropriation.

The department, with the approval of the commission, may provide financial assistance, within the limits of funds appropriated by the legislative assembly, for the continuation of operations and maintenance of any railroad within the state, as provided for in the Railroad Revitalization and Regulatory Reform Act of 1976 [Pub. L. 94-210; 90 Stat. 149; 49 U.S.C. 1651 et seq.], or other relevant federal legislation. Moneys in the state rail fund are appropriated to the department on a continuing basis for distributions authorized under this section. The department or the commission may act as the agent in cooperation with the federal government, any local or regional transportation authority, local governmental units, any group of rail users, or any person in any rail service assistance program.

1	SEC	CTION 10. A new section to chapter 54-27 of the North Dakota Century Code is created			
2	and ena	cted as follows:			
3	Legacy earnings fund - State treasurer - Legacy fund distribution - Allocations.				
4	1.	There is created in the state treasury the legacy earnings fund. The fund consists of all			
5		moneys distributed by the state treasurer from the legacy fund pursuant to section 26			
6		of article X of the Constitution of North Dakota. The distribution from the legacy fund			
7		on July first of each odd-numbered year must be equal to eight percent of the five-year			
8		average value of the legacy fund balance as reported by the state investment board.			
9		The average value of the legacy fund balance must be calculated using the fund			
10		balance at the end of each fiscal year for the five-year period ending with the most			
11		recently completed even-numbered fiscal year.			
12	2.	From the amount distributed to the legacy earnings fund under subsection 1, the state			
13		treasurer shall allocate seven-eighths of the funding in July of each odd-numbered			
14		year in the following order:			
15		a. The first one hundred two million six hundred twenty-four thousand dollars or an			
16		amount equal to the amount appropriated from the legacy sinking and interest			
17		fund for debt service payments for a biennium, whichever is less, to the legacy			
18		sinking and interest fund under section 6-09.4-10.1.			
19		b. The next two hundred twenty-five million dollars to the general fund to provide			
20		support for tax relief initiatives approved by the legislative assembly.			
21		c. The next one hundred million dollars to the legacy earnings highway distribution			
22		fund for allocations under section 54-27-19.3.			
23		d. The remaining amount as follows:			
24		(1) Fifty percent to the general fund.			
25		(2) The remainder to the strategic investment and improvements fund to be			
26		used in accordance with section 15-08.1-08.			
27	3.	From the amount distributed to the legacy earnings fund under subsection 1, the state			
28		treasurer shall allocate the remaining one-eighth of the funding in July of each			
29		odd-numbered year to the flexible transportation fund for allocations under section			
30		<u>24-02-37.3.</u>			

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SECTION 11. AMENDMENT. Section 54-27-19.3 of the North Dakota Century Code is amended and reenacted 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 21-10-1310 of this Act. Any moneys in the legacy earnings highway distribution fund must be allocated and transferred by the state treasurer, as follows:

- 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. 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.

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 under section 24-02-37.3.

SECTION 13. REPEAL. Sections 21-10-12 and 21-10-13 of the North Dakota Century Code are repealed.

SECTION 14. DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85

PROJECT - REPORT. The department of transportation shall prepare and complete an environmental impact statement process to construct a four-lane highway for the remaining sections of the Theodore Roosevelt expressway which do not have four lanes from the South Dakota border to interstate highway 94 and from Williston to the Montana border. The

1	departme	ent shall provide reports to the legislative management regarding the costs and status		
2	of the impact statement process.			
3	SECTION 15. REST AREA COOPERATIVE AGREEMENT. During the biennium beginning			
4	July 1, 2	025, and ending June 30, 2027, the director of the department of transportation shall		
5	review o	ptions to enter a cooperative agreement pursuant to section 24-02-02.5 to jointly		
6	administ	er a rest area at the Theodore Roosevelt national park painted canyon visitor center.		
7	The dire	ctor may expend moneys from the state highway fund within the limits of legislative		
8	appropri	ations for operational support of the facility and for facility improvements to support		
9	year-rou	nd operations of the facility.		
10	SEC	TION 16. EXEMPTION - UNEXPENDED APPROPRIATIONS. The following		
11	appropri	ations are not subject to the provisions of section 54-44.1-11 and may be continued into		
12	the bien	nium beginning July 1, 2025, and ending June 30, 2027:		
13	1.	The sum of \$100,000,000 appropriated from special funds for the purpose of road and		
14		bridge construction projects in subsection 2 of section 13 of chapter 15 of the 2021		
15		Session Laws;		
16	2.	The sum of \$317,000,000 appropriated from federal funds for state, county, and		
17		township road and bridge projects in section 7 of chapter 548 of the 2021 Session		
18		Laws;		
19	3.	The sum of \$61,700,060 appropriated from federal funds for surface transportation		
20		grants in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws;		
21	4.	The sum of \$13,660,000 appropriated from special funds for information technology		
22		projects in section 1 of chapter 40 of the 2021 Session Laws;		
23	5.	The sum of \$9,125,000 appropriated from the general fund in the operating expenses		
24		line item relating to information technology projects in section 1 of chapter 12 of the		
25		2023 Session Laws;		
26	6.	The sum of \$2,500,000 appropriated from special funds to match funding from the		
27		state of Minnesota and other sources for studies, preliminary engineering, and		
28		environmental studies to address northern Red River valley infrastructure affected by		
29		flooding in section 2 of chapter 12 of the 2023 Session Laws;		

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1 The sum of \$5,000,000 appropriated from special funds for an environmental study of 2 a portion of United States highway 52, in section 1 of chapter 12 of the 2023 Session 3 Laws; The sum of \$757,000 included in the deferred maintenance funding pool line item and 4 8. 5 transferred to the department of transportation pursuant to section 9 of chapter 640 of 6 the 2023 Special Session Session Laws; and 7 The sum of \$161,000,000 appropriated from special funds for flexible transportation 9. 8 fund projects in section 1 of chapter 12 of the 2023 Session Laws. 9 SECTION 17. EFFECTIVE DATE. Section 12 of this Act is effective for motor vehicle excise

tax collections transmitted to the state treasurer after July 31, 2025.

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2012 - Department of Transportation - Senate Action

	Base Budget	Senate Changes	Senate Version
Salaries and wages	\$219,279,648	\$16,710,943	\$235,990,591
New and vacant FTE pool	E 18 XV	13,364,077	13,364,077
Operating expenses	316,256,474	71,088,648	387,345,122
Capital assets	1,101,395,065	851,594,552	1,952,989,617
Grants	112,821,458	(3,581,000)	109,240,458
Total all funds	\$1,749,752,645	\$949,177,220	\$2,698,929,865
Less estimated income	1,749,752,645	949,177,220	2,698,929,865
General fund	\$0	\$0	\$0
FTE	1,001.00	3.00	1,004.00

Department 801 - Department of Transportation - Detail of Senate Changes

		.≅.				
Salaries and wages New and vacant FTE pool	Adjusts Base Funding ¹ \$1,454,225	Adds Funding for Salary and Benefit Increases ² \$14,583,718	Adds Funding to Replace 2023-25 New and Vacant FTE Pool ³ \$18,408,702	Transfers Funding for 2025-27 New and Vacant FTE Pool ⁴ (\$18,890,597) 13,364,077	Adjusts Federal Funds Authority ⁵	Adds Funding for Data Management Program [§] \$451,898
Operating expenses Capital assets Grants	12,429,669 (35,505,573)				\$46,286,963 364,215,913 (3,681,000)	7
Total all funds Less estimated income General fund	(\$21,621,679) (21,621,679) \$0	\$14,583,718 14,583,718 \$0	\$18,408,702 18,408,702 \$0	(\$5,526,520) (5,526,520) \$0	\$406,821,876 406,821,876 \$0	\$451,898 451,898 \$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00
Salaries and wages New and vacant FTE pool	Adds Bridge Load Rating Coordinator ² \$249,997	Adds Funding for Highway 85 Position [®] \$203,003	Adds Local Government Team Position ² \$249,997	Increases Local Match Authority ¹⁰	Increases Funding for Information Technology ¹¹	Increases Flexible Fund Spending Authority ¹²
Operating expenses Capital assets Grants				\$3,800,000	\$4,022,016	\$218,600,000
Total all funds Less estimated income General fund	\$249,997 249,997 \$0	\$203,003 203,003 \$0	\$249,997 249,997 \$0	\$3,800,000 3,800,000 \$0	\$4,022,016 4,022,016 \$0	\$218,600,000 218,600,000 \$0
FTE	1.00	1.00	1.00	0.00	0.00	0.00
Salaries and wages	Adjusts State Fleet Authority ¹³	Provides One-Time Funding ¹⁴	Provides One-Time Matching Funds ¹⁵	Adds One-Time Funding for Highway 85 Project ¹⁵	Total Senate Changes \$16,710,943	
New and vacant FTE pool Operating expenses Capital assets Grants	\$5,000,000 7,500,000	\$3,350,000 21,684,212 100,000	\$171,300,000	\$100,000,000	13,364,077 71,088,648 851,594,552 (3,581,000)	
Total all funds Less estimated income General fund	\$12,500,000 12,500,000 \$0	\$25,134,212 25,134,212 \$0	\$171,300,000 171,300,000 \$0	\$100,000,000 100,000,000 \$0	\$949,177,220 949,177,220 \$0	
FTE	0.00	0.00	0.00	0.00	3.00	

25.0179.01010s

¹ Funding is adjusted based on agency base budget adjustments.

² The following funding is added for 2025-27 biennium salary adjustments of 3 percent on July 1, 2025, and 3 percent on July 1, 2026, and increases in health insurance premiums from \$1,643 to \$1,893 per month:

Other
<u>Funds</u>
\$8,694,284
5,889,434
\$14,583,718

³ Funding is added to replace 2023-25 biennium new and vacant FTE pool funding as follows:

	Other
	<u>Funds</u>
Vacant FTE positions	\$14,863,018
New FTE positions	3,545,684
Total	\$18,408,702

⁴ Funding of \$18,890,597 for new FTE positions and estimated savings from vacant 2025-27 FTE positions is removed and \$13,364,077 is added for a new and vacant FTE pool line item resulting in net savings of \$5,526,520.

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	Other
	<u>Funds</u>
New FTE positions	(\$702,997)
Vacant FTE positions	(18,187,600)
Total	(\$18,890,597)
Funding pool line item	13,364,077
Net savings	(\$5,526,520)

⁵ Federal funding authorization is adjusted based on estimated 2025-27 biennium federal funds to be received.

¹⁴ One-time funding is provided for the following items:

	Other
	<u>Funds</u>
Department facility improvements	\$5,970,000
Appointment system upgrade	3,000,000
Inventory tracking system	350,000
Increased roadway maintenance costs	9,842,212
Walking trail grant	100,000
Equipment replacement	5,872,000
Total	\$25,134,212

¹⁵ One-time funding from the strategic investment and improvements fund is added to match federal highway formula funds.

⁶ Funding is added to develop a department data management program.

⁷ Funding is added for an FTE position to coordinate bridge load rating analysis.

⁸ An FTE position is added for maintenance of newly expanded US Highway 85 segments.

⁹ Funding is added for an FTE position to assist local government entities with federal and state programs.

¹⁰ Estimated appropriation authority is increased for the estimated local match funds for federal projects.

¹¹ Additional funding is provided for agency information technology costs.

¹² Funding authorization from the flexible transportation fund is increased based on additional revenues deposited in the fund to provide a total appropriation to the department from the flexible transportation fund of \$390.1 million.

¹³ Appropriation authority is increased for State Fleet operating and capital asset costs.

Senate Bill No. 2012 - Other Changes - Senate Action

This amendment also:

- Adds a section regarding the use of funding in the new and vacant FTE pool line item.
- · Adds a section to identify funding provided from the strategic investment and improvements fund.
- Amends the legacy earnings fund to increase the percent of market value deposited in the fund from
 7 to 8 percent and transfers the additional percent amount to the flexible transportation fund. This will result
 in \$86 million deposited in the fund in July 2025.
- Amends the flexible transportation fund to designate the use of moneys deposited in the fund.
- Amends the state rail fund to provide a continuing appropriation.
- Amends the deposit of motor vehicle excise taxes to provide all taxes after distributions to other funds are deposited in the flexible transportation fund. This is estimated to reduce general fund revenues by \$177.1 million.
- Directs DOT to complete the environmental impact statement process to four-lane the remaining sections of the Theodore Roosevelt Expressway.
- Directs DOT to review options to enter agreements regarding the Painted Canyon visitor center.
- Adds a section to authorize the carryover of funding into the 2025-27 biennium for various projects.

¹⁶ One-time funding from the strategic investment and improvements fund is added for a US Highway 85 project from reference point 120.3 north to the Long X Bridge.

2025 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee

Harvest Room, State Capitol

SB 2012 2/19/2025

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

3:25 p.m. Chairman Bekkedahl opened the hearing.

Members Present: Chairman Bekkedahl, Vice-Chairman Erbele, and Senators Burckhard, Cleary, Conley, Davison, Dever, Dwyer, Magrum, Mathern, Meyer, Schaible, Sickler, Sorvaag, Thomas, Wanzek.

Discussion Topics:

- Linton/Fort Yates Bridge
- Ellendale Walking Trail
- FTE Positions for Tower Management
- Inflationary Costs
- NDDOT Funds Allocations

3:26 p.m. Senator Wanzek introduced the bill and submitted testimony #38096 and #38097.

3:37 p.m. Senator Wanzek moved amendment LC 25.0179.01010.

3:37 p.m. Senator Erbele seconded the motion.

Senators	Vote
Senator Brad Bekkedahl	Υ
Senator Robert Erbele	Υ
Senator Randy A. Burckhard	Υ
Senator Sean Cleary	Υ
Senator Cole Conley	Υ
Senator Kyle Davison	Υ
Senator Dick Dever	Υ
Senator Michael Dwyer	Υ
Senator Jeffery J. Magrum	Υ
Senator Tim Mathern	Υ
Senator Scott Meyer	Υ
Senator Donald Schaible	Υ
Senator Jonathan Sickler	Υ
Senator Ronald Sorvaag	Υ
Senator Paul J. Thomas	Υ
Senator Terry M. Wanzek	Υ

Motion Passed 16-0-0.

3:40 p.m. Ron Henke, NDDOT Director, testified as neutral.

3:56 p.m. Senator Wanzek moved a Do Pass as Amended.

3:56 p.m. Senator Erbele seconded the motion.

Senators	Vote
Senator Brad Bekkedahl	Υ
Senator Robert Erbele	Υ
Senator Randy A. Burckhard	Υ
Senator Sean Cleary	Υ
Senator Cole Conley	Υ
Senator Kyle Davison	Υ
Senator Dick Dever	Υ
Senator Michael Dwyer	Υ
Senator Jeffery J. Magrum	Υ
Senator Tim Mathern	Υ
Senator Scott Meyer	Υ
Senator Donald Schaible	Υ
Senator Jonathan Sickler	Υ
Senator Ronald Sorvaag	Υ
Senator Paul J. Thomas	Υ
Senator Terry M. Wanzek	Υ

Motion Passed 16-0-0.

Senator Wanzek will carry the bill.

4:14 p.m. Chairman Bekkedahl closed the hearing.

Elizabeth Reiten, Committee Clerk

25.0179.01010 Title.02000 Fiscal No. 4 Prepared by the Legislative Council staff for Senate Appropriations -Government Operations Division Committee

February 18, 2025

Sixty-ninth Legislative Assembly of North Dakota

PROPOSED AMENDMENTS TO

1.19,25 d'B (d)11

SENATE BILL NO. 2012

Introduced by

19

Operating expenses

Appropriations Committee

1 A BILL for an Act to provide an appropriation for defraying the expenses of the department of 2 transportation; to create and enact a new section to chapter 54-27 of the North Dakota Century 3 Code, relating to a legacy earnings fund; to amend and reenact section 6-09.4-10.1, 4 subsection 1 of section 21-10-06, and sections 24-02-37.3, 49-17.1-05, 54-27-19.3, and 5 57-40.3-10 of the North Dakota Century Code, relating to funds invested by the state 6 investment board, the flexible transportation fund, the state rail fund, and motor vehicle excise 7 tax collections; to repeal sections 21-10-12 and 21-10-13 of the North Dakota Century Code, 8 relating to legacy fund definitions and a legacy earnings fund; to provide a continuing 9 appropriation; to provide an effective date; and to provide an exemption.

10 BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

11	SECTION 1. APPROPRIAT	ION. The funds provided in	this section, or so m	nuch of the funds
12	as may be necessary, are appro	priated from other funds de	rived from special fu	ınds and federal
13	funds, to the department of trans	sportation for the purpose o	f defraying the expe	nses of the
14	department of transportation, for	the biennium beginning Ju	ly 1, 2025, and endi	ng June 30,
15	2027, as follows:			
16			Adjustments or	
17	Ĭ	Base Level	Enhancements	<u>Appropriation</u>
18	Salaries and wages	\$219,2 <mark>7</mark> 9,648	\$0	\$219,279,648

316,256,474

316,256,474

1	Capital assets	1,101,395,065	0	1,101,395,065
2	Grants	<u>112,821,458</u>	<u>0</u>	112,821,458
3	Total other funds	\$1,749,752,645	\$0	\$1,749,752,645
4	Full-time equivalent positions	1,001.00	0.00	1,001.00
5	Salaries and wages	\$219,279,648	\$16,710,943	\$235,990,591
6	New and vacant FTE pool	0	13,364,077	13,364,077
7	Operating expenses	316,256,474	71,088,648	387,345,122
8	Capital assets	1,101,395,065	851,594,552	1,952,989,617
9	Grants	112,821,458	(3,581,000)	109,240,458
10	Total other funds	\$1,749,752,645	\$949,177,220	\$2,698,929,865
11	Full-time equivalent positions	1,001.00	3.00	1,004.00
12	SECTION 2. ONE-TIME FUN	DING - EFFECT ON B	ASE BUDGET - REP	ORT TO
13	SEVENTIETH LEGISLATIVE ASS	SEMBLY. The following	g amounts reflect the o	ne-time funding
14	items included in the appropriation	n in section 1 of this Ac	t, which are not includ	ed in the entity's
15	base budget for the 2027-29 biennium and which the entity shall report to the appropriations			
16	committees of the seventieth legis	slative assembly regard	ding the use of this fun	ding:
17	One-Time Funding Description			Other Funds
18	Facility improvements			\$5,970,000
19	Appointment system upgrade			3,000,000
20	Inventory tracking system			350,000
21	Federal formula funds match			171,300,000
22	United States highway 85 project			100,000,000
23	Increased roadway maintenance	costs		9,842,212
24	Walking trail grant			100,000
25	Equipment			5,872,000
26	Total			\$296,434,212
27	SECTION 3. NEW AND VACA	ANT FTE POOL - LIMI	TATION - TRANSFER	REQUEST. The
28	department of transportation may	not spend funds appro	priated in the new and	vacant FTE pool
29	line item in section 1 of this Act, but	ut may request the office	ce of management and	budget to
30	transfer funds from the new and va	acant FTE pool line ite	m to the salaries and v	wages line item in

e.

1 accordance with the guidelines and reporting provisions included in House Bill No. 1015, as 2 approved by the sixty-ninth legislative assembly. 3 **SECTION 4. EXEMPTION - LINE ITEM TRANSFERS.** Notwithstanding section 54-16-04, 4 the director of the office of management and budget shall transfer appropriation authority 5 among the salaries and wages, operating expenses, capital assets, and grants line items in 6 section 1 of this Act as requested by the director of the department of transportation when it is 7 cost-effective for construction and maintenance of highways. The department of transportation 8 shall notify the legislative council of any transfers made pursuant to this section. 9 SECTION 5. ESTIMATED INCOME - STRATEGIC INVESTMENT AND IMPROVEMENTS 10 FUND. The estimated income line item in section 1 of this Act includes the sum of \$171,300,000 11 from the strategic investment and improvements fund to match federal highway formula funds 12 and \$100,000,000 from the strategic investment and improvements fund for a United States 13 highway 85 project from reference point 120.3 north to the long x bridge. 14 SECTION 6. AMENDMENT. Section 6-09.4-10.1 of the North Dakota Century Code is 15 amended and reenacted as follows: 16 6-09.4-10.1. Legacy sinking and interest fund - Debt service requirements - Public 17 finance authority. 18 There is created in the state treasury the legacy sinking and interest fund. The fund consists 19 of all moneys deposited in the fund under section 21-10-1310 of this Act. Moneys in the fund 20 may be spent by the public finance authority pursuant to legislative appropriations to meet the 21 debt service requirements for evidences of indebtedness issued by the authority for transfer to 22 the Bank of North Dakota for allocations to infrastructure projects and programs. 23 SECTION 7. AMENDMENT. Subsection 1 of section 21-10-06 of the North Dakota Century 24 Code is amended and reenacted as follows: 25 Subject to the provisions of section 21-10-02, the board shall invest the following 26 funds: 27 a. State bonding fund. 28 b. Teachers' fund for retirement. 29 State fire and tornado fund. C. 30 d. Workforce safety and insurance fund.

Public employees retirement system.

1	f.	Insurance regulatory trust fund.	
2	g.	State risk management fund.	
3	h.	Budget stabilization fund.	
4	l.	Water projects stabilization fund.	
5	j.	Health care trust fund.	
6	k.	Cultural endowment fund.	
7	l.	Petroleum tank release compensation fund.	
8	m.	Legacy fund.	
9	n.	Legacy earnings fund.	
10	0.	—Opioid settlement fund.	
11	p. o.	A fund under contract with the board pursuant to subsection 3.	
12	SECTION	N 8. AMENDMENT. Section 24-02-37.3 of the North Dakota Century Code is	
13	amended and	d reenacted as follows:	
14	24-02-37	.3. Flexible transportation fund - Budget section approval - State treasurer	
15	distributions to political subdivisions - Report. (Retroactive application - See note)		
16	There is created in the state treasury the flexible transportation fund. The fund consists of		
17	eligible feder	al or state funding and any contributed private funds.	
18	1. The	flexible transportation fund must be administered and expended by the director	
19	and	may be used for the following:	
20	a.	Providing a match for federal funding obtained by the department of	
21		transportation.	
22	b.	State-funded road and bridge construction and maintenance, and transportation	
23		support costs including staffing, facilities, and operational expenditures on the	
24		state highway system.	
25	c.	State-funded road and bridge construction and maintenance activities within the	
26		state but off of the state highway system. The director shall establish the terms	
27		and provisions of the program.	
28	2. All r	noney derived from the investment of the flexible transportation fund or any portion	
29	of th	ne fund, must be credited to the flexible transportation fund. The director shall	
30	mor	othly transmit all moneys collected and received under this chapter to the state	
31	trea	surer to be transferred and credited to the flexible transportation fund.	



1 The director must receive budget section approval for any project that utilizes more 2 than ten million dollars from the fund except for projects that match federal or private 3 funds and the amount utilized from the fund is fifty percent or less of total project 4 costs. Any request considered by the budget section must comply with section 5 54-35-02.9. 6 The director shall allocate at least twenty-five percent of motor vehicle excise tax 7 collections deposited in the flexible transportation fund pursuant to section 57-40.3-10 8 for non-oil-producing county and township road and bridge projects as follows: 9 The funds must be allocated by the department to counties for projects or grants 10 for the benefit of counties and organized and unorganized townships; 11 The department shall establish criteria to distribute the funds; 12 The funds must be used for the maintenance and improvement of county and 13 township paved and unpaved roads and bridges; 14 Priority must be given to projects that match federal funds and to projects that 15 improve roadways that serve as local corridors; 16 An organized township is not eligible to receive funding if the township does not 17 maintain any roadways or does not levy at least eighteen mills for general 18 purposes; and 19 For purposes of this subsection, "non-oil-producing county" means a county that 20 received no allocation of funding or a total allocation of less than five million 21 dollars under subsection 2 of section 57-51-15 in the most recently completed 22 even-numbered fiscal year before the start of each biennium. The director shall 23 allocate a portion of funds deposited in the flexible transportation fund for the 24 benefit of road and bridge maintenance and projects in counties, cities, and 25 townships as follows: 26 Twelve and one-half percent of state funds deposited in the fund must be 27 allocated by the director to non-oil-producing counties for projects or grants for 28 the benefit of counties and organized and unorganized townships for the 29 maintenance and improvement of county and township paved and unpaved 30 roads and bridges.

1	b.	Six and one-quarter percent of state funds deposited in the fund must be
2		allocated by the director for grants to eligible townships located in
3		non-oil-producing counties for road and bridge repair and replacement projects
4		with priority given for road graveling projects.
5	C.	Twelve and one-half percent of state funds deposited in the fund must be
6		allocated by the director for grants to eligible counties for bridge repair and
7		replacement projects. Grants provided under this subdivision must:
8		(1) Give priority to projects based on the number of bridge needs for each
9		county as identified in the most recent data available from the department's
10		bridge condition assessment inventory.
11		(2) Give priority to projects that include the permanent closure and removal of a
12		different bridge in the same county.
13		(3) Require counties to provide matching funds equal to ten percent of total
14		project costs except for projects that include the permanent closure and
15		removal of a different bridge in the same county.
16	d.	Six and one-quarter percent of state funds deposited in the fund must be
17		allocated by the director for grants to eligible cities for road and bridge repair and
18		replacements projects.
19	e.	The director shall establish criteria to distribute the funds under this subsection.
20		Priority must be given to projects that match federal or private funds and to
21		projects that improve roadways that serve as local corridors. Priority for
22		organized township road projects must be given to projects located in townships
23		that levy at least eighteen mills for general purposes and have a general fund
24		balance of less than one hundred thousand dollars as of December thirty-first of
25		the prior year.
26	f.	The amount allocated to organized townships under this subsection must be paid
27		by the county treasurer to each organized township and the amount allocated for
28		unorganized townships under this subsection must be credited by the county
29		treasurer to a special fund for unorganized township roads.

- 5. The state treasurer shall allocate a portion of funds deposited in the flexible transportation fund for the benefit of road and bridge maintenance and projects in counties, cities, and townships, as follows:
 - a. Six and one-quarter percent of state funds deposited in the fund must be distributed to non-oil-producing counties for the benefit of organized and unorganized township road needs using the distribution method in section 54-27-19.4. To receive an allocation under this subdivision, an organized township must levy at least eighteen mills for general purposes and have a general fund balance of less than one hundred thousand dollars as of December thirty-first of the prior year.
 - b. Six and one-quarter percent of state funds deposited in the fund must be distributed to counties and cities using the formula established in subsection 4 of section 54-27-19.
- 6. For purposes of this section, "non-oil-producing county" means a county that had average annual oil production of fewer than ten million barrels based on the average annual oil production in the three-year period ending with the most recently completed even-numbered fiscal year before the start of each biennium.
- 5.7. The director shall provide periodic reports to the budget section regarding the status of the fund and projects receiving allocations from the fund.

SECTION 9. AMENDMENT. Section 49-17.1-05 of the North Dakota Century Code is amended and reenacted as follows:

49-17.1-05. Subsidy of railway lines - Continuing appropriation.

The department, with the approval of the commission, may provide financial assistance, within the limits of funds appropriated by the legislative assembly, for the continuation of operations and maintenance of any railroad within the state, as provided for in the Railroad Revitalization and Regulatory Reform Act of 1976 [Pub. L. 94-210; 90 Stat. 149; 49 U.S.C. 1651 et seq.], or other relevant federal legislation. Moneys in the state rail fund are appropriated to the department on a continuing basis for distributions authorized under this section. The department or the commission may act as the agent in cooperation with the federal government, any local or regional transportation authority, local governmental units, any group of rail users, or any person in any rail service assistance program.

24-02-37.3.

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	SEC	CTION 10. A new section to chapter 54-27 of the North Dakota Century Code is created
and	d ena	cted as follows:
	Leg	acy earnings fund - State treasurer - Legacy fund distribution - Allocations.
	1.	There is created in the state treasury the legacy earnings fund. The fund consists of al
		moneys distributed by the state treasurer from the legacy fund pursuant to section 26
		of article X of the Constitution of North Dakota. The distribution from the legacy fund
		on July first of each odd-numbered year must be equal to eight percent of the five-year
		average value of the legacy fund balance as reported by the state investment board.
		The average value of the legacy fund balance must be calculated using the fund
		balance at the end of each fiscal year for the five-year period ending with the most
		recently completed even-numbered fiscal year.
	2.	From the amount distributed to the legacy earnings fund under subsection 1, the state
		treasurer shall allocate seven-eighths of the funding in July of each odd-numbered
		year in the following order:
		a. The first one hundred two million six hundred twenty-four thousand dollars or an
		amount equal to the amount appropriated from the legacy sinking and interest
		fund for debt service payments for a biennium, whichever is less, to the legacy
		sinking and interest fund under section 6-09.4-10.1.
		b. The next two hundred twenty-five million dollars to the general fund to provide
		support for tax relief initiatives approved by the legislative assembly.
		c. The next one hundred million dollars to the legacy earnings highway distribution
		fund for allocations under section 54-27-19.3.
		d. The remaining amount as follows:
		(1) Fifty percent to the general fund.
		(2) The remainder to the strategic investment and improvements fund to be
		used in accordance with section 15-08.1-08.
	3.	From the amount distributed to the legacy earnings fund under subsection 1, the state
		treasurer shall allocate the remaining one-eighth of the funding in July of each

odd-numbered year to the flexible transportation fund for allocations under section

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SECTION 11. AMENDMENT. Section 54-27-19.3 of the North Dakota Century Code is amended and reenacted 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 21-10-1310 of this Act. Any moneys in the legacy earnings highway distribution fund must be allocated and transferred by the state treasurer, as follows:

- 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. 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.

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 under section 24-02-37.3.

SECTION 13. REPEAL. Sections 21-10-12 and 21-10-13 of the North Dakota Century Code are repealed.

SECTION 14. DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85

PROJECT - REPORT. The department of transportation shall prepare and complete an environmental impact statement process to construct a four-lane highway for the remaining sections of the Theodore Roosevelt expressway which do not have four lanes from the South Dakota border to interstate highway 94 and from Williston to the Montana border. The

1 department shall provide reports to the legislative management regarding the costs and status 2 of the impact statement process. 3 SECTION 15. REST AREA COOPERATIVE AGREEMENT. During the biennium beginning 4 July 1, 2025, and ending June 30, 2027, the director of the department of transportation shall 5 review options to enter a cooperative agreement pursuant to section 24-02-02.5 to jointly 6 administer a rest area at the Theodore Roosevelt national park painted canyon visitor center. 7 The director may expend moneys from the state highway fund within the limits of legislative 8 appropriations for operational support of the facility and for facility improvements to support 9 year-round operations of the facility. 10 SECTION 16. EXEMPTION - UNEXPENDED APPROPRIATIONS. The following 11 appropriations are not subject to the provisions of section 54-44.1-11 and may be continued into 12 the biennium beginning July 1, 2025, and ending June 30, 2027: 13 The sum of \$100,000,000 appropriated from special funds for the purpose of road and 1. 14 bridge construction projects in subsection 2 of section 13 of chapter 15 of the 2021 15 Session Laws; 16 The sum of \$317,000,000 appropriated from federal funds for state, county, and 17 township road and bridge projects in section 7 of chapter 548 of the 2021 Session 18 Laws; 19 The sum of \$61,700,060 appropriated from federal funds for surface transportation 20 grants in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws; 21 4. The sum of \$13,660,000 appropriated from special funds for information technology 22 projects in section 1 of chapter 40 of the 2021 Session Laws; 23 5. The sum of \$9,125,000 appropriated from the general fund in the operating expenses 24 line item relating to information technology projects in section 1 of chapter 12 of the 25 2023 Session Laws; 26 6. The sum of \$2,500,000 appropriated from special funds to match funding from the 27 state of Minnesota and other sources for studies, preliminary engineering, and 28 environmental studies to address northern Red River valley infrastructure affected by 29 flooding in section 2 of chapter 12 of the 2023 Session Laws;



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7.	The sum of \$5,000,000 appropriated from special funds for an environmental study of
	a portion of United States highway 52, in section 1 of chapter 12 of the 2023 Session
	Laws:

- The sum of \$757,000 included in the deferred maintenance funding pool line item and 8. transferred to the department of transportation pursuant to section 9 of chapter 640 of the 2023 Special Session Session Laws; and
- 9. The sum of \$161,000,000 appropriated from special funds for flexible transportation fund projects in section 1 of chapter 12 of the 2023 Session Laws.

SECTION 17. EFFECTIVE DATE. Section 12 of this Act is effective for motor vehicle excise tax collections transmitted to the state treasurer after July 31, 2025.

Module ID: s_stcomrep_30_029 Carrier: Wanzek Insert LC: 25.0179.01010 Title: 02000

REPORT OF STANDING COMMITTEE SB 2012

Appropriations Committee (Sen. Bekkedahl, Chairman) recommends **AMENDMENTS (25.0179.01010)** and when so amended, recommends **DO PASS** (16 YEAS, 0 NAYS, 0 ABSENT OR EXCUSED AND NOT VOTING). SB 2012 was placed on the Sixth order on the calendar. This bill does not affect workforce development.

2-19-25

25.0179.01010 Title. Fiscal No. 4 Prepared by the Legislative Council staff for Senate Appropriations -Government Operations Division Committee February 18, 2025

Sixty-ninth Legislative Assembly of North Dakota

PROPOSED AMENDMENTS TO

SENATE BILL NO. 2012

Introduced by

Appropriations Committee

- 1 A BILL for an Act to provide an appropriation for defraying the expenses of the department of
- 2 transportation: to create and enact a new section to chapter 54-27 of the North Dakota Century
- 3 Code, relating to a legacy earnings fund; to amend and reenact section 6-09.4-10.1.
- 4 subsection 1 of section 21-10-06, and sections 24-02-37.3, 49-17.1-05, 54-27-19.3, and
- 5 57-40.3-10 of the North Dakota Century Code, relating to funds invested by the state
- 6 investment board, the flexible transportation fund, the state rail fund, and motor vehicle excise
- 7 tax collections; to repeal sections 21-10-12 and 21-10-13 of the North Dakota Century Code.
- 8 relating to legacy fund definitions and a legacy earnings fund; to provide a continuing
- 9 appropriation; to provide an effective date; and to provide an exemption.

10 BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

- 11 SECTION 1. APPROPRIATION. The funds provided in this section, or so much of the funds
- 12 as may be necessary, are appropriated from other funds derived from special funds and federal
- 13 funds, to the department of transportation for the purpose of defraying the expenses of the
- 14 department of transportation, for the biennium beginning July 1, 2025, and ending June 30,
- 15 2027, as follows:

40	Adjustments or
16	Adjustments or

- 17 <u>Base Level Enhancements Appropriation</u>
 18 Salaries and wages \$219,279,648 \$0 \$219,279,648
- 19 Operating expenses 316,256,474 0 316,256,474

1	Capital assets	1,101,395,065	0	1,101,395,065
2	Grants	<u>112,821,458</u>	<u>0</u>	112,821,458
3	Total other funds	\$1,749,752,645	\$0	\$1, 749,752,645
4	Full-time equivalent positions	1,001.00	0.00	1,001.00
5	Salaries and wages	\$219,279,648	\$16,710,943	\$235,990,591
6	New and vacant FTE pool	0	13,364,077	13,364,077
7	Operating expenses	316,256,474	71,088,648	387,345,122
8	Capital assets	1,101,395,065	851,594,552	1,952,989,617
9	Grants	112,821,458	(3,581,000)	109,240,458
10	Total other funds	\$1,749,752,645	\$949,177,220	\$2,698,929,865
11	Full-time equivalent positions	1,001.00	3.00	1,004.00
12	SECTION 2. ONE-TIME FUND	DING - EFFECT ON BA	SE BUDGET - REP	ORT TO
13	SEVENTIETH LEGISLATIVE ASS	EMBLY. The following a	amounts reflect the o	ne-time funding
14	items included in the appropriation	in section 1 of this Act,	which are not includ	ed in the entity's
15	base budget for the 2027-29 bienn	ium and which the entity	y shall report to the a	appropriations
16	committees of the seventieth legislative assembly regarding the use of this funding:			ding:
17	One-Time Funding Description			Other Funds
18	Facility improvements			\$5,970,000
19	Appointment system upgrade			3,000,000
20	Inventory tracking system			350,000
21	Federal formula funds match			171,300,000
22	United States highway 85 project			100,000,000
23	Increased roadway maintenance of	costs		9,842,212
24	Walking trail grant			100,000
25	Equipment			5,872,000
26	Total			\$296,434,212
27	SECTION 3. NEW AND VACA	ANT FTE POOL - LIMIT	ATION - TRANSFER	R REQUEST. The
28	department of transportation may	not spend funds approp	riated in the new and	d vacant FTE pool
29	line item in section 1 of this Act, bu	ut may request the office	e of management and	d budget to
30	transfer funds from the new and va	acant FTE pool line item	to the salaries and	wages line item in

1	accordance with the guidelines and reporting provisions included in House Bill No. 1015, as			
2	approved by the sixty-ninth legislative assembly.			
3	SECTION 4. EXEMPTION - LINE ITEM TRANSFERS. Notwithstanding section 54-16-04,			
4	the director of the office of management and budget shall transfer appropriation authority			
5	among the salaries and wages, operating expenses, capital assets, and grants line items in			
6	section 1 of this Act as requested by the director of the department of transportation when it is			
7	cost-effective for construction and maintenance of highways. The department of transportation			
8	shall notify the legislative council of any transfers made pursuant to this section.			
9	SECTION 5. ESTIMATED INCOME - STRATEGIC INVESTMENT AND IMPROVEMENTS			
10	FUND. The estimated income line item in section 1 of this Act includes the sum of \$171,300,000			
11	from the strategic investment and improvements fund to match federal highway formula funds			
12	and \$100,000,000 from the strategic investment and improvements fund for a United States			
13	highway 85 project from reference point 120.3 north to the long x bridge.			
14	SECTION 6. AMENDMENT. Section 6-09.4-10.1 of the North Dakota Century Code is			
15	amended and reenacted as follows:			
16	6-09.4-10.1. Legacy sinking and interest fund - Debt service requirements - Public			
17	finance authority.			
18	There is created in the state treasury the legacy sinking and interest fund. The fund consists			
19	of all moneys deposited in the fund under section 21-10-13 10 of this Act. Moneys in the fund			
20	may be spent by the public finance authority pursuant to legislative appropriations to meet the			
21	debt service requirements for evidences of indebtedness issued by the authority for transfer to			
22	the Bank of North Dakota for allocations to infrastructure projects and programs.			
23	SECTION 7. AMENDMENT. Subsection 1 of section 21-10-06 of the North Dakota Century			
24	Code is amended and reenacted as follows:			
25	1. Subject to the provisions of section 21-10-02, the board shall invest the following			
26	funds:			
27	a. State bonding fund.			
28	b. Teachers' fund for retirement.			
29	c. State fire and tornado fund.			
30	d. Workforce safety and insurance fund.			
31	e Public employees retirement system			

1		f.	Insurance regulatory trust fund.
2		g.	State risk management fund.
3		h.	Budget stabilization fund.
4		i.	Water projects stabilization fund.
5		j.	Health care trust fund.
6		k.	Cultural endowment fund.
7		I.	Petroleum tank release compensation fund.
8		m.	Legacy fund.
9		n.	Legacy earnings fund.
10		0.	Opioid settlement fund.
11	1	p. <u>o.</u>	A fund under contract with the board pursuant to subsection 3.
12	SEC	CTION	8. AMENDMENT. Section 24-02-37.3 of the North Dakota Century Code is
13	amende	ed and	d reenacted as follows:
14	24-0	02-37	.3. Flexible transportation fund - Budget section approval - State treasurer
15	distributions to political subdivisions - Report. (Retroactive application - See note)		
16	The	re is	created in the state treasury the flexible transportation fund. The fund consists of
17	eligible	feder	al or state funding and any contributed private funds.
18	1.	The	flexible transportation fund must be administered and expended by the director
19		and	may be used for the following:
20		a.	Providing a match for federal funding obtained by the department of
21			transportation.
22		b.	State-funded road and bridge construction and maintenance, and transportation
23			support costs including staffing, facilities, and operational expenditures on the
24			state highway system.
25		C.	State-funded road and bridge construction and maintenance activities within the
26			state but off of the state highway system. The director shall establish the terms
27			and provisions of the program.
28	2.	Allı	money derived from the investment of the flexible transportation fund or any portion
29		of th	ne fund, must be credited to the flexible transportation fund. The director shall
30		moi	nthly transmit all moneys collected and received under this chapter to the state
31		trea	surer 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 ten 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;
 - 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. The director shall allocate a portion of funds deposited in the flexible transportation fund for the benefit of road and bridge maintenance and projects in counties, cities, and townships as follows:
 - a. Twelve and one-half percent of state funds deposited in the fund must be allocated by the director to non-oil-producing counties for projects or grants for the benefit of counties and organized and unorganized townships for the maintenance and improvement of county and township paved and unpaved roads and bridges.

1	b. Six and one-quarter percent of state funds deposited in the fund must be
2	allocated by the director for grants to eligible townships located in
3	non-oil-producing counties for road and bridge repair and replacement projects
4	with priority given for road graveling projects.
5	c. Twelve and one-half percent of state funds deposited in the fund must be
6	allocated by the director for grants to eligible counties for bridge repair and
7	replacement projects. Grants provided under this subdivision must:
8	(1) Give priority to projects based on the number of bridge needs for each
9	county as identified in the most recent data available from the department's
10	bridge condition assessment inventory.
11	(2) Give priority to projects that include the permanent closure and removal of a
12	different bridge in the same county.
13	(3) Require counties to provide matching funds equal to ten percent of total
14	project costs except for projects that include the permanent closure and
15	removal of a different bridge in the same county.
16	d. Six and one-quarter percent of state funds deposited in the fund must be
17	allocated by the director for grants to eligible cities for road and bridge repair and
18	replacements projects.
19	e. The director shall establish criteria to distribute the funds under this subsection.
20	Priority must be given to projects that match federal or private funds and to
21	projects that improve roadways that serve as local corridors. Priority for
22	organized township road projects must be given to projects located in townships
23	that levy at least eighteen mills for general purposes and have a general fund
24	balance of less than one hundred thousand dollars as of December thirty-first of
25	the prior year.
26	f. The amount allocated to organized townships under this subsection must be paid
27	by the county treasurer to each organized township and the amount allocated for
28	unorganized townships under this subsection must be credited by the county
29	treasurer to a special fund for unorganized township roads.

- The state treasurer shall allocate a portion of funds deposited in the flexible transportation fund for the benefit of road and bridge maintenance and projects in counties, cities, and townships, as follows:
 - distributed to non-oil-producing counties for the benefit of organized and unorganized township road needs using the distribution method in section 54-27-19.4. To receive an allocation under this subdivision, an organized township must levy at least eighteen mills for general purposes and have a general fund balance of less than one hundred thousand dollars as of December thirty-first of the prior year.
 - b. Six and one-quarter percent of state funds deposited in the fund must be
 distributed to counties and cities using the formula established in subsection 4 of
 section 54-27-19.
- 6. For purposes of this section, "non-oil-producing county" means a county that had average annual oil production of fewer than ten million barrels based on the average annual oil production in the three-year period ending with the most recently completed even-numbered fiscal year before the start of each biennium.
- 5.7. The director shall provide periodic reports to the budget section regarding the status of the fund and projects receiving allocations from the fund.

SECTION 9. AMENDMENT. Section 49-17.1-05 of the North Dakota Century Code is amended and reenacted as follows:

49-17.1-05. Subsidy of railway lines - Continuing appropriation.

The department, with the approval of the commission, may provide financial assistance, within the limits of funds appropriated by the legislative assembly, for the continuation of operations and maintenance of any railroad within the state, as provided for in the Railroad Revitalization and Regulatory Reform Act of 1976 [Pub. L. 94-210; 90 Stat. 149; 49 U.S.C. 1651 et seq.], or other relevant federal legislation. Moneys in the state rail fund are appropriated to the department on a continuing basis for distributions authorized under this section. The department or the commission may act as the agent in cooperation with the federal government, any local or regional transportation authority, local governmental units, any group of rail users, or any person in any rail service assistance program.

1	SECTION 10. A new section to chapter 54-27 of the North Dakota Century Code is created		
2	and enacted as follows:		
3	Legacy earnings fund - State treasurer - Legacy fund distribution - Allocations.		
4	1. There is created in the state treasury the legacy earnings fund. The fund consists of all		
5	moneys distributed by the state treasurer from the legacy fund pursuant to section 26		
6	of article X of the Constitution of North Dakota. The distribution from the legacy fund		
7	on July first of each odd-numbered year must be equal to eight percent of the five-year		
8	average value of the legacy fund balance as reported by the state investment board.		
9	The average value of the legacy fund balance must be calculated using the fund		
10	balance at the end of each fiscal year for the five-year period ending with the most		
11	recently completed even-numbered fiscal year.		
12	2. From the amount distributed to the legacy earnings fund under subsection 1, the state		
13	treasurer shall allocate seven-eighths of the funding in July of each odd-numbered		
14	year in the following order:		
15	a. The first one hundred two million six hundred twenty-four thousand dollars or an		
16	amount equal to the amount appropriated from the legacy sinking and interest		
17	fund for debt service payments for a biennium, whichever is less, to the legacy		
18	sinking and interest fund under section 6-09.4-10.1.		
19	b. The next two hundred twenty-five million dollars to the general fund to provide		
20	support for tax relief initiatives approved by the legislative assembly.		
21	c. The next one hundred million dollars to the legacy earnings highway distribution		
22	fund for allocations under section 54-27-19.3.		
23	d. The remaining amount as follows:		
24	(1) Fifty percent to the general fund.		
25	(2) The remainder to the strategic investment and improvements fund to be		
26	used in accordance with section 15-08.1-08.		
27	3. From the amount distributed to the legacy earnings fund under subsection 1, the state		
28	treasurer shall allocate the remaining one-eighth of the funding in July of each		
29	odd-numbered year to the flexible transportation fund for allocations under section		
30	<u>24-02-37.3.</u>		

1 SECTION 11. AMENDMENT. Section 54-27-19.3 of the North Dakota Century Code is 2 amended and reenacted as follows: 3 54-27-19.3. Legacy earnings highway distribution fund. 4 A legacy earnings highway distribution fund is created as a special fund in the state treasury 5 into which must be deposited any allocations of legacy fund earnings made under section 6 21-10-1310 of this Act. Any moneys in the legacy earnings highway distribution fund must be 7 allocated and transferred by the state treasurer, as follows: 8 Sixty percent must be transferred to the department of transportation for deposit in the 9 state highway fund; 10 2. Ten percent must be transferred to the legacy earnings township highway aid fund; 11 3. One and five-tenths percent must be transferred to the public transportation fund; and 12 4. Twenty-eight and five-tenths percent must be allocated to cities and counties using the 13 formula established in subsection 4 of section 54-27-19. Moneys received by counties 14 and cities must be used for roadway purposes in accordance with section 11 of 15 article X of the Constitution of North Dakota. 16 SECTION 12. AMENDMENT. Section 57-40.3-10 of the North Dakota Century Code is 17 amended and reenacted as follows: 18 57-40.3-10. Transfer of revenue. 19 After the deposits under sections 57-39.2-26.1, 57-39.2-26.2, and 57-39.2-26.3, moneys 20 collected and received under this chapter must be deposited monthly in the state treasury and 21 allocated as follows: 22 1. Fifty percent to the general fund; and 23 The remaining fifty percent to the flexible transportation fund under section 24-02-37.3. 24 SECTION 13. REPEAL. Sections 21-10-12 and 21-10-13 of the North Dakota Century 25 Code are repealed. 26 **SECTION 14. DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85** 27 PROJECT - REPORT. The department of transportation shall prepare and complete an 28 environmental impact statement process to construct a four-lane highway for the remaining 29 sections of the Theodore Roosevelt expressway which do not have four lanes from the South

Dakota border to interstate highway 94 and from Williston to the Montana border. The

1	uepartin	ent shall provide reports to the legislative management regarding the costs and status		
2	of the impact statement process.			
3	SEC	TION 15. REST AREA COOPERATIVE AGREEMENT. During the biennium beginning		
4	July 1, 2	025, and ending June 30, 2027, the director of the department of transportation shall		
5	review options to enter a cooperative agreement pursuant to section 24-02-02.5 to jointly			
6	administer a rest area at the Theodore Roosevelt national park painted canyon visitor center.			
7	The director may expend moneys from the state highway fund within the limits of legislative			
8	appropriations for operational support of the facility and for facility improvements to support			
9	year-round operations of the facility.			
10	SEC	CTION 16. EXEMPTION - UNEXPENDED APPROPRIATIONS. The following		
11	appropri	ations are not subject to the provisions of section 54-44.1-11 and may be continued into		
12	the biennium beginning July 1, 2025, and ending June 30, 2027:			
13	1.	The sum of \$100,000,000 appropriated from special funds for the purpose of road and		
14		bridge construction projects in subsection 2 of section 13 of chapter 15 of the 2021		
15		Session Laws;		
16	2.	The sum of \$317,000,000 appropriated from federal funds for state, county, and		
17		township road and bridge projects in section 7 of chapter 548 of the 2021 Session		
18		Laws;		
19	3.	The sum of \$61,700,060 appropriated from federal funds for surface transportation		
20		grants in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws;		
21	4.	The sum of \$13,660,000 appropriated from special funds for information technology		
22		projects in section 1 of chapter 40 of the 2021 Session Laws;		
23	5.	The sum of \$9,125,000 appropriated from the general fund in the operating expenses		
24		line item relating to information technology projects in section 1 of chapter 12 of the		
25		2023 Session Laws;		
26	6.	The sum of \$2,500,000 appropriated from special funds to match funding from the		
27		state of Minnesota and other sources for studies, preliminary engineering, and		
28		environmental studies to address northern Red River valley infrastructure affected by		
29		flooding in section 2 of chapter 12 of the 2023 Session Laws;		

9

10

- The sum of \$5,000,000 appropriated from special funds for an environmental study of a portion of United States highway 52, in section 1 of chapter 12 of the 2023 Session Laws;
- The sum of \$757,000 included in the deferred maintenance funding pool line item and transferred to the department of transportation pursuant to section 9 of chapter 640 of the 2023 Special Session Session Laws; and
- The sum of \$161,000,000 appropriated from special funds for flexible transportation fund projects in section 1 of chapter 12 of the 2023 Session Laws.

SECTION 17. EFFECTIVE DATE. Section 12 of this Act is effective for motor vehicle excise tax collections transmitted to the state treasurer after July 31, 2025.

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2012 - Department of Transportation - Senate Action

	Base Budget	Senate Changes	Senate Version
Salaries and wages	\$219,279,648	\$16,710,943	\$235,990,591
New and vacant FTE pool	.,,	13,364,077	13,364,077
Operating expenses	316,256,474	71,088,648	387,345,122
Capital assets	1,101,395,065	851,594,552	1,952,989,617
Grants	112,821,458	(3,581,000)	109,240,458
Total all funds	\$1,749,752,645	\$949,177,220	\$2,698,929,865
Less estimated income	1,749,752,645	949,177,220	2,698,929,865
General fund	\$0	\$0	\$0
FTE	1,001.00	3.00	1,004.00

Department 801 - Department of Transportation - Detail of Senate Changes

Salaries and wages New and vacant FTE pool	Adjusts Base Funding ¹ \$1,454,225	Adds Funding for Salary and Benefit Increases ² \$14,583,718	Adds Funding to Replace 2023-25 New and Vacant FTE Pool ³ \$18,408,702	Transfers Funding for 2025-27 New and Vacant FTE Pool [±] (\$18,890,597) 13,364,077	Adjusts Federal Funds Authority [§]	Adds Funding for Data Management Program [§] \$451,898
Operating expenses Capital assets Grants	12,429,669 (35,505,573)				\$46,286,963 364,215,913 (3,681,000)	
Total all funds Less estimated income General fund	(\$21,621,679) (21,621,679) \$0	\$14,583,718 14,583,718 \$0	\$18,408,702 18,408,702 \$0	(\$5,526,520) (5,526,520) \$0	\$406,821,876 406,821,876 \$0	\$451,898 451,898 \$0
FTE	0.00	0.00	0.00	0.00	0.00	0.00
Salaries and wages	Adds Bridge Load Rating Coordinator ² \$249,997	Adds Funding for Highway 85 Position ⁸ \$203,003	Adds Local Government Team Position ² \$249,997	Increases Local Match Authority ¹	Increases Funding for Information Technology ¹¹	Increases Flexible Fund Spending Authority ¹²
New and vacant FTE pool Operating expenses Capital assets Grants				\$3,800,000	\$4,022,016	\$218,600,000
Total all funds Less estimated income General fund	\$249,997 249,997 \$0	\$203,003 203,003 \$0	\$249,997 249,997 \$0	\$3,800,000 3,800,000 \$0	\$4,022,016 4,022,016 \$0	\$218,600,000 218,600,000 \$0
FTE	1.00	1.00	1.00	0.00	0.00	0.00
	Adjusts State Fleet Authority ¹³	Provides One-Time Funding¹⁴	Provides One-Time Matching Funds ¹⁵	Adds One-Time Funding for Highway 85 Project ¹⁵	Total Senate Changes	
Salaries and wages New and vacant FTE pool Operating expenses Capital assets Grants	\$5,000,000 7,500,000	\$3,350,000 21,684,212 100,000	\$171,300,000	\$100,000,000	\$16,710,943 13,364,077 71,088,648 851,594,552 (3,581,000)	
Total all funds Less estimated income General fund	\$12,500,000 12,500,000 \$0	\$25,134,212 25,134,212 \$0	\$171,300,000 171,300,000 \$0	\$100,000,000 100,000,000 \$0	\$949,177,220 949,177,220 \$0	
FTE	0.00	0.00	0.00	0.00	3.00	

² The following funding is added for 2025-27 biennium salary adjustments of 3 percent on July 1, 2025, and 3 percent on July 1, 2026, and increases in health insurance premiums from \$1,643 to \$1,893 per month:

	Other
	<u>Funds</u>
Salary increase	\$8,694,284
Health insurance increase	5,889,434
Total	\$14,583,718

³ Funding is added to replace 2023-25 biennium new and vacant FTE pool funding as follows:

	Other	
	<u>Funds</u>	
Vacant FTE positions	\$14,863,018	
New FTE positions	3,545,684	
Total	\$18,408,702	

⁴ Funding of \$18,890,597 for new FTE positions and estimated savings from vacant 2025-27 FTE positions is removed and \$13,364,077 is added for a new and vacant FTE pool line item resulting in net savings of \$5,526,520.

Other
<u>Funds</u>
(\$702,997)
(18,187,600)
(\$18,890,597)
13,364,077
(\$5,526,520)

⁵ Federal funding authorization is adjusted based on estimated 2025-27 biennium federal funds to be received.

¹⁴ One-time funding is provided for the following items:

	Other
	Funds
Department facility improvements	\$5,970,000
Appointment system upgrade	3,000,000
Inventory tracking system	350,000
Increased roadway maintenance costs	9,842,212
Walking trail grant	100,000
Equipment replacement	5,872,000
Total	\$25,134,212

¹⁵ One-time funding from the strategic investment and improvements fund is added to match federal highway formula funds.

¹ Funding is adjusted based on agency base budget adjustments.

⁶ Funding is added to develop a department data management program.

⁷ Funding is added for an FTE position to coordinate bridge load rating analysis.

⁸ An FTE position is added for maintenance of newly expanded US Highway 85 segments.

⁹ Funding is added for an FTE position to assist local government entities with federal and state programs.

¹⁰ Estimated appropriation authority is increased for the estimated local match funds for federal projects.

¹¹ Additional funding is provided for agency information technology costs.

¹² Funding authorization from the flexible transportation fund is increased based on additional revenues deposited in the fund to provide a total appropriation to the department from the flexible transportation fund of \$390.1 million.

¹³ Appropriation authority is increased for State Fleet operating and capital asset costs.

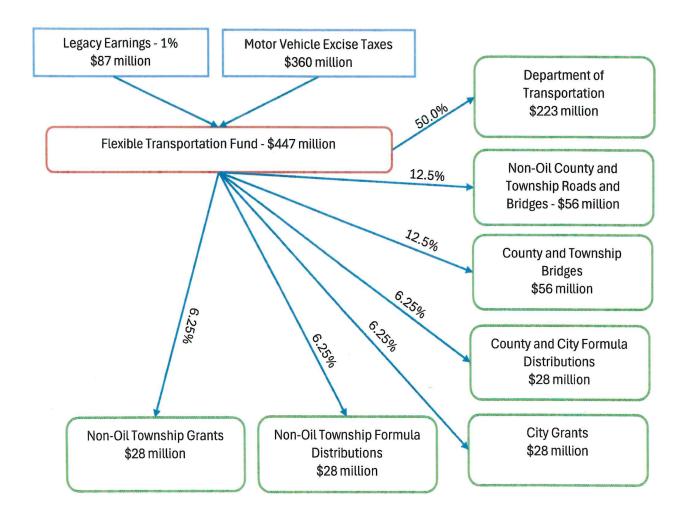
¹⁶ One-time funding from the strategic investment and improvements fund is added for a US Highway 85 project from reference point 120.3 north to the Long X Bridge.

Senate Bill No. 2012 - Other Changes - Senate Action

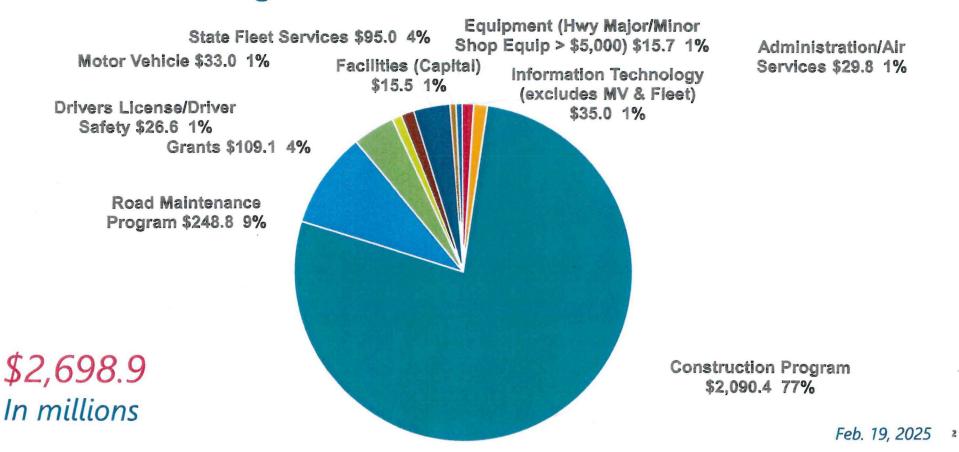
This amendment also:

- · Adds a section regarding the use of funding in the new and vacant FTE pool line item.
- · Adds a section to identify funding provided from the strategic investment and improvements fund.
- Amends the legacy earnings fund to increase the percent of market value deposited in the fund from 7 to 8 percent and transfers the additional percent amount to the flexible transportation fund. This will result in \$86 million deposited in the fund in July 2025.
- Amends the flexible transportation fund to designate the use of moneys deposited in the fund.
- · Amends the state rail fund to provide a continuing appropriation.
- Amends the deposit of motor vehicle excise taxes to provide all taxes after distributions to other funds are deposited in the flexible transportation fund. This is estimated to reduce general fund revenues by \$177.1 million.
- Directs DOT to complete the environmental impact statement process to four-lane the remaining sections of the Theodore Roosevelt Expressway.
- Directs DOT to review options to enter agreements regarding the Painted Canyon visitor center.
- Adds a section to authorize the carryover of funding into the 2025-27 biennium for various projects.

Proposed Flexible Transporation Fund Allocations



NDDOT ALL FUNDS | With Senate Amendments 2025-2027 Budget



NDDOT SPECIAL FUNDS | With Senate Amendments

2025-2027 Budget

Equipment (Hwy Major/Minor Shop Equip > \$5,000) \$15.7 1%

Administration/Air Services

Facilities (Capital) \$15.5 1%

State Fleet Services

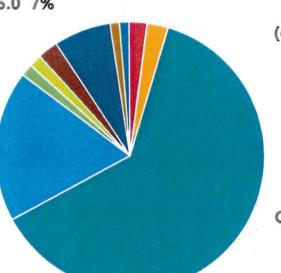
\$95.0 7%

Motor Vehicle \$33.0 2%

Drivers License/Driver Safety \$21.8 2%

Grants \$20.1 1%

Road Maintenance Program \$248.8 18%



\$29.7 2% Information Technology

(excludes MV & Fleet) \$34.6 3%

Construction Program \$857.5 63%

\$1,371.7 In millions

NDDOT FEDERAL FUNDS | With Senate Amendments 2025-2027 Budget

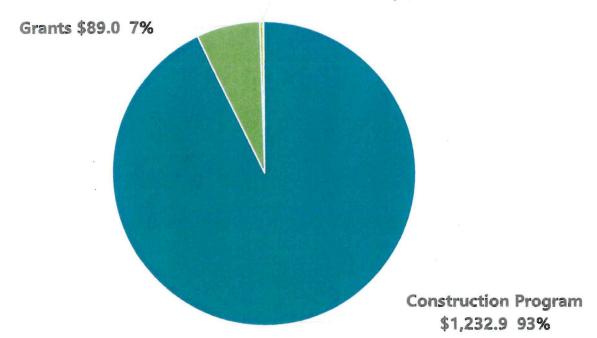
Administration/Air Services \$0.1 0%

Drivers License/Driver Safety

\$4.8 0%

Information Technology (excludes

MV & Fleet) \$0.4 0%



\$1,327.2 In millions

Feb. 19, 2025 4

2025 HOUSE APPROPRIATIONS

SB 2012

2025 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee

Roughrider Room, State Capitol

SB 2012 3/5/2025

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; relating to a legacy earnings fund; relating to funds invested by the state investment board, the flexible transportation fund, the state rail fund, and motor vehicle excise tax collections; relating to legacy fund definitions and a legacy earnings fund; to provide a continuing appropriation; to provide an effective date; and to provide an exemption.

8:30 a.m. Chairman Vigesaa called the meeting to order.

Members present: Chairman Vigesaa, Vice Chairman Kempenich, Representatives Anderson, Bosch, Brandenburg, Fisher, Hanson, Martinson, Meier, Mitskog, Monson, Murphy, Nathe, Nelson, O'Brien, Pyle, Richter, Sanford, Stemen, Swiontek, Wagner

Members Absent: Representatives Berg and Louser

Discussion Topics:

- NDDOT Executive Board Overview
- ND State Fleet Services
- ND Transportation Programs
- VisionZero
- ND Highway Classification System
- State Bridge Inspections
- North Dakota Speed limits
- ND County Roads
- NDDOT Equipment breakdown
- ND Snow and Ice patrol
- Flexible Transportation Fund
- Northern Red River Valley Flood Study
- Highway 85 funding
- NDDOT Grants

8:32 a.m. Ron Henke, Director, Department of Transportation of ND, testified in favor and submitted testimony #38827, #38830, and #38831.

10:02 a.m. Chairman Vigesaa closed the meeting.

Madaline Cooper, Committee Clerk









MISSION

Safely move people and goods.

VISION

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

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

Professionalism | Respect | Integrity | Dedication | Excellence

CULTURAL ASPIRATIONS

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

3





Transportation

Ron Henke Director



Robin Rehborg Deputy Director for Driver Safety



Matt Linneman
Deputy Director
for Engineering

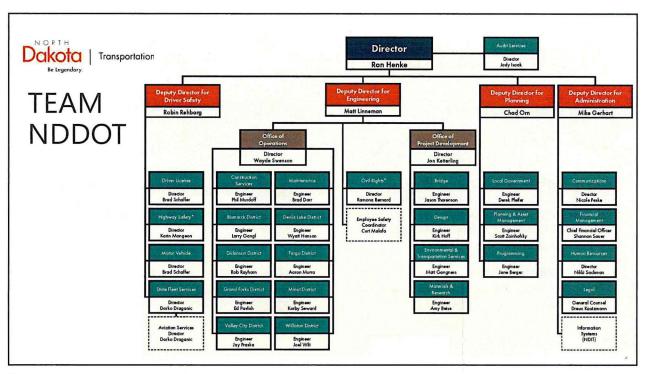


Chad Orn
Deputy Director
for Planning



Mike Gerhart Deputy Director for Administration







ABOUT THE NDDOT



State Fleet Services

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



Driver & Vehicle Services

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



Collaboration

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



Transportation Programs

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



Project Delivery & Operations

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



Highway Safety

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

7

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STRATEGIC FOCUS AREAS



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



INNOVATION – Promote a culture of innovation.



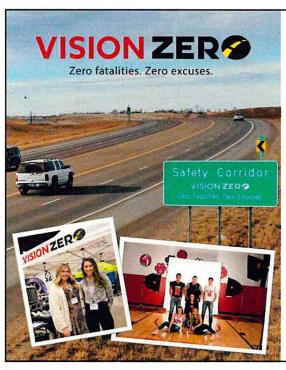
ASSETS - Preserve and enhance assets managed by the NDDOT.



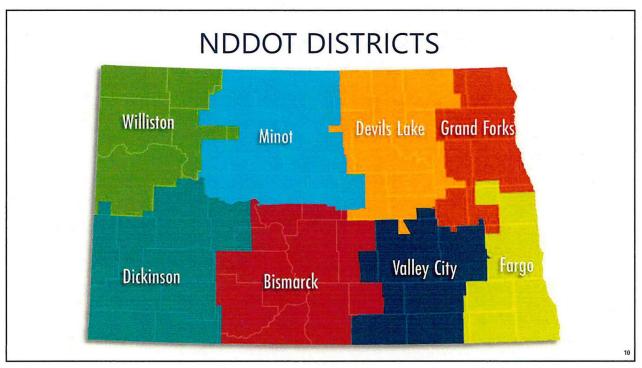
MOBILITY – Improve access to our transportation systems through multi-modal solutions.

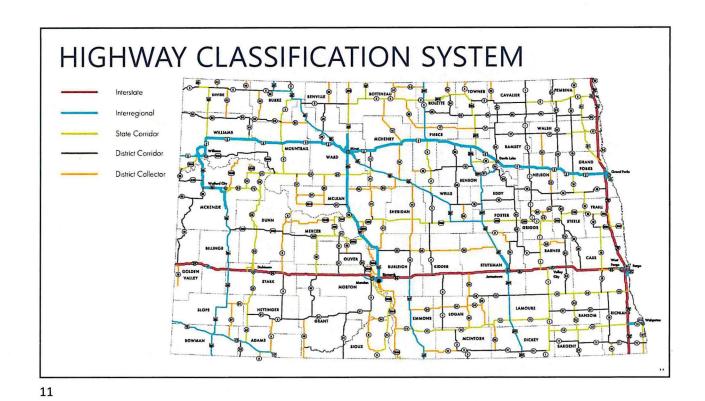


LEADERSHIP - Be a local, state, and nationally trusted leader.



- Mission: Eliminate motor vehicle crash fatalities and serious injuries in ND.
- 2025: 8 (as of Feb. 25)
 2024: 90 fatalities (preliminary)
 2023: 106 fatalities
- Motor vehicle crashes are largely preventable if everyone takes personal responsibility.
- Vision Zero Schools 14 schools engaged (Kidder County, Flasher, Wing, Oakes, Killdeer, Des Lacs-Burlington, LaMoure, Carrington, Standing Rock, Nedrose, Watford City, Sheyenne, Northern Cass and Larimore).
- Regional Coordinators Five across the state - extends the work of Vision Zero into the heart of the community.

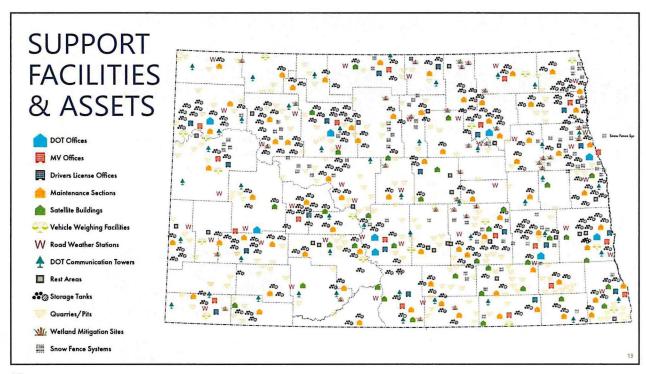




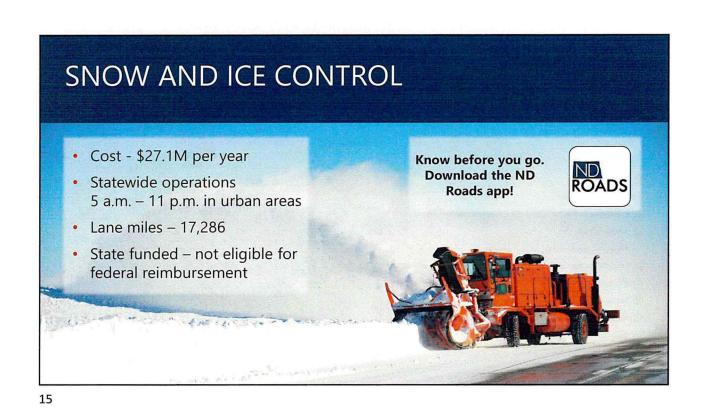
STATE BRIDGE INFRASTRUCTURE

A State Bridges
1,734

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







2023/2025 18.4¢ STATE INFRASTRUCTURE & INVESTMENT FUND 24.4¢ ONE-TIME S179M **FUNDING** STATETAX REGISTRATION FEES FEDERAL TAX **ONE-TIME \$128M** LEGACY EARNINGS HIGHWAY DISTRIBUTION FUND BOTH FEDERAL AND STATE DOLLARS FUND THE NDDOT. \$2.3 BILLION Federal Highway Trust Fund State Highway Tax Distribution Fund 60% and \$121.5M COUNTY 12.5% CITY TOWNSHIP

TRANSIT

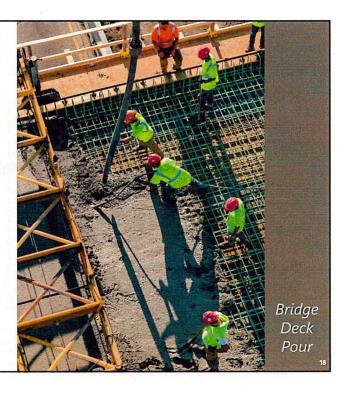


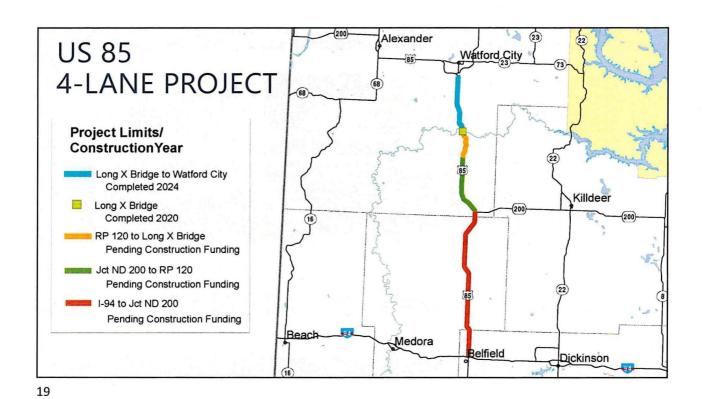
ACCOMPLISHMENTS

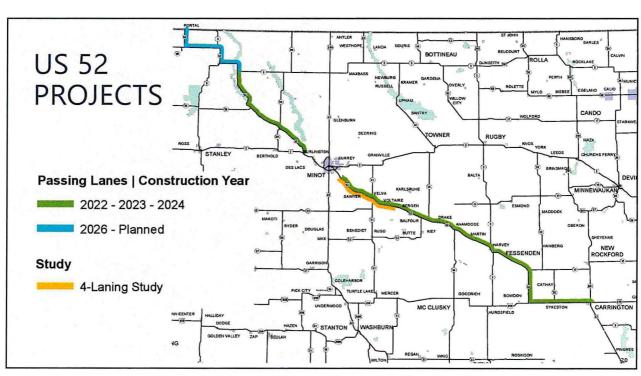
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ACCOMPLISHMENTS

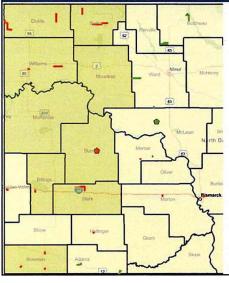
- Completed construction contracts totaling \$1.2B (2023/2024).
- Extended hours of service for snow and ice control.
- Added 6 new CDL testing sites.
- Implemented a new driver license for enhanced ID safety and security.
- 4-laned a 10-mile segment of US 85.
- Launched Buckle Up Phone Down
- Administered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







FLEXIBLE TRANSPORTATION FUND | \$222.5M



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

21

21

NORTHERN RED RIVER VALLEY FLOOD STUDY



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

Find more info at dot.nd.gov/RedRiverFloodStudy

22

EXTENDED HOURS OF SERVICE

SNOW & ICE CONTROL

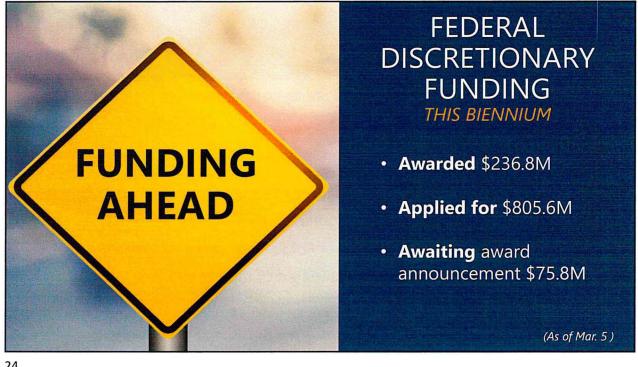
24 Hours Coverage Fargo Metro

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

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



23



FEDERAL DISCRETIONARY FUNDING

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

25

FEDERAL DISCRETIONARY FUNDING

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



FEDERAL DISCRETIONARY FUNDING

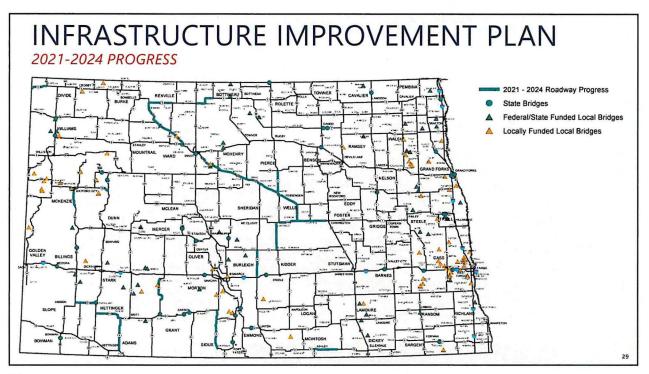
- INFRA Grant US 52 Freight Reliability (Awarded Oct. 2024) \$20M
 This project will:
 - Install acceleration/deceleration lanes at up to 6 rail crossings;
 - Reconstruct US 52/ND 3 intersection at Harvey;
 - Add turn lanes at 4 intersections between Velva & Anamoose;
 - o Mill and overlay from reference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

27

27

FEDERAL DISCRETIONARY FUNDING

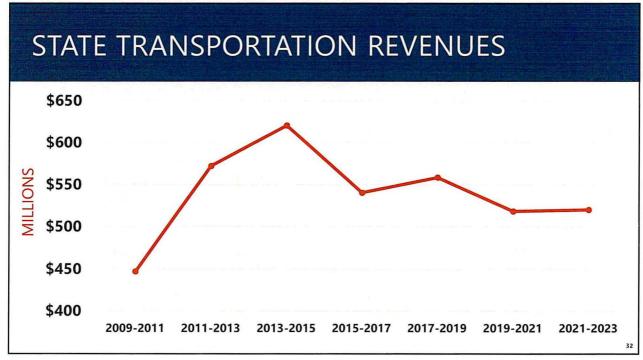
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 Grant I-94 Reconstruction (Awarded Jan. 2025) This project will reconstruct
 20 miles of I-94 east of Bismarck (RP 162-172 WB and 172-182 EB). \$24.5M
- RAISE Grant Marley Crossing Planning (Awarded Jan. 2025) This project will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



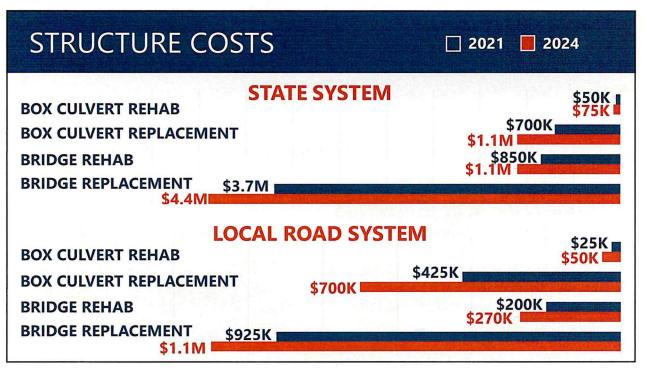


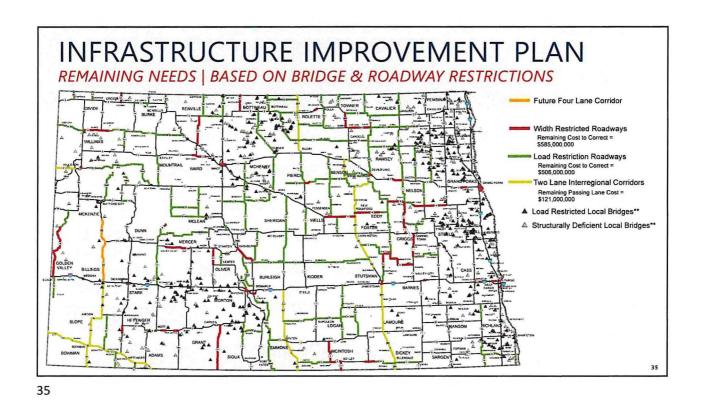
- BISMARCK STATE STREET PROJECT America's Transportation Award for Safety, Medium Project
- 1804 TEST SECTION PROJECT American Association of Highway and Transportation Officials (AASHTO) Committee on Materials & Pavement Innovation Award
- NDDOT TRAINING ACADEMY AASHTO President's Award
- MOTOR VEHICLE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











EQUIPMENT & BUILDING NEEDS

EQUIPMENT

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

DISTRICT/SECTION BUILDINGS

Capital Projects and Deferred Maintenance

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





3

MEET THE NEEDS OF NORTH DAKOTANS & TEAM NDDOT

NDDOT STRATEGIC GOALS

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

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2025-27 EXECUTIVE BUDGET RECOMMENDATION

Object/Revenue		2023-25 Biennium Appropriations	2025-27 Base Budget Recommended	2025-27 Optional Budget Changes Recommended	2025-27 Total Budget Recommended
Description	Code				
TOTAL BY APPROPRIATIONS ORGS		2,306,094,393	1,749,752,645	728,506,743	2,478,259,388
Salaries and Wages	80110	217,746,396	219,279,648	35,804,543	255,084,191
Operating Expenses	80130	332,881,474	316,256,474	76,588,648	392,845,122
Capital Improvements	80150	1,556,395,065	1,101,395,065	619,794,552	1,721,189,617
Grants	80160	120,571,458	112,821,458	(3,681,000)	109,140,458
Contingent Loan Authorization	80175	78,500,000	19. 7.		
TOTAL BY OBJECT SERIES		2,306,094,393	1,749,752,645	728,506,743	2,478,259,388
General	GEN	10,375,000	-		-
Federal	FED	1,219,302,445	929,302,445	398,482,466	1,327,784,911
Special	SPEC	1,076,416,948	820,450,200	330,024,277	1,150,474,477
TOTAL BY FUNDS		2,306,094,393	1,749,752,645	728,506,743	2,478,259,388
Full Time Equivalent Positions		1,001	1,001	4	1,005



SB 2012 EXISTING SECTION

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 when it is cost-effective for construction and maintenance of highways. The department of transportation shall notify the office of management and budget of any transfers made pursuant to this section.

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SB 2012 REQUESTED AMENDMENTS

STRATEGIC INVESTMENT AND IMPROVEMENTS FUND.

The estimated income and the capital assets line items in section 1 of this Act include the sum of \$257,400,000 from the strategic investment and improvements fund for the following purposes:

- 1. The sum of \$171,300,000 for matching federal highway formula funding for transportation infrastructure projects;
- 2. The sum of \$85,000,000 for matching federal highway discretionary funding for transportation infrastructure projects;
- 3. The sum of \$1,100,000 for replacement of the pavement management van.

REQUESTED AMENDMENTS CONT.

UNEXPENDED APPROPRIATIONS.

The following sections are not subject to the provisions of section 54-44.1-11 and may continue into the 2025 – 2027 biennium:

- 1. The remaining \$14,147,246 of the \$100,000,000 appropriated from special funds for the purpose of road and bridge construction projects in section 13, subsections 2 of chapter 15 of the 2021 Session Laws.
- 2. The remaining \$11,697,962 of the \$317,000,000 appropriated from federal funds for state, county, and township road and bridge projects in section 7 of chapter 548 of the 2021 Session Laws *
- 3. The remaining \$4,478,557 of the \$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.
 - * Will be expended by Dec. 2026.

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REQUESTED AMENDMENTS - UNEXPENDED APPROPRIATIONS CONT.

- 4. The remaining \$12,080,513 of the \$13,660,000 appropriated from special funds for information technology projects in section 1 of chapter 40 of the 2021 Session Laws and the remaining \$8,448,243 of the additional \$9,125,000 appropriated from the general fund in the operating expenses line item relating to information technology projects in section 1 of chapter 12 of the 2023 Session Laws.
- 5. The remaining \$2,151,245 of the \$2,500,000 appropriated from special funds to match funding from the state of Minnesota and other sources for studies, preliminary engineering, and environmental studies to address northern Red River valley infrastructure affected by flooding; and the remaining \$2,368,407 of the \$5,000,000 appropriated from special funds for an environmental study of a portion of United States Highway 52, in section 1 of chapter 12 of the 2023 Session Laws.
- **6.** The sum of \$757,000 included in the deferred maintenance funding pool line item and transferred to the department of transportation pursuant to chapter 47, section 15 of the 2023 session laws.
- 7. The sum of \$162,000,000 appropriated from special funds for Flexible Transportation Fund projects in section 1 of chapter 12 of the 2023 Session Laws.

REQUESTED AMENDMENTS CONT.

AMENDMENT. 49-17.1-05. of the North Dakota Century Code is amended and reenacted as follows:

49-17.1-05. SUBSIDY OF RAILWAY LINES – CONTINUING APPROPRIATION. The department, with the approval of the commission, may provide financial assistance, within the limits of funds appropriated by the legislative assembly, for the continuation of operations and maintenance of any railroad within the state, as provided for in the Railroad Revitalization and Regulatory Reform Act of 1976 [Pub. L. 94-210; 90 Stat. 149; 49 U.S.C. 1651 et seq.], or other relevant federal legislation. Moneys in the state rail fund are appropriated to the department of transportation on a continuing basis for distributions authorized under this section. The department or the commission may act as the agent in cooperation with the federal government, any local or regional transportation authority, local governmental units, any group of rail users, or any person in any rail service assistance program.

MISCELLANEOUS EXPENSES FOR NDDOT FACILITIES. The NDDOT may expend funds for basic workspace appliances limited to coffee makers, microwaves and refrigerators.

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REQUESTED AMENDMENTS CONT.

SB 2012 ADDITIONAL REQUEST ABOVE EXECUTIVE BUDGET RECOMMENDATION

LOAN AUTHORIZATION - HIGHWAY IMPROVEMENT PROJECTS.

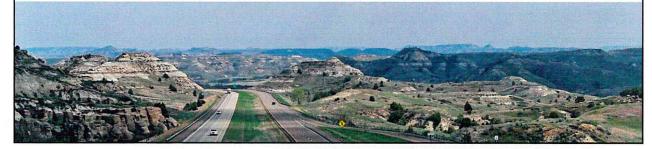
The department of transportation may borrow from the Bank of North Dakota, \$55,000,000, or so much of the sum as may be necessary, which is hereby appropriated to the department of transportation in the capital assets line item in section 1 of this Act for matching a federal grant that has been awarded to the department of transportation for construction on US Highway 85, for the biennium beginning July 1, 2025, and ending June 30, 2027. The department of transportation shall request from the seventieth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

If approved, capital improvements line item should be increased by \$55M.

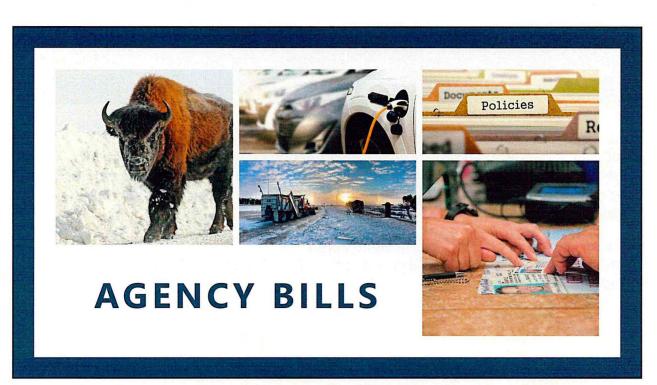
REQUESTED AMENDMENTS CONT.

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, 2025, and ending June 30, 2027.



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LEGISLATIVE PRIORITIES

SB 2062 | Request for Bids

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

HB 1056 | Ownership of Lake Oahe Bridge and Roadway

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



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LEGISLATIVE PRIORITIES

SB 2063 | Delayed Bid Opening

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

HB 1051 | Tribal Access to Special Road Funds

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

LEGISLATIVE PRIORITIES

HB 1053 | State Highway System Regulated Size Limit

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

HB 1054 | Highway Sponsorship

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

49

49

LEGISLATIVE PRIORITIES

HB 1055 | Regulation of Hydraulic Brake Fluid

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

HB 1052 | Tourist-Oriented Direction Signs

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

SB 2061 | Align NDCC with Federal Regulations Regarding Railroad Crossings

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

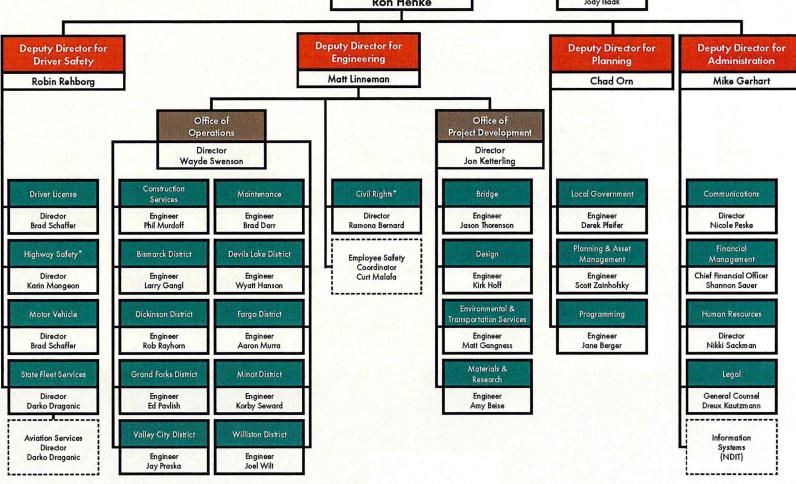




Transportation

Director Ron Henke Audit Services Director Jody Isaak

TEAM NDDOT



2025-27 EXECUTIVE BUDGET RECOMMENDATION

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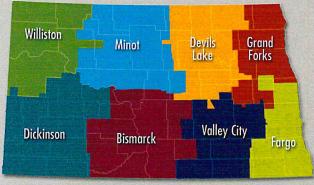
Transportation

Be Legendary.

NDDOT FACT SHEET

2024 Update

WHO WE ARE



District Map

1,001

Full-Time Team Members

30-50

Temporary Team Members

8

Districts

WHAT WE'RE ABOUT

Mission:

Safely move people and goods.

Vision:

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

Values:

Professionalism | Respect | Integrity | Dedication | Excellence

Goals/Objectives:

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

Innovation - Promote a culture of innovation.

Assets - Preserve and enhance assets managed by NDDOT.

Mobility - Improve access to our transportation system through multi-modal solutions.

Leadership - Be a local, state and nationally trusted leader.

Cultural Aspirations:

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

WHAT WE DO



Highway Safety

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



Driver & Vehicle Services

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



Collaboration

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



Project Delivery & Operations

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



Transportation Programs

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



State Fleet Services

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

DRIVER & VEHICLE SERVICES





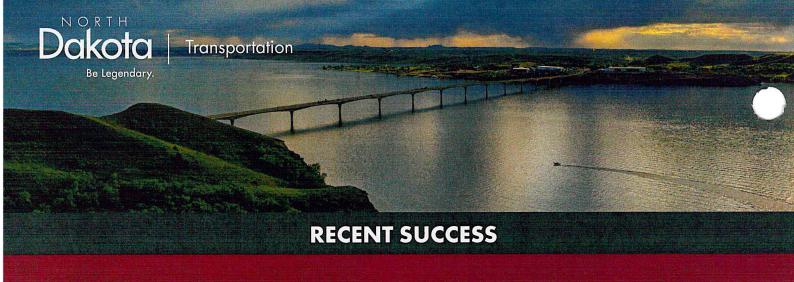












Expanded & Improved Services for ND Citizens

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

Focus on Highway Safety

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

Improved Infrastructure

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



AAMVA Communications Awards
Vision Zero Impaired Driving Campaign





AAMVA Reinventing Customer
Experience Award
Driver License & Motor Vehicle



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



AASHTO President's Award NDDOT Training Academy



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

LEARN MORE



NDDOT Biennial Report



dot.nd.gov





STAY CONNECTED











ND Roads and ND Drive Apps







FUNDING THE NDDOT

2024 Update

North Dakota's transportation system is a tremendous asset.

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

NORTH DAKOTA SYSTEM

AND COSTS TO MAINTAIN

88,447 / ! \

State Highway System 7,415

Per Mile Cost

\$3.5M interstate concrete reconstruction major roadway reconstruction

\$1.0M pavement resurfacing

preventive maintenance

4,814 total bridges

State Bridges 1,734

53M

for each bridge replacement

\$400K

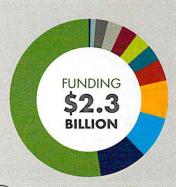
for bridge rehabilitation

351

41 tow plows, 19 rotary snow blowers, 70 tractors and 64 loaders

\$27.1 M snow and ice control each winter

2023-2025 BIENNIAL BUDGET



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

\$10.4M General Fund

\$11.5M Rail Loan Program

\$13.9M Misc. Highway Fund Revenue

\$60.0M Legacy Earnings Highway Distribution Fund \$69.8M Local Government Reimbursements

\$74.6M License, Fees, Permits

578.5M Borrowing (SB 2012 Section 4&5)

\$80.3M Fleet Revenue

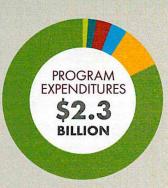
\$102.5M Motor Vehicle Revenue

5177.2M One-Time Non-Recurring State Funds

\$204.5M Fuel Taxes

\$222.5M Flexible Transportation Fund*

\$1,219.3M Federal Revenue



\$29.6M Motor Vehicle

\$37.8M Driver License

\$67.5M Administrative Program

too see a se

DOT Maintenance

\$80.3M State Fleet Program

\$1,894.6M Highways Program

HOW WE ARE FUNDED

Both federal and state dollars fund the NDDOT.

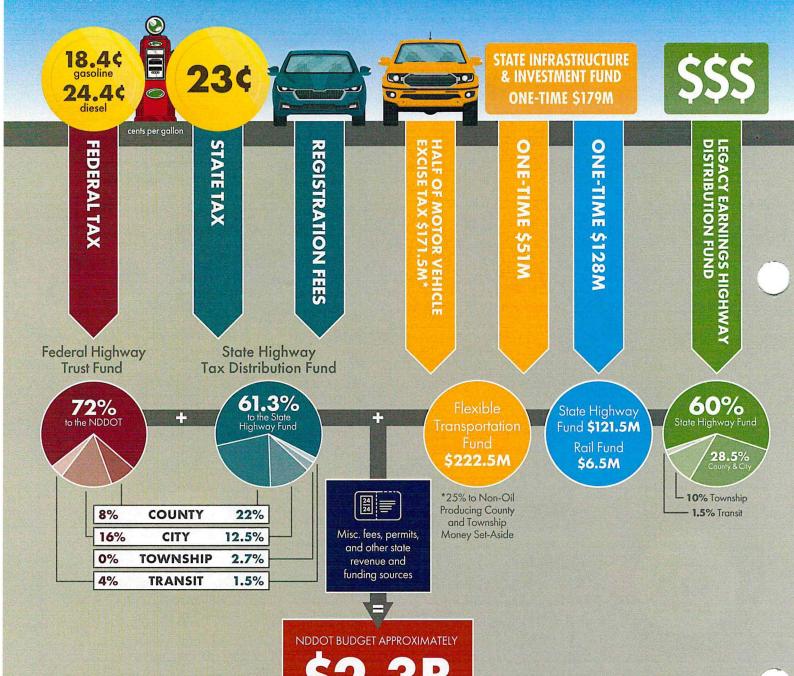
Dakota

Transportation

Be Legendary.

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

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



2023-2025 biennium

VISION ZER®

Zero fatalities. Zero excuses.

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

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

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

"E" STRATEGIES

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

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





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

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

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

PERSONAL RESPONSIBILITY

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





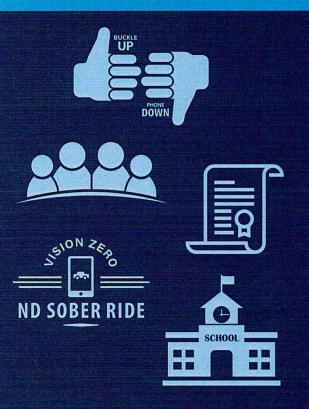






- Buckling up and transporting children in child passenger safety seats appropriate for the child's age, height and weight.
- Driving distraction-free.
- Driving sober (not under the influence of alcohol and/or drugs).
- Obeying all posted speed limits and driving according to road conditions.

SUCCESSES



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

STAY CONNECTED



VisionZeroND



@VisionZeroND



VisionZeroNorthDakota



VisionZero.ND.gov

dottrafficgrp@nd.gov

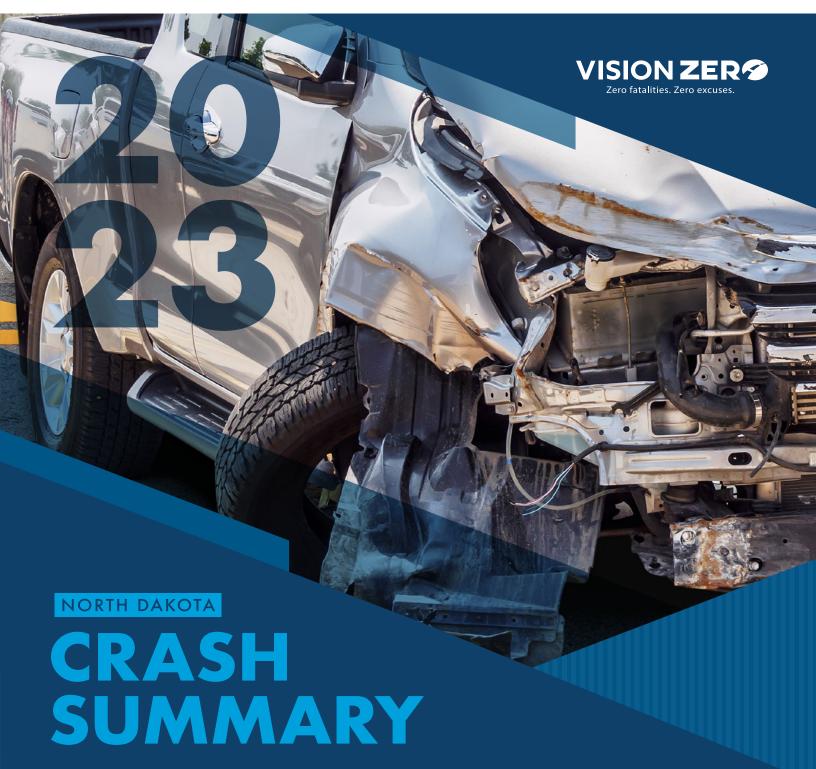




search "Vision Zero ND"









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

MISSION:

Eliminate fatalities and serious injuries on North Dakota roadways.

VISION ZER®

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
Vehicle Crashes, Fatalities & Injuries in North Dakota: A Decade in Review (2014-2023)
2023 Vehicle Crashes, Fatalities & Injuries in North Dakota
Occupant Protection
Impaired Driving
Distracted Driving
Speed and/or Aggressive Driving
Lane Departure
Heavy Trucks
Young Drivers
Bicycles and Pedestrians
Motorcycles and Off-Highway Vehicles
Preventing Vehicle Crashes, Fatalities & Injuries
Vision Zero Partner Network
North Dakota Crash Memorial Wall

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 2023, preventable human behavior including not wearing a seat belt, alcohol and speed and/or aggressive driving contributed significantly to motor vehicle fatalities. Of the 106 fatalities in 2023, 47% 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), 33% involved speed and/or aggressive driving, and 50% were lane departure-related.

Motor vehicle crash fatalities can be reduced if every driver and passenger 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 (2014-2023)

There were more than 10,400 vehicle crashes during 2023 resulting in fatalities, injuries and property damage.

The highest number of fatalities over a 10-year period occurred in 2014 (135), followed by a steady decrease through 2016. In 2017, there was a 2.7% increase in fatalities; however, from 2017 to 2023 fatalities decreased by over 9%.



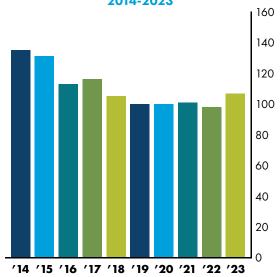


Since 2019, there have been more than 40,000 lives lost to vehicle crashes each year in the United States compared to about 100 lives lost to crashes each year in North Dakota.

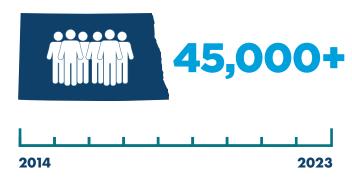
North Dakota Motor Vehicle Crashes, Fatalities and Injuries 2014-2023

Year	Crashes	Fatalities	Injuries
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
2022	10,734	98	3,763
2023	10,475	106	2,828

North Dakota Motor Vehicle Fatalities 2014-2023

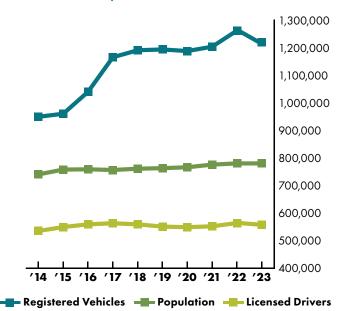


North Dakota's fatality rate per 100 million vehicle miles traveled (VMT) has been consistently **lower** than the national rate over the past six years. VMT is a measure of crash exposure – the more vehicle miles driven, the greater the exposure to the risk of a crash.



According to the U.S. Census Bureau, North Dakota's population increased by slightly more than 45,000 people over the past 10 years.

North Dakota People, Drivers, and Vehicles, 2014-2023

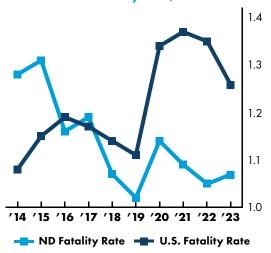


North Dakota vs. United States Motor Vehicle Fatalities and Vehicle Fatality Rate, 2014-2023

Year	ND Fatalities	ND Fatality Rate*	U.S. Fatalities	U.S. Fatality Rate*
2014	135	1.28	32, <i>7</i> 44	1.08
2015	131	1.31	35,484	1.15
2016	113	1.16	37,806	1.19
2017	116	1.19	37,473	1.1 <i>7</i>
2018	105	1.07	36,835	1.14
2019	100	1.02	36,355	1.11
2020	100	1.14	39,007	1.34
2021	101	1.09	42,939	1.3 <i>7</i>
2022	98	1.05	42,795	1.35
2023	106	1.07	40,990	1.26

^{*}Number of fatalities per 100 million vehicle miles traveled.

North Dakota vs. United States Motor Vehicle Fatality Rate, 2014-2023



2023 VEHICLE CRASHES, FATALITIES & INJURIES IN NORTH DAKOTA

In 2023, there were 106 individuals who lost their lives in motor vehicle crashes in North Dakota. Those who died ranged in age from five to 97. The majority (83%) were North Dakota residents.



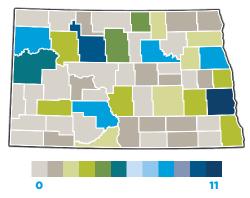






Of the motor vehicle fatalities, 73 (69%) were in a passenger vehicle, 16 (15%) were motorcyclists, 10 (9%) were pedestrians, three (3%) were individuals on all-terrain vehicles (ATVs) and other miscellaneous vehicle types (such as snowmobiles, golf carts, segways, etc.) and four (4%) were in trucks and tractors.

Fatalities occurred in 32 (60%) of 53 counties.



North Dakota Motor Vehicle Crashes, Fatalities and Injuries by County, 2023

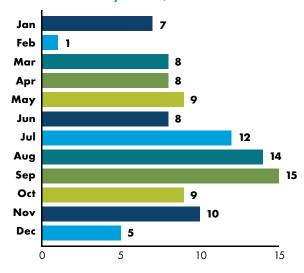
County	Crashes	Fatalities	Injuries	Crash Rate per MVMT	
Adams	12	1	6	.03	
Barnes	183	3	70	.08	
Benson	. 16	8	11	.02	
Billings	26	0	11	.03	
Bottineau	45	0	26	.05	
Bowman	. 11	0	2	.02	
Burke	23	0	10	.04	
Burleigh	2,173	3	623	.29	
Cass	2,488	11	1,024	.15	
Cavalier	22	1	9	.04	
Dickey	39	1	9	.07	
Divide	21	0	8	.04	
Dunn	101	0	42	.06	
Eddy	19	0	1	.06	
Emmons	35	1	17	.06	
Foster	23	1	9	.05	
Golden Valley	15	0	5	.03	
Grand Forks	885	8	281	.13	
Grant	13	0	4	.04	
Griggs	3	0	0	.01	
Hettinger	13	0	8	.03	
Kidder	70	0	22	.06	
LaMoure	28	1	13	.05	
Logan	12	1	1	.05	
McHenry	<i>7</i> 6	4	36	.06	
McIntosh	22	0	10	.08	
McKenzie	278	5	10 <i>7</i>	.06	
McLean	89	0	42	.04	
Mercer	57	1	25	.06	
Morton	474	8	145	.10	

North Dakota Motor Vehicle Crashes, Fatalities and Injuries by County, 2023 (cont.)

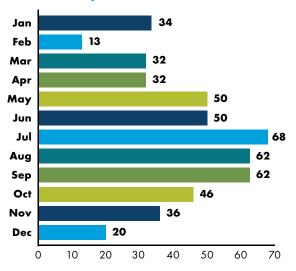
County	Crashes	Fatalities	Injuries	Crash Rate per MVMT
Mountrail	102	3	42	.04
Nelson	39	2	43	.06
Oliver	7	0	3	.02
Pembina	62	1	26	.05
Pierce	23	0	11	.04
Ramsey	119	0	63	.08
Ransom	33	0	15	.06
Renville	11	1	7	.03
Richland	161	3	57	.05
Rolette	24	4	33	.02
Sargent	12	0	7	.02
Sheridan	17	0	15	.07
Sioux	2	2	1	.00
Slope	8	0	3	.03
Stark	553	3	100	.14
Steele	3	1	0	.01
Stutsman	436	2	123	.13
Towner	9	2	4	.03
Traill	128	3	49	.05
Walsh	61	2	24	.04
Ward	672	10	292	.10
Wells	42	1	19	.06
Williams	679	8	258	.11
TOTAL	10,475	106	3,772	.11

Motor vehicle fatalities occur each month of the calendar year. However, over the past five years more people have died in crashes in the warm weather months (May-October) than the cold weather months. Warm weather months are also peak travel months where more vehicle miles are driven. During the five-year period (2019-2023), July had the most motor vehicle fatalities.

North Dakota Motor Vehicle Fatalities, by Month, 2023



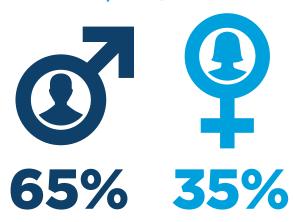
North Dakota Motor Vehicle Fatalities by Month, 2019-2023



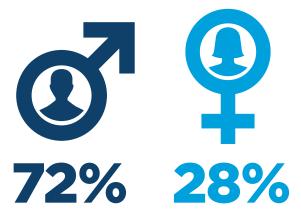
2023 Vehicle Crashes, Fatalities & Injuries in North Dakota (continued)

In 2023, males died in motor vehicle crashes almost two times more than females.

North Dakota Motor Vehicle Fatalities by Gender, 2023

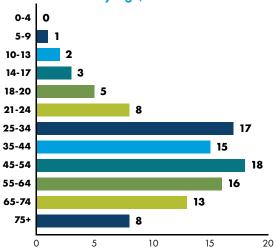


North Dakota Motor Vehicle Fatalities by Gender, 2019-2023

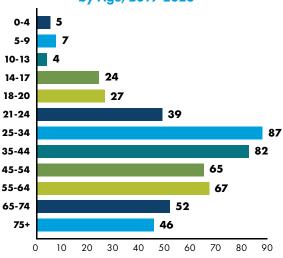


Nearly 2/3 (62%) of those who died in motor vehicle crashes over the past five years were between the ages of 25 and 64.

North Dakota Motor Vehicle Fatalities by Age, 2023

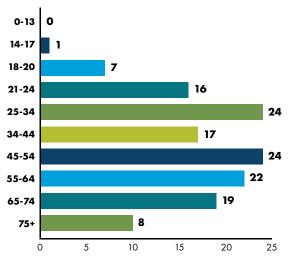


North Dakota Motor Vehicle Fatalities by Age, 2019-2023

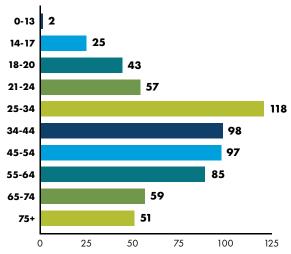


Drivers in fatal crashes were also primarily between the ages of 25 and 64.

North Dakota Age of Drivers Involved in Fatal Motor Vehicle Crashes, 2023



North Dakota Age of Drivers Involved in Fatal Motor Vehicle Crashes, 2019-2023



Historically, more fatalities occur during Thanksgiving, Independence Day and Memorial Day than other holidays.

North Dakota Holiday Motor Vehicle Fatalities, 2023



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, 2019-2023



OCCUPANT PROTECTION



Seat belts save lives. They are the single most effective safety device to prevent death and injury in a motor vehicle crash.¹

TO DAYS
one unbelted vehicle
occupant died (ND 2023)

~ EVERY

DAYS
one unbelted vehicle
occupant was elected (ND 2023)

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.

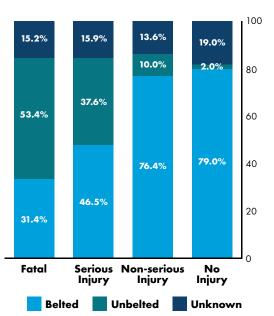
Fortunately, most people who drive and ride in motor vehicles understand how important it is to wear a seat belt. An annual survey of observed seat belt use in North Dakota shows that about eight out of every 10 people wear a seat belt (78.5%). But it is those who do not wear seat belts who are much more likely to lose their life in a crash.

North Dakota Unbelted Motor Vehicle Fatalities, 2019-2023

Year	Fatalities*	No Seat Belt Used	Percent Unbelted
2019	74	34	46%
2020	68	41	60%
2021	80	37	46%
2022	68	47	69%
2023	76	36	47%

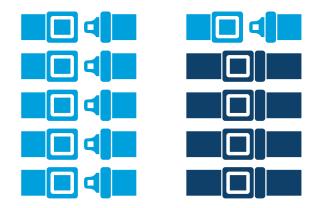
*Includes fatalities where seat belts were available within the vehicle. Excludes fatalities where seat belts do not apply (pedestrians, bicycles, motorcycles, off-highway vehicles, persons riding on the exterior of motor vehicles, bus passengers and farm/construction equipment).

North Dakota Percent of Restraint Use by Injury Classification, 2019-2023



¹ National Safety Council

Crash data shows a direct correlation between seat belt use and injury severity. Unbelted vehicle occupants in crashes account for the largest percent of fatalities, while belted occupants most commonly receive non-serious or no injuries.



Over the past five years (2019-2023), more than half (53%) of the people killed in a motor vehicle crash, where seat belts were available, were not buckled at the time of the crash. And, 79% of the unbelted fatalities were males.

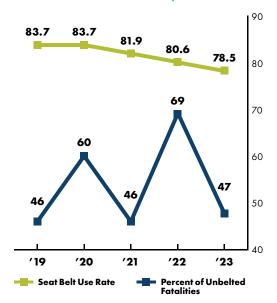
In 2023 alone, 47% of motor vehicle fatalities were not wearing their seat belt. Of those unbelted fatalities, 64% were partially or totally ejected. Further, 67% of single vehicle rollover fatalities were not wearing their seat belt and 82% of those unbelted fatalities were either partially or totally ejected.

North Dakota's observed seat belt use has been consistently lower than the national seat belt use rate over the past 10 years (2014-2023).

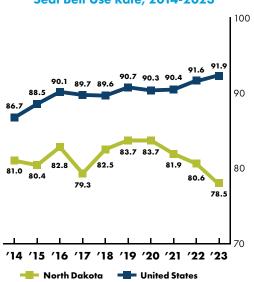
On August 1, 2023, North Dakota's seat belt law moved from secondary to primary enforcement. The updated law allows law enforcement to stop and issue a seat belt citation to someone not wearing a seat belt and requires all front and back seat occupants to be buckled up regardless of age.

Seat belts save lives. Wear your seat belt – every seat, every trip, every time!

North Dakota Seat Belt Use and Unbelted Motor Vehicle Fatalities, 2019-2023



North Dakota vs. United States Seat Belt Use Rate, 2014-2023



IMPAIRED DRIVING



Alcohol and drug-related crashes are 100% preventable. Many lives would be saved each year if every driver consistently makes the choice to drive sober and not while under the influence of alcohol and/or drugs.

TEVERY

HOURS

one alcohol-related crash occurred (ND 2023)

~ EVERY

DAYS

one alcohol-related vehicle fatality occurred (ND 2023)

Yet, 191 people have died in alcohol-related crashes over the past five years and alcohol is a factor in about 35% of fatal crashes annually. The percent of alcohol-related fatal crashes shows an overall decreasing trend during the most recent five-year period (2019-2023).

In 2023, approximately 17% of adult arrests were for Driving Under the Influence (DUI)² and the average blood alcohol content (BAC) among DUI offenders was .172 – well over the legal limit of .08.

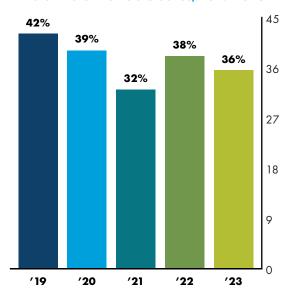
Drive sober or find a sober ride.

North Dakota Motor Vehicle Crashes, Fatalities and Injuries Involving Alcohol, 2019-2023

Year	Total Fatal Crashes	Fatalities	Injuries
2019	38	43	402
2020	37	39	407
2021	27	35	396
2022	36	36	419
2023	34	38	342

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, 2019-2023



² North Dakota Office of Attorney General, Bureau of Criminal Investigation, Crime in North Dakota, 2023

DISTRACTED DRIVING



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:





According to the National Highway Traffic Safety Administration (NHTSA), 3,308 people nationwide were killed in motor vehicle crashes involving distracted drivers in 2022.*

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 underreported. However, in 2023 there were:

- 865 crashes related to distracted driving including two fatal crashes and 35 serious injury crashes in North Dakota.
- 1,316 distracted driving violations 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.



The Buckle Up Phone Down (BUPD) pledge is simple: when you get into any vehicle, buckle up and encourage others to do the same. If you are a driver, put the cell phone down. Every trip, every time!

Make an impact by taking the pledge and spreading the word to your colleagues, family and friends. You can help us reach Vision Zero. We challenge you, North Dakota! Take the pledge now at VisionZero.ND.gov and get instant access to policies, social media posts, talking points and more.



^{*}Most current data available

SPEED AND/OR SPEEDING SLOWS YOU DOWN AGGRESSIVE DRIVING

Speed and/or aggressive driving was a factor in 33% of fatal crashes in 2023.

HOURS
one speed/aggressive driving
involved crash occurred (ND 2023)

~ EVERY

The speed-related fatality occurred (ND 2023)

According to NHTSA, 12,151 lives were lost (an average of over 33 people on a typical day) in speed-related vehicle crashes in the U.S. in 2022.*

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 49 drivers involved in fatal crashes in 2023 with speed and/or aggressive driving identified as a contributing factor, 67% were ages 18-44 and 80% were male.

It's not just aggressive driving, it's deadly driving. Stop speeding before it stops you.

North Dakota Fatal Motor Vehicle Crashes Involving Speed/Aggressive Driving* 2019-2023

Year	Total Fatal Crashes	Speed/Aggr. DrivInvolved Fatal Crashes	Percent
2019	91	26	29%
2020	96	33	34%
2021	85	29	34%
2022	96	30	31%
2023	96	32	33%

*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.

PEOPLE
people have died in speed/aggressive
driving-involved crashes over the pass
five years. (ND 2023)

North Dakota Motor Vehicle Crashes, Fatalities and Injuries Involving Speed/ Aggressive Driving* 2019-2023

Year	Crashes	Fatalities	Injuries
2019	5,187	27	1,629
2020	3,153	36	1,225
2021	3,663	35	1,613
2022	3,936	34	1,550
2023	3,932	33	1,427

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.



one lane departure-related fatality occurred (ND 2023)

In 2023, 78% of single-vehicle fatal lane departure crashes involved overturning/rolling over and 22% 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. In 2023, officer suspected alcohol involvement was a contributing factor in 48% of fatal lane departure crashes in North Dakota.

Stay in your lane.

North Dakota Motor Vehicle Crashes, Fatalities and Injuries Involving Lane Departure, 2019-2023

Year	Crashes	Fatalities	Injuries
2019	5,198	63	1,460
2020	3,510	56	1,278
2021	3,642	57	1,393
2022	4,100	47	1,391
2023	4,358	53	1,063

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.

Safety Corridor VISION ZER®

Zero Fatalities. Zero Excuses.

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, semitrailer, doubles and triples), and trucks with greater than 10,000 lbs. Gross Vehicle Weight Rating (GVWR) without a classified body type.

THOURS
one heavy vehicle-related

TEVERY

DAYS

one heavy vehicle-related fatality occurred (ND 2023)

In 2023, 50% of heavy vehicle-related crashes were single vehicle crashes and 15% were rear-end crashes. Additionally, 23% happened at an intersection or were intersection-related, 16% were a rollover crash and 24% were speed-related.

Motor vehicle crashes involving heavy vehicles are more common October-March (64%) than warm weather months and a majority are in rural areas (81%).

Share the road with trucks.

North Dakota Motor Vehicle Crashes, Fatalities and Injuries Involving Heavy Trucks*, 2019-2023

Year	Crashes	Fatalities	Injuries
2019	1,139	15	341
2020	772	15	205
2021	734	. 11	273
2022	720	23	334
2023	1,179	24	244

*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.



81%

of motor vehicle crashes involving heavy vehicles were in rural areas (ND 2023



19%

of motor vehicle crashes involving heavy vehicles were in urban areas (ND 2023)

YOUNG DRIVERS

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.³





In North Dakota, teen drivers account for 6% of all licensed drivers but are behind the wheel in nearly 20% of all crashes.

Teen drivers (age 14-19) were involved in 6% of fatal crashes in 2023. And, over the past five years, 45 teens have died in vehicle crashes.

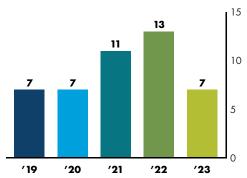
North Dakota Teen Driver Involvement in All Crashes, 2019-2023

Year	Total Crashes	Teen Driver Crashes	Percent
2019	14,221	2,579	18%
2020	8,820	1,760	20%
2021	9,585	2,052	21%
2022	10,734	1,706	16%
2023	10,549	2,148	20%

North Dakota Teen Driver Involvement in Fatal Motor Vehicle Crashes, 2019-2023

Year	Total Fatal Crashes	Teen Driver Fatal Crashes	Percent
2019	91	11	12%
2020	96	9	9%
2021	85	16	19%
2022	96	11	11%
2023	96	6	6%

North Dakota Teen Fatalities Motor Vehicle Crashes, 2019-2023



³ Governors Highway Safety Administration

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, 2019-2023

Year	Crashes	Fatalities	Injuries
2019	80	2	<i>7</i> 6
2020	53	1	51
2021	65	1 1	63
2022	59	1 1	73
2023	90	0	89

North Dakota Crashes, Fatalities and Injuries Involving Pedestrians, 2019-2023

Year	Crashes	Fatalities	Injuries
2019	115	. 5	87
2020	82	8	66
2021	113	10	84
2022	56	6	72
2023	121	10	93

In 2023, 50% of pedestrian-related fatalities involving a motor vehicle were male and 50% were female.

MOTORCYCLES AND OFF-HIGHWAY VEHICLES

Motorcycles are becoming increasingly popular in North Dakota. Over the past five years, the number of motorcycle registrations has increased by nearly 8%.

DAYS

one motorcyclist was

involved in a crash wagger

~EVERY



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 2023



*driver fatalities with known alcohol test results.



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, 2019-2023

Year	Crashes	Fatalities	Injuries
2019	176	11	152
2020	174	1 <i>7</i>	160
2021	189	8	181
2022	167	21	180
2023	195	16	158

In 2023, about 90% of all reported motorcycle crashes resulted in injury or death. In the past five years, speed has been a contributing factor in 26% of motorcycle fatalities.

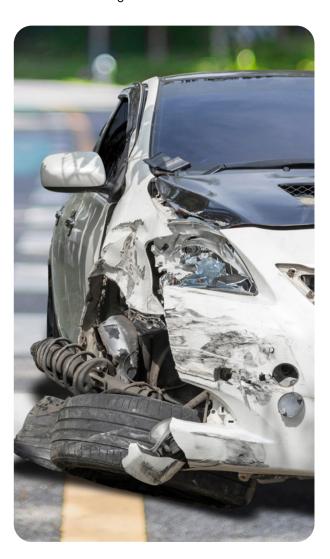
North Dakota Crashes, Fatalities and Injuries Involving Off-Highway Vehicles*, 2019-2023

Year	Crashes	Fatalities	Injuries
2019	. 52	4	49
2020	74	7	77
2021	55	5	59
2022	60	6	58
2023	58	2	53

*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 and/or 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.



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:

2025 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Brynhild Haugland Room, State Capitol

SB 2012 3/10/2025

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; relating to funds invested by the state investment board, the flexible transportation fund, the state rail fund, and motor vehicle excise tax collections; relating to legacy fund definitions and a legacy earnings fund; to provide a continuing appropriation; to provide an effective date; and to provide an exemption.

8:33 a.m. Chairman Monson called the meeting to order.

Members Present: Chairman Monson, Vice Chair Brandenburg, Representatives: Bosch, Fischer, Kempenich, Meier, Pyle.

Discussion Topics:

- ND and joint bridge structures
- NDDOT employee structure
- Road construction costs
- Red River Valley flood study
- Emergency relief funding
- Accelerated innovation deployment
- Roadway restrictions
- Highway safety
- Crash fatalities in ND
- Vision Zero schools
- Driver license programs
- Motor vehicle registration
- State fleet
- Vehicle auction
- Statewide Transportation Improvement Program (STIP)
- Rail Loan Programs
- Transit system

8:33 a.m. Ron Henke, Director, North Dakota Department of Transportation, testified in favor and submitted testimony #39894.

9:07 a.m. Robin Rehborg, Deputy Director for driver safety, North Dakota Department of Transportation, testified in favor and continued testimony #39894.

10:38 a.m. Chad Orn, Deputy Director for planning, North Dakota Department of Transportation, testified in favor and continued testimony #39894 and submitted testimony #39982 and #40041.

11:30 a.m. Patricia Hansen, Director, South Central Adult Services Valley City, testified in favor and submitted testimony #39997.

House Appropriations - Government Operations Division SB 2012 3/10/2025 Page 2

Additional written testimony:

Legislative council submitted neutral testimony #39896.

Lesley Icenogle, North Dakota Corn Growers Association, submitted testimony in favor #39860.

11:52 a.m. Chairman Monson closed the meeting.

Krystal Eberle for Madaline Cooper, Committee Clerk



In Favor of SB 2012 House Appropriations – Government Operations Division March 10, 2025

Chairman Monson and members of the Division:

For the record, my name is Lesley Icenogle, state government liaison for the North Dakota Corn Growers Association (NDCGA). NDCGA represents more than 13,000 growers across the state. Thank you for the opportunity to share our support for Senate Bill 2012.

NDSU's economic contribution analysis of North Dakota's agriculture industry places ag's annual contribution to the economy at \$41.3 billion and more than 123,000 jobs. This contribution depends on good, reliable public infrastructure. Addressing the backlog of deficient local roads and bridges is a policy priority for NDCGA.

Predictable, consistent funding for rural infrastructure is critical. Growers need a good network of farm-to-market roads to efficiently transport their crops. Additionally, rural residents rely on sound roads and bridges to ensure public safety—firefighters, ambulances, and school buses travel these routes. SB 2012 provides formula distributions and grants for townships, counties, and cities, as well as dedicated funding for county and township bridges.

The NDCGA mission statement is "growing a healthy, profitable business climate for northern corn," and investing in rural infrastructure will help us meet this mission. We urge your support for SB 2012 as passed unanimously by the Senate. Thank you for your consideration.



SB 2012 North Dakota Department of Transportation House Government Operations Division









Transportation

March 10, 2025







MISSION

Safely move people and goods.

VISION

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

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

Professionalism | Respect | Integrity | Dedication | Excellence

CULTURAL ASPIRATIONS

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

AGENCY OVERVIEW

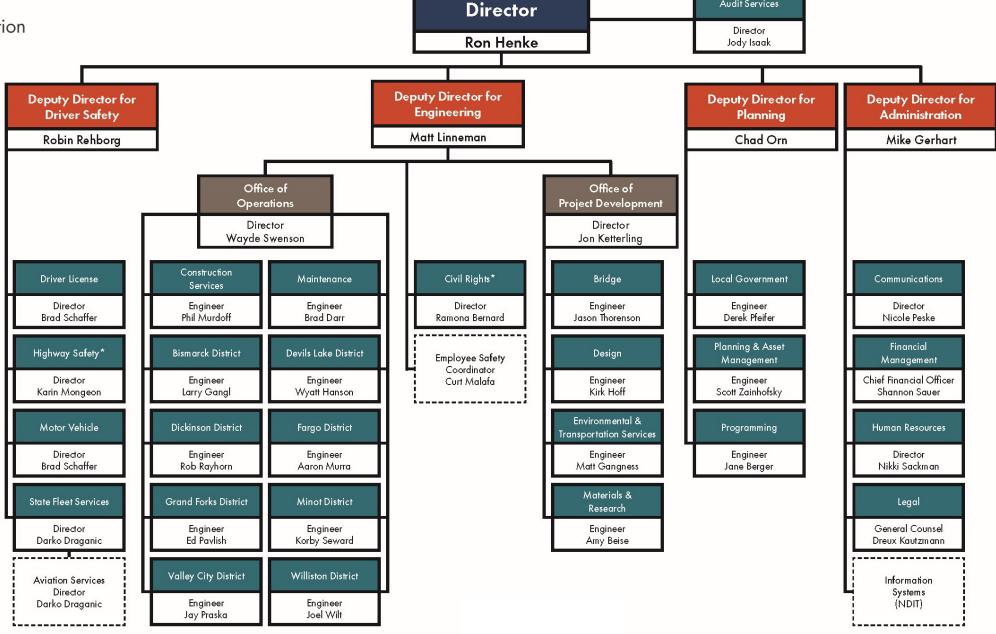
- NDDOT follows primarily North Dakota Century Code Chapters 24 and 39.
- Originally called the State Highway Department, the NDDOT was established in 1917 and currently operates as one of the smallest DOTs in the nation.
- Oversee the development of surface transportation including highways, bridges, transit, pedestrian and bicycle paths across the state. This includes nearly 7,500 miles of state roadway and over 1,700 state bridges. As part of a larger interconnected transportation network, we partner with locals to operate more than 88,000 miles and 4,800 bridges to ensure North Dakotans are moving forward.
- Oversee Motor Vehicle and Driver License operations for ND. We process over one million vehicle registrations every year and serve over 550,000 licensed drivers.

1,001 Team Members

30-50
Temp Team Members



TEAM NDDOT



Audit Services







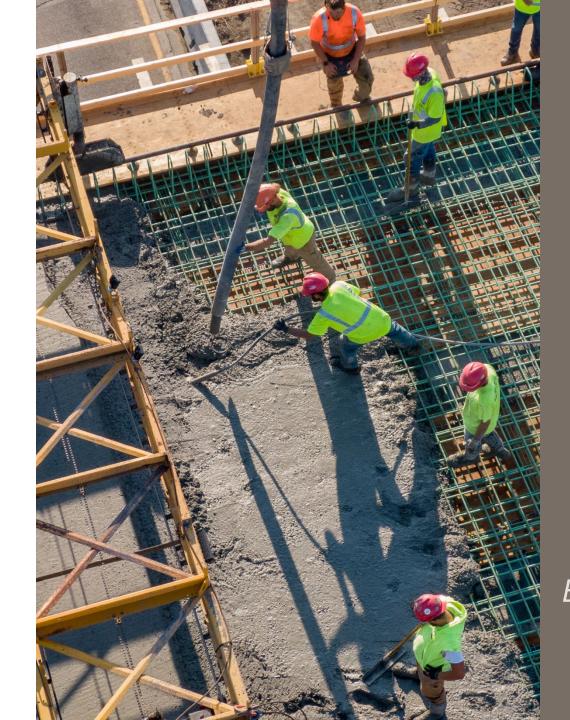




ACCOMPLISHMENTS

ACCOMPLISHMENTS

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



Bridge Deck Pour

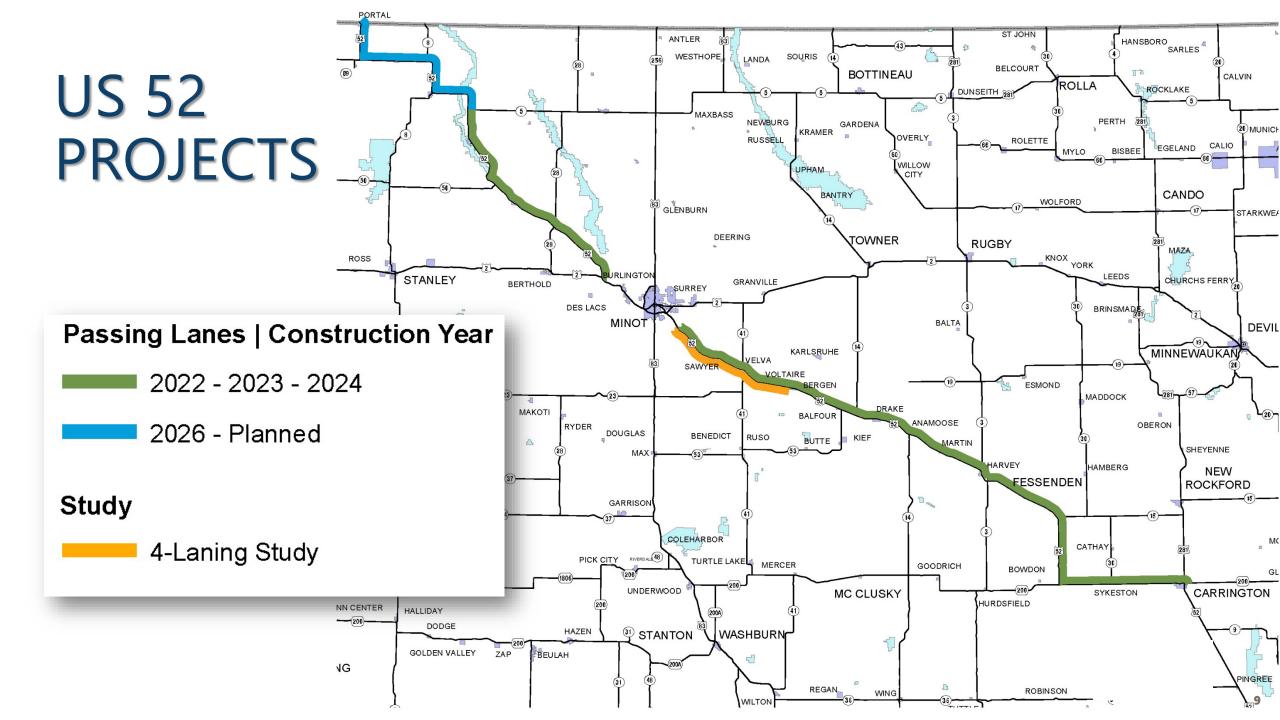
US 85 4-LANE PROJECT

Project Limits/ ConstructionYear

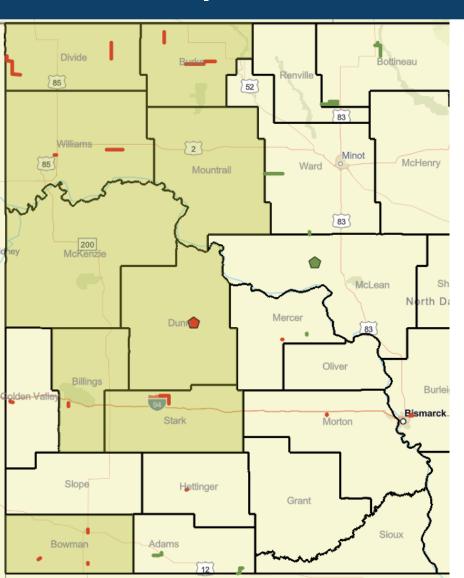
- Long X Bridge to Watford City
 Completed 2024
 - Long X Bridge
 Completed 2020
- RP 120 to Long X Bridge
 Pending Construction Funding
- Jct ND 200 to RP 120

 Pending Construction Funding
- I-94 to Jct ND 200
 Pending Construction Funding





FLEXIBLE TRANSPORTATION FUND | \$222.5M



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

NORTHERN RED RIVER VALLEY FLOOD STUDY



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

Find more info at dot.nd.gov/RedRiverFloodStudy

EXTENDED HOURS OF SERVICE

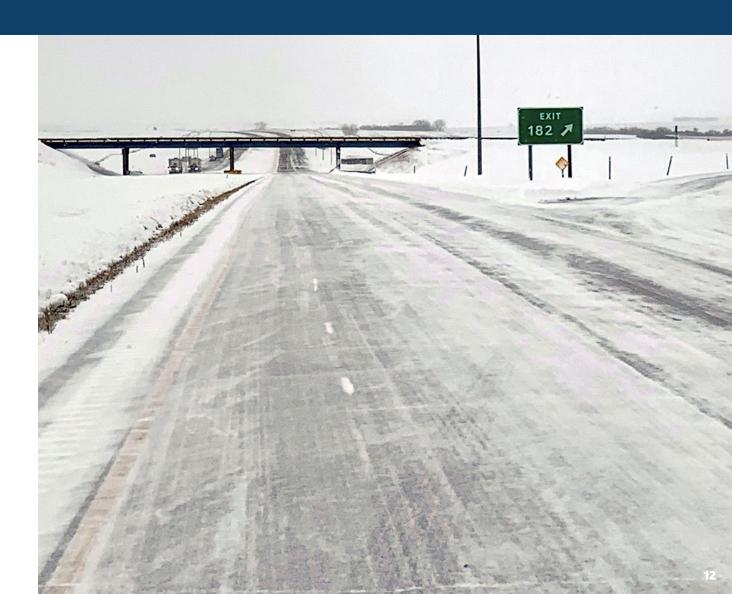
SNOW & ICE CONTROL

24 Hours Coverage Fargo Metro

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

- Bismarck
- Minot
- Dickinson
- Grand Forks

- Jamestown
- Valley City
- Williston





FEDERAL DISCRETIONARY FUNDING THIS BIENNIUM

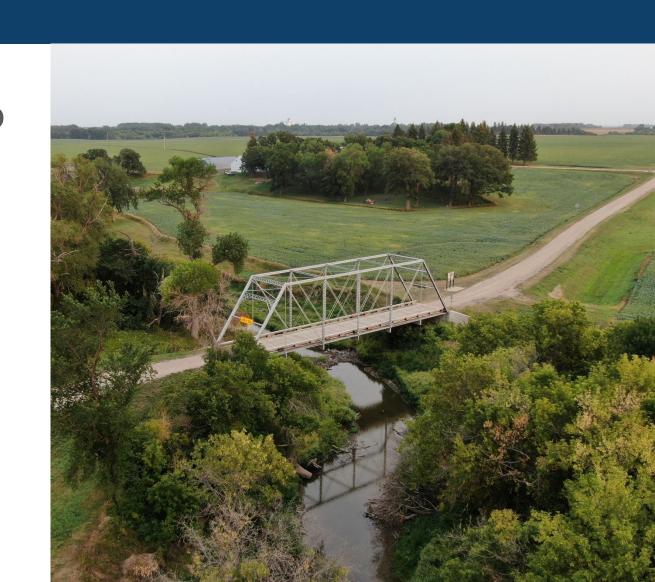
- **Awarded** \$236.8M
- Applied for \$805.6M
- Awaiting award announcement \$75.8M

FEDERAL DISCRETIONARY FUNDING

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

FEDERAL DISCRETIONARY FUNDING

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



FEDERAL DISCRETIONARY FUNDING

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

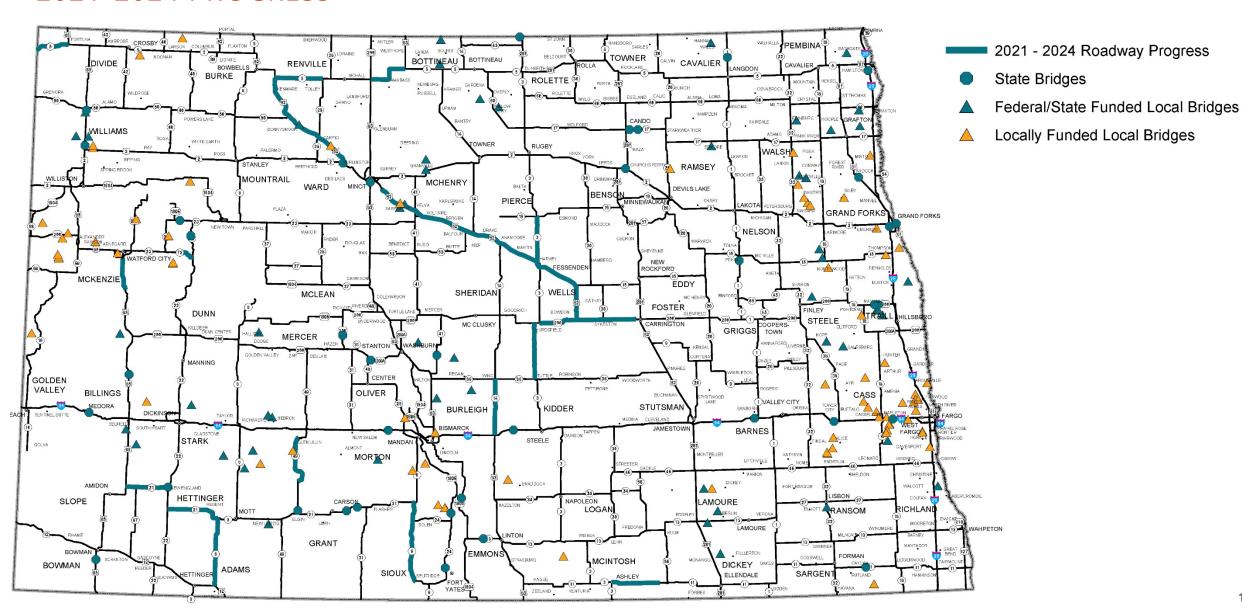
 Materials will be tested on regularly planned projects. \$31.9M

FEDERAL DISCRETIONARY FUNDING

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

INFRASTRUCTURE IMPROVEMENT PLAN

2021-2024 PROGRESS



AWARDS & ACCOLADES THIS BIENNIUM

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

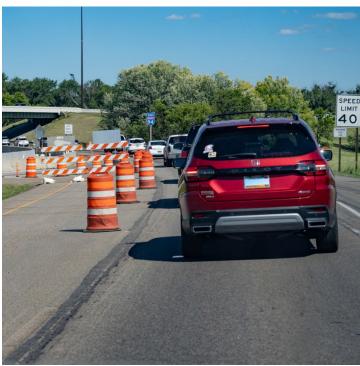
CHALLENGES & NEEDS



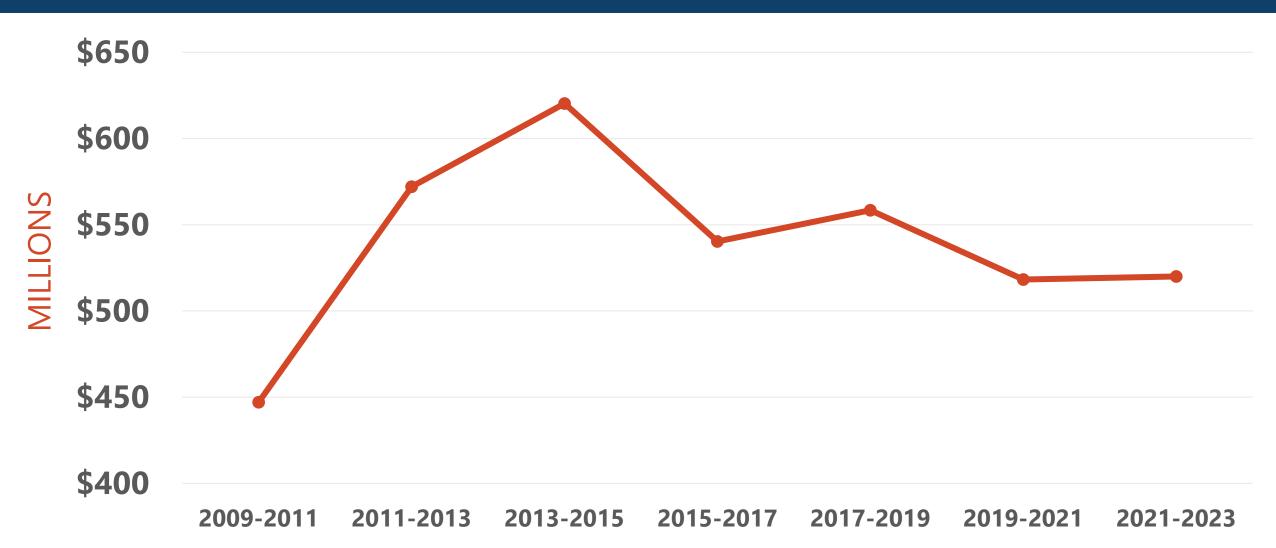






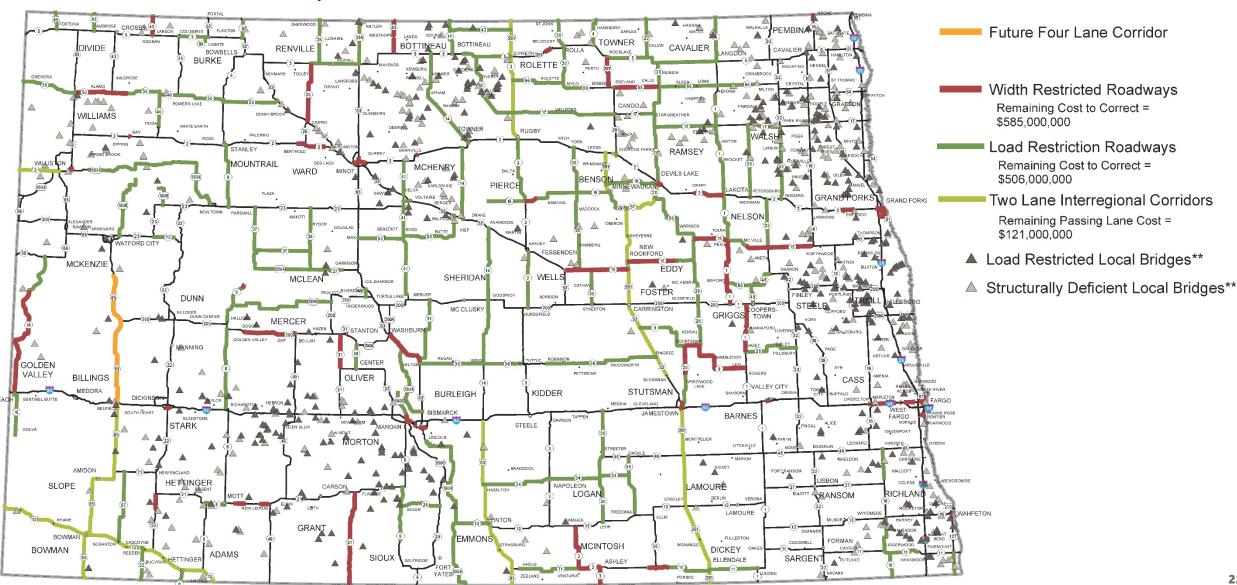


STATE TRANSPORTATION REVENUES



INFRASTRUCTURE IMPROVEMENT PLAN

REMAINING NEEDS | BASED ON BRIDGE & ROADWAY RESTRICTIONS



EQUIPMENT & BUILDING NEEDS

EQUIPMENT

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

DISTRICT/SECTION BUILDINGS

Capital Projects and Deferred Maintenance

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



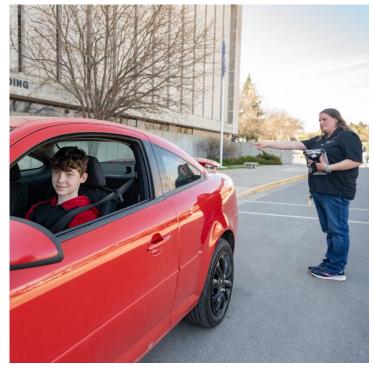










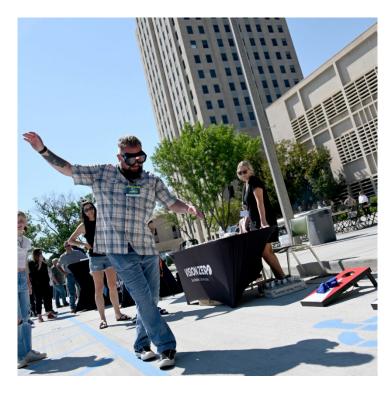


HOW WE SERVE NORTH DAKOTA

DRIVER SAFETY

Highway Safety | Driver License Motor Vehicle | State Fleet Services







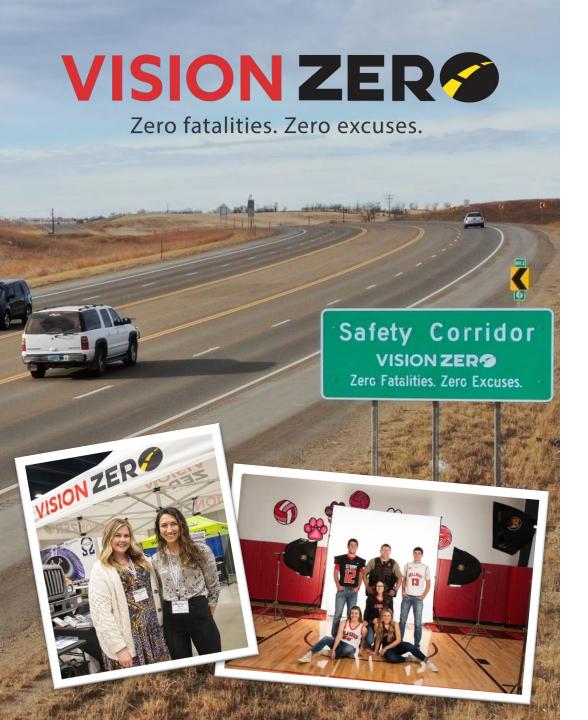




HIGHWAY SAFETY



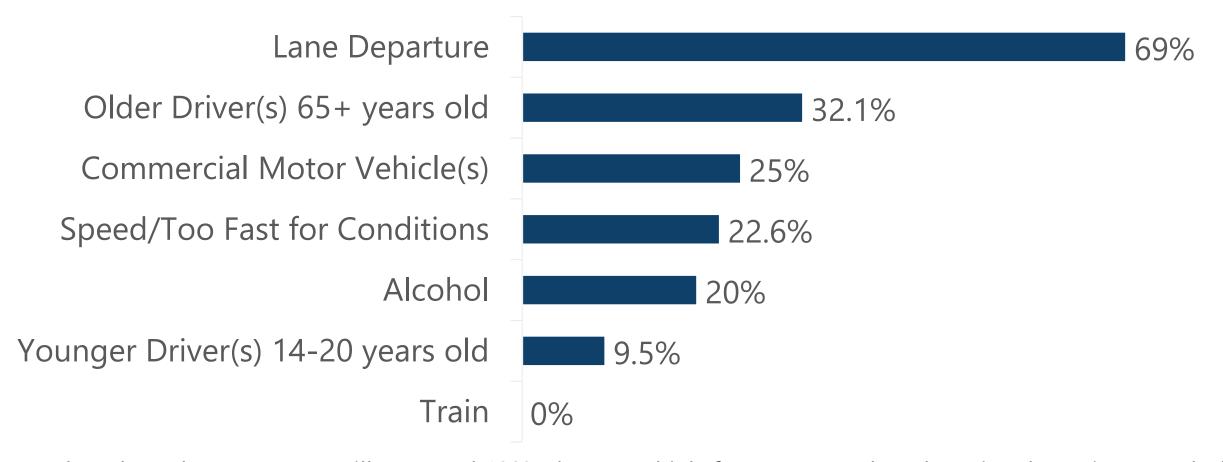
- Coordinates the development, implementation, and evaluation of the Strategic Highway Safety Plan (SHSP)– North Dakota's Vision Zero Plan.
- Works with law enforcement statewide to collect and maintain traffic records data (primarily crash data).
- Applies for and receives annual funding through the National Highway Traffic Safety Administration (NHTSA) to develop and implement the Highway Safety Plan.



- **Mission:** Eliminate motor vehicle crash fatalities and serious injuries in ND.
- 2025: 8 (as of Feb. 25) 2024: 90 fatalities (preliminary) 2023: 106 fatalities
- Motor vehicle crashes are largely preventable if everyone takes personal responsibility.
- Vision Zero Schools 14 schools engaged (Kidder County, Flasher, Wing, Oakes, Killdeer, Des Lacs-Burlington, LaMoure, Carrington, Standing Rock, Nedrose, Watford City, Sheyenne, Northern Cass and Larimore).
- Regional Coordinators Five across the state - extends the work of Vision Zero into the heart of the community.

2024 CRASH DATA

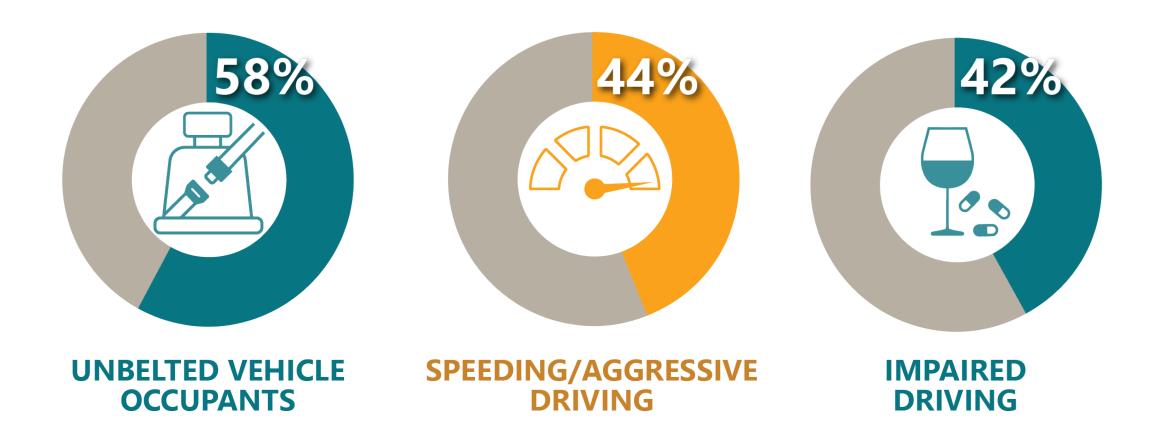
FATAL CRASHES BY FACTOR



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 2024 data is preliminary and subject to change as additional information is received.

LANE DEPARTURE BREAKDOWN

TOP THREE

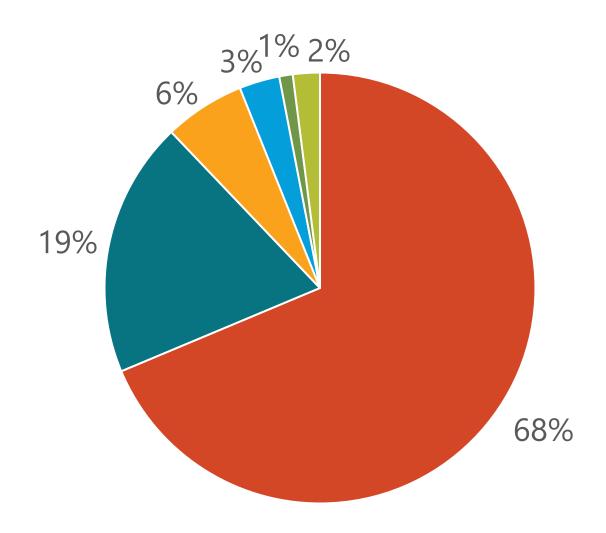


2024 CRASH DATA

FATAL CRASHES BY TYPE

- Car/Pickup/SUV/Van/CMV
- Motorcycle
- Pedestrian
- ATV/Recreational Vehicles
- Bicycle
- Other

All 2024 data is preliminary and subject to change as additional information is received.



WORK ZONE CRASH DATA

BY CRASH SEVERITY

	2019	2020	2021	2022	2023	2024*	6-Year TOTAL	
No Apparent Injury	195	125	168	134	205	159	986	
Fatal Injury	2	1	3	2	0	1	9	
Suspected Serious Injury	6	6	5	7	7	9	40	
Suspected Minor Injury	24	17	34	22	44	32	173	
Possible Injury	33	17	36	11	34	29	160	
Total	260	166	246	176	290	230	1368	

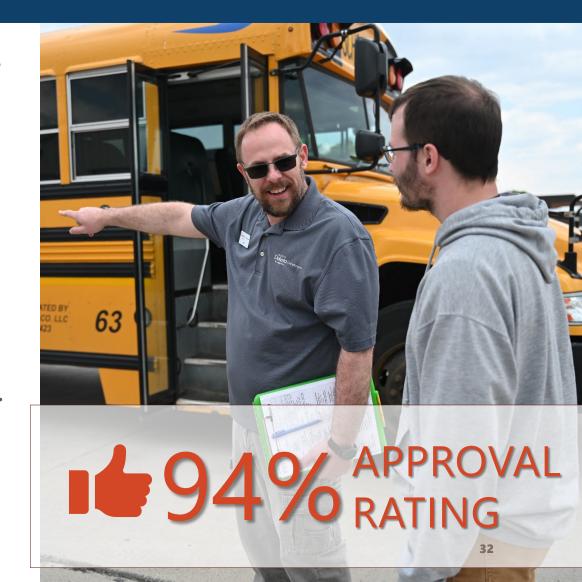
^{*}All 2024 data is preliminary and subject to change as additional information is received.

DRIVER LICENSE & MOTOR VEHICLE

Provide accessible and convenient services to the public through responsive customer support to facilitate smooth, efficient processes for obtaining, renewing, and updating driver licenses and vehicle registrations.

Activities include:

- Evaluating individuals for identity verification.
- Knowledge and skill testing.
- Linking driving records with the court system.
- Titling and registering vehicles.
- Regulating motor vehicle dealers.
- Managing online services including 52 kiosks, the mobile app and website services.



DRIVER LICENSE



- 8 Full-time Sites
- 11 Part-time Sites
- 6 CDL Testing Sites



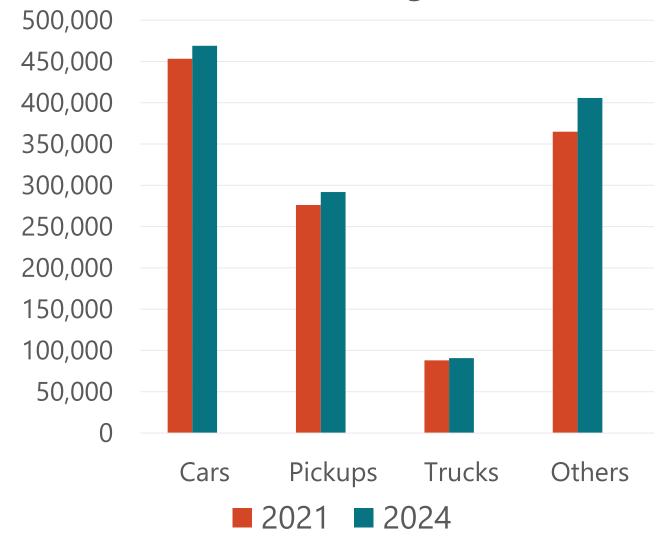
- Class D: 517,000
- CDL: 49,000
- Real ID: 65%



- Over 180,000 Violations Processed & Nearly 62,000 Suspensions
- 3,655 Temporary
 Restricted Licenses Issued
- Launched new system to provide requirements for license reinstatement.

MOTOR VEHICLE

Motor Vehicle Registrations



LOCATIONS

- 1 Central Office Site
- 18 Contracted MV Offices, 52 kiosks

VEHICLES PROCESSED

• 1,257,587 vehicle registrations (*2024*)

PROCESSING TIME

Goal: 4 weeks or less

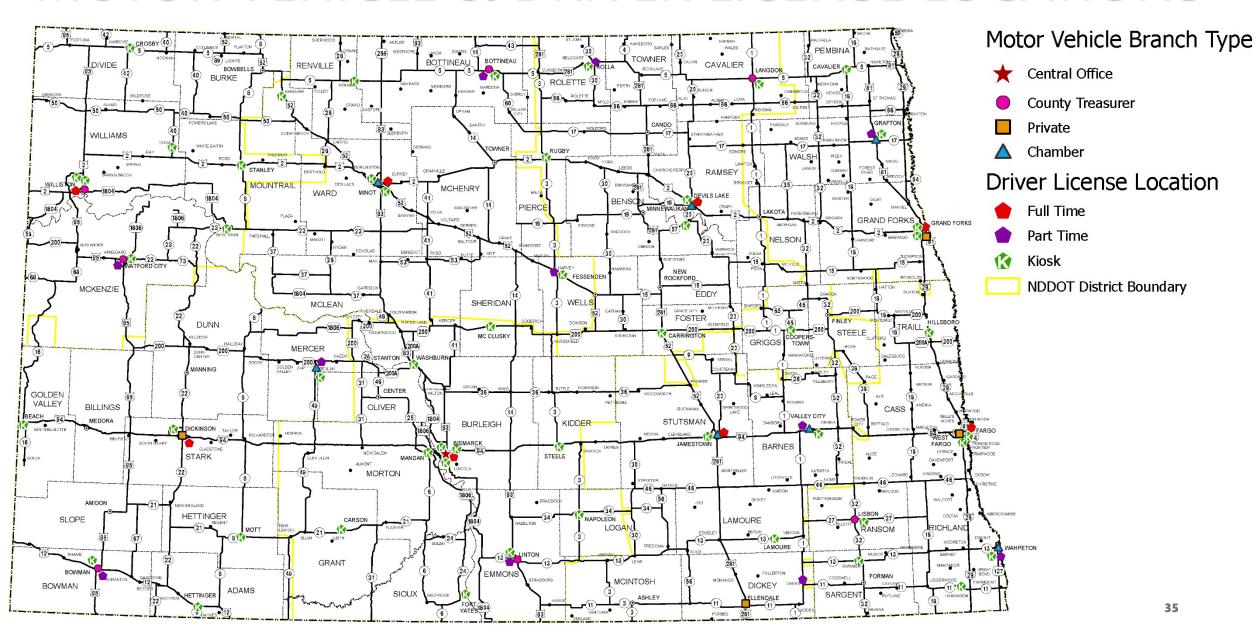
PARTNERS

1,216 licensed auto dealers

ELECTRIC VEHICLES (EV)

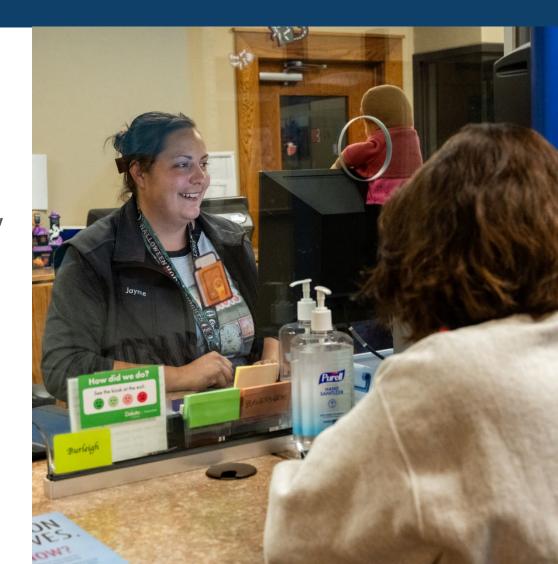
- 1,316 EVs (Mar. 2025)
- 946 Plug-in Hybrid (Mar. 2025)
- 9,812 Hybrid Vehicles Registered (Mar. 2025)

MOTOR VEHICLE & DRIVER LICENSE LOCATIONS



AGENCY FEES

- 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.
- Please view the included Fee Study handout. The Fee Study was directed by the 2021 legislative assembly in HB1031.



FLEET & AVIATION SERVICES

Provides motor vehicle services to state agencies and institutions at the lowest possible cost.

- There are currently over 3,500 vehicles in the fleet.
- The fleet program is a revenue neutral, internal services program.
- Manage three state aircraft for passenger and survey services.





STATE FLEET

- 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 (DDC).
- Manages flight operations and provides flight service to the NDDOT, Governor's Office, and other state agencies.



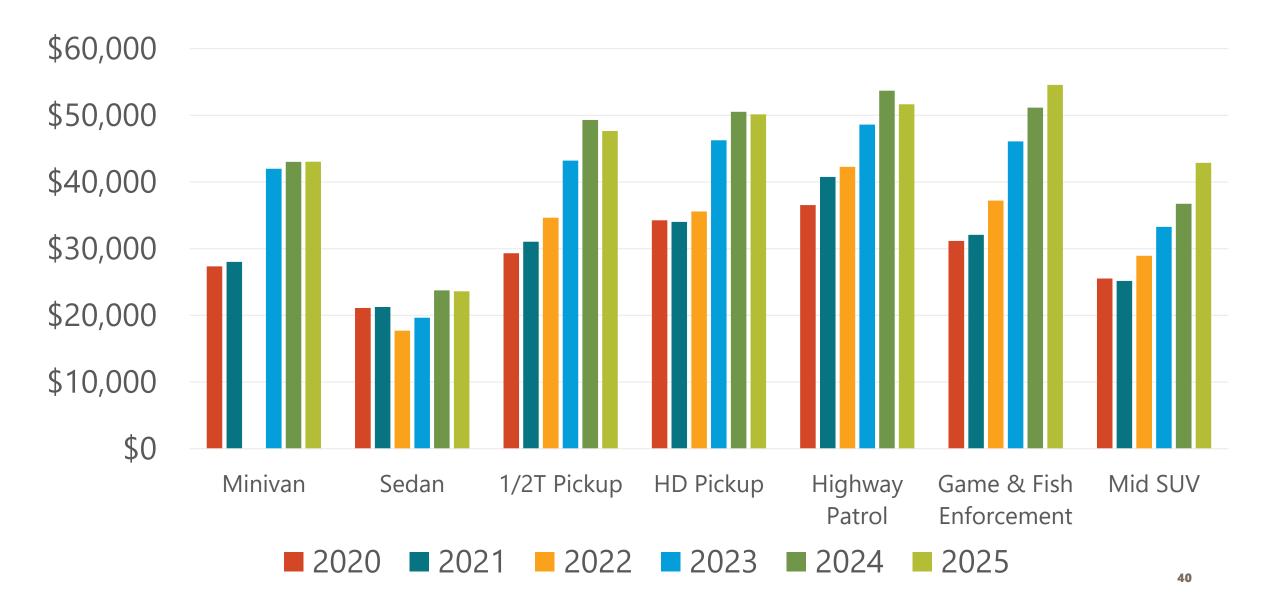
STATE FLEET RENTAL RATES

- NDCC 24-02-03.5
- Components of State Fleet rates
- Budget guidelines

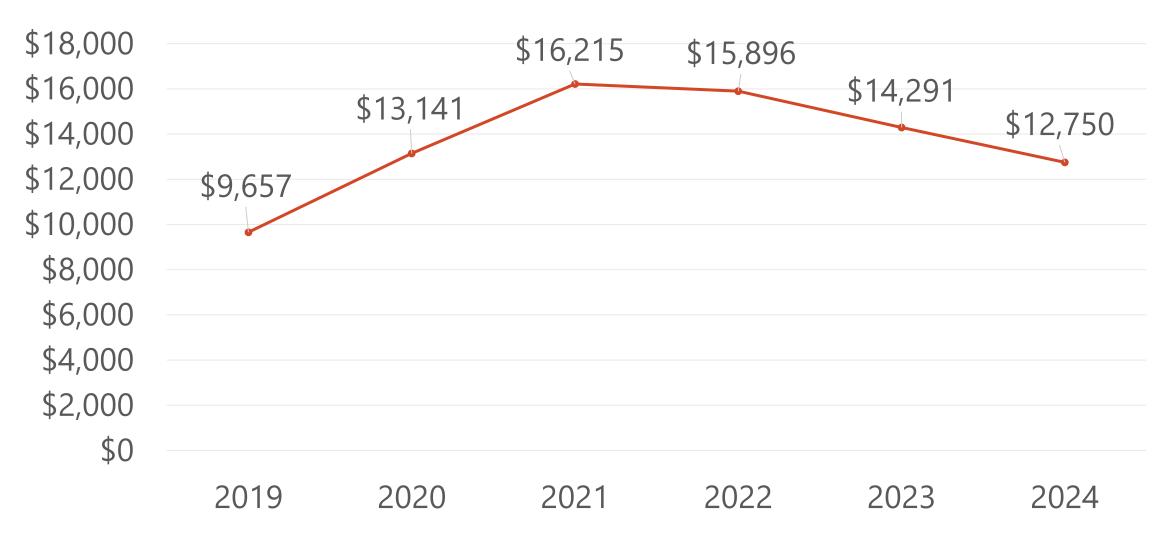




AVERAGE VEHICLE PURCHASE PRICE



AVERAGE AUCTION PROCEEDS PER VEHICLE















PLANNING

Local Government | Planning & Asset Management | Programming

PLANNING

• PROGRAMMING – Develop a program of projects that advances strategic priorities, maximizes use of funds, and supports Vision Zero.

Activities include development of the Statewide Transportation Improvement Program (STIP), managing federal and state funds, project scoping, and infrastructure safety.

• PLANNING & ASSET MANAGEMENT – Plan the future of ND's multimodal transportation through quality data for decision-making.

Activities include collecting, managing, mapping and analyzing system data; completes long-range and modal strategic planning; and discretionary grant application and management.

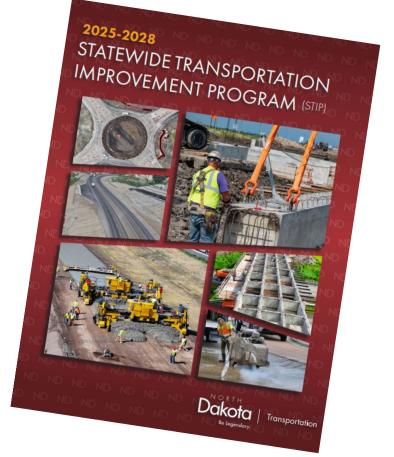


WHAT IS THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)?

Contains all federally funded highway and transit projects and programs.

- 4-year timeframe.
- Updated annually.
- dot.nd.gov/ transportation-plans-programs.

North Dakota Department of Transportation District - Bismarck												
					Total Cost		(In Thousands)					
PCN Map Fund Pend Key Source	Hwy I	Dir Location	Length	Work Type		Fed Fund	State Fund		Other Fund			
Fiscal Year: 2024												
Rural												
24037 1001 NH	3	N W JCT 13 N TO JCT 34	17.7 Chip Seal Coat, Micro Mill		1328	1075	253	0	0			
23273 1026 FTF	14	N I-94 N TO WING	21.3 Full Depth Rec, Hot Bit Pave, Widening		22371	0	22371	0	0			
23575 1002 SS	31	N STATE LINE TO ND 21	35.2 Chip Seal Coat, Micro Mill		2642	2138	504	0	0			
24038 1003 SS	34	E NAPOLEON TO JCT ND 30	19.0 Chip Seal Coat, Micro Mill		1422	1151	271	0	0			
24116 1027 FTF	49	N HEART BUTTE DAM N TO GLEN ULLIN	19.2 Hot Bit Pave, Sliver Grading		18985	0	18985	0	0			
23461 1004 NH	83	N WASHBURN N TO N JCT 200	16.2 Microsurfacing, Micro Mill		1381	1118	263	0	0			
23460 1005 NH	83	S WASHBURN N TO N JCT 200	16.5 Mill/OI 2" Max		1381	1118	263	0	0			
22648 1006 IM	94	E 2 EAST OF US 83 NORTH	0.0 Struct/Incid, Ramp Revis		30000	27000	3000	0	0			
23911 1007 SS	1804	N ND 1804 - VARIOUS LOCATIONS	1.9 Culve	ert Rehab	800	647	153	0	0			
				Subtotal	80310	34247	46063	0	(

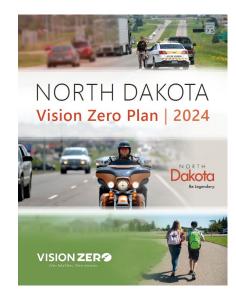


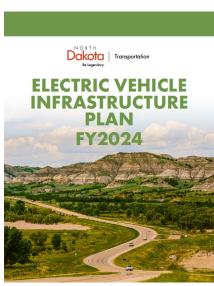
FAMILY OF STRATEGIC PLANS

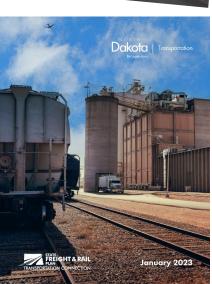
TRANSPORTATION CONNECTION

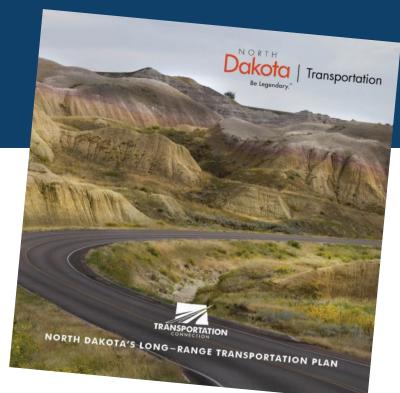
North Dakota's Long-Range Transportation Plan

- Asset Management Plan
- Electric Vehicle
 Infrastructure Plan
- Freight & Rail Plan
- Vision Zero Plan
- ND Moves









RAIL LOAN FUND

RAIL LOAN TYPES

- System Critical
- Infrastructure Improvement
- Economic Development

BALANCE

- \$30.7M if no money was disbursed
- \$17.4M balance as of 12/30/24
- \$13.0M uncommitted balance as of 1/31/25



PLANNING

 LOCAL GOVERNMENT – Support local transportation needs through partnerships and programs.

Activities include administering federal and state aid programs to local public agencies (LPAs) and transit providers, assist in Metropolitan Planning Organizations (MPO) activities and urban and county project development.



HIGHWAY INFRASTRUCTURE LIFE CYCLE

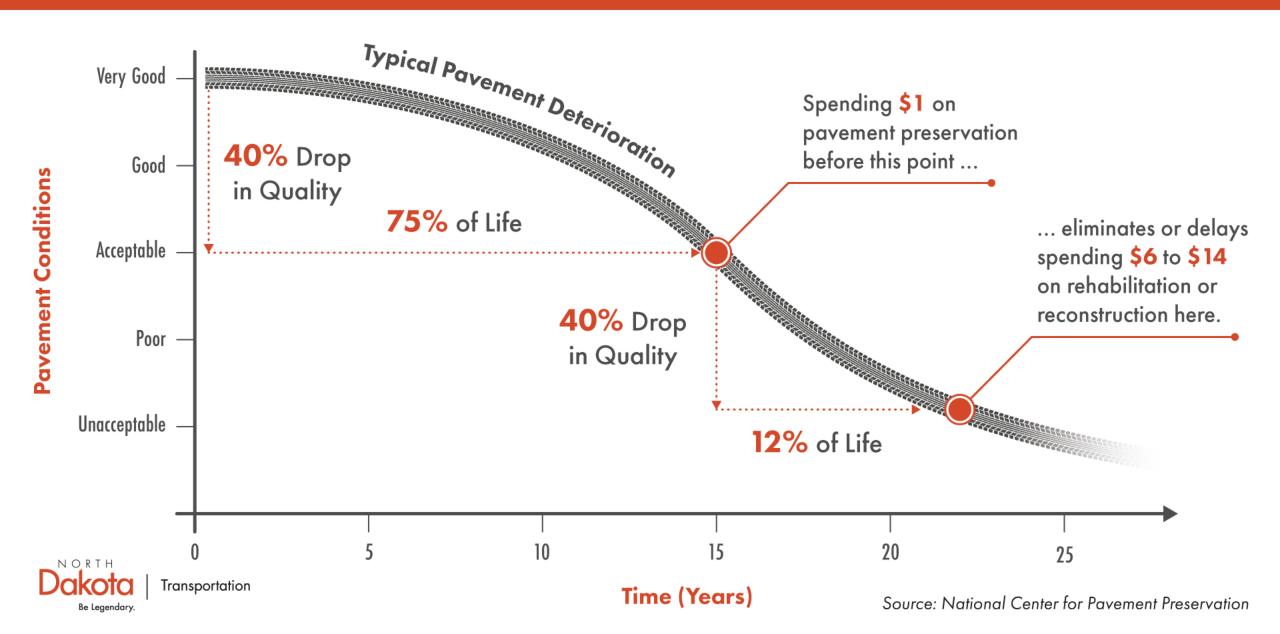
Planning

Maintenance and Operations

Project Development

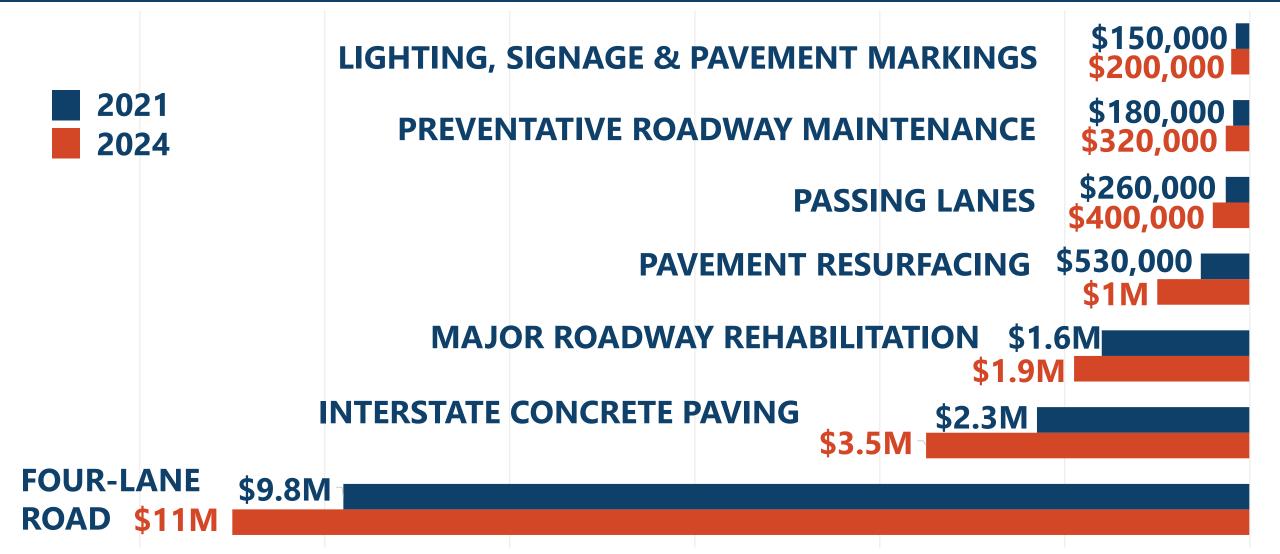
Construction

PAVEMENT PRESERVATION IS COST EFFECTIVE



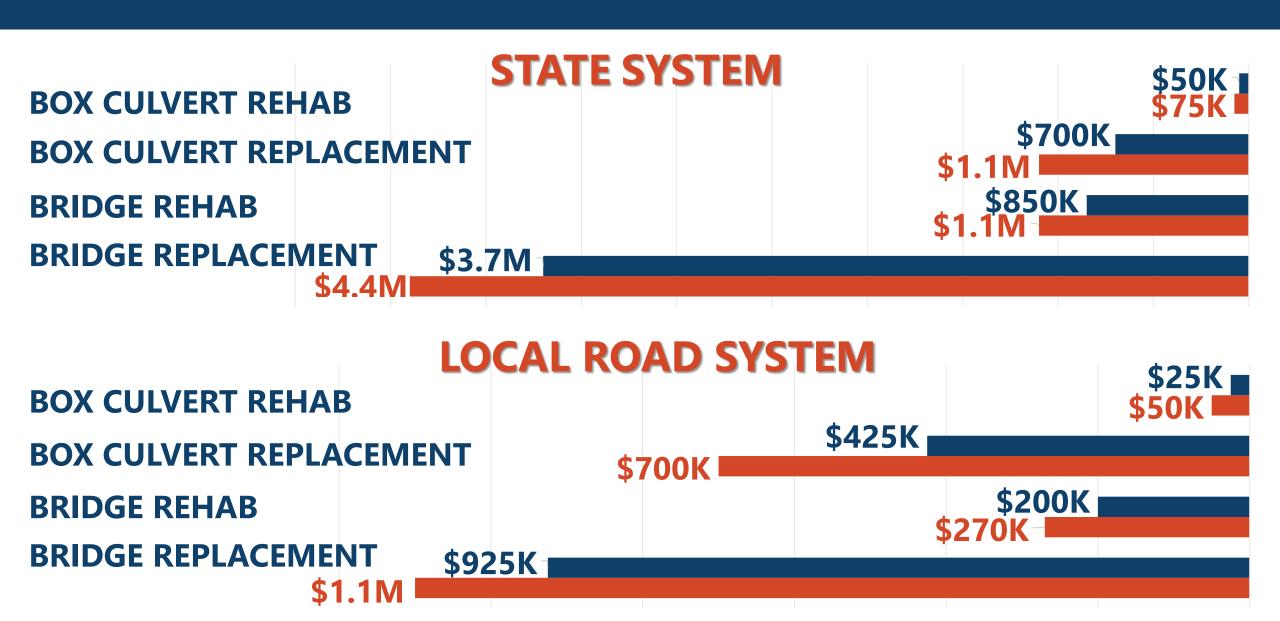
TRANSPORTATION SYSTEM COSTS

Per Mile



STRUCTURE COSTS





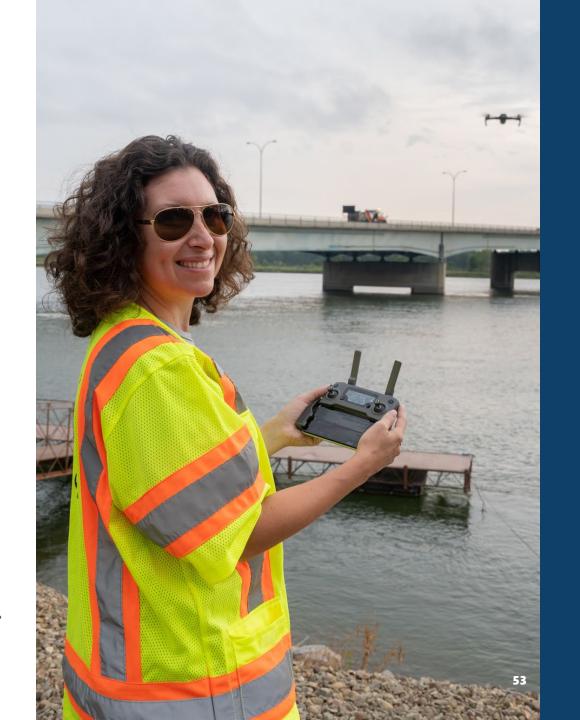
NDDOT CONSTRUCTION PROGRAM



Construction Year

UNCREWED AERIAL SYSTEMS (UAS)

- Key uses:
 - Construction Inspection
 - Structure Inspection
 - Emergency Response
 - Maintenance Operations
- 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







Employee Safety | Bridge | Design Environmental & Transportation Services Materials & Research | Construction Maintenance | Districts | Civil Rights







EMPLOYEE SAFETY

Ensure the health, safety, and wellbeing of all team members.

- Safety at the Forefront
- Distracted driving is a major concern for the safety of our team.
- Minimize Risk
- Identifying Gaps
- Work Zone Training
- G.O.A.L. 360 Get Out and Look
- Buckle Up Phone Down









• BRIDGE – Ensure safety, durability, efficiency, and reliability of ND's bridges to provide a resilient and sustainable transportation network that strengthens connectivity and economic vitality.

Activities include structure analysis and design, inspection and load rating, structure management, and hydrology & hydraulics.

• DESIGN – Enhances safety, capacity and mobility for travelers through engineering & innovation.

Activities include collecting preliminary survey data, roadway design, incorporating safety features and enhancement, conducting input meetings, project management and consultant oversight.



• ENVIRONMENTAL & TRANSPORTATION SERVICES – Carry out project development activities through Environmental Services, Cultural Resource Services, Right of Way Services, Consultant Administration Services, and Technical Services.

Activities include environmental documentation and approval, archaeological services and tribal consultation, permitting and wetland mitigation, land appraisal and acquisition, consultant contracting, and technical specification writing.

• MATERIALS & RESEARCH – Ensure the quality, economy, and reliability of transportation infrastructure through the performance and innovative use of materials and technology.

Activities include materials testing, research, geotechnical engineering, pavement engineering, gravel prospecting, and technical certification program.

• CONSTRUCTION – Supports quality, safe and reliable transportation infrastructure through efficient and effective highway construction contract administration.

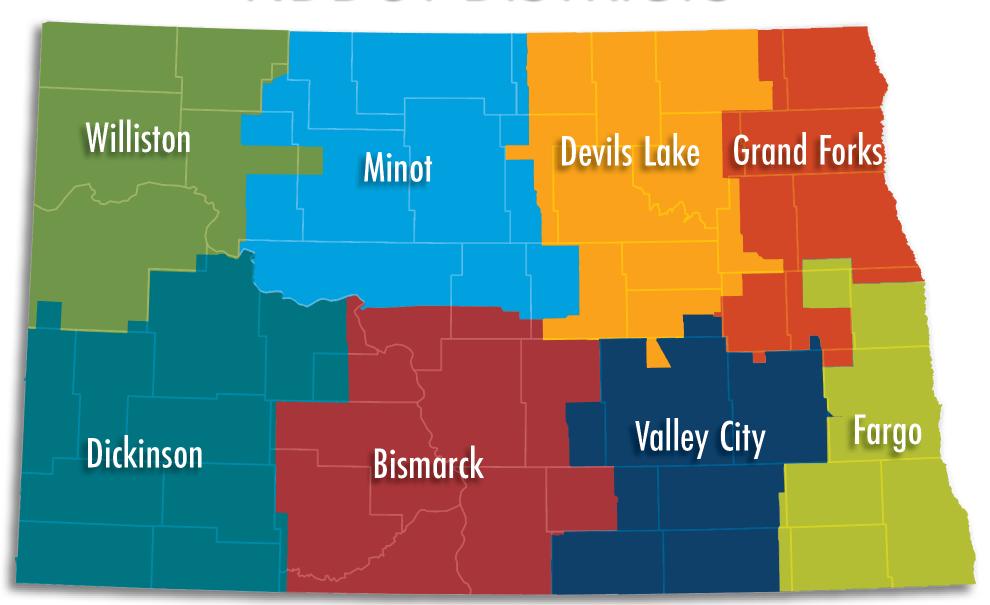
Activities include bidding projects, supporting contract administrators, dispute resolution and intelligent construction development.

• MAINTENANCE – Support NDDOT's maintenance efforts for both internal and external customers.

Activities include Intelligent Transportation Systems (ITS), facilities, equipment and emergency operations.



NDDOT DISTRICTS



DISTRICTS

BISMARCK | VALLEY CITY | DEVILS LAKE | MINOT | DICKINSON | GRAND FORKS | WILLISTON | FARGO

Ensures a safe, efficient, and sustainable transportation system through dedicated construction oversight, proactive maintenance, and reliable operations.

Activities include:

- Engineering and administration of the district
- Monitoring the condition of bridges and highways
- Roadway, bridge, roadside, and rest area maintenance
- Highway construction oversight, including the testing of construction materials
- Equipment, vehicle and district building maintenance
- Highway sign maintenance
- Oversight of utility and billboard permitting



EQUIPMENT & FLEET

1,500+ TOTAL
PIECES OF EQUIPMENT

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

323 351 Light Duty Snowplows Vehicles **72** 70 Large Airplanes **Tractors** Trucks 19 64 41 Loaders **Tow Plows** Snowblowers

SNOW AND ICE CONTROL

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

Know before you go.
Download the ND
Roads app!





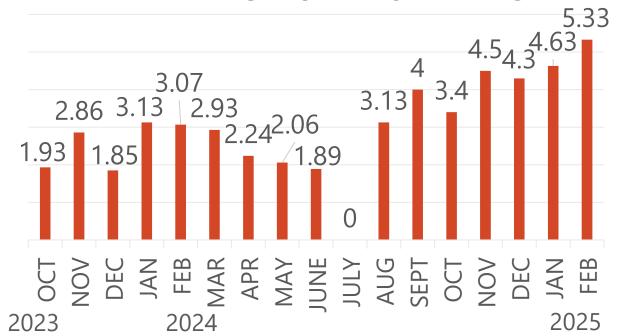
CONSTRUCTION RECAP

 The following is a breakdown of the awarded contracts for projects bid October 2023 through September 2024

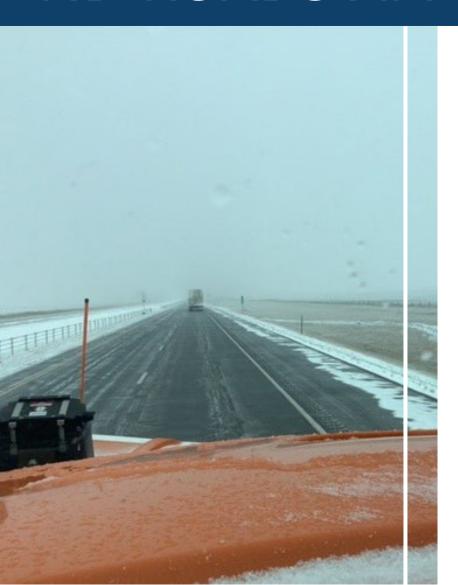
Owner	Number of Awarded Jobs	Contract Amount	Engineer's Estimate	
NDDOT	150	\$449,636,012	\$452,317,381	
County	30	\$62,443,955	\$61,528,676	
City	23	\$65,244,606	\$65,722,936	
TOTAL	158	\$577,324,573	\$579,568,993	



AVERAGE NUMBER OF BIDDERS



TRAVEL.DOT.ND.GOV & ND ROADS APP



- Highlights road condition information, work zones, incidents & load restrictions.
- Offers snowplow location information and cameras on about a quarter of the fleet.
- Cameras for real-time road conditions.
- Includes weather radar information.

146
Road
Cameras

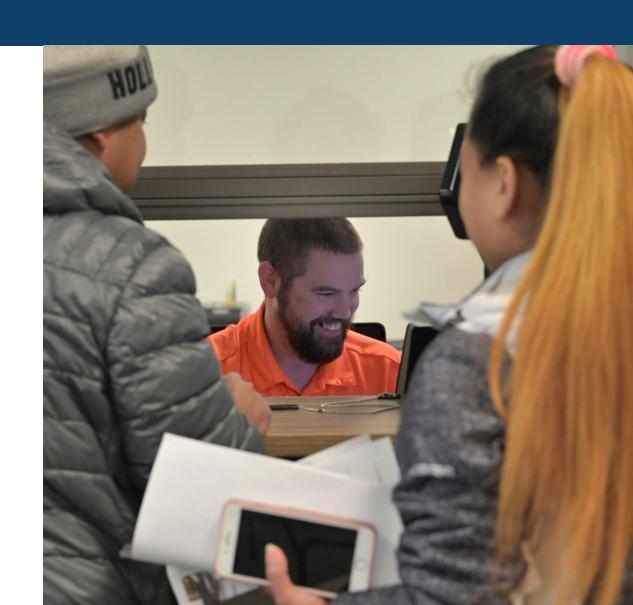


1M+
Views Each
Winter Storm
Event

CIVIL RIGHTS

Administers and monitors all requirements of the Civil Rights Act of 1964 on all projects, programs, activities and services.

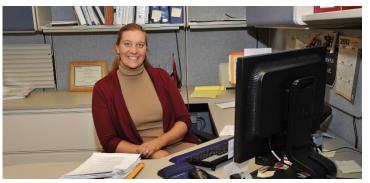
- Title VI
- Disadvantaged Business Enterprise (DBE)
- On-the-Job Training (OJT)
- DBE/OJT Support Services
- Contract Compliance
- Labor Compliance
- Printing & Mail Operations













ADMINISTRATION

Audit | Communications | Financial Management | Human Resources | Legal

ADMINISTRATION

• AUDIT – Enhance and protect organizational value by providing risk-based and objective assurance, advice, and insight.

Activities include internal control, compliance, and performance audits; external compliance audits; and Motor Carrier audits.

• COMMUNICATIONS – Tell the NDDOT story in an accurate, timely and transparent way to internal and external audiences.

Activities include social media, media relations, photo/video and internal comms.

• FINANCIAL MANAGEMENT – Optimize the fiscal health and integrity of the NDDOT.

Activities include budgeting, financial reporting, expense tracking, revenue forecasting and compliance.

ADMINISTRATION



• HUMAN RESOURCES – Be leaders in empowering people, driving collaboration, and building a talented & engaged team. Be the employer of choice.

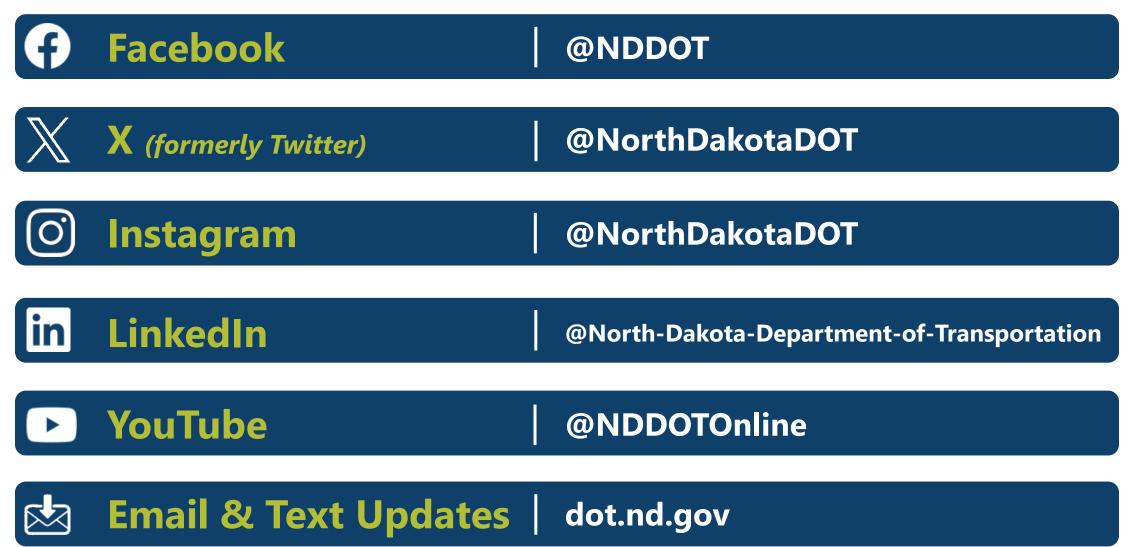
Activities include recruitment, retention, performance management and knowledge management.

 LEGAL – Provide legal-related services and advice so sound operational decisions can be made.

Activities include providing legal counsel, conducting DUI-related administrative hearings and coordinating pending and ongoing arbitration.

CONNECT WITH US!





TEAM NDDOT

The NDDOT is authorized for 1,001 Full-Time Employees (FTEs).

Our team members encompass a variety of career fields and skills including:

- Engineers and Engineering Technicians
- Accountants
- Attorneys
- Mechanics
- Scientists
- Human Resource Specialists
- Planners
- Equipment Operators/Transportation Technicians
- Public Information Specialists
- Customer Service Representatives
- Safety Professionals







TEAM NDDOT

2023-2025 BIENNIUM STATS

- 19 new positions were approved.
- 161 classified staff turned over.
- 342 total vacant positions for the biennium.

CURRENT TEAM DEMOGRAPHICS

- 12.5 = Average years of service.
- 12% are eligible for retirement today.
- 23% are eligible for retirement in the next five years.
- 3.2% = Current vacancy rate.



TEAM NDDOT

TEAM DEVELOPMENT PROGRAMS

- Leadership Training
- Technical Training Partnership with NDSU
 - Transportation Learning Network
 - Local Technical Assistance Program
- CDL Training
- Maintenance Academy
- Assorted Professional Associations

UNIVERSITY PARTNERSHIPS

- DOT Support Center (DOTSC) | NDSU
 - Established in 2000 | Offers students experiences in engineering design, information technology, and asset management.
- Technology Transportation Research Institute (TTRI) | UND
 - Established in 2023 | Three focus areas: structures, materials and unmanned aerial systems.







ONE-TIME FUNDING

2023-2025 BIENNIUM

\$114M	State Matching Funds				
\$51M	Flexible Transportation Fund				
\$6.25M	Roadway Information Management System				
\$865K	Door Security Project				
\$2.01M	Automated Vehicle Location				
\$1.25M	Rural Transit Program Grants				
\$6.5M	Short Line Railroad Programs				
\$5M	U.S. 52 Environmental Study				
\$2.5M	Red River Valley Flood Study				



OPERATIONAL AUDIT FINDINGS

- Audit report ending June 30, 2023 did not find any areas of concern.
- Find the full audit report on the Office of the State Auditor website.













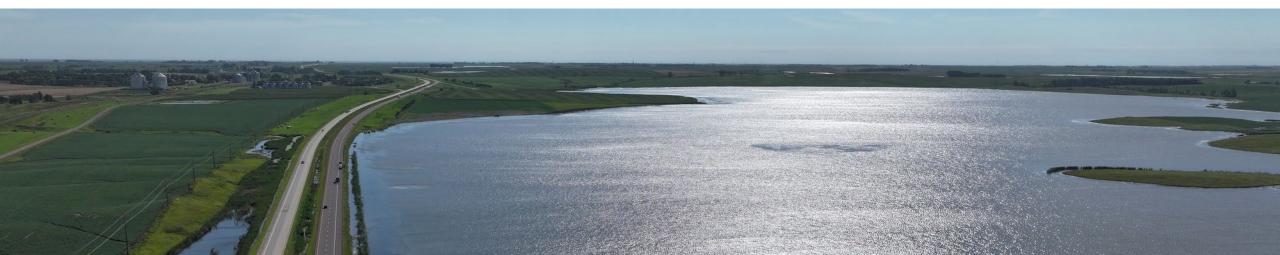
AGENCY BILLS

SB 2062 | Request for Bids

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

HB 1056 | Ownership of Lake Oahe Bridge and Roadway

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



SB 2063 | Delayed Bid Opening

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

HB 1051 | Tribal Access to Special Road Funds

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

HB 1053 | State Highway System Regulated Size Limit

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

HB 1054 | Highway Sponsorship

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

HB 1055 | Regulation of Hydraulic Brake Fluid

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

HB 1052 | Tourist-Oriented Direction Signs

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

SB 2061 | Align NDCC with Federal Regulations Regarding Railroad Crossings This change would allow NDDOT to mark crossings as exempt eliminating the requirement for buses and CMV's hauling hazmat to stop when there is no train.



2025-2027 BUDGET REQUEST SB 2012









Transportation

2025-27 EXECUTIVE BUDGET RECOMMENDATION

Obi	iect/	Rev	enue
	,,		

2023-25 Biennium Appropriations

2025-27 Base Budget Recommended 2025-27
Optional Budget
Changes
Recommended

2025-27 Total Budget Recommended

Description	Code				
TOTAL BY APPROPRIATIONS ORG	S	2,306,094,393	1,749,752,645	728,506,743	2,478,259,388
Salaries and Wages	80110	217,746,396	219,279,648	35,804,543	255,084,191
Operating Expenses	80130	332,881,474	316,256,474	76,588,648	392,845,122
Capital Improvements	80150	1,556,395,065	1,101,395,065	619,794,552	1,721,189,617
Grants	80160	120,571,458	112,821,458	(3,681,000)	109,140,458
Contingent Loan Authorization	80175	78,500,000	-	-	-
TOTAL BY OBJECT SERIES		2,306,094,393	1,749,752,645	728,506,743	2,478,259,388
General	GEN	10,375,000	-	-	-
Federal	FED	1,219,302,445	929,302,445	398,482,466	1,327,784,911
Special	SPEC	1,076,416,948	820,450,200	330,024,277	1,150,474,477
TOTAL BY FUNDS		2,306,094,393	1,749,752,645	728,506,743	2,478,259,388
Full Time Equivalent Positions		1,001	1,001	4	1,005

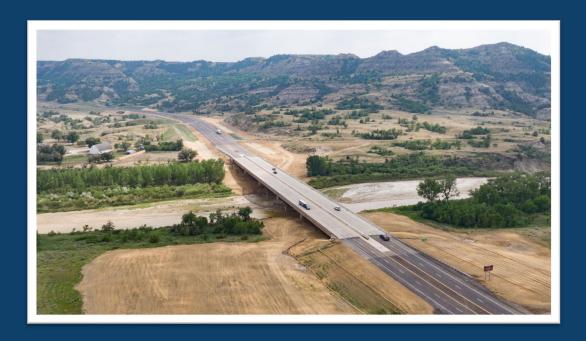
FEDERAL AID PROGRAM

- Funding used to construct and preserve current 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.
- Funds to match the federal program.

BUDGET REQUEST: \$171.3M



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.
- NDDOT needs match of \$115.2 for federal grants awarded.

BUDGET REQUEST: \$85M

PAVEMENT MANAGEMENT VAN

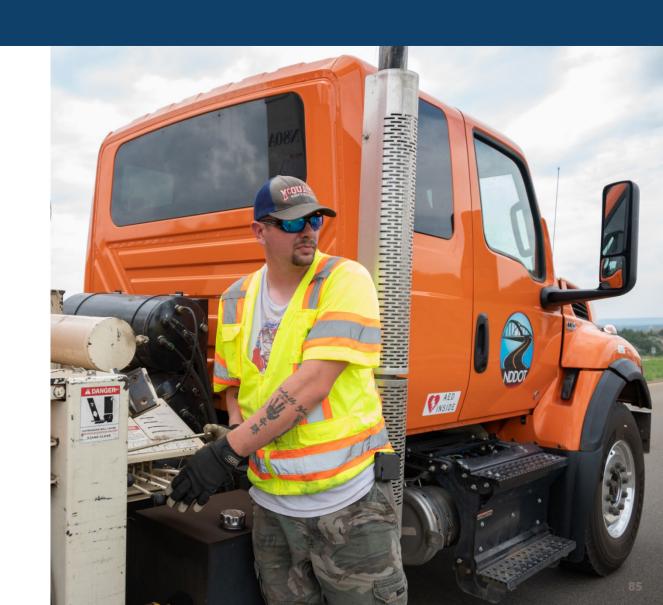
- The van collects approx. 8600 miles worth of data annually.
- Four-lane roads are collected both directions every year and two-lane roads alternate directions each year.
- Required to provide data to the federal government.
- NDDOT uses the data for assessing the condition of our system.
- Data collected:
 - Ride Measurement of road smoothness.
 - Rutting Depression or groove worn into a road.
 - **Faulting** Difference in elevation across a transverse joint or crack.
 - **Cracking** Variety of pavement distresses that occur.

BUDGET REQUEST: \$1.1M



FTE REQUEST | 4 NEW POSITIONS

- 1 Bridge Load Rater and/or Railroad Coordinator
- 2 Operators in Western ND to Meet Needs of US 85
- 1 Local Government Team Member





SB 2012 EXISTING SECTION

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 when it is cost-effective for construction and maintenance of highways. The department of transportation shall notify the office of management and budget of any transfers made pursuant to this section.

SB 2012 REQUESTED AMENDMENTS

STRATEGIC INVESTMENT AND IMPROVEMENTS FUND.

The estimated income and the capital assets line items in section 1 of this Act include the sum of \$257,400,000 from the strategic investment and improvements fund for the following purposes:

- 1. The sum of \$171,300,000 for matching federal highway formula funding for transportation infrastructure projects;
- 2. The sum of \$85,000,000 for matching federal highway discretionary funding for transportation infrastructure projects;
- 3. The sum of \$1,100,000 for replacement of the pavement management van.

REQUESTED AMENDMENTS CONT.

UNEXPENDED APPROPRIATIONS.

The following sections are not subject to the provisions of section 54-44.1-11 and may continue into the 2025 – 2027 biennium:

- 1. The remaining \$14,147,246 of the \$100,000,000 appropriated from special funds for the purpose of road and bridge construction projects in section 13, subsections 2 of chapter 15 of the 2021 Session Laws.
- 2. The remaining \$11,697,962 of the \$317,000,000 appropriated from federal funds for state, county, and township road and bridge projects in section 7 of chapter 548 of the 2021 Session Laws.*
- 3. The remaining \$4,478,557 of the \$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.
 - * Will be expended by Dec. 2026.

REQUESTED AMENDMENTS - UNEXPENDED APPROPRIATIONS CONT.

- 4. The remaining \$12,080,513 of the \$13,660,000 appropriated from special funds for information technology projects in section 1 of chapter 40 of the 2021 Session Laws and the remaining \$8,448,243 of the additional \$9,125,000 appropriated from the general fund in the operating expenses line item relating to information technology projects in section 1 of chapter 12 of the 2023 Session Laws.
- 5. The remaining \$2,151,245 of the \$2,500,000 appropriated from special funds to match funding from the state of Minnesota and other sources for studies, preliminary engineering, and environmental studies to address northern Red River valley infrastructure affected by flooding; and the remaining \$2,368,407 of the \$5,000,000 appropriated from special funds for an environmental study of a portion of United States Highway 52, in section 1 of chapter 12 of the 2023 Session Laws.
- 6. The sum of \$757,000 included in the deferred maintenance funding pool line item and transferred to the department of transportation pursuant to chapter 47, section 15 of the 2023 session laws.
- 7. The sum of \$162,000,000 appropriated from special funds for Flexible Transportation Fund projects in section 1 of chapter 12 of the 2023 Session Laws.

REQUESTED AMENDMENTS CONT.

AMENDMENT. 49-17.1-05. of the North Dakota Century Code is amended and reenacted as follows:

49-17.1-05. SUBSIDY OF RAILWAY LINES – CONTINUING APPROPRIATION. The department, with the approval of the commission, may provide financial assistance, within the limits of funds appropriated by the legislative assembly, for the continuation of operations and maintenance of any railroad within the state, as provided for in the Railroad Revitalization and Regulatory Reform Act of 1976 [Pub. L. 94-210; 90 Stat. 149; 49 U.S.C. 1651 et seq.], or other relevant federal legislation. Moneys in the state rail fund are appropriated to the department of transportation on a continuing basis for distributions authorized under this section. The department or the commission may act as the agent in cooperation with the federal government, any local or regional transportation authority, local governmental units, any group of rail users, or any person in any rail service assistance program.

MISCELLANEOUS EXPENSES FOR NDDOT FACILITIES. The NDDOT may expend funds for basic workspace appliances limited to coffee makers, microwaves and refrigerators.

SB 2012 ADDITIONAL REQUEST ABOVE EXECUTIVE BUDGET RECOMMENDATION

LOAN AUTHORIZATION - HIGHWAY IMPROVEMENT PROJECTS.

The department of transportation may borrow from the Bank of North Dakota, \$55,000,000, or so much of the sum as may be necessary, which is hereby appropriated to the department of transportation in the capital assets line item in section 1 of this Act for matching a federal grant that has been awarded to the department of transportation for construction on US Highway 85, for the biennium beginning July 1, 2025, and ending June 30, 2027. The department of transportation shall request from the seventieth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

If approved, capital improvements line item should be increased by \$55M.

REQUESTED AMENDMENTS CONT.

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, 2025, and ending June 30, 2027.



ADDITIONAL BUDGET INFORMATION



MAIN REVENUE STREAMS



Federal Funds	\$1.327B
Highway Tax Distribution Fund	\$317.6M
SIIF Funding	\$257.4M
Flexible Transportation Fund	\$171.5M
State Fleet Reimbursements	\$100.3M
License Fees & Permits	\$93.7M
Other Revenue	\$79.3M
Local Government Reimbursements	\$73.6M
Legacy Earnings Highway Distribution Fund	\$60.0M ₉₄

SALARIES & WAGES | \$255,084,191

INCLUDES:

- 1,005 FTEs
- 3% 2025 / 3% 2026
 Performance-Based
 increases
- Health Insurance Includes continued coverage for all FTEs



OPERATING EXPENSES | \$392,845,122

INCLUDES:

Consultant Engineering (60% of all engineering)

\$155.7M

Information Technology

\$45.0M

NDDOT State Fleet Use Costs

\$43.9M

Road Maintenance Material Costs \$45.0M



CAPITAL IMPROVEMENTS | \$1,721,189,617

Road & Bridge Construction

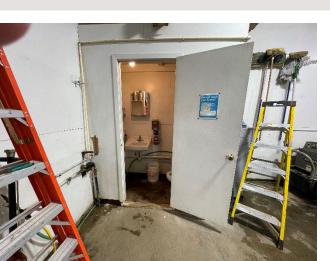
\$1.6B

Buildings & Grounds

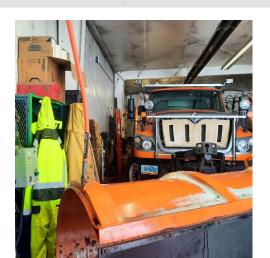
\$15.5M

Large Equipment

\$15.7M









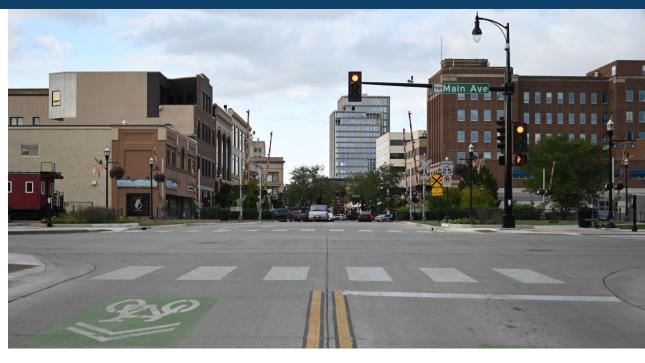
GRANTS | \$109,140,458

INCLUDES GRANTS FOR:

- Counties
- Cities
- Townships
- Transit Providers











IT PROJECTS

Driver & Vehicle Services Appointment System

\$3.0M

Barcoding Software

\$350,000





Nemo-Q is an approved NDDOT vendor.

Welcome to the NDDOT's Driver License/Motor Vehicle Scheduler. To book an appointment, make a selection from the drop down, then click "Book an appointment". If you already have an existing appointment, you can also reschedule, as well as cancel it.



Department of Transportation - Budget No. 801 Legislative Council Agency Worksheet - Senate Bill No. 2012

Legislative Council \(\frac{Agency \text{ Worksheet = 3ens}}{2} \)	Armstrong Executive Budget			Senate Version			Senate Compared to Executive Budget					
	Armstrong Executive Budget						Increase (Decrease)					
	FTE	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2025-27 Biennium Base Level	1.001.00		\$1,749,752,645		1,001.00			\$1,749,752,645	0.00	\$0	\$0	\$0
VA.700.		N	N 3597 10 10					76 m				
025-27 Ongoing Funding Changes			(\$21,621,679)	(\$21,621,679)			(\$21,621,679)	(\$21,621,679)				\$0
Base budget adjustments and reductions			8,694,284	8,694,284			8,694,284	8,694,284				0
Salary increase			5,889,434	5,889,434			5,889,434	5,889,434				0
Health insurance increase			3,545,684	3,545,684			3,545,684	3,545,684				0
Restore 23-25 new FTE funding pool			14.863,018	14.863,018			14,863,018	14,863,018				C
Restore 23-25 vacant FTE funding pool	l		14,003,010	14,003,010		7714	(5,526,520)	(5,526,520)			(\$5,526,520)	(5,526,520
Transfer to 25-27 new and vacant FTE pool			406,821,876	406,821,876			406,821,876	406,821,876				C
Estimated federal funds increase			400,021,070	400,021,070			218,600,000	218,600,000			218,600,000	218,600,000
Additional flexible fund authority			454.000	451,898			451,898	451,898		1977-4-1-1		(
Data management program			451,898	249,997	1.00		249,997	249,997		- 4000		(
Bridge load rating coordinator	1.00		249,997		1.00		203,003	203,003	(1.00)		(803,003)	(803,003
US Highway 85 staffing and equipment	2.00		1,006,006	1,006,006	1.00		249,997	249,997	(1.00)		(000)000/)
Local government assistance position	1.00		249,997	249,997	1.00		3,800,000	3,800,000				
Local funds match authority			3,800,000	3,800,000			3,000,000	3,800,000		· · · · · · · · · · · · · · · · · · ·	(3,000,000)	(3,000,000
Increased roadway maintenance costs			3,000,000	3,000,000				0			(2,000,000)	(2,000,000
Major equipment funding			2,000,000	2,000,000				0			(6,842,212)	(6,842,212
Increased district contractor payments			6,842,212	6,842,212			4.022.016	4,022,016			(0,042,212)	(0,0 12,2 12
Increased information technology operating funds			4,022,016	4,022,016			4,022,016	4,022,016			(4,000,000)	(4,000,000
Rotary snowblower replacements			4,000,000	4,000,000				0			(472,000)	(472,000
Engineering equipment replacement			472,000	472,000			40.500.000	12,500,000			(5,000,000)	(5,000,000
Increased state fleet operating costs			17,500,000	17,500,000			12,500,000	12,500,000				
Total ongoing funding changes	4.00	\$0	\$461,786,743	\$461,786,743	3.00	\$0	\$652,743,008	\$652,743,008	(1.00)	\$0	\$190,956,265	\$190,956,265
One-Time Funding Items												\$0
Facility improvements			\$5,970,000	\$5,970,000			\$5,970,000	\$5,970,000				φ(
Appointment system upgrade			3,000,000	3,000,000			3,000,000	3,000,000				
Inventory tracking system			350,000	350,000			350,000	350,000				
Federal formula funds match (SIIF)			171,300,000	171,300,000			171,300,000	171,300,000			(225,020,020)	The second second second second
Federal discretionary funds match (SIIF)			85,000,000	85,000,000	Contraction of the Contraction o			0			(\$85,000,000)	(85,000,000
Pavement management van (SIIF)			1,100,000	1,100,000				0			(1,100,000)	(1,100,000
Walking trail grant				0			100,000	100,000		1207	100,000	100,000
Increased maintenance costs				0			9,842,212	9,842,212			9,842,212	9,842,212
Undesignated equipment				0			5,872,000	5,872,000			5,872,000	5,872,000
Highway 85 projects (SIIF)				0.			100,000,000	100,000,000			100,000,000	100,000,000
Total one-time funding changes	0.00	\$0	\$266,720,000	\$266,720,000	0.00	\$0	\$296,434,212	\$296,434,212	0.00	\$0	\$29,714,212	\$29,714,212
Total Changes to Base Level Funding	4.00	\$0	\$728,506,743	\$728,506,743	3.00	\$0	2340303-1436-1331-1346-1376-1376	\$949,177,220	(1.00)	\$0	\$220,670,477	\$220,670,47
2025-27 Total Funding	1,005.00	\$0	\$2,478,259,388	\$2,478,259,388	1,004.00	\$0	\$2,698,929,865	\$2,698,929,865	(1.00)	\$0	\$220,670,477	\$220,670,47
Federal funds included in other funds		•	\$1,327,784,911				\$1,327,169,868				(\$615,043)	
Total ongoing changes - Percentage of base level	0.4%	N/A	26.4%	26.4%	0.3%	N/A	37.3%	37.3%	N/A	N/A	N/A	N/A
Total changes - Percentage of base level Total changes - Percentage of base level	0.4%	N/A	41.6%			N/A	54.2%	54.2%	N/A	N/A	N/A	N/A

Other Sections in Department of Transportation - Budget No. 801

Section Description	Armstrong Executive Budget	Senate Version	
New and vacant FTE pool		Section 3 designates the use of funds from the new and vacant FTE pool line item.	
Line item transfers		Section 4 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.	
Strategic investment and improvements fund		Section 5 identifies the use of the strategic investment and improvements fund to match federal highway funding and for a highway 85 project.	
Legacy earnings fund		Section 6, 7, 10, 11, and 13 provide for adjustments to the legacy earnings fund including the transfer of one percent of legacy fund earnings to the flexible transportation fund.	
Flexible transportation fund		Section 8 provides for the designation of uses of the flexible transportation fund.	
State rail fund		Section 9 provides continuing appropriation authority from the state rail fund.	
Motor vehicle excise tax		Section 12 provides for all motor vehicle excise taxes after allocations for other purposes to be deposited in the flexible transportation fund. Section 17 provides an effective date for the deposits.	
Highway 85 environmental impact statement		Section 14 directs DOT to complete the remaining environmental impact statement process for portions of the Theodore Roosevelt Expressway that are not four lanes.	
Rest area agreement		Section 15 directs DOT to review options to enter agreements regarding the operation and upgrades to the Painted Canyon visitor center.	ALC:
Carryover exemptions		Section 16 authorizes the carryover of various prior biennium appropriations.	



North Dakota Legislative Council

Prepared for the House Appropriations Committee March 10, 2025

MAJOR RELATED LEGISLATION AFFECTING THE DEPARTMENT OF TRANSPORTATION AS OF CROSSOVER

This memorandum provides information on major related legislation affecting the Department of Transportation as of Crossover:

House Bill No. 1051 - Special road fund - Allows tribal governments to request funds from the special road fund.

House Bill No. 1053 - Length of state highway system - Removes the limitation that the state highway system may not exceed seven percent of the entire road mileage of the state.

House Bill No. 1056 - Oahe Reservoir bridge - Authorizes the Department of Transportation to accept ownership of any bridge constructed over the Oahe Reservoir.

House Bill No. 1106 - Nonfixed route public transportation grants - Provides a \$2 million general fund appropriation for nonfixed public transportation provider grants.

House Bill No. 1382 - Additional motor fuels taxes and registration fees - Increases the registration fees for electric vehicles and assesses an additional 3 cents per gallon of motor fuels taxes for distribution to non-oil-producing counties, cities, and townships.

Senate Bill No. 2133 - Blackout license plates - Authorizes the Department of Transportation to issue blackout license plates for an additional fee.

Senate Bill No. 2254 - Fixed route public transportation grants - Provides a \$2 million appropriation to the Department of Transportation for grants to fixed route public transportation providers.



Funding for NDDOT's rail loan programs is limited and is primarily intended to be used to upgrade and enhance rail infrastructure that maintains or improves rail service. Maximum loan amounts of \$5 million or less for projects that fit the following three categories.



System Critical

Shortline railroads and rail authorities only eligible

These projects are critical to a railroad's existence. They maintain or expand service, improve system connectivity, and/or enhance financial stability. They also may include rail relay, major structure rehabilitation or construction, new rail connections, track realignment, etc. Loan terms are 0% interest with a rail cost share maximum of 80% and repayment in 15 years.



Infrastructure Improvement

Shortline railroads, units of government, and rail authorities only eligible

These projects may include structure repairs, tie and ballast replacement, switches, short segments of rail replacement, etc. Loan terms are half of prime (never more than 4.5%) interest with a rail cost share maximum of 80% and repayment in 15 years.

Economic Development

All applicants eligible

These projects may include new sidings, siding extensions or upgrades, switches, loop and ladder tracks, access roads, active warning devices for new facility crossings, equipment – locomotives, maintenance of way equipment, roadway safety improvements adjacent to existing rail infrastructure, etc. They may improve safety and result in decreased trucking impacts on state and local roadway infrastructure. Loan terms are half of prime (never more than 4.5%) interest with a rail cost share maximum of 70% and repayment in 10 years.

For questions, contact:

Jim Styron, Rail Planner, jstyron@nd.gov NDDOT Planning/Asset Management Division 608 East Boulevard Avenue Bismarck, ND 58505 Work Phone: 701-328-4409

To apply for NDDOT's rail loan programs go to:



Testimony
Senate Bill 2012 – Department of Transportation
State Aid for Public Transit Budget
Appropriations - Government Operations Division
March 10, 2025

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 2012.

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 53,125 rides this past fiscal year. Barnes County (which is our "urban" county) provided 59,804 rides. This is a 9% 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 personnel 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.

Last fiscal year, even with the increase in State Aid, we had to use \$462,808 (over 20% of our operating budget) in local dollars 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. As one of our riders told me today, "I would be totally isolated without your service."

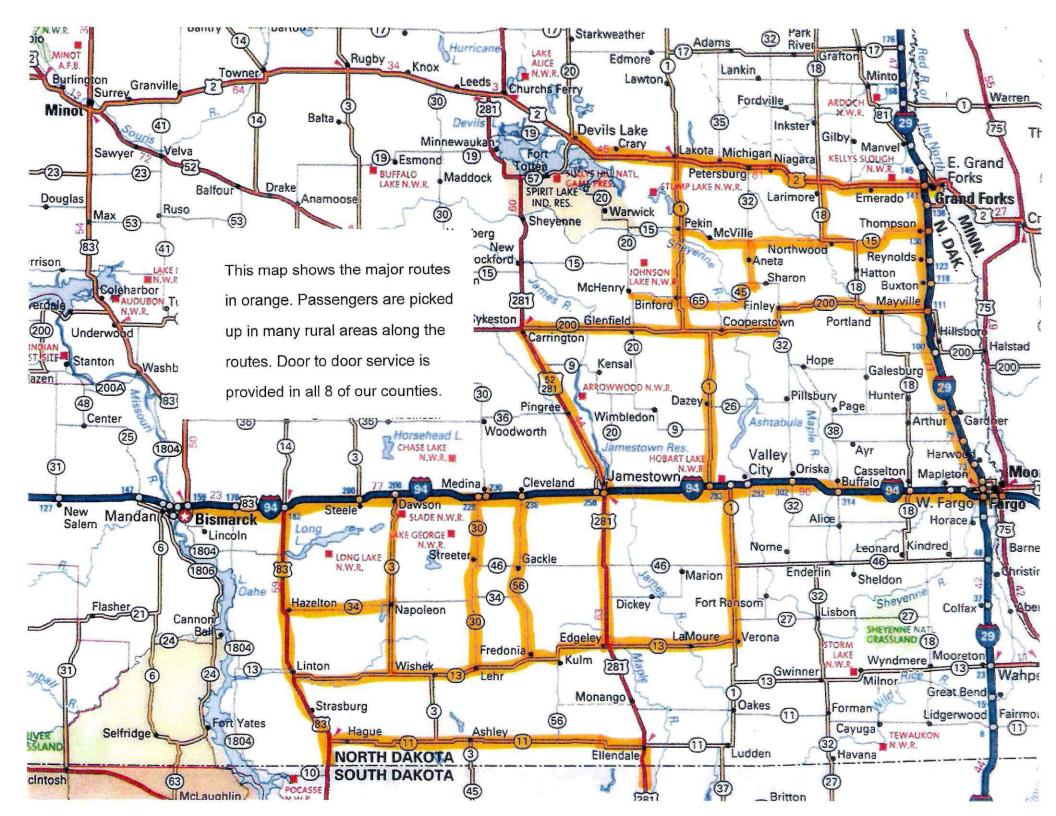
While many of North Dakota's rural public transit agencies provide much needed transportation to those already living here, our public transit services also play a role in drawing new people to our state. Many of those considering re-locating to North Dakota from other states, come from large cities and urban areas where public transit is their main mode of transportation. A large number do not even own a vehicle. Access to public transportation, especially in rural communities, can be a determining factor in their decision making process. We believe that safe, reliable and sustainable public transportation is an integral piece of the puzzle when it comes to continued growth in North Dakota.

On a positive note, we have received many new vehicles in the past year. Many had been on back order for two or more years. This is a benefit to us as it will help decrease the amount dollars spent on repairs. It also provides much safer transportation for passengers. I would like to thank the legislators for the increased funding this biennium, and the North Dakota Department of Transportation for their continued support of our agency. We are very fortunate to have the great staff we have in the Department.

Transit providers would like to see us get back to a minimum of \$12 million next biennium. This would ease some of the demand on local funding.

I have attached a map of our coverage area for your information.

Thank you for your consideration. I would be happy to answer any questions you may have.



Following are the service routes & schedules currently being provided by South Central Adult Services.

Barnes County Schedule

Valley City - Demand/Response: Monday - Friday - \$2.00/ride

8:00am - 5:00pm Saturday & Sunday 8:00am - 2:00pm

Valley City to Jamestown: Monday, Wednesday and Friday - \$5.00 round trip

Oriska, Fingal, Nome, Kathryn, Litchville, Hastings: 1st & 3rd Friday each month - \$5.00 round trip Sanborn, Rogers, Leal, Wimbledon, Dazey: 2nd & 4th Wednesday of each month - \$5.00 round trip

Valley City to Fargo: Monday – Friday as needed - \$10.00 round trip – will stop in Tower City, Buffalo and Casselton as requested. Jamestown to Fargo \$25.00 round trip.

Taxi operates in Valley City 24 hours per day, 7 days per week – Metered – Second Taxi to run on weekends.

LaMoure County Schedule

LaMoure to Jamestown & Valley City: every Monday, Tuesday, Wednesday and Friday - \$10.00 round trip

LaMoure to Fargo: Every Thursday - \$18.00 round trip

LaMoure to Bismarck: Monday - Friday on McIntosh County vehicles - \$18.00 round trip

LaMoure to Oakes upon request - \$8.00 round trip

LaMoure to Aberdeen, Ashley and Wishek upon request - \$10.00 round trip

LaMoure City: Monday - Friday - \$2.00 round trip

Logan County Schedule

Within Napoleon: Monday - Friday - \$1.00 round trip

To Bismarck: Monday - Friday - \$10.00 round trip western county/\$13 round trip eastern county

To Jamestown: every Thursday - \$10.00 round trip eastern county/\$13.00 round trip western county - stops in

Streeter as requested

To Wishek and Linton: Monday - Friday upon request- \$8.00 round trip

To Aberdeen: 1st, 3rd and last Tuesday - \$13.00 round trip

McIntosh County Schedule

Within Ashley: Monday - Friday - \$1.00/ride

Within Wishek: every Monday - Friday - \$1.00/ride

Wishek/Ashley/Zeeland/Lehr to Bismarck: Monday - Friday - \$15.00 round trip

Wishek to Jamestown: every Thursday - \$13.00 round trip Between Zeeland & Ashley: Upon request - \$5.00 round trip

Shuttle to Kulm for Jamestown & Fargo connections: every Thursday - 25.00

To Aberdeen: 1st, 3rd & last Tuesday each month - \$13.00 round trip

Griggs County Schedule

To Fargo: every Thursday - \$10.00 round trip

To Valley City: 2nd Tuesday of each month - \$8.00 round trip

To Grand Forks, Mayville, Hillsboro: 4th Tuesday - \$10.00 round trip

Within Cooperstown: Monday thru Friday - \$1.00/ride

Cooperstown/Binford/Sutton: upon request - \$3.00 round trip

Cooperstown/Hannaford: upon request - \$3.00 round trip

To Jamestown: 1st & 3rd Tuesday - \$8.00 round trip - stops in Glenfield as requested

Foster County Schedule

Within Carrington: Monday thru Friday - \$1.00/ride

To Fargo: 1st Wednesday & 3rd Tuesday of each month - \$15.00 round trip

To Bismarck: 3rd Wednesday of each month - \$15.00 round trip

Rural Foster County: 2nd Wednesday and 1st, 3rd & 4th Fridays of each month - \$5.00 round trip

To Jamestown: 1st, 2nd & 4th Tuesday, 4th Wednesday and every Thursday of each month - \$8.00 round trip

To New Rockford: Every Monday, upon request - \$5.00 round trip

Emmons County Schedule

Within Linton: Monday - Friday - \$1.00/ride To Wishek - As requested - \$8.00 round trip To Bismarck: Monday - Friday - \$10.00 round trip northern county/\$13.00 round trip southern county

Rural Emmons County to Linton: Monday - Friday as requested - \$5.00 round trip

To Fargo: Thursday - \$25.00 round trip

To Jamestown: every Thursday, \$15.00 round trip

Rural Emmons County to Linton: Monday - Friday as requested - \$5.00 round trip

Within Strasburg, Hague and Hazelton - Monday - Friday - \$1.00 per ride

Nelson County Schedule

Lakota to Grand Forks: Monday, Wednesday, Friday - \$10.00 round trip (stops in Michigan, Petersburg, Larimore

and Emerado as requested

Devils Lake to Grand Forks: As needed - \$10.00 round trip

Within Nelson County: \$1.00

Aneta/McVille to Grand Forks: As needed - \$10.00 round trip

Aneta/McVille to Devils Lake & Lakota: As needed - \$5.00 round trip

Shuttles are available from anywhere in Logan, McIntosh and Emmons counties Monday through Friday to meet the scheduled Bismarck vehicles so that service is available to Bismarck five days per week.

Free rides may be provided through referral from Social Services. They are to be negotiated as a need arises. South Central Adult Services does not have discounted fares.

2025-2028 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)



Dakota

Transportation

Prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION BISMARCK, NORTH DAKOTA

www.dot.nd.gov

DIRECTOR

Ronald J. Henke

November 2024



November 26, 2024

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 1961 Stout Street, Suite 13-301 Denver, CO 80294

2025-2028 FINAL STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

North Dakota's 2025-2028 Final Statewide Transportation Improvement Program (STIP) is enclosed. 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 Final 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/mw 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 2025, 2026, 2027 and 2028. 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 \$399, \$406, \$414, and \$421 million for fiscal years 2025 through 2028, 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 Construction & Planning 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 608 E Boulevard Ave Bismarck, ND 58505-0700 Phone: (701) 328-2607 Michael Wilz Assistant Programming Engineer North Dakota Department of Transportation 608 E Boulevard Ave Bismarck, ND 58505-0700 Phone: (701) 328-4457

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.

NDDOT Management Team



Ron J. Henke Director



Chad Orn Deputy Director for Planning



Matt Linneman Deputy Director for Engineering



Robin Rehborg Deputy Director for Driver Safety



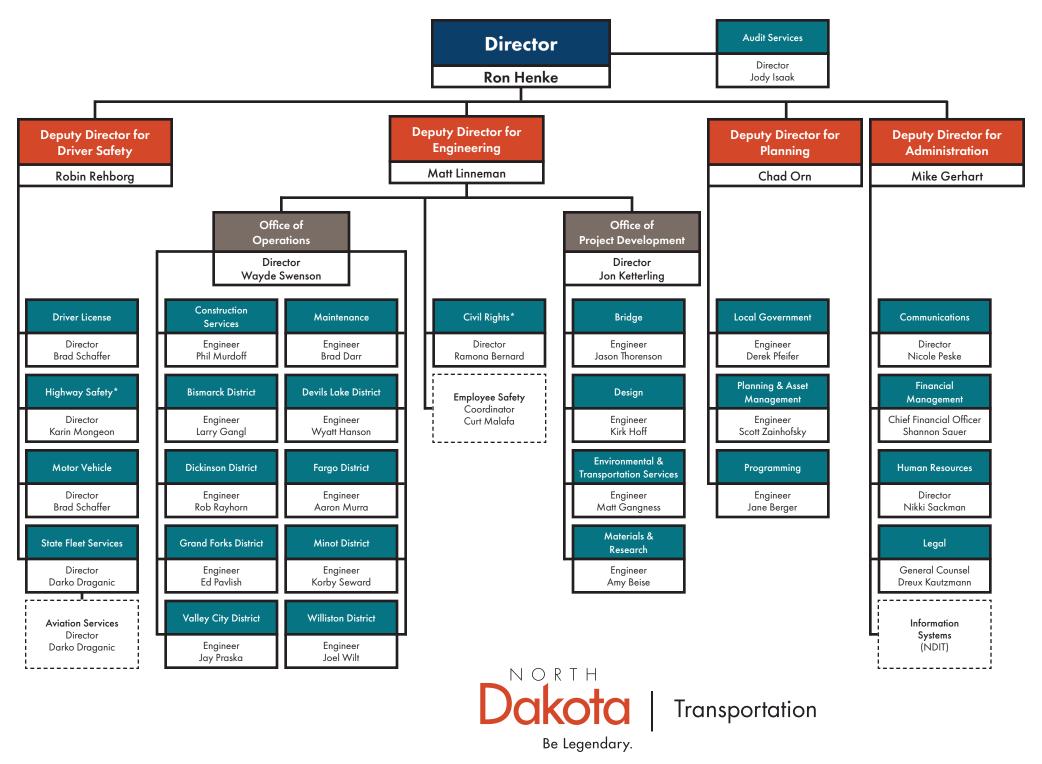
Michael Gerhardt Deputy Director for Administration



Jane Berger Programming Engineer

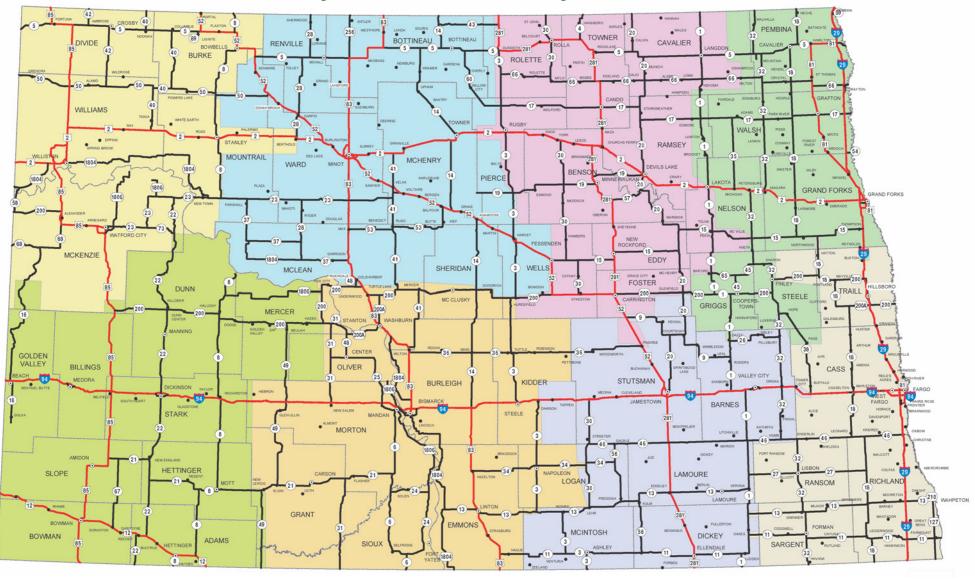


Michael Wilz Assistant Programming Engineer



Updated 09/10/2024 * Indirect report to the Director

North Dakota Department of Transportation Districts





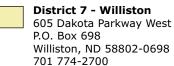
District 2 - Valley City 1524 Eighth Avenue SW Valley City, ND 58072-4200 701 845-8800



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 8 - Fargo 503 38th Street South Fargo, ND 58103-1198 701 239-8900

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 2025-2028 STIP includes consideration of elements and policies contained in the Statewide Transportation Plan.

The development of the 2025-2028 STIP includes the Transportation Improvement Plans (TIPs) developed by designated Metropolitan Planning Organization (MPO) areas. The four MPOs in North Dakota are the Bismarck-Mandan MPO, Fargo-Moorhead Metropolitan Council of Governments, Grand Forks-East Grand Forks MPO, and the Central Dakota MPO (Minot area).

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 Statewide Strategic Transportation Plan, 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 priorities are developed through a cooperative effort between the NDDOT District Engineers, cities, and Metropolitan Planning Organizations. The NDDOT Local Government Division works with each county on the development of their county major collector priorities.

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), the Pavement Management System (PMS) and the Transportation Asset Management Plan (TAMP). 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 supports the 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 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 and Metropolitan Planning Organizations. In December, the cities provide a list of prioritized state regional and local urban road projects (along with their cost estimates) to the NDDOT for their review. Each MPO adheres to the Public Participation Process Plan during the development of the TIP by holding public meetings. 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 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 four North Dakota MPOs and the urban cities.

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.

The FHWA and NDDOT arrange individual meetings with all local tribal entities to discuss the upcoming projects and/or any concerns that the tribal entities may have in their respective areas, and to remind them of the STIP process.

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 MPO, Fargo-Moorhead Metropolitan Council of Governments, Grand Forks-East Grand Forks MPO and Central Dakota MPO; 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 five North Dakota reservations; and the Bureau of Indian Affairs (BIA) at Aberdeen, South Dakota.

FHWA Comments - 2025-2028 Draft STIP

Page 1 Introduction - Second paragraph, last sentence: BIL estimated ND apportionment FY25 \$349 and FY26 \$356:

Response: Apportionment shown includes Bridge and NEVI funding which is included in the STIP.

Page 1 Introduction – Fourth paragraph: There is no longer a Publications tab at the top of the page.

Response: Description revised.

Page 1 Introduction – Fifth Paragraph, first sentence: Are these then sent to Jane so comments and responses are collected and included in the final document?

Response: Comments come to Assistant Programming Engineer and would be included in the STIP if received.

Page 7 STIP Development – Fourth Paragraph, last sentence: Is this a true statement? The % Deck Area in Good Condition on NHS Bridges was not met - will this STIP meet targets? *Response: Statement revised.*

Bismarck District

PCN 22957 -Costs do not match what is shown in the BisMan MPO TIP \$34,962,109.

Response: NDDOT will coordinate with the MPO on the correct cost of the interstate project.

Map Key 1006 - \$65 in BisMan MPO TIP

Response: The cost difference may have been due to a rounding issue. NDDOT will coordinate with the MPO on the correct cost of the project.

PCN 23914 - Not included in the BisMan MPO TIP

Response: NDDOT will coordinate with the MPO to make sure all awarded TA projects are included in the TIP.

PCN 24054 - Amounts do not match the BisMan MPO TIP \$220,000.

Response: Will review current project estimated cost and determine if TIP/STIP amendments are needed.

PCN 23472 - BisMan MPO TIP cost is higher \$1,391,882

Response: Will review current project estimated cost and determine if TIP/STIP amendments are needed.

Map Key 1209 - Higher cost in BisMan MPO TIP \$1,575,471.

Response: Will review current project estimated cost and determine if TIP/STIP amendments are needed.

Map Key 1218 - BisMan MPO TIP is higher cost \$541,000

Response: NDDOT will coordinate with the MPO on the correct cost of the project.

PCN 23697 - Amounts do not match the BisMan MPO TIP. BisMan MPO shows \$6,592,000.

Response: NDDOT will coordinate with the MPO on this project.

Missing - 2027: Safety project - Bismarck - S Washington St - remove existing traffic signal,

install raised median island & RRFB crossing \$140,000

Response: Project added

Missing - 2027: Safety project - Bismarck Expressway & Main Ave - construction of north &

southbound right turn lanes, traffic signal & Lighting improvements \$934,132

Response: Project added

Missing - 2027: Bridge - I-94 Reconstruction Sunset Drive Interchange, Mandan \$30,000,000 Response: This project is awaiting notice of grant awards and will be added to the STIP if

successful.

Grand Forks

PCN 24028 – MPO TIP lists the cost as \$8,512,604

Response: NDDOT will coordinate with the MPO on the correct cost of the interstate project.

Map Key 6203 - MPO TIP shows cost is \$2,537,778

Response: NDDOT will coordinate with the MPO on the correct cost of the interstate project.

PCN23740 - MPO TIP shows the cost \$104,000 and description is spall repair.

Response: The TIP is incorrect. NDDOT will work with the MPO to correct the project

information.

Map Key 6211 - Did not see in MPO TIP.

Response: This project was submitted to NDDOT through the MPO process. Not sure why they didn't include it in the TIP. NDDOT will coordinate with the MPO on this project.

Map Key 6213 – Not in MPO TIP

Response: NDDOT will coordinate with the MPO to make sure all approved HSIP projects are included in the TIP.

Missing - Did not see MPO Project 323001, 124012, 12409, or 522008 in the STIP.

Response: 522008 is a MN project and will not be included in the ND STIP. 323001 is a county federal aid project and is included in the county funding section of district 9. 12409 is a transit project and NDDOT will coordinate with the MPO on any needed STIP amendment. 124012 is included in the STIP, PCN 24200.

<u>Fargo</u>

PCN23537 – MPO TIP cost is \$23,800,000

Response: NDDOT will coordinate with the MPO on the current cost of the project and amend the STIP as needed.

Map Key 8011 - MPO TIP has map key as 8211

Response: Funding year changed. Will coordinate with MPO on needed TIP update.

Map Key 8020 - MPO TIP shows the cost \$130,000

Response: Will coordinate with the MPO on the current project cost and any needed TIP/STIP updates.

Map Key 8230 – Should be shown with the other projects for 2026-2028 and FM MCOG TIP cost is \$444,000

Response: The project has been moved to the appropriate location. Will coordinate with the MPO on the current cost of the project and any needed TIP/STIP updates.

Map Key 8021 - FM MCOG TIP cost is \$136,000

Response: Will coordinate with the MPO on the current cost of the project and any needed TIP/STIP updates.

Map Key 8232 - Should be shown with the other projects for 2026-2028. FM MCOG TIP cost is \$444.000

Response: Will coordinate with the MPO on the current cost of the project and any needed TIP/STIP updates.

PCN 23495 - FM MCOG cost is \$299,130

Response: Will coordinate with the MPO on the current cost of the project and any needed TIP/STIP updates.

Missing: FM MCOG TIP: #9220012, #4220019

Response: 4220019 will be added to the STIP. Unable to find 9220012 in final TIP.

Missing: FM MCOG TIP: #9230005, 9240036, 1250017

Response: Unable to find 9230005 and 9240036 in final TIP. 1250017 will coordinate TA selected projects with the MPO and update the STIP as needed.

PCN 24112 - FM MCOG TIP cost is \$1,850,000

Repsonse: Will coordinate with the MPO on the current cost of this interstate project and update the TIP as needed.

Map Key 8206 - FM MCOG TIP project limit description is different.

Response: Will coordinate with the MPO on the project description for this interstate project.

Map Key 8110 - Not in FM MCOG TIP

Response: This project has been removed by FMCOG and is no longer part of the STIP.

PCN 24150 - FM MCOG TIP shows PCN #22925

Response: The TIP has the wrong PCN. NDDOT will coordinate with the MPO to correct this issue.

Map Key 8114 - FM MCOG TIP cost is \$646,830

Response: The NDDOT STIP was built using the information provided to us by FMCOG for the TMA selected projects. If the TMA has updated their costs, we did not receive that information for inclusion into the STIP. NDDOT will coordinate with the MPO on any needed STIP updates.

Map Key 8217 - Not in FM MCOG TIP

Response: This project is in Wahpeton and is not in the MPO area.

Map Key 8220 - FM MCOG TIP project limit description is different 13th Ave W (Sheyenne St to 9th St E.)

Response: NDDOT will coordinate with the MPO on the correct project limits.

Map Key 8222 - FM MCOG TIP cost is \$519,002

Response: The STIP was built with the project information provided to us by FMCOG for TMA selected projects. NDDOT will coordinate with the MPO for needed STIP updates.

Map Key 8307 - Not shown in FM MCOG TIP.

Response: NDDOT provided information to MPO for TIP. Will coordinate on needed TIP amendment.

Map Key 8308 - FM MCOG TIP project limits 10th St N to Roberts St Response: There are 2 projects and both are shown in the STIP.

Map Key 8309 - FM MCOG TIP project limits description is Roberts St - 3rd St N Response: There are 2 projects and both are shown in the STIP.

Map Key 8310 - Not in FM MCOG TIP.

Response: This project is in Wahpeton and is not in the MPO area.

PCN 23596 - FM MCOG TIP cost is \$5,615,000

Response: NDDOT will coordinate with the MPO on the current cost and update the TIP as needed.

Map Key 8124 - FM MCOG TIP cost is \$2,023,400

Response: The STIP was built with project information provided by FMCOG for TMA selected projects. NDDOT will coordinate with the MPO for any needed STIP updates.

Map Key 8241 - FM MCOG TIP cost \$705,000.

Response: The STIP was built with project information provided by FMCOG for TMA selected projects. NDDOT will coordinate with the MPO for any needed STIP updates.

Map Key 9021 - Verify with ETS that this number is correct - this appears less than what is currently being paid. Response: Updated.

Programs

Page 65 Second Sentence, first paragraph - BIL estimated ND apportionment FY25 \$349 and FY26 \$356:

Response: Referenced amount/table does not reflect set asides, penalties, or being split among other programs.

Page 71 Federal Lands and Tribal Transportation Program, fourth sentence – The FLMAs have considerable responsibility and latitude for managing their program within the FLTP. The FHWA, however, is ultimately responsible for ensuring the program is administered according to the statutory and implementing regulations for title 23, United States Code. *Response: Statement modified.*

2025 Program Summary

National Highway Performance Revenue, Federal - \$192,241,353

Response: Referenced amount/table does not reflect set asides, penalties, or being split among other programs.

National Highway Freight Revenue - \$9,137,010 in FHWA BIL Apportionment table

Response: Referenced amount/table does not reflect set asides, penalties, or being split among other programs.

Highway Safety Improvements - Amount shown is greater than amount in FHWA BIL apportionment: \$17,882,693

Response: Referenced amount/table does not reflect set asides, penalties, or being split among other programs.

Surface Transportation Revenue - \$93,522,821

Response: Referenced amount/table does not reflect set asides, penalties, or being split among other programs.

Total Federal Revenue - FHWA BIL Apportionment: \$349,037,041 Are you including grants in here as well?

Response: The reference amount does not include NEVI, Bridge, ROM, and ER funding accounted for in the table. Grant funding was not included.

2026 Program Summary

National Highway Freight Revenue - \$9,139 in FHWA BIL Apportionment table Response: Referenced amount/table does not reflect set asides, penalties, or being split among other programs.

Highway Safety Improvements - \$18,319,133 in the FHWA BIL apportionment table Response: Referenced amount/table does not reflect set asides, penalties, or being split among other programs.

Total Federal Revenue - \$356,018,227 FHWA BIL 2026 Apportionment Table Response: Referenced amount/table does not reflect set asides, penalties, or being split among other programs.

FTA		

No comments received at the time.

Public

No comments received at the time.

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

Advance

Construction Funding mechanism that allows projects to be funded with Federal-aid dollars

at a later date.

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.

Funding Source An alpha code is used to designate which category of federal funds or state

funds will be used with each funding source.

HTMCG High Tension Median Cable Guardrail.

Illustrative Projects scheduled if specific funds are received.

Maintenance Work which would include concrete pavement repair (CPR), joint seal

replacement, drain pipe repairs, seal coats, slurry seals, striping, etc.

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 2025

and it is the 14th project in 2025.

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.)

New Construction Constructing a new highway on a new location or corridor, example is new

grading.

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.

Pending Projects designed as pending; shown with a 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.

Reconstruction Regrading or restoring the roadbed and surface or widening an existing

roadbed on the existing highway location.

Regionally

Significant The construction of a new interstate interchange, adding capacity to the

Interstate (Adding additional lanes) or creating new roadways on new

alignments.

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.

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.

Structural Construction of new structures or reconstruction of existing structures or

structural features; such as, substructure, piers and bridge rails.

Surfacing Placing asphalt or concrete on a previous surface or roadbed includes Portland

Cement Concrete (PCC), Hot Bituminous Pavement (HBP), milling, grinding,

etc.

FUNDING SOURCES

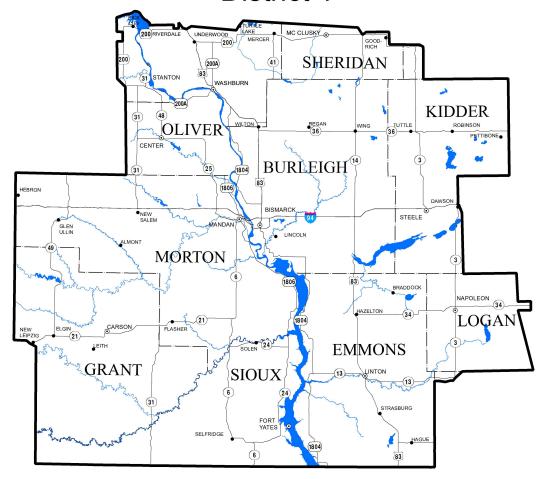
		PROJECT PREFIX
IM	=	Interstate Maintenance - State Project
NH	=	National Highway System - State Project
NHU	=	National Highway System - State Urban Project
AC	=	Advance Construction
SS	=	Non-National Highway System - State Rural Project
SU	=	Non-National Highway System - State or City Urban Project
CPU	=	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 BRC	=	Bridge Replacement - State or City Urban Project - Non-National Highway System
BRO	=	Bridge Replacement - County Project - Non-National Highway System 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 HEU	=	High Hazard Elimination - State Safety Project - Non-National Highway System High Hazard Elimination - State or City Urban Safety Project - Non-National Highway System
HEC	=	High Hazard Elimination - State of City Orban 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 TAU		Railroad Crossing Protection Device - County Off-System Safety Project Transportation Alternatives - State or City Urban Project - National or Non-National Highway System
TAC	_	Transportation Alternatives - State of City Orban Project – National Highway System Transportation Alternatives - County Project - Non-National Highway System
TCAP		Transportation Alternatives - County Project - Non-National Highway System Transit - Section 5339 Bus & Bus Facilities
TE/D	_	Transit - Section 5339 Bus & Bus Facilities Transit - Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities
TPL	=	Transit - Section 5303/4 Metropolitan and Statewide Planning
TRUR	=	Transit - Section 5303/4 Netropolitan and Statewise Framming 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
BGR	=	BUILD Grant Program - Projects funded using the BUILD Transportation Grant Program
INF	=	INFRA Grant Program - Projects funded using the INFRA Grant Program
RCE	=	RCE Grant Program - Projects funded using the Railroad Crossing Elimination Grant Program
RAI	=	RAISE Grant Program - Projects funded using the RAISE Grant Program
FTF	=	Flexible Transportation Fund
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
UGP	=	Urban Grant Program - Projects funded using the Urban Grant Program
CVD	=	COVID Relief Program - Projects funded using the COVID Relief Program
TRP	=	Transportation Research Innovation Projects – State projects using innovation
CRP	=	Carbon Reduction Program – Projects funded using the Carbon Reduction Program
NEVI	=	National Electric Vehicle Infrastructure

North Dakota Roadway Miles per District and HPCS

			State	District	District	
	Interstate	Interregional	Corridor	Corridor	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 ⁻			(In The	n Thousands)			
PCN Map Fund Pend Key Source	Hwy Dir Location CMC	Length Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund	
Fiscal Year: 2025								
Rural								
24037 1001 NH	3 N W JCT 13 N TO JCT 34	17.7 Chip Seal Coat, Micro Mill	1381	1118	263	0	0	
24038 1002 SS	34 E NAPOLEON TO JCT ND 30	19.0 Chip Seal Coat, Micro Mill	1479	1197	282	0	0	
22957 1003 IM	94 E E BIS ENTR E TO E OF MENOKE INTR	N 9.8 Fencing, PCC Pave	37289	33560	3729	0	0	
23911 1004 SS	1804 N ND 1804 - VARIOUS LOCATIONS	1.9 Culvert Rehab	775	627	148	0	0	
		Subtotal	40924	36502	4422	0	0	
Urban								
24402 1005 NHU	83 N 9TH ST (BISMARCK EXPY TO FRONT AVE)	0.6 Microsurfacing, Pave Mark	231	187	21	23	0	
24403 1006 NHU	94 E BIS EXPY (MAIN TO END OF	0.1 Microsurfacing, Pave Mark	66	53	6	7	0	
23278 1007 SUCPU	ASPHALT) 94B E MEMORIAL HIGHWAY PHASE 3	3.3 Reconstruction, Sanitary Sewer,	55392	35986	4033	15373	0	
24404 1008 NHU	810 E BIS EXPY (WASHINGTON TO MA	Watermain IN) 3.5 Microsurfacing, Pave Mark	1750	1416	159	175	0	
24136 1009 UGPCPU	988 E 1ST ST NW, 5TH AV NW, 4TH AV	0.3 Reconstruction,	4461	2356	0	2105	0	
24405 1010 NHU	NW 1804 N BIS EXPWY TO 48TH AVE	Bikeway/Walkway, Storm Sewer, 4.0 Microsurfacing, Pave Mark	1558	1261	141	156	0	
21.00 10.010		Subtotal	63458	41259	4360	17839	0	
Bridge		Odbiotal	03430	41233	4300	17039	U	
23341 1011 NH	13 E 7 WEST OF US 83	0.0 Jt Repair	390	316	74	0	0	
23640 1012 SS	21 E 5 EAST OF CARSON	0,0 Jt Repair	50	40	10	0	0	
23640 1013 SS	21 E 10 EAST OF CARSON	0.0 Jt Repair	50	40	10	0	0	
23768 1014 IM	94 E 2 WEST OF ND 49	0.0 Deck Overlay, Approach Slabs,	477	429	48	0	0	
23767 1015 IM	94 E 8 WEST OF ND 31	Spall Repair 0.0 Spall Repair, Selective Grade	112	101	11	0	0	
23768 1016 IM	94 E 7 WEST OF ND 31	0.0 Deck Overlay, Spall Repair	400	360	40	0	0	
23768 1017 IM	94 E 5 WEST OF ND 31	0.0 Deck Overlay, Spall Repair	400	360	40	0	0	
23767 1018 IM	94 E 12 EAST OF ND 31	0.0 Structur Repair	57	51	6	0	0	
23767 1019 IM	94 E 8 WEST OF ND 25	0.0 Structur Repair	57	51	6	0	0	
1020 IM	94 E 6 WEST OF ND 25	0.0 Structur Repair, Spall Repair, Jt Repair	270	243	27	0	0	
23767 1024 IM	94 E 8 WEST OF 83 SOUTH	0.0 Spall Repair	59	53	6	0	0	
23634 1025 IM	94 E JUNCTION US 83 S-STERLING	0.0 Struct Replace, Approach Slabs,	8763	7887	876	0	0	
23768 1026 IM	94 E 6 WEST OF ND 3 NORTH	Guardrail 0.0 Deck Overlay	436	392	44	0	0	
1030 NH	94BE BETWEEN BISMARCK & MANDA	3,	6108	4943	554	611	0	
23341 1031 NH	200 E 6 NORTH OF 200A	Repair, Struct/Incid 0.0 Jt Repair, Spall Repair	260	210	50	0	0	
2001110011111	200	Subtotal	17889	15476	1802	611	0	
Transportation Alter	natives	Odbiotal	17003	13470	1002	011	Ū	
23910 1032 TAC	S WASHINGTON TRAIL-MERIDAI	N 0,0 Bikeway/Walkway	414	335	0	79	0	
23925 1033 TAC	TO SIBLEY ND 24, JCT CMC 4320, N FOR 1.	, ,	1810	1465	0	345	0	
	MI OLD RED TRAIL - MANDAN	0.0 Bikeway/Walkway			0			
23914 1034 TAU	OLD RED TRAIL - MANDAIN	Subtotal	497	402	0	95 540	0	
Safety		Subtotal	2721	2202	U	519	0	
24054 1035 HEU	MANDAN ELEMENTARY SCHOO	LS, 0.0 Signals	140	126	14	0	0	
	46TH AVE	Subtotal	140	126	14	0	0	
Transit		Gustotai	140	120	14	U	J	
1036 TURB	BISMARCK-CITYWIDE-5307	0.0 TR Op Assist, TR Prev Maint	3191	1887	422	882	0	
1037 TRUR	BISMARCK-CITYWIDE-5339	0.0 TR Capital	90	72	0	18	0	
1038 TRUR	BISMARCK-CITYWIDE-5310	0.0 TR Capital	1404	1071	0	333	0	
1039 TURB	BISMARCK-CITYWIDE-5303/5313	0.0 TR Capital	1000	850	0	150	0	

					(In Thousands)				
PCN Map Fund Pend Hwy Dir Location Key Source CMC	n Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund		
		Subtotal	5685	3880	422	1383	0		
		Total	130817	99445	11020	20352	0		

North Dakota Department of Transportation District - Bismarck

(In Thousands) PCN Map Fund Pend Hwy Dir Location Length **Work Type** Total Fed State Local Other CMC **Fund** Fund Fund **Fund Key Source** Cost Fiscal Year: 2026-2028 Rural 23321 1101 SS 25 N CENTER WEST TO JCT 31-6.1 Hot Bit Pave, Widening 5727 4635 1092 0 0 **HANNOVER** 24096 1102 NH 83 STATE LINE N TO LINTON - S JCT 24.9 Microsurfacing, Micro Mill 1984 1606 378 n 0 8.9 CPR, Grinding, HBP on Ramps 24094 1103 IM 94 E E N SALEM INTR E TO W SWEET 2106 1895 0 211 0 **BRIAR** 1104 IM 94 E E OF MENOKEN INTR E TO 10 4 Median X-Overs, Ramp Conn 1094 985 109 O 0 STERLING WE N SALEM INTR E TO W SWEET 8.9 CPR, Grinding, HBP on Ramps 24094 1105 IM 94 1579 1421 158 0 0 BRIAR WE OF BIS INTR TO E OF MENOKEN 9.8 Fencing, PCC Pave 22958 1106 IM 38920 35028 3892 0 0 INTR N E JCT 21-ELGIN N TO HEART 23272 1201 SS 49 12.2 Hot Bit Pave, Sliver Grading 11357 0 11357 0 0 BUTTE DAM 49 N 1 NORTH OF ND 21 23272 1202 SS 0.0 Struct Replace 1404 0 1404 0 0 94 E NEAR EAGLES NEST E TO E NEW 27.7 CPR, Grinding 1203 IM 4797 4317 480 0 0 SALEM E W SWEET BRIAR E TO E ND 25 10.2 CPR, Grinding, HBP on Ramps 1204 IM 2478 2230 248 0 0 INTR WW SWEET BRIAR E TO E ND 25 10.2 CPR, Grinding, HBP on Ramps 1206 IM 2107 1896 211 0 0 INTR N JCT I-94 TO HANNOVER 17.5 Hot Bit Pave, Widening 23324 1301 SS 15799 12786 3013 0 0 E STERLING INTR TO BURLEIGH CO 10.6 Median X-Overs, Ramp Conn 1302 IM 1258 1132 126 0 0 LN WEAGLES NEST TO E NEW SALEM 1303 IM 27.6 CPR, Grinding 4969 4472 497 0 0 Subtotal 95579 72403 23176 0 0 Urban 24406 1107 NHU 83 N 7TH ST, 9TH ST 2.1 Microsurfacing, Pave Mark 81 0 814 659 74 981 E FRONT ST, 3RD ST, 5TH ST 1.0 Mill/OI>2<Or=3", ADA Ramp 24127 1108 UGPCPU 3056 1610 0 1446 n Rev, Lighting, Signal Revision, N WASHINGTON(BURLEIGH-23859 1109 NHU 981 1.1 Widening, Reconstruction 18511 4500 0 14011 0 DRAINAGE DITCH) 83BN 7TH (BRDWAY-FRONT), 9TH (MAIN-23743 1207 NHU 0.2 CPR, Grinding, Curb Ramps 1675 1356 152 167 0 FRONT) 83BN STATE ST (7TH ST TO DIVIDE AVE) 0.6 CPR, Grinding, Curb Ramps 23742 1208 NHUSU 1486 1203 168 0 115 810 E EXPRESSWAY (WASHINGTON-23741 1210 NHU 2.0 Signals 2415 1954 219 242 O 26TH ST) E BOULEVARD AV (6TH ST-7TH ST) 0.1 CPR, Grinding, Curb Ramps 23747 1211 SU 330 267 0 63 0 N WASHINGTON ST & DENVER AVE 0.1 Signals 23741 1212 NHU 345 279 0 66 0 E OLD RED TR(40TH AV NW-URBAN 1 0 Reconstruction 24025 1213 SU 988 5000 4000 0 1000 0 LIMITS) S N WOODLAND DR-19TH ST SE 1 2 Mill/OI 2" Max 24230 1214 SU 1806 1050 850 95 105 O 981 N S 12TH ST, BURLEIGH AVE 1.9 Mill/OI 2" Max 24439 1305 SU 942 754 0 188 0 1806 N 6TH AVE SE AT RAILROAD 0.4 Drainage Impr. 24438 1307 SU 5650 4573 512 565 0 **UNDERPASS** Subtotal 41274 22005 1167 18102 0 **Bridge** 23897 1110 NH 13 E 3 EAST OF US 83 0.0 Deck Overlay, Spall Repair 264 0 0 214 50 24 N 11 SOUTHWEST FORT YATES 23771 1111 SS 0.0 Struct Replace 1170 947 223 O 0 94 E 4 EAST OF ND 31 24094 1112 IM 0.0 Deck Overlay, Approach Slabs, 430 387 43 0 0 Expan Joint Mod 22644 1131 IM 94 E 6 EAST OF ND 25 0.0 Structure Paint 304 274 30 0 0 94 E 5 WEST OF US 83 NORTH 0.0 Structure Paint 22644 1132 IM 304 274 30 0 0 0.0 Approach Slabs, Spall Repair, 1133 IM 94 E 2 WEST OF US 83 NORTH 520 468 0 0 52 Expan Joint Mod 94 E 1 EAST OF US 83 NORTH 0.0 Structure Paint 22644 1134 IM 365 328 37 O O 23769 1113 IM 94 E 11 EAST OF US 83 NORTH 0.0 Deck Overlay, Approach Slabs, 780 0 0 702 78 Spall Repair, Structure Items 24094 1114 IM 94 W4 EAST OF ND 31 0.0 Deck Overlay, Approach Slabs, 430 387 43 0 0 Expan Joint Mod 94 W 6 EAST OF ND 25 0 0 Structure Paint 22644 1135 IM 304 274 30 O O 94 W 5 WEST OF US 83 NORTH

22644 1136 IM

n n Structure Paint

304

274

30

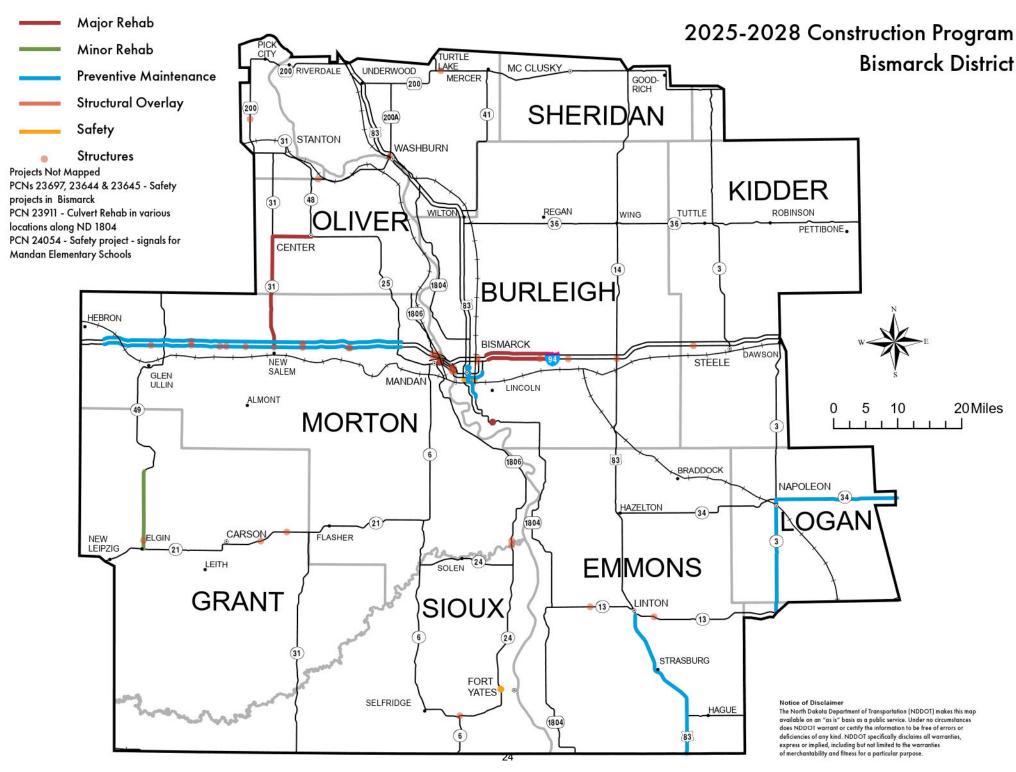
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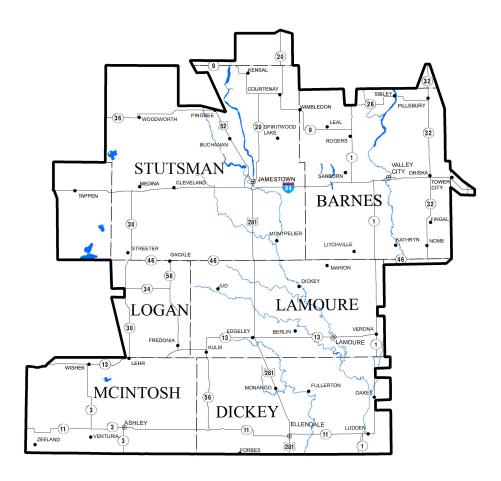
North Dakota Department of Transportation District - Bismarck

(In Thousands)

							Jusanus	,
PCN Map Fund Pend Key Source	Hwy Dir Location CMC	Length Wo	rk Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Bridge								
22644 1137 IM	94 W1 EAST OF US 83 NORTH	0.0 Structure Pa	int	365	328	37	0	0
23898 1115 NH	94BE 2 EAST OF MANDAN	0.0 Structure Pa	int	169	152	17	0	0
23898 1116 IM	194 E SOUTH OF I-94	0.0 Structure Pa Spall Repair	int, Structure Items,	281	253	28	0	0
23898 1117 NH	194 E 1 SOUTHEAST JUNCT 194	0.0 Structure Pa	int, Structure Items	478	430	48	0	0
23898 1118 NH	194 W1 SOUTHEAST OF JUNCT 194	0.0 Structure Pa	int, Structure Items	478	430	48	0	0
23897 1119 NH	200 E 1 EAST OF ND 41 NORTH	0.0 Deck Overla Repair	y, Rail Retrofit, Spall	364	295	69	0	0
23897 1120 NH	200A E 1 EAST OF ND 48	0.0 Deck Overla	y, Spall Repair	266	215	51	0	0
23898 1121 NH	200A E 1 WEST OF US 83	0.0 Structure Pa	int	243	197	46	0	0
23771 1122 SS	1806 N 3 NORTH OF ND 24	0.0 Struct Repla	ce	6083	4923	1160	0	0
23771 1123 SS	1806 N 4 NORTH OF ND 24	0.0 Struct Repla Guardrail	ce, Anti-Skid Syst,	2700	2185	515	0	0
24202 1215 IM	94 E 4 EAST OF ND 49		ce, Approach Slabs, Mod	1890	1701	189	0	0
1216 IM	94 E JCT OF I-94 & ND 94 & 25		y, Approach Slabs	897	807	90	0	0
1217 IM	94 E 4 WEST OF US 83 NORTH	0.0 Spall Repair,	, Struct/Incid	27	24	3	0	0
24202 1219 IM	94 W4 EAST OF ND 49	0.0 Struct Repla Expan Joint	ce, Approach Slabs,	1890	1701	189	0	0
23324 1308 IM	94 E JUNCTION OF ND 31 & I-94		y, Approach Slabs	793	714	79	0	0
			Subtotal	22099	18884	3215	0	0
Transportation Alter								
1124 TAU	8TH AVE NW - MANDAN HIGH SCHOOL PEDE	0.0 Bikeway/Wa	lkway	484	392	0	92	0
24407 1138 TAU	8TH AVE NW - MANDAN TRAIL	0.0 Bikeway/Wa	•	484	392	0	92	0
			Subtotal	968	784	0	184	0
Safety								
23697 1125 HEN	I-94B & 23RD AVE W/CO 10	0.0 Grade, Aggr Lighting	Base, Hot Bit Pave,	3700	3330	370	0	0
23644 1126 HEU	BIS CENTENNIAL/JERICO, 16TH/BRAMAN	0.0 Signals		134	121	0	13	0
23645 1127 HEU	BISMARCK CENTURY & 19TH S	T 0.0 Turn Lanes		591	532	0	59	0
1223 HEU	BISMARCK-WASHINGTON &							
1224 HEU	BOWEN	0.0 Crossing Imp	or	140	126	0	14	0
	BISMARCK-MAIN AVE/EXPWY	0.0 Crossing Imp	or	140 934	126 841	93	14	0
1312 HEU	BISMARCK-MAIN AVE/EXPWY TURN LANES 94 E I-94 EB RAMP;		or					
	BISMARCK-MAIN AVE/EXPWY TURN LANES 94 E I-94 EB RAMP; SCHAFER/DIVIDE/TYLER PA 1804 N UNIVERSITY DR/ND1804 INTER	0.0 Turn Lanes	or	934	841	93	0	0
1312 HEU	BISMARCK-MAIN AVE/EXPWY TURN LANES 94 E I-94 EB RAMP; SCHAFER/DIVIDE/TYLER PA	0.0 Turn Lanes	or Subtotal	934 80	841 72	93	0	0
1312 HEU	BISMARCK-MAIN AVE/EXPWY TURN LANES 94 E I-94 EB RAMP; SCHAFER/DIVIDE/TYLER PA 1804 N UNIVERSITY DR/ND1804 INTER	0.0 Turn Lanes		934 80 166	841 72 149	93	0 8 17	0 0 0
1312 HEU 1313 HEN	BISMARCK-MAIN AVE/EXPWY TURN LANES 94 E I-94 EB RAMP; SCHAFER/DIVIDE/TYLER PA 1804 N UNIVERSITY DR/ND1804 INTER	0.0 Turn Lanes		934 80 166	841 72 149	93	0 8 17	0 0 0
1312 HEU 1313 HEN Transit	BISMARCK-MAIN AVE/EXPWY TURN LANES 94 E I-94 EB RAMP; SCHAFER/DIVIDE/TYLER PA 1804 N UNIVERSITY DR/ND1804 INTER YEGEN RD	0.0 Turn Lanes 0.0 Turn Lanes 0.0 Lighting	Subtotal	934 80 166 5745	841 72 149 5171	93 0 0 463	0 8 17 111	0 0 0 0
1312 HEU 1313 HEN Transit 1128 TURB 1129 TURB	BISMARCK-MAIN AVE/EXPWY TURN LANES 94 E I-94 EB RAMP; SCHAFER/DIVIDE/TYLER PA 1804 N UNIVERSITY DR/ND1804 INTER YEGEN RD BISMARCK-CITYWIDE-5310	0.0 Turn Lanes 0.0 Turn Lanes 0.0 Lighting 0.0 TR Capital 0.0 TR Op Assis	Subtotal	934 80 166 5745 1375 3191	841 72 149 5171 1042 1887	93 0 0 463	0 8 17 111 333	0 0 0 0
1312 HEU 1313 HEN Transit 1128 TURB	BISMARCK-MAIN AVE/EXPWY TURN LANES 94 E I-94 EB RAMP; SCHAFER/DIVIDE/TYLER PA 1804 N UNIVERSITY DR/ND1804 INTER YEGEN RD BISMARCK-CITYWIDE-5310 BISMARCK-CITYWIDE-5307 BISMARCK-CITYWIDE-5303/531	0.0 Turn Lanes 0.0 Turn Lanes 0.0 Lighting 0.0 TR Capital 0.0 TR Op Assis 0.0 TR Capital	Subtotal	934 80 166 5745 1375 3191 1000	841 72 149 5171 1042 1887 850	93 0 0 463 0 422 0	0 8 17 111 333 882 150	0 0 0 0 0
1312 HEU 1313 HEN Transit 1128 TURB 1129 TURB 1130 TURB 1220 TURB	BISMARCK-MAIN AVE/EXPWY TURN LANES 94 E I-94 EB RAMP; SCHAFER/DIVIDE/TYLER PA 1804 N UNIVERSITY DR/ND1804 INTER YEGEN RD BISMARCK-CITYWIDE-5310 BISMARCK-CITYWIDE-5307	0.0 Turn Lanes 0.0 Turn Lanes 0.0 Lighting 0.0 TR Capital 0.0 TR Op Assis 3 0.0 TR Capital 0.0 TR Capital	Subtotal	934 80 166 5745 1375 3191 1000 1446	841 72 149 5171 1042 1887 850 1103	93 0 0 463 0 422	0 8 17 111 333 882 150 343	0 0 0 0
1312 HEU 1313 HEN Transit 1128 TURB 1129 TURB 1130 TURB 1220 TURB 1221 TURB	BISMARCK-MAIN AVE/EXPWY TURN LANES 94 E I-94 EB RAMP; SCHAFER/DIVIDE/TYLER PA 1804 N UNIVERSITY DR/ND1804 INTER YEGEN RD BISMARCK-CITYWIDE-5310 BISMARCK-CITYWIDE-5307 BISMARCK-CITYWIDE-5310 BISMARCK-CITYWIDE-5310 BISMARCK-CITYWIDE-5310	0.0 Turn Lanes 0.0 Turn Lanes 0.0 Lighting 0.0 TR Capital 0.0 TR Op Assis 3 0.0 TR Capital 0.0 TR Capital 0.0 TR Capital	Subtotal t, TR Prev Maint	934 80 166 5745 1375 3191 1000 1446 1000	841 72 149 5171 1042 1887 850 1103 850	93 0 0 463 0 422 0 0	0 8 17 111 333 882 150 343 150	0 0 0 0
1312 HEU 1313 HEN Transit 1128 TURB 1129 TURB 1130 TURB 1220 TURB 1221 TURB 1222 TURB	BISMARCK-MAIN AVE/EXPWY TURN LANES 94 E I-94 EB RAMP; SCHAFER/DIVIDE/TYLER PA 1804 N UNIVERSITY DR/ND1804 INTER YEGEN RD BISMARCK-CITYWIDE-5310 BISMARCK-CITYWIDE-5303/531 BISMARCK-CITYWIDE-5303/531 BISMARCK-CITYWIDE-5303/531 BISMARCK-CITYWIDE-5303/531	0.0 Turn Lanes 0.0 Turn Lanes 0.0 Lighting 0.0 TR Capital 0.0 TR Op Assis 0.0 TR Capital 0.0 TR Capital 0.0 TR Capital 0.0 TR Capital 0.0 TR Capital 0.0 TR Capital	Subtotal t, TR Prev Maint	934 80 166 5745 1375 3191 1000 1446 1000 3289	841 72 149 5171 1042 1887 850 1103 850 1944	93 0 0 463 0 422 0 0 0 435	0 8 17 111 333 882 150 343 150 910	0 0 0 0 0 0 0
1312 HEU 1313 HEN Transit 1128 TURB 1129 TURB 1130 TURB 1220 TURB 1221 TURB	BISMARCK-MAIN AVE/EXPWY TURN LANES 94 E I-94 EB RAMP; SCHAFER/DIVIDE/TYLER PA 1804 N UNIVERSITY DR/ND1804 INTER YEGEN RD BISMARCK-CITYWIDE-5310 BISMARCK-CITYWIDE-5307 BISMARCK-CITYWIDE-5310 BISMARCK-CITYWIDE-5310 BISMARCK-CITYWIDE-5310	0.0 Turn Lanes 0.0 Turn Lanes 0.0 Turn Lanes 0.0 Lighting 0.0 TR Capital 0.0 TR Op Assis 0.0 TR Capital 0.0 TR Capital 0.0 TR Capital 0.0 TR Op Assis 0.0 TR Capital	Subtotal t, TR Prev Maint	934 80 166 5745 1375 3191 1000 1446 1000	841 72 149 5171 1042 1887 850 1103 850	93 0 0 463 0 422 0 0	0 8 17 111 333 882 150 343 150	0 0 0 0
1312 HEU 1313 HEN Transit 1128 TURB 1129 TURB 1130 TURB 1220 TURB 1221 TURB 1222 TURB 1310 TURB	BISMARCK-MAIN AVE/EXPWY TURN LANES 94 E I-94 EB RAMP; SCHAFER/DIVIDE/TYLER PA 1804 N UNIVERSITY DR/ND1804 INTER YEGEN RD BISMARCK-CITYWIDE-5310 BISMARCK-CITYWIDE-5307 BISMARCK-CITYWIDE-5303/531 BISMARCK-CITYWIDE-5310 BISMARCK-CITYWIDE-5303/531 BISMARCK-CITYWIDE-5307 BISMARCK-CITYWIDE-5307 BISMARCK-CITYWIDE-5310	0.0 Turn Lanes 0.0 Turn Lanes 0.0 Turn Lanes 0.0 Lighting 0.0 TR Capital 0.0 TR Op Assis 0.0 TR Capital 0.0 TR Capital 0.0 TR Capital 0.0 TR Op Assis 0.0 TR Capital	Subtotal t, TR Prev Maint t, TR Prev Maint t, TR Prev Maint	934 80 166 5745 1375 3191 1000 1446 1000 3289 408 3390	841 72 149 5171 1042 1887 850 1103 850 1944 217 2002	93 0 0 463 0 422 0 0 0 435 0 448	0 8 17 111 333 882 150 343 150 910 191 940	0 0 0 0 0 0 0 0
1312 HEU 1313 HEN Transit 1128 TURB 1129 TURB 1130 TURB 1220 TURB 1221 TURB 1222 TURB 1310 TURB	BISMARCK-MAIN AVE/EXPWY TURN LANES 94 E I-94 EB RAMP; SCHAFER/DIVIDE/TYLER PA 1804 N UNIVERSITY DR/ND1804 INTER YEGEN RD BISMARCK-CITYWIDE-5310 BISMARCK-CITYWIDE-5307 BISMARCK-CITYWIDE-5303/531 BISMARCK-CITYWIDE-5310 BISMARCK-CITYWIDE-5303/531 BISMARCK-CITYWIDE-5307 BISMARCK-CITYWIDE-5307 BISMARCK-CITYWIDE-5310	0.0 Turn Lanes 0.0 Turn Lanes 0.0 Turn Lanes 0.0 Lighting 0.0 TR Capital 0.0 TR Op Assis 0.0 TR Capital 0.0 TR Capital 0.0 TR Capital 0.0 TR Op Assis 0.0 TR Capital	Subtotal t, TR Prev Maint t, TR Prev Maint t, TR Prev Maint Subtotal	934 80 166 5745 1375 3191 1000 1446 1000 3289 408 3390 15099	841 72 149 5171 1042 1887 850 1103 850 1944 217 2002 9895	93 0 0 463 0 422 0 0 0 435 0 448 1305	0 8 17 111 333 882 150 343 150 910 191 940 3899	0 0 0 0 0 0 0 0
1312 HEU 1313 HEN Transit 1128 TURB 1129 TURB 1130 TURB 1220 TURB 1221 TURB 1222 TURB 1310 TURB	BISMARCK-MAIN AVE/EXPWY TURN LANES 94 E I-94 EB RAMP; SCHAFER/DIVIDE/TYLER PA 1804 N UNIVERSITY DR/ND1804 INTER YEGEN RD BISMARCK-CITYWIDE-5310 BISMARCK-CITYWIDE-5307 BISMARCK-CITYWIDE-5303/531 BISMARCK-CITYWIDE-5310 BISMARCK-CITYWIDE-5303/531 BISMARCK-CITYWIDE-5307 BISMARCK-CITYWIDE-5307 BISMARCK-CITYWIDE-5310	0.0 Turn Lanes 0.0 Turn Lanes 0.0 Turn Lanes 0.0 Lighting 0.0 TR Capital 0.0 TR Op Assis 0.0 TR Capital 0.0 TR Capital 0.0 TR Capital 0.0 TR Op Assis 0.0 TR Op Assis 0.0 TR Capital 0.0 TR Op Assis	Subtotal t, TR Prev Maint t, TR Prev Maint t, TR Prev Maint	934 80 166 5745 1375 3191 1000 1446 1000 3289 408 3390 15099 180764	841 72 149 5171 1042 1887 850 1103 850 1944 217 2002 9895	93 0 0 463 0 422 0 0 0 435 0 448 1305 29326	0 8 17 111 333 882 150 343 150 910 191 940 3899 22296	0 0 0 0 0 0 0 0



Valley City District District 2





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North Dakota Department of Transportation
1524 8th Avenue Southwest
Valley City, ND 58072-4200
Phone: (701) 845-8800

North Dakota Department of Transportation District - Valley City

								(In The	usands)
PCN Map Fund Pend Key Source	Hwy CMC	Dir Location	ı	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2025										
Rural										
24097 2001 NH	13	E WISHEK E TO JCT 3	0	11.1 Mill/0	OI 2" Max	3078	2491	587	0	0
24039 2002 NH	13	E E JCT 56 E TO US 28	31	14.8 Mill/0	OI 2" Max	3851	3117	734	0	0
24041 2004 NH	52	E JCT ND 36 S TO 4 LA	ANE	7.7 Thin	Overlay	2007	1624	383	0	0
24042 2005 IM	94	BUCHANAN E E CLEVELAND E TO	NEAR LIPPERT	7.9 CPR	, Grinding	1269	1142	127	0	0
23802 2006 IM	94	E ORISKA REST AREA	APARKING		Base, Landscaping,	3244	2920	324	0	0
24043 2007 NH	281	N TWP LINE N ELLENI EDGELEY	DALE TO	Marl 24.6 Thin	king, PCC Pave Overlay	6393	5174	1219	0	0
					Subtotal	19842	16468	3374	0	0
Urban										
24232 2008 NHUSU	20	N ND 20 (US 52-12TH)	AV NE)	1.3 Micr	osurfacing	203	165	36	2	0
					Subtotal	203	165	36	2	0
Bridge										
23639 2009 NH	13	E WEST SIDE OF LAM	OURE	0.0 Spal	l Repair, Jt Repair, Riprap	232	188	44	0	0
23344 2010 IM	94	E 8 EAST OF ND 3 SO	UTH	0.0 Strue Gua	ct Replace, Approach Slabs,	6970	6273	697	0	0
23673 2011 IM	94	E 1 WEST OF US 281			cture Paint	281	253	28	0	0
23673 2012 IM	94	E JCT US 281 & I-94		0.0 Strue	cture Paint	393	354	39	0	0
23673 2015 IM	94	E 4 WEST OF ND 32		0.0 Strue	cture Paint	270	243	27	0	0
23673 2016 IM	94	E 2 WEST OF ND 32		0.0 Strue	cture Paint	270	243	27	0	0
					Subtotal	8416	7554	862	0	0
Transportation Alter	natives	5								
23935 2022 TAC		ELLENDALE DAKOT	A PRAIRIE	0.0 Bike	way/Walkway	182	147	0	35	0
23917 2023 TAU		TRAIL WINTERSHOW ROA PATH	D SHARED USE	0.0 Bike	way/Walkway	456	369	0	87	0
					Subtotal	638	516	0	122	0
Emergency Relief										
23670 2024 SERP	46	E LITTLE YELLOWSTO	NE PARK	0.0 Slide	e Repair	4867	3939	928	0	0
					Subtotal	4867	3939	928	0	0
					Total	33966	28642	5200	124	0

North Dakota Department of Transportation District - Valley City

(In Thousands) PCN Map Fund Pend Hwy Dir Location Length **Work Type** Total Fed State Local Other CMC **Fund** Fund Fund **Fund Key Source** Cost Fiscal Year: 2026-2028 Rural 2101 SS 3 N STATE LINE TO ASHLEY TO W JCT 15.2 Mill/OI 2" Max 4106 3323 783 0 0 24168 2102 NH 13 E CITY OF WISHEK 1.2 Landscaping, Lighting 600 486 114 n O 46 E JCT 1 HASTINGS E TO W JCT 32 12.9 Shldr Rehab, Widening 23389 2125 SS 11178 9046 2132 O 0 24098 2103 NH E 4 LANE BUCHANAN SE TO 11.7 Mill/OI 2" Max 2569 n 0 3174 605 **JAMESTOWN** 24098 2104 NH W4-LANE BUCHANAN SE TO 11.7 Mill/OI 2" Max 2569 0 3174 605 0 **JAMESTOWN** 56 N JCT 11 N TO JCT 13 20 3 Mill/OI 2" Max 5479 2105 SS 4434 1045 O 0 23890 2106 IM E NEAR LIPPERT INTR TO NEAR US 10.4 Crack & Seat, Hot Bit Pave, 8692 7823 869 0 0 281 Milling, Struct/Incid E JCT I 94 & ND 1 NORTH 0.0 Beam End Repair 24100 2126 IM 2 2 0 0 0 E E VALLEY CITY E TO HILL 14.0 Microsurfacing 24099 2107 IM 1109 998 111 0 0 INTERCHANGE WW LIPPERT E TO E BLOOM INTER 15.3 CPR, Grinding 24100 2108 IM 2220 1998 222 0 0 24100 2127 IM 94 W JCT I 94 & ND 1 NORTH 0.0 Spall Repair 2 2 0 0 0 1 N STATE LINE 24072 2201 SS 0.5 Aggr Base, Grade Raise, Hot Bit 11767 4762 1121 0 5884 E 1.8 MI S COURTENAY TO JCT 1-24.0 Mill/OI 2" Max 2202 SS 6746 5460 1286 0 0 ROGERS E FORBES ROAD E TO RR AVE-12.9 Mill/OI 2" Max 2203 SS 3619 2929 690 0 0 ELLENDALE N W JCT 13 N TO JCT 46-GACKLE 2204 SS 56 22.9 Mill/OI 2" Max 6440 5212 0 0 1228 E E DAWSON INTR TO CRYSTAL 2205 IM 11.9 Mill/OI 2" Max 3337 3003 334 0 0 SPRINGS E BLOOM INTER TO W ECKELSON 2206 IM 13.2 CPR, Grinding 2106 1895 211 0 0 INTER WE DAWSON INTR TO CRYSTAL 11.9 Microsurfacing 2207 IM 770 693 77 0 0 **SPRINGS** WW ND 30 INTER E TO E 12.2 Crack & Seat, Structural OI>3 2208 IM 16540 14886 1654 0 0 **CLEVELAND** 2209 IM WW ECKELSON E TO E ND 1-OAKES 13.2 Microsurfacing 1041 937 104 0 0 281 N ND 46 N TO I-94 16 9 Mill/OI 2" Max 4741 3837 2210 NH 904 0 0 2301 SS 1 N OAKES N TO N JCT 13 15.5 Mill/OI 2" Max 4525 3662 863 O O 3 N W JCT 11 N TO WISHEK 16 8 Mill/OI 2" Max 2302 SS 4904 3969 935 Λ O 2303 SS 11 E CO LN E TO FORBES ROAD 11.3 Mill/OI 2" Max 3294 2666 628 n n 2304 SS 26 E DAZEY TO PILLSBURY 21.4 Microsurfacing, Micro Mill 2628 2127 501 0 0 32 N W JCT 46 N TO JCT I-94-ORISKA 20.4 Mill/OI 2" Max 5976 4836 0 0 2305 SS 1140 2306 IM E HOBART LK, ECKELSON LK, 12.0 Erosion Repair, Riprap 2048 1843 205 0 0 ROGERS INTER 2307 IM WHOBART LK, ECKELSON LK, 12.0 Erosion Repair, Riprap 0 2048 1843 205 0 ROGERS INTER Subtotal 122266 97810 18572 0 5884 Urban 24233 2109 NHUSU E 94B & FRTG RD(EXIT 290-3RD ST 1.2 Chip Seal Coat 247 200 31 0 16 SW) E 2ND ST N, 3RD AV NE 24181 2110 UGPCPU 0.4 Reconstruction, 5000 2010 0 2990 0 Bikeway/Walkway, Storm Sewer, 990 N 2ND ST NE, 4TH AVE NE 0.3 Reconstruction, Utilities 24239 2111 SUCPU 2250 3000 750 O O 23746 2211 NHU 52 N US 52 (7TH AVE NW TO 9TH ST) 1.3 CPR, Curb Ramps 1924 1557 367 0 0 52 N US 52(4TH AVE SW-7TH ST) 23630 2212 NHU 0 5 Reconstruction. 11994 9707 2287 0 0 Bikeway/Walkway, Storm Sewer, 52 S US 52 (17TH ST SW TO I-94) 23745 2213 NHU 0.7 CPR, Curb Ramps, Signals 1511 1223 288 0 0 281 N US 281 (37TH ST TO I-94) 23744 2214 NHU 0.5 CPR, Curb Ramps 677 548 129 0 0 N 4TH AVE E (10TH ST SE-5TH ST 0.8 Reconstruction, Mill/OI>2<Or=3", 24446 2215 SU 987 4011 3246 0 765 0 NE) CPR, ADA Ramp Rev 24447 2308 SU N 7TH AV E (10TH ST SE-4TH ST NE) 0.9 Mill/OI>2<Or=3", Curb Ramps 2801 2267 0 534 0 987

Bridge

24448 2309 SUCPU

0.5 Reconstruction

Subtotal

1750

24238

3750

34915

0

3087

2000

7590

0

0

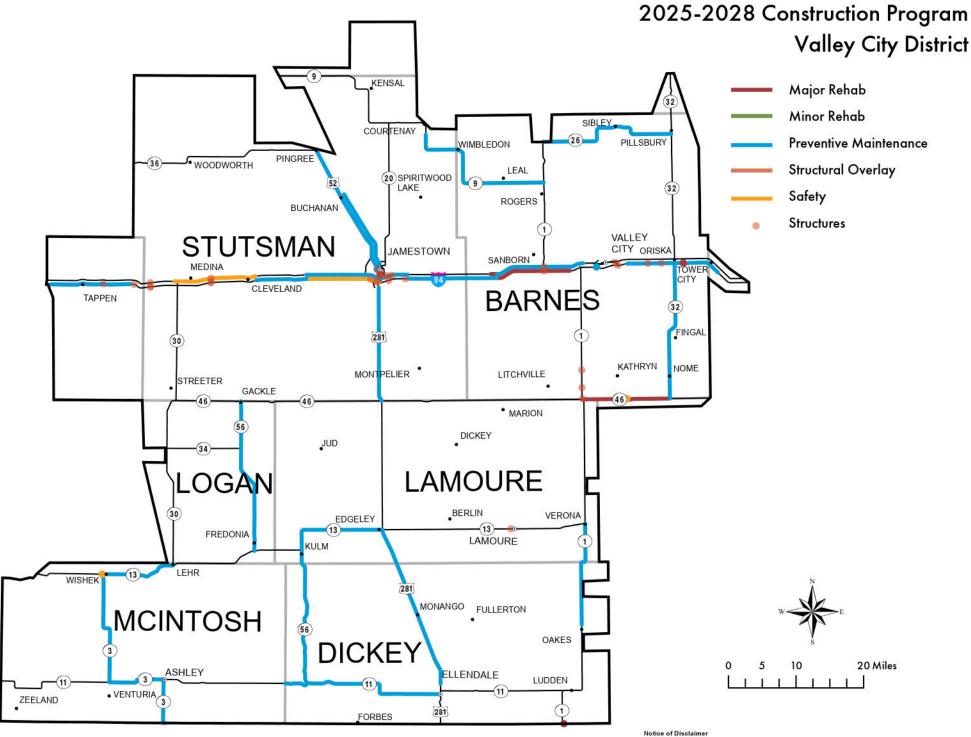
E 5 ST NW, 3 AV NW, 2 AV NW, 4 AV

990

North Dakota Department of Transportation District - Valley City

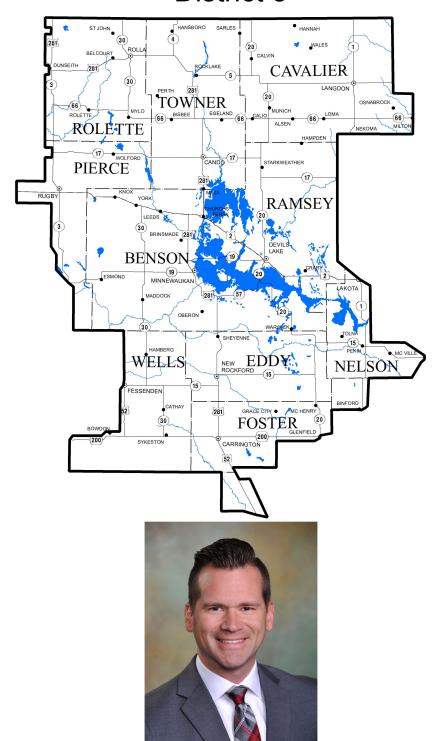
(In Thousands)

					(In Inc	usanas)
PCN Map Fund Pend Key Source	Hwy Dir Location CMC	Length Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Bridge							
23770 2112 NH	1 N JUST NORTH OF ND 46	0.0 Struct Replace	1349	1092	257	0	0
23770 2113 NH	1 N 2 NORTH OF ND 46	0.0 Struct Replace	1349	1092	257	0	0
23770 2114 NH	1 N 4 NORTH OF ND 46	0.0 Struct Replace	1349	1092	257	0	0
2115 NH	52 E 1 NORTHWEST OF ND 20	0.0 Approach Slabs, Struc Jt Repair	ctur Repair, 390	316	74	0	0
2117 IM	94 E 4 WEST OF ND 30	0.0 Median X-Overs	731	658	73	0	0
2118 IM	94 E JCT US 281 & I-94	0.0 Spall Repair, Jt Repai Struct/Incid	r, 379	341	38	0	0
23899 2119 IM	94 E JUST WEST JCT. 52 & I-94	0.0 Structure Paint	263	237	26	0	0
24100 2128 IM	94 E 2 EAST OF US 52	0.0 Spall Repair	54	49	5	0	0
23899 2120 IM	94 W JUST WEST JCT. 52 & I-94	0.0 Structure Paint	263	237	26	0	0
24100 2129 IM	94 W JUST EAST OF JCT US 52	0.0 Approach Slabs, Spal Expan Joint Mod, Stru		211	23	0	0
23770 2121 NH	94BE 1 EAST OF SHEYENNE RIVER	0.0 Structur Repair, Struc	t/Incid 937	758	85	94	0
23345 2221 IM	94 E 7 WEST OF ND 30	0.0 Struct Replace, Appro Guardrail	ach Slabs, 4492	4043	449	0	0
2216 IM	94 E 4 WEST OF ND 30	0.0 Struct Replace, Appro Guardrail	ach Slabs, 3860	3474	386	0	0
2217 IM	94 E 5 EAST OF ND 30	0.0 Median X-Overs	760	684	76	0	0
24203 2218 IM	94 W4 WEST OF ND 30	0.0 Struct Replace, Appro Guardrail	ach Slabs, 3860	3474	386	0	0
2219 NH	281 N 1 NORTH OF I-94	0.0 Struct Replace, Appro	ach Slabs 3860	3124	736	0	0
2220 NH	281 S 1 NORTH OF I-94	0.0 Struct Replace, Appro	ach Slabs 3860	3124	736	0	0
2310 IM	94 E 5 EAST OF ND 30	0.0 Struct Replace, Appro Guardrail		3832	426	0	0
2311 IM	94 E 6 EAST OF ND 1 SOUTH	0.0 Structure Paint	197	177	20	0	0
2312 IM	94 W 5 EAST OF ND 30	0.0 Struct Replace, Appro Guardrail	ach Slabs, 4258	3832	426	0	0
		Subto	tal 36703	31847	4762	94	0
Transportation Alter	rnatives						
2122 TAU	WINTERSHOW ROAD SHARED US PATH PHAS	SE 0.0 Bikeway/Walkway	463	375	0	88	0
2130 TAU	WINTERSHOW ROAD SUP PHASE	,	463	375	0	88	0
Safety		Subto	tal 926	750	0	176	0
23521 2123 HEN	94 E EAST OF EXIT 260 TO WEST OF	27.4 HTMCG	8000	7200	800	0	0
	OAKES						
23658 2124 HEC	MEMORIAL PARK	0.0 Lighting	12	11	1	0	0
		Subto		7211	801	0	0
		To	aı 202822	161856	27222	7860	5884
		Grand To	tal 236788	190498	32422	7984	5884



Devils Lake District

District 3



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North Dakota Department of Transportation District - Devils Lake

(In Thousands) PCN Map Fund Pend Hwy Dir Location Length **Work Type** Total Fed State Local Other Key Source CMC Cost **Fund** Fund Fund **Fund** Fiscal Year: 2025 Rural 23109 3001 NH 1 N NEKOMA TO NEKOMA 1.2 Hot Bit Pave, Reconstruction, 2066 1672 394 0 0 SEPARATION Widening 22616 3002 NH NEKOMA SEPARATION N TO JCT 5 12.2 Full Depth Rec, Hot Bit Pave 9576 7750 1826 0 0 LANGDON 24238 3003 NH E 3RD AVE SE TO E OF 30TH AVE NE 1.0 Lighting 200 162 38 0 0 2 W BERWICK TO EAST OF BERWICK 24046 3004 NH 1.5 Thin Overlay 395 320 75 0 0 0.5 Aggr Base, Curb & Gutter, PCC 21984 3005 NH N ND 3; 6TH ST SW N TO 4TH AVE 4180 3383 797 0 0 NW Pave, Storm Sewer, Walk/Drive 20 N JCT ND 57 N TO JCT US 2 4.9 Mill/OI 2" Max 24045 3006 NH 1278 1034 0 244 0 24044 3007 NH 57 E FORT TOTTEN E TO JCT ND 20 7.2 Thin Overlay 1861 1861 0 0 0 VAR LOC-DEVILS LAKE DIST 3008 SS 0.0 Pipe Repair 2200 1780 420 0 0 SOUTH 1/2 Subtotal 21756 17962 3794 O O Urban 24231 3009 NHUNH 2 E US 2(GOULDINGS RD-E OF URBAN 0.6 Lighting 300 242 58 0 0 LIMITS) 982 N 14TH AVE NE, 14TH ST NE 24297 3010 SU 0.8 Structural OI>3 1200 960 0 240 0 Subtotal 1500 1202 240 58 O **Bridge** 0.0 Deck Overlay, Rail Retrofit, Spall 1 N 2 SOUTH OF ND 15 23420 3011 NH 1443 1168 275 0 0 Repair, Struct/Incid, Guardrail 0.0 Jt Repair, Spall Repair 23640 3012 SS 17 E 1 EAST OF 281 50 40 10 O 0 17 E 5 EAST OF CANDO 0.0 Deck Overlay, Riprap 23420 3013 SS 272 220 52 0 0 19 E 3 WEST OF ND 30 0.0 Deck Overlay, Rail Retrofit, Spall 23420 3014 SS 798 646 152 0 0 Repair, Riprap 52 E WEST OF JUNCTION US 281 23420 3015 NH 0.0 Spall Repair, Structur Repair 88 71 17 0 0 Subtotal 2651 2145 506 0 0 **Transportation Alternatives** 23924 3016 TAC 57 E ND 57, 2 MI E OF US 281 TO E OF 1.5 Bikeway/Walkway 882 168 0 714 0 72N Subtotal 882 714 0 168 0 Safety **VARIOUS LOCATIONS - ROLETTE** 21870 3017 HLC 0.0 Signing, Lighting 160 129 31 0 0 COUNTY MULTIPLE BIA ROUTES 23264 3018 HEC 0.0 Safety 500 450 50 0 0 23758 3019 HLC 5 MI E & 3 MI S OF MADDOCK 0.0 Safety 732 0 0 813 81 ND 57/20 - US 281 TO CR 1 24035 3020 HES 13.3 Signing, Pave Mark, DMS 1200 1080 120 0 0 Subtotal 0 2673 2391 282 O Total 29462 408 0 24414 4640

North Dakota Department of Transportation District - Devils Lake

(In Thousands)

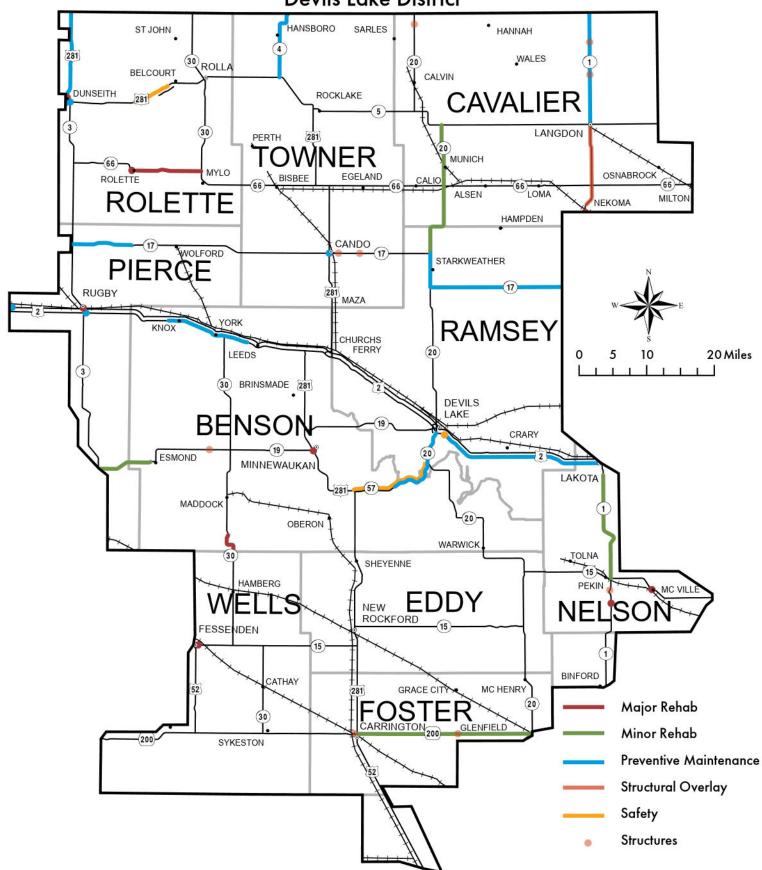
PCN Map Fund Per Key Source Fiscal Year: 2026	CMC	Dir Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
	J-2020								
Rural									
3101 NH		N JCT 5 LANGDON N TO STATE LINE			4459	3609	850	0	0
3102 NH	2	E HEFTI REST AREA E TO 2 MI E CRARY	5.6 Draii	nage Impr., Mill/OI 2" Max	1514	1225	289	0	0
3103 NH	2	WW OF KNOX E TO W OF LEEDS	12.3 Mill/0	OI 2" Max	3335	2699	636	0	0
24101 3104 SS	17	E FIRST 9 MILES OF 17	8.8 Thin	Overlay	2387	1932	455	0	0
3105 SS	17	E N JCT 20 S TO STARKWEATHER	2.0 Culv	ert Rehab	214	173	41	0	0
3106 SS	17	E STARKWEATHER S TO EDMORE	22.5 Culv	ert Rehab	384	311	73	0	0
3107 SS	20	N N JCT 17 TO E JCT 5 - CLYDE	20.8 Culv	ert Rehab	227	184	43	0	0
23881 3108 NH	200	E E JCT 52-CARRINGTON E TO JCT 20	25.9 Cold	In Place, Mill/OI>2 <or=3"< td=""><td>8626</td><td>6981</td><td>1645</td><td>0</td><td>0</td></or=3"<>	8626	6981	1645	0	0
23881 3109 NH	200	E 11 WEST OF ND 20		Overlay, Expan Joint Mod, I Repair, Joint Sealant	52	42	10	0	0
23929 3110 RAI	281	N TURTLE MOUNTAIN RESERVATION		way/Walkway, Lighting	6566	3283	3283	0	0
23928 3111 RAI		ND 57 SPIRIT LAKE RES & ND 20	10.4 Bike	way/Walkway, Lighting	15872	7936	7936	0	0
3201 NH	1	N 2 MI SOUTH SHEYENNE RIVER	0.5 Slop	e Flatten, Widening	326	264	62	0	0
3202 NH	1	N JCT ND 15-PEKIN TO 1 MI S OF LAKOTA	16.2 Sele	ctiv Subcut	66	53	13	0	0
23110 3203 NH	2	E DEVILS LAKE 4 LANE - HEFTI RESTAREA	T 7.7 Light	ing, Mill/Ol 2" Max	8989	7275	1714	0	0
3204 NH	2	E 2 MI E CRARY E TO LAKOTA	11.6 Thin	Overlay	3272	2648	624	0	0
3205 SS	4	N JCT 281 TO CANADIAN LINE	10.3 Micro	osurfacing	990	801	189	0	0
3206 SS	17	E CANDO CITY SECTION	***	OI 2" Max	141	114	27	0	0
3207 SS	17	E N JCT 20 S TO STARKWEATHER		OI 2" Max	562	455	107	0	0
3208 SS	19	E JCT 3 TO ESMOND		OI>2" <or=3", cut,="" grading<="" selectiv="" sliver="" td=""><td>5101</td><td>4128</td><td>973</td><td>0</td><td>0</td></or=3",>	5101	4128	973	0	0
22633 3209 SS	20	N N JCT 17 TO E JCT 5 - CLYDE		OI>2 <or=3"< td=""><td>8094</td><td>6550</td><td>1544</td><td>0</td><td>0</td></or=3"<>	8094	6550	1544	0	0
3210 SS	66	E ROLETTE CITY SECTION	0.7 Curb	& Gutter, Full Depth Rec	937	758	85	94	0
3211 NH	281	N MINNEWAUKAN MAIN STREET	0.0 Turn	Lanes	498	403	95	0	0
3212 NH	281	N FRONTAGE ROAD E OF MAINLINE	00	Base, Curb & Gutter, le, Hot Bit Pave	1154	934	220	0	0
3301 NH	15	E RR UNDERPASS	0.3 Aggr	Base, Curb & Gutter, PCC P. Pumps, Struct/Incid, Storm	1782 1	1442	340	0	0
3302 SS	15	E CITY OF MCVILLE	0.4 Curb Sew	& Gutter, Lighting, Storm	924	748	176	0	0
3303 SS	17	E STARKWEATHER S TO EDMORE	22.5 Mill/0		6585	5329	1256	0	0
3304 SS	30	N CURVES SOUTH OF SHEYENNE RIVER	3.0 Grad	le, Hot Bit Pave	2497	2021	476	0	0
3305 SS	66	E E OF ROLETTE TO BISBEE	9.6 Full 1	Depth Rec, Hot Bit Pave	18399	14890	3509	0	0
3306 NH	281	N JCT 3 SOUTH W TO JCT ND 5	0.4 Thin	Overlay	128	104	24	0	0
3307 NH	281	N MUNICIPAL SECTION - DUNSEITH	0.7 Mill/0	OI 2" Max	209	169	40	0	0
3308 NH	281	N DUNSEITH N TO STATE LINE	12.8 Mill/0	OI 2" Max	3748	3033	715	0	0
				Subtotal	108038	80494	27450	94	0
Urban									
24443 3114 SU	982	E US 2 FRTG RDS(ND19-GOULDINGS RD)	S 1.9 Mill/0	OI 2" Max, Subcut	1750	1400	0	350	0
24444 3213 SU	982	E 5 LOCATIONS		Ol>2 <or=3", curb="" ramps,<br="">way/Walkway, Pave Mark</or=3",>	1880	1504	0	376	0
24445 3313 SU	982	E 10TH ST NE, 14TH ST NW, 14TH AVE NE	2.5 Mill/0	Ol>2 <or=3", curb="" ramps,<br="">way/Walkway, Pave Mark</or=3",>	1972	1578	0	394	0
				Subtotal	5602	4482	0	1120	0
Bridge									
3113 NH	1	N 7 NORTH OF ND 5	0.0 Struc	ct Replace	910	736	174	0	0
3311 NH	1	N 12 NORTH OF ND 5	0.0 Sele Repa	ctive Grade, Riprap, Spall	112	91	21	0	0
3312 SS	20	N 2 SOUTH CANADIAN BORDER	0.0 Decl	all COverlay, Spall Repair, ctive Grade, Riprap	229	185	44	0	0
				Subtotal	1251	1012	239	0	0
				Total	114891	85988	27689	1214	0

North Dakota Department of Transportation District - Devils Lake

PCN Map Fund Pend Hwy Dir Location Length Work Type Total Fed State Local Other Key Source CMC Grand Total 14435 110402 32329 1622 0

2025-2028 Construction Program

Devils Lake District



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Projects Not Mapped

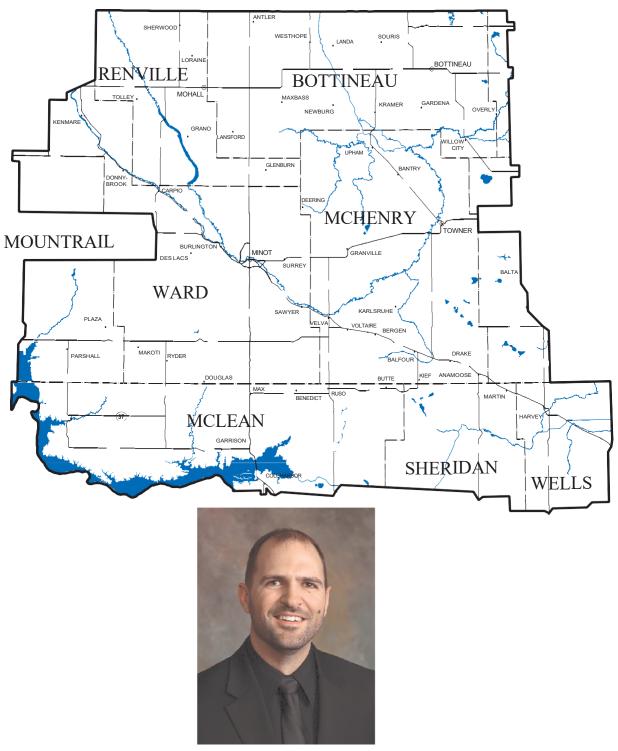
PCN 21870 - Signing and lighting various locations in Rolette County

PCN 23264 - Safety projects on various BIA Routes

PCN 23758 - Safety projects 5 miles E and 3 miles S of Maddock

Minot District

District 4



Korby Seward, District Engineer
North Dakota Department of Transportation
1305 Highway 2 Bypass East
Minot, ND 58701-7922
Phone: (701) 837-6925

Fax: (701) 837-6932

North Dakota Department of Transportation District - Minot

(In Thousands) PCN Map Fund Pend Hwy Dir Location Length **Work Type** Total Fed State Local Other Key Source CMC Cost **Fund** Fund Fund **Fund** Fiscal Year: 2025 Rural 4001 NH 2 E 55TH ST E TO 1.7 MI E GRANVILLE 21.2 Thin Overlay 5523 4470 1053 0 0 2 W 1.5 MI E TOWNER TO BERWICK 24047 4002 NH 5.9 Thin Overlay 0 0 1535 1242 293 E HWY 5 FROM RAILROAD AVE TO 0.4 Mill/OI 2" Max 23539 4003 NH 478 387 91 0 0 4TH AVE E 4004 NH WBEGIN 4 LANES MINOT SE TO END 3.6 Thin Overlay 945 765 180 0 0 4 LANE 24103 4005 NH N SNAKE CREEK EMB N TO .5 MI S 25.0 Mill/OI 2" Max 6497 5258 1239 0 0 JCT 23 83 N E JCT 5 N THRU WESTHOPE 6.6 Aggr Shoulders, Hot Bit Pave, 22640 4006 NH 6001 O 7415 1414 0 Widening 15.4 Mill/OI 2" Max 83 S SNAKE CREEK EMB N TO N OF 24104 4007 NH 3998 3236 762 0 0 MAX Subtotal 26391 21359 5032 0 0 Urban 23860 4008 SUCRPNI 989 N 16TH ST PHASE 1, BURDICK/16TH 0.6 Reconstruction 14653 9964 177 4512 0 ST Subtotal 14653 9964 177 4512 0 **Bridge** 23635 4009 SS 2 E NE JCT U.S. HWY 2 & 52 0.0 Deck Overlay, Spall Repair, Jt 710 575 135 0 0 Repair 2 WNE OF JCT 2 & 52 0.0 Deck Overlay, Spall Repair, Jt 23635 4010 SS 710 575 135 0 0 Repair 23640 4011 SS 5 E 4 WEST OF N.D. HWY 60 0.0 Jt Repair 50 0 40 10 0 14 N 12 SOUTH OF U.S. HWY 52 0.0 Deck Overlay, Rail Retrofit, Spall 23635 4012 SS 994 804 190 0 0 Repair 14 N 1 SOUTH OF KRAMER 23635 4013 SS 0.0 Deck Overlay, Rail Retrofit, Spall 284 0 230 54 0 23640 4014 SS 28 N 3 SOUTH U.S. HWY 52 0.0 Jt Repair, Spall Repair, Riprap 50 40 10 0 0 28 N 15 NORTH OF N.D. HWY 5 W 0.0 Jt Repair 23640 4015 SS 50 40 10 0 0 23640 4016 SS 52 E SOUTHEAST OF KENMARE 0.0 Jt Repair, Spall Repair, 100 81 19 0 0 Struct/Incid 23640 4017 SS 52 E 8 NORTHWEST OF ND 28 0.0 Jt Repair, Spall Repair 50 40 10 n O 52 E 7 NORTHWEST OF ND 28 23640 4018 SS 0.0 Jt Repair 50 40 10 O 0 23640 4019 SS 52 E 7 NORTHWEST OF ND 28 0.0 Spall Repair 50 40 10 0 0 Subtotal 3098 2505 593 0 0 **Transportation Alternatives** 23936 4020 TAC GARRISON WILDERNESS PARK 0.0 Bikeway/Walkway 240 194 0 46 0 **TRAIL** MOHALL CENTRAL AVE 0.0 Bikeway/Walkway 23939 4021 TAC 251 203 0 48 0 WASHINGTON ELEMENTARY SRTS 0.0 Walk/Drive Ways 23916 4022 TAU 495 401 0 94 0 23919 4023 TAC ND 43, JCT CMC 0547 TO 0.0 Bikeway/Walkway 618 500 0 118 0 HIGHLAND ROAD Subtotal 1604 1298 0 306 0 **Transit** MINOT-CITYWIDE 5307 0.0 TR Op Assist, TR Prev Maint 1471 4024 TURB 2263 0 792 0 4025 TURB MINOT-CITYWIDE-5339 0.0 TR Capital 200 160 40 0 0 MINOT-CITYWIDE - 5311 0.0 TR Op Assist, TR Prev Maint 4026 TURB 1542 1002 0 540 0 Subtotal 1372 0 4005 2633 Total 49751 37759 5802 6190 0

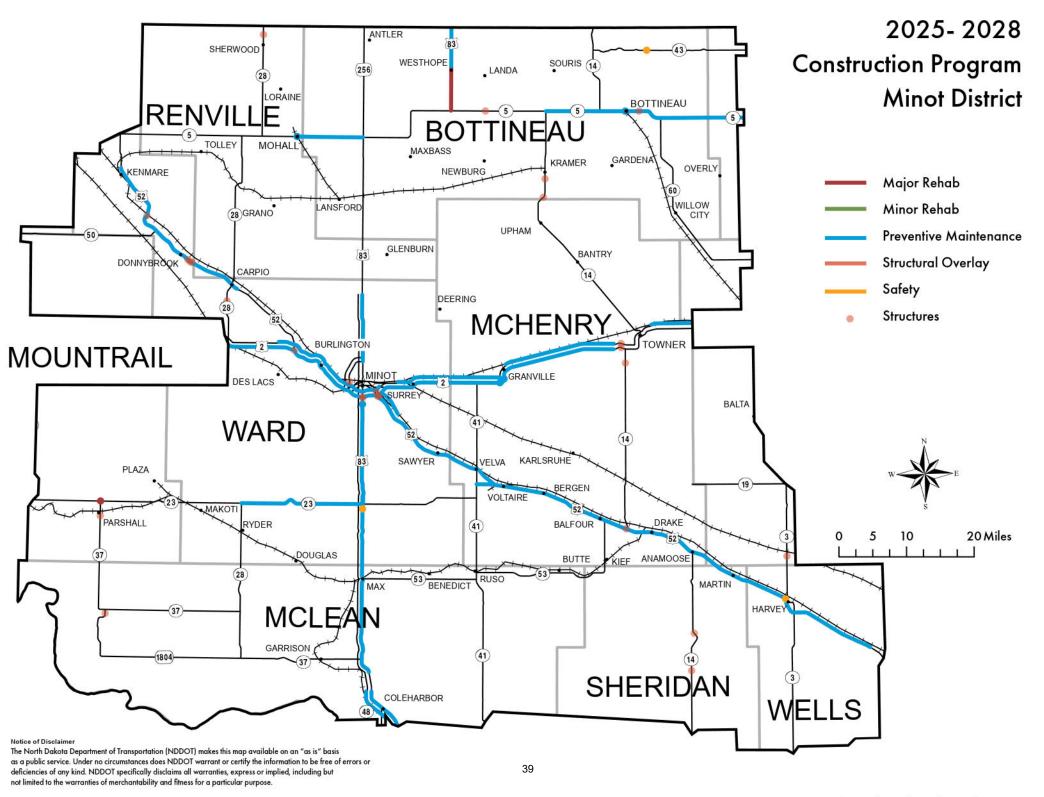
North Dakota Department of Transportation District - Minot

(In Thousands) PCN Map Fund Pend Hwy Dir Location Length **Work Type** Total Fed State Local Other CMC **Fund** Fund Fund **Fund Key Source** Cost Fiscal Year: 2026-2028 Rural 4101 NH 2 W3 MI W SURREY TO BNRR 2.5 Thin Overlay 676 547 129 0 0 **OVERHEAD** WBNRR OVERHEAD TO 2.4 MI W 4102 NH 12.9 Thin Overlay 3478 2815 663 n 0 GRANVILLE 0.9 Thin Overlay 4103 NH W 2.4 MI W GRNVLLE TO 1.5 MI W 203 48 0 251 0 **GRNVLLE** 4104 NH W 1.5 MI W GRANVILLE TO E 1 8 Thin Overlay 476 385 91 O 0 GRANVILLE E JCT 14 TO BOTTINEAU 11.7 Chip Seal Coat, Microsurfacing 4105 NH 1795 1453 342 0 0 E BOTTINEAU-CITY SECTION 0.5 Chip Seal Coat, Microsurfacing 4106 NH 74 60 14 0 0 E BOTTINEAU E TO W JCT 281-17.7 Chip Seal Coat, Microsurfacing 4107 NH 2710 2193 517 0 0 DUNSEITH 37 E JCT ND 23 TO PARSHALL 2.0 Aggr Base, Full Depth Rec, Hot 23542 4108 SS 5709 4620 1089 O 0 Bit Pave, Widening E NEAR JCT 53 TO NEAR 23641 4109 NH 44.7 Hot Bit Pave, Milling 18419 14906 3513 0 0 FESSENDEN N NORTH END OF WESTHOPE N TO 4110 NH 5 7 Mill/OI 2" Max 1552 1256 296 0 0 STATE LI 24102 4111 NH S S OF JCT 23 N TO URBAN LIMIT 15.5 Mill/OI 2" Max 4190 3391 799 0 0 2 E 3 MI W OF JCT 52 TO 1 MI W JCT 83 14 2 Thin Overlay 4201 NH 4000 3237 763 n 0 2 W 3 MI W OF JCT 52 TO 1 MI W JCT 83 14.2 Thin Overlay 4202 NH 3991 3230 761 0 0 2 WE GRANVILLE TO 2 MI W JCT 14 16.0 Thin Overlay 4203 NH 4498 3640 858 0 0 E E JCT 2 TO CO LN - SAWYER 23642 4204 NH 14.4 Mill/OI 2" Max 4062 3287 0 0 775 4205 NH 83 N 0.5 MI S JCT 23 TO 41ST AVE 15.3 Mill/OI 2" Max 4293 3474 819 0 0 4206 NH N 41ST AVE TO 37TH AVE 0.3 Mill/OI 2" Max 84 68 16 0 0 S MINOT TO AFB 4207 NH 83 9.9 Mill/OI 2" Max 2788 2256 532 0 0 E E ENT BERTHOLD TO 3 MI W OF 7.1 Microsurfacing 0 0 4301 NH 714 578 136 JCT 52 E 1 MI W JCT 83 TO 55TH ST 5.5 Mill/OI 2" Max 4302 NH 1610 1303 307 O 0 4303 NH 2 E 1.7 MI E GRANVILLE TO 2 MI W JCT 14.6 CPR, Grinding 2622 2122 500 0 0 W1 MI W. JCT 83 TO 55TH ST 5.0 Mill/OI 2" Max 4304 NH 1458 1180 278 0 0 E MOHALL TO W JCT 83-RENVILLE 9.4 Chip Seal Coat, Microsurfacing 4305 NH 5 1558 1261 297 0 0 CORNER E JCT 28 E TO JCT 83 18.3 Chip Seal Coat, Microsurfacing 4306 NH 23 3027 2450 577 0 0 4307 NH 52 E KENMARE TO S OF DONNYBROOK 17.6 Microsurfacing 1760 1424 336 0 0 52 E S OF DONNYBROOK TO CARPIO 9.3 Microsurfacing 4308 NH 927 750 177 0 0 E CO LN-SAWYER-SE TO 1 MI W 0 0 52 14.3 Microsurfacing 1435 1161 274 4309 NH BERGEN E 1 MI W OF BERGEN TO JCT 14-25 0 Thin Overlay 5922 n n 4310 NH 7317 1395 ANAMOOSE N N JCT 200 N TO SNAKE CREEK 4311 NH 6.8 Mill/OI 2" Max 2003 1621 382 0 0 **EMBANKMNT** 4312 NH 83 S N JCT 200 N TO SNAKE CREEK 6.9 Mill/OI 2" Max 2005 1623 382 O 0 **FMBANK** 97 E VELVA-SUNFLOWER ROAD 4313 SS 2.5 Mill/OI 2" Max 738 597 141 0 0 Subtotal 90220 73013 17207 0 0 Urban N 16TH ST INT (FRTG RD SW-24TH 0.4 PCC Pave, Grinding, Signals, 24033 4114 SU 989 4479 3625 0 854 0 Curb Ramps, Deck Overlay, AV SW) 2 E 1 W OF US 83 (16TH ST SW) 0 1 Structure Paint 23901 4211 NHU 275 223 0 52 0 24411 4212 UGP 989 N 3RD ST, CENTRAL AVE 0.5 Reconstruction, Watermain, 9132 4600 O 4532 O Sanitary Sewer 83 N 19TH AV SW-URBAN LIMITS, 1.6 Prelim Engineer 24435 4314 NHU 5156 4173 983 0 0 INTERCHANGE 24303 4315 SU N 16TH ST (BURDICK TO 2ND AVE 0.6 Reconstruction 11657 5376 0 6281 0 SW) Subtotal 30699 17997 983 11719 0 **Bridge** 83 N SOUTH OF U.S. HWY 2 ∩ Struct Replace 22048 4120 NH 1755 335 n 1420 n 23901 4213 NH 2 E JCT US 2 & US 52 WEST 0.0 Structure Paint 335 271 64 0 0

North Dakota Department of Transportation District - Minot

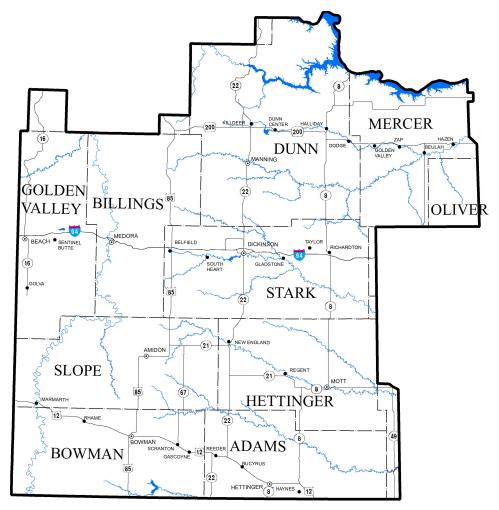
(In Thousand	(st
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						(III IIIC	usanus)
PCN Map Fund Pend Key Source	Hwy Dir Location CMC	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Bridge								
23901 4214 NH	2 E JCT US 83 & US 2-52	0.0 Structu	re Paint	335	271	64	0	0
23901 4215 NH	2 E JCT 2 & 52 EAST	0.0 Structu	re Paint	335	271	64	0	0
23901 4216 NH	3 N 11 SOUTH OF ND HWY 19	0.0 Structu	re Paint	293	237	56	0	0
4208 SS	88 N PEACE GARDEN	0.0 Struct	Replace	649	525	124	0	0
4316 NH	2 E 1 WEST OF N.D. HWY 14 S	0.0 Deck C	Overlay	456	369	87	0	0
4317 NH	2 W1 WEST OF N.D. HWY 14 S	0.0 Deck C	Overlay	456	369	87	0	0
4318 NH	5 E 5 EAST OF U.S. HWY 83 N		Overlay, Spall Repair,	509	412	97	0	0
4319 SS	14 N 9 NORTH OF N.D. HWY 200	Struct/ 0.0 Struct		1349	1092	257	0	0
4320 SS	14 N 2 SOUTH OF U.S. HWY 2	0.0 Struct	Replace	1574	1274	300	0	0
4321 SS	14 N 4 SOUTH OF KRAMER		Replace, Approach Slabs,	5062	4097	965	0	0
4322 SS	37 E 2 SOUTH OF N.D. 23	Guardı 0.0 Deck C		230	186	44	0	0
4323 NH	52 E WEST OF ND 14 NORTH		Replace, Approach Slabs,	3042	2462	580	0	0
4324 NH	83BN MINOT WEST BYPASS	Guardı 0.0 Deck 0 Struct/	Overlay, Spall Repair,	545	441	104	0	0
4325 SS	1804 N 1 SOUTH OF N.D. 37 WEST	0.0 Deck C		241	195	46	0	0
			Subtotal	17166	13892	3274	0	0
Transportation Alter	natives							
24408 4127 TAU	LEWIS & CLARK/BEL AIR SRTS	0.0 Walk/D	rive Ways	1590	1287	0	303	0
			Subtotal	1590	1287	0	303	0
Safe Routes to Scho	ol							
4121 TAU	LEWIS AND CLARK/BEL AIR ELEMENTARY	0.0 Bikewa	ay/Walkway	1590	1287	0	303	0
			Subtotal	1590	1287	0	303	0
Safety								
23153 4122 HEN	52 E INTERSECTION OF US 52 & ND 3 HARVEY	3- 0.4 Interse	ct Imp	254	229	25	0	0
23787 4123 SHEHEU	MINOT,CITYWIDE TRAFFIC SIGN REVISE	IAL 0.0 Signals	3	1441	1296	54	91	0
23404 4124 HEN	RR CROSS ACCEL/DECEL LANE US 52	S - 0.0 Aggr B Wideni	ase, Hot Bit Pave,	9167	8250	917	0	0
24129 4217 HEN	83 N INTERSECTION OF US 83 AND N 23			10000	9000	1000	0	0
			Subtotal	20862	18775	1996	91	0
Transit								
4126 TURB	MINOT-CITYWIDE 5307	0.0 TR Op	Assist, TR Prev Maint	2308	1500	0	808	0
4210 TURB	MINOT-CITYWIDE 5307		Assist, TR Prev Maint	2354	1530	0	824	0
4327 TURB	MINOT-CITYWIDE 5307	0.0 TR Op	Assist, TR Prev Maint	2402	1561	0	841	0
			Subtotal	7064	4591	0	2473	0
			Total	169191	130842	23460	14889	0
			Grand Total	218942	168601	29262	21079	0



Dickinson District

District 5





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North Dakota Department of Transportation
1700 3rd Avenue West, Suite 101
Dickinson, ND 58601-3009
Phone: (701) 227-6500

Fax: (701) 227-6505

North Dakota Department of Transportation District - Dickinson

				(In Thousands)			
PCN Map Fund Pend Key Source	Hwy Dir Location CMC	Length Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2025							
Rural							
24048 5001 NH	12 E HETTINGER TO STATE LINE	14.0 Microsurfacing, Micro Mill	1383	1119	264	0	0
23547 5002 SS	22 N LOST BRIDGE TO ND 73	14.6 Guardrail, Mill/OI>2 <or=3", Riprap, Structure Widen</or=3", 	8606	6965	1641	0	0
24330 5003 IM	94 E BILLINGS CO. I-94 W RIVER ROAD INTCH	0.2 Structure Items	960	864	96	0	0
23114 5004 SS	94BE MEDORA BUSINESS LOOP & CITY SECTION	3.6 Aggr Base, Curb & Gutter, Hot Bit Pave, Structure Widen,	15600	12625	2975	0	0
22938 5005 NH	200 E ND 200, MAIN ST W- HAZEN GOLF COURSE		1797	1454	163	180	0
		Subtotal	28346	23027	5139	180	0
Urban							
23738 5006 CRP	22 N ND 22 (BROADWAY TO 9TH ST W)	0.9 Signals	1700	1376	324	0	0
		Subtotal	1700	1376	324	0	0
Transportation Alter	natives						
21695 5016 TAC BEULAH, 2ND ST NW - 7TH S		0.0 Bikeway/Walkway	1116	903	0	213	0
		Subtotal	1116	903	0	213	0
Safety							
24011 5017 HEN	22 N JUNCTION ND 22 AND BIA 12 - MANDAREE	0.0 Lighting	100	100	0	0	0
		Subtotal	100	100	0	0	0
		Total	31262	25406	5463	393	0

North Dakota Department of Transportation District - Dickinson

(In Thousands) PCN Map Fund Pend Hwy Dir Location Length **Work Type** Total Fed State Local Other CMC **Fund** Fund Fund **Fund Key Source** Cost Fiscal Year: 2026-2028 Rural 24106 5101 SS 12 E STATE LINE E TO W RHAME 20.5 Thin Overlay 5556 4496 1060 0 0 N 3MLN TROTTERS N TO 8MLN 4.4 Culvert Rehab, Riprap 23485 5102 SS 650 526 124 0 0 TROTTERS 22 N 34TH ST N TO RP 91 16 9 Mill/OI>2<Or=3' 23544 5103 SS 12248 9912 2336 O 0 23878 5104 SS 22 N GREEN RIVER BRIDGE 0.8 Drainage Impr. 304 246 0 0 58 23543 5105 NH 49 N BEULAH NORTH TO JCT 200 3.1 Mill/OI>2<Or=3' 1903 1540 363 0 0 5106 NH N NEAR BELFIELD TO NEAR 15.0 Mill/OI 2" Max 0 85 4043 3272 771 0 GORHAM JCT E W OF E MEDORA INT TO 2 MILES E 2.5 Culvert Rehab, Fencing 23518 5107 IM 600 540 0 60 0 23879 5108 IM 94 E EXIT 59 0.0 Lighting 1094 985 109 0 0 94 E EXIT 61 - JCT ND 22 & I-94 23879 5109 IM 0.0 Lighting 1094 985 109 n 0 24105 5110 IM E NEAR YOUNGMANS BUTTE-NEAR 12.9 CPR, Grinding 2146 1931 215 0 0 EAGLE NEST 5111 IM WRP 76.35 TO YOUNGMANS BUTTE 11.7 CPR, Grinding 1943 1749 194 n 0 200 E DUNN CENTER TO DODGE 23388 5112 NH 21.5 Full Depth Rec, Structural OI>3. 22014 0 22014 O 0 Struct Replace **DICKINSON - VARIOUS LOCATIONS** 23486 5113 IM 0.0 Culvert Rehab 624 562 62 0 0 23545 5201 SS 22 N RP 91 TO JCT ND 200 13 1 Mill/OI>2<Or=3' 8892 7196 0 1696 0 N GORHAM JCT N TO GRASSY 22 2 Hot Bit Pave 23932 5202 NH 85 12508 10123 2385 O 0 **BUTTE** E W DICK INTR TO RP 71.15 11 3 CPR. Mill/OI 2" Max 5203 IM 5117 4605 512 0 0 E TAYLOR E TO YOUNGMANS BUTTE 8.0 CPR, Mill/OI>2<Or=3" 5204 IM 4514 4063 451 0 0 11.2 CPR, Grinding WE DICK. INTR E TO RP 76.35 5205 IM 1943 1749 194 0 0 CHATEAU ROAD - MEDORA 24246 5206 SSFTF 0.0 Aggr Base, Hot Bit Pave, 15000 12000 3000 0 0 Widening, Bikeway/Walkway 19.0 Full Depth Rec, Hot Bit Pave 23274 5301 SS 49 N STATE LINE N 19 MILES 3077 0 16136 13059 0 N 19 MI N ST LN - W JCT 21-NEW 23274 5302 SS 10.8 Full Depth Rec, Hot Bit Pave 9135 7393 1742 0 0 LEIPZIG 5303 NH 85 N AMIDON N TO 9.7 MI N AMIDON 10.0 Curb & Gutter, Drainage Impr., 3203 2592 611 0 0 Thin Overlay 94 E MEDORA TO FRYBURG 5 CPR, Mill/OI>2<Or=3", 5304 IM 7831 7048 783 O O Struct/Incid 94 WMEDORA TO FRYBURG 11.5 CPR, Mill/OI>2<Or=3' 5305 IM 6713 6042 0 0 671 200 E JCT 49 E TO W END HAZEN 6.5 Mill/OI 2" Max 5306 NH 2128 1722 406 0 0 5307 NH 200 E HAZEN BYPASS 1.9 Mill/OI 2" Max 786 636 150 0 0 5308 NH 200 E HAZEN BYPASS TO JCT 200A 5.7 Mill/OI 2" Max 317 0 0 1660 1343 Subtotal 149785 106315 43470 n 0 Urban 23695 5114 NHU 94B E W BUS LOOP (I-94 TO STATE AVE) 1 4 Reconstruction. 13610 11015 1234 1361 0 Bikeway/Walkway, Lighting 983 E 5TH ST SE (ND 22 TO 6TH AVE E) 0.5 Construction, Mill/OI>2<Or=3", 24205 5115 SUCPU 1975 1254 0 721 0 Curb Ramps, Utilities 94 E VILLARD ST W(N OF I-94-STATE 1.5 Microsurfacing, Pave Mark 24434 5309 NHU 665 538 60 67 0 N STATE AVE (VILLARD TO 15TH ST 1.3 Microsurfacing, Pave Mark 24441 5310 SU 983 600 486 0 114 0 W) Subtotal 16850 13293 1294 2263 0 Bridge 5116 NH 49 N 5 SOUTH OF BEULAH 0.0 Deck Overlay, Rail Retrofit, 273 221 52 0 0 Structure Paint 85 N 4 SOUTH OF JCT US 12 23772 5117 NH 0.0 Struct Replace 2160 1748 412 O O 94 E W River Road W of Medora 0.0 Spall Repair 5118 IM 81 73 8 O O 23902 5119 IM E 2 WEST OF ND 22 0.0 Approach Slabs, Spall Repair 101 n 0 112 11 23902 5120 IM 94 E 1 W JCT. ND 22 0.0 Deck Overlay, Spall Repair 429 386 43 O 0 23902 5121 IM 94 E JCT. ND 22 & I-94 0.0 Deck Overlay, Spall Repair 1196 1076 120 0 0 5122 IM 94 E 1 EAST OF JCT. ND 22 0.0 Spall Repair 81 73 8 0 0

5123 IM

94 E 5 EAST OF JCT. 22

0.0 Deck Overlay, Spall Repair,

Struct/Incid

359

323

36

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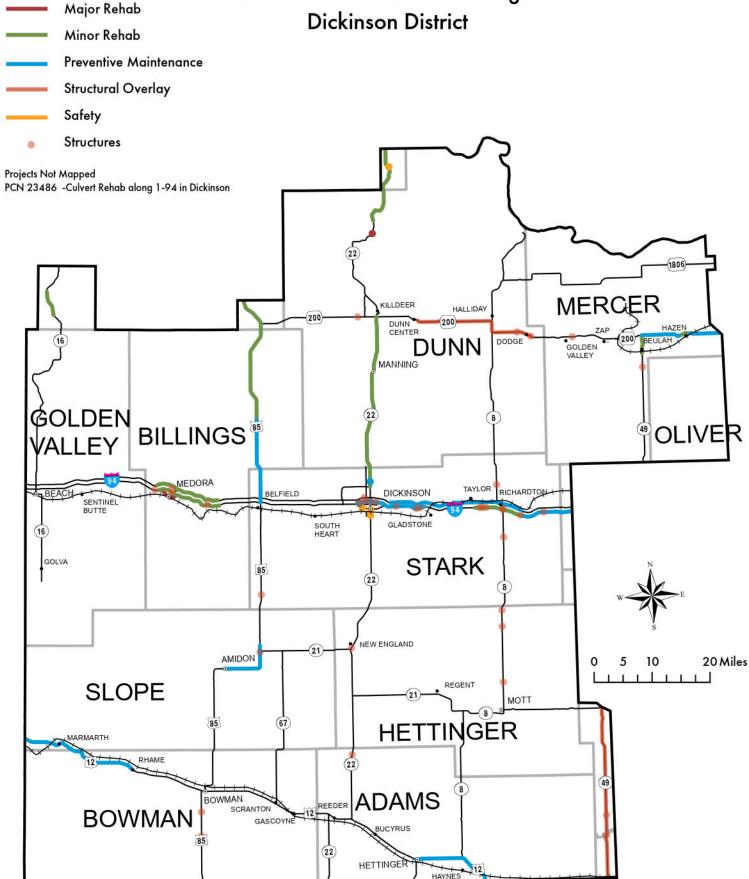
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North Dakota Department of Transportation District - Dickinson

(In Thousands)

PCN Map Fund Pend Key Source	Hwy CMC	Dir Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Bridge									
5124 IM	94	E 8 EAST OF JCT. 22	0.0 Deck	Overlay, Spall Repair	487	438	49	0	0
5125 IM	94	E 9 EAST OF JCT. 22	0.0 Spall I	0.0 Spall Repair		73	8	0	0
5126 IM	94	E 9 WEST OF JCT. ND 8	0.0 Spall I	0.0 Spall Repair		73	8	0	0
5127 IM	94	E 3 WEST OF JCT ND 8	0.0 Spall I	0.0 Spall Repair		73	8	0	0
5128 IM	94	E JCT. I-94 & ND 8	0.0 Spall I	0.0 Spall Repair, Selective Grade		49	5	0	0
23902 5129 IM	94	W 1 WEST OF ND 22	0.0 Deck	0.0 Deck Overlay, Spall Repair		376	42	0	0
23388 5130 NH	200	E 5 EAST OF SOUTH JCT. ND 8	0.0 Struct	0.0 Struct Replace, Riprap		0	1622	0	0
5207 NH	8	N 5 NORTH OF MOTT	0.0 Struct	0.0 Structur Repair		592	139	0	0
5208 NH	8	N 14 NORTH OF MOTT	0.0 Struct	0.0 Structur Repair		592	139	0	0
5209 NH	8	N 17 NORTH OF MOTT	0.0 Struct	0.0 Structur Repair		592	139	0	0
5210 NH	8	N 5 SOUTH JCT. I-94	0.0 Jt Rep	0.0 Jt Repair, Spall Repair		68	16	0	0
5211 NH	8	N 5 NORTH JCT. I-94	0.0 Struct	0.0 Structur Repair		683	161	0	0
5212 NH	85	N 9 NORTH OF S.D. BORDER	0.0 Struct	0.0 Structur Repair		683	161	0	0
5213 NH	85	N AT JCT. ND 21	0.0 Jt Rep	0.0 Jt Repair		46	11	0	0
5214 NH	85	N 10 NORTH OF JCT. ND 21	0.0 Struct	0.0 Structur Repair		546	129	0	0
5215 IM	94	E 4 MILES WEST OF ND 8	0.0 Struct	0.0 Structur Repair, Pipe Replacemt		174	19	0	0
5216 IM	94	E 4 MILES WEST OF ND 8	0.0 Struct	0.0 Struct/Incid, Pipe Replacemt		183	20	0	0
5217 NH	200	E 3 WEST OF JCT. ND 22	0.0 Struct	0.0 Structur Repair		728	172	0	0
5218 NH	200	E 1 EAST OF GOLDEN VALLEY	0.0 Spall I	0.0 Spall Repair		46	11	0	0
23674 5313 SS	22	N AT NEW ENGLAND	0.0 Struct	0.0 Structure Paint		166	39	0	0
23274 5311 SS	49	N 7 NORTH ND-SD BORDER	0.0 Deck	0.0 Deck Overlay, Rail Retrofit,		616	145	0	0
23274 5312 SS	49	N 11 NORTH ND-SD BORDER	0.0 Deck	Grdrail Upgrade 0.0 Deck Overlay, Rail Retrofit,		366	86	0	0
23674 5314 IM	94	E 16 WEST OF US 85		Grdrail Upgrade 0.0 Structure Paint		184	20	0	0
23674 5315 IM	94	E 9 WEST OF JCT. US 85	0.0 Struct	0.0 Structure Paint		184	20	0	0
23674 5316 IM	94	E JCT. I-94 & ND 8	0.0 Struct	0.0 Structure Paint		184	20	0	0
23674 5317 IM	94	E 3 EAST OF JCT. ND 8	0.0 Struct	0.0 Structure Paint		184	20	0	0
23674 5318 IM	94	E 7 EAST OF JCT. ND 8	0.0 Struct	0.0 Structure Paint		184	20	0	0
23674 5319 IM	94	W 16 WEST OF JCT. US 85	0.0 Struct	0.0 Structure Paint		184	20	0	0
23674 5320 NH	200	E 7 EAST OF SOUTH JCT ND 8	0.0 Struct	ure Paint	205	166	39	0	0
				Subtotal	16412	12434	3978	0	0
Transportation Alter	nativos	•		Jubiotai	10412	12434	3970	U	U
5131 TAC	iiati v 63	EAST RIVER ROAD SHARED USE	o o Rikow	ay/Walkway	2142	1724	0	400	0
5131 IAC		PATH PATH	0.0 Bikew	ay/vvaikway	2143	1734	0	409	0
5132 TAC		ADA SIDEWALK IMPROVEMENTS	0.0 Bikew	0.0 Bikeway/Walkway		547	0	219	0
5137 TAC		CITY OF REGENT		0.0 Reconstruction, Walk/Drive		547	0	219	0
24415 5138 TAC		EAST RIVER ROAD SHARED USE PATH	Ways 0.0 Bikew	ay/Walkway	2143	1734	0	409	0
				Subtotal	5818	4562	0	1256	0
Emergency Relief									
24071 5133 SERP	22	N ND 22-4 MILES SOUTH OF LOST BRIDGE	0.2 Slide I	Repair Subtotal	7301 7301	5909 5909	1392 1392	0 0	0 0
Safety				Jubiolai	7 30 1	5909	1332	U	U
•		MULTIPLE LOCATIONS	0.0 Guard	rail	704	745	70	^	^
23759 5134 HEC			0.0 Guard		794	715	79	0	0
23692 5135 HEN		I-94B & 23RD AVE W/CO 10	***		2920	2628	292	0	0
23691 5136 HEN		ND22 & 8TH ST S	0.0 Round		2781	2503	278	0	0
				Subtotal	6495	5846	649	0	0
				Total	202661	148359	50783	3519	0
				Grand Total	233923	173765	56246	3912	0

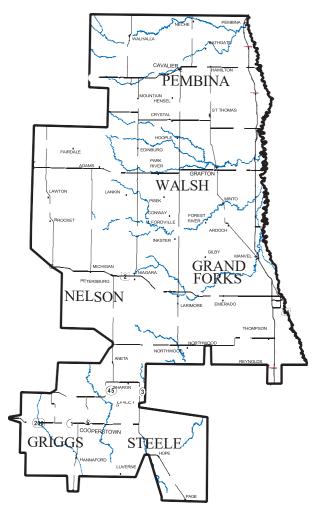
2025 - 2028 Construction Program



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Grand Forks District

District 6





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North Dakota Department of Transportation
1951 North Washington
Grand Forks, ND 58208-3077
Phone: (701) 787-6500
Fax: (701) 787-6515

North Dakota Department of Transportation District - Grand Forks

(In Thousands) PCN Map Fund Pend Hwy Dir Location Length **Work Type** Total Fed State Local Other Key Source CMC Cost **Fund** Fund Fund **Fund** Fiscal Year: 2025 Rural 24027 6001 SS 5 E JCT I-29 TO RED RIVER 3.8 Mill/OI 2" Max 849 687 162 0 0 2.6 Approach Slabs, Mill/Ol>2<Or=3", Sliver Grading, 23653 6002 SS 18 N PEMBINA CO 55 TO STATE LINE 3025 577 0 0 2448 24024 6003 SS 18 N THROUGH NECHE 1.4 Culvert Rehab, Drainage Impr. 660 534 126 O 0 29 N N OF N GR INTR N TO JCT ND 54 24029 6004 IM 14.5 Mill/OI>2<Or=3" 5219 4697 522 0 0 N N BOWESMONT TO CANADIAN 23476 6005 IM 20.4 CPR, Mill/OI 2" Max 8578 7720 858 0 0 LINE 24030 6006 SS 44 N JCT I-29 N TO JCT 66 3.0 CPR, Mill/OI 2" Max 1275 1032 243 0 0 24031 6007 SS 59 E JCT I-29 E TO RED RIVER 1.1 Thin Overlay 297 240 0 57 0 24108 6008 NH 81 N W JCT 5-HAMILTON E TO I-29 9.8 Mill/OI 2" Max 2554 2067 487 0 0 Subtotal 22457 19425 3032 O O Urban 24332 6009 NHU N WASHINGTON(HAMMERLING-0.6 Microsurfacing 410 332 37 41 0 DEMERS) E WASHINGTON-N 6TH ST, RAMPS 24333 6010 SU 0.7 CPR, Grinding, Dowel Retrofit, 297 2061 1668 187 206 0 Mill/OI 2" Max 986 N N 4TH ST (1ST AV N-2ND AV N) 24134 6011 UGP 0.1 Reconstruction, Storm Sewer, 2805 2244 0 561 0 Bikeway/Walkway, Lighting Subtotal 5276 4244 224 808 0 **Bridge** 23903 6012 NH 2BE GRAND FORKS 0.0 Expan Joint Mod 27 22 5 0 0 5 E 4 EAST OF I-29 0.0 Approach Slabs, Spall Repair, 23903 6013 NH 88 71 17 0 0 Grdrail Upgrade 0.0 Deck Overlay, Rail Retrofit, Spall 29 N 3 SOUTH OF ND 5 23637 6018 IM 750 675 75 0 0 Repair 0.0 Deck Overlay, Approach Slabs, 59 E 1 EAST OF I-29 23903 6019 SS 3075 2489 586 0 0 Grdrail Upgrade Subtotal 3940 3257 683 0 0 **Transportation Alternatives** 23938 6021 TAC HOPE SIDEWALKS 0.0 Bikeway/Walkway 120 97 0 23 0 Subtotal 120 97 0 23 0 Safety GRAND FORKS SCHOOL ZONE - 5 23668 6022 HEU 0.0 Signing 40 36 0 4 0 LOCATION Subtotal 40 36 0 4 0 **Transit** 6023 TURB **GRAND FORKS-CITYWIDE-5307** 0.0 TR Op Assist, TR Cap Purchase 3786 1335 286 1158 1007 GRAND FORKS-CITYWIDE-5339 0.0 TR Cap Purchase, TR Training 6024 TURB 3749 3176 0 573 0 6025 TURB **GRAND FORKS-CITYWIDE-5310** 0.0 TR Capital 79 63 0 16 0 Subtotal 7614 4574 286 1747 1007

Total

39447

4225

2582

1007

31633

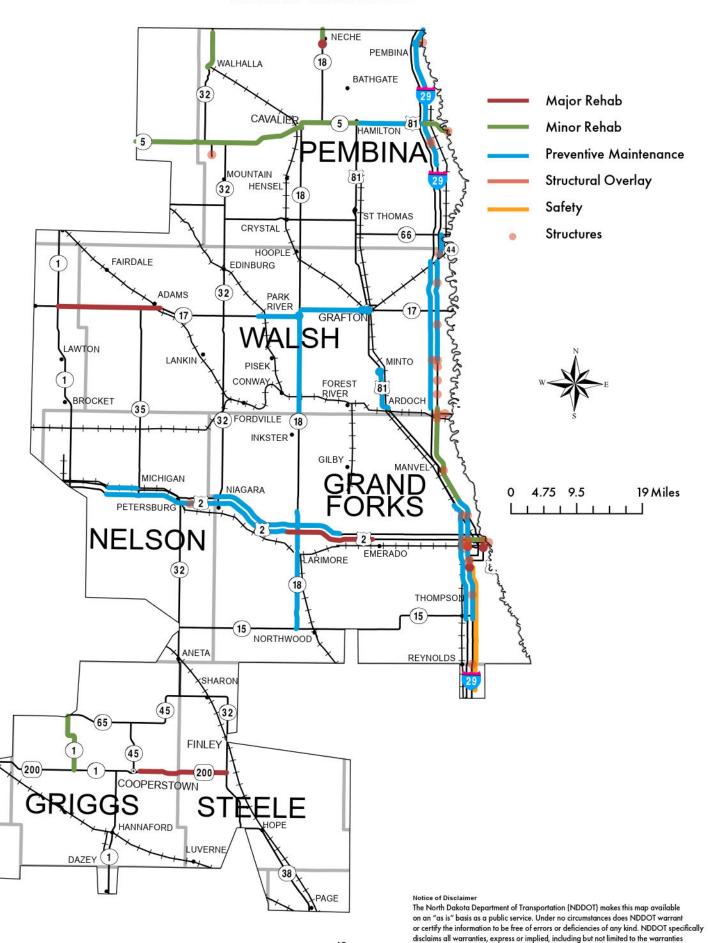
North Dakota Department of Transportation District - Grand Forks

					(In Thousands)			
PCN Map Fund Pend Key Source	Hwy I	Dir Location	Length Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2026-	2028							
Rural								
23996 6101 NH	1	N W JCT 200 N TO JCT ND 65	8.7 Mill/OI>2 <or=3"< td=""><td>6812</td><td>5513</td><td>1299</td><td>0</td><td>0</td></or=3"<>	6812	5513	1299	0	0
6102 NH	2	E NIAGRA E TO 1.4 MILES W OF JCT ND 18	10.1 CPR, Grinding	1678	1358	320	0	0
6103 NH	2	W 5.3 MI E ND 1 TO MICHIGAN BYPASS	4.5 CPR	741	600	141	0	0
6104 NH	17	E SCHOOL ROAD E TO HILL AVE -(US 81)	6 0.7 Microsurfacing	109	88	21	0	0
24109 6105 SS	18	N LARIMORE N TO JCT 2	2.4 Mill/OI 2" Max	866	701	165	0	0
24109 6106 SS	18	N JCT 2-LARIMORE-N 3 MILES	3.0 Mill/OI 2" Max	809	655	154	0	0
6107 SS	18	N CO LN N TO S JCT 17	14.2 Mill/OI 2" Max	4611	3732	879	0	0
24028 6108 IM	29	N NEAR 32ND AVE TO N OF N GF INTER	10.4 CPR, Grinding	1723	1551	172	0	0
22786 6109 IM	29	N 47TH AVENUE SOUTH	0.0 Right Of Way	2500	2250	250	0	0
24028 6110 IM	29	S NEAR 32ND AVE N TO N OF N GF	10.3 CPR	1722	1550	172	0	0
23896 6111 SS	32	N WALHALLA TO STATE LINE	5.4 Mill/Ol>2 <or=3", pipe="" replacemt<="" td=""><td>10053</td><td>8136</td><td>1917</td><td>0</td><td>0</td></or=3",>	10053	8136	1917	0	0
24107 6112 NH	81	N ARDOCH N TO MINTO	6.0 Microsurfacing	660	534	126	0	0
24032 6113 NH	81	N MINTO MUNICIPAL	0.8 Microsurfacing	278	225	53	0	0
6114 NH	81	N GRAFTON-E JCT 17 TO W JCT 17	0.2 Microsurfacing	25	20	5	0	0
6201 NH	2	E 1.4 MI W JCT 18 E TO 1 MI W GF AFB	12.6 Hot Bit Pave	11690	9461	2229	0	0
23931 6202 NH	5	E EAST OF LANGDON TO RED RIVER	R 37.0 Structure Items, Struct Replace, Grdrail Upgrade	4487	3631	856	0	0
6203 IM	29	N S OF ND 15 TO NEAR 32ND AVE-GR		1269	1142	127	0	0
6204 IM	29	N FOREST RIVER N TO HERRICK INTR	14.4 CPR, Grinding	2489	2240	249	0	0
6205 IM	29	S S OF ND 15 TO NEAR 32ND AVE-GR	7.3 CPR, Grinding	1269	1142	127	0	0
6206 IM	29	S WALSH CO LINE TO S JCT 17	14.1 CPR, Grinding	2438	2194	244	0	0
23475 6207 IM	29	S S OF JCT 17 N TO HERRICK INTR	7.3 CPR, Grinding	1256	1130	126	0	0
6208 NH	200	E COOPERSTOWN EAST TO S JCT 32	2 12.7 Full Depth Rec, Mill/OI>2 <or=3"< td=""><td>7133</td><td>5773</td><td>1360</td><td>0</td><td>0</td></or=3"<>	7133	5773	1360	0	0
6301 NH	2	E 5.7 MI E ND 1 TO 0.8 MI W ND 35	3.9 CPR	702	568	134	0	0
6302 NH	2	E 0.8 MI W ND 35 TO 1.5 MI E E JCT 32	14.1 CPR, Grinding	2542	2057	485	0	0
6303 NH	2	W NIAGARA E TO NEAR ARVILLA	20.3 Mill/OI 2" Max	5930	4799	1131	0	0
23481 6304 SS	17	E JCT 1 E TO ADAMS	14.8 Full Depth Rec, Hot Bit Pave, Widening	26680	21592	5088	0	0
6305 SS	17	E PARK RIVER TO SCHOOL RD- GRAFTON	14.8 Curb Ramps, Mill/OI 2" Max	7713	6242	1471	0	0
6306 SS	18	N W JCT 15 N TO LARIMORE	11.0 Mill/OI 2" Max	4677	3785	892	0	0
6307 SS	18	N S JCT 17 TO N JCT 17	0.9 Mill/OI 2" Max	448	363	85	0	0
			Subtotal	113310	93032	20278	0	0
Urban								
24115 6115 NHURCE		E 42ND ST/DEMERS RR GRADE SEPARATION	0.4 Reconstruction, Struct/Incid	60000	37500	4200	16800	1500
24056 6116 SU	986	E POINT BRIDGE	0.2 Spall Repair, Structure Paint, Lighting, Guardrail	1150	920	0	230	0
23740 6209 NHU		E GATEWAY DR (I-29 TO RED RIVER)	2.5 CPR, Grinding	9161	7414	1747	0	0
24412 6216 NHU	2	E US2 AT 42ND ST, WASHINGTON, MILL RD	1.8 Signals	2727	2207	520	0	0
24442 6211 SU	986	N S 48TH ST (DEMERS AVE TO 11TH AVE S)	0.5 Reconstruction	7362	5167	0	2195	0
23739 6315 NHU	81E	BN WASHINGTON ST (1ST AV N-8TH AV N)	0.4 Reconstruction	12737	10308	1155	1274	0
		- · · · ·	Subtotal	93137	63516	7622	20499	1500
Bridge								
23740 6117 NHU	2	E US 2 AND 3RD STREET	0.0 Spall Repair	104	84	20	0	0
24028 6119 IM	29	N 3 SOUTH US 2	0.0 Spall Repair, Approach Slabs,	731	658	73	0	0
24200 6138 IM	29	N 3 SOUTH US 2	Expan Joint Mod, Struct/Incid 0.0 Structure Paint	298	268	30	0	0

North Dakota Department of Transportation District - Grand Forks

			(In Thousands))	
PCN Map Fund Pend Key Source	Hwy Dir Location CMC	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Bridge								
24028 6120 IM	29 N 1 SOUTH US 2		Overlay, Spall Repair, t/Incid	1020	918	102	0	0
24028 6121 SU	29 N 1 SOUTH US 2	0.0 Spall Items	Repair, Jt Repair, Structure	112	101	11	0	0
24028 6122 IM	29 N JUNCTION US 2-GF		Overlay, Expan Joint Mod, Repair, Approach Slabs,	1209	1088	121	0	0
24028 6123 IM	29 N JUNCTION US 81- GF		Repair, Struct/Incid	162	146	16	0	0
24200 6139 IM	29 N JUNCTION US 81 MANVEL	0.0 Struc	ture Paint	189	170	19	0	0
23904 6124 IM	29 N 3 NORTH ND 54	0.0 Struc	ture Paint	269	242	27	0	0
23904 6125 IM	29 N 5 NORTH ND 54	0.0 Struc	ture Paint, Struct/Incid	269	242	27	0	0
23904 6126 IM	29 N 7 NORTH ND 54	0.0 Struc	ture Paint	303	273	30	0	0
23904 6127 IM	29 N 7 SOUTH ND 17	0.0 Struc	ture Paint	269	242	27	0	0
23904 6128 IM	29 N 2 SOUTH OF ND 17	0.0 Struc	ture Paint	269	242	27	0	0
24200 6140 IM	29 N 4 NORTH ND 17	0.0 Struc	ture Paint	243	219	24	0	0
24200 6141 IM	29 N 3 SOUTH ND 66	0.0 Struc	ture Paint, Struct/Incid	351	316	35	0	0
24028 6129 IM	29 S 1 SOUTH US 2		Overlay, Spall Repair, t/Incid	1020	918	102	0	0
24028 6130 IM	29 S JUNCTION US 2-GF		Overlay, Approach Slabs, n Joint Mod, Spall Repair,	1209	1088	121	0	0
24028 6131 IM	29 S JUNCTION US 81-GF	0.0 Spall	Repair, Struct/Incid	162	146	16	0	0
6132 IM	29 S JUNCTION ND 54		Replacment, Struct ace, Approach Slabs, Spall	2112	1901	211	0	0
23904 6133 IM	29 S 7 SOUTH ND 17	0.0 Struc	ture Paint	269	242	27	0	0
24200 6142 SS	89 E 2 SOUTH OF JCT ND 5	0.0 Struc	ture Paint	189	153	36	0	0
6212 IM	29 N JUNCTION ND 54	Repla	Replacment, Struct ace, Approach Slabs, Spall	2124	1912	212	0	0
6217 SS	54 E 1 EAST OF I-29	•	Repair, Struct/Incid	112	91	21	0	0
6309 NH	2 E 1 EAST OF ND 32 SOUTH	Spall	Overlay, Approach Slabs, Repair	912	738	174	0	0
6310 IM	29 N 7 SOUTH ND 15		ture Paint	197	177	20	0	0
6311 IM	29 N 3 SOUTH OF ND 5	0.0 Struc	t Replace, Median X-Overs	2812	2531	281	0	0
Safety			Subtotal	16916	15106	1810	0	0
23669 6135 HEN	GRAND FORKS, WASHINGTON	& 0.0 Turn	Lanes	279	251	14	14	0
6213 HEU	28TH AVE US2/GATEWAY DR. & N COLUM	IBIA 0.0 Inters	sect Imp	2516	2264	0	252	0
23333 6312 HEN	RD 29 N N OF BUXTON INTR TO 2 OF 32	ND 17.9 HTM	CG	4469	4022	447	0	0
	AVE		Subtotal	7264	6537	461	266	0
Transit			oubtota.	1204	0001	401	200	·
6136 TURB	GRAND FORKS-CITYWIDE-5307	0.0 TR C	p Assist, TR Cap Purchase	3881	1368	293	1036	1184
6137 TURB	GRAND FORKS-CITYWIDE-5310	0.0 TR C	apital	157	129	0	28	0
6214 TURB	GRAND FORKS-CITYWIDE-5310	0.0 TR C	apital	91	73	0	18	0
6215 TURB	GRAND FORKS-CITYWIDE-5307	0.0 TR C	p Assist, TR Cap Purchase	3963	1395	293	1217	1058
6313 TURB	GRAND FORKS-CITYWIDE-5310	0.0 TR C	apital	91	73	0	18	0
6314 TURB	GRAND FORKS-CITYWIDE-5307	0.0 TR C	p Assist, TR Cap Purchase	4081	1409	293	1321	1058
			Subtotal	12264	4447	879	3638	3300
			Total		182638		24403	4800
			Grand Total		214271			5807
			Grana rotal	202330	£17£/	33213	20300	3007

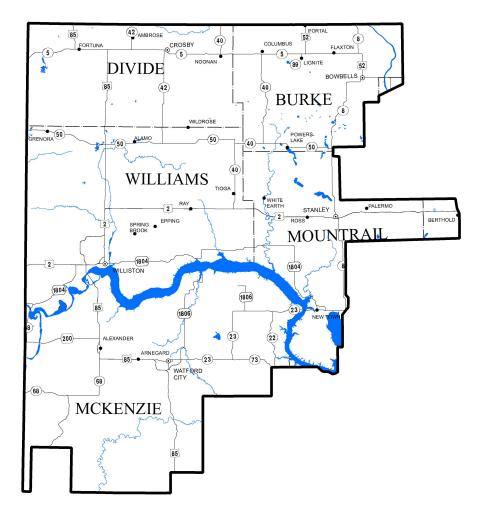
2025- 2028 Construction Program Grand Forks District



of merchantability and fitness for a particular purpose.

Williston District

District 7





Joel Wilt, District Engineer
North Dakota Department of Transportation
605 Dakota Parkway West
Williston, ND 58802-0698
Phone: (701) 774-2700

North Dakota Department of Transportation District - Williston

					(In The	usands)
PCN Map Fund Pend Key Source	Hwy Dir Location CMC	Length Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2025							
Rural							
23335 7001 NH	2 E US 2/26TH ST/2ND AVE W	1.0 Intersect Imp	31265	25303	4597	1365	0
24049 7002 NH	INTERSECTION 2 E JCT US 85 E TO RAY	22.0 CPR	3525	2853	672	0	0
23483 7020	85 N JCT ND 200 N TO RP 120	12.3 Aggr Surface, Grade, Hot Bit	110000	55000	55000	0	0
23528 7003 SS	85BN WLSN NE TRR, END 4-LANE CR 6 TO CR 9	Pave 0.4 Grade, Aggr Base, Hot Bit Pave	10000	8093	1907	0	0
		Subtotal	154790	91249	62176	1365	0
Urban							
24026 7004 SU	993 E 26TH ST E (1ST AV W-UNIVERSIT' AV)	0.4 Mill/OI>2 <or=3", curb="" ramps<="" td=""><td>787</td><td>637</td><td>0</td><td>150</td><td>0</td></or=3",>	787	637	0	150	0
	,	Subtotal	787	637	0	150	0
Bridge							
23638 7005 NH	2 E 4 EAST OF US 85 SOUTH	0.0 Structure Paint	210	170	40	0	0
22605 7006 NH	2 E CITY OF RAY	0.0 Approach Slabs, Spall Repair, J Repair	t 624	505	119	0	0
23638 7007 NH	2 W1 EAST OF US 85 NORTH	0.0 Structure Paint	234	189	45	0	0
22605 7008 NH	2 WCITY OF RAY	0.0 Approach Slabs, Spall Repair, J Repair	t 624	505	119	0	0
23638 7009 NH	2 W5 EAST OF TAGUS	0.0 Structure Paint	263	213	50	0	0
23341 7010 NH	23 E 5 WEST OF ND 22	0.0 Jt Repair	130	105	25	0	0
23640 7013 SS	40 N 3 NORTH ND 5	0.0 Jt Repair, Spall Repair	50	40	10	0	0
		Subtotal	2135	1727	408	0	0
Transportation Alter	natives						
23923 7014 TAC	23B E ND 23B,0.5 MI W OF ND 1804,N FC .5M	R 1.0 Bikeway/Walkway	518	419	0	99	0
23941 7015 TAC	RAY SIDEWALK IMPROVEMENTS	0.0 Bikeway/Walkway	249	202	0	47	0
23934 7016 TAC	CROSBY MULTIUSE PATH	0.0 Bikeway/Walkway	504	408	0	96	0
		Subtotal	1271	1029	0	242	0
Safety							
24034 7017 HES	22 N ND 73 TO ND 23	14.9 Signing, Pave Mark, DMS	1026	923	103	0	0
22484 7018 HEN	52 E STATE LINE TO E JCT ND 5	36.9 Passing Lanes, Hot Bit Pave	13000	11700	1300	0	0
24328 7019 HES	1804 N 1.6MILES SOUTH OF TRENTON-14 AVE NW	7 0.2 Turn Lanes	1000	900	100	0	0
		Subtotal	15026	13523	1503	0	0
		Total	174009	108165	64087	1757	0

North Dakota Department of Transportation District - Williston

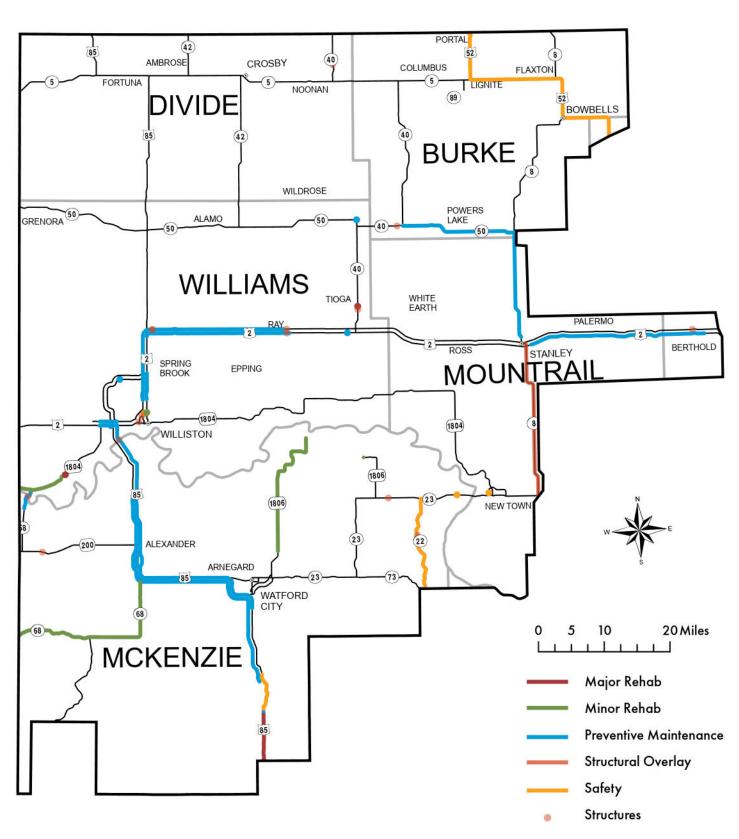
(In Thousands) PCN Map Fund Pend Hwy Dir Location Length **Work Type** Total Fed State Local Other Key Source CMC **Fund** Fund Fund **Fund** Cost Fiscal Year: 2026-2028 Rural 7101 NH 2 E NEAR JCT 1804 E TO JCT US 85 2.7 CPR 445 360 85 0 0 2 E E OF STANLEY E 9 MI 0 7102 NH 7.6 Thin Overlay 2050 1659 391 0 7103 NH 9 MI E STANLEY TO 12 MI W 13.0 Thin Overlay 3512 2842 670 0 0 BERTHOLD 7104 NH WNEAR JCT 1804 E TO JCT US 85 2.7 CPR 445 360 85 0 O 7105 NH 2 W2 MI N OF WILLISTON TO JCT 85 10.5 CPR 1751 1417 334 0 0 85 N GRASSY BUTTE N 7.5 MILES 0 0 7106 NH 7.4 Mill/OI 2" Max 1998 1617 381 7107 NH 85 N JCT ND 23 TO NEAR JCT ND 23A 7.2 Mill/OI 2" Max 1949 1577 372 n 0 N 4 LANE WATFORD CITY TO JCT ND 85 18 1 Mill/OI 2" Max 7614 6162 O O 7108 NH 1452 200 85BN JCT 85 S OF ALEXANDER TO JCT 7109 NH 2.9 Mill/OI 2" Max 793 642 151 n 0 85 N N TOBACCO GARDEN RD TO 31ST 21.3 Asp OI>2"<Or=3", Sliver Grading 23008 7110 SS 1806 27014 21862 5152 O 0 ST NW 2 E 12 MI W BERTHOLD TO 3 MI W 7201 NH 6.3 Thin Overlay 1760 1424 336 0 0 BERTHOLD 7202 NH 2 W JCT 85 E TO RAY 20 2 CPR 3498 2831 667 O 0 7203 SS N 0.4 MI N STANLEY N TO S JCT ND 16.2 Mill/OI 2" Max 4545 3678 867 n O 50 E E JCT 40-BATTLEVIEW TO N JCT 8 17 4 Thin Overlay 4905 3970 7204 SS 935 n n N 6.5 MI N JCT 200 N TO JCT ND 1804 3.2 Mill/OI 2" Max 7205 SS 896 725 171 0 0 N INTER. US85/ND68 AND 18.4 Pave Mark, Signals, Signing 24131 7206 NH 1688 1519 169 0 0 US85/US85B N NEAR JCT ND 200 TO JCT US 2 7207 NH 19 7 Thin Overlay 5532 4477 1055 0 O 7208 NH N INTERSECTION US 85 & CO HWY 7 0.2 Signals 379 307 72 0 0 85 S 4 LANE S WATFORD CITY TO JCT 25 1 Mill/OI 2" Max 7209 NH 10943 8856 2087 0 0 ND 200 7210 NH 85 S NEAR JCT ND 200 19.5 Mill/OI 2" Max 8531 6904 0 1627 0 1804 N MARLEY CROSSING 1.0 Prelim Engineer, Right Of Way 7211 SS 5001 4047 954 0 0 7301 NH 2 E INTERSECTIONS OF US 85 & 139 1.0 Signals 394 319 75 0 0 AVE NW E JCT 2ND AVE W & 26TH ST TO 2 MI 2.0 Mill/OI>2<Or=3' 7302 NH 802 649 153 O O E WILLISTON N TO 57TH ST NW 7303 NH 4.0 CPR 728 589 139 0 0 E INTERSECTION OF US 2 & 7304 NH 0.1 Signals 394 319 75 0 0 **IVERSON RD** 24236 7305 SS 24.1 Structural OI>3 N JCT 23 E NEW TOWN N TO 20584 16659 3925 0 0 STANLEY 7306 SS 50 E MCGREGOR S TO W JCT ND 40 1.0 Thin Overlay 299 242 57 0 0 7307 SS E STATE LINE E TO JCT US 85 28.1 Mill/OI>2<Or=3" 11396 9223 2173 n 0 7308 NH N US 85 & ND 68 INTERSECTION 0.0 Signals 319 75 0 0 394 N MARLEY CROSSING TO MONTANA 7.9 Mill/OI>2<Or=3" 23809 7309 SS 1804 5464 4422 1042 n 0 LINE Subtotal 135704 109977 25727 0 0 Urban 2 E US 2 & 48TH AVE W 24221 7212 NHU 0.1 Signals 622 503 119 0 0 993 N US 2 E FRONTAGE RD (42ND ST-1.1 Mill/OI>2<Or=3" 0 24451 7213 SU 664 531 0 133 58TH ST) N US 2 W FRONTAGE RD(CHINAMAN 24452 7214 SU 993 ∩ Struct/Incid 673 538 n 135 n COULEE) E FAIRGROUNDS RD (US 2 - 13TH 0.8 Mill/OI>2<Or=31 24454 7310 SU 993 461 373 0 88 0 AVE E) N US 2 W FRONTAGE RD(42ND-58TH 0.9 Mill/OI>2<Or=3", Pave Mark 24453 7311 SU 993 667 540 n 127 O ST) E WATFORD CITY COLLECTORS 7312 SU 994 8.5 Chip Seal Coat 690 558 0 132 0 7313 SU N WATFORD CITY MINOR ARTERIALS 10.0 Chip Seal Coat 810 0 0 656 154 N WATFORD CITY US 85B, ND 23A, 7314 NHU 5.9 Chip Seal Coat 0 947 766 86 95 **ND 23B** Subtotal 5534 4465 205 864 0

Bridge

North Dakota Department of Transportation District - Williston

					•	aouao	,
PCN Map Fund Pend Key Source	Hwy Dir Location CMC	Length Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Bridge							
24198 7111 NH	2 E 5 EAST OF US 85 SOUTH	0.0 Expan Joint Mod, Spall Repair	135	109	26	0	0
24198 7112 SS	2 W1 EAST OF US 85 NORTH	0.0 Spall Repair, Expan Joint Mod, Struct/Incid	162	131	31	0	0
24197 7118 SS	40 N 4 NORTH US 2	0.0 Deck Overlay, Spall Repair, Jt Repair, Struct/Incid	624	505	119	0	0
24197 7119 SS	40 N 1 WEST JCT ND 50	0.0 Deck Overlay, Rail Retrofit, Spa Repair	l 334	270	64	0	0
7216 SS	58 N 1 WEST 1 SOUTH BUFORD	0.0 Deck Overlay, Spall Repair, Struct/Incid	1222	989	233	0	0
7217 NH	85 N 2 SOUTH OF US 2	0.0 Deck Overlay, Spall Repair, Struct/Incid	3256	2635	621	0	0
7218 SS	200 E 3.5 EAST OF MONTANA LINE	0.0 Deck Overlay, Spall Repair, Struct/Incid	1501	1215	286	0	0
7315 SS	22 N 6 SOUTH OF ND 23	0.0 Struct Replace	2475	2003	472	0	0
		Subtotal	9709	7857	1852	0	0
Transportation Alter							
Transportation Alter	natives						
7116 TAC	ratives 14TH STREET PEDESTRIAN IMPROVEMENTS	0.0 Bikeway/Walkway	395	320	0	75	0
•	14TH STREET PEDESTRIAN	0.0 Bikeway/Walkway 0.0 Walk/Drive Ways	395 395	320 320	0	75 75	0
7116 TAC	14TH STREET PEDESTRIAN IMPROVEMENTS 14TH AVE WEST PEDESTRIAN	, ,					
7116 TAC	14TH STREET PEDESTRIAN IMPROVEMENTS 14TH AVE WEST PEDESTRIAN	0.0 Walk/Drive Ways	395	320	0	75	0
7116 TAC 24410 7120 TAU	14TH STREET PEDESTRIAN IMPROVEMENTS 14TH AVE WEST PEDESTRIAN	0.0 Walk/Drive Ways Subtotal 1.8 Pave Mark, Signing, Curb &	395	320	0	75	0
7116 TAC 24410 7120 TAU Safety	14TH STREET PEDESTRIAN IMPROVEMENTS 14TH AVE WEST PEDESTRIAN IMPROVEMENT	0.0 Walk/Drive Ways Subtotal 1.8 Pave Mark, Signing, Curb & Gutter, Lighting, Walk/Drive	395 790	320 640	0 0	75 150	0 0
7116 TAC 24410 7120 TAU Safety 23672 7117 HEN	14TH STREET PEDESTRIAN IMPROVEMENTS 14TH AVE WEST PEDESTRIAN IMPROVEMENT ND 23 - FOUR BEARS VILLAGE 40 N INTERSECTION OF ND 40 & CO	0.0 Walk/Drive Ways Subtotal 1.8 Pave Mark, Signing, Curb & Gutter, Lighting, Walk/Drive	395 790	320 640 1000	0 0	75 150	0 0 0
7116 TAC 24410 7120 TAU Safety 23672 7117 HEN	14TH STREET PEDESTRIAN IMPROVEMENTS 14TH AVE WEST PEDESTRIAN IMPROVEMENT ND 23 - FOUR BEARS VILLAGE 40 N INTERSECTION OF ND 40 & CO	0.0 Walk/Drive Ways Subtotal 1.8 Pave Mark, Signing, Curb & Gutter, Lighting, Walk/Drive 0.3 Lighting, Roundabout, Signing	395 790 1000 1688	320 640 1000 1366	0 0 0 322	75 150 0	0 0 0

2025 - 2028 Construction Program Williston District



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Fargo District 8





Aaron Murra District Engineer North Dakota Department of Transportation 503 38th Street South Fargo, ND 58103-1198 Phone: (701) 239-8901

Fax: (701) 239-8915

North Dakota Department of Transportation District - Fargo

							(In Tho	usands)
PCN Map Fund Pend Key Source	Hwy CMC	Dir Location	Length	Work Type	Total Cost	Fed Fund		Local Fund	Other Fund
Fiscal Year: 2025									
Rural									
22597 8001 SS	11	E E JCT 1-OAKES-E TO CO LI	N 4.0 Mi	II/OI 2" Max	1040	842	198	0	0
22597 8002 SS	11	E COUNTY LINE E TO FORMA	AN 18.1 Mi	II/OI 2" Max	4699	3803	896	0	0
22659 8003 SS		E LIDGERWOOD, 3RD AVE N' WILEY AVE N	W	keway/Walkway, Walk/Drive ays	361	292	33	36	0
23489 8004 SS		N W JCT 200 N TO N HATTON		II/OI 2" Max	1860	1505	355	0	0
23489 8005 SS		N N HATTON N TO E JCT 15		II/OI 2" Max	1140	923	217	0	0
23490 8006 IM	29	N 11.3 MI N ST LN N TO JCT 1		proach Slabs, CPR, CL itching Subtotal	1806 10906	1625 8990	181 1880	0 36	0 0
Urban				Gubtotui	10300	0330	1000	30	Ū
24298 8008 CRP	984	N RED RIVER TR (15TH AV N-	-PARK 0.0 Bil	keway/Walkway	1358	1086	0	272	0
		LN N)		•					
8042 SU 23537 8009 SUFTF		N METROCOG PLANNING		PO Planning	405	324	0	81 5400	0
23537 6009 SUFTF	992	N 9TH ST NE(MAIN-12TH AV N AV N	N⊏), / I	econstruction	23800	9600	8800	5400	U
24426 8010 CRP		WF ELECTRIC VEHICLES	•	perational Imp	67	54	0	13	0
23773 8039 SU		36TH ST S AT ROSE COULE	ĒΕ 0.0 D€	eck Overlay, Rail Retrofit	261	156	0	105	0
				Subtotal	25891	11220	8800	5871	0
Bridge		5 4 5407 05 ND 40							
23774 8011 SS	10	E 4 EAST OF ND 18		eck Overlay, Rail Retrofit, elective Grade, Riprap	122	99	23	0	0
23639 8012 NH	13	E 1 EAST OF ND 1	0.0 De	eck Overlay, Spall Repair	465	376	89	0	0
23639 8013 NH	13	E 1 WEST OF WAHPETON		eck Overlay, Spall Repair, elective Grade	1693	1370	323	0	0
23639 8014 NH	13	E 1 WEST OF WAHPETON		eck Overlay	930	753	177	0	0
23639 8015 NH	13	W1 WEST OF WAHPETON		eck Overlay, Structur Repair,	1693	1370	323	0	0
23639 8016 NH	13	W1 WEST OF WAHPETON		elective Grade eck Overlay	930	753	177	0	0
23774 8017 SS	18			eck Overlay, Rail Retrofit, Spall	434	351	83	0	0
23774 8018 SS	18	N 1 NORTH OF AMENIA		epair eck Overlay, Rail Retrofit	197	159	38	0	0
23774 8019 SS				eck Overlay, Rail Retrofit, Spall	325	263	62	0	0
			Re	epair					
23773 8020 IM	29		•	pall Repair, Struct/Incid	56	50	6	0	0
23773 8040 IM	29			eck Overlay, Approach Slabs oall Repair, Struct/Incid	411	370	41	0	0
23773 8021 IM 23773 8041 IM	29	S 2 SOUTH OF I-94	•	eck Overlay, Approach Slabs	56 411	50 370	6 41	0	0
23520 8022 IM		E ND-MINN BORDER		eck Overlay, Approach Slabs,	2808	2527	281	0	0
23520 8023 IM		WND-MINN BORDER	St 0.0 De	ructur Repair eck Overlay, Approach Slabs,	2808	2527	281	0	0
23341 8024 NH	200	E 4 EAST OF MAYVILLE		ructur Repair Repair	130	105	25	0	0
23341 8025 NH	200	E 5 EAST OF MAYVILLE	0.0 Jt	Repair	130	105	25	0	0
				Subtotal	13599	11598	2001	0	0
Transportation Alteri	natives	S							
23921 8026 TAC	32	N ND 32, JCT ND 13, 0.3 MI E	0.2 Bil	keway/Walkway	200	162	0	38	0
23942 8028 TAC		RUTLAND 1ST STREET	0.0 Bil	keway/Walkway	182	147	0	35	0
23946 8029 TAU		DRAIN 27 CROSSING	0.0 Bil	keway/Walkway	875	700	0	175	0
				Subtotal	1257	1009	0	248	0
Safety									
24036 8030 HES	29	N ND 46 TO EXIT 69	21.5 Si	gning, Pave Mark, DMS, ITS	4783	4305	478	0	0
24051 8033 HEU		WEST FARGO - VARIOUS LOCATIONS	0.0 Tu	rn Lanes	337	303	34	0	0
23690 8034 HES		ND 46 TURN LANE NEAR ENDERLIN	0.2 Tu	rn Lanes	146	131	15	0	0
23800 8035 HEU		WEST FARGO 9TH ST/VETE (4AV-40AV)	ERANS 0.0 Si	gnal Revision	500	450	50	0	0

North Dakota Department of Transportation District - Fargo

						(In The	ousands)
PCN Map Fund Pend Key Source	Hwy Dir Location CMC	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
			Subtotal	5766	5189	577	0	0
Transit								
8036 TURB	FARGO-CITYWIDE-5310	0.0 TR C	apital	109	87	0	22	0
8037 TURB	FARGO-CITYWIDE-5339	0.0 TR C	apital	105	84	0	21	0
8038 TURB	FARGO-CITYWIDE-5307		p Assist, TR Cap Purchase, rev Maint	5698	3704	0	1994	0
			Subtotal	5912	3875	0	2037	0
			Total	63331	41881	13258	8192	0

North Dakota Department of Transportation District - Fargo

(In Thousands) PCN Map Fund Pend Hwy Dir Location Length **Work Type** Total Fed State Local Other CMC **Fund** Fund **Fund Key Source** Cost Fund Fiscal Year: 2026-2028 Rural 8101 SS 10 E LYNCHBURG INTR TO ND 18 S 2.7 CPR, Mill/OI 2" Max 1200 971 229 0 0 CASSELTON 23583 8102 SS N E JCT 200 W THRU PORTLAND 2.5 Aggr Base, Bikeway, Curb & 2223 1799 424 n 0 Gutter, Drainage Impr., Hot Bit 46 E EAST OF ENDERLIN E TO I-29 23390 8104 SS 30.0 Shldr Rehab 5300 4289 1011 0 0 24111 8105 IM 94 E BUFFALO E TO WHEATLAND 9.0 CPR, Grinding, HBP on Ramps 1498 1348 150 0 0 94 E 1 MI W 45TH TO RED RIVER 4.9 CPR 1665 0 0 24112 8106 IM 1850 185 24111 8107 IM WBUFFALO E TO WHEATLAND 9.2 CPR, Sand Seal 0 1859 1673 186 0 94 W1 MI W 45TH TO RED RIVER 4.9 CPR 24112 8108 IM 1851 1666 0 0 185 8201 SS 11 E LIDGERWOOD E TO HANKINSON 12.7 Mill/OI 2" Max 3570 2889 681 0 0 11 F HANKINSON F TO I-29 3.5 Mill/OI 2" Max 8202 SS 981 794 187 n n 8203 SS E I-29 TO STATE LINE 13.0 Mill/OI 2" Max 3643 2948 695 0 0 N 7TH ST S TO 3RD ST N -0.8 Bikeway/Walkway, CPR. 8204 SS 1582 1280 302 0 0 CASSELTON Grinding, Lighting, Marking 8205 SS E LISBON E TO JCT 18 26.1 Mill/OI 2" Max 7346 5945 1401 O 0 N CHRISTINE INTR N TO WILD RICE 9 3 CPR 1452 0 8206 IM 1613 161 0 RIVFR N WILD RICE RIVER TO .3 MI N MAIN 12.1 CPR, Grinding 2096 1886 0 8207 IM 210 0 N CASS CNTY 20 N TO ARGUSVILLE 9.5 CPR 8208 IM 1646 1481 165 0 0 N NEAR BLANCHARD TO JCT 200 9.4 PCC Pave, Struct/Incid 23102 8247 IM 41292 37163 4129 0 0 29 N N JCT 200 N TO N OF BUXTON 7.1 CPR, CL Stitching 8209 IM 1224 1102 122 0 0 S WILD RICE RIVER TO .3 MI N MAIN 12.1 CPR, Grinding 8210 IM 2096 1886 210 0 n S CASS CNTY 20 N TO ARGUSVILLE 9.9 CPR 1719 1547 172 0 0 8211 IM S N JCT 200 N TO N OF BUXTON 7.1 CPR, CL Stitching 8212 IM 29 1224 1102 122 0 0 N STATE LINE N TO S JCT 11 23480 8213 SS 10.2 Hot Bit Pave, Widening 7303 1721 0 0 9024 8214 IM E E CASSELTON TO RAYMOND INTR 7.7 CPR 1336 1202 134 0 0 E W HORACE RD E TO 1 MI W 45TH 2.0 CPR 0 8215 IM 353 318 35 0 WW HORACE RD E TO 1 MI W 45TH 2.0 CPR 352 317 35 0 0 8216 IM E FROM N JCT 32 TO S JCT 32-1.3 Mill/OI 2" Max 0 0 384 311 73 8301 SS **FORMAN** E S JCT 32 E TO 3 MI E OF CAYUGA 8.2 Mill/OI 2" Max 8302 SS 2395 1938 457 O O E 3 MI W OF CAYUGA TO 14.8 Mill/OI 2" Max 8303 SS 4325 3500 825 0 0 LIDGERWOOD 8304 IM 64TH AVENUE SOUTH 0.0 Ramp Revisions, Struct/Incid 19739 17765 1974 0 0 29 INTERCHANGE CHRISTINE INTR N TO WILD RICE 9.7 CPR, Mill/OI 2" Max 8305 IM 29 S 4586 4127 459 0 0 RIVER S NEAR BLANCHARD TO N JCT 200 9.3 PCC Pave, Struct/Incid 23103 8329 IM 29 39192 0 35273 3919 0 94 E E CASSELTON SHRP SECTIONS 8306 4.1 Crack & Seat, Structural OI>3 8669 7802 867 0 0 Subtotal 176168 154742 21426 0 0 Urban 23199 8109 NHUCPU 10BE MAIN AV (UNIVERSITY TO 25TH ST) 1.0 Reconstruction, Watermain, 20548 10819 O 33683 2316 Sanitary Sewer E 32ND AVE S(W OF 15TH ST-RED 24150 8111 SUCPU 984 0.0 Reconstruction 8864 4878 0 3986 0 RIVER) 24237 8131 SU 984 E 17TH AVE S(25TH ST-UNIV DR) 0.0 Reconstruction 9960 5400 0 4560 0 24427 8112 CRP 984 N 45TH ST (44TH AVE S TO 9TH AVE 4.0 Signal Revision 1501 747 0 754 0 E 4TH ST S, 4TH AVE S 0.3 Reconstruction 24449 8113 SU 991 2834 1884 0 0 950 HORACE CR 17(81ST AV S TO 76TH 24432 8114 CRP 0.3 Bikeway/Walkway 0 646 413 0 233 13 E ND 13 (12TH ST N TO RIVER) 0.4 CPR, Approach Slabs, Joint 24234 8217 SU 1082 876 98 108 0 Sealant 24429 8218 SU E 40TH AV S OVER RED RIVER 0.1 Struct/Incid, Bikeway/Walkway 10020 4160 0 1040 4820 984 (BLUESTEM) 13TH AVE E(SHEYENNE-9TH ST E) 24428 8220 SU 0.9 Reconstruction, Storm Sewer, 7801 0 14125 6324 0 Sanitary Sewer 992 E RIVERS BEND(SHEYENNE-23RD 0.4 Bikeway/Walkway, Struct/Incid 24260 8221 CRP 0 1070 849 0 221

AV)

North Dakota Department of Transportation District - Fargo

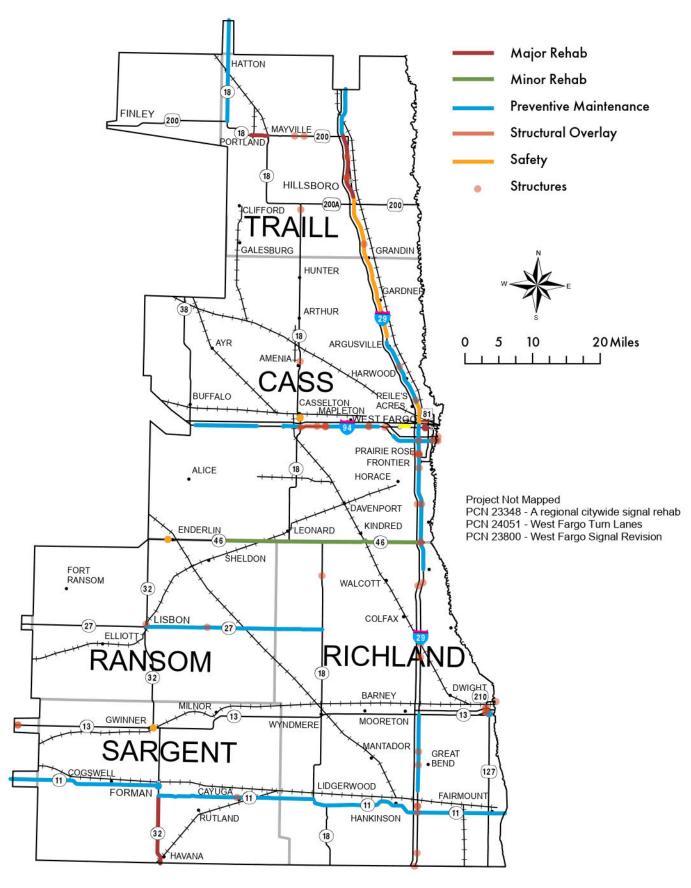
PCN Map Fund Pend Key Source	Hwy I	Dir Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Urban									
24433 8222 CRP		HORACE 76TH AVE S(CR 17-BRINE DR)	C 0.2 Bike	way/Walkway	519	331	0	188	0
24436 8307 NHU	10	E MAIN AVE (45TH ST TO 25TH ST)	2.0 CPR	, Expan Joint Mod	17244	13956	1564	1724	0
24431 8308 SU	984	E 1ST AVE N (3RD ST TO ROBERTS		onstruction, Storm Sewer,	9800	5080	0	4720	0
24430 8309 SU	984	ST) E 1ST AVE N(ROBERTS ST-10TH ST)	0.2 Reco	tary Sewer, Watermain onstruction, Sanitary Sewer, ermain	13635	5614	0	8021	0
24450 8310 SU	991	N 2ND ST N, 7TH ST N		Ol>2 <or=3"< td=""><td>2211</td><td>1789</td><td>0</td><td>422</td><td>0</td></or=3"<>	2211	1789	0	422	0
				Subtotal	127194	72849	3978	45547	4820
Bridge									
23907 8115 NH	13	E 1 EAST OF ND 1	0.0 Struc	cture Paint	141	114	27	0	0
23905 8116 IM	29	N SOUTH DAKOTA BORDER	0.0 Deck	Replacment	652	587	65	0	0
23907 8117 IM	29	N 8 SOUTH OF ND 13	0.0 Struc	cture Paint	328	295	33	0	0
23905 8118 IM	29	N JUNCTION ND 46 & I-29	0.0 Deck	Replacment	787	708	79	0	0
23907 8119 IM	29	N I-29 & I-94 INTCHG-FARGO	0.0 Struc	cture Paint, Struct/Incid	674	607	67	0	0
23907 8120 IM	29	N 4 NORTH OF 200 SOUTH	0.0 Struc	cture Paint	328	295	33	0	0
23907 8121 IM	29	S 4 NORTH OF 200 SOUTH	0.0 Struc	cture Paint	328	295	33	0	0
24112 8122 IM	94	E I-94-US 81 INTCHNGE-FARGO	Expa	COverlay, Spall Repair, In Joint Mod, Struct/Incid	2429	2186	243	0	0
24112 8123 IM	94	E 1 EAST OF US 81 - FARGO	Struc	Repair, Approach Slabs, ct/Incid	1083	975	108	0	0
8223 SS		E AT CAYUGA		et Replace	757	613	144	0	0
8224 SS	27	E 9 EAST OF ND HIGHWAY 32	Expa	COverlay, Spall Repair, In Joint Mod, Struct/Incid	683	553	130	0	0
8225 IM		N 2 NORTH OF SD BORDER		cture Paint	197	177	20	0	0
8226 IM		N JUNCTION OF HWY 11		cture Paint	253	228	25	0	0
8227 IM		N 1 NORTH OF ND 11		cture Paint	309	278	31	0	0
8228 IM		N 6 SOUTH OF ND 13		cture Paint	253	228	25	0	0
8229 IM		N JUNCTION ND 46 & I-29		cture Paint	341	307	34	0	0
8231 IM		S 1 NORTH OF ND 11		cture Paint	309	278	31	0	0
8233 SS	32	N CITY OF LISBON		COverlay, Spall Repair, In Joint Mod, Struct/Incid	597	483	114	0	0
8234 IM		E 3 M EAST OF 18	0.0 Deck Retro	Overlay, Spall Repair, Rail ofit, Struct/Incid, Guardrail	524	472	52	0	0
23906 8235 IM	94	E 4 EAST OF ND 18	0.0 Deck Guar	COverlay, Spall Repair,	351	316	35	0	0
8236 IM	94	E 8 WEST OF I-29		Replacemt, Riprap	702	632	70	0	0
8237 IM	94	E 5 WEST OF I-29	0.0 Spal	Repair, Struct/Incid	197	177	20	0	0
23906 8238 IM	94	W4 EAST OF ND 18	0.0 Deck	Overlay	351	316	35	0	0
8239 IM	94	W 8 WEST OF I-29	0.0 Pipe	Replacemt, Riprap	702	632	70	0	0
24196 8240 SU	294	E 1 EAST I-29		epair, Structur Repair, Spall air, Structure Paint	610	494	55	61	0
8311	29	N 9 NORTH OF ND 13		overlay, Spall Repair, In Joint Mod	1012	911	101	0	0
8312 IM	29	N 10 NORTH OF ND 13		Replacment, Expan Joint Spall Repair, Guardrail	1969	1772	197	0	0
8313 IM	29	N 12 NORTH OF ND 13		COverlay, Spall Repair, Ctive Grade, Riprap	292	263	29	0	0
8314 IM		N 6 SOUTH OF ND 46	Struc	COverlay, Spall Repair, ct/Incid	631	568	63	0	0
8315 IM		N 6 NORTH OF ND 46		ct Replace	1552	1397	155	0	0
23596 8316 IM		N 3 SOUTH OF HARWOOD	0.0 Struc	ct Replace, Approach Slabs	5840	5256	584	0	0
8317 IM		N 2 NORTH HARWOOD INTERCHG	Struc	COverlay, Spall Repair, ct/Incid, Guardrail	688	619	69	0	0
8318 IM		N 6 SOUTH OF ND 200	***	cture Paint	197	177	20	0	0
8319 IM		N 3 SOUTH OF ND 200 NORTH		cture Paint	197	177	20	0	0
8320 IM		S 12 NORTH OF ND 13	Sele	COverlay, Spall Repair, ctive Grade, Riprap	292	263	29	0	0
8321 IM	29	S 7 SOUTH OF ND 46	Slab	Replacment, Approach s, Expan Joint Mod,	1569	1412	157	0	0
8322 IM	29	S 6 NORTH OF ND 46	U.U Struc	ct Replace	1552	1397	155	0	0

North Dakota Department of Transportation District - Fargo

(In Thousands) PCN Map Fund Pend Hwy Dir Location Length **Work Type** Total Fed State Local Other CMC Fund Fund Fund Fund **Key Source** Cost **Bridge** 94 E JUNCTION OF ND 18 0.0 Struct Replace, Approach Slabs, 8323 IM 7874 7087 787 0 0 Guardrail 210 E NORTH OF WAHPETON 0.0 Deck Overlay, Rail Retrofit, 8324 NH 730 591 0 0 139 Approach Slabs, Spall Repair Subtotal 38281 34136 4084 61 0 **Transportation Alternatives** CR 81/SOUTH UNIVERSITY DR 0.0 Bikeway/Walkway 8124 TAC 1155 850 0 305 0 SHARED USE CR81/SOUTH UNIVERSITY DR SUP 0.0 Bikeway/Walkway 8132 TAU 1155 850 0 305 0 MILNOR MAIN ST TO NORTHVIEW 0.0 Bikeway/Walkway 24417 8133 TAC 250 202 0 48 0 SRTS **GWINNER SOUTHSIDE SRTS** 0.0 Walk/Drive Ways 8134 TAC 500 405 0 95 0 CR 81/SOUTH UNIVERSITY DR 0.0 Bikeway/Walkway 8241 TAC 564 305 0 869 0 SHARED USE WATER RECLAMATION SHARED 0.0 Bikeway/Walkway 8242 TAC 370 296 0 0 74 USF PATH CR81/SOUTH UNIVERSITY DR SUP 24418 8248 TAU 0.0 Bikeway/Walkway 2023 850 0 468 705 WATER RECLAMATION SHARED 0.0 Bikeway/Walkway 8249 TAU 370 296 0 74 0 USE PATH Subtotal 6692 4313 0 1674 705 Safe Routes to School 8125 TAC MAIN STREET TO NORTHVIEW -0.0 Bikeway/Walkway 250 202 0 48 0 **SRTS** 8126 TAC SOUTHSIDE SAFE ROUTE TO 0.0 Bikeway/Walkway O 500 405 0 95 SCHOOL SIDEW Subtotal 750 607 O 143 O Safety 29 N CASS CTY 20 TO S OF 22888 8136 HEN 8 1 HTMCG 2040 1836 204 O 0 ARGUSVII I F INTR S OF ARGUSVILLE INTR TO 23330 8137 HEN 29 8.6 HTMCG 2925 2633 292 0 0 GARDNER INTR 24189 8135 HEN 32 N E JCT ND 13 0.0 Lighting, Roundabout 1921 1729 192 0 0 WEST FARGO - VARIOUS 0.0 Turn Lanes 24052 8127 HEU 462 415 O 47 0 LOCATIONS FARGO 19TH/UNIVERSITY 24053 8138 HEU 0.0 Turn Lanes 351 316 0 35 0 29 N GARDNER INTR TO MAYVILLE INTR 22.3 HTMCG 23331 8243 HEN 5586 5027 559 0 0 29 N MAYVILLE INTR TO N OF BUXTON 8.3 HTMCG 23332 8325 HEN 2078 1870 208 0 0 INTR Subtotal 13826 15363 1455 82 0 **Transit** FARGO-CITYWIDE-5307 0.0 TR Op Assist, TR Cap Purchase, 8128 TURB 5812 3778 0 2034 0 TR Prev Maint FARGO-CITYWIDE-5310 0.0 TR Capital 22 8129 TURB 109 87 0 0 FARGO-CITYWIDE-5339 0.0 TR Capital 8130 TURB 1105 884 0 221 0 FARGO-CITYWIDE-5339 0.0 TR Capital 8244 TURB 1355 1084 0 271 0 FARGO-CITYWIDE-5310 0.0 TR Capital 8245 TURB 109 87 0 22 0 FARGO-CITYWIDE-5307 0.0 TR Op Assist, TR Cap Purchase, 8246 TURB 5986 3891 0 2095 0 TR Prev Maint FARGO-CITYWIDE-5310 8326 TURB 0.0 TR Capital 136 88 0 48 0 8327 TURB FARGO-CITYWIDE-5339 0.0 TR Capital 132 86 0 46 0 8328 TURB FARGO-CITYWIDE-5307 0.0 TR Op Assist, TR Cap Purchase, 0 0 6106 3969 2137 TR Prev Maint Subtotal 20850 6896 0 13954 0 Total 385298 294427 30943 54403 5525 **Grand Total** 448629 336308 44201 62595

5525

2025-2028 Construction Program **Fargo District**



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PCN Map Fund Pend Key Source	Hwy Dir CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Fiscal Year: 2025									
Rural									
9001 STP		TECHNICAL CERTIFICATION PROGRAM	0.0 Certi	fication	250	202	48	0	0
9002 NH		ND 511 ALERT	0.0 ITS		185	150	35	0	0
9003 IM		VAR LOC - STATEWIDE - INTERSTATE	0.0 Seal	Coats	2222	2000	222	0	0
9004 NH		VARIOUS LOCATIONS - STATEWIDE	0.0 Weig	h In Motion, ATR	1000	809	191	0	0
9006 RPS		VARIOUS LOCATIONS - STATEWIDE	0.0 Prote	ect Devices	2612	2350	131	131	0
9007 IMSS		ROAD WEATHER (DMS & ESS)	0.0 ITS		1236	1000	236	0	0
9008 SS		VARIOUS LOCATIONS - STATEWIDE	0.0 ADA	Ramp Rev	250	202	48	0	0
9009 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 Rec	Trails	1263	1010	0	253	0
9010 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 Hwy	Patrol Ovrt	62	50	12	0	0
9011 IMSS		VARIOUS LOCATIONS - STATEWIDE	0.0 Prev	entive Mtce	833	750	83	0	0
9012 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 US F	ish Wild	210	170	40	0	0
9013 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 MPO	Planning	3316	1810	0	452	1054
9014 NH		VAR LOC - STATEWIDE - NHS	0.0 Seal	Coats	11120	9000	2120	0	0
9015 SS		BILLBOARD CONTROL PROGRAM	0.0 Billbo	pard Contr	150	121	29	0	0
9016 SS		LED LIGHTING-WILLISTON & DEVILS LAKE	0.0 Light	ing	1000	809	191	0	0
9017 SS		STATEWIDE PAVEMENT MARKING	0.0 Pave	Mark	15001	12140	2861	0	0
9018 IM		RIGHT OF WAY - INTERSTATE	0.0 Right	Of Way	244	220	24	0	0
9019 STP		RIGHT OF WAY - NON-INTERSTATE	0.0 Right	Of Way	927	750	177	0	0
9020 RPS		INDIVIDUAL PROJECTS - STATEWIDE	0.0 Cros	sing Impr	2612	2350	131	131	0
9021 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 US C	corps Eng	280	227	53	0	0
9022 SSNHHES		VAR LOC - STATEWIDE - INDIVIDUAL	0.0 Prelii	m Engineer	7000	5665	1335	0	0
9023 IM		VAR LOC - STATEWIDE - INTERSTATE	0.0 Prelii	n Engineer	1111	1000	111	0	0
9024 SS		VAR LOC - STATEWIDE - NON-NHS	0.0 Seal	Coats	11120	9000	2120	0	0
9025 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 SPR	Univ Study	8378	6780	1598	0	0
9026 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 Train	ing	100	100	0	0	0
9027 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 DBE	& OJT	90	90	0	0	0
9028 SS		VARIOUS LOCATIONS - STATEWIDE	0.0 Wetla	ands/Tree	188	150	38	0	0
9029 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 Utiliti	es	62	50	12	0	0
9030 STP		HIGHWAY INNOVATION FUNDING	0.0 Innov	vation	3089	2500	589	0	0
9031 STP		VAR LOC - STATEWIDE - NON- INTERSTATE	0.0 Prelii	m Engineer	2162	1750	412	0	0
9054 NEVI		BUILD OUT OF EV CHARGING STATIONS	0.0 NEV	l	23188	18766	4422	0	0
				Subtotal	101261	81971	17269	967	1054
Urban									
9032 SU		VARIOUS URBAN LOCATIONS - STATEWIDE	0.0 Right	Of Way	2000	1600	200	200	0
9033 SU		VARIOUS INDIVIDUAL URBAN LOCATIONS	0.0 Prelii	m Engineer	2250	1800	0	450	0
9034 SU		VARIOUS URBAN LOCATIONS	0.0 Utiliti	es	700	560	70	70	0
		STATEWIDE		Subtotal	4950	3960	270	720	0
Bridge									
9035 BRNBRS		VARIOUS LOCATIONS - STATEWIDE	0.0 Bridg	e Inspect	6000	4856	1144	0	0

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CN Map Fund Pend F Key Source C	Hwy Dir Location CMC	Length	Work Type	Total Cost	Fed Fund		Local Fund	Other Fund
Bridge								
9036 BRU	BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0 Structui	re Items	309	250	59	0	0
			Subtotal	6309	5106	1203	0	0
Transportation Alterna	tives							
9037 TAU	VARIOUS LOCATIONS -	0.0 Dir Tasl	k Force	1181	956	0	225	0
9038 TAC	STATEWIDE VARIOUS LOCATIONS - STATEWIDE	0.0 Dir Tasl	k Force	870	704	0	166	0
	5.7.1.Z.1		Subtotal	2051	1660	0	391	0
County								
9039 BRC	VARIOUS LOCATIONS - STATEWIDE	0.0 County	Bridges	15248	12340	0	2908	0
9041 SC	VARIOUS LOCATIONS - STATEWIDE	0.0 County	Roadways	28995	23466	0	5529	0
			Subtotal	44243	35806	0	8437	0
Emergency Relief								
9042 SER	VARIOUS LOCATIONS - STATEWIDE	0.0 Emerg	Repairs	1000	1000	0	0	0
			Subtotal	1000	1000	0	0	0
Missile Roads								
9043 ROM	VARIOUS LOCATIONS - STATEWIDE	0.0 Missile	Roads	4000	4000	0	0	0
			Subtotal	4000	4000	0	0	0
Safety								
9044 HES	SHSP PLANNING AND IMPLEMENTATION	0.0 Safety		50	45	5	0	0
9045 HES	STATEWIDE CRASH REPORT EVALUATION	0.0 Safety		250	225	25	0	0
9046 HES	HIGHWAY SAFETY IMPROVEMENTS	0.0 Safety		126	113	13	0	0
9047 HES	SMALL SCALE IMPROVEMENTS	0.0 Safety		111	100	11	0	0
			Subtotal	537	483	54	0	0
Transit								
9050 TRUR	STATEWIDE TRANSIT - 5339	0.0 TR Cap	ital	5000	4000	0	1000	0
9051 TCAP	STATEWIDE TRANSIT - RTAP	0.0 TR Trai	ning	120	120	0	0	0
9052 TRUR	STATEWIDE TRANSIT - 5311		Assist, TR Admin, TR rchase, TR Training	11192	7275	0	3917	0
9053 TRUR	STATEWIDE TRANSIT - 5310	0.0 TR Cap	ital	537	349	0	188	0
			Subtotal	16849	11744	0	5105	0
			Total	181200	145730	18796	15620	1054

PCN Map Fund Pend I Key Source C	CMC	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund
Rural								
9101 STP	TECHNICAL CERTIFICATION	0.0 Certifi	cation	250	202	48	0	0
23283 9102 SS	PROGRAM LED LIGHTING - MINOT & GR			3082	2494	588	0	0
9103 STP	FORKS VARIOUS LOCATIONS -	0.0 Hwy F	Patrol Ovrt	62	50	12	0	0
9104 NH	STATEWIDE VARIOUS LOCATIONS -	0.0 Weigh	n In Motion, ATR	1000	809	191	0	0
9105 STP	STATEWIDE RIGHT OF WAY - NON-INTER	STATE 0.0 Right	Of Way	927	750	177	0	0
9106 IM	RIGHT OF WAY - INTERSTAT	E 0.0 Right	Of Way	244	220	24	0	0
9108 STP	VARIOUS LOCATIONS -	0.0 MPO	Planning	3316	1810	0	452	1054
9109 RPS	STATEWIDE INDIVIDUAL PROJECTS - STATEWIDE	0.0 Cross	ing Impr	2612	2350	131	131	0
9110 STP	VARIOUS LOCATIONS - STATEWIDE	0.0 DBE 8	& OJT	90	90	0	0	0
9111 STP	VARIOUS LOCATIONS - STATEWIDE	0.0 US C	orps Eng	280	227	53	0	0
9112 STP	VARIOUS LOCATIONS - STATEWIDE	0.0 SPR I	Jniv Study	8546	6916	1630	0	0
9113 IMSS	VARIOUS LOCATIONS - STATEWIDE	0.0 Preve	ntive Mtce	833	750	83	0	0
9114 STP	VARIOUS LOCATIONS - STATEWIDE	0.0 Rec T	rails	1263	1010	0	253	0
9115 STP	HIGHWAY INNOVATION FUNI	OING 0.0 Innov	ation	3089	2500	589	0	0
9116 NH	ND 511 ALERT	0.0 ITS		185	150	35	0	0
9117 IMSS	ROAD WEATHER (DMS & ESS	3) 0.0 ITS		1236	1000	236	0	0
9118 SS	STATEWIDE PAVEMENT MAR	RKING 0.0 Pave	Mark	15001	12140	2861	0	0
9119 RPS	VARIOUS LOCATIONS -	0.0 Prote	ct Devices	2612	2350	131	131	0
9120 IM	STATEWIDE VAR LOC - STATEWIDE - INTERSTATE	0.0 Seal 0	Coats	2222	2000	222	0	0
9121 NH	VAR LOC - STATEWIDE - NHS	0.0 Seal 0	Coats	11120	9000	2120	0	0
9122 SS	VAR LOC - STATEWIDE - NON	N-NHS 0.0 Seal 0	Coats	11120	9000	2120	0	0
9123 STP	VARIOUS LOCATIONS -	0.0 Traini	ng	20	20	0	0	0
9124 STP	STATEWIDE VARIOUS LOCATIONS - STATEWIDE	0.0 US Fi	sh Wild	216	175	41	0	0
9125 STP	VARIOUS LOCATIONS - STATEWIDE	0.0 Utilitie	es	62	50	12	0	0
9126 SSNHHES	VAR LOC - STATEWIDE - INDIVIDUAL	0.0 Prelin	n Engineer	7000	5665	1335	0	0
9127 SS	VARIOUS LOCATIONS - STATEWIDE	0.0 Wetla	nds/Tree	188	150	38	0	0
9128 IM	VAR LOC - STATEWIDE - INTERSTATE	0.0 Prelin	n Engineer	1111	1000	111	0	0
9129 STP	VAR LOC - STATEWIDE - NON INTERSTATE	N- 0.0 Prelin	n Engineer	2162	1750	412	0	0
9130 SS	VARIOUS LOCATIONS - STATEWIDE	0.0 ADA I	Ramp Rev	250	202	48	0	0
9201 NH	VARIOUS LOCATIONS - STATEWIDE	0.0 Weigh	In Motion, ATR	1000	809	191	0	0
9202 NH	ND 511 ALERT	0.0 ITS		185	150	35	0	0
9203 SSNHHES	VAR LOC - STATEWIDE - INDIVIDUAL	0.0 Prelin	n Engineer	7000	5665	1335	0	0
9204 STP	VARIOUS LOCATIONS - STATEWIDE	0.0 MPO	Planning	3316	1810	0	452	1054
9205 SS	STATEWIDE PAVEMENT MAR	RKING 0.0 Pave	Mark	15001	12140	2861	0	0
9207 STP	VARIOUS LOCATIONS - STATEWIDE	0.0 SPR I	Jniv Study	8546	6916	1630	0	0
9208 NH	VAR LOC - STATEWIDE - NHS	0.0 Seal 0	Coats	11120	9000	2120	0	0
9209 SS	VAR LOC - STATEWIDE - NON	N-NHS 0.0 Seal 0	Coats	11120	9000	2120	0	0
9210 RPS	VARIOUS LOCATIONS - STATEWIDE	0.0 Prote	ct Devices	2612	2350	131	131	0
9211 STP	VAR LOC - STATEWIDE - NON INTERSTATE	N- 0.0 Prelin	n Engineer	2162	1750	412	0	0

							(in Thousands))	
PCN Map Fund Pend Key Source	Hwy Dir	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund	
Rural										
9212 STP		VAR LOC - STATEWIDE - NON- INTERSTATE	0.0 Preli	m Engineer	2162	1750	412	0	0	
9213 IM		VAR LOC - STATEWIDE - INTERSTATE	0.0 Seal	Coats	2222	2000	222	0	0	
9214 RPS		INDIVIDUAL PROJECTS - STATEWIDE	0.0 Cros	ssing Impr	2612	2350	131	131	0	
9215 STP		HIGHWAY INNOVATION FUNDING	0.0 Inno	vation	3089	2500	589	0	0	
9216 STP		TECHNICAL CERTIFICATION PROGRAM	0.0 Certi	ification	250	202	48	0	0	
9217 STP		RIGHT OF WAY - NON-INTERSTATE	0.0 Righ	t Of Way	927	750	177	0	0	
9218 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 US (Corps Eng	280	227	53	0	0	
9219 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 US F	Fish Wild	216	175	41	0	0	
9220 SS		VARIOUS LOCATIONS - STATEWIDE	0.0 Wetl	ands/Tree	188	150	38	0	0	
9221 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 DBE	& OJT	90	90	0	0	0	
9222 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 Hwy	Patrol Ovrt	62	50	12	0	0	
9223 SS		VARIOUS LOCATIONS - STATEWIDE	0.0 ADA	Ramp Rev	250	202	48	0	0	
9224 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 Trair	ning	100	100	0	0	0	
9225 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 Utilit	ies	62	50	12	0	0	
9226 IM		RIGHT OF WAY - INTERSTATE	0.0 Righ	t Of Way	244	220	24	0	0	
9227 SS		BILLBOARD CONTROL PROGRAM	0.0 Billbe	oard Contr	150	121	29	0	0	
9228 IMSS		VARIOUS LOCATIONS - STATEWIDE	0.0 Prev	rentive Mtce	833	750	83	0	0	
9229 IMSS		ROAD WEATHER (DMS & ESS)	0.0 ITS		1236	1000	236	0	0	
9230 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 Rec	Trails	1263	1010	0	253	0	
9231 IM		VAR LOC - STATEWIDE - INTERSTATE	0.0 Preli	m Engineer	1111	1000	111	0	0	
9301 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 MPC) Planning	3316	1810	0	452	1054	
9302 SS		STATEWIDE PAVEMENT MARKING	0.0 Pave	e Mark	15001	12140	2861	0	0	
9303 IM		VAR LOC - STATEWIDE -	0.0 Seal	Coats	2222	2000	222	0	0	
9304 RPS		INTERSTATE INDIVIDUAL PROJECTS -	0.0 Cros	ssing Impr	2612	2350	131	131	0	
9305 STP		STATEWIDE VARIOUS LOCATIONS -	0.0 Rec	Trails	1263	1010	0	253	0	
9306 STP		STATEWIDE HIGHWAY INNOVATION FUNDING	0.0 Inno	vation	3089	2500	589	0	0	
9307 STP		RIGHT OF WAY - NON-INTERSTATE		t Of Way	927	750	177	0	0	
9308 SS		VARIOUS LOCATIONS -		Ramp Rev	780	631	149	0	0	
9309 IM		STATEWIDE RIGHT OF WAY - INTERSTATE	0.0 Righ	t Of Way	244	220	24	0	0	
9310 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 Utilit	•	62	50	12	0	0	
9311 NH		VARIOUS LOCATIONS - STATEWIDE	0.0 Weig	gh In Motion, ATR	1000	809	191	0	0	
9312 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 Trair	ning	20	20	0	0	0	
9313 IM		VAR LOC - STATEWIDE - INTERSTATE	0.0 Preli	m Engineer	1111	1000	111	0	0	
9314 IMSS		ROAD WEATHER (DMS & ESS)	0.0 ITS		1236	1000	236	0	0	
9315 NH		VAR LOC - STATEWIDE - NHS	0.0 Seal	Coats	11120	9000	2120	0	0	
9316 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 Hwy	Patrol Ovrt	62	50	12	0	0	
9317 SSNHHES		VAR LOC - STATEWIDE - INDIVIDUAL	0.0 Preli	m Engineer	7000	5665	1335	0	0	
9318 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 US (Corps Eng	280	227	53	0	0	
9319 STP		VARIOUS LOCATIONS - STATEWIDE	0.0 US F	Fish Wild	216	175	41	0	0	
9320 SS		VARIOUS LOCATIONS - STATEWIDE	0.0 Wetl	ands/Tree	188	150	38	0	0	

PCN Map Fund Pend Hwy Di Key Source CMC	ir Location	Length	Work Type	Total Cost	Fed Fund	State Fund		Other Fund
Rural								
9321 NH	ND 511 ALERT	0.0 ITS		185	150	35	0	0
9322 STP	VAR LOC - STATEWIDE - NON- INTERSTATE	0.0 Prelin	n Engineer	2162	1750	412	0	0
9323 RPS	VARIOUS LOCATIONS - STATEWIDE	0.0 Prote	ct Devices	2612	2350	131	131	0
9324 SS	VAR LOC - STATEWIDE - NON-NHS	0.0 Seal	Coats	11120	9000	2120	0	0
9325 IMSS	VARIOUS LOCATIONS - STATEWIDE	0.0 Preve	entive Mtce	833	750	83	0	0
9326 STP	VARIOUS LOCATIONS - STATEWIDE	0.0 SPR	Univ Study	8546	6916	1630	0	0
9327 STP	VARIOUS LOCATIONS - STATEWIDE	0.0 DBE	& OJT	90	90	0	0	0
9329 STP	TECHNICAL CERTIFICATION PROGRAM	0.0 Certif	0.0 Certification		202	48	0	0
Haban			Subtotal	237055	191882	39110	2901	3162
Urban 9131 SU	VARIOUS URBAN LOCATIONS	0.0 Utilitie	ne.	700	560	70	70	0
	STATEWIDE							
9132 SU	VARIOUS URBAN LOCATIONS STATEWIDE	0.0 Prelin	n Engineer	2250	1800	0	450	0
9133 SU	VARIOUS URBAN LOCATIONS STATEWIDE	0.0 Right	Of Way	2000	1600	200	200	0
9232 SU	VARIOUS INDIVIDUAL URBAN	0.0 Prelin	n Engineer	2250	1800	0	450	0
9234 SU	VARIOUS URBAN LOCATIONS STATEWIDE	0.0 Right	Of Way	2000	1600	200	200	0
9235 SU	VARIOUS URBAN LOCATIONS STATEWIDE	0.0 Utilitie	es	700	560	70	70	0
9330 SU	VARIOUS INDIVIDUAL URBAN	0.0 Prelin	n Engineer	2250	1800	0	450	0
9331 SU	VARIOUS URBAN LOCATIONS STATEWIDE	0.0 Right	Of Way	2000	1600	200	200	0
9332 UGP	URBAN GRANT PROGRAM - VAR LOC	0.0 Dir Ta	ask Force	5684	4600	0	1084	0
9333 SU	VARIOUS URBAN LOCATIONS STATEWIDE	0.0 Utilitie	es	700	560	70	70	0
			Subtotal	20534	16480	810	3244	0
Bridge								
9134 BRNBRS	VARIOUS LOCATIONS - STATEWIDE	0.0 Bridge	e Inspect	6000	4856	1144	0	0
9135 BRU	BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0 Struc	ture Items	309	250	59	0	0
9236 BRU	BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0 Struc	ture Items	309	250	59	0	0
9237 BRNBRS	VARIOUS LOCATIONS - STATEWIDE	0.0 Bridge	e Inspect	6000	4856	1144	0	0
9334 BRU	BRIDGE PREVENTIVE MTCE - STATEWIDE	0.0 Struc	ture Items	309	250	59	0	0
9335 BRNBRS	VARIOUS LOCATIONS - STATEWIDE	0.0 Bridge	e Inspect	6000	4856	1144	0	0
			Subtotal	18927	15318	3609	0	0
Transportation Alternatives								
9136 TAU	VARIOUS LOCATIONS - STATEWIDE	0.0 Dir Ta	ask Force	1181	956	0	225	0
9137 TAC	VARIOUS LOCATIONS - STATEWIDE	0.0 Dir Ta	ask Force	870	704	0	166	0
9238 TAU	VARIOUS LOCATIONS - STATEWIDE	0.0 Dir Ta	ask Force	1181	956	0	225	0
9239 TAC	VARIOUS LOCATIONS - STATEWIDE	0.0 Dir Ta	ask Force	870	704	0	166	0
9336 TAU	VARIOUS LOCATIONS - STATEWIDE	0.0 Dir Ta	ask Force	1181	956	0	225	0
9337 TAC	VARIOUS LOCATIONS - STATEWIDE	0.0 Dir Ta	ask Force	870	704	0	166	0
			Subtotal	6153	4980	0	1173	0
County								
9139 SC	VARIOUS LOCATIONS - STATEWIDE	0.0 Coun	ty Roadways	29774	24096	0	5678	0
9140 BRC	VARIOUS LOCATIONS - STATEWIDE	0.0 Coun	ty Bridges	15248	12340	0	2908	0

County C	PCN Map Fund Pend Key Source	Hwy Dir CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	, Other Fund
Q240 BRC	_									
SAME SAME	•		VARIOUS LOCATIONS -	0.0 Coun	ty Bridges	15248	12340	0	2908	0
Marcian Marc	9241 SC			0.0 Coun	ty Roadways	29774	24096	0	5678	0
9339 SC	9338 BRC		VARIOUS LOCATIONS -	0.0 Coun	ty Bridges	15248	12340	0	2908	0
Part Part	9339 SC		VARIOUS LOCATIONS -	0.0 Coun	ty Roadways	29774	24096	0	5678	0
Part Ser			STATEWIDE		Subtotal	135066	109308	0	25758	0
9141 SER	Emergency Relief					100000	100000	·	20700	•
9424 SER				0.0 Emer	g Repairs	1000	1000	0	0	0
Subtotal Subtotal	9242 SER		VARIOUS LOCATIONS -	0.0 Emer	g Repairs	1000	1000	0	0	0
Missile Roads	9340 SER		VARIOUS LOCATIONS -	0.0 Emer	g Repairs	1000	1000	0	0	0
Missile Roads			STATEWIDE		Subtotal	3000	3000	0	0	0
9142 ROM	Missile Roads					0000	0000	·	•	•
9243 ROM				0.0 Missi	le Roads	4000	4000	0	0	0
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Safety			STATEWIDE		Subtotal	12000	12000	0	0	0
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9144 HES	9143 HES			0.0 Safet	у	50	45	5	0	0
9145 HIGHWAY SAFETY 0.0 Safety 126	9144 HES		STATEWIDE CRASH REPORT	0.0 Safet	у	250	225	25	0	0
9146 HES SMALL SCALE IMPROVEMENTS 0.0 Safety 111 100 11 0 0 0 0 0	9145 HES		HIGHWAY SAFETY	0.0 Safet	у	126	113	13	0	0
9245 HES	9146 HES			0.0 Safet	у	111	100	11	0	0
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9246 HES	9245 HES			0.0 Safet	у	50	45	5	0	0
9247 HES	9246 HES		STATEWIDE CRASH REPORT	0.0 Safet	y	250	225	25	0	0
9342 HES	9247 HES		HIGHWAY SAFETY	0.0 Safet	y	126	113	13	0	0
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							(In Thousands)			
PCN Map Fund Pend Key Source	Hwy Dir CMC	Location	Length	Work Type	Total Cost	Fed Fund	State Fund	Local Fund	Other Fund	
				Subtotal	51990	36174	0	15816	0	
				Total	486336	390591	43691	48892	3162	
				Grand Total	667536	536321	62487	64512	4216	

PROGRAMS

Federal Funding Programs

Funding levels are based on IIJA apportionment levels for 2025 and 2026 and an assumed 2% increase for 2027 and 2028. It was based on \$399 million for 2025, \$406 million for 2026, \$414 million for 2027, and \$421 million for 2028. 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 which provides funds to enable communities to assess vulnerabilities to current and future weather events and natural disasters and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities and resilience improvements to protect:

- Surface transportation assets by making them more resilient to current and future weather
 events and natural disasters, such as severe storms, flooding, drought, levee and dam failures,
 wildfire, rockslides, mudslides, sea level rise, extreme weather, including extreme
 temperature, and earthquakes
- Communities through resilience improvements and strategies that allow for the continued operation or rapid recovery of surface transportation systems that serve critical local, regional, and national needs, including evacuation routes, and that provide access or service to hospitals and other medical or emergency service facilities, major employers, critical manufacturing centers, ports and intermodal facilities, utilities, and Federal facilities;
- Coastal infrastructure, such as a tide gate to protect highways, that is at long-term risk to sea level rise;
- Natural infrastructure that protects and enhances surface transportation assets while
 improving ecosystem conditions, including culverts that ensure adequate flows in rivers and
 estuarine systems.

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
 - o inventory, control, or removal of outdoor advertising;
 - o historic preservation and rehabilitation of historic transportation facilities;
 - o vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - o 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
 - o address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
 - o 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 manage the program with FHWA ultimately being responsible for the administration. 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) jointly with the FHWA Office of Tribal Transportation (OTT) will administer the program along with the local tribal partners.

https://highways.dot.gov/federal-lands/programs-tribal/planning/current-documents

 $\underline{https://highways.dot.gov/federal-lands/programs-planning/tip/cfl-transportation-improvement-program}$

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 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 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: https://www.bismarcknd.gov/133/Metropolitan-Planning-Organization-MPO

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 three 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

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. The Section 5303 funds are 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.

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 5303 funds are distributed to the four MPOs by means of a distribution formula developed in coordination with 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 four urbanized areas in North Dakota are: Bismarck-Mandan MPO, Fargo-Moorhead Metropolitan Council of Governments, Grand Forks-East Grand Forks MPO, and Central Dakota 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 for transit related planning.

In North Dakota, Section 5307 formula transit funds are administered directly to the state's four 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 four urbanized areas in North Dakota are: Bismarck-Mandan, Fargo-Moorhead, Grand Forks-East Grand Forks, and Minot.

Section 5339 and 5339(b) 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 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 annual applications for 5339 formula program funds appropriate to the needs of their agency. The NDDOT will apply for 5339(b) competitive funds on behalf of rural transit. Urban and Tribal providers, as direct recipients, are encouraged to apply on their own but can submit request to NDDOT as part of the state competitive application.

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 included in a program of projects and 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 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 with 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 Bus Program.

Urbanized Transit Programs

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 four MPO-designated urbanized areas are:

- 1. Bismarck-Mandan
- 2. Fargo-Moorhead large, urbanized area based on the 2020 Census, effective FFY2024
- 3. Grand Forks-East Grand Forks
- 4. Minot urbanized area based on the 2020 Census, effective FFY 2024

Each of the four 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 22 rural transit projects that will receive Section 5311 funding during federal FY 2024 to provide transit services in the rural areas of the state. These projects are identified in the FY 2024 Section 5311 Program of Projects. These same 22 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 (2025-2028). Also, North Dakota anticipates receiving a relatively constant level of federal funding for transit needs during this same timeframe.

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. 28 public transit projects (both urban and rural) throughout the state receive state funds to support their transit operations. State Aid funds may be used as local match to federal funds.

Public Transit Agency Safety Plan

NDDOT has developed a State Transit Agency Safety Plan that was approved by the NDDOT

executive management. 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.

Transit Performance Management

The state sponsored Transit Asset Management (TAM) plan was approved by the NDDOT executive management and is 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.

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.

The National Transit Asset Management System final Rule (49 U.S.C. 625) requires that all agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation create a TAM plan. Agencies are required to fulfill this requirement through an individual or Group Plan.

Transit Program Information

For questions or further information on any of the above transit programs, contact the Local Government Division by phone at (701) 328-4469 or via email to Stacey Hanson at smhanson@nd.gov.

2025 Program Summary (In Thousands)

	Expenditures			Revenues			
State Highway Construction Program	Total	Federal	State/Other	Total	Federal	State/Other (1)	
Interstate Maintenance (2)	\$61,942	\$55,748	\$6,194	\$0	\$0	\$0	
National Highway Performance	\$104,420	\$87,704	\$16,716	\$218,822	\$177,092	\$41,729	
National Highway Freight ⁽³⁾	\$11,064	\$8,954	\$2,110	\$11,064	\$8,954	\$2,110	
Highway Safety Improvements (4)	\$21,790	\$19,621	\$2,169	\$23,648	\$19,138	\$4,510	
Railway-Highway Crossing	\$5,222	\$4,700	\$522	\$4,840	\$3,917	\$923	
Surface Transportation	\$106,238	\$85,165	\$21,073	\$56,338	\$45,595	\$10,744	
Total	\$310,676	\$261,892	\$48,784	\$314,712	\$254,696	\$60,016	
Urban Highway Construction Program							
National Highway Performance	\$11,742	\$8,556	\$3,186	\$13,967	\$11,304	\$2,664	
Highway Safety Improvements (4)	\$1,017	\$915	\$102	\$1,017	\$915	\$102	
Surface Transportation/CMAQ/	\$83,727	\$57,949	\$25,778	\$53,029	\$42,916	\$10,113	
Total	\$96,486	\$67,420	\$29,066	\$68,013	\$55,135	\$12,878	
County Highway Construction Program							
Surface Transportation	\$28,995	\$23,466	\$5,529	\$21,981	\$17,789	\$4,192	
Highway Safety Improvements (4)	\$1,472	\$1,311	\$0	\$1,620	\$1,311	\$309	
Total	\$30,467	\$24,777	\$5,529	\$23,601	\$19,100	\$4,501	
Bridge Program							
State Bridges	\$51,725	\$44,265	\$7,460	\$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	\$73,280	\$61,711	\$11,569	\$62,882	\$50,890	\$11,992	
Transportation Alternatives Program							
State Highways (5)	\$0	\$0	\$0	\$0	\$0	\$0	
Urban Areas	\$3,504	\$2,828	\$676	\$5,023	\$4,065	\$958	
County Areas	\$8,156	\$6,601	\$1,555	\$3,119	\$2,524	\$595	
Total	\$11,660	\$9,429	\$2,231	\$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	\$7,266	\$4,600	\$2,666	\$7,266	\$4,600	\$2,666	
Electic Vehicle (6)	\$23,187	\$18,765	\$4,422	\$6,178	\$5,000	\$1,178	
PROTECT (6)	\$2,200	\$1,780	\$420	\$11,853	\$9,482	\$2,371	
Carbon Reduction (6)	\$3,125	\$2,516	\$609	\$10,304	\$8,339	\$1,965	
Transit	\$40,064	\$26,705	\$13,359	\$40,064	\$26,705	\$13,359	
Total	\$608,279	\$488,534	\$119,584	\$562,881	\$449,475	\$113,406	
Maintenance & Operations	\$125,588	\$0	\$125,588	\$125,588	\$0	\$125,588	
Grand Total	\$733,867	\$488,534	\$245,172	\$688,469	\$449,475	\$238,994	

⁽¹⁾ 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.

⁽²⁾ 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.

⁽³⁾ This revenue will be used on an elgible project, generally on the Interstate or Nation Highway sytems.

⁽⁴⁾ Highway Safety Improvements are projects from the HSIP which includes projects that may be in the State, Urban, and County Highway Construction Programs.

⁽⁵⁾ 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.

⁽⁶⁾ New Programs from IIJA. Progams to use funding are currently being developed.

2026 Program Summary (In Thousands)

	Expenditures			Revenues			
State Highway Construction Program	Total	Federal	State/Other	Total	Federal	State/Other (1)	
Interstate Maintenance (2)	\$79,184	\$71,210	\$7,974	\$0	\$0	\$0	
National Highway Performance	\$135,162	\$91,573	\$43,589	\$223,198	\$180,634	\$42,564	
National Highway Freight (3)	\$0	\$0	\$0	\$11,286	\$9,134	\$2,152	
Highway Safety Improvements (4)	\$35,524	\$32,072	\$3,452	\$14,554	\$11,778	\$2,775	
Railway-Highway Crossing	\$5,222	\$4,700	\$522	\$4,840	\$3,917	\$923	
Surface Transportation	\$160,702	\$129,228	\$31,474	\$57,337	\$46,402	\$10,934	
RAISE Grant	\$22,438	\$11,219	\$11,219	\$22,438	\$11,219	\$11,219	
Total	\$438,232	\$340,002	\$98,230	\$333,652	\$263,085	\$70,568	
Urban Highway Construction Program							
National Highway Performance	\$126,067	\$74,321	\$51,746	\$14,247	\$11,530	\$2,717	
Highway Safety Improvements (4)	\$2,627	\$2,363	\$264	\$2,627	\$2,363	\$264	
Surface Transportation/CMAQ/	\$39,086	\$24,171	\$14,915	\$54,152	\$43,825	\$10,327	
Total	\$167,780	\$100,855	\$66,925	\$71,026	\$57,718	\$13,308	
County Highway Construction Program							
Surface Transportation	\$29,773	\$24,096	\$5,677	\$22,459	\$18,176	\$4,283	
Highway Safety Improvements (4)	\$9,737	\$7,650	\$2,087	\$9,453	\$7,650	\$1,803	
Total	\$39,510	\$31,746	\$7,764	\$31,911	\$25,826	\$6,085	
Bridge Program							
State Bridges	\$52,846	\$43,992	\$8,854	\$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	\$74,401	\$61,438	\$12,963	\$62,882	\$50,890	\$11,992	
Transportation Alternatives Program							
State Highways (5)	\$0	\$0	\$0	\$0	\$0	\$0	
Urban Areas	\$7,807	\$6,234	\$1,573	\$5,140	\$4,160	\$980	
County Areas	\$9,737	\$7,650	\$2,087	\$3,192	\$2,583	\$609	
Total	\$17,544	\$13,884	\$3,660	\$8,332	\$6,743	\$1,589	
Emergency Relief	\$8,301	\$6,909	\$1,392	\$0	\$0	\$0	
ROM Missile Roads	\$4,000	\$4,000	\$0	\$4,000	\$4,000	\$0	
UGP	\$8,056	\$4,600	\$3,456	\$8,056	\$4,600	\$3,456	
Electic Vehicle (6)	\$0	\$0	\$0	\$6,178	\$5,000	\$1,178	
PROTECT (6)	\$1,224	\$1,102	\$122	\$12,090	\$9,672	\$2,418	
Carbon Reduction (6)	\$2,148	\$1,160	\$988	\$10,510	\$8,506	\$2,004	
Transit	\$36,024	\$23,424	\$12,600	\$36,024	\$23,424	\$12,600	
Total	\$797,220	\$589,120	\$208,100	\$584,661	\$459,463	\$125,198	
Maintenance & Operations	\$125,588	\$0	\$125,588	\$125,588	\$0	\$125,588	
Grand Total	\$922,808	\$589,120	\$333,688	\$710,249	\$459,463	\$250,786	

⁽¹⁾ 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.

⁽²⁾ 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.

⁽³⁾ This revenue will be used on an elgible project, generally on the Interstate or Nation Highway sytems.

⁽⁴⁾ Highway Safety Improvements are projects from the HSIP which includes projects that may be in the State, Urban, and County Highway Construction Programs.

⁽⁵⁾ 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.

⁽⁶⁾ New Programs from IIJA. Progams to use funding are currently being developed.

2027 Program Summary (In Thousands)

	Expenditures			Revenues			
State Highway Construction Program	Total	Federal	State/Other	Total	Federal	State/Other (1)	
Interstate Maintenance (2)	\$113,031	\$101,672	\$11,359	\$0	\$0	\$0	
National Highway Performance	\$126,715	\$102,704	\$24,011	\$227,662	\$184,247	\$43,415	
National Highway Freight ⁽³⁾	\$0	\$0	\$0	\$11,512	\$9,316	\$2,195	
Highway Safety Improvements (4)	\$17,809	\$15,875	\$1,934	\$23,474	\$18,997	\$4,476	
Railway-Highway Crossing	\$5,222	\$4,700	\$522	\$4,840	\$3,917	\$923	
Surface Transportation	\$176,708	\$126,644	\$50,064	\$58,769	\$47,562	\$11,207	
Total	\$439,485	\$351,595	\$87,890	\$326,256	\$264,039	\$62,217	
Urban Highway Construction Program							
National Highway Performance	\$34,811	\$28,173	\$6,638	\$14,532	\$11,760	\$2,771	
Highway Safety Improvements (4)	\$3,589	\$3,230	\$359	\$3,589	\$3,230	\$359	
Surface Transportation/CMAQ/	\$51,148	\$31,424	\$19,724	\$55,041	\$44,545	\$10,496	
Total	\$89,548	\$62,827	\$26,721	\$73,162	\$59,535	\$13,627	
County Highway Construction Program							
Surface Transportation	\$29,774	\$24,096	\$5,678	\$22,788	\$18,442	\$4,346	
Highway Safety Improvements (4)	\$0	\$0	\$0	\$0	\$0	\$0	
Total	\$29,774	\$24,096	\$5,678	\$22,788	\$18,442	\$4,346	
Bridge Program							
State Bridges	\$48,745	\$41,688	\$7,057	\$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	\$70,300	\$59,134	\$11,166	\$62,882	\$50,890	\$11,992	
Transportation Alternatives Program							
State Highways ⁽⁵⁾	\$0	\$0	\$0	\$0	\$0	\$0	
Urban Areas	\$3,574	\$2,102	\$1,472	\$4,795	\$3,881	\$914	
County Areas	\$2,109	\$1,564	\$545	\$2,978	\$2,410	\$568	
Total	\$5,683	\$3,666	\$2,017	\$7,773	\$6,291	\$1,482	
Emergency Relief	\$1,000	\$1,000	\$0	\$1,000	\$1,000	\$0	
ROM Missile Roads	\$4,000	\$4,000	\$0	\$4,000	\$4,000	\$0	
UGP	\$9,132	\$4,600	\$4,532	\$9,132	\$4,600	\$4,532	
Electic Vehicle (6)	\$0	\$0	\$0	\$6,178	\$5,000	\$1,178	
PROTECT (6)	\$0	\$0	\$0	\$12,332	\$9,865	\$2,466	
Carbon Reduction ⁽⁶⁾	\$1,589	\$1,180	\$409	\$10,721	\$8,676	\$2,044	
Transit	\$36,922	\$24,015	\$12,907	\$36,922	\$24,015	\$12,907	
Total	\$687,433	\$536,113	\$151,320	\$573,145	\$456,354	\$116,791	
Maintenance & Operations	\$125,588	\$0	\$125,588	\$125,588	\$0	\$125,588	
Grand Total	\$813,021	\$536,113	\$276,908	\$698,733	\$456,354	\$242,379	

⁽¹⁾ 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.

⁽²⁾ 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.

⁽³⁾ This revenue will be used on an elgible project, generally on the Interstate or Nation Highway sytems.

⁽⁴⁾ Highway Safety Improvements are projects from the HSIP which includes projects that may be in the State, Urban, and County Highway Construction Programs.

⁽⁵⁾ 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.

⁽⁶⁾ New Programs from IIJA. Progams to use funding are currently being developed.

2028 Program Summary (In Thousands)

	E	Expenditure	S	Revenues			
State Highway Construction Program	Total	Federal	State/Other	Total	Federal	State/Other (1)	
Interstate Maintenance (2)	\$92,994	\$83,639	\$9,355	\$0	\$0	\$0	
National Highway Performance	\$67,769	\$54,846	\$12,923	\$232,216	\$187,932	\$44,284	
National Highway Freight ⁽³⁾	\$0	\$0	\$0	\$11,742	\$9,503	\$2,239	
Highway Safety Improvements (4)	\$7,328	\$6,595	\$733	\$28,014	\$22,672	\$5,342	
Railway-Highway Crossing	\$5,222	\$4,700	\$522	\$4,840	\$3,917	\$923	
Surface Transportation	\$227,710	\$183,389	\$44,321	\$59,917	\$48,490	\$11,426	
Total	\$401,023	\$333,169	\$67,854	\$336,728	\$272,514	\$64,214	
Urban Highway Construction Program							
National Highway Performance	\$36,749	\$29,741	\$7,008	\$14,822	\$11,996	\$2,827	
Highway Safety Improvements (4)	\$0	\$0	\$0	\$0	\$0	\$0	
Surface Transportation/CMAQ/	\$66,896	\$40,407	\$26,489	\$56,142	\$45,436	\$10,706	
Total	\$103,645	\$70,148	\$33,497	\$70,964	\$57,431	\$13,533	
County Highway Construction Program							
Surface Transportation	\$29,774	\$24,096	\$5,678	\$23,243	\$18,811	\$4,433	
Highway Safety Improvements (4)	\$0	\$0	\$0	\$0	\$0	\$0	
Total	\$29,774	\$24,096	\$5,678	\$23,243	\$18,811	\$4,433	
Bridge Program							
State Bridges	\$55,943	\$48,576	\$7,367	\$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	\$77,498	\$66,022	\$11,476	\$62,882	\$50,890	\$11,992	
Transportation Alternatives Program							
State Highways (5)	\$0	\$0	\$0	\$0	\$0	\$0	
Urban Areas	\$1,180	\$955	\$225	\$4,795	\$3,881	\$914	
County Areas	\$870	\$704	\$166	\$2,978	\$2,410	\$568	
Total	\$2,050	\$1,659	\$391	\$7,773	\$6,291	\$1,482	
Emergency Relief	\$1,000	\$1,000	\$0	\$1,000	\$1,000	\$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 (6)	\$0	\$0	\$0	\$6,178	\$5,000	\$1,178	
PROTECT (6)	\$0	\$0	\$0	\$12,578	\$10,063	\$2,516	
Carbon Reduction (6)	\$0	\$0	\$0	\$10,935	\$8,850	\$2,085	
Transit	\$34,321	\$21,623	\$12,698	\$34,321	\$21,623	\$12,698	
Total	\$658,995	\$526,317	\$132,678	\$576,286	\$461,072	\$115,214	
Maintenance & Operations	\$125,588	\$0	\$125,588	\$125,588	\$0	\$125,588	
Grand Total	\$784,583	\$526,317	\$258,266	\$701,874	\$461,072	\$240,802	

⁽¹⁾ 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.

⁽²⁾ 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.

⁽³⁾ This revenue will be used on an elgible project, generally on the Interstate or Nation Highway sytems.

⁽⁴⁾ Highway Safety Improvements are projects from the HSIP which includes projects that may be in the State, Urban, and County Highway Construction Programs.

⁽⁵⁾ 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.

⁽⁶⁾ New Programs from IIJA. Progams to use funding are currently being developed.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAMI

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:

- 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;
- 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:

- 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.

HARALL NDDOT Director	DREW H. WRIGLEY Attorney General
11/27/2024 Date	11-26-24 Date
	By: Drewx Kautmann 5A

Assistant Attorney General



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 23, 2024

Ron Henke, Director North Dakota Department of Transportation 608 East Boulevard Avenue Bismarck, ND 58505-0700

Subject: Statewide Planning Finding and FY 2025-2028 State Transportation Improvement Program Approval

Dear Ron Henke:

The North Dakota Department of Transportation FY 2025-2028 Statewide Transportation Improvement Program (STIP) submitted November 27, 2024, to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is approved.

We are required to evaluate the planning process as part of the 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 FY 2025-2028 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 STIP, performance-based planning, and public involvement activities.

Throughout the year, the FHWA and the FTA have engaged in activities with the Metropolitan Planning Organizations (MPOs), including periodic MPO Director 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 FHWA and the FTA have identified a corrective action regarding compliance with 23 CFR 450.220(a)(1). The Fargo-Moorhead Metropolitan Council of Government's is not following their Public Participation Plan regarding their Metropolitan Transportation Plan and Unified Planning Work Program.

The FHWA and the FTA 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 are two commendations for the NDDOT. The attached planning finding provides additional details.

- Recommendation: Governor Delegation of Authority for Transportation Improvement Program reviews and approvals will need to be updated with the election of a new governor.
- Commendations: NDDOT worked with the urban Cities to update their Adjusted Urban Boundaries. Their proactive approach enabled NDDOT to complete having all Adjusted Urban Boundaries submitted ahead of schedule. NDDOT was the second state to submit a complete package without any errors or issues.
- Transit is doing a great job coordinating with the City of Minot transit on becoming a small urban recipient of FTA funds.

Based on the review conducted by the FHWA and the FTA, we find that the FY 2025-2028 STIP is based on a statewide planning process that substantially meets, upon the resolution of the above stated corrective action, the requirements of 23 U.S.C. 134 and 135, 49 USC 5303 and 5304, and subparts A, B, and C of 23 CFR 450, 23 CFR 420 and 49 CFR 613.

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,

DAVID L Digitally signed by DAVID L BECKHOUSE Date: 2024.12.30 15:15:22 -07'00'

David Beckhouse Acting Regional Administrator Federal Transit Administration LINDSEY L Digitally signed by LINDSEY L HANDEL Date: 2025.01.07 10:10:17 -08'00'

Lee D. Potter, P.E. Division Administrator Federal Highway Administration

Enclosure: STIP Federal Planning Finding

Ecc: Ben Griffith, FM MCOG
Chad Orn, NDDOT
Jane Berger, NDDOT
Derek Pfeifer, NDDOT
Tracey MacDonald, FTA
Wendall Meyer, FHWA-MN
Dena Ryan, FHWA-MN
Patrick Weidemann, MnDOT
Philip Schaffner, MnDOT
John Solberg, MnDOT
Erika Shepard, MnDOT
Pamela Todd, FHWA-ND

North Dakota FY 2025-2028 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 2025-2028 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 12/1/2023. FHWA and FTA have reviewed the following planning documents prepared by the NDDOT and the North Dakota Metropolitan Planning Organizations (MPOs): BisMan (BM MPO), The Forks (GF-EGF MPO), Fargo-Moorhead (FM MCOG) and the recently designated Central Dakota (CDMPO).

FHWA reviewed the following planning documents:

- STIP and associated amendments and modifications,
- TIPs and associated amendments and modifications,
- Unified Planning Work Programs (UPWPs) and associated amendments and modifications,
- State Planning and Research (SPR) Part I and State Planning and Research (SPR) Part II and associated amendments,
- Functional Classification Updates,
- BM MPO and FM MCOG MTPs,
- GF-EGF MPO Public Participation Plan,
- SPR Part I and II End of Year Reports,
- Carbon Reduction Strategy,
- Watford City LRTP

FTA reviewed the following planning documents:

- STIP and associated amendments and modifications,
- TIPs and associated amendments and modifications,
- Unified Planning Work Programs (UPWPs),
- State Planning and Research (SPR) Part I and State Planning and Research (SPR) Part II and associated amendments,
- BM MPO and FM MCOG MTPs.
- CDMPO Public Participation Plan,
- Transit Development Plans (TDP)

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

- The Public Agency Safety Plans (PTASP) were reviewed by FTA and the agencies continue to have annual performance updates.
- The state submitted the required annual narrative report to the National Transit Database (NTD) on time.
- The consultant supporting NDDOT's LRTP update has been hired, staying on schedule for the update to be published by early calendar year 2026.

STIP Development

- The 2024-2027 STIP was approved on 12/1/2023.
- The NDDOT procured new software to replace their existing system with an e-STIP system to better coordinate with MPOs, enhance public involvement, and provide GIS capabilities for mapping.
- FHWA coordinated Tribal Consultation with four of the five tribes in North Dakota. Standing Rock did not respond to repeat phone calls or email requests. The first tribal consultation was held with the Sisseton-Wahpeton Oyate tribe.
- The draft 2025-2028 STIP went out for public comment 7/2/2024. The comment period closed on 8/2/2024. No comments were received.

State Planning and Research (SPR) Work Program

- The Statewide Planning and Research (SPR) Part A Work Program for 2024-2025 was approved on 12/01/2023. SPR Part A funding is used to support planning efforts. The 2022 Part A work program annual summary report was submitted 4/17/2024.
 - An amendment was approved 12/14/2023 to increase the funding in Program Activity 0901 – DOTSC and ATAC.
 - An amendment was approved 4/15/2024 to increase funding in Program Activity 0601 to refresh the LRTP *Transportation Connection*.
 - An amendment was approved 11/05/2024 to Program Activity 0701 for an increase in cost for the Valley City transportation planning study and to move the Jamestown transportation planning study to 2025. The amendment also updated the Local Government Engineer.
- The SPR Part B Work Program for 2024 was approved on 12/18/2023. 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. The first End of Year Report was submitted 3/25/2023.
 - An amendment was approved 7/22/24 to contribute additional funds to LTAP,
 SPR-B Local Government funds, to match the funding shown in the LTAP Work Program.
 - An amendment was approved 8/29/24 to contribute funds to TPF-5(391).

Performance Management

• The mid-term report was submitted on time and recommended to be approved.

Coordination with MPOs

• The NDDOT continues to work with the MPOs to ensure Consolidated Planning Grants (CPG) funds are utilized timely. UPWPs are now on an annual contract with a process being created to allow remaining funds to be redistributed later to the MPOs.

Metropolitan Planning Process

Plans

- Three MPOs are updating components of their Metropolitan Transportation Plans (MTP).
 MTPs are required to be updated every 5 years. MTPs were adopted by the MPOs on the following dates:
 - o The GF-EGF MPO plan was adopted December 2023.
 - o The FM MCOG plan was adopted in September 2024 by the Policy Board.
 - The MTP has not received all local jurisdictional approval, and responses to comments received from local, state, and federal counterparts have not been included in the final MTP. Prior MTP acceptance by NDDOT included submitting three things; an MTP with all comments addressed, Policy Board approval of the final MTP, and local jurisdiction approval.
 - The MTP was adopted by the Policy Board on September 26, 2024, contingent on completing the public comment period that ended on October 9, 2024, which did not follow the Public Participation Plan by considering and incorporating local, state, and federal comments. The Public Participation Plan states "MPO Policy Board adopts the Final MTP after considering and incorporating local, state, and federal comments."
 - o The BM MPO plan is complete and is scheduled to be adopted in March 2025.
 - The CDMPO is working towards completing their first MTP which will be due by December 29, 2026.
- 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.
 - o GF-EGF MPO updated their TDP, January 2023.
 - o BM MPO updated their TDP, November 2023.
 - o FM MCOG updated their TDP, December 2021. A RFP was released in May 2024 for their 2026 TDP.

o CDMPO is working towards completing their first TDP.

TIPs

- The 2025-2028 TIPs for each MPO are incorporated into the 2025-2028 STIP by reference.
- The first TIP for the CDMPO is due December 29, 2026.

Unified Planning Work Programs (UPWP)

- All four MPOs are continuing to implement their listed UPWP activities.
- Most MPO UPWPs are moving to annual plans with the second year being illustrative. BM MPO is an annual UPWP.
- FM MCOG did not follow their Public Participation Plan by requesting approval by Policy Board prior to receiving and addressing state and federal comments. The UPWP was sent out to the Transportation Technical Committee, state, and federal review on October 8, 2024. October 10, 2024, the Transportation Technical Committee was requested to recommend approval to Policy Board, and Policy Board approval was received on October 17, 2024. NDDOT did not vote to support recommendation for Policy Board to approve the UPWP at the October 10, 2024, Transportation Technical Committee meeting based on the review and approval of UPWP timelines without consideration of state and federal comments. The FM MCOG Public Participation Plan requires "The Policy Board adopts the Final UPWP after considering state and federal comments." The NDDOT Local Government Manual states "The MPO must provide NDDOT, FHWA, and FTA a minimum 30-day review period for their draft UPWP document."

2020 Census

- NDDOT is continuing to update the functional classification with the changes to the adjusted urbanized area boundaries. The counties will need to update their County Major Collector (CMC) routes with the corresponding boundary changes.
- FM MCOG is working with their newly created Transit Authority to add a representative to their Policy Board.

Performance Management

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. FTA published a
final rule on May 13, 2024 for Public Transportation Agency Safety Plans (PTASP). This

final rule includes requirements for Agency Safety Plans (ASP), Safety Committees, cooperation with frontline transit worker representatives in the development of ASPs, safety risk reduction programs, safety performance targets, de-escalation training for certain transit workers, and addressing infectious diseases through the Safety Management System (SMS) process. This final rule also finalizes revisions to the regulation to coordinate and align with other FTA programs and safety rulemakings.

- o GF-EGF MPO –adopted their own plan and targets
- o FM MCOG –adopted their own plan and targets
- o BM MPO –adopted their own plan and targets
- CDMPO will need to adopt their own plan and targets within 180 days after transit has adopted their own plan and targets. This is anticipated to be near December 31, 2025
- 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 by October 1, 2026.
 - o GF-EGF MPO –adopted the NDDOT group plan and targets
 - o FM MCOG –adopted their own plan and targets
 - o BM MPO –adopted the NDDOT group plan and targets
 - o CDMPO will adopt the NDDOT group plan and targets.

Public Involvement Process

- The MPOs have been very active with planning studies over the last year. Virtual and inperson public meetings have been held, in addition to steering committee meetings and stakeholder meetings for each planning project. The MPOs use a variety of public outreach techniques to engage the public. They have used popup events at street fairs, farmer's markets, and other public events; virtual and in-person meetings; social media; storyboards with interactive maps; project websites; and other visuals to tell their stories and garner public input.
- Public participation plans:
 - o BM MPO December 2023
 - o FM MCOG December 2022
 - o GF-EGF MPO November 2024
 - o CDMPO October 2024
- FM MCOG did not follow their Public Participation Plan for MTP and UPWP Policy Board approval. Both documents were approved by the Policy Board prior to the public comment period being completed. The MTP and UPWP were approved without considering the recommendations of the Transportation Technical Committee, and incorporating local, state, and federal comments for the MTP and state and federal comments for the UPWP.

Review Activities

- NDDOT, FHWA, and FTA conducted Mid-Year Reviews with the MPOs in 2024. Mid-Year Reviews were held in May with FM MCOG and GF-EGF MPO, and in June with CDMPO and BM MPO. During these meetings discussion topics include CPG balances, TIP development status, UPWP status, 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.
- FHWA and FTA conducted a quadrennial review for the BM MPO and discussed the results during the Mid-Year Review. No deficiencies were found during the review.

Corrective Actions, 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.

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

- Consult and coordinate with the bi-state MPOs on timelines for both MnDOT and NDDOT TIPs, UPWPs, etc. This year receiving the CPG formula later than normal caused submission to MnDOT to be late and is causing issues with having UPWPs completed before the end of December.
 - Timelines were discussed at the MPO Director's Meetings and at the Mid-Year Reviews. FM MCOG did not follow their Public Participation Plan for UPWP approval.

Observations and Recommendations

Corrective Action:

- NDDOT and FM MCOG are not in compliance with 23 CFR 450.220(a)(1) specifically 23 CFR 450.316 as FM MCOG did not follow their Public Participation Plan for MTP and UPWP Policy Board approvals. NDDOT needs to provide additional oversight to ensure the Public Participation Plan is adhered to. NDDOT must work with FM MCOG to ensure all local, state, and federal comments are considered and incorporated in the MTP within six months.
- Six-month schedule:
 - o Respond to local, state, and federal comments submitted to NDDOT, MnDOT, ND-FHWA, MN-FHWA, and FTA by **January 30, 2025**.
 - Submit the draft MTP to local, state, and federal counterparts to receive comments in compliance with their Public Participation Plan by March 31, 2025.
 - o Approved MTP by the Policy Board by May 15, 2025.

Recommendations:

• Governor Delegation of Authority for TIP reviews and approvals will need to be updated with the election of a new governor.

Commendations:

- NDDOT worked with the urban Cities to update their Adjusted Urban Boundaries. Their
 proactive approach enabled NDDOT to complete having all Adjusted Urban Boundaries
 submitted ahead of schedule. NDDOT was the second state to submit a complete package
 without any errors or issues.
- Transit is doing a great job coordinating with the City of Minot transit on becoming a small urban recipient of FTA funds.

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 2025-2028 is based on a statewide transportation planning process that substantially meets, with the resolution of the above corrective action(s), 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.



September 30, 2024

Ms. Rachel Lukaszewski Executive Director Bismarck-Mandan MPO 221 North 5th Street (PO Box 5503) Bismarck, ND 58506

Dear Rachel:

SUBJECT: APPROVAL OF BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Bismarck-Mandan Metropolitan Planning Organization's (BMMPO) 2025-2028 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. 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.

Thank you for your continuing efforts to improve transportation infrastructure in North Dakota. If you have questions, please feel free to give Wayne Zacher a call at 701-328-4828.

Sincerely,

Ronald J. Henke, P.E.

Director

38/waz

C: Kristen Sperry, Federal Highway Administration Ranae Tunison, Federal Transit Administration Derek Pfeifer, NDDOT Local Government Engineer Larry Gangl, NDDOT 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	North Dakota Department of Transportation
Multiple Signature	Paul M. Benning Signature
Policy Board Chair	Local Government Director
Title	Title
5/21/24	6/17/2024
Date	Date



September 30, 2024

Mr. Ben Griffith Executive Director Fargo-Moorhead Metro COG One 2nd Street North, Suite 232 Fargo, ND 58102

Dear Ben:

SUBJECT: APPROVAL OF FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Fargo-Moorhead Metropolitan Council of Government's (Metro COG) 2025-202 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. 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.

Thank you for your continuing efforts to improve transportation infrastructure in North Dakota. If you have questions, please feel free to give Wayne Zacher a call at 701-328-4828.

Sincerely,

Ronald J. Henke, P.E.

Director

38/waz

C: Kristen Sperry, Federal Highway Administration
Ranae Tunison, Federal Transit Administration
Erika Shepard, Minnesota Department of Transportation
Derek Pfeifer, NDDOT Local Government Engineer
Aaron Murra, NDDOT 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 Infrastructure Investment and Jobs Act (IIJA) (PL 117-58) 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.
- Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

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	North Dakota Department	of Transportation
Chear & Bretling	Doha O. Ablor	9/17/2023
Signature	Signature	Date
Policy Board Chair	Local Government Eng	gineer
Title	Title	



September 30, 2024

Ms. Stephanie Halford Executive Director Grand Forks-East Grand Forks MPO 600 DeMers Ave East Grand Forks, MN 56721

Dear Stephanie:

SUBJECT: APPROVAL OF GRAND FORKS-EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The North Dakota Department of Transportation (NDDOT) has reviewed the Grand Forks-East Grand Forks Metropolitan Planning Organization's (GFEGFMPO) 2025-2028 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. 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.

Thank you for your continuing efforts to improve transportation infrastructure in North Dakota. If you have questions, please feel free to give Wayne Zacher a call at 701-328-4828.

Sincerely,

Ronald J. Henke. P.E.

Director

38/waz

C: Kristen Sperry, Federal Highway Administration
Ranae Tunison, Federal Transit Administration
Erika Shepard, Minnesota Department of Transportation
Derek Pfeifer, NDDOT Local Government Engineer
Ed Pavlish, NDDOT 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 1110(e) of the IIJA (Pub. L. 114-58) 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	North Dakota Department of
Metropolitan Planning Organization	Transportation
Und Menden	Paul M. Benning
Signature	Signature
Chairman	Local Government Director
Title	Title
June 19, 2024	6/24/2024
Date	Date

July 2, 2024

For more information NDDOT Communications, (701) 328-4444

Draft 2025-2028 STIP ready for public comment until August 2, 2024

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 2, 2024 to August 2, 2024. 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 by clicking on "Construction & Planning" and "Transportation Plans & Programs" on the top of the page. Copies are also available for viewing at the district offices, or individual copies may be obtained from Jane Berger, NDDOT Programming Division, at 701-328-2607.

Comments on the Draft STIP should be submitted to the appropriate NDDOT contact listed below or by email to dot@nd.gov with "Draft STIP" in the subject line by August 2, 2024.

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
Aaron Murra - Fargo District (701) 239-8901

To request accommodations, contact Heather Christianson, Civil Rights Division, NDDOT, at (701) 328-2978 or civilrights@nd.gov. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

North Dakota Department of Transportation

608 East Boulevard, Bismarck, ND 58505



March 28, 2024

4503 Coleman Street, Suite 205 Bismarck, North Dakota 58503 Phone 701-250-4204 Fax 701-250-4395

The Honorable Mark Fox Chairman, Three Affiliated Tribes MHA Nation 404 Frontage Rd New Town, ND 58763

Attention: Mr. Marcus Levings

Dear Chairman Fox:

Subject: North Dakota Department of Transportation (NDDOT)

Statewide Transportation Improvement Program (STIP) Tribal Consultation Meeting

The NDDOT is beginning the process of developing the North Dakota STIP for years 2025-2028. The Federal Highway Administration (FHWA) would like to schedule a planning consultation meeting to receive input on the draft list of projects and discuss any additional projects that the Tribe would like to have considered in this STIP.

The FWHA North Dakota Division and the NDDOT would like to plan this meeting between April 1, 2024, and May 31, 2024. We would like to accommodate your schedule. To do that, please provide dates and times during that time-period that will work for your office.

Please contact Kristen Sperry, Planning 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: Joseph Silveria, Three Affiliated Tribes

Chad Orn, NDDOT
Jane Berger, NDDOT
Logan Beise, NDDOT
Brandon Beise, NDDOT
Joel Wilt, NDDOT
Steve Wilkie, BIA
Pam Todd, FHWA
Sandy Zimmer, FHWA



March 28, 2024

4503 Coleman Street, Suite 205 Bismarck, North Dakota 58503 Phone 701-250-4204 Fax 701-250-4395

The Honorable Lonna J. Street Chairman, Spirit Lake Sioux Tribe P.O. Box 359 Fort Totten, ND 58335

Attention: Mr. Clarence Green

Dear Chairwoman Street:

Subject: North Dakota Department of Transportation (NDDOT)

Statewide Transportation Improvement Program (STIP) Tribal Consultation Meeting

The NDDOT is beginning the process of developing the North Dakota STIP for years 2025-2028. The Federal Highway Administration (FHWA) would like to schedule a planning consultation meeting to receive input on the draft list of projects and discuss any additional projects that the Tribe would like to have considered in this STIP.

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Lee D. Potter, P.E. Division Administrator

Ecc: Chad Orn, NDDOT
Jane Berger, NDDOT
Logan Beise, NDDOT
Wyatt Hanson, NDDOT
Brandon Beise, NDDOT
Steve Wilkie, BIA
Pam Todd, FHWA
Sandy Zimmer, FHWA



March 28, 2024

4503 Coleman Street, Suite 205 Bismarck, North Dakota 58503 Phone 701-250-4204 Fax 701-250-4395

The Honorable Janet Alkire Chairwoman, Standing Rock Nation Standing Rock Avenue Bldg 1 P.O. Box D Fort Yates, ND 58538

Attention: Mr. Harold Frazier

Dear Chairwoman Alkire:

Subject: North Dakota Department of Transportation (NDDOT)

Statewide Transportation Improvement Program (STIP) Tribal Consultation Meeting

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Jane Berger, NDDOT
Logan Beise, NDDOT
Brandon Beise, NDDOT
Larry Gangl, NDDOT
Steve Wilkie, BIA
Pam Todd, FHWA
Sandy Zimmer, FHWA



March 28, 2024

4503 Coleman Street, Suite 205 Bismarck, North Dakota 58503 Phone 701-250-4204 Fax 701-250-4395

The Honorable Jamie Azure Chairman, Turtle Mountain Band of Chippewa P.O. Box 661 Belcourt, ND 58316

Attention: Mr. Ron Trottier, Jr.

Dear Chairman Azure:

Subject: North Dakota Department of Transportation (NDDOT)

Statewide Transportation Improvement Program (STIP) Tribal Consultation Meeting

The NDDOT is beginning the process of developing the North Dakota STIP for years 2025-2028. The Federal Highway Administration (FHWA) would like to schedule a planning consultation meeting to receive input on the draft list of projects and discuss any additional projects that the Tribe would like to have considered in this STIP.

The FWHA North Dakota Division and the NDDOT would like to plan this meeting between May 8, 2023, and June 2, 2023. We would like to accommodate your schedule. To do that, please provide dates and times during that time-period that will work for your office.

Please contact Kristen Sperry, Planning 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: Chad Orn, NDDOT
Jane Berger, NDDOT
Logan Beise, NDDOT
Brandon Beise, NDDOT
Wyatt Hanson, NDDOT
Todd Brockmann, FHWA-OTT
Steve Wilkie, BIA
Pam Todd, FHWA
Sandy Zimmer, FHWA



March 28, 2024

4503 Coleman Street, Suite 205 Bismarck, North Dakota 58503 Phone 701-250-4204 Fax 701-250-4395

The Honorable J. Garret Renville Chairman, Sisseton Wahpeton Oyate P.O. Box 509 Agency Village, SD 57262-0509

Attention: Mr. Clifford Eberhardt

Dear Chairman Renville:

Subject: North Dakota Department of Transportation (NDDOT)

Statewide Transportation Improvement Program (STIP) Tribal Consultation Meeting

The NDDOT is beginning the process of developing the North Dakota STIP for years 2025-2028. The Federal Highway Administration (FHWA) would like to schedule a planning consultation meeting to receive input on the draft list of projects and discuss any additional projects that the Tribe would like to have considered in this STIP.

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Sincerely yours,

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Ecc: Chad Orn, NDDOT
Jane Berger, NDDOT
Logan Beise, NDDOT
Brandon Beise, NDDOT
Aaron Murra, NDDOT
Richard White, Sisseton Wahpeton Oyate
Steve Wilkie, BIA
Pam Todd, FHWA
Sandy Zimmer, FHWA

2025 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Brynhild Haugland Room, State Capitol

SB 2012 3/10/2025

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; relating to funds invested by the state investment board, the flexible transportation fund, the state rail fund, and motor vehicle excise tax collections; relating to legacy fund definitions and a legacy earnings fund; to provide a continuing appropriation; to provide an effective date; and to provide an exemption.

2:33 p.m. Chairman Monson opened the meeting.

Members Present: Chairman Monson, Vice Chair Brandenburg, Representatives: Bosch, Fisher, Kempenich, Meier, Pyle.

Discussion Topics:

- Transportation System Costs
- Uncrewed Aerial Systems (UAS)
- ND DOT Districts
- Roadway Snow and Ice Control
- ND Roads App
- ND DOT Legislative Priorities
- Pavement Management Van
- Snow Removal Equipment
- 2:33 p.m. Chad Orn, Deputy Director for planning, North Dakota Department of Transportation, testified in favor and continued with previous #39894.
- 2:51 p.m. Matt Linneman, Deputy Director of Engineering, North Dakota Department of Transportation testified in favor and continued with testimony #39894.
- 3:27 p.m. Mike Gerhart, Deputy Director for Administration, North Dakota Department of Transportation testified in favor with testimony #40158 and continued with previous testimony #39894.

Additional written testimony:

Brady Larson, Legislative Council submitted neutral testimony #40171.

Andrea Pfenning, Vice President Government Affairs, Greater North Dakota Chamber submitted testimony in favor #39745.

Larry Syverson, Executive Director, North Dakota Township Officers Association submitted testimony #40056.

House Appropriations - Government Operations Division SB 2012 3/10/2025 Page 2

4:49 p.m. Chairman Monson adjourned the meeting.

Krystal Eberle for Madaline Cooper, Committee Clerk



GREATER NORTH DAKOTA CHAMBER
SB 2012
House Appropriations Committee
Government Operations Division
Chair David Monson
March 10, 2025

Mr. Chairman and members of the Committee, my name is Andrea Pfennig, and I am the Vice President 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 Senate Bill 2012.

Transportation infrastructure is important to our members across a variety of sectors in order to get goods to market. In fact, North Dakota has the nation's most freight-dependent economy. Because of this, one of our policy priorities is to promote smart investment strategies to ensure that North Dakota has the infrastructure necessary to support and grow a thriving economy.

Specifically, we feel that the following components of SB 2012 are crucial to meet transportation infrastructure needs of the North Dakota business community.

- Deposit of 100% of Motor Vehicle Excise Tax revenues into the Flexible Transportation
 Fund
- The 1% increase in the Legacy Earnings Fund and utilization of that increase for the Flexible Transportation Fund.
- Funding for Highway 85.

We hope that you will strengthen North Dakota's export opportunities by investing in transportation infrastructure. Thank you for your consideration.





In Support of SB2012

House Appropriations Government Operations Division

March 10, 2025

Chairman Monson and Committee Members,

I am Larry Syverson from Mayville. I grow soybeans on my farm in Traill County. I am the Chairman of the Board of Supervisors for Roseville Township in Traill County and the Executive Director of the North Dakota Township Officers Association. NDTOA represents 6,000 Township Officers serving more than 1,400 dues-paying member townships.

NDTOA thanks the legislature for the increased funding and grant opportunities that you passed in the 2023 session. And we thank those who have worked on the proposals that went into this current SB2012.

As SB2012 now stands, it will provide much needed funding for transportation at all levels statewide. SB2142, SB2151, and SB2372 were all supported by NDTOA, and several township officers traveled here to testify in support of those critical measures. Those measures are now incorporated into SB2012 to fund one transportation network for North Dakota.

NDTOA supports dedicating the Motor Vehicle Excise Tax to transportation, to us, that is the logical use of those funds. NDTOA endorses the distribution of those funds as directed in Section 8 of SB2012.

NDTOA supports Sections 10 and 11 of SB2012, which increases the allocation from Legacy Earnings to transportation and directs its distribution.

North Dakota Townships maintain 54,620 miles of roads, they struggle to provide basic maintenance with available funding. No way can they afford to improve even a fraction of their road miles to the standards recommended by the Upper Great Plains Transportation Institute. Those rural road miles are the first and last miles for much of the agricultural products that build a 41.3-billion-dollar impact on the ND economy, and sadly, most of them are not up to the task.

The promise of consistent road funding in SB2012 will allow counties, cities, and townships to make some needed improvements and upgrade their maintenance more in line with recommended levels. Consistent funding for rural bridges will allow counties to plan for the replacement of these vital fixtures. Continued funding for bridge work will also incentivize contractors to mobilize additional crews to handle a more dependable demand. Material suppliers will also adjust to provide more structural parts and box culverts.

Chairman Monson and committee members, thank you for this opportunity to testify today. Please give SB2012 your favorable consideration. This concludes my prepared statement. I will try to answer any questions you might have.

Appendix A

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION STATE FLEET SERVICE 2025 - 2027 BIENNIUM

May 1, 2024

ASSIGNED VEHICLE BUDGET GUIDELINES

	CROUP				
DESCRIPTION	GROUP	OPER	REPLCMNT	MILE/HOUR	DEPREC/
Mini Pass. Van	No.	RATE	RATE	RATE	MONTH
Sedan/Wagon		0.51	0.14	0.65	129.0
	2	0.45	0.12	0.57	81.0
Light Pickup/Cargo Van/Full-Size Utility	3	0.93	0.20	1.13	178.0
Heavy Pickup/Van/Full-Size Utility	4	1.10	0.15	1.25	
Highway Patrol	7	1.07	0.06	1.13	193.0
Game & Fish Enforcement	8	0.45	0.08	1000	448.0
Regulatory Vehicles	9	0.55	0.14	0.53	356.0
Facility Service Vehicle	12	1.09	Section 10	0.69	250.0
Compact Utility/All	13	0.75	0.20	1.29	112.0
Miscellaneous Truck/Mid-Size Bus	18	The second secon	0.09	0.84	216.0
Distributor Truck	19	36.00	5.00	41.00	173.0
Sign Truck/Garbage Truck	20	54.00	5.00	59.00	370.0
Tandem Axle Truck/All		49.00	14.00	63.00	549.00
Truck Tractor	22	91.00	15.00	106.00	673.00
Water Commission Truck	23	62.00	10.00	72.00	236.00
Orill Truck	27	72.00	Mark	72.00	1,062.00
TIUCK	32	175.00	10.00	185.00	366.00

FLEET MOTOR POOL VEHICLE BUDGET GUIDELINES

1 === 170101	POOL VE	HICLE BUDGET	GUIDELINE	S
DESCRIPTION	GROUP	OPER & DEPR	REPLCMNT	MILE/HOUR
DESCRIPTION Mini Page M	No.	RATE	RATE	RATE
Mini Pass. Van	1	0.76	0.14	0.90
Sedan/Wagon	2	0.58	0.12	0.70
Light Pickup/Cargo Van/Full-Size Utility	3	1.20	0.12	The second secon
Heavy Pickup/Van/Full-Size Utility	4	1.39		1.40
Highway Patrol	7	1.43	0.15	1.54
Game & Fish Enforcement	8		0.06	1.49
Regulatory Vehicles	9	0.60	0.08	0.68
Facility Service Vehicle		0.72	0.14	0.86
Compact Utility/All	12	1.83	0.20	2.03
Miscellaneous Truck/Mid-Size Bus	13	1.02	0.09	1.11
	18	48.00	3.00	51.00
Rotary Snowplow	24	1706.00		1706.00
Medical Simulator Trucks	25	50.00	THE RESERVE OF THE PERSON NAMED IN	50.00
Bridge Aerial Lift	28	23.00	Halling the state of	
ineworker Truck	29	41.00		23.00
Fuel Truck	31	9.00	20.00	41.00
		9.00	20.00	29.00

Note: The budget guidelines for state fleet customers were prepared using estimated fuel prices for the coming biennium. Our primary fuel supplier cannot provide more definitive direction for the coming biennium due to volatile nature of oil pricing. Given the high level of uncertainty in which we are operating, it is possible that fuel prices may vary considerably from our current projections. Prior to the completion of the upcoming legislative session, if we become aware of significantly changed circumstances that would materially affect these guidelines, we will provide additional guidance via OMB.



Appendix B

STATE AGENCY FEE REPORT - AGENCIES WITH MORE THAN FORTY FEES

801 NDDOT

				Fee Rev		Agency Recommendations			
		Authorization				Collection Deposits		or Comments	
No.	Name or Description	Reference	Amount	Collections	Percent of Budget	Fund	Use Restricted	Change	Appropriateness and Other Comments
1	Non-Driver Identification Card	39-06-49 sub 2a	\$8.00	\$136,432	N/A	200 - State Highway Fund	No	No Change	None
2	Written Test Operators License	39-06-49 sub 2b	\$5.00	\$601,080	N/A	200 - State Highway Fund	No	No Change	None
3	Ability Test Operators License	39-06-49 & 39- 06.2-19	\$5.00	\$159,930	N/A	200 - State Highway Fund	No	No Change	None
	Application Operators License	39-06-49 & 39- 06.2-19	\$15.00	\$486,150	N/A	200 - State Highway Fund	No	No Change	None
5	Application Motorized Bicycle Operators Permit	39-06-49 sub 2e	\$10.00	\$60	N/A	200 - State Highway Fund	No	No Change	None
6	Substitute Operators License	39-06-49 sub 2f	\$8.00	\$680,930	N/A	200 - State Highway Fund	No	No Change	None
	Substitute Operators License (erroneous information change)	39-06-49 sub 2f	\$3.00	\$0	N/A	200 - State Highway Fund	No	No Change	None
8	Renewal Operators License	39-06-49 sub 2g	\$15.00	\$1,530,560	N/A	200 - State Highway Fund	No	No Change	None
9	Endorsement to License fee	39-06.2-19 sub 2 c		\$105,618	N/A	200 - State Highway Fund	No	No Change	None
10	Nonresident Commercial License	39-06.2-19 sub 2 d		\$1,840	N/A	200 - State Highway Fund	No	No Change	None
11	Service of Summons fee	39-01-11	\$10.00	\$130	N/A	200 - State Highway Fund	No	No Change	None
	Reinstatement After Suspension / Revocation	39-06-49 sub 2 h,i		\$1,650,904		200 - State Highway Fund	No	No Change	
	Driving Record for an Employer fee	39-06.2-19 sub 2 e	\$3.00	\$54,618	N/A	200 - State Highway Fund	No	No Change	None
	Driver Abstract of Operating Record fee	39-16-03 sub 3,4; 39-33-06	\$3.00	\$2,467,953	N/A	200 - State Highway Fund	No	No Change	None
	Completed Copy of Accident Report fee	39-08-13 sub 5	\$7.00	\$26,370	N/A	200 - State Highway Fund	No	No Change	None
16	Limited Copy of Accident Report fee	39-08-13 sub 6	\$7.00	\$11,320	N/A	200 - State Highway Fund	No	No Change	None
17	Proof of Liability License	39-08-20 sub 6	\$50.00	\$255,706	N/A	200 - State Highway Fund	No	No Change	None
18	Entries on Driver Abstract Confidential	39-16-03.1	\$25.00	\$90,288	N/A	200 - State Highway Fund	No	No Change	None

801	NDDOT								
19	Application for Certificate of Title fee	39-05-05 sub 5	\$5.00	\$2,934,855	N/A	400 - Highway tax distribution fund	Yes	No Change	None
	Lost, Stolen, or Mutilated Certificate of Title -	39-05-09.1; 39- 05-19	\$5.00	\$200,035	N/A	400 - Highway tax distribution fund	Yes	No Change	None
21	Duplicate fee Obtaining Certificate of Title ownership obtained other than voluntary		\$5.00	\$0	N/A	400 - Highway tax distribution fund	Yes	No Change	None
22	means Abandoned Motor Vehicle	39-05-19	\$1.50	\$253,295	N/A	202 - Abandoned motor	Yes	No Change	None
23	fee Motor Vehicle Registration		See Fee	\$167,946,641	N/A	vehicle disposal fund 400 - Highway tax	Yes	No Change	None
24	Temporary Motor Vehicle	04-39 39-04-18.2	\$20-1,800	\$128,800	N/A	distribution fund 400 - Highway tax distribution fund	Yes	No Change	None
	Registration fee Registration for Non-Residents Purchasing Vehicle to Return Home	39-04-21	\$5.00	\$0	N/A	400 - Highway tax distribution fund	Yes	No Change	None
26	Registration of Motor Vehicle owned by Collector (one-time fee)	39-04-10.6	\$60.00	\$12,360	N/A	400 - Highway tax distribution fund	Yes	No Change	None
27	Low Speed Vehicles Registration fee	39-29.1-03 sub 4	\$20.00	\$10,780	N/A	400 - Highway tax distribution fund	Yes	No Change	None
28	Motorcycle Registration fee	39-04-19 sub	\$15.00	\$1,486,031	N/A	400 - Highway tax distribution fund	Yes	No Change	None
29	Motorcycle Safety Education fee (in addition to registration fee)	39-28-01; 39- 28-05	\$10.00	\$484,300	N/A	205 - Motorcycle safety education fund	Yes	No Change	None
30	Plate Fee	39-04-36 sub 2	\$5.00	\$24,589	N/A	400 - Highway tax distribution fund	Yes	No Change	None
31	Number Plate Transfer Fee	39-04-36 sub 2	\$5.00	\$6,710	N/A	400 - Highway tax distribution fund	Yes	No Change	None
32	Duplicate Registration Card Only	39-04-13	\$2.00	\$28,243	N/A	400 - Highway tax distribution fund	Yes	No Change	
33	Duplicate Decal & Registration Card Issued	39-04-13	\$3.00	\$34,863	N/A	400 - Highway tax distribution fund	Yes	No Change	
	Duplicate Number Plate, Decal, and Registration Card	39-04-13	\$5.00	\$133,570	N/A	400 - Highway tax distribution fund	Yes	No Change	
	Special License Plates, Personalized Plates (one- time fee)	39-04-10.3	\$100.00	\$1,842,650	N/A	400 - Highway tax distribution fund	Yes	No Change	
36	Application for a Special License Plate	39-04-10.3	\$25.00	\$1,251,530	N/A	400 - Highway tax distribution fund	Yes	No Change	
37	Antigra Plate	39-04-10.4	\$10.00	\$47,210	N/A	400 - Highway tax distribution fund	Yes	No Change	None

001	NDDOI								
38	Antique Personalized Plate (one-time fee)	39-04-10.4	\$100.00	\$107,300	N/A	400 - Highway tax distribution fund	Yes	No Change	None
39	Collector Personalized Plate (one-time fee)	39-04- 10.3/10.6	\$160.00	\$11,520	N/A	400 - Highway tax distribution fund	Yes	No Change	None
40	Firefighter's Association Plate Additional fee	39-04-10.11	\$15.00	\$22,635	N/A	200 - State Highway Fund	Yes	No Change	None
41	GOLDSTAR Plate with Regular License Plate fee	.39-04-10.14 sub 1	\$0.00	\$284	N/A	400 - Highway tax distribution fund	Yes	No Change	None
42	North Dakota Future Farmers of America Foundation Plate Additional fee	39-04-10.12	\$10.00	\$480	N/A	400 - Highway tax distribution fund	Yes	No Change	None
43	National Guard Plate fee	39-04-10.8	\$5.00	\$390	N/A	400 - Highway tax distribution fund	Yes	No Change	None
44	One Time Organizational Plate Setup fee	39-04-10.13	\$1,500.00	\$0	N/A	400 - Highway tax distribution fund	Yes	No Change	None
45	Choose Life Organizational Plate	39-04-10.13 sub 4	\$25.00	\$10,175	N/A	400 - Highway tax distribution fund	Yes	No Change	\$15 Choose Life; \$10 Highway Tax Distribution Fund
46	Cowboy Organizational Plate	39-04-10.13 sub 4	\$25.00	\$8,025	N/A	400 - Highway tax distribution fund	Yes	No Change	\$ 15 Cowboy; \$10 Highway Tax Distribution Fund
47	Dickinson State University Organizational Plate	39-04-10.13 sub 4	\$25.00	\$1,350	N/A	400 - Highway tax distribution fund	Yes	No Change	\$15 DSU; \$10 Highway Tax Distribution Fund
48	Ducks Unlimited Organizational Plate	39-04-10.13 sub 4	\$25.00	\$8,050	N/A	400 - Highway tax distribution fund	Yes	No Change	\$15 Ducks Unlimited; \$10 Highway Tax Distribution Fund
	HIT, INC Organizational Plate	39-04-10.13 sub 4	\$25.00	\$4,350	N/A	400 - Highway tax distribution fund	Yes		\$ 15 HIT, Inc.; \$10 Highway Tax Distribution Fund
	Lignite Foundation Organizational Plate	39-04-10.13 sub 4	\$25.00	\$15,575	N/A	400 - Highway tax distribution fund	Yes		\$ 15 LIGNITE Foundation; \$10 Highway Tax Distribution Fund
	Minot State University Organizational Plate	39-04-10.13 sub 4	\$25.00	\$5,300	N/A	400 - Highway tax distribution fund	Yes		\$15 MSU; \$10 Highway Tax Distribution Fund
	North Dakota State University Organization	39-04-10.13 sub 4	\$25.00	\$130,450	N/A	400 - Highway tax distribution fund	Yes		\$15 NDSU; \$10 Highway Tax Distribution Fund
	Pheasants Forever Organizational Plate	39-04-10.13 sub 4	\$25.00	\$1,750	N/A	400 - Highway tax distribution fund	Yes	M.231 - V. 22.13	\$15 Pheasants Forever; \$10 Highway Tax Distribution Fund
	Rocky Mountain Elk Foundation Organization	39-04-10.13 sub 4	\$25.00	\$4,700	N/A	400 - Highway tax distribution fund	Yes		\$15 Rocky Mountain Elk; \$10 Highway Tax Distribution Fund
55	Support our Veterans Organizational Plate	39-04-10.13 sub 4	\$25.00	\$5,900	N/A	400 - Highway tax distribution fund	Yes		\$15 Veterans; \$10 Highway Tax Distribution Fund
56	Valley City State University Organizational Plate	39-04-10.13 sub 4	\$25.00	\$3,550	N/A	400 - Highway tax distribution fund	Yes		\$15 VCSU; \$10 Highway Tax Distribution Fund
57	Org - NDBA Bowhunters Foundation	39-04-10.13 sub 4	\$25.00	\$4,475	N/A	400 - Highway tax distribution fund	Yes		\$15 NDBA; \$10 Highway Tax Distribution Fund
58	Org - University of Jamestown	39-04-10.13 sub 4	\$25.00	\$5,400	N/A	400 - Highway tax distribution fund	Yes		\$15 Jamestown; \$10 Highway Tax Distribution Fund

	NDDOT				Strate 1			T	045 LINID 040 Lileboom Text
	Org - UND Alumni Association & Foundation	39-04-10.13 sub 4	\$25.00	\$14,225	N/A	400 - Highway tax distribution fund	Yes		\$15 UND; \$10 Highway Tax Distribution Fund
		39-04-10.13	\$25.00	\$2,475	N/A	400 - Highway tax	Yes		\$15 Sanford; \$10 Highway Tax
	Org - Sanford Medical	sub 4	\$25.00	Ψ2,470	1877	distribution fund	, , , ,		Distribution Fund
	Center Fargo Org - Northwood Hockey	39-04-10.13	\$25.00	\$3,425	N/A	400 - Highway tax	Yes		\$15 Northwood; \$10 Highway Tax
		sub 4	Ψ25.00	φο, τ2ο	14//	distribution fund	1.000		Distribution Fund
	Boosters Org - ND Farmers Union	39-04-10.13	\$25.00	\$3,500	N/A	400 - Highway tax	Yes		\$15 Farmers Union; \$10 Highway
	Foundation	sub 4	\$25.00	ψ5,500	13//3	distribution fund			Tax Distribution Fund
	Foundation	39-04-10.13	\$25.00	\$3,600	N/A	400 - Highway tax	Yes	No Change	\$15 Mary; \$10 Highway Tax
63	Org - University Of Mary	sub 4	\$25.00	\$3,000	14//	distribution fund			Distribution Fund
~	ND Veterans Number	3UD 4	\$15.00	\$27,650	N/A	400 - Highway tax	Yes		\$5 Vet Cemetery Maint; \$10 Highwa
	Plates Initial fee	39-04-10.10	\$15.00	Ψ21,000	14//	distribution fund		J	Tax Distribution Fund
	ND Veterans Number	38-04-10.10	\$10.00	\$130,725	N/A	400 - Highway tax	Yes	No Change	\$5 Vet Cemetery Trust; \$5 Vet
	Plates Renewal fee	39-04-10.10	\$10.00	ψ100,720	13/7	distribution fund			Cemetery Maint
_	Plates Reflewal fee	39-04-10.10	\$25.00	\$17,300	N/A	400 - Highway tax	Yes	No Change	\$5 Vet Postwar Trust Fund; \$20
66	D. L. L. DI-L-	39-04-10.15	\$25.00	\$17,300	14//	distribution fund	100	i to onange	Highway Tax Distribution Fund
	Patriotic Plate	39-04-10.15	\$25.00	\$26,250	N/A	400 - Highway tax	Yes	No Change	\$15 Vet Postwar Trust Fund; \$10
67	n	20 04 40 45	\$25.00	\$20,230	18//	distribution fund	100	Tro ondingo	Highway Tax Distribution Fund
	Patriotic Plate Renewal	39-04-10.15	#0.00	\$0	N/A	400 - Highway tax	Yes	No Change	
	Special Plates for		\$0.00	Ф О	IN/A	distribution fund	103	No onlinge	TVOICE .
	Mobility-impaired Persons					distribution fund			
	with Regular License						1		
	Plate fee	39-04-10.2		201.001	N1/0	400 Highway tay	Yes	No Chango	\$1 State Rehabilitation Council Fun
69	Certificate for Parking		\$3.00	\$24,384	N/A	400 - Highway tax	168	No Change	\$2 Highway Fund
	Privileges for Mobility	39-01-15 sub				distribution fund			52 Highway Fund
	Impaired	4, 5				400 1111	V	No Change	\$5 State Rehabilitation Council Fun
70	Additional Certificate for		\$6.00	\$5,472	N/A	400 - Highway tax	Yes	No Change	\$1 Highway Fund
	Parking Privileges for	39-01-15 sub			1	distribution fund			151 Highway Fund
	Mobility Impaired	4, 5			3000000				N. C.
71	Resident Building Mover	39-04-18 sub	\$25/50/75	\$0	N/A	400 - Highway tax	Yes	No Change	None
	or Well Driller Plate fee	21				distribution fund		ļ., ".	
72	Resident Factory		\$150.00	\$0	N/A	400 - Highway tax	Yes	No Change	None
	Representative				1	distribution fund		1	
	Manufacturer's Plate fee	39-04-10.1							
73	Excise Tax on Purchase	57-40.3-02; 57-	5%	\$330,851,614	N/A	400 - Highway tax	Yes	No Change	8.70% State Aid Distribution Fund;
	Price of Motor Vehicle	39.2-26.1				distribution fund			91.3% General Fund
74	Excise Tax Interest (if		1%/month	\$261	N/A	400 - Highway tax	Yes	No Change	General Fund
(\$1 17)	Submit False Motor					distribution fund			
	Vehicle Purchaser's	57-40.3.11; 57						1	
	Certificate)	40.3-10							
75	Excise Tax Penalty		5%	\$2,963	N/A	400 - Highway tax	Yes	No Change	General Fund
	(paid to either Tax		B09/85/	25 25		distribution fund		1	
	Commissioner or Director	57-40.3.11; 57			1				
	of DOT)	40.3-10							
							T	N 01	Name
76	All Terrain Vehicle	39-29-03 sub	\$5.00	\$249,065	N/A	400 - Highway tax	Yes	No Change	None

ou i	NDDOI								
	All Terrain Vehicle (off hwy veh trail tax in addition to registration)	39-29-03 sub 3; 39-29-05		\$747,195	N/A	400 - Highway tax distribution fund	Yes	No Change	Off Highway Vehicle Fund
	Snowmobile Registration fee	39-24-03 sub 2		\$56,365	N/A	400 - Highway tax distribution fund	Yes	No Change	None
	Snowmobile Registration (Trail Tax in addition to registration fee)	39-24-03 sub 2		\$507,285	N/A	400 - Highway tax distribution fund	Yes	No Change	State Snowmobile fund
80	Snowmobile Out-of-State Access Permit	39-24-04 sub 3	\$25.00	\$0	N/A	400 - Highway tax distribution fund	Yes	No Change	State Snowmobile fund
81	Motor Vehicle Dealer Initial Inspection	39-22-05.1; 39- 22-14	\$100.00	\$11,850	N/A	400 - Highway tax distribution fund	Yes	No Change	Dealer Enforcement Fund
82	Motor Vehicle Dealer Initial License Fee	05.1; 39-22-14	\$100.00	\$96,115	N/A	400 - Highway tax distribution fund	Yes	No Change	Dealer Enforcement Fund
	Motor Vehicle Dealer Annual License Fee	05.1; 39-22-14	\$100.00	\$82,120	N/A	400 - Highway tax distribution fund	Yes	No Change	Dealer Enforcement Fund
	Motor Vehicle Dealer Additional Plate fee	05.1; 39-22-17	\$20.00	\$43,775	N/A	400 - Highway tax distribution fund	Yes	No Change	Dealer Enforcement Fund
	Motor Powered Recreational Vehicle Dealer License fee	-01; 39-22.3.06	\$25.00	\$11,850	N/A	400 - Highway tax distribution fund	Yes	No Change	Dealer Enforcement Fund
86	Motor Powered Recreational Vehicle Additional Plate fee	-01; 39-22.3.06	\$10.00	\$5,615	N/A	400 - Highway tax distribution fund	Yes	No Change	Dealer Enforcement Fund
87	Operators of Motor Vehicle Display Lots Permit fee	-05.1; 39-22-22	\$50.00	\$0	N/A	400 - Highway tax distribution fund	Yes	No Change	Dealer Enforcement Fund
88	Display and Sale of Vehicles Offsite	39-22-20	\$25 In State 100 Out	\$0	N/A	400 - Highway tax distribution fund	Yes	No Change	Dealer Enforcement Fund
		39-22-20 sub 4	\$100-2,000	\$5,923	N/A	400 - Highway tax distribution fund	Yes		Dealer Enforcement Fund
	Fine for Unlicensed Motor Vehicle Dealer	-05.1; 39-22-14	\$100-2,000	\$2,000	N/A	400 - Highway tax distribution fund	Yes		Dealer Enforcement Fund
	Fee for Late Renewal of Dealer License	-05.1; 39-22-18	\$100.00	\$4,400	N/A	400 - Highway tax distribution fund	Yes	No Change	Dealer Enforcement Fund
	Penalty for Selling Vehicles Without a Franchise	-05.1; 39-22-16	\$250-500	\$500	N/A	400 - Highway tax distribution fund	Yes	No Change	Dealer Enforcement Fund
	Moving Location	39-22-15 sub 4	\$100-200	\$0	N/A	400 - Highway tax distribution fund	Yes	No Change	Dealer Enforcement Fund
94	Violation for Dealer Motor Vehicle Lot - Location	-05.1; 39-22-06	\$100-2,000	\$0	N/A	400 - Highway tax distribution fund	Yes	No Change	Dealer Enforcement Fund

801	NDDOT								
	Penalty for Misuse of Dealer Plates	05.1; 39-22-17	\$100-2,000	\$100	N/A	400 - Highway tax distribution fund	Yes		Dealer Enforcement Fund
	Late fee to Renew Trailer Dealer	9-22.1-01 sub 2	\$100.00	\$0	N/A	400 - Highway tax distribution fund	Yes	No Change	Dealer Enforcement Fund
	Low Speed Vehicle Dealer Plate fee	39-29.1-04	\$20.00	\$40	N/A	400 - Highway tax distribution fund	Yes	No Change	None
		39-22.1-01; 39- 22.1-02.1	\$30.00	\$21,300	N/A	400 - Highway tax distribution fund	Yes	No Change	None
99		39-22.1-01; 39 22.1-02.1	\$10.00	\$7,855	N/A	400 - Highway tax distribution fund	Yes	No Change	None
	International Fuel Tax Agreement Fees	57-43.1-44	Based on Miles	(\$12,038,246)	N/A	400 - Highway tax distribution fund	Yes	No Change	Fees Federally Mandated
101	International Fuel Tax Agreement Decal	57-43.1-44	\$1.00	\$4,153	N/A	400 - Highway tax distribution fund	Yes	No Change	None
102	International Fuel Tax Agreement Decal Renewal	57-43.1-44	\$1.00	\$190,295	N/A	400 - Highway tax distribution fund	Yes	No Change	None
103	International Fuel Tax Agreement Duplicate Decal	57-43.1-44	\$1.00	\$549	N/A	400 - Highway tax distribution fund	Yes	No Change	None
104	International Registration Plan - ND Base State Carriers	39-19-04	See Fee	\$12,140,394	N/A	400 - Highway tax distribution fund	Yes	No Change	Fees Federally Mandated
105	International Registration Plan - Other States	39-19-04	See Fee Schedule	\$16,188,235	N/A	400 - Highway tax distribution fund	Yes	No Change	
106	International Registration Plan - Clearinghouse Revenue	39-19-04	See Fee	\$6,126,290	N/A	400 - Highway tax distribution fund	Yes	No Change	None
107	Unified Carrier Registration System - ND	39-19-06	See Fee Schedule	\$1,155,292	N/A	400 - Highway tax distribution fund	Yes	No Change	Fees Federally Mandated
108	Unified Carrier Registration System - Other States	39-19-06	See Fee Schedule	\$2,865,574	N/A	400 - Highway tax distribution fund	Yes	No Change	Fees Federally Mandated
109	Transporter License Plate and Registration Card fee	39-04-44.1	\$65.00	\$6,240	N/A	400 - Highway tax distribution fund	Yes	No Change	
110	Farm Truck Registration	39-04-39; 39 04-19 sub 5	See Fee	\$12,454,335	N/A	400 - Highway tax distribution fund	Yes		40% ETHANOL Prod. Incentive; 60% Highway Tax Distribution Fund
111	Trailer, Semitrailer and Farm Trailer Plates (up to 6 years)	39-04-19 sub 4; 39-04-12 sub 2	\$20.00	\$898,320	N/A	400 - Highway tax distribution fund	Yes	No Change	None
112	Trailers not required to be registered - identification plate fee		\$5.00	\$7,840	N/A	400 - Highway tax distribution fund	Yes	No Change	None
113	Special Number Plate for farm vehicles	39-04-10.	\$0.00	\$0	N/A	400 - Highway tax distribution fund	Yes	No Change	None

	NDDOT							The state of the s	
	Mobile Home and Manufactured Home Dealer License fee	39-18-01 sub 2; 39-18-02.1		\$8,015	N/A	400 - Highway tax distribution fund	Yes	No Change	
115	Mobile Home and Manufactured Home Additional Dealer Plate fee	39-18-01 sub 5; 39-18-02.1	\$10.00	\$1,645	N/A	400 - Highway tax distribution fund	Yes	No Change	None
116	Park Model Trailer fee (Registered as a Travel Trailer)	39-18-03.2	\$20.00	\$80	N/A	400 - Highway tax distribution fund	Yes	No Change	
117	Custom Combining Operations Permit	39-04-19 sub 6; 39-04-18 sub 2 h	\$50 Non- res	\$0	N/A	400 - Highway tax distribution fund	Yes	No Change	
3,7	Truck or Trailer Demo Permit used by Motor Vehicle and Trailer Dealers	39-04-21	\$50.00	\$365	N/A	400 - Highway tax distribution fund	Yes	No Change	None
	Transfer of a Household Goods Carrier Initial Permit fee	39-31-12; 39- 31-15	\$100.00	\$200	N/A	400 - Highway tax distribution fund	Yes	No Change	
120	Maintaining a Household Goods Carrier Permit Annual fee	39-31-12; 39- 31-15	\$35.00	\$875	N/A	400 - Highway tax distribution fund	Yes	No Change	None
121	Request for Motor Vehicle Information.	39-02-05	\$3.00	\$4,768	N/A	400 - Highway tax distribution fund	Yes	No Change	None
	Non-Sufficient Funds Penalty	39-04-06	\$20.00	\$15,000	N/A	400 - Highway tax distribution fund	Yes	No Change	None
123	Non-Sufficient Funds Penalty for checks exceeding \$1,000	39-04-06	1%	\$0	N/A	400 - Highway tax distribution fund	Yes	No Change	None
124	Unsatisfied Judgment fee	26.1-23-03	\$1.00	\$2,160	N/A	372 - Insurance recovery fund	Yes	No Change	Repealed in 68th Legislative session
125	State Fleet Rates	24-02-03.3	N/A	¢77 020 750	N/A	700 - Fleet services fund	Yes	No Change	Our rate structure is revenue neutral so our cost to adminster is equal to our collections.
_	State Fieet Rates	24-02-03.3		\$77,030,758				1	
Tota	ls			\$635,468,344					



Appendix C

New FTE Approved for 2023-25 Biennium

Title	Date Filled	The same of the sa	Special d Amount	Special Funds Amount Requested and Approved
IFTA IRP Auditor	07/01/23		207,498.00	207,498.00
IFTA IRP Auditor	07/01/23		207,498.00	207,498.00
Transportation Technician II	07/17/23		135,710.57	135,710.57
Account Budget Spec II	08/01/23		238,000.00	238,000.00
Transportation Technician II	08/01/23		135,710.57	135,710.57
Transportation Technician II	08/01/23		135,710.57	135,710.57
Transportation Technician I	08/01/23		135,710.57	135,710.57
IFTA IRP Auditor	08/16/23		207,498.00	207,498.00
Driver License Examiner I	08/16/23		249,992.00	152,024.44
Driver License Examiner I	08/16/23		249,992.00	152,024.44
Transportation Technician II	08/16/23		135,710.57	135,710.57
Purchasing Agent I	09/01/23		209,000.00	209,000.00
Transportation Engineer III	09/18/23		207,498.00	207,498.00
IFTA IRP Auditor	09/18/23		207,498.00	207,498.00
Transportation Engineer II	10/02/23		207,498.00	207,498.00
Transportation Technician II	10/16/23		135,714.00	135,714.00
Assistant CFO	01/16/24		268,000.00	268,000.00
Transportation Technician II	02/16/24		135,710.57	135,710.57
Transportation Technician II	03/01/24		135,710.57	135,710.57
		\$	3,545,659.99	\$ 3,349,724.87

1000	timated Cost months	Estimated Shortfall 24 months			
\$	238,894.50	\$	(31,396.50)		
\$	238,894.50	\$	(31,396.50)		
\$	186,927.00	\$	(51,216.43)		
\$	254,124.00	\$	(16,124.00)		
\$	186,927.00	\$	(51,216.43)		
\$	186,927.00	\$	(51,216.43)		
\$	186,927.00	\$	(51,216.43)		
\$	238,894.50	\$	(31,396.50)		
\$	161,947.50	\$	(9,923.06)		
\$	161,947.50	\$	(9,923.06)		
\$	186,927.00	\$	(51,216.43)		
\$	227,994.00	\$	(18,994.00)		
\$	279,747.00	\$	(72,249.00)		
\$	238,894.50	\$	(31,396.50)		
\$	279,747.00	\$	(72,249.00)		
\$	186,927.00	\$	(51,213.00)		
\$	375,219.00	\$	(107,219.00)		
\$	218,751.00	\$	(83,040.43)		
\$	208,338.00	\$	(72,627.43)		
\$	4,244,955.00	\$	(895,230.13)		

Other FTE Requests

SB 2015 Section 22 #2d

As requested by the department of transportation, the sum of up to \$7,400,000 forsalaries and wages funding needs.

Agency Pool Totals

80100	General Funds	Other Funds
Beginning FTE Pool Amt	\$0.00	\$13,595,228.00
Approved Requests	\$0.00	\$10,749,724.87
Pending Requests	\$0.00	\$0.00
Remaining FTE Pool Amount	\$0.00	\$2,845,503.13



Appendix D

Agency Vacancy Saving Worksheet

Business Unit number:	80100
Business Unit name:	Department of Transportation
Reporting Period	July 1, 2023 thru Nov 30, 2024
	Cumulative Total thru November 30, 2024
Est. Vacancy Savings	2,234,359
Use of vacant position saving	js:
Accrued Leave Payouts	725,716
Extra Salary Increases	~
Bonuses	489,000
Incentive/location Pay	731,759
Reclassifications	-
Extra Temporary salary Funding	(4)
Extra Overtime Funding	w
Other (identify)	e
Total	287,884

Senate Bill No. 2012 - DOT - Detail of Funding Items

Undesignated Eq.	ui	pn	nent
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Highway 85 equipment	\$300,000
Snowblower	4,000,000
Engineering equipment	472,000
Pavement van	1,100,000
Total	\$5,872,000
Increased maintenance costs	
Increased maintenance	\$3,000,000
Contractor payments	6,842,212

\$9,842,212

2025 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Brynhild Haugland Room, State Capitol

SB 2012 3/18/2025

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; relating to funds invested by the state investment board, the flexible transportation fund, the state rail fund, and motor vehicle excise tax collections; relating to legacy fund definitions and a legacy earnings fund; to provide a continuing appropriation; to provide an effective date; and to provide an exemption.

2:31 p.m. Chairman Monson opened the meeting.

Members Present: Chairman Monson, Vice Chair Brandenburg, Representatives: Bosch, Fisher, Meier, Pyle.

Members Absent: Representative Kempenich

Discussion Topics:

- Legacy Earnings
- Flex funding
- IT costs and funding
- Rotary Snowblowers for NDDOT
- Fleet rates and vehicle purchases
- Facility Improvements for NDDOT
- Digital Driver's License
- Walking Trail Grant
- Railroad Programs
- Pavement Management Van

2:32 p.m. Mike Gerhart, Deputy Director for Administration, North Dakota Department of Transportation, testified in favor and referenced testimony #42868.

2:55 p.m. Ron Henke, Director, North Dakota Department of Transportation, testified in favor and submitted testimony #42869 and #42871.

3:35 p.m. Robin Rehborg, Deputy Director of Driver's Safety, North Dakota Department of Transportation, testified in favor.

Additional written testimony:

Brady Larson, Fiscal Analyst, Legislative Council, submitted neutral testimony #42868 and #42887.

4:18 p.m. Chairman Monson adjourned the meeting.

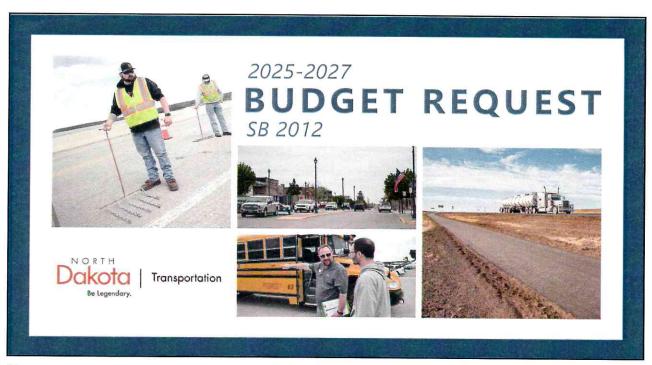
Madaline Cooper, Committee Clerk

Department of Transportation - Budget No. 801 Legislative Council Agency Worksheet - Senate Bill No. 2012

	Armstrong Executive Budget				Senate Version			Senate Compared to Executive Budget				
	-			11/2/18/2010 201		Similar Volcion			3	enate Compare	d to Executive Bu	ıdget
	FTE General		eral Other		FTE	General	Other		Increase (Decrease) FTE General Other			
2025-27 Biennium Base Level	1,001.00	Fund \$0	Funds	Total	Positions	Fund	Funds	Total	Positions	General Fund	Other Funds	Total
2025-27 Ongoing Funding Changes	1,001.00	\$0	\$1,749,752,645	\$1,749,752,645	1,001.00	\$0	\$1,749,752,645	\$1,749,752,645	0.00	\$0	\$0	\$(
Base budget adjustments and reductions	17										*-	
Salary increase			(\$21,621,679				(\$21,621,679)	(\$21,621,679)				-
Health insurance increase			8,694,284	0,001,001			8,694,284	8,694,284				\$(
Restore 23-25 new FTE funding pool			5,889,434				5,889,434	5,889,434				
Postore 23 25 yearst ETE funding pool			3,545,684	3,545,684			3,545,684	3,545,684				(
Restore 23-25 vacant FTE funding pool			14,863,018	14,863,018			14,863,018	14,863,018				
Transfer to 25-27 new and vacant FTE pool				0			(5,526,520)				(0.5. 50.0. 50.0.)	(
Estimated federal funds increase			406,821,876	406,821,876			406,821,876	406,821,876			(\$5,526,520)	(5,526,520
Additional flexible fund authority				0			218,600,000	218,600,000				C
Data management program			451,898	451,898			451,898	451,898			218,600,000	218,600,000
Bridge load rating coordinator	1.00		249,997	249,997	1.00		249,997	249,997				0
US Highway 85 staffing and equipment	2.00		1,006,006	1,006,006	1.00		203,003		(4.00)			0
Local government assistance position	1.00		249,997	249,997	1.00		249,997	203,003	(1.00)		(803,003)	(803,003
Local funds match authority			3,800,000	3,800,000	1.00			249,997				0
Increased roadway maintenance costs			3,000,000				3,800,000	3,800,000				0
Major equipment funding			2,000,000	2,000,000				0			(3,000,000)	(3,000,000
Increased district contractor payments			6,842,212	6,842,212				0			(2,000,000)	(2,000,000
Increased information technology operating funds			4,022,016	4,022,016	-			0			(6,842,212)	(6,842,212
Rotary snowblower replacements			4,000,000	4,000,000			4,022,016	4,022,016				0
Engineering equipment replacement			472,000	472,000				0			(4,000,000)	(4,000,000)
Increased state fleet operating costs			17,500,000					0			(472,000)	(472,000)
Total ongoing funding changes	4.00	\$0		17,500,000	- SWEWE		12,500,000	12,500,000			(5,000,000)	(5,000,000)
One-Time Funding Items	4.00	φu	\$461,786,743	\$461,786,743	3.00	\$0	\$652,743,008	\$652,743,008	(1.00)	\$0	\$190,956,265	\$190,956,265
Facility improvements			05.000.000									
Appointment system upgrade			\$5,970,000	\$5,970,000			\$5,970,000	\$5,970,000				\$0
Inventory tracking system			3,000,000	3,000,000			3,000,000	3,000,000				0
Federal formula funds match (SIIF)			350,000	350,000			350,000	350,000				0
Federal discretionary funds match (SIIF)			171,300,000	171,300,000			171,300,000	171,300,000				0
Pavement management van (SIIF)			85,000,000	85,000,000				0			(\$85,000,000)	(85,000,000)
Walking trail grant			1,100,000	1,100,000				0			(1,100,000)	(1,100,000)
Increased maintenance costs	-			0			100,000	100,000			100,000	100,000
Undesignated equipment				0			9,842,212	9,842,212			9,842,212	
Highway 85 projects (SIIF)				0			5,872,000	5,872,000			5,872,000	9,842,212
				0			100,000,000	100,000,000				5,872,000
Total one-time funding changes	0.00	\$0	\$266,720,000	\$266,720,000	0.00	\$0	\$296,434,212	\$296,434,212	0.00	-	100,000,000	100,000,000
otal Changes to Base Level Funding	4.00	\$0	\$728,506,743	\$728,506,743	3.00	\$0	\$949,177,220			\$0	\$29,714,212	\$29,714,212
025-27 Total Funding	1,005.00	\$0	\$2,478,259,388					\$949,177,220	(1.00)	\$0	\$220,670,477	\$220,670,477
Federal funds included in other funds	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		\$1,327,784,911	94,470,209,388	1,004.00		\$2,698,929,865 \$1,327,169,868	\$2,698,929,865	(1.00)	\$0	\$220,670,477	\$220,670,477
Table 1 2 C 2							- , , , , , , , , , , , , , , , , , , ,				(\$615,043)	
Total ongoing changes - Percentage of base level	0.4%	N/A	26.4%	26.4%	0.3%	N/A	27 20/	07.00/	****	222.24		
Total changes - Percentage of base level	0.4%	N/A	41.6%	41.6%	0.3%	N/A N/A	37.3%	37.3%	N/A	N/A	N/A	N/A
		*/************************************	11.070	71.070	0.376	IVA	54.2%	54.2%	N/A	N/A	N/A	N/A

Other Sections in Department of Transportation - Budget No. 801

Section Description	Armstrong Executive Budget	Senate Version	
New and vacant FTE pool		Section 3 designates the use of funds from the new and vacant FTE pool line item.	
Line item transfers		Section 4 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.	
Strategic investment and improvements fund		Section 5 identifies the use of the strategic investment and improvements fund to match federal highway funding and for a highway 85 project.	
Legacy earnings fund		Section 6, 7, 10, 11, and 13 provide for adjustments to the legacy earnings fund including the transfer of one percent of legacy fund earnings to the flexible transportation fund.	
Flexible transportation fund		Section 8 provides for the designation of uses of the flexible transportation fund.	AV.
State rail fund		Section 9 provides continuing appropriation authority from the state rail fund.	
Motor vehicle excise tax		Section 12 provides for all motor vehicle excise taxes after allocations for other purposes to be deposited in the flexible transportation fund. Section 17 provides an effective date for the deposits.	
Highway 85 environmental impact statement		Section 14 directs DOT to complete the remaining environmental impact statement process for portions of the Theodore Roosevelt Expressway that are not four lanes.	
Rest area agreement		Section 15 directs DOT to review options to enter agreements regarding the operation and upgrades to the Painted Canyon visitor center.	
Carryover exemptions		Section 16 authorizes the carryover of various prior biennium appropriations.	





SB 2012 EXISTING SECTION

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 when it is cost-effective for construction and maintenance of highways. The department of transportation shall notify the office of management and budget of any transfers made pursuant to this section.

SB 2012 REQUESTED AMENDMENTS

STRATEGIC INVESTMENT AND IMPROVEMENTS FUND.

The estimated income and the capital assets line items in section 1 of this Act include the sum of \$257,400,000 from the strategic investment and improvements fund for the following purposes:

- 1. The sum of \$171,300,000 for matching federal highway formula funding for transportation infrastructure projects;
- 2. The sum of \$85,000,000 for matching federal highway discretionary funding for transportation infrastructure projects;
- 3. The sum of \$1,100,000 for replacement of the pavement management van.

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REQUESTED AMENDMENTS CONT.

UNEXPENDED APPROPRIATIONS.

The following sections are not subject to the provisions of section 54-44.1-11 and may continue into the 2025 – 2027 biennium:

- 1. The remaining \$14,147,246 of the \$100,000,000 appropriated from special funds for the purpose of road and bridge construction projects in section 13, subsections 2 of chapter 15 of the 2021 Session Laws.
- 2. The remaining \$11,697,962 of the \$317,000,000 appropriated from federal funds for state, county, and township road and bridge projects in section 7 of chapter 548 of the 2021 Session Laws. *Will be expended by Dec. 2026.
- 3. The remaining \$4,478,557 of the \$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.

REQUESTED AMENDMENTS - UNEXPENDED APPROPRIATIONS CONT.

- 4. The remaining \$12,080,513 of the \$13,660,000 appropriated from special funds for information technology projects in section 1 of chapter 40 of the 2021 Session Laws and the remaining \$8,448,243 of the additional \$9,125,000 appropriated from the general fund in the operating expenses line item relating to information technology projects in section 1 of chapter 12 of the 2023 Session Laws.
- 5. The remaining \$2,151,245 of the \$2,500,000 appropriated from special funds to match funding from the state of Minnesota and other sources for studies, preliminary engineering, and environmental studies to address northern Red River valley infrastructure affected by flooding; and the remaining \$2,368,407 of the \$5,000,000 appropriated from special funds for an environmental study of a portion of United States Highway 52, in section 1 of chapter 12 of the 2023 Session Laws.
- 6. The sum of \$757,000 included in the deferred maintenance funding pool line item and transferred to the department of transportation pursuant to chapter 47, section 15 of the 2023 session laws.
- 7. The sum of \$162,000,000 appropriated from special funds for Flexible Transportation Fund projects in section 1 of chapter 12 of the 2023 Session Laws.

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REQUESTED AMENDMENTS CONT.

AMENDMENT. 49-17.1-05. of the North Dakota Century Code is amended and reenacted as follows:

49-17.1-05. SUBSIDY OF RAILWAY LINES – CONTINUING APPROPRIATION. The department, with the approval of the commission, may provide financial assistance, within the limits of funds appropriated by the legislative assembly, for the continuation of operations and maintenance of any railroad within the state, as provided for in the Railroad Revitalization and Regulatory Reform Act of 1976 [Pub. L. 94-210; 90 Stat. 149; 49 U.S.C. 1651 et seq.], or other relevant federal legislation. Moneys in the state rail fund are appropriated to the department of transportation on a continuing basis for distributions authorized under this section. The department or the commission may act as the agent in cooperation with the federal government, any local or regional transportation authority, local governmental units, any group of rail users, or any person in any rail service assistance program.

MISCELLANEOUS EXPENSES FOR NDDOT FACILITIES. The NDDOT may expend funds for basic workspace appliances limited to coffee makers, microwaves and refrigerators.

REQUESTED AMENDMENTS CONT.

SB 2012 ADDITIONAL REQUESTS FOR THE EXECUTIVE BUDGET

LOAN AUTHORIZATION - HIGHWAY IMPROVEMENT PROJECTS.

The department of transportation may borrow from the Bank of North Dakota, \$55,000,000, or so much of the sum as may be necessary, which is hereby appropriated to the department of transportation in the capital assets line item in section 1 of this Act for matching a federal grant that has been awarded to the department of transportation for construction on US Highway 85, for the biennium beginning July 1, 2025, and ending June 30, 2027. The department of transportation shall request from the seventieth legislative assembly an appropriation to repay any outstanding loans authorized in this section.

If approved, capital improvements line item should be increased by \$55M.

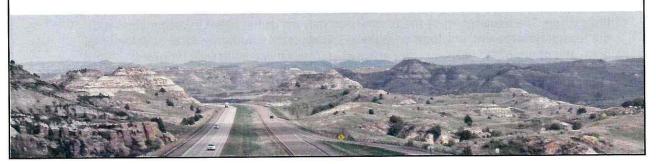
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REQUESTED AMENDMENTS CONT.

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, 2025, and ending June 30, 2027.



PAVEMENT MANAGEMENT VAN

- NDDOT uses data to manage \$19B of pavements entrusted to us
- Required to provide data to the federal government.
- Information collected (currently 10 elements in total):
 Ride Measurement of road smoothness.

Rutting - Depression or groove worn into a road.

Faulting - Difference in elevation across a joint or crack.

Cracking - Variety of pavement distresses that occur.

Images - Front-facing and down-facing of the pavement.

Profiles - Pitch, roll, and heading provide various road angles.

GPS - Every piece of data is tied to a real-world location.





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PAVEMENT MANAGEMENT VAN

BENEFITS:

- Al-based automatic crack detection & measurement.
- HD Cameras: Perspective 2D & 3D pavement.
- Multiple Lasers: Measuring ride, rut, cracking and other surface distress.
- Computers: 4 instrumentation in rear, 1 operator terminal.

WHY IT MATTERS:

Preventative maintenance of roads is more efficient than replacement. The information collected enables us to make data-driven investment decisions that help us prioritize effectively and ensure optimal use of taxpayer dollars.







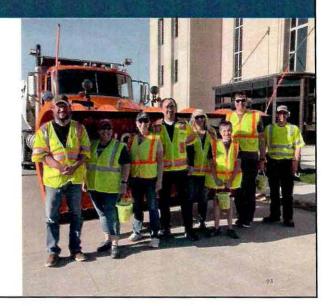


MAIN REVENUE STREAMS	Dakota Transportation
Federal Funds	\$1.327B
Highway Tax Distribution Fund	\$317.6M
SIIF Funding	\$257.4M
Flexible Transportation Fund	\$171.5M
State Fleet Reimbursements	\$100.3M
License Fees & Permits	\$93.7M
Other Revenue	\$79.3M
Local Government Reimbursements	\$73.6M
Legacy Earnings Highway Distribution Fund	\$60.0M 92

SALARIES & WAGES | \$255,084,191

INCLUDES:

- 1,005 FTEs
- 3% 2025 / 3% 2026
 Performance-Based
 increases
- Health Insurance Includes continued coverage for all FTEs





CAPITAL IMPROVEMENTS | \$1,721,189,617 Road & Bridge Construction \$1.6B Buildings & Grounds \$15.5M Large Equipment \$15.7M

GRANTS | \$109,140,458

INCLUDES GRANTS FOR:

- Counties
- Cities
- Townships
- Transit Providers



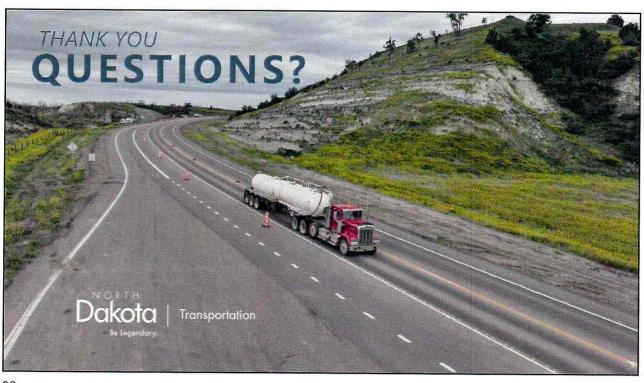






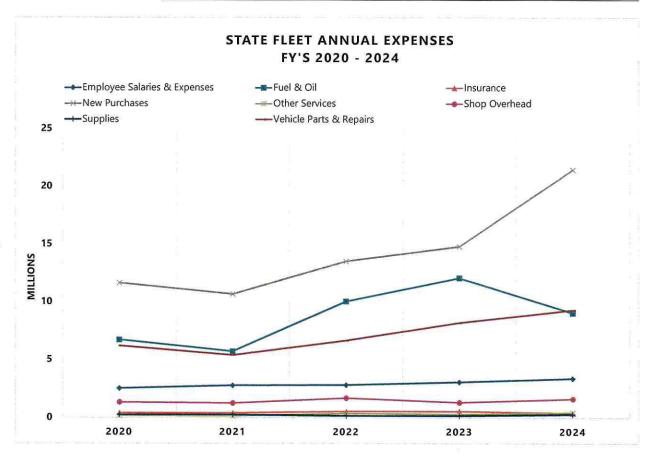
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Driver & Vehicle Services Appointment System \$3.0M Barcoding Software \$350,000 NORTH Dakota Transportation So togendary Transportation Nemo-Q is an approved NDDOT vendor. Welcome to the NDDOT's Driver License/Motor Vehicle Scheduler. To book an appointment, make a selection from the drop down, then click "Book an appointment". If you already have an existing appointment, you can also reschedule, as well as cancel it.





State Fleet Expenditures by Fiscal Year						
Category	2020	2021	2022	2023	2024	Total
Employee Salaries & Expenses	2,538,499.78	2,784,732.46	2,830,133.94	3,066,040.74	3,392,223.09	14,611,630.01
Fuel & Oil	6,724,235.77	5,719,577.15	10,040,124.98	12,065,284.40	9,055,802.70	43,605,025.00
Insurance	416,117.48	414,774.54	532,074.27	559,049.03	404,285.35	2,326,300.67
New Purchases	11,638,123.40	10,672,920.10	13,528,557.83	14,810,946.14	21,473,069.40	72,123,616.87
Other Services	309,749.03	301,694.13	376,368.36	394,300.05	443,916.87	1,826,028.44
Shop Overhead	1,330,089.56	1,254,054.62	1,692,903.67	1,312,175.61	1,625,027.57	7,214,251.03
Supplies	111,752.90	89,126.98	139,449.27	144,349.11	275,423.93	727,990.19
Vehicle Parts & Repairs	6,189,512.98	5,392,904.44	6,650,827.16	8,190,995.51	9,304,464.72	35,728,704.81
Grand Total	29,260,100.90	26,631,805.42	35,792,461.48	40,545,163.59	45,976,237.63	178,163,547.02



NORTH DAKOTA DEPARTMENT OF TRANSPORTATION STATE FLEET SERVICES

LICENSED MOTOR VEHICLES DEPRECIATION SCHEDULE

October 1, 2023

DESCRIPTION	GROUP NO.	LIFE IN MONTHS	SALVAGE PERCENT	
Mini-Passenger Van	1	84	E LANGE HOLDER	
Sedan/Wagon	2		40	
Light Pickup/Cargo Van/Full-Size Utility		60	45	
Heavy Pickup/ Van/Full-Size Utility	3	96	40	
Highway Patrol	4	84	45	
Game and Fish Enforcement	7	60	35	
Regulatory Enforcement	8	48	55	
Facility Service Vehicle	9	48	60	
Compact Utility/All	12	144	35	
Miscellaneous Truck/Mid-Size Bus	13	72	40	
Distributor Distributor	18	144	10	
Sign Truck/Garbage Truck	19	240	20	
Tandem Axle Truck/All	20	180	10	
Truck Tractor	22	180	15	
	23	180	20	
Rotary Snowplow	24	420	15	
Medical SIM Unit	25	144	nvers:	
Water Well Drill Truck	27	378	25	
Bridge Aerial Lift	28	180	10	
Lineworker Truck	29		15	
Fuel Truck	31	240	15	
Orill Truck		180	10	
	32	240	10	

	Cra	shes Involving	Drivers Age 1 2019-202		Severity	
	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Apparent Injury	Total
2019	1	10	48	55	1,001	1,115
2020	0	3	36	37	625	7,701
2021	0	4	53	40	852	949
2022	11	7	51	35	964	1,058
2023	0	6	66	30	826	928
Total	2	30	254	197	4,268	4,751

Source: TraCS 2019-2023 03/13/2024

	Cra	ashes Involving	Drivers Age 1 2019-202		Severity	
	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Apparent Injury	Total
2019	0	10	95	95	1,881	2,081
2020	2	9	77	51	1,165	1,304
2021	5	11	105	73	1,233	1,427
2022	4	13	102	63	1,380	1,562
2023	4	18	97	67	1,246	1,432
Total	15	61	476	349	6,905	7,806

Source: TraCS 2019-2023 03/13/2024

Senate Bill No. 2012 - DOT - Detail of Funding Items

Undesignated	Equipment
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Highway 85 equipment	\$300,000		
Snowblowers	4,000,000 472,000 1,100,000		
Engineering equipment			
Pavement van			
Total	\$5,872,000		
Increased maintenance costs			
Increased maintenance	\$3,000,000		
District contractor payments	6,842,212		

\$9,842,212

2025 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Brynhild Haugland Room, State Capitol

SB 2012 3/25/2025

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; relating to funds invested by the state investment board, the flexible transportation fund, the state rail fund, and motor vehicle excise tax collections; relating to legacy fund definitions and a legacy earnings fund; to provide a continuing appropriation; to provide an effective date; and to provide an exemption.

8:35 a.m. Chairman Monson called the meeting to order.

Members Present: Chairman Monson, Vice Chair Brandenburg, Representatives: Bosch, Fisher, Kempenich, Meier, Pyle.

Discussion Topics:

- Department of Transportation's IT
- Procurement Process of NDIT for NDOT
- Automative Vehicle Location (AVL)
- Traffic Monitoring Project
- Door Security System
- Capital Improvement Plan for facilities
- Revolving Loan Fund
- Flex funding
- Township and County needs
- Bonding Funds
- Federal Funding Matches
- Airplanes for DOT and replacements

8:36 a.m. Ron Henke, Director, North Dakota Department of Transportation, testified in favor and submitted testimony #43723 and #43730.

8:41 a.m. Greg Hoffman, Deputy CIO, North Dakota Information Technology Department, answered questions for the committee.

9:09 a.m. Representative Bosch referenced the previous long sheet #42868.

9:14 a.m. Nick Phillips, Executive Vice President of Internal Affairs, Applied Digital, testified in favor.

9:21 a.m. Representative Bosch explained proposed amendment #43725.

9:27 a.m. Representative Brandenburg presented testimony from Brady Larson, Fiscal

Analyst, Legislative Council, #43712 and #43713.

10:00 a.m. Chairman Monson recessed the meeting.

House Appropriations - Government Operations Division SB 2012 03/25/25 Page 2

10:12 a.m. Chairman Monson reconvened the meeting.

10:12 a.m. Representative Monson referenced testimony from Brady Larson, Fiscal Analyst, Legislative Council, #42743.

10:14 a.m. Representative Brandenburg reviewed the previous long sheet #42868.

10:40 a.m. Robin Rehborg, Deputy of Driver's Safety, North Dakota Department of Transportation, answered questions for the committee.

11:20 a.m. Ron Henke, Director, North Dakota Department of Transportation, discussed possible amendments to replace airplanes.

Additional written testimony:

Genny Dienstmann, Director of Operations, ND Association of Counties, submitted testimony in favor #43523.

11:32 a.m. Chairman Monson closed the meeting.

Madaline Cooper, Committee Clerk

Testimony Prepared for:

House Appropriations Committee

Government Operations Division

March 23, 2025

By: Genny Dienstmann, NDACo



RE: Support of SB 2012 ND Dept of Transportation Budget Bill

Chairman Monson and committee members, thank you for the opportunity to provide testimony in support of SB 2012. I'm Genny Dienstmann with the ND Association of Counties and in my role, I also serve as Executive Director of the ND Association of County Engineers and Highway Superintendents.

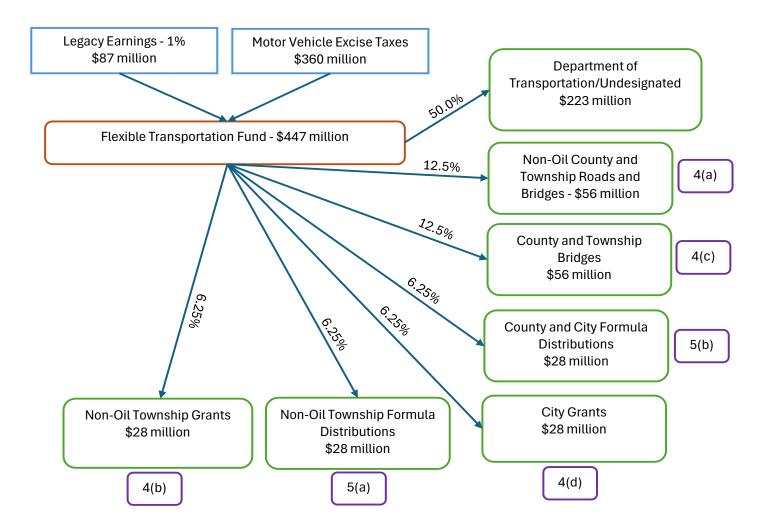
Infrastructure needs across our state are vast and costs associated with these needs continue to grow. Counties support NDDOT's philosophy that we are one transportation system and need to work together to build a safe traveling network for all users. Rural infrastructure is a key component in our transportation system in moving commodities from farm-to-market to providing safe roads and bridges to our local residents and traveling public.

SB 2012 includes critical funding options for all levels of government. Counties support incorporating infrastructure funding bills SB 2142, SB 2151 and SB 2372 into the NDDOT budget, and support the distribution options for these funding sources. These funds will provide counties, townships and cities the needed long term, secure funding solutions to better plan and prioritize future transportation projects and help maintain our highway and bridge networks.

We also know that property tax relief and reform is a major priority for this legislative session and if local governments have limits on property tax growth, these dedicated funding sources will be vital in moving forward local infrastructure plans.

Chairman Monson and committee members, thank you for your consideration of this needed investment in our transportation infrastructure included in SB 2012.

Proposed Flexible Transportation Fund Allocations - Senate Version



Note: The purple boxes identify subsections and subdivisions of Section 8 of Senate Bill No. 2012.

Engrossed Senate Bill No. 2012 - Section 8 Flexible Transportation Fund Grants and Distributions

4(a)

Non-Oil County and Township Roads and Bridges

 Twelve and one-half percent of state funds deposited in the fund must be allocated by the director to non-oil-producing counties for projects or grants for the benefit of counties and organized and unorganized townships for the maintenance and improvement of county and township paved and unpaved roads and bridges.

4(b)

Non-Oil Township Grants

 Six and one-quarter percent of state funds deposited in the fund must be allocated by the director for grants to eligible townships located in non-oil-producing counties for road and bridge repair and replacement projects with priority given for road graveling projects.

4(c)

County and Township Bridges

- Twelve and one-half percent of state funds deposited in the fund must be allocated by the director for grants to eligible counties for bridge repair and replacement projects. Grants provided under this subdivision must:
 - (1) Give priority to projects based on the number of bridge needs for each county as identified in the most recent data available from the department's bridge condition assessment inventory.
 - (2) Give priority to projects that include the permanent closure and removal of a different bridge in the same county.
 - (3) Require counties to provide matching funds equal to ten percent of total project costs except for projects that include the permanent closure and removal of a different bridge in the same county.

4(d)

City Grants

• Six and one-quarter percent of state funds deposited in the fund must be allocated by the director for grants to eligible cities for road and bridge repair and replacement projects.

4(e)

Grant Criteria and Priority

• The director shall establish criteria to distribute the funds under this subsection. Priority must be given to projects that match federal or private funds and to projects that improve roadways that serve as local corridors. Priority for organized township road projects must be given to projects located in townships that levy at least eighteen mills for general purposes and have a general fund balance of less than one hundred thousand dollars as of December thirty-first of the prior year.

Engrossed Senate Bill No. 2012 - Section 8 Flexible Transportation Fund Grants and Distributions

5(a)

Non-Oil Township Formula Distributions

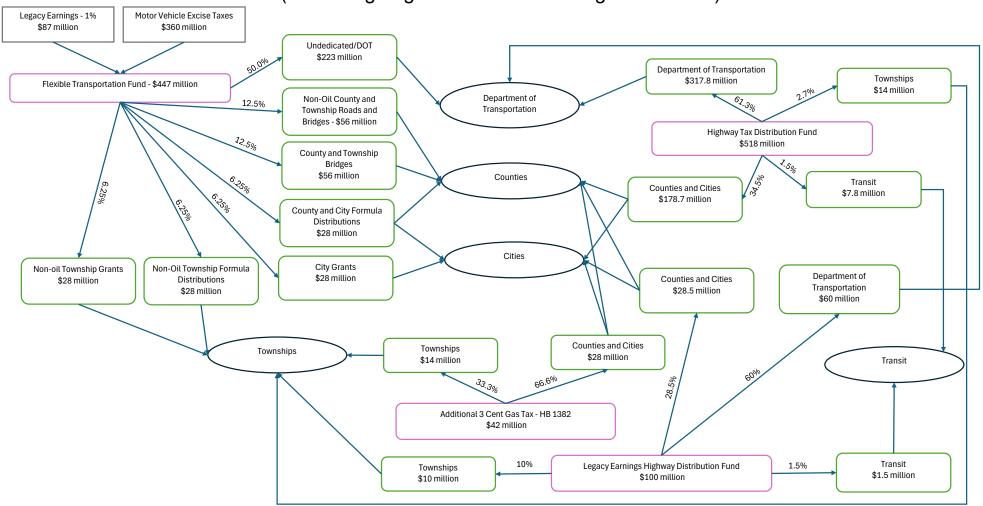
• Six and one-quarter percent Six and one-quarter percent of state funds deposited in the fund must be distributed to non-oil-producing counties for the benefit of organized and unorganized township road needs using the distribution method in section 54-27-19.4. To receive an allocation under this subdivision, an organized township must levy at least eighteen mills for general purposes and have a general fund balance of less than one hundred thousand dollars as of December thirty-first of the prior year.

5(b)

County and City Formula Distributions

• Six and one-quarter percent of state funds deposited in the fund must be distributed to counties and cities using the formula established in subsection 4 of section 54-27-19.

Major Transportation Funding Sources - 2025-27 Biennium (Reflecting Legislative Action Through Crossover)





IT Projects

2021-2023 & 2023-2025 Bienniums

Legislative Investment: The investment allocation from the legislature for all NDDOT's IT projects was \$13.6 million special funds during the 2021 Session Laws and \$9.1 million general funds during the 2023 Session Laws.

OVERVIEW

ROADWAY INFORMATION MANAGEMENT SYSTEM (RIMS) REWRITE PROJECT

The Roadway Information Management System (RIMS), Statewide Transportation Improvement Program (STIP) Process System, Preliminary and Construction Engineering Reports (PACER), and Construction Automated Records System (CARS), are the central hub for data and are critical to NDDOT day to day operations. It will also add a Materials Management System (MMS) to work in concert with the CARS replacement.

COST SUMMARY

- Legislative Authority \$15,910,000
 - o \$9,660,000 in Special Funds and \$6,250,000 in General Funds
- Expended thru February 2025 \$1,128,923.20
- Est. cost to complete all projects \$14,781,076.80

Business Process Modeling - Complete

Completed: March 2023 | Cost: \$381,000

Roadway Capital Planning and Project Master System (CPPMS) - Under Contract

Est. completion: June 20, 2025 | Cost: \$1,145,919.50 | Est. spent: \$512,714.65

Est. cost to complete: \$633,205

Transportation Infrastructure Preconstruction System (TIPS) - Under Contract

Est. completion: May 21, 2026 | Cost: \$1,070,913 | Est. spent: \$235,208.55

Est. cost to complete: \$835,705

Transportation Project Management System (TPMS) - In Procurement

Est. Completion: Aug. 1, 2026 | Cost to complete: \$2,500,000 - \$4,400,000

Phases 1, 2, 3, 4a, 5 & 7 - Remaining Phases (2025-2027 Biennium)

Est. cost to complete: \$4,364,000 - \$5,364,000

Phases 4b & 6 - 2027-2029 Biennium

AUTOMATED VEHICLE LOCATION (AVL) PROJECT

This project outfits all 350 NDDOT snowplows with equipment to monitor location, operations, and road conditions.

Est. completion: June 4, 2026 | Cost: \$1,916,361.07 | Est. spent: \$303,838.32

Est. cost to complete: \$1,612,522.75

TRAFFIC MONITORING PROJECT

The Traffic Monitoring Program consists of three separate but related projects: Traffic Data Editing and Analysis (TDEA) software, Traffic Monitoring Strategic Plan (TMSP), and Multi-Modal Probe Data.

Phase 1: Traffic Data Editing and Analysis Software (TDEA) - Complete

Completed: Nov. 2024 | Cost: \$837,775.78

Phase 2: Traffic Monitoring Strategic Plan - In Procurement

Est. completion: TBD | Cost to complete: \$1,000,000 | Remaining funds available: \$856,503.22

Phase 3: Multi-Modal Probe Data - Remaining Phase

Est. cost to complete: \$1,500,000

DOOR SECURITY SYSTEM & HVAC CONTROLS PROJECT

This is a multi-agency project and will replace the existing Andover Continuum heating, ventilation, and air conditioning system and door security access systems for the NDDOT buildings across the state.

Est. completion: July 2027 | Cost: \$1,031,000 | Est. spent: \$409,056.75

Est. cost to complete: \$621,943

RIMS REWRITE PROJECT

The project replaces core engineering systems used at the NDDOT and makes up \$15.91 million (\$9.66 million in special funds and \$6.25 million in general funds) of the total legislative investment. The Roadway Information Management System (RIMS), Statewide Transportation Improvement Program (STIP) Process System, Preliminary and Construction Engineering Reports (PACER), and Construction Automated Records System (CARS), are the central hub for data and are critical to NDDOT day to day operations. It will also add a Materials Management System (MMS) to work in concert with the CARS replacement. These systems are outdated and inefficient, lack modern capabilities, limits external customer access, are expensive to maintain, and are not mobile-friendly.

The RIMS Rewrite program aims to replace these systems with modern, web-based systems that are user-friendly, cost-effective, include advanced reporting, GIS (Geographical Information System) integrations, real-time tracking features, transparent with up-to-date dashboards, and are maintainable with current programming resources.

Complete

Business Process Modeling - Due to the sheer size and scope of the systems and impacted users, a recommendation was made to begin this program with an analysis of business processes for each system, referred to as Business Process Modeling (BPM). The goals and outcomes of this effort were to document current state, desired future state, and process improvement opportunities for each system. This vendor-led phase started in October 2021 and completed in March 2023 at a cost of approximately \$381,000.

Under Contract

Roadway Capital Planning and Project Master System (CPPMS) - this phase of the project is to replace RIMS Project Master and Statewide Transportation Improvement Program (STIP) Process System Capital Planning functions.

- Start: January 9, 2023
- Finish: June 20, 2025 (original baseline finish was December 31st, 2024)
- Cost: \$1,145,919.50
- Spent through February 2025: \$512,714.65

Estimated cost to complete phase: \$633,205

Note: Change requests to add new scope will push final acceptance into the next biennium.

Transportation Infrastructure Preconstruction System (TIPS) – this phase will replace PACER and RIMS preconstruction business functions through the execution of a construction contract.

Start: November 8, 2023

Finish: May 21, 2026

Cost: \$1,070,913

Spent (through February 2025): \$235,208.55

Estimated cost to complete phase: \$835,705

In Procurement

Transportation Project Management System (TPMS) - this phase of the project is to replace RIMS Milestone functions and the Project Status Report (PSR) system to meet current business needs.

- Start: August 23, 2024
- Finish: August 1, 2026 (est. 1.5 years of planning and execution)
- Estimated cost to complete: \$2,500,000 \$4,400,000

Estimated cost to complete phase: \$2,500,000 - \$4,400,000

Remaining for RIMS and CARS Migration

Scheduled for 2025-2027 biennium

- Phase 1 (CPPMS) contract signed
- Phase 2 (TIPS) contract signed
- Phase 3 (TPMS) in procurement
- Phase 4a (Asset Inventory)
- Phase 5 (Speed Zones)
- Phase 7 (Post-implementation changes, data management efforts (centralized data location), re-interfacing between new systems and non-mainframe systems (GIS, dashboards))

Estimated cost to complete phases: \$4,364,000 - \$5,364,000

Scheduled for 2027-2029 biennium

- Phase 4b (Asset Inventory, continuation)
- Phase 6 CARS replacement and implementing new Materials Management System (MMS)

AUTOMATED VEHICLE LOCATION (AVL) PROJECT

This project outfits all 350 NDDOT snowplows with equipment to monitor location, operations, and road conditions.

The project started on Sept. 27, 2023 and is scheduled to be completed by June 4, 2026.

In 2018, the NDDOT issued a request for information (RFI) to gather data on what the industry had available for replacing their aging and discontinued AVL systems that were deployed beginning in 2004. The business need for NDDOT was a comprehensive system that included equipment for an AVL system that could collect snowplow truck information and to integrate with the Maintenance Decision Support System (MDSS) using truck mounted sensors, in-vehicle cameras, and touch screen monitors.

The RFI responses showed many vendors that could complete part of the requirements, and few that have demonstrated successful integration with existing NDDOT equipment.

Because of the shortage of vendor options, there was some delay in the original project schedule as the project team evaluated the risk of awarding the contract to a company that would need to develop the necessary integrations. In the end, the team determined the best decision was to procure a commercial off-the-shelf system rather than explore options that may require custom build development.

 Project baseline cost: \$1,916,361.07 Actual spent to date: \$303,838.32 Legislative investment: \$2,010,000

Estimated cost to complete: \$1,612,522.75

We are estimating a total spend of \$1,379,303.84 prior to end of June 2025.

TRAFFIC MONITORING PROJECT

The Traffic Monitoring Project consists of three separate phases: Traffic Data Editing and Analysis (TDEA) software, Traffic Monitoring Strategic Plan (TMSP), and Multi-Modal Probe Data. This project encompasses \$3.5 million in special funds.

Complete

Phase 1: Traffic Data Editing and Analysis Software

The TDEA phase aims to update the NDDOT's aging equipment and software that gathers and forecasts traffic data. This data is necessary for the NDDOT to develop plans for construction projects such as roadway configuration, pavement types and thickness, number of lanes, and safety devices among others.

This phase was completed on November 25, 2024.

Baseline cost: \$1,000,000Actual cost: \$837,775.78

Cost variance: \$162,224.22 under baseline budget

In Procurement

Phase 2: Traffic Monitoring Strategic Plan

The goal of the Traffic Monitoring Strategic Plan (TMSP) is to create data-based decision-making processes that optimize the maintenance, preservation, rehabilitation, replacement, and expansion of the roadway infrastructure to maximize its lifecycle while minimizing costs.

This portion of the overall project has had a few delays. The initial request for proposals (RFP) yielded no viable vendors. A second RFP did result in a vendor being awarded the contract. After contract execution in the planning stage, a mutual decision was made by the vendor and NDDOT to terminate the contract without cause.

The phase started on Dec. 1, 2022. The completion date will be finalized once a vendor is selected and they present their schedule.

This phase is in procurement and the RFPs are due April 10, 2025.

Baseline estimate: \$1,000,000Actual spent to date: \$143,496.78

Remaining funds available: \$856,503.22

Remaining Phase

Phase 3: Multi-Modal Probe Data

Estimated Cost: \$1,500,000

100 m

DOOR SECURITY SYSTEM & HVAC CONTROLS

This is a multi-agency project with coordination by NDDOT, ND Highway Patrol (NDHP), Office of Management and Budget (OMB), and North Dakota Information Technology (NDIT). This project will replace the existing Andover Continuum heating, ventilation, and air conditioning system and door security access systems for the NDDOT buildings across the state. This project consists of \$166,000 of SIIF from OMB added to the original \$865,000 in general funds.

The project started on Aug. 30, 2023 and is scheduled to complete no later than July 14, 2027. It is currently in the execution stage.

 Project baseline cost: \$1,031,000 Actual spent to date: \$409,056.75

Estimated cost to complete: \$621,943

SECTION 1. A new section to chapter 6-09 of the North Dakota Century Code is created and enacted as

6-09-54 Rail revolving loan fund - Continuing appropriation.

- 1. The rail revolving loan fund is a special fund in the state treasury from which the Bank shall provide loans to cities, counties, railroads, and other potential users of freight railroad service to upgrade and enhance rail infrastructure that improves service. Class I railroads are not eligible
- 2. The Bank may adopt policies and establish guidelines to administer the rail revolving loan fund in accordance with this section.
- 3. The department of transportation shall review and approve the project before the Bank may issue a loan. The department of transportation shall develop policies for reviewing, approving and prioritizing projects giving consideration to:
 - a. System critical projects that are critical to a railroad's existence;
 - b. Infrastructure improvements including repairs;
 - c. Economic development projects.
- 4. To be eligible for this loan program, the applicant must be for a project conducting business in the state and submit an application which must:
 - a. Detail the proposed project, including the location of the project within the state;
 - b. Demonstrate the need and viability of the project;
 - c. Include financial information as the Bank may determine appropriate; and
- d. Include data required for project qualification and ranking by the department of transportation.
- 5. The Bank shall consider the applicant's ability to repay the loan when processing the application and shall issue loans only to applicants that provide reasonable assurance of sufficient future income to repay the loan.
- 6. A loan provided under this section:
 - a. May not exceed eighty percent of the actual cost of the project;
 - b. Must have an interest rate equal to two percent per year; and
 - c. Must provide a repayment schedule of no longer than fifteen years.
- 7. The Bank shall deposit in the rail revolving loan fund all payments of principal and interest paid on loans made from the rail revolving loan fund. The Bank may use a portion of the interest paid on the outstanding loans as a servicing fee to pay for administrative costs, which may not exceed one - half of one percent of the amount of the outstanding loans.
- 8. All moneys transferred to the fund, interest upon moneys in the fund, and payments to the fund or principal and interest are appropriated to the Bank on a continuing basis for administrative costs and for loan disbursements according to this section. The fund must be audited annually pursuant to the Banks processes.

SECTION 2. TRANSFER – RAIL LOAN FUNDS. The department of transportation shall transfer all outstanding loans and moneys in the rail loan fund within the department of transportation to the rail revolving loan fund during the biennium beginning July 1, 2025, and ending June 30, 2027.



Facilities/Capital Improvement Plan Information

Document Includes:

25-27 Biennium Facilities Short List (Page 1) 10 Year Facilities Plan (Page 2-6) Facilities Capital Improvement Plan (Page 7-14) Facilities Assessment (Page 15-27)

		2025-2027 Biennium Facilities	Short List				
Facility	District/Division	Project Type	Construction Cost	Architect Design Cost	Architect Construction Cost	Total Cost	
Towner Section Building	Minot	Building	\$2,854,882	-	\$74,475	\$2,929,357	Projects
Dickinson Truck Barn	Dickinson	Building	\$5,603,011	-	\$111,510	\$5,714,521	for \$15.5
Bowbells Section Building	Williston	Building	\$2,854,882	-	\$74,475	\$2,929,357	Million
Rolla Section Building	Devils Lake	Building	\$3,376,447	-	\$88,081	\$3,464,528	Budget
		2025-2027 Biennium Sub Total	\$14,689,222	-	\$348,541	\$15,037,763	
Ellendale Section Building	Valley City	Building	\$2,333,317	-	\$60,869	\$2,394,186	
Garrison Section Building	Minot	Building	\$2,854,882	-	\$74,475	\$2,929,357	
Lake Agassiz Rest Area	Fargo	Remodel/Parking Lot	\$5,500,000	\$655,460	\$200,303	\$6,355,763	
Alexander Henry Rest Area	Grand Forks	Remodel/Parking Lot	\$5,000,000	\$718,245	\$150,518	\$5,868,763	
Devils Lake Truck Barn 2	Devils Lake	Building	\$2,280,163	-	\$53,200	\$2,333,363	
Minot Truck Barn	Minot	Addition	\$3,321,545	-	\$109,942	\$3,431,487	
Dickinson Materials Lab	Dickinson	Remodel	\$305,009	Included with Di	ckinson Truck Barn	\$305,009	
Minot Materials Lab	Minot	Remodel	\$244,007	Included with I	Minot Truck Barn	\$244,007	
Bismarck District Office Design	Bismarck	Building	-	\$572,886	-	\$572,886	
Selfridge Section Building Design	Bismarck	Building	-	\$182,607	-	\$182,607	
Wyndemere Section Building Design	Fargo	Building	-	\$182,607	-	\$182,607	
Bowman Section Building Design	Dickinson	Building	-	\$223,426	-	\$223,426	
Adams Section Building Design	Grand Forks	Building	-	\$182,607	-	\$182,607	
Watford City Section Building Design	Williston	Building	-	\$264,244	-	\$264,244	
Medina / Crystal Springs Rest Area Design	Valley City	Building/Parking Lot	-	\$990,000	-	\$990,000	
		2025-2027 Biennium Total	\$36,528,145	\$3,972,082	\$997,848	\$41,498,075	1

Facility	Facility Type	District/Division	Year Built/Updat ed/Acquire d	Projected Update Biennium	Existing Building (dimension s & size)	Danger & Alarm Condition	Alert Condition Phase 1	Alert Condition Phase 2	Caution Condition Phase 1	Caution Condition Phase 2	Additional Needed Repairs without New Building	Improvement and Repair Projects Needed
Dickinson Materials Lab	Headquarters	Dickinson		25-27								Capital improvement projects and costs included with Dickinson Office.
Minot Materials Lab	Headquarters	Minot		25-27								Needed capital improvement projects and costs included with Minot Office.
Danger & Alarm Condition Projects	Improvement Projects	Statewide		25-27								
District Headquarter Site Plans	Improvement Projects	Statewide		25-27								
Grand Forks Construction Office	Miscellaneous Building	Grand Forks	1976	25-27	3,200	\$50,000						Building renovation and roof replacement.
Hailstone Creek Visitor Center EB	Rest Area	Bismarck	1996	25-27	2,443						\$525,000	See needed capital improvement projects in Rest Area Improvement sheet.
Hailstone Creek Visitor Center EB Truck Parking Improvement	Rest Area	Bismarck		25-27								
Hailstone Creek Visitor Center WB	Rest Area	Bismarck	1996	25-27	2,933						\$525,000	See needed capital improvement projects in Rest Area Improvement sheet.
Hailstone Creek Visitor Center WB Truck Parking Improvemen	Rest Area	Bismarck		25-27								
Lake Agassiz Visitor Center	Rest Area	Fargo	1996	25-27	2,662						\$434,750	See needed capital improvement projects in Rest Area Improvement sheet.
Lake Agassiz Visitor Center Truck Parking Improvement	Rest Area	Fargo		25-27								
Towner Section Building	Section Building	Minot	1973	25-27	2,400							Hot water heater, unit heaters, internal lighting, external lighting, electric controls, electrical distribution, plumbing fixtures, interior doors, exterior doors, overhead doors, windows, metal roofing system, metal cladding, exterior concrete, interior concrete, environmental, structural, water supply in, and waste water removal.
Bowbells Section Building 1	Section Building	Williston	1969	25-27	2,400							Paint shop floor, water heater, office furniture, fixtures, and equipment, concrete apron, work bench, shelving, air plumbing, ceiling fans, exterior electrical outlets, wash curtain, SWPPP dike, pressure washer vent, used oil storage, floor drains, 2" waterline, oil change pit, fence, repair columns, replace tin, overhead doors, overhead door framing, bathroom remodel, shop heat, replace floor, hvac, walk in door, internal lighting, sheetrock, shelving/racks, and yard grading. New storage shed (20' x 30').
Bowbells Section Building 2	Section Building	Williston		25-27							\$25,000	Lighting, bathroom ceiling, and pressure washer vent.
Ellendale Section Building	Section Building	Valley City	1968	25-27	2,400							Hot water heater, external lighting, electrical distribution, plumbing fixtures, interior doors, exterior doors, metal roofing system, metal cladding, interior concrete, site drainage, and larger connection to city water.
Garrison Section Building	Section Building	Minot	1974	25-27	2,400							Hot water heater, unit heaters, internal lighting, electrical controls, electrical distribution, plumbing fixtures, interior doors, exterior doors, overhead doors, windows, metal roofing system, metal cladding, exterior concrete, interior concrete, environmental, and south wall replacement.
Bowman Section Building	Section Building	Dickinson	1985	25-27	3,800	\$71,300	\$71,300	\$121,300	\$71,300	\$71,300		Interior concrete, plumbing fixtures, wall sheeting, water heater, recovery heaters, electrical system, interior doors, overhead doors and openers, exterior doors, wall sheeting, overhead door framing, windows, gutters, exterior concrete, sand/oil separator, drain field, security system, purchase lot in industrial park, pump and water tank for truck washing, storage building, new water line. Construct salt brine containment, estimated \$20,000, and new salt brine tanks, estimated \$50,000.
Adams Section Building	Section Building	Grand Forks	1966	25-27	2,400	\$20,000					\$292,750	External lighting, unit heaters, electrical distribution, metal roofing system, metal cladding, interior concrete, and septic tank.
Rolla Section Building	Section Building	Devils Lake	1989	25-27	3,750	\$100,000		\$118,500	\$82,000	\$34,000		Exterior doors, metal cladding, metal roofing system, structural, and interior doors. Replacement with larger facility, maintenance or rear structural beams, new lighting, new walk-in door, shingles on office or steel roof, expand office size. Standby generator.
Dickinson Truck Barn	Truck Barn	Dickinson	NA	25-27								
Minot Truck Barn	Truck Barn	Minot		25-27	9.600			\$7,500				Replace ceiling exhaust fans/motors.
Devils Lake Truck Barn 2	Truck Barn	Devils Lake		25-27	-,			\$7,500				Build one.
Panger Weigh Station	Weigh Station	Williston		25-27								partie one.
ranger weign station	Weign Station	vviiii3tUII		25.71								



Facility	Facility Type	District/Division	Year Built/Updat ed/Acquire d	Projected Update Biennium	Existing Building (dimension s & size)	Danger & Alarm Condition	Alert Condition Phase 1	Alert Condition Phase 2	Caution Condition Phase 1	Caution Condition Phase 2	Additional Needed Repairs without New Building	Improvement and Repair Projects Needed
Bismarck Office	Headquarters	Bismarck		27-29	7,344	\$167,815	\$83,907					See needed capital improvement projects in NDDOT Buildings Assessment sheet. Additional capital improvement projects needed: office furniture, ADA lift replacement, parking lot repair and seal coat, security system, and MDU line move.
Valley City Materials Lab	Headquarters	Valley City	1976	27-29	27,189							Needed capital improvement projects and costs included with Valley City Office.
Alert Condition Phase 1 Projects	Improvement Projects	Statewide		27-29								
Elm River Visitor Center NB	Rest Area	Fargo	2003	27-29	2,617	\$22,475					\$202,275	See needed capital improvement projects in Rest Area Improvement sheet.
Elm River Visitor Center NB Truck Parking Improvement	Rest Area	Fargo		27-29								
Elm River Visitor Center SB	Rest Area	Fargo	2003	27-29	2,617	\$22,475					\$202,275	See needed capital improvement projects in Rest Area Improvement sheet.
Elm River Visitor Center SB Truck Parking Improvement	Rest Area	Fargo		27-29								Lagoon Inspection
Alexander Henry Visitor Center	Rest Area	Grand Forks	1997	27-29	1,693	\$50,000					\$450,000	See needed capital improvement projects in Rest Area Improvement sheet.
Alexander Henry Visitor Center Truck Parking Improvement	Rest Area	Grand Forks		27-29								
Bismarck District Salt Brine Building 2	Salt Brine Building	Bismarck		27-29								
Devils Lake District Salt Brine Building 2	Salt Brine Building	Devils Lake	NA	27-29			\$5,000					Relocate approximately 400' of 1/0 URD 220 Mil XLP Jkt cable.
Dickinson District Salt Brine Building 2	Salt Brine Building	Dickinson	NA	27-29								
Fargo Salt Brine Building 2	Salt Brine Building	Fargo	NA	27-29								
Grand Forks District Salt Brine Building 2	Salt Brine Building	Grand Forks	NA	27-29								
Minot District Salt Brine Building 2	Salt Brine Building	Minot	NA	27-29								
Valley City District Salt Brine Building 2	Salt Brine Building	Valley City	NA	27-29								
Williston District Salt Brine Building 2	Salt Brine Building	Williston	NA	27-29								
Selfridge Section Building	Section Building	Bismarck	1967	27-29	2,400	\$133,310						Hot water heater, unit heaters, internal lighting, external lighting, electric controls, electrical distribution, plumbing fixtures, interior doors, exterior doors, overhead doors, windows, metal roofing system, metal cladding, exterior concrete, interior concrete, environmental, structural, water supply in, and waste water removal.
Wyndemere Section Building	Section Building	Fargo	1974	27-29	2,400	\$155,285						Bunham boiler, in-floor heat, hot water pumps, hot water heater, hvac system, internal lighting, external lighting, electric controls, electrical distribution, plumbing fixtures, interior doors, exterior doors, overhead doors, windows, metal roofing system, metal cladding, exterior concrete, interior concrete, structural, water supply in, and waste water removal.
Watford City Section Building	Section Building	Williston	2001	27-29	5,000	*\$68,390						Paint shop floor, water heater, office furniture, flooring, fixtures, and equipment, concrete apron, work bench, shelving, air plumbing, ceiling fans, exterior electrical outlets, wash curtain, SWPPP dike, pressure washer vent, used oil storage, floor drains, 2"waterline, oil change pit, fence, hvac, roof insulation, office addition, office flooring, and electrical upgrades. New storage shed (20' x 30'). Add 2 salt water tanks and containment, yard grading, and shelving/racks.
Mohall Section Building	Section Building	Minot	1975	27-29	2,400	\$68,567						Hot water heater, unit heaters, internal lighting, external lighting, electrical controls, electrical distribution, electrical to generator, plumbing fixtures, exterior doors, windows, metal roofing system, metal cladding, interior concrete, structural, environmental, and waste water removal.
Maddock Section Building	Section Building	Devils Lake	1967	27-29	2,400	\$115,300						Metal roofing system, metal cladding, and increase water line size. Additional replacement or improvement items needed without building replacement: 2: water line, standby generator, exterior doors, hvac system, internal lighting, external lighting, electric controls, electrical distribution, interior doors, exterior concrete, interior concrete, and structural.
Ashley Section Building	Satellite Section Building	Valley City	1963	27-29	2,400	\$35,000					\$591,950	Remodel bathroom, concrete apron, internal lighting, electrical distribution, interior doors, overhead doors, metal roofing system, metal cladding, interior concrete, environmental, structural, and holding tank and drain field for sanitary system.
Bismarck Truck Barn	Truck Barn	Bismarck		27-29	23,000				\$185,000			Exterior concrete.
Fargo Truck Barn	Truck Barn	Fargo		27-29	18,000							
West Fargo Weigh Station	Weigh Station	Fargo		27-29							\$30,000	New fencing around lagoon.



Facility	Facility Type	District/Division	Year Built/Updat ed/Acquire d	Biennium	Existing Building (dimension s & size)	Danger & Alarm Condition	Alert Condition Phase 1	Alert Condition Phase 2	1	2	Additional Needed Repairs without New Building	
Minot Office	Headquarters	Minot		29-31	26,795	\$11,900	\$439,850	\$549,850	\$389,425	\$419,425		See needed capital improvement projects in NDDOT Buildings Assessment sheet. Additional capital improvement projects needed: remodel construction staff area, sidewalks around headquarters, and outside skin replacement.
Minot Shop	Headquarters	Minot		29-31	26,795	\$150,000						Needed capital improvement projects and costs included with Minot Office. Additional capital improvement project needed: air conditioning.
Williston Office	Headquarters	Williston	1976	29-31	20,974	\$493,000	\$141,725	\$141,725	\$74,375	\$114,375		See needed capital improvement projects in NDDOT Buildings Assessment sheet. Additional capital improvement projects needed: asbestos removal, dismantle old material slab, soundproof bathrooms, cubicles, administrative furniture, fixtures, and equipment, heated DEF shed for fuel island, yard landscaping, approach into headquarters, remove tower, parking lot, fence, security camera, heated sidewalks and lawn sprinkler system.
Williston Shop	Headquarters	Williston	1976	29-31	20,974	\$225,000						Needed capital improvement projects and costs included with Williston Office. Additional capital improvement projects needed: walk in doors, air conditioning, work benches, air compressor relocation, floor drains, auxiliary heat, and flooring.
Alert Condition Phase 2 Projects	Improvement Projects	Statewide		29-31								
Crystal Springs Rest Area EB	Rest Area	Valley City	1966	29-31	1,173	\$28,000	\$28,000				\$224,000	See needed capital improvement projects in Rest Area Improvement sheet.
Medina Rest Area WB	Rest Area	Valley City	1995	29-31	1,296	\$28,000	\$28,000					See needed capital improvement projects in Rest Area Improvement sheet.
Killdeer Section Building 1	Section Building	Dickinson	1971	29-31	2,400	*\$47,800	*\$47,800	*\$47,800	*\$47,800	*\$47,800		Plumbing fixtures, office flooring, office air conditioner, recovery heaters, boiler, ventilation system, interior doors, overhead doors and openers, exterior doors, roof, windows, gutters, security system, propane tank, slab, fence, and exterior concrete. Construct salt brine containment, estimated \$20,000, and new salt brine tanks, estimated \$50,000. Repair and improvement costs included in construction costs for addition.
Killdeer Section Building 2	Section Building	Dickinson	2005	29-31	3,000							See Killdeer Section Building 1 for needed repairs and improvements.
Underwood Section Building 1	Section Building	Bismarck	1973	29-31	2,400			\$295,750	\$77,500	\$114,200		Internal lighting, hvac system, exterior doors, external lighting, and overhead doors.
Underwood Section Building 2	Section Building	Bismarck	2005	29-31	2,500							See Underwood Section Building 1 for needed repairs and improvements.
Casselton Section Building 1	Section Building	Fargo	1974	29-31	2,400	\$30,000		\$35,050	\$1,218,800	\$92,000		Bunham boiler, in-floor heat, hot water pumps, hot water heater, unit heaters, hwac system, external lighting, electric controls, electrical distribution, plumbing fixtures, interior doors, exterior doors, overhead doors, windows, metal roofing system, metal cladding, interior concrete, structural, water supply in, and waste water removal.
Casselton Section Building 2	Section Building	Fargo	2003	29-31	2,500							See Casselton Section Building 1 for needed repairs and improvements.
Cavalier Section Building	Section Building	Grand Forks	1964	29-31	2,400	\$46,225					\$416,025	Unit heaters, internal lighting, electric controls, electrical distribution, metal roofing system, metal cladding, and septic tank. Construct salt brine containment at new site, estimated \$15,000.
Flasher Section Building	Section Building	Bismarck	1970	29-31	2,400	\$62,060	\$62,060				\$937,080	Increase waterline size. Possible replacement or improvement items needed before building replacement: unit heaters, hvac system, electric controls, electrical distribution, exterior doors, overhead doors, windows, metal roofing system, metal cladding, interior concrete, structural, water supply in, and waste water removal.
Lisbon Section Building	Section Building	Fargo	1971	29-31	2,400	\$158,818	\$158,818				\$1,193,715	Parking lot work for CDL testing, Bunham boiler, hot water pumps, hot water heater, unit heaters, hvac system, external lighting, electric controls, electrical distribution, plumbing fixtures, interior doors, exterior doors, overhead doors, windows, metal roofing system, metal cladding, exterior concrete, interior concrete, structural, water supply in, and waste water removal.
Oakes Satellite Section Building	Satellite Section Building	Valley City	1964	29-31	2,400	\$50,000					\$545,200	Remodel bathroom, replace furnace, replace walk in doors, replace windows, and new concrete apron. Additional replacement or improvement items needed without building replacement: electrical distribution, interior doors, overhead doors, metal roofing system, metal cladding, interior concrete, and structural.
Pekin Section Building	Satellite Section Building	Devils Lake	1966	29-31	2,400	\$39,000					\$520,000	Connect to city sewer system and external lighting. Additional replacement or improvement items needed without building replacement: door opener system, drain field, windows, exterior concrete, structural, metal roofing system, increase water line size, metal cladding, and interior concrete.
Grand Forks Truck Barn	Truck Barn	Grand Forks	2003	29-31	9,600	\$10,000			\$107,500	\$66,200		Exterior doors, overhead doors and openers, and door fobs.
Jamestown Truck Barn	Truck Barn	Valley City	2003	29-31	8,800	\$65,000	\$10,000	\$10,000	\$255,050	\$230,000		Concrete floor drains, connect to city sewer system, parking lot improvements, and overlay hot bit pvmt.
Joliette Weigh Station	Weigh Station	Grand Forks		29-31							\$100,000	Remove rutted asphalt pavement and repave.



Facility	Facility Type	District/Division	Year Built/Updat ed/Acquire d	Projected Update Biennium	Existing Building (dimension s & size)	Danger & Alarm Condition	Alert Condition Phase 1	Alert Condition Phase 2	Caution Condition Phase 1	Caution Condition Phase 2	Additional Needed Repairs without New Building	Improvement and Repair Projects Needed
Devils Lake Office	Headquarters	Devils Lake	1976	31-33	6,476	\$208,900	\$208,900				\$1,671,200	See needed capital improvement projects in NDDOT Buildings Assessment sheet. Additional capital improvement project needed: new humidifier for heating system. Parking lot reconstruction
Devils Lake Shop	Headquarters	Devils Lake	1976	31-33	21,520	\$257,350	\$107,350					Capital improvement projects and costs included with Devils Lake Office. Additional capital improvement projects needed: electric furnace for bathrooms and sign shop office, electric controls, domestic plumbing fixtures, interior doors, exterior doors, overhead shop doors, windows, exterior concrete, parking lot reconstruction, brick structure, larger water line, and air conditioning.
Grand Forks Materials Lab	Headquarters	Grand Forks		31-33								
Grand Forks Office	Headquarters	Grand Forks		31-33		\$287,650	\$1,117,125	\$1,117,125	\$35,250	\$25,250		See needed capital improvement projects in NDDOT Buildings Assessment sheet. Additional capital improvement project needed: Admin office common area new carpet.
Caution Condition Phase 1 Projects	Improvement Projects	Statewide		31-33								
Apple Creek Visitor Center EB	Rest Area	Bismarck	1999	31-33	2,617	\$22,500	\$22,500	\$22,500			\$157,500	See needed capital improvement projects in Rest Area Improvement sheet.
Apple Creek Visitor Center WB	Rest Area	Bismarck	1999	31-33	2,660	\$22,500	\$22,500	\$22,500			\$157,500	See needed capital improvement projects in Rest Area Improvement sheet.
Beach Visitor Center	Rest Area	Dickinson	2001	31-33	3,500	\$26,075	\$26,075	\$26,075			\$182,525	See needed capital improvement projects in Rest Area Improvement sheet.
Velva Section Building	Section Building	Minot	1990	31-33	3,750		\$30,000		\$128,000	\$159,250		Internal lighting, external lighting, septic tank, exterior doors, overhead doors, windows, interior concrete, environmental, water supply in, and waste water removal. New office addition, 40' addition for equipment.
Forman Section Building	Section Building	Fargo	1967	31-33	2,400	\$24,714	\$24,714	\$24,714			\$1,408,708	Bunham boiler, in-floor heat, hot water pumps, hot water heater, unit heaters, hvac system, electric controls, electrical distribution, plumbing flutures, interior doors, exterior doors, overhead doors, windows, metal roofing system, metal cladding, exterior concrete, interior concrete, water supply in, and waste water removal.
Stanley Section Building	Section Building	Williston	2001	31-33	6,000	\$232,080	\$252,080	\$232,080	\$252,080	\$232,080		Paint shop floor, water heater, office furniture, flooring, fixtures, and equipment, concrete apron, work bench, sheking, air plumbing, celling fans, exterior electrical outlets, wash curtain, SWPPP dike, pressure washer vent, used oil storage, floor drains, 2" waterline, oil change pit, fence, toilet, bathroom flooring, office addition, floor heat, hvac, external lighting, interior doors, unit heaters, and electrical distribution. New storage shed (20' x 30'). Add 2 salt water tanks, contaiment, yard grading, and shelving/racks.
Michigan Section Building	Section Building	Grand Forks	2000	31-33	4.800	\$20,000			\$30,000	\$24,750		Overhead door openers, door fobs, and unit heaters. Repair concrete floor with epoxy coating to fix scaling.
Hettinger Section Building	Section Building	Dickinson	2016	31-33	5,400	\$800	\$800	\$46,300		\$800		Office air conditioner, smart thermostat, gas line and exhaust for pressure washer, propane tank, slab, and fence, security system, and water heater.
New Town Section Building	Section Building	Williston	2013	31-33	6,750	\$232,080	\$252,080	\$232,080	\$252,080	\$232,080		Paint shop floor, water heater, office furniture, flooring, yard grading, shelving/racks, fixtures, and equipment, concrete apron, work bench, shelving, air plumbing, ceiling fans, exterior electrical outlets, wash curtain, SWPPP dike, pressure washer vent, used oil storage, floor drains, 2" waterline, oil change pit, fence, toilet, bathroom flooring, office addition, floor heat, hvac, external lighting, interior doors, unit heaters, and electrical distribution. New storage shed (20' x 30').
Linton Section Building	Section Building	Bismarck	1989	31-33	3,750	\$30,000		\$67,750	\$110,000	\$54,750		Unit heaters, internal lighting, external lighting, windows, interior concrete, structural, water supply in, and waste water removal.
Courtenay Satellite Section Building	Satellite Section Building	Valley City	1966	31-33	2,400	\$45,000					\$478,100	Remodel bathroom, overhead doors, concrete apron, sanitary sewer storage tank, hot water heater, electrical distribution, metal roofing system, metal cladding, interior concrete, environmental, structural, and larger waterline.
Mayville Satellite Section Building	Satellite Section Building	Fargo	1968	31-33	2,400	\$151,285					\$1,361,565	Bunham boiler, in-floor heat, hot water pumps, hot water heater, unit heaters, hvac system, electric controls, electrical distribution, plumbing flatures, interior doors, exterior doors, overhead doors, windows, metal roofing system, metal cladding, exterior concrete, interior concrete, interior concrete, structural, water supply in, and waste water removal.
Richardton Satellite Section Building	Satellite Section Building	Dickinson	1969	31-33	2,400	\$14,000					\$71,000	Office air conditioner, ventilation system, exterior wall sheeting, sill plate, gutters, gas line and exhaust for pressure washer, security system, and smart thermostat. Construct salt brine containment, estimated \$20,000, and new salt brine tanks, estimated \$50,000.

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Facility	Facility Type	District/Division	Year Built/Updat ed/Acquire d	Projected Update Biennium	Existing Building (dimension s & size)	Danger & Alarm Condition	Alert Condition Phase 1	Alert Condition Phase 2	Caution Condition Phase 1	Caution Condition Phase 2	Additional Needed Repairs without New Building	Improvement and Repair Projects Needed
Bismarck Shop	Headquarters	Bismarck		33-35	27,200	\$225,000	\$166,063	\$166,063	\$405,875	\$405,875		See needed capital improvement projects in NDDOT Buildings Assessment sheet. Additional capital improvement projects needed: paint exterior, air conditioning, auto shop concrete floor.
Grand Forks Shop	Headquarters	Grand Forks		33-35		\$255,000						Needed capital improvement projects and costs included with Grand Forks Office. Additional capital improvement project needed: shop crane replacement and air conditioning. Remodol the bathrooms, shop foremans office, locker room and parts room.
Valley City Office	Headquarters	Valley City	1976	33-35	27,189	\$268,100	\$366,000	\$366,000	\$89,500	\$89,500		See needed capital improvement projects in NDDOT Buildings Assessment sheet. Parking lot improvements to both concrete and hot bit pavement, repair subgrade issues, inventory storage area improvements
Valley City Shop	Headquarters	Valley City		33-35	27,189	\$270,000						Needed capital improvement projects and costs included with Valley City Office. Additional capital improvement project needed: exterior concrete wall paint or seal, replace overhead and walk in doors, and air conditioning.
Caution Condition Phase 2 Projects	Improvement Projects	Statewide		33-35								
Crary Rest Area	Rest Area	Devils Lake	1995	33-35	2,233	\$30,000	\$30,000	\$30,000	\$30,000		\$180,000	See needed capital improvement projects in Rest Area Improvement sheet.
Larimore Rest Area	Rest Area	Grand Forks	2000	33-35	462	\$50,000	\$50,000	\$50,000	\$50,000			See needed capital improvement projects in Rest Area Improvement sheet.
Edgeley Rest Area	Rest Area	Valley City	1996	33-35	854	\$27,000	\$27,000	\$27,000	\$27,000		\$162,000	See needed capital improvement projects in Rest Area Improvement sheet.
Jamestown Visitor Center EB	Rest Area	Valley City	2000	33-35	2,617	\$30,000	\$30,000	\$30,000	\$30,000		\$180,000	See needed capital improvement projects in Rest Area Improvement sheet.
Jamestown Visitor Center EB Truck Parking Improvement	Rest Area	Valley City		33-35								
Jamestown Visitor Center WB	Rest Area	Valley City	2000	33-35	2,617	\$30,000	\$30,000	\$30,000	\$30,000		\$180,000	See needed capital improvement projects in Rest Area Improvement sheet.
Jamestown Visitor Center WB Truck Parking Improvement	Rest Area	Valley City		33-35								
Fessenden Satellite Section Building	Satellite Section Building	Devils Lake	1968	33-35	2,400	\$97,925						Internal lighting, electrical distribution, plumbing fixtures, exterior doors, windows, metal roofing system, metal cladding, interior concrete, increase water line size, connect to city sewer, add oil/sand separator, hanging unit heaters, internal lighting, structural issues, overhead doors, and exterior concrete.
Finley Satellite Section Building	Satellite Section Building	Grand Forks		33-35	2,400	\$35,000						Septic tank, exterior outlets, and overhead door seals.
Gackle Satellite Section Building	Satellite Section Building			33-35	2,400	\$10,000					\$417,000	Windows, electrical distribution, interior doors, metal roofing system, metal cladding, and larger connection to city water.
Litchville Satellite Section Building	Satellite Section Building	Valley City	1967	33-35	2,400	\$40,000					\$263,000	Remodel bathroom, overhead doors, concrete apron, external lighting, metal roofing system, metal cladding, interior concrete, and structural.
New England Satellite Section Building	Satellite Section Building	Dickinson	1973	33-35	2,400	\$26,200						interior concrete, plumbing fixtures, interior lighting, office flooring, office air conditioner, interior wall sheeting, water heater, infrared heaters, electrical system, ventilation system, interior doors, overhead door and openers, exterior doors, exterior wall sheeting, roof, sill plate, overhead door framing, windows, gutters, exterior concrete, sand/oil separator, drain field, propane tank, slab, fence, and smart thermostat.



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Facility	Facility Type	District/Division	Year Built/Updated /Acquired	Projected Update Biennium	Existing Building (size)	Danger & Alarm Condition	Alert Condition Phase 1	Alert Condition Phase 2	Caution Condition Phase 1	Caution Condition Phase 2	Additional Needed Repairs without New Building	Improvement and Repair Projects Needed
Bismarck Materials Lab	Headquarters	Bismarck	2023									
Bismarck Office	Headquarters	Bismarck		27-29	7,344	\$167,815	\$83,907				\$1,426,428	See needed capital improvement projects in NDDOT Buildings Assessment sheet. Additional capital improvement projects needed: office furniture, ADA lift replacement, parking lot repair and seal coat, security system, and MDU line move.
Bismarck Shop	Headquarters	Bismarck		33-35	27,200	\$225,000	\$166,063	\$166,063	\$405,875	\$405,875		See needed capital improvement projects in NDDOT Buildings Assessment sheet. Additional capital improvement projects needed: paint exterior, air conditioning, auto shop concrete floor.
Central Office	Headquarters	Central Office				\$936,425	\$223,500	\$223,500	\$555,000	\$8,000		See needed capital improvement projects in NDDOT Buildings Assessment sheet. Additional capital improvement project needed: elevator modernization project (\$547,000), bollards and concrete (\$42,000), and repair and cleaning of limestone (\$286,425).
Interim Traffic Management Center	Headquarters	Central Office		23-25								
Devils Lake Materials Lab	Headquarters	Devils Lake		23-23			\$150,000					Needed capital improvement projects and costs included with Devils Lake Office. Additional capital improvement project needed: remodel the district materials lab.
Devils Lake Office	Headquarters	Devils Lake	1976	31-33	6,476	\$208,900	\$208,900				\$1,671,200	See needed capital improvement projects in NDDOT Buildings Assessment sheet. Additional capital improvement project needed: new humidifier for heating system. Parking lot reconstruction
Devils Lake Shop	Headquarters	Devils Lake	1976	31-33	21,520	\$257,350	\$107,350				\$858,800	Capital improvement projects and costs included with Devils Lake Office. Additional capital improvement projects needed: electric furnace for bathrooms and sign shop office, electric controls, domestic plumbing fixtures, interior doors, exterior doors, overhead shop doors, windows, exterior concrete, parking lot reconstruction, brick structure, larger water line, and air conditioning.
Dickinson Materials Lab	Headquarters	Dickinson		25-27								Capital improvement projects and costs included with Dickinson Office.
Dickinson Office	Headquarters	Dickinson				\$1,327,500	\$342,500	\$342,500	\$277,500	\$277,500		See capital improvement projects in NDDOT Buildings Assessment sheet. Additional capital improvement project needed: roof replacement, fuel island replacement, concrete CDL pad, cast iron pipe replacement, ventilation system, foundation repair, security system, generator, chain link fence around remaining headquarters, replace entryway and storage room heaters, replace office air conditioners, replace heat pumps, office flooring and paint, replace retaining wall and fence, parkign lot mill, HBP, valley gutter and C&G, replace windows, office exterior doors and frames, reapir and seal exterior brick, smart thermostats where we don't have, relocate storeroom, replace van bodies with cold storage.
Dickinson Shop	Headquarters	Dickinson				\$150,000						Capital improvement projects and costs included with Dickinson Office. Additional capital improvement project needed: air conditioning.
Fargo Materials Lab	Headquarters	Fargo	2020									See needed capital improvement projects in NDDOT Buildings Assessment sheet.
Fargo Office	Headquarters	Fargo			30,729	\$650,000	\$697,250	\$697,250	\$161,950	\$161,950		See capital improvement projects in NDDOT Buildings Assessment sheet. Additional capital improvement project needed: roof replacement. Parking lot Mill and Overlay tied to Fargo Shop
Fargo Shop	Headquarters	Fargo			30,729	\$360,000				\$250,000		Needed capital improvement projects and costs included with Fargo Office. Additional capital improvement projects needed: roof replacement, shop ventilation system upgrade, air conditioning, and double door replacement. Parking lot Mill and Overlay
Grand Forks Materials Lab	Headquarters	Grand Forks		31-33								
Grand Forks Office	Headquarters	Grand Forks		31-33		\$287,650	\$1,117,125	\$1,117,125	\$35,250	\$25,250		See needed capital improvement projects in NDDOT Buildings Assessment sheet. Additional capital improvement project needed: Admin office common area new carpet.
Grand Forks Shop	Headquarters	Grand Forks		33-35		\$255,000						Needed capital improvement projects and costs included with Grand Forks Office. Additional capital improvement project needed: shop crane replacement and air conditioning. Remodol the bathrooms, shop foremans office, locker room and parts room.
Materials & Research Office	Headquarters	Materials & Research	2023	23-25	20,655					\$350,000)	New parking lot
Minot Materials Lab	Headquarters	Minot		25-27								Needed capital improvement projects and costs included with Minot Office.
Minot Office	Headquarters	Minot		29-31	26,795	\$11,900	\$439,850	\$549,850	\$389,425	\$419,425		See needed capital improvement projects in NDDOT Buildings Assessment sheet. Additional capital improvement projects needed: remodel construction staff area, sidewalks around headquarters, and outside skin replacement.
Minot Shop	Headquarters	Minot		29-31	26,795	\$150,000						Needed capital improvement projects and costs included with Minot Office. Additional capital improvement project needed: air conditioning.
Valley City Materials Lab	Headquarters	Valley City	1976	27-29	27,189							Needed capital improvement projects and costs included with Valley City Office.
Valley City Office	Headquarters	Valley City	1976	33-35	27,189	\$268,100	\$366,000	\$366,000	\$89,500	\$89,500		See needed capital improvement projects in NDDOT Buildings Assessment sheet. Parking lot improvements to both concrete and hot bit pavement, repair subgrade issues, inventory storage area improvements
Valley City Shop	Headquarters	Valley City	1976	33-35	27,189	\$270,000						Needed capital improvement projects and costs included with Valley City Office. Additional capital improvement project needed: exterior concrete wall paint or seal, replace overhead and walk in doors, and air conditioning.
Williston Materials Lab	Headquarters	Williston	1980		6,000							
Williston Office	Headquarters	Williston	1976	29-31	20,974	\$493,000	\$141,725	\$141,725	\$74,375	\$114,375		See needed capital improvement projects in NDDOT Buildings Assessment sheet. Additional capital improvement projects needed: asbestos removal, dismantle old material slab, soundproof bathrooms, cubicles, administrative furniture, fixtures, and equipment, heated DEF shed for fuel island, yard landscaping, approach into headquarters, remove tower, parking lot, fence, security camera, heated sidewalks and lawn sprinkler system.
Williston Shop	Headquarters	Williston	1976	29-31	20,974	\$225,000						Needed capital improvement projects and costs included with Williston Office. Additional capital improvement projects needed: walk in doors, air conditioning, work benches, air compressor relocation, floor drains, auxiliary heat, and flooring.
Williston Sign Shop	Headquarters	Williston	1980		6,000	\$20,000						Shelving, racks, secure cage, lighting, work bench, and walk in doors.
Alert Condition Phase 1 Projects		Statewide		27-29								
Alert Condition Phase 2 Projects	Improvement Projects	Statewide		29-31								
Caution Condition Phase 1 Projects	Improvement Projects	Statewide		31-33								
Caution Condition Phase 2 Projects Danger & Alarm Condition Projects	Improvement Projects Improvement Projects	Statewide Statewide		33-35 25-27								
District Headquarter Fire Alarm Systems	Improvement Projects Improvement Projects	Statewide Statewide		25-27								
District Headquarter Fire Alarm Systems District Headquarter Site Plans		Statewide		25-25								
Devils Lake Driver License	Driver License	Driver License		23-21								
Dickinson Driver License & Motor Vehicle	Driver License Driver License	Driver License										
Fargo Driver License	Driver License	Driver License	2021									
Grand Forks Driver License	Driver License	Driver License										Needed capital improvement projects and costs included with Grand Forks Office.
Jamestown Driver License	Driver License	Driver License										
Minot Driver License	Driver License	Driver License	2021									
Williston Driver License	Driver License	Driver License	2020		2,290							



Part			1	1			-	-				1	
March Feb 19							Danger & Alarm	Alert Condition					
March Marc	Facility	Facility Type	District/Division										Improvement and Repair Projects Needed
Control Interface Cont				/Acquired	Biennium	(size)			Phase 2	1	2	Building	
Sept March Sept			Bismarck	1976		6,000				\$150,000			Windows, Insulation, Roof, Doors
Section Sect											\$480,000	0	
Carlotte Carlotte										\$15,000			
Company Comp													
Second Second													
Common C							\$50,000						Generator replacement.
Same Into the July 10 to the July 10													
Company No. Company													
Company Comp													
Controllar Con													
Contract State Cont			Maintenance	2013									
Self-Self-Self-Self-Self-Self-Self-Self-													
Section Land Liver Market State Country of Section 1997 (1998) 1													
Campon Barbar	Devils Lake Radio Tower Building		Maintenance	1962		480							
Section Seed Proceeding				1962		480							
Sept Supplement													
Company of the Part Purple Company of the	Driscoll Radio Tower Building	Radio Tower Building											
Comp Mark													
Carbon Nation Services Carbon Nation Carbon Natio													
Gard Fort Building Carl Fort Author Year Building Carl Fort								\$20,000					
Complete Note Patrick Comp													
Section Company Comp													
Micros March Mar								\$20,000					
Claser Indianal Court Indianal Cou													
Common Heady Description Real Force Medicing Real Force Medi													
Commont belief Down Building Mail Conner													
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Mont Stade Tower Building													
Mort Balle Tower Building								¢20.000					
Model follow building								\$20,000					
Month Stand Town Building													
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New Sealm Radio Four Building Agin Four Buildin													
Mode Marked Mode	,												
Performing Mail Note Sulfridge Salo Tower Building Salo Towe													
Marting Radio Tower Building Radio Tower													
Marie Rabio Tower Building						384		\$20,000					
Pager Radio Tower Building Statio Tower Building	Raleigh Radio Tower Building	Radio Tower Building	Maintenance	2016		384							
Togs Read Tower Building Radio Tower Bu			Maintenance	2016		384							
Valley City Radio Tower Building Auditor Author Building Auditor Author Building Auditor Author Building Auditor Auditor Seek Publish Auditor Seek Publish Auditor Auditor Seek Publish Auditor Seek P	Sentinel Butte Radio Tower Building	Radio Tower Building											
Washer Radio Tower Building	Tioga Radio Tower Building						\$125,000						Building and generator replacement.
Mailes Nadio Tower Building Agio Tower Building Agio Nationaries 2012 344 345 1 1 1 1 1 1 1 1 1													
Maintenance Maintenance													
Wilstok Radio Tower Building Radio Tower Building Radio Tower Building Radio Tower Building Radio Tower Building Radio Tower Building Radio Tower Building Radio Tower Building Radio Tower Building Radio Tower Building Radio Tower Building Radio Tower Building Radio Tower Building Radio Tower Building Radio Tower Building Radio Tower Building Radio Tower Building Rest Area Busnarck 1999 31:33 2,617 52:500			Maintenance										
Wishek Raio Tower Building Acid Tower Building													
Apple Creek Vistor Center EB Rest Area Bismarck 199 31-33 2,670 \$22,500 \$22,500 \$25,500 \$515,7500 See needed capital improvement projects in Rest Area improvement sheet. Hailstone Creek Visitor Center EB Rest Area Bismarck 1996 52.7 2,443 \$22,500 \$22,500 \$25,500 \$525,000 \$ee needed capital improvement projects in Rest Area improvement sheet. Hailstone Creek Visitor Center WB Rest Area Bismarck 1996 25.27 2,433 \$2.500 \$525,000 \$525,000 \$ee needed capital improvement projects in Rest Area improvement sheet. Hailstone Creek Visitor Center WB Rest Area Bismarck 1996 25.27 2,933 \$1.0 \$1.0 \$525,000 \$ee needed capital improvement projects in Rest Area improvement sheet. Hailstone Creek Visitor Center WB Rest Area Bismarck 1996 25.27 2,933 \$30,000 \$30,000 \$30,000 \$518,000 \$ee needed capital improvement projects in Rest Area improvement sheet. Hailstone Creek Visitor Center WB Truck Parking Improvement Rest Area Bismarck 1996 25.27 2,933							\$125,000						Building and generator replacement.
Apple Creek Visitor Center WB Rest Area Bismarck 1999 31.3 2,660 \$22,500 \$22,500 \$22,500 \$157,500 \$60													
Hailstone Creek Visitor Center EB Truck Parking Improvement Rest Area Bismarck 1996 25-27 2,433 1					31 33	2,017	+/	ŲLL,300	ŲLL,300				
Halistone Creek Visitor Center WB Truck Parking Improvement Rest Area							\$22,500	\$22,500	\$22,500				
Hailstone Creek Visitor Center WB Rest Area Bismarck 1996 25-27 2,933 530,000 \$30,000 \$30,000 \$180,000 \$60,000 \$180,000 \$60,000 \$180,000 \$60,000 \$180,000 \$60,000 \$180,000 \$60,000 \$180,000 \$60,000						2,443						\$525,000	see neeueu capital iiipfovement projects in Kest Area Improvement sneet.
Hailstone Creek Visitor Center WB Truck Parking Improvement Rest Area Devis Lake 1995 33-35 2,233 \$30,000 \$30,000 \$30,000 \$30,000 \$180,000 \$58 needed capital improvement projects in Rest Area Improvement sheet. Western ND Visitor Center Rest Area Dickinson 201 31-33 3,500 \$26,075 \$26,						2 033						¢535,000	See needed capital improvement projects in Past Area Improvement short
Carry Rest Area Rest Area Devils Lake 1995 33-35 2,233 530,000 530,000 530,000 530,000 5180,000 580,00				1330		درور,						\$525,000	ace needed sapital improvement projects in restated improvement sincet.
Beach Nistor Center Rest Area Dickinson 2001 31-33 3,500 \$26,075 \$26,075 \$26,075 \$26,075 \$26,075 \$28,0				1995		2 233	\$30,000	\$30,000	\$30,000	\$30,000		\$180,000	See needed ranital improvement projects in Rest Area Improvement sheet
Nestern ND Visitor Center Rest Area Dickinson Film River NB Utility Shed Rest Area Fargo 2020 Film River SU Utility Shed Rest Area Fargo 2020 Film River SU Utility Shed Rest Area Fargo 2020 Film River SU Utility Shed Rest Area Fargo 2020 Film River SU Utility Shed Rest Area Fargo 2020 Film River SU Shed Capital Improvement projects and costs included with Elm River Visitor Center NB Needed capital Improvement projects in Rest Area Fargo 2023 27-29 Film River Visitor Center NB Film River Visitor Center SB Rest Area Fargo 2023 27-29 Film River Visitor Center SB Rest Area Fargo 2024 Film River Visitor Center SB Film River Visitor Center SB Rest Area Fargo 2024 Film River Visitor Center SB Film River Visitor Ce						_,			+00,000	\$30,000			
Elm River SB Utility Shed							<i>\$20,013</i>	J.C.,013	, E0,073			V102,525	,
Elm River Visitor Center NB Elm River Visitor Center Struck Parial Improvement projects in Rest Area Improvement sheet. Lake Agassiz Visitor Center Truck Parking Improvement projects in Rest Area Improvement sheet. Lake Agassiz Visitor Center Truck Parking Improvement projects in Rest Area Improvement sheet. Lake Agassiz Visitor Center Truck Parking Improvement				2020									Needed capital improvement projects and costs included with Elm River Visitor Center NB.
Em River Visitor Center NB													
Em River Visitor Center NB Truck Parking Improvement Rest Area Fargo 27-29 2,617 \$22,475 \$22,475 \$20,000 \$27-29 \$2,617 \$22,475 \$20,000 \$27-29 \$2,617 \$22,475 \$20,000 \$27-29 \$2,617 \$22,475 \$20,000 \$27-29 \$2,617 \$22,475 \$20,000 \$27-29 \$2,617 \$22,475 \$20,000 \$27-29 \$2,617 \$22,475 \$20,000 \$27-29 \$2,617 \$22,475 \$20,000 \$27-29 \$2,617 \$22,475 \$20,000 \$27-29 \$2,617 \$20,000 \$27-29 \$20,000 \$27-29 \$2,617 \$20,000 \$27-29 \$2					27-29	2,617	\$22,475					\$202,275	
Elm River Visitor Center SB													
Elm River Visitor Center 98 Truck Parking Improvement				2003		2,617	\$22,475					\$202,275	See needed capital improvement projects in Rest Area Improvement sheet.
Fargo L-29 Visitor Center Rest Area Fargo I 1996 25-27 2, 562 S Basic Center Stake Agassiz Visitor Center Truck Parking Improvement Rest Area Fargo I 1996 25-27 S See needed Capital improvement projects in Rest Area Improvement sheet. Lagoon Inspection See needed Capital improvement projects in Rest Area Improvement sheet. Lagoon Inspection See needed Capital improvement projects in Rest Area Improvement sheet. Lagoon Inspection See needed Capital improvement projects in Rest Area Improvement sheet. Lagoon Inspection See needed Capital improvement projects in Rest Area Improvement sheet. Lagoon Inspection See needed Capital improvement projects in Rest Area Improvement sheet. Lagoon Inspection See needed Capital improvement projects in Rest Area Improvement sheet. Lagoon Inspection See needed Capital improvement projects in Rest Area Improvement sheet. Lagoon Inspection Inspecti													
Lake Agassiz Visitor Center Rest Area Fargo 1996 25-27 2,662 S434,750 See needed capital improvement projects in Rest Area Improvement sheet. Lake Agassiz Visitor Center Truck Parking improvement Rest Area Fargo 25-27 5 5 5 5 5 6 5 6 5 6 6 7 6 7 6 7 <td></td> <td></td> <td>Fargo</td> <td></td> <td></td> <td></td> <td></td> <td>\$30,000</td> <td></td> <td></td> <td></td> <td></td> <td>Lagoon Inspection</td>			Fargo					\$30,000					Lagoon Inspection
Lynchberg Rest Area Rest Area Fargo 2000 48 \$200,000 \$114,750 See needed capital improvement projects in Rest Area Improvement sheet. Lagoon Inspection Mapleton Rest Area Rest Area Rest Area Improvement sheet. See needed capital improvement projects in Rest Area Improvement sheet. Lagoon Inspection	Lake Agassiz Visitor Center		Fargo	1996	25-27	2,662						\$434,750	See needed capital improvement projects in Rest Area Improvement sheet.
Lynchberg Rest Area Rest Area Fargo 2000 48 \$200,000 \$114,750 See needed capital improvement projects in Rest Area Improvement sheet. Lagoon Inspection Mapleton Rest Area Rest Area Rest Area Improvement sheet. See needed capital improvement projects in Rest Area Improvement sheet. Lagoon Inspection	Lake Agassiz Visitor Center Truck Parking Improvement	Rest Area	Fargo		25-27								
	Lynchberg Rest Area	Rest Area	Fargo	2000		48							See needed capital improvement projects in Rest Area Improvement sheet. Lagoon Inspection
Alexander Henry Shed Rest Area Grand Forks 2016 Needed capital improvement projects and costs included with Alexander Henry Visitor Center.	Mapleton Rest Area		Fargo			48	\$200,000	\$114,750					See needed capital improvement projects in Rest Area Improvement sheet. Lagoon Inspection
	Alexander Henry Shed	Rest Area	Grand Forks	2016									Needed capital improvement projects and costs included with Alexander Henry Visitor Center.

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			Year	Projected	Existing	Danger & Alarm	Alert Condition	Alert	Caution	Caution	Additional Needed	
Facility	Facility Type	District/Division	Built/Updated	Update	Building	Condition	Phase 1	Condition			Repairs without New	Improvement and Repair Projects Needed
			/Acquired	Biennium	(size)			Phase 2	1	2	Building	
Alexander Henry Visitor Center	Rest Area	Grand Forks	1997	27-29	1,693	\$50,000					\$450,000	See needed capital improvement projects in Rest Area Improvement sheet.
Alexander Henry Visitor Center Truck Parking Improvement	Rest Area	Grand Forks		27-29								
Larimore Rest Area	Rest Area	Grand Forks	2000	33-35	462	\$50,000	\$50,000	\$50,000	\$50,000		\$300,000	See needed capital improvement projects in Rest Area Improvement sheet.
Larimore Rest Area Shed	Rest Area	Grand Forks	2016									Needed capital improvement projects and costs included with Larimore Rest Area.
Crystal Springs Rest Area EB	Rest Area	Valley City	1966	29-31	1,173	\$28,000	\$28,000					See needed capital improvement projects in Rest Area Improvement sheet.
Crystal Springs Rest Area EB - Storage Shed	Rest Area	Valley City										Connect power to building.
Edgeley Rest Area	Rest Area	Valley City	1996	33-35	854	\$27,000	\$27,000	\$27,000	\$27,000		\$162,000	See needed capital improvement projects in Rest Area Improvement sheet.
Edgeley Rest Area - Storage Shed	Rest Area	Valley City				\$30,000	\$30,000	4	\$30.000		4	
Jamestown Visitor Center EB Jamestown Visitor Center EB Truck Parking Improvement	Rest Area	Valley City	2000	33-35	2,61/	\$30,000	\$30,000	\$30,000	\$30,000		\$180,000	See needed capital improvement projects in Rest Area Improvement sheet.
Jamestown Visitor Center EB Truck Parking Improvement Jamestown Visitor Center WB	Rest Area	Valley City Valley City	2000	33-35	2 617	\$30,000	\$30,000	\$30,000	\$30,000		Ć190.000	See needed capital improvement projects in Rest Area Improvement sheet.
Jamestown Visitor Center WB Jamestown Visitor Center WB Truck Parking Improvement	Rest Area	Valley City	2000	33-35	2,017	\$30,000	\$30,000	\$30,000	\$30,000		\$180,000	see needed capital improvement projects in Rest Area improvement sneet.
Medina Rest Area WB	Rest Area	Valley City	1995	29-31	1.296	\$28,000	\$28.000				\$224,000	See needed capital improvement projects in Rest Area Improvement sheet.
Medina Rest Area WB - Storage Shed	Rest Area	Valley City	1555	23 32	1,230	\$20,000	\$20,000				Ş22-1,000	Connect power to building.
Oriska Rest Area	Rest Area	Valley City	1991	23-25	1.600							See needed capital improvement projects in Rest Area Improvement sheet.
Oriska Rest Area Shed	Rest Area	Valley City			,							Needed capital improvement projects and costs included with Oriska Rest Area.
Oriska Rest Area Truck Parking Improvement	Rest Area	Valley City	NA	23-25								
Oriska Vending Shelter	Rest Area	Valley City	2002		275							Needed capital improvement projects and costs included with Oriska Rest Area.
Bismarck District Salt Brine Building 2	Salt Brine Building	Bismarck	NA	27-29								
Bismarck Salt Brine Building	Salt Brine Building	Bismarck	2019		960							
Devils Lake District Salt Brine Building 2	Salt Brine Building			27-29			\$5,000					Relocate approximately 400' of 1/0 URD 220 Mil XLP Jkt cable.
Devils Lake Salt Brine Building	Salt Brine Building		2020		960							
Beulah Salt Brine Facility	Salt Brine Building	Dickinson	1976		2,400	\$22,600	\$22,600	\$22,600	\$22,600	\$22,600)	Wall sheeting, water heater, infrared heater, electrical system, overhead doors and openers, exterior doors, roof, overhead door frames, and
												exterior concrete.
Dickinson District Salt Brine Building 2	Salt Brine Building		NA	27-29								
Dickinson Salt Brine Building	Salt Brine Building	Dickinson	2020		960		\$10,000					Security System, autowater shutoff
Fargo Salt Brine Building	Salt Brine Building	Fargo	2019		512							
Fargo Salt Brine Building 2	Salt Brine Building	Fargo	NA 4000	27-29	554							
Hillsboro Salt Brine Shed Drayton Salt Brine Shed	Salt Brine Building	Fargo	1999		561	\$50,000						
Grand Forks District Salt Brine Building 2	Salt Brine Building Salt Brine Building	Grand Forks Grand Forks	2000 NA	27-29	168	\$50,000						Brine containment and concrete apron.
Grand Forks District Salt Brine Building 2	Salt Brine Building	Grand Forks	2019	27-29	960							
Grand Forks Salt Brine Shed	Salt Brine Building	Grand Forks	2019		192							
Minot District Salt Brine Building 2	Salt Brine Building	Minot	NA	27-29	152							
Minot Salt Brine Building	Salt Brine Building	Minot	2019	27-23	960		\$8,000					Replace electric heaters
Valley City District Salt Brine Building 2	Salt Brine Building	Valley City	NA	27-29			40,000					
Valley City Salt Brine Building	Salt Brine Building	Valley City	2020		960							
New Town Salt Brine Building	Salt Brine Building	Williston				\$30,000						2" waterline.
Stanley Salt Brine Building	Salt Brine Building	Williston				\$45,000						2" waterline, roof, siding, overhead door, heater, and concrete apron.
Williston District Salt Brine Building 2	Salt Brine Building	Williston	NA	27-29								
Williston Salt Brine Building	Salt Brine Building	Williston	2020		960							
Bismarck Salt Building	Salt Building	Bismarck	2015		10,000							
Bismarck Salt Shed	Salt Building	Bismarck	1995		9,216							
Center Salt Building	Salt Building	Bismarck	2009		2,880	\$60,000						Move to new section yard or Replace with New Building.
Flasher Salt Building	Salt Building		2011		3,600							
Glen Ullin Salt Building	Salt Building		2014		7,200							
Linton Salt Building	Salt Building		2011		3,600							
McClusky Salt Building	Salt Building		2014		3,200							
Napoleon Salt Building	Salt Building Salt Building	Bismarck Bismarck	2011		3,600 3.600							
Selfridge Salt Building Steele Salt Building	Salt Building		2014		7.000							
Underwood Salt Building	Salt Building	Bismarck	2013		7,000							
Cando Salt Building	Salt Building		2014		3,600		\$2,000		\$15,000			Power and flood light, extended apron.
Carrington Salt Building	Salt Building		2011		3,600		72,000		\$15,000			Extended apron.
Devils Lake Salt Building	Salt Building		2013		10,000				\$150,000			New roof, flood lights and power.
Hurdsfield Salt Shed	Salt Building		1999		640			\$7,000	7230,000			New overhead door.
Langdon Salt Building	Salt Building		2014		3,600		\$2,000	Ţ., 23 0				Filod light.
Maddock Salt Building	Salt Building		2014		3,600							
Pekin Salt Building	Salt Building		2014		3,600		\$2,500					Electric power and flood lights.
Rolla Salt Building	Salt Building		2011		3,600		\$2,000		\$15,000			Add power and flood light, extend apron.
Rugby Salt Building	Salt Building		2014		7,200		\$2,000					Rain gutter on east side to solve the water issue.
Beach Salt Building	Salt Building		2013		3,600				\$25,000			pave floor and approach
Belfield Salt Building	Salt Building		2011		3,600				\$25,000			pave floor and approach
	Salt Building		2012		3,600				\$25,000			pave floor and approach
Beulah Salt Building	Jair Dullullig		12012		3,600				\$25,000			pave floor and approach
Beulah Salt Building Bowman Salt Building	Salt Building		2012									
Beulah Salt Building Bowman Salt Building Dickinson Salt Building	Salt Building Salt Building	Dickinson	2010		10,400			\$300,000				Replace cables, trusses, fabric, add fabric wall and doors for east side.
Beulah Salt Building Bowman Salt Building Dickinson Salt Building Hettinger Salt Building	Salt Building Salt Building Salt Building	Dickinson Dickinson	2010 2014		3,600			\$300,000	\$25,000			pave floor and approach
Beulah Salt Building Bowman Salt Building Dickinson Salt Building Hettinger Salt Building Killdeer Salt Building	Salt Building Salt Building Salt Building Salt Building Salt Building	Dickinson Dickinson Dickinson	2010 2014 2014		3,600 3,600			\$300,000	\$25,000			pave floor and approach pave floor and approach
Beulah Salt Building Bowman Salt Building Dickinson Salt Building Hettinger Salt Building	Salt Building Salt Building Salt Building	Dickinson Dickinson Dickinson Dickinson	2010 2014		3,600			\$300,000				pave floor and approach

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Part												1	
March Marc				Year	.,	Existing	Danger & Alarm	Alert Condition		Caution	Caution	Additional Needed	
Committed Comm	Facility	Facility Type	District/Division							Condition Phase	Condition Phase		Improvement and Repair Projects Needed
Company Comp				/Acquired	Biennium	(size)			Phase 2	1	2	Building	
Control Analysis	Richardton Salt Building	Salt Building	Dickinson	2014		3,600				\$25,000			pave floor and approach
Common Market Mar	Casselton Salt Building		Fargo	2012		3,600							
Allegraph	Fargo Salt Building		Fargo	1995	23-25	9,216							
Allegraph	Forman Salt Building	Salt Building		2011		3,600							
Control betting	Hillsboro Salt Building	Salt Building											
Company of Company Com	Lidgerwood Salt Building	Salt Building	Fargo	2011									
Appeared billing	Lisbon Salt Building	Salt Building	Fargo	2014									
Second Second													
Accordance March	Wahpeton Salt Building	Salt Building	Fargo	2014		3,600							
Care For Bridge See Budge													
Company Comp													
September Sept							\$60,000						Move salt building to new section site.
Company of the busing													
Surface State Marking All Mark													
Comparison Com							\$25,000						
Common to Marking		· ·											
Company of Marking													
Carbon Carbon													
Settlement of Multing (1) with pulsary (1) where (1) settlement (1							\$25,000			\$60,000			Roof repair and move building to site of section building.
Granton Education An abushing An abushing An abushing An abushing An abushing An abushing And													
Samp Sail Ballaring Carpor Sail Ballaring C													
April 1999 Self-Building													
More Set busing Set busing More 203										\$10,000			
Charle Set Building		Salt Building							\$10,000				replace ceiling panels and add rain troughs to roof line
Figure 1 to Building		Salt Building											
Township See Building See Buil		Salt Building											
Annual Process Annu		Salt Building											
April 24 bit bit State bit										\$10,000			
Court House Court House				2013		1,600			\$10,000				
Englands SAB Building Valley City 1911 3,600													
Elementary Salt Building Salt								\$50,000					Replace building, ag tractors do not fit in current building.
Cackle Sail Building													
Internation Sale Building Valley (Riy 2012 10,000 53,0000 Reglace callees, replace sete bottom and members, and gatch and repart larg over (Livinite Sail Shoulding Valley (Riy 2012 5,000 Reglace callees, replace sete bottom and members, and gatch and repart larg over (Livinite Sail Shoulding Valley (Riy 2012 5,000 Reglace callees, replace sete bottom and members, and gatch and repart larg over (Livinite Sail Shoulding Valley (Riy 2012 5,000 Replace building, ag tractors do not fit in current building. Valley (Riy 2012 7,000 7,000 Replace building, ag tractors do not fit in current building. Valley (Riy 2012 7,000 7,000 Replace building, ag tractors do not fit in current building. Valley (Riy 2012 7,000 7,000 Replace callees. Valley (Riy 2012 7,000 Replace callees. Valley (Riy 20													
Litch-biller Sail Building Sail Building								\$50,000					
Medins Set Building Valley City 2012 5,600 50,000 6,981 5,000 6,981 5,000 7,000									\$30,000				
Oakes Sale Shed Sale Building Sale								\$50,000					Replace building, ag tractors do not fit in current building.
Valley City Sait Building Sait													
Wished Safe Building Safe Building Willston 2012 S40,000 S40,0								\$50,000					Replace building, ag tractors do not fit in current building.
Bowbells Salt Building Salt Bu									\$20,000				Replace cables.
Grosty Salt Building Salt Building Williston 2012 545,000 19thing, concrete aprox, and containment lighting. Salt Building Williston 2012 545,000 19thing, concrete aprox, and containment lighting, and second load out pump system. Stanley Salt Building Salt Building Williston 2012 545,000 19thing, concrete aprox, containment lighting, and second load out pump system. Wastroot Givy Salt Building Salt Building Williston 2012 545,000 19thing, concrete aprox, containment lighting, and second load out pump system. Wastroot Givy Salt Building Salt Building Williston 2012 545,000 19thing, concrete aprox, containment lighting, and second load out pump system. Wastroot Givy Salt Building Salt Building Williston 2016 545,000 19thing, concrete aprox, containment lighting, and second load out pump system. Beach Section Building Section Building Section Building Grand Forks 1972 23-25 2,400 510,000 545,000 19thing, concrete aprox, containment lighting, and second load out pump system. Beach Section Building Section Building Grand Forks 1972 23-25 2,400 510,000 5445,000 19thing, concrete aprox, containment lighting, and second load out pump system. Beach Section Building Section Building Grand Forks 1972 23-25 2,400 510,000 5445,000 19thing, concrete aprox, containment lighting, and second load out pump system. Beach Section Building Section Building Grand Forks 1972 23-25 2,400 510,000 5445,000 19thing, concrete aprox, containment lighting, and second load out pump system. Beach Section Building Sectio		Salt Building				3,600							
New Town Salt Building Salt Bu													
Salte Building Salte						3,600							
National Control Building Salt Building Williston 2012 S45,000 Lighting, concrete apron, containment lighting, and second load out pump system. National Control Building Salt Building Salt Building Williston 2016 S45,000 Lighting, concrete apron, containment lighting, and second load out pump system. National Control Building Section													
Natford City Salt Building Salt Salt Building Salt Building Salt Salt Salt Salt Salt S						7,200							
Williston Salt Building Settion Building Minot 1973 25-27 2,400 Settion Settion Settion Building Settion Building Settion Building Williston 1969 25-27 2,400 Settion Building Settion Building Settion Building Williston Settion Building Williston Settion Building Williston Settion Building Settion Building Settion Building Williston Settion Building Williston Settion Building Valley City Settion Building Valley City Settion Building Settion Building Valley City Settion Building Valley City Settion Building Settion Building Valley City Settion Building Settion Building Settion Building Valley City													
Beach Section Building Section Building Section Building Dickinson 1984 23-25 3,800 \$10,000 \$445,000 Security system, smart thermostat Grafton Section Building Se													
Grafton Section Building Section Building Section Building Section Building Section Building Section Building Section Building Section Building Bismarck 1995 23-25 3,200 Sudgerwood Section Building Section Section Building Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Section Secti													
Center Section Building Section Building Section Building Section Building Section Building Section Building Section Building Section Building Section Building Section Building Section Building Section Building Section Building Section Building Section Building Minot 1973 25-27 2,400 \$1,00,410						-,		\$10,000					
Lidgerwood Section Building Section Building Fargo 1973 23-25 2,400 Section Building Section Building Section Building Section Building Section Building Section Building Minot 1973 25-27 2,400 Section Building Miliston 1969 25-27 2,400 Section Building Miliston 25-27 Section Building Miliston 25-27 352,000 Ughting, bathroom ceiling, and pressure washer vent. Ellendale Section Building Valley City 1968 25-27 2,400 Section Building Section Building Section Building Miliston 25-27 2,400 Section Building Section Building Miliston 25-27 2,400 Section Building Section Building Miliston 25-27 352,000 Ughting, bathroom ceiling, and pressure washer vent. Ellendale Section Building Section Building Valley City 1968 25-27 2,400 Section Building Section Building Section Building Section Building Williston 25-27 2,400 Section Building Section Building Section Building Section Building Williston 25-27 2,400 Section Building Section Building Section Building Section Building Williston 25-27 2,400 Section Building Section Build	Grafton Section Building	Section Building	Grand Forks	1972	23-25	2,400						\$312,800	Internal lighting, external lighting, unit heaters, electric controls, plumbing fixtures, exterior doors, metal cladding, and interior concrete
fixtures, interior doors, exterior doors, overhead doors, windows, metal cladding, exterior concrete, interior concrete, structura supply in. Towner Section Building Section Building Minot 1973 25-27 2,400 Section Building Williston 1969 25-27 2,400 Section Building Williston Section Building Will													
exterior doors, overhead doors, windows, metal roofing system, metal cladding, exterior concrete, interior concrete, environme water year to doors, overhead doors, windows, metal roofing system, metal cladding, exterior concrete, interior concrete, environme water removal. Bowbells Section Building 1 Section Building Williston 1969 25-27 2,400 Section Building 2 Section Building 2 Section Building Williston 25-27 Section Building Williston 25-27 Section Building 2 Section Building 2 Section Building Section Bu	Lidgerwood Section Building	Section Building	Fargo	1973	23-25	2,400						\$1,400,815	Bunham boiler, in-floor heat, hot water pumps, hot water heater, unit heaters, hvac system, electric controls, electrical distribution, plumbing fixtures, interior doors, exterior doors, overhead doors, windows, metal cladding, exterior concrete, interior concrete, structural, and water sunnly in
Bowbells Section Building 1 Section Building Williston 1969 25-27 2,400 \$ \$1,191,850 Paint shop floor, water heater, office furniture, fixtures, and equipment, concrete apron, work bench, shelving, air plumbing, ce electrical outlets, wash curvel, sweep washer vertage, floor drains, 2" waterline, oil change pit, fer columns, replace tin, overhead doors, overhead doors, overhead doors, overhead office furniture, fixtures, and equipment, concrete apron, work bench, shelving, air plumbing, ce electrical outlets, wash curvely assert washer vert, used oil storage, floor drains, 2" waterline, oil change pit, fer columns, replace tin, overhead doors, overhead doors, overhead doors, overhead doors, overhead doors, overhead doors, overhead office, persure washer vert, used oil storage, floor drains, 2" waterline, oil change, in fermious concrete, shelving/racks, and yard grading. New storage shed (20' x 30'). Bowbells Section Building 2 Section Building Williston 25-27 \$ \$525,000 Lighting, bathroom ceiling, and pressure washer verts. Ellendale Section Building Valley City 1968 25-27 2,400 \$ \$642,500 Hot water, external lighting, extend lighting, exten	Towner Section Building	Section Building	Minot	1973	25-27	2,400						\$1,054,100	exterior doors, overhead doors, windows, metal roofing system, metal cladding, exterior concrete, interior concrete, environmental, structural,
Bowbells Section Building 2 Section Building Williston 25-27 Section Building Williston 25-27 Section Building Section Buildi	Bowbells Section Building 1	Section Building	Williston	1969	25-27	2,400						\$1,191,850	Paint shop floor, water heater, office furniture, fixtures, and equipment, concrete apron, work bench, shelving, air plumbing, ceiling fans, exteric electrical outlets, wash curtain, SWPPP dike, pressure washer vent, used oil storage, floor drains, 2' waterline, oil change pit, fence, repair columns, replace tin, overhead doors, overhead door framing, bathroom remodel, shop heat, replace floor, hvac, walk in door, internal lighting,
Ellendale Section Building Section Building Valley City 1968 25-27 2,400 \$\$642,650 Hot water heater, external lighting, electrical distribution, plumbing fixtures, interior doors, exterior doors, exterior doors, metal roofing system interior concrete, site drainage, and larger connection to city water.	Bowbells Section Building 2	Section Building	Williston		25-27							\$25,000	
			**************************************	1968		2,400							Hot water heater, external lighting, electrical distribution, plumbing fixtures, interior doors, exterior doors, metal roofing system, metal cladding,
	Garrison Section Building	Section Building	Minot	1974	25-27	2,400						\$467,250	Hot water heater, unit heaters, internal lighting, electrical controls, electrical distribution, plumbing fixtures, interior doors, exterior doors, overhead doors, windows, metal roofing system, metal cladding, exterior concrete, interior concrete, environmental, and south wall



			W	Burta da d	Existing			Alert	6	Caution	Address of Novelod	
Facility	Facility Type	District/Division	Year Built/Updated	Projected Update	Building	Danger & Alarm	Alert Condition	Condition	Caution Condition Phase		Additional Needed Repairs without New	Improvement and Repair Projects Needed
	, . , , , ,		/Acquired	Biennium	(size)	Condition	Phase 1	Phase 2	1	2	Building	· · · · · · · · · · · · · · · · · · ·
Bowman Section Building	Section Building	Dickinson	1985	25-27	3,800	\$71,300	\$71,300	\$121,300	\$71,300	\$71,300		Interior concrete, plumbing fixtures, wall sheeting, water heater, recovery heaters, electrical system, interior doors, overhead doors and
												openers, exterior doors, wall sheeting, overhead door framing, windows, gutters, exterior concrete, sand/oil separator, drain field, security
												system, purchase lot in industrial park, pump and water tank for truck washing, storage building, new water line. Construct salt brine
Adams Section Building	Section Building	Grand Forks	1966	25-27	2.400	\$20,000					¢202.750	containment, estimated \$20,000, and new salt brine tanks, estimated \$50,000.
Selfridge Section Building	Section Building	Bismarck	1966	27-29	2,400	\$20,000						External lighting, unit heaters, electrical distribution, metal roofing system, metal cladding, interior concrete, and septic tank. Hot water heater, unit heaters, internal lighting, external lighting, electric controls, electrical distribution, plumbing fixtures, interior doors,
Selffage Section Building	Section Building	DISITIATER	1507	27-25	2,400	\$133,310					\$1,155,750	exterior doors, overhead doors, windows, metal roofing system, metal cladding, exterior concrete, interior concrete, environmental, structural,
												water supply in, and waste water removal.
Wyndemere Section Building	Section Building	Fargo	1974	27-29	2,400	\$155,285					\$1,397,565	Bunham boiler, in-floor heat, hot water pumps, hot water heater, hvac system, internal lighting, external lighting, electric controls, electrical
												distribution, plumbing fixtures, interior doors, exterior doors, overhead doors, windows, metal roofing system, metal cladding, exterior concrete
												interior concrete, structural, water supply in, and waste water removal.
Watford City Section Building	Section Building	Williston	2001	27-29	5,000	*\$68,390					*\$645,510	Paint shop floor, water heater, office furniture, flooring, fixtures, and equipment, concrete apron, work bench, shelving, air plumbing, ceiling
												fans, exterior electrical outlets, wash curtain, SWPPP dike, pressure washer vent, used oil storage, floor drains, 2" waterline, oil change pit, fenci hvac, roof insulation, office addition, office flooring, and electrical upgrades. New storage shed (20' x 30'). Add 2 salt water tanks and
												containment, yard grading, and shelving/racks.
Mohall Section Building	Section Building	Minot	1975	27-29	2,400	\$68,567					\$620,000	Hot water heater, unit heaters, internal lighting, external lighting, electrical controls, electrical distribution, electrical to generator, plumbing
3					,	, ,					1. 7	fixtures, exterior doors, windows, metal roofing system, metal cladding, interior concrete, structural, environmental, and waste water removal.
Killdeer Section Building 1	Section Building	Dickinson	1971	29-31	2,400	*\$47,800	*\$47,800	*\$47,800	*\$47,800	*\$47,800		Plumbing fixtures, office flooring, office air conditioner, recovery heaters, boiler, ventilation system, interior doors, overhead doors and openers
												exterior doors, roof, windows, gutters, security system, propane tank, slab, fence, and exterior concrete. Construct salt brine containment,
												estimated \$20,000, and new salt brine tanks, estimated \$50,000. Repair and improvement costs included in construction costs for addition.
Wildow Courts - B. Halton B.	Control B. Hiller	profession .	2005	20.24	2.000							
Killdeer Section Building 2	Section Building Section Building	Dickinson Bismarck	1973	29-31 29-31	3,000 2,400			\$295,750	\$77,500	\$114,200		See Killdeer Section Building 1 for needed repairs and improvements. Internal lighting, hvac system, exterior doors, external lighting, and overhead doors.
Underwood Section Building 2	Section Building	Bismarck	2005	29-31	2,500			7233,730	\$77,500	ÿ114,200		See Underwood Section Building 1 for needed repairs and improvements.
Casselton Section Building 1	Section Building	Fargo	1974	29-31	2,400	\$30,000		\$35,050	\$1,218,800	\$92,000		Bunham boiler, in-floor heat, hot water pumps, hot water heater, unit heaters, hvac system, external lighting, electric controls, electrical
······································					,	, ,		, ,	, , ,,,,,,	, , , , , ,		distribution, plumbing fixtures, interior doors, exterior doors, overhead doors, windows, metal roofing system, metal cladding, interior concrete
												structural, water supply in, and waste water removal.
Casselton Section Building 2	Section Building	Fargo	2003	29-31	2,500							See Casselton Section Building 1 for needed repairs and improvements.
Cavalier Section Building	Section Building	Grand Forks	1964	29-31	2,400	\$46,225					\$416,025	Unit heaters, internal lighting, electric controls, electrical distribution, metal roofing system, metal cladding, and septic tank. Construct salt brine
Clashas Castina Duildina	Continu Duildinu	Diametel.	1070	20.21	2.400	¢c2.000	¢c2.0c0				ć027.000	containment at new site, estimated \$15,000.
Flasher Section Building	Section Building	Bismarck	1970	29-31	2,400	\$62,060	\$62,060				\$937,080	Increase waterline size. Possible replacement or improvement items needed before building replacement: unit heaters, hvac system, electric controls, electrical distribution, exterior doors, overhead doors, windows, metal roofing system, metal cladding, interior concrete, structural,
												water supply in, and waste water removal.
Lisbon Section Building	Section Building	Fargo	1971	29-31	2,400	\$158,818	\$158,818				\$1,193,715	Parking lot work for CDL testing, Bunham boiler, hot water pumps, hot water heater, unit heaters, hvac system, external lighting, electric
												controls, electrical distribution, plumbing fixtures, interior doors, exterior doors, overhead doors, windows, metal roofing system, metal
												cladding, exterior concrete, interior concrete, structural, water supply in, and waste water removal.
Velva Section Building	Section Building	Minot	1990	31-33	3,750		\$30,000		\$128,000	\$159,250		Internal lighting, external lighting, septic tank, exterior doors, overhead doors, windows, interior concrete, environmental, water supply in, and
Forman Section Building	Section Building	Fargo	1967	31-33	2,400	\$24,714	\$24,714	\$24,714			¢1 400 700	waste water removal. New office addition, 40' addition for equipement. Bunham boiler, in-floor heat, hot water pumps, hot water heater, unit heaters, hvac system, electric controls, electrical distribution, plumbing
Forman Section Building	Section Building	raigo	1507	31-33	2,400	324,714	324,714	324,714			\$1,408,708	fixtures, interior doors, exterior doors, overhead doors, windows, metal roofing system, metal cladding, exterior concrete, interior concrete,
												water supply in, and waste water removal.
Stanley Section Building	Section Building	Williston	2001	31-33	6,000	\$232,080	\$252,080	\$232,080	\$252,080	\$232,080		Paint shop floor, water heater, office furniture, flooring, fixtures, and equipment, concrete apron, work bench, shelving, air plumbing, ceiling
												fans, exterior electrical outlets, wash curtain, SWPPP dike, pressure washer vent, used oil storage, floor drains, 2" waterline, oil change pit, fenci
												toilet, bathroom flooring, office addition, floor heat, hvac, external lighting, interior doors, unit heaters, and electrical distribution. New storage
												shed (20' x 30'). Add 2 salt water tanks, contaiment, yard grading, and shelving/racks.
Arthur Cours Building	Control B. Miller	Construction	2000	24.22	4.000	¢30.000			ć20.000	624 750		
Michigan Section Building Hettinger Section Building	Section Building Section Building	Grand Forks Dickinson	2000 2016	31-33 31-33	4,800 5,400	\$20,000 \$800	\$800	\$46,300	\$30,000 \$10,800	\$24,750 \$800		Overhead door openers, door fobs, and unit heaters. Repair concrete floor with epoxy coating to fix scaling. Office air conditioner, smart thermostat, gas line and exhaust for pressure washer, propane tank, slab, and fence, security system, and water
nettinger section building	Section building	O.CAIII30II	2310	31-33	3,400	3800	Ş800	Ş40,300	\$10,800	\$800		heater.
New Town Section Building	Section Building	Williston	2013	31-33	6,750	\$232,080	\$252,080	\$232,080	\$252,080	\$232,080		Paint shop floor, water heater, office furniture, flooring, yard grading, shelving/racks, fixtures, and equipment, concrete apron, work bench,
												shelving, air plumbing, ceiling fans, exterior electrical outlets, wash curtain, SWPPP dike, pressure washer vent, used oil storage, floor drains, 2"
												waterline, oil change pit, fence, toilet, bathroom flooring, office addition, floor heat, hvac, external lighting, interior doors, unit heaters, and
												electrical distribution. New storage shed (20' x 30').
Linton Section Building	Section Building	Bismarck	1989	31-33	3,750	\$30,000		\$67,750	\$110,000	\$54,750		Unit heaters, internal lighting, external lighting, windows, interior concrete, structural, water supply in, and waste water removal.
Cando Section Building	Section Building	Devils Lake	2018		7,650		\$120,000					Maintenance trial on floor and maintenance and possible replacement of remaining concrete interior. Standby generator, finish sealing the
cando section banding	Section Building	Deviis Lake	2010		,,030		\$120,000					remaining portion of the shop floor.
Carrington Section Building	Section Building	Devils Lake	2005		8,000		\$30,000	\$77,500	\$75,000	\$142,000		2" waterline into building, office addition, exterior doors, external lighting, plumbing fixtures, generator, exterior concrete, exhaust fan, A/C, an
												overhead doors.
Glen Ullin Section Building	Section Building	Bismarck	2006		8,400							
McClusky Section Building	Section Building	Bismarck	1981		7,500	\$150,000			\$5,050	\$518,750		Replace interior concrete and add in-floor heat, replace interior skin, plumbing fixtures, unit heaters, hvac system, exterior concrete, and water
Manalaga Castina Buildina	Continue D. 11-11	Diamoral.	2000		4.000			620.0	620.555	A.c		supply in.
Napoleon Section Building	Section Building	Bismarck Bismarck	2000		4,800 7,800			\$30,000	\$30,000	\$16,750		Water supply in, waste water removal, and internal lighting.
Steele Section Building Langdon Section Building	Section Building Section Building	Devils Lake	2012		6,000			\$185,000	\$60,000	\$62,000		Water supply in and waste water removal. Exterior concrete, increase water line size, septic system, oil/sand separator, generator, and interior concrete.
	Section Building	Devils Lake	1967	27-29	2,400	\$115,300		Ç103,000	\$00,000	902,000	\$1.037,700	Metal roofing system, metal cladding, and increase water line size. Additional replacement or improvement items needed without building
Maddock Section Building											+-,,,,,,,	O, , , , , , , , , , , , , , , , , , ,
Maddock Section Building	Section Building											replacement: 2: water line, standby generator, exterior doors, hvac system, internal lighting, external lighting, electric controls, electrical



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			Year	Projected	Existing	Danger & Alarm	Alert Condition	Alert	Caution	Caution	Additional Needed	
Facility	Facility Type	District/Division	Built/Updated	Update	Building	Condition	Phase 1	Condition	Condition Phase		Repairs without New	Improvement and Repair Projects Needed
			/Acquired	Biennium	(size)	Condition	111030 1	Phase 2	1	2	Building	
Rolla Section Building	Section Building	Devils Lake	1989	25-27	3.750	\$100,000		\$118,500	\$82,000	\$34,000		Exterior doors, metal cladding, metal roofing system, structural, and interior doors. Replacement with larger facility, maintenance or rear
•					5,.55	7200,000		7-1-0,000	702,000	75.,555		structural beams, new lighting, new walk-in door, shingles on office or steel roof, expand office size. Standby generator.
Rugby Section Building	Section Building	Devils Lake	2015		10,500					\$185,000		Exterior concrete. Replace ceiling fans, 2" water line to other side of shop, service humidistat system. On-demand hot water heater.
					,					7-00,000		
Belfield Section Building	Section Building	Dickinson	2006		8,400	\$54,000	\$54,000	\$54,000	\$54,000	\$54,000		Trench drain, smart thermostat, plumbing fixtures, recovery heaters, boiler, ventilation system, interior doors, overhead doors and openers,
· · · · · · · · · · · · · · · · · · ·					,	, , , , , ,	,		,,,,,,			exterior doors, exterior concrete, security system, drive through tow plow bay, 2" water line.
Beulah Section Building	Section Building	Dickinson	2006		7,200	\$37,000	\$37,000	\$37,000	\$37,000	\$37,000		Trench drain, plumbing fixtures, water heater, overhead doors and openers, exterior doors, windows, exterior concrete, gas line and exhaust for
					,	,	,		,			pressure washer, replace propane tank, recovery heaters, security system
Mott Section Building	Section Building	Dickinson	2005		7,000	\$65,200	\$65,200	\$65,200	\$65,200	\$65,200)	Trench drain, plumbing fixtures, water heater, boiler, ventilation system, interior doors, overhead doors and openers, exterior doors, roof,
3					,	, ,	,		, ,			windows, gutters, pump and water tank for truck washing, drain field, propane tank, slab, fence, security system, replace overhead door
												concrete thresholds, and exterior concrete. Construct salt brine containment, estimated \$20,000, and new salt brine tanks, estimated \$50,000.
Hillsboro Section Building	Section Building	Fargo	2017		10,260							
Wahpeton Section Building 1	Section Building	Fargo	2003		6,000		\$130,000		\$5,050			Water supply in, waster water removal, and plumbing fixtures.
Wahpeton Section Building 2	Section Building	Fargo	1972									See Wahpeton Section Building 1 for needed repairs and improvements.
Cooperstown Section Building	Section Building	Grand Forks	2016		5,400		\$40,000		\$30,000			Wash water tank, door openers, and door fobs. Repair concrete floor with epoxy coating to fix scaling.
Drayton Section Building	Section Building	Grand Forks	2007		9,600		\$20,000					Overhead door openers and door fobs.
Larimore Section Building	Section Building	Grand Forks	2012		7,200		\$20,000					Overhead door openers and door fobs.
Bottineau Section Building	Section Building	Minot	2012		6,000	\$30,000			\$10,000			Electrical work for generator connection and exterior doors. Concrete jacking for apron
Harvey Section Building	Section Building	Minot	2015		7,500	\$20,500	\$1,000	\$200				Electrical work for generator connection, hot water heater, plumbing fixtures, and exterior doors.
Kenmare Section Building	Section Building	Minot	1999		6,120	\$20,000		\$30,000				Electrical work for generator connection, plumbing fixtures, water heater, exterior doors, and windows replacement.
Parshall Section Building	Section Building	Minot	2003		6,000	\$20,000	\$3,100	\$77,500		\$62,000)	Electrical work for generator connection, hot water heater, exterior doors, and interior concrete.
Edgeley Section Building	Section Building	Valley City	2021		5,400	\$50,000						Move brine containment/system to new building site. Remove old system at North yard. Add permanent propane generator.
Medina Section Building	Section Building	Valley City	2004		7,000	\$20,000	\$125,000	\$15,000	\$3,100	\$299,200)	Connect to city sewer system, increase water line size, replace office windows, replace walk in doors, convert loft to breakroom, hot water
												heater, external lighting, overhead doors, and exterior concrete.
Wishek Section Building	Section Building	Valley City	2012		6,000	\$10,000				\$137,000)	Walk in doors, overhead doors, and interior concrete.
Crosby Section Building	Section Building	Williston	2004		7,000	\$138,320	\$158,320	\$138,320	\$158,320	\$138,320)	Paint shop floor, water heater, office furniture, flooring, fixtures, and equipment, concrete apron, work bench, shelving, air plumbing, ceiling
												fans, exterior electrical outlets, wash curtain, SWPPP dike, pressure washer vent, used oil storage, floor drains, 2" waterline, oil change pit, fence
												internal lighting, external lighting, waste water removal, hvac, and interior concrete. New storage shed (20' x 30'). Shop floor inlay, yard grading,
												shelviing/racks.
Tioga Section Building	Section Building	Williston	2009		6,750	\$64,580	\$84,580	\$64,580	\$74,580	\$64,580		Paint shop floor, water heater, office furniture, fixtures, and equipment, concrete apron, work bench, shelving, air plumbing, ceiling fans, exterio
												electrical outlets, wash curtain, SWPPP dike, pressure washer vent, used oil storage, floor drains, 2" waterline, oil change pit, and fence. New
												storage shed (20' x 30'). yard grading, shelving/racks.
Ashley Section Building	Satellite Section Building	Valley City	1963	27-29	2,400	\$35,000					\$591,950	Remodel bathroom, concrete apron, internal lighting, electrical distribution, interior doors, overhead doors, metal roofing system, metal
												cladding, interior concrete, environmental, structural, and holding tank and drain field for sanitary system.
Courtenay Satellite Section Building	Satellite Section Building	Valley City	1966	31-33	2,400	\$45,000					\$478,100	Remodel bathroom, overhead doors, concrete apron, sanitary sewer storage tank, hot water heater, electrical distribution, metal roofing system
												metal cladding, interior concrete, environmental, structural, and larger waterline.
Fessenden Satellite Section Building	Satellite Section Building	Devils Lake	1968	33-35	2,400	\$97,925					\$881,325	Internal lighting, electrical distribution, plumbing fixtures, exterior doors, windows, metal roofing system, metal cladding, interior concrete,
												increase water line size, connect to city sewer, add oil/sand separator, hanging unit heaters, internal lighting, structural issues, overhead doors,
						4						and exterior concrete.
Finley Satellite Section Building	Satellite Section Building	Grand Forks	1969	33-35	2,400	\$35,000						Septic tank, exterior outlets, and overhead door seals.
Gackle Satellite Section Building	Satellite Section Building	Valley City	1971	33-35	2,400	\$10,000						Windows, electrical distribution, interior doors, metal roofing system, metal cladding, and larger connection to city water.
Halliday Satellite Section Building	Satellite Section Building	Dickinson	1972		2,400	\$26,300	\$26,300	\$26,300	\$26,300	\$26,300	,	Interior concrete, plumbing fixtures, interior wall sheeting, water heater, infrared heaters, electrical system, interior doors, overhead doors and
												openers, exterior doors, roof, overhead door framing, gutters, exterior concrete, generator, sand/oil separator, and drain field or connect to city
Litchville Satellite Section Building	Catallita Castina Buildina	Valley City	1967	22.25	2.400	Ć40.000					¢262.000	sewer, security system, generato, and smart thermostat.
Literville Satellite Section Building	Satellite Section Building	Valley City	1907	33-35	2,400	\$40,000					\$203,000	Remodel bathroom, overhead doors, concrete apron, external lighting, metal roofing system, metal cladding, interior concrete, and structural.
Manaille Catellite Section Pullation	Catallita Continu Build'	Eargo	1069	21 22	2.400	Ć1E1 30E					£1 3C1 5C5	Rusham beiler in floor boat bet water numer, but water boater, with batters from such as a state of a tastical in the state of the stat
Mayville Satellite Section Building	Satellite Section Building	Fargo	1968	31-33	2,400	\$151,285					\$1,361,565	Bunham boiler, in-floor heat, hot water pumps, hot water heater, unit heaters, hvac system, electric controls, electrical distribution, plumbing fixtures, interior doors, exterior doors, overhead doors, windows, metal roofing system, metal cladding, exterior concrete, interior concrete,
New England Satellite Section Building	Satellite Section Building	Dickinson	1973	33-35	2,400	\$26,200					¢201.000	structural, water supply in, and waste water removal.
ivew England Satellite Section Building	Satellite Section Building	DICKINSON	19/3	33-33	2,400	\$26,200					\$281,800	Interior concrete, plumbing fixtures, interior lighting, office flooring, office air conditioner, interior wall sheeting, water heater, infrared heaters, electrical system, ventilation system, interior doors, overhead door and openers, exterior doors, exterior wall sheeting, roof, sill plate, overhead
												door framing, windows, gutters, exterior concrete, sand/oil separator, drain field, propane tank, slab, fence, and smart thermostat.
												udor manning, windows, gatters, exterior contrete, saind/on separator, drain neid, propane tank, siad, rence, allo Sillaft thermostat.
Oakes Satellite Section Building	Satellite Section Building	Valley City	1964	29-31	2,400	\$50,000					ĆE AE 200	Remodel bathroom, replace furnace, replace walk in doors, replace windows, and new concrete apron. Additional replacement or improvement
Oakes Satellite Section building	Satellite Section building	valley City	1504	25-31	2,400	\$50,000					\$545,200	kemodel bathroom, replace furnace, replace walk in doors, replace windows, and new concrete apron. Additional replacement of improvement items needed without building replacement: electrical distribution, interior doors, overhead doors, metal roofing system, metal cladding, interio
												concrete, and structural.
Pekin Section Building	Satellite Section Building	Devils Lake	1966	29-31	2,400	\$39,000					¢520,000	Connect to city sewer system and external lighting. Additional replacement or improvement items needed without building replacement: door
rekin section building	Satellite Section Building	Deviis Lake	1500	25-31	2,400	\$35,000					\$320,000	
												opener system, drain field, windows, exterior concrete, structural, metal roofing system, increase water line size, metal cladding, and interior
Richardton Satellite Section Building	Satellite Section Building	Dickinson	1969	31-33	2.400	\$14,000					\$71,000	Concrete. Office air conditioner, ventilation system, exterior wall sheeting, sill plate, gutters, gas line and exhaust for pressure washer, security system, and
menaration satellite section building	Satellite Section building	DICKIIISUII	1505	31-33	2,400	\$14,000					\$71,000	Office air conditioner, ventilation system, exterior wall sneeting, sill plate, gutters, gas line and exhaust for pressure washer, security system, and smart thermostat. Construct salt brine containment, estimated \$20,000, and new salt brine tanks, estimated \$50,000.
												omar Chemiostat. Construct sait unite containment, estimated 520,000, and new sait unite tanks, estimated \$50,000.
Starkweather Satellite Section Building	Satellite Section Building	Devils Lake	1966		2,400			\$338,700	\$810,550	\$62,000		Hanging unit heaters, internal lighting, external lighting, overhead doors, metal roofing system, metal cladding, increase water line size, septic
Starkweather Satellite Section building	Satellite Section Building	DEVIIS LAKE	1500		2,400			3330,700	3010,550	302,000		system, add oil/sand separator, hvac system, electrical distribution, domestic plumbing fixtures, interior doors, exterior doors, exterior concrete,
												system, and onysand separator, hvac system, electrical distribution, domestic plumbing fixtures, interior doors, exterior doors, exterior contrete, and interior concrete.
Bismarck Storage Building	Storage Building	Bismarck	1976		12.200	\$150,000						Roof replacement.
Center Storage Building	Storage Building	Bismarck	1976		3,712	\$100,000						Replace with new storage building at site of new section building.
Center Storage Shed	Storage Building	Bismarck	2001		640	\$20,000						Move to new section yard
						920,000						

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			Year	Projected	Existing			Alert	Caution	Caution	Additional Needed	
Facility	Facility Type	District/Division	Built/Updated	Update	Building	Danger & Alarm	Alert Condition	Condition	Condition Phase		Repairs without New	Improvement and Repair Projects Needed
raciity	racility Type	DISTRICT/DIVISION	/Acquired	Biennium	(size)	Condition	Phase 1	Phase 2	1	2	Building	improvement and repair Projects receded
				Bieliliulii	(5120)			Filase 2	1	2	Bulluling	
Center Tractor Shed	Storage Building	Bismarck	2000		640							
Flasher Storage Shed	Storage Building	Bismarck	2001		640							
Glen Ullin Storage Building	Storage Building	Bismarck	1976		2,400							
Glen Ullin Storage Building	Storage Building	Bismarck	1990		1,500							
Glen Ullin Storage Shed	Storage Building	Bismarck	2007		768							
Linton Storage Building	Storage Building	Bismarck	1976		2,400							
Linton Storage Shed	Storage Building	Bismarck	1976		640							
Linton Tractor Shed	Storage Building	Bismarck	1997		640							
McClusky Storage Shed	Storage Building	Bismarck	2001		640							
Napoleon Storage Building	Storage Building	Bismarck	1976		2,400							
Napoleon Storage Shed	Storage Building	Bismarck	2001		640							
New Salem Tractor Shed	Storage Building	Bismarck	2000		640							
Selfridge Storage Shed	Storage Building	Bismarck	2001		640							
Steele Storage Building 1	Storage Building	Bismarck	1976		2,400							
Steele Storage Building 2	Storage Building	Bismarck	1978		2,400							
Steele Storage Shed	Storage Building	Bismarck	2012		768							
Sterling Tractor Shed	Storage Building	Bismarck	1999		1.056							
Underwood Storage Shed	Storage Building	Bismarck			,							
Wilton Tractor Shed	Storage Building	Bismarck	1999		640							
Cando Storage Shed	Storage Building	Devils Lake	1976		896			\$2,500				Overhead door opener system.
Carrington Storage Building	Storage Building	Devils Lake	2370		2,680	\$12,000		\$2,500				Heating unit, replace and update lighting, new overhead and walk-in doors, redo interior (rotten sheet rock, better ventilation.) Missing shingles
Carrington Storage building	Storage building	Devils Lake			2,000	\$12,000						Heating unit, replace and update lighting, new overnead and walk-in doors, redo interior (rotten sneet rock, better ventilation.) Missing sningles , replace with steel roof.
Carrington Storage Shed	Storage Building	Devils Lake	2007		1,120			\$40,000				, replace with steel root. New roof, steel siding, overhead door, power and lighting, extend apron in front, update lighting.
Devils Lake Equipment Storage Building	Storage Building	Devils Lake Devils Lake	1976		8,400			940,000	\$55,000			Overhead doors and openers, new lighting, walk-in doors, exhaust fan ventilation, replace quick recovery heaters, higher capacity hot water
Devils Lake Equipment Storage Building	Storage building	Devils Lake	19/0		0,400				\$55,000			
Francisco D. Miller	CL	D. H.L.L.							Å50.000			heater, walk-in doors, heat, floor drain system, upgrade lighting.
Fessenden Storage Building	Storage Building	Devils Lake					\$2,000		\$50,000			Raise and put on cement, new roof and siding, install overhead door and walk-in door, power and lights.
Langdon Storage Building	Storage Building	Devils Lake	1976		2,400		\$2,000					Replace walk-in door.
Maddock Storage Shed	Storage Building	Devils Lake	2007		1,120					\$60,000)	Wall sheeting, concrete floor, replace siding with steel siding.
Pekin Storage Shed	Storage Building	Devils Lake	2008		1,120				\$40,000			Lighting system, replace doors with overhead door, replace shingles and vinyl siding with steel.
Rolla Storage Building	Storage Building	Devils Lake	1976		2,400			\$45,000				Replace off of the doors, new lighting, replace roof and repair leaks.
Rolla Storage Shed	Storage Building	Devils Lake				\$20,000		\$75,000				Move building to different area in yard, set on concrete floor, replace siding and shbingles with steel, add power and lighting, add walk-in door,
												new overhead door.
Rugby Storage Shed	Storage Building	Devils Lake	1980		896	\$10,000			\$70,000			Lift up and set on concrete, replace siding and shingles with steel, improve lighting, add walk-in door, install an overhead door. 5 new liftmaster
												openers with photo eyes, safety edges & remotes.
Beach North Storage Shed	Storage Building	Dickinson	2001		640	\$5,000						Roof
Beach South Storage Shed	Storage Building	Dickinson	2003		640	\$5,000						Roof
Belfield Storage Building	Storage Building	Dickinson	1976		2,400	\$19,800	\$19,800	\$19,800	\$19,800	\$19,800	o l	Interior lighting, wall sheeting, electrical system, overhead doors and openers, exterior doors, roof, overhead door framing, gutters, and exterior
												concrete.
Belfield Storage Shed	Storage Building	Dickinson	2003		640	\$5,000						
Dickinson Cold Storage Building	Storage Building	Dickinson	2002		2,600	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	O .	Roof, exterior door, security system, add concrete floor, and resheet rusted wall.
Dickinson Storage Shed	Storage Building	Dickinson	1976		1,470	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	D	Roof, electric power, garage door openors, concrete floor and apron, and overhead door.
Dickinson Warm Storage Building	Storage Building	Dickinson	1976		6,000	\$66,200	\$66,200	\$66,200	\$66,200	\$66,200	D	Interior concrete, interior wall sheeting, electrical system, ventilation system, exterior wall sheeting, roof, sill plate, overhead doors framing,
												gutters, exterior concrete, sand/oil separator, and lift pump.
Hettinger Storage Shed	Storage Building	Dickinson	2003		640	\$4,000						
Killdeer Storage Shed	Storage Building	Dickinson	2001		640	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	D .	Roof, overhead door, add electricity, door openers, concrete floor, and sheeting.
Mott Storage Building	Storage Building	Dickinson	1976		2,400	\$7,800	\$7,800	\$7,800	\$7,800	\$7,800		Interior lighting, overhead doors and openers, exterior doors, roof, windows, and exterior concrete.
Richardton Storage Shed	Storage Building	Dickinson	2001		640	\$3,000	\$3,000	\$3,000	\$3,000			Roof, concrete floor, and overhead door.
Casselton Storage Building	Storage Building	Fargo	1976		1,560	,			,	, , , , ,		
Casselton Storage Shed	Storage Building	Fargo	1981		858							
Fargo Storage Building	Storage Building	Fargo	1976		7,728							
Fargo Storage Shed	Storage Building	Fargo	2006		816							
Forman Storage Building	Storage Building	Fargo	1976		1,800							
Hillsboro Storage Building	Storage Building		1984		2,680							
Hillsboro Storage Shed	Storage Building	Fargo	1984		1,040							-
Leonard Storage Building	Storage Building	Fargo	1976		1,500	\$10,000						Roof replacement
Leonard Storage Shed	Storage Building	Fargo	1976		858	910,000		\$25,000				Roof replacement.
Lidgerwood Storage Shed	Storage Building	Fargo	1976		858			723,000				not replacement
Lisbon Storage Building	Storage Building	Fargo	1370		000	\$25,000						Roof replacement
Lisbon Storage Building Lisbon Storage Shed	Storage Building	Fargo	2003		1.120	\$23,000		\$25,000				Roof replacement.
Mayville Storage Building	Storage Building	Fargo	2003		1,120			\$25,000			1	noor replacement.
Mayville Storage Building Mayville Storage Shed	Storage Building Storage Building	Fargo	1984		858							
					2,280	\$75,000						Floor Replacement.
Wahpeton Storage Building	Storage Building	Fargo	1976			\$75,000					1	rioor replacement.
Wyndemere Storage Building	Storage Building	Fargo	1976		858							
Adams Storage Shed	Storage Building	Grand Forks	1976		936							
Aneta Storage Building	Storage Building	Grand Forks	1983		2,400							
Cavalier Storage Shed	Storage Building	Grand Forks	1976		864							
Cooperstown Storage Building	Storage Building	Grand Forks	1976		2,680							
Drayton Storage Building	Storage Building	Grand Forks	1976		2,400							
Drayton Storage Shed	Storage Building		1991		1,120							
Grafton Storage Shed	Storage Building	Grand Forks	1976		936							
	·	· · · · · · · · · · · · · · · · · · ·								· ·	·	



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Facility	Facility Type	District/Division	Year Built/Updated /Acquired	Projected Update Biennium	Existing Building (size)	Danger & Alarm Condition	Alert Condition Phase 1	Alert Condition Phase 2	Caution Condition Phase 1	Caution Condition Phase 2	Additional Needed Repairs without New Building	Improvement and Repair Projects Needed
Grand Forks Stake Storage Building	Storage Building	Grand Forks	1976		2.640							
Grand Forks Storage Building	Storage Building	Grand Forks	1976		2,200			\$35,000				Re-roof the cutting edge building / garage on north side of truck storage building. Add steel siding to cutting edge building / garage. New overhead door on cutting edge building / garage.
Grand Forks Storage Building	Storage Building	Grand Forks	1976		2,400							
Larimore Storage Building	Storage Building	Grand Forks	1976		2,400							
Michigan Storage Building	Storage Building	Grand Forks	1976		2,400							
Michigan Storage Shed	Storage Building	Grand Forks	2002		1,120							
Bottineau Storage Building	Storage Building	Minot	1976		2,000		\$15,000					roof needs some repairs (sealer and/or panels replaced)
Harvey Storage Building	Storage Building	Minot	1976		2,400							
Harvey Storage Shed	Storage Building	Minot	1976		480				\$15,000			add exterior walk in doors, and overhead door
Kenmare Storage Building	Storage Building	Minot	1976		1,200			\$15,000				add walk in doors and overhead door and opener
Minot Cold Storage Building	Storage Building	Minot	1976		8,204					\$250,000		Build out cold storage.
Minot Storage Building	Storage Building	Minot	1977		6,210							
Mohall Storage Shed	Storage Building	Minot	2005									
	Storage Building	Valley City	1976		2,400					\$50,000		Replace metal sheeting.
Ellendale Storage Shed	Storage Building	Valley City	1976		1,056							
Medina Storage Building	Storage Building	Valley City	1976		1,952					\$50,000		Replace metal sheeting.
Oriska Storage Shed	Storage Building	Valley City	1976		640					\$20,000		Install metal sheeting over wood exterior.
Valley City Storage Building	Storage Building	Valley City	1976		8,800	\$30,000	\$40,000					Remove and replace metal roof that is leaking and remove and replace overhead and walk in doors.
Valley City Storage Shed	Storage Building	Valley City	1976		1,089			\$30,000				Install metal sheeting over wood exterior.
Wishek Storage Building	Storage Building	Valley City	1984		2,160							
Wishek Storage Shed	Storage Building	Valley City										
Bowbells Storage Shed	Storage Building	Williston					\$25,000					New 20' x 30' shed.
Crosby Storage Building	Storage Building	Williston	1976			\$15,000						Roof, and remove and replace interior.
Crosby Storage Shed	Storage Building	Williston					\$25,000					New 20' x 30' shed.
New Town Storage Building	Storage Building	Williston	1976		2,400		\$25,000					New 20' x 30' storage shed
Stanley Storage Building	Storage Building	Williston	1976		2,400							
Stanley Storage Shed	Storage Building	Williston	1976		640		\$25,000					New 20' x 30' shed.
Watford City Storage Building	Storage Building	Williston	1976		2,400	\$25,000						Roof, overhead door, heater units, lighting, waterline, bathroom, and waste water removal.
Williston Storage Building	Storage Building	Williston	1976		4,100	\$20,000						Heater units, insulation, lighting, outlets, walk in doors, siding, racks, shelves, work bench, and raise floor.
	Storage Building	Williston	1976			\$10,000						Doors, roof, siding, electricity, and floor.
Williston Storage Shed 2	Storage Building	Williston				\$12,500						Doors, roof, siding, electricity, floor, fence, shelving, and racks.
Bismarck Truck Barn	Truck Barn	Bismarck	2017	27-29	23,000				\$185,000			Exterior concrete.
Devils Lake Truck Barn	Truck Barn	Devils Lake	2002		8,800		\$185,000		\$105,000	\$88,950		Exterior concrete, interior concrete, oil/sand separator, hot water pumps, lighting, exhaust fan ventilation, replace quick recovery heaters, hot water heater, backflow detector, and overhead doors. Potentially add automatic truck wash system to the building that would include remodeling of the existing building and an addition.
Dickinson Truck Barn	Truck Barn	Dickinson	NA	25-27								
Fargo Truck Barn	Truck Barn	Fargo		27-29	18,000							
Grand Forks Truck Barn	Truck Barn	Grand Forks	2003	29-31	9,600	\$10,000			\$107,500	\$66,200		Exterior doors, overhead doors and openers, and door fobs.
Minot Truck Barn	Truck Barn	Minot		25-27	9,600			\$7,500				Replace ceiling exhaust fans/motors.
Jamestown Truck Barn	Truck Barn	Valley City		29-31	8,800	\$65,000	\$10,000	\$10,000	\$255,050	\$230,000		Concrete floor drains, connect to city sewer system, parking lot improvements, and overlay hot bit pvmt.
Valley City Truck Barn	Truck Barn	Valley City	2015		17,000				\$40,000	\$307,550		Improve storm water runoff system, overhead doors, plumbing fixtures, add walk in door in NW corner, and exterior doors.
Williston Truck Barn	Truck Barn	Williston		23-25	18,000	\$130,000						Heated wash bay outdoor concrete slab, walk in doors to shop, and bay extension.
Devils Lake Truck Barn 2	Truck Barn	Devils Lake	NA	25-27								Build one.
Beach Weigh Station	Weigh Station	Dickinson										
Bowman Weigh Station	Weigh Station	Dickinson										
Devils Lake Weigh Station	Weigh Station	Devils Lake										
Mooreton Weigh Station	Weigh Station	Fargo							\$30,000			New fencing around lagoon.
West Fargo Weigh Station	Weigh Station	Fargo		27-29							\$30,000	New fencing around lagoon.
Grand Forks Weigh Station	Weigh Station	Grand Forks										
Joliette Weigh Station	Weigh Station	Grand Forks		29-31							\$100,000	Remove rutted asphalt pavement and repave.
Minot Weigh Station	Weigh Station	Minot	2003		80							
Panger Weigh Station	Weigh Station	Williston		25-27								



Facility	Short Description		Asset	Priority	Utility	O&M	Total	Net Cost	Simple	Alarm Condition	Alert Condition	Caution Condition
DOT - Bismarck Shop	Energy Management and DDC-Base Scope	The control system is from 2000 as is most of the equipment and sequences. Over time, this equipment becomes out of calibration and programming can be optimized with new strategies	Condition Alert	4.4	\$1,235	\$190	\$1,425	\$40,500	Payback 19.7	Remaining	Remaining \$0	Remaining
DOT - Bismarck Shop	Energy Management and DDC-Enhanced Scope	Same as C.1a.	Alert	4.2	\$1,235	\$190	\$1,425	\$96,500	34.3		\$0	
DOT - Bismarck Shop	Lighting Retrofit - Base Project	A majority of the building utilizes fluorescent lighting technology, including bulbs and ballasts.	Alert	4.3	\$985	\$200	\$1,185	\$39,500	22.0		\$0	
DOT - Bismarck Shop	Lighting Retrofit - Enhanced Project	Same as E.1a.	Alert	4.3	\$995	\$200	\$1,195	\$47,500	24.8		\$0	
DOT - Bismarck Shop	Seal Building Envelope to Minimize Air Leakage	There are building envelope issues that need to be addressed around windows, exterior doors, and wall/roof junctions, which allows cold air to infiltrate into the buildings.	Caution	2.7	\$895	\$0	\$895	\$41,750	27.5			\$41,750
DOT - Bismarck Shop	Roof Replacement	The existing EPDM membrane roof is from 2005 with small leaks through the years. These systems should be planned for future replacement.	Caution	2.2	\$0	\$0	\$0	\$570,000				\$570,000
DOT - Bismarck Shop	Exterior Door Replacement	Exterior doors around the facility are showing wear and tear. These systems should be planned for future replacement.	Acceptable	1.6	\$0	\$0	\$0	\$113,500				
DOT - Bismarck Shop	Window Replacement	The window systems are original from 1978 and beyond their life expectancy. These systems should be planned for future replacement.	Alert	2.7	\$55	\$0	\$55	\$163,000			\$163,000	
DOT - Bismarck Shop	Install Fire Suppression System	The district staff identified this project that they would like added to their project list.	Caution	2.6	\$0	\$0	\$0	\$168,000				\$168,000
DOT - Bismarck Shop	Boiler Replacement	The Weil McClain hot water boilers are original from 1978, serving the shop in-floor heat and past the end of their life expectancy.	Alert	2.9	\$45	\$0	\$45	\$124,000			\$124,000	
DOT - Bismarck Shop	Domestic Hot Water Heater Replacement	The domestic water heater in the facility was installed in 2019.	Acceptable	1.7	\$0	\$0	\$0	\$6,200				
DOT - Bismarck Shop	Unit Ventilator Replacement	The unit ventilators that serve the west shop are original from 1976 and gas fired.	Alert	3.1	\$0	\$0	\$0	\$22,250			\$11,125	
DOT - Bismarck Shop	Infrared Heater Replacement	The infrared unit heaters that serve the west shop are original from 1976.	Alert	2.7	\$0	\$0	\$0	\$34,000			\$34,000	
Bismarck Material & Research	Energy Management and DDC - Base Scope	The control system is from 2007 as is most of the equipment and sequences. Over time, this equipment becomes out of calibration and programming can be optimized with new strategies	Alert	4.4	\$1,590	\$240	\$1,830	\$30,750	13.3		\$0	
Bismarck Material & Research	Energy Management and DDC - Enhance Scope	Same as C.2a.	Alert	3.9	\$1,745	\$270	\$2,015	\$283,000	_		\$0	
Bismarck Material & Research	Lighting Retrofit - Base Project	A majority of the building utilizes fluorescent lighting technology, including bulbs and ballasts.	Alert	4.5	\$4,485	\$900	\$5,385	\$48,000	7.8		\$0	



Facility	Short Description		Asset Condition	Priority	Utility Savings	O&M Savings	Total Savings	Net Cost	Simple Pavback	Alarm Condition Remaining	Alert Condition Remaining	Caution Condition
Bismarck Material & Research	Lighting Retrofit - Enhanced Project	Same as E.2a.	Alert	4.5	\$4,535	\$910	\$5,445	\$54,250	8.6	Remaining	\$0	Kemaning
Bismarck Material & Research	Electrical Distribution System Replacement	The electrical distribution is estimated to be from 1976 in the original part of the building and 1991 in the west side addition. These systems should be planned for upgrading.	Alert	3.5	\$0	\$0	\$0	\$175,000			\$0	
Bismarck Material & Research	Seal Building Envelope to Minimize Air Leakage	There are building envelope issues that need to be addressed around windows, exterior doors, and wall/roof junctions, which allows cold air to infiltrate into the buildings.	Caution	2.6	\$620	\$0	\$620	\$34,750	30.7			\$0
Bismarck Material & Research	Window Replacement	There are window systems from 1974 making these windows well beyond their life expectancy. These systems should be planned for future replacement.	Alarm	3.4	\$90	\$0	\$90	\$74,000		\$0		
Bismarck Material & Research	Exterior Door and Garage Door Replacement	Exterior and garage doors around the facility are showing wear and tear such as paint fading. These systems should be planned for future replacement.	Alarm	3.2	\$0	\$0	\$0	\$50,250		\$0		
Bismarck Material & Research	Asbestos Floor Tile Replacement	There is a lot of asbestos floor tile 1974 that is beyond its life expectancy and a replacement plan should be put in place It is recommended to remove all asbestos containing materials (ACM's) in the facilities	Alarm	3.1	\$0	\$0	\$0	\$304,000		\$0		
Bismarck Material & Research	Boiler Replacement	The Multi-Temp hot water boilers are original from 1974 and beyond their life expectancy.	Alert	2.9	\$115	\$0	\$115	\$370,000			\$0	
Bismarck Material & Research	Hot Water Piping Replacement	The hot water distribution piping is original from 1974 and approaching the end of its life expectancy.	Alert	2.7	\$0	\$0	\$0	\$306,000			\$0	
Bismarck Material & Research	VAV Replacement	The variable air volume (VAV) boxes serving the offices and labs are original from 1974. Unless there has been a cleaning program, these boxes are likely dirty reducing their efficiency.	Alert	3.1	\$0	\$0	\$0	\$285,000			\$0	
Bismarck Material & Research	Domestic Water Fixture Efficiency Improvements	The domestic water fixtures in the facility are various ages. There are opportunities to reduce water flow of the fixtures.	Caution	2.4	\$55	\$10	\$65	\$4,800	36.0			\$0
Bismarck Material & Research	MAU Replacement	The make up air handling unit that serves the boiler room is beyond its life expectancy.	Alarm	3.7	-\$110	\$0	-\$110	\$62,000		\$0		
Bismarck Material & Research	AHU-1 and 2 replacement	The variable volume air handling units are original to the building from 1974. These units should be replaced and resized based on the loads and spaces served by the air handling units	Alarm	3.7	-\$770	\$0	-\$770	\$279,000		\$0		
Bismarck Material & Research	Fume Hood Replacement	The laboratory areas have fume hoods that appear to be from 1974. These units should be looked at for replacement due to the large amount of air that is removed from the space by these hoods.	Alert	3.1	\$0	\$0	\$0	\$134,000			\$0	
Bismarck District Office	Life Between Floors	The district staff identified this project that they would like added to their project list.	Caution	3.0	\$0	\$0	\$0	\$62,000				\$62,000
Bismarck District Office	Energy Management and DDC - Base Scope	The control system is from 2005 as is most of the equipment and sequences. Staff commented on issues with heating being inconsistent through the building. Over time, this equipment becomes out of calibration and programming can be optimized with new strategies.	Alert	4.2	\$455	\$70	\$525	\$43,750	38.5		\$0	



Facility	Short Description		Asset Condition	Priority	Utility Savings	O&M Savings	Total Savings	Net Cost	Simple Payback	Alarm Condition Remaining	Alert Condition Remaining	Caution Condition Remaining
		Same as C.3a.	Alert		Javings	Javiligs	Javings		rayback	Kemaning	\$0	Remaining
Bismarck District		Sume as disar	7								ΨŪ	
Office	Energy Management and DDC - Enhance Scope			3.9	\$485	\$80	\$565	\$108,500				
Bismarck District	Linkting Datusfit Dans Duningt	A majority of the building utilizes fluorescent lighting	Alert	4.4	\$775	\$160	\$935	\$16,750	14.0		\$0	
Office	Lighting Retrofit - Base Project	technology, including bulbs and ballasts.	Alert			,		, ,			, ,	
Bismarck District	Lighting Retrofit - Enhanced Project	Same as E.4a.	Alert	4.4	\$785	\$160	\$945	\$20,000	15.9		\$0	
Office												
Bismarck District	Parking Lot Lighting	The district staff identified this project that they would like	Caution	2.1	\$0	\$0	\$0	\$118,000				\$118,000
Office		added to their project list.										
Bismarck District	Seal Building Envelope to Minimize Air Leakage	There are building envelope issues that need to be addressed	Alert	3.2	\$60	\$0	\$60	\$3,150	29.6		\$3,150	
Office		around windows, exterior doors, and										
		wall/roof junctions, which allows cold air to infiltrate into the										
		The existing ballasted EPDM membrane roof appears to be								\$82,000		
Bismarck District	Roofing Replacement	from 1988 with small leaks through the years. These systems	Alarm	3.2	\$35	\$0	\$35	\$82,000				
Office	Rooming Replacement	should be planned for future replacement.	Alailii	3.2	233	٥٦	755	982,000				
Bismarck District	Window Replacement	There are window systems from 1988 around the facility	Alert	2.7	\$25	\$0	\$25	\$303,000			\$303,000	
Office		along with leaking and draft issues. These										
		systems should be planned for future replacement.										
Bismarck District	Exterior Door Replacement	Exterior doors around the facility are showing wear and tear.	Alarm	3.2	\$0	\$0	\$0	\$11,300		\$11,300		
Office		These systems should be planned for										
		future replacement.										
Bismarck District	District Brick Update	The district staff identified this project that they would like	Alert	2.9	\$0	\$0	\$0	\$92,500			\$92,500	
Office		added to their project list.										
Bismarck District	Envelope Insulation	The district staff identified this project that they would like	Alert	2.9	\$0	\$0	\$0	\$185,000			\$185,000	
Office		added to their project list.										
Bismarck District	Yard Landscaping	The district staff identified this project that they would like	Caution	2.9	\$0	\$0	\$0	\$31,000				\$31,000
Office		added to their project list.										
Bismarck District	Security Fence Repairs	The district staff identified this project that they would like	Caution	2.9	\$0	\$0	\$0	\$24,750				\$24,750
Office		added to their project list.										
Bismarck District	Asbestos Abatement Allowance	The district staff identified this project that they would like	Alert	2.9	\$0	\$0	\$0	\$154,000			\$154,000	
Office		added to their project list.										
Bismarck District	Tile Floor Replacement	There is a lot of vinyl tile from 2015 that is nearing the end of	Acceptable	1.5	\$0	\$0	\$0	\$27,500				
Office		its life expectancy. Flooring has a low										
		life expectancy, and a replacement plan should be put in										
		place for each flooring system.										
Bismarck District	First Floor Ceiling Replacement	The acoustical ceiling tile throughout the building appears to	Alert	2.6	\$0	\$0	\$0	\$18,250			\$18,250	
Office		be from 2007 with areas that are										
		stained has reached its life expectancy. A replacement plan										
		should be in place for ceiling systems.										
Bismarck District	Second Floor Ceiling Replacement	The textured ceiling on the second floor appears to be	Alarm	3.1	\$0	\$0	\$0	\$23,000		\$23,000		
Office		original from 1957 and has exceeded its life										
		expectancy. A replacement plan should be in place for ceiling										
		systems.										
Bismarck District	Textured Ceiling Replacement	The district staff identified this project that they would like	Alarm	3.1	\$0	\$0	\$0	\$12,500		\$12,500		
Office	<u> </u>	added to their project list.			i					,,		
Bismarck District	Boiler Replacement	The Slant Fin hot water boilers are new from 2012 and have	Acceptable	1.9	\$20	\$0	\$20	\$197,000				
Office		lot of life expectancy left.						' ''				
		The state of the s										
Bismarck District	Hot Water Pipe Replacement	The hot water distribution piping to the radiation is original	Alert	2.7	\$0	\$0	\$0	\$108,500			\$108,500	
Office	· ·	from 1957 and has exceeded its life									+===,==3	
		expectancy.					Ī	1				



Facility	Short Description		Asset	Priority	Utility	O&M	Total	Net Cost	Simple	Alarm Condition	Alert Condition	Caution Condition
•	· ·		Condition		Savings	Savings	Savings		Payback	Remaining	Remaining	Remaining
Bismarck District Office	Domestic Hot Water Heater Replacement	The domestic water heater in the facility appears to be from 2007.	Alert	2.7	\$0	\$0	\$0	\$6,200			\$6,200	
Office		2007.										
Bismarck District	Upgrade Plumbing Systems	The district staff identified this project that they would like	Alert	3.5	\$0	\$0	\$0	\$24,750			\$24,750	
Office	1.0 0 7	added to their project list.			·	·		, ,			¥= 17. 5 C	
Bismarck District	Addition for Construction & Storage	The district staff identified this project that they would like		2.6	\$0	\$0	\$0	\$616,000				
Office		added to their project list.										
Bismarck District	New Building (8000 sq ft)	The district staff identified this project that they would like		2.6	\$0	\$0	\$0	\$3,090,000				
Office		added to their project list.			4-			4				
Bismarck District	New Building (12000 sq ft)	The district staff identified this project that they would like		2.6	\$0	\$0	\$0	\$4,550,000				
Office Bismarck District	Women's Restroom	added to their project list. The district staff identified this project that they would like	Caution	2.6	\$0	\$0	\$0	\$49,250				\$49,250
Office	Wollieff's Restrooff	added to their project list.	Caution	2.0	ŞU	ŞÜ	ŞÜ	\$49,230				\$49,250
Office		The air handling units was installed in 1980 and has exceeded	Alarm							\$74.000		
		its life expectancy. This unit is used	7							Ç74,000		
Bismarck District		only in the summer for cooling and fresh air in the building,			445	40	645	674.000				
Office	AHU-1 Replacement	but it does not operate or provide ventilation in the winter.		3.7	-\$15	\$0	-\$15	\$74,000				
		This unit should be replaced and resized based on the loads										
		and snaces served by the air handling unit										
		The control system is from 2015 as is most of the equipment										
Central Office -	Energy Management and DDC-Base Scope	and sequences. Over time, this equipment becomes out of	Acceptabl	3.2	\$3,000	\$450	\$3,450	\$168,000	28.2			
Bismarck		calibration and programming can be optimized with new	е				' '					
Central Office -	Energy Management and DDC-Enhanced Scope	strategies Same as C.4a.	Acceptabl	2.8	\$3,000	\$450	\$3,450	\$406,000				
Bismarck	Energy Management and DDC-Enhanced Scope	Sallle as C.4a.	Acceptabl	2.0	\$5,000	\$450	\$5,450	\$400,000				
DISTITUTER			e									
Central Office -	Lighting Retrofit - Base Project	A majority of the building utilizes fluorescent lighting	Alert	4.5	\$13,780	\$2,760	\$16,540	\$188,000	9.6		\$0	
Bismarck		technology, including bulbs and ballasts.										
Central Office -	Lighting Retrofit - Enhanced Project	Same as E.5a.	Alert	4.4	\$13,925	\$2,790	\$16,715	\$219,000	10.9		\$0	
Bismarck												
Central Office -	Electrical Switchgear Replacement	The electrical switchgear in the basement mechanical room is	Alert	3.5	\$0	\$0	\$0	\$363,000			\$363,000	
Bismarck	Liectrical Switchigear Replacement	estimated to be from 1967. This	Alert	3.3	ŞÜ	3 0	30	\$303,000			\$303,000	
District		system should be planned for upgrading.										
Central Office -	Seal Building Envelope to Minimize Air Leakage	There are building envelope issues that need to be addressed	Caution	2.7	\$310	\$0	\$310	\$16,000	29.2			\$16,000
Bismarck		around windows, exterior doors, and										, ,,,,,,
		wall/roof junctions, which allows cold air to infiltrate into the										
		buildings.										
Central Office -	Window Replacement	The window systems are original to the building from 1967	Alarm	3.2	\$455	\$0	\$455	\$650,000		\$650,000		
Bismarck		and single pane, which causes comfort										
		complaints. These systems should be planned for future										
Central Office -	Carpet Replacement	replacement. Carpet tile was installed during the remodels in 2015 and are		1.5	\$0	\$0	\$0	\$707.000				
Bismarck	Carpet Replacement	beginning to show wear in the high		1.5	ŞU	ŞU	Şυ	9707,000				
District		traffic areas. Flooring has a low life expectancy, and a	Acceptabl									
		replacement plan should be put in place for	е									
		each flooring system.										
Central Office -	Kewanee Boiler Replacement	The Kewanee hot water boiler is original from 1967 and has	Acceptabl	4.2	\$115	\$0	\$115	\$0				
Bismarck	·	exceeded its life expectancy.	е									
		·										
Central Office -	Complete Boiler Replacement	In addition to the Kewanee boiler, the PK Thermific hot water	Acceptabl	4.4	\$165	\$0	\$165	\$0				
Bismarck		boiler was installed in 1998 and is	е									
		nearing the end of their life expectancy. Replacement										
		scheduled 2020/2021				l	1	l	L			



Facility	Short Description		Asset Condition	Priority	Utility Savings	O&M Savings	Total Savings	Net Cost	Simple Payback	Alarm Condition Remaining	Alert Condition Remaining	Caution Condition Remaining
Central Office - Bismarck	Hot Water Distribution Replacement	The hot water distribution piping to the building is original from 1967 and has exceeded its life expectancy.	Caution	2.6	\$0	\$0	\$0	\$1,510,000	Tayback	remaining	remaining	\$0
Central Office - Bismarck	Chiller Replacement	The Trane water cooled chiller is original from 1967 and has exceeded its life expectancy.	Alarm	3.7	\$0	\$0	\$0	\$1,008,000		\$0		
Central Office - Bismarck	Domestic Hot Water Heater Replacement - Improvement no longer needed 8/24/23	There are multiple domestic water heaters in the facility of various ages.	Caution	2.2	\$0	\$0	\$0	\$24,750				\$0
Central Office - Bismarck	Domestic Piping Replacement	The domestic water piping throughout the facility appears original from 1967 and has exceeded its life expectancy.	Alert	2.4	\$0	\$0	\$0	\$629,000			\$0	
Devils Lake District Bldgs	Lighting Retrofit - Base Project	A majority of the building utilizes fluorescent lighting technology, including bulbs and ballasts.	Alert	4.2	\$825	\$170	\$995	\$60,250	32.2			
Devils Lake District Bldgs	Lighting Retrofit - Enhanced Project	Same as E.7a.	Alert	3.9	\$830	\$170	\$1,000	\$124,000			\$124,000	
Devils Lake District Bldgs	Electrical Distribution Replacement	The electrical distribution is estimated to be from 1990. This system should be planned for upgrading.	Caution	3.0	\$0	\$0	\$0	\$61,250				\$61,250
Devils Lake District Bldgs	Seal Building Envelope to Minimize Air Leakage	There are building envelope issues that need to be addressed around windows, exterior doors, and wall/roof junctions, which allows cold air to infiltrate into the buildings.		3.2	\$200	\$0	\$200	\$7,800	24.5		\$7,800	
Devils Lake District Bldgs	Roof Replacement	The existing roof systems were last replaced in 2008 with small leaks through the years. These systems should be planned for future replacement.	Alert	2.7	\$450	\$0	\$450	\$555,000			\$555,000	
Devils Lake District Bldgs	Surface Parking Lot	The district staff identified this project that they would like added to their project list.	Caution	1.8	\$0	\$0	\$0	\$185,000				\$185,000
Devils Lake District Bldgs	Carpet Replacement	Carpet tile and rolled carpet are of varying ages. Flooring has a low life expectancy, and a replacement plan should be put in place for each flooring system.	Acceptabl e	1.5	\$0	\$0	\$0	\$76,000				
Devils Lake District Bldgs	Splined Ceiling Replacement/Repair	The splined ceiling tile throughout the building appears to be from 1976, and has exceeded its life expectancy. A replacement plan should be in place for ceiling systems.	Alert	2.6	\$0	\$0	\$0	\$43,500			\$43,500	
Devils Lake District Bldgs	Interior Door Replacement	The interior doors average age through the facility is forty- four (44) years. These interior doors should be planned for future replacement.	Alert	2.6	\$0	\$0	\$0	\$34,000			\$34,000	
Devils Lake District Bldgs	Fire Alarm System Upgrade	The Simplex fire alarm system and devices appear to be from 1988, but the system does not function and is turned off. Fire alarm systems have a low life expectancy, and must be tested regularly to ensure they operate as designed.	Alarm	4.3	\$0	\$0	\$0	\$31,500		\$31,500		
Devils Lake District Bldgs	Install Fire Suppression System - Shop	The district staff identified this project that they would like added to their project list.		2.9	\$0	\$0	\$0	\$117,000				
Devils Lake District Bldgs	Install Fire Suppression System - Shop & Office	The district staff identified this project that they would like added to their project list.	Caution	2.9	\$0	\$0	\$0	\$178,000				\$178,000
Devils Lake District Bldgs	2008 Furnace Replacement	The furnace serving the 2008 lab office addition is original to the addition. This furnace is nearing the end of its life expectancy and should be planned for replacement.	Caution	2.4	\$0	\$0	\$0	\$4,950				\$4,950



Facility	Short Description		Asset Condition	Priority	Utility	O&M	Total Savings	Net Cost	Simple	Alarm Condition	Alert Condition Remaining	Caution Condition Remaining
Devils Lake District	Domestic Hot Water Heater Replacement	The electric domestic water heater in the facility was	Acceptabl	1.7	Savings \$0	Savings \$0	\$0	\$4,350	Payback	Remaining	Remaining	Remaining
Bldgs	boniesac not water neater replacement	installed in 2019.	е	1.,	90	90	90	Ş 4 ,330				
Devils Lake District Bldgs	Install Door Access System	The district staff identified this project that they would like added to their project list.		1.9	\$0	\$0	\$0	\$37,000				
Devils Lake District Bldgs	Replace Furnaces with Central Systems	The furnaces in the facility vary in age, but a common theme was there is no zoning of the furnaces creating temperature control issues.	Caution	2.6	\$0	\$0	\$0	\$829,000				\$829,000
Dickinson District Bldgs	Energy Management and DDC - Base Scope (Dickinson)	The control system is from 2007 as is most of the equipment and sequences. Over time, this equipment becomes out of calibration and programming can be optimized with new strategies.	Caution	3.9	\$1,620	\$250	\$1,870	\$37,750	15.3			\$0
Dickinson District Bldgs	Energy Management and DDC - Enhance Scope (Dickinson)	Same as C.5a.	Caution	3.9	\$1,995	\$300	\$2,295	\$52,750	16.9			\$0
Dickinson District Bldgs	Energy Management and DDC - Comprehensive Scope	Same as C.5a.	Caution	3.7	\$1,995	\$300	\$2,295	\$123,500	30.0			\$0
Dickinson District Bldgs	Lighting Retrofit - Base Project	A majority of the building utilizes fluorescent lighting technology, including bulbs and ballasts.	Alert	4.4	\$3,845	\$770	\$4,615	\$86,000	14.4		\$0	
Dickinson District Bldgs	Lighting Retrofit - Enhanced Project	Same as E.9a.	Alert	4.4	\$3,885	\$780	\$4,665	\$100,000	16.0		\$0	
Dickinson District Bldgs	Electrical Distribution Replacement	The electrical distribution is estimated to be from 1977. This system should be planned for upgrading.	Alert	3.5	\$0	\$0	\$0	\$230,000			\$230,000	
Dickinson District Bldgs	Seal Building Envelope to Minimize Air Leakage	There are building envelope issues that need to be addressed around windows, exterior doors, and wall/roof junctions, which allows cold air to infiltrate into the buildings.		2.7	\$750	\$0	\$750	\$28,000	23.8			\$28,000
Dickinson District Bldgs	Window Replacement	There are window systems from 1977 around the facility. These systems should be planned for future replacement.	Alert	2.8	\$230	\$0	\$230	\$151,000			\$151,000	
Dickinson District Bldgs	Door Replacement	Exterior doors around the facility are showing wear and tear. These systems should be planned for future replacement.	Alarm	3.2	\$0	\$0	\$0	\$77,500		\$77,500		
Dickinson District Bldgs	Redo Parking Lot (Richardton)	The parking lot was poured in 2003 with regular maintenance and crack sealing done over the years to keep the parking lot in good shape.	Alert	2.5	\$0	\$0	\$0	\$197,000				
Dickinson District Bldgs	Resurface Parking Lot (Dickinson)	The parking lot is estimated to be from 2005 with regular maintenance and crack sealing done over the years to keep the parking lot in good shape.	Alert	2.5	\$0	\$0	\$0	\$164,000				
Dickinson District Bldgs	Vinyl Tile Flooring Replacement (Richardton)	The vinyl tile is original from 2003 exceeding its life expectancy. Flooring has a low life expectancy, and a replacement plan should be put in place for each	Alert	2.6	\$0	\$0	\$0	\$3,000			\$0	
Dickinson District Bldgs	Install Fire Suppression System - Shop	The district staff identified this project that they would like added to their project list.		1.7	\$0	\$0	\$0	\$117,000				
Dickinson District Bldgs	Install Fire Suppression System - Shop & Office	The district staff identified this project that they would like added to their project list.	Caution	1.7	\$0	\$0	\$0	\$167,000				\$167,000
Dickinson District Bldgs	Domestic Water Heater Replacement (Mott)	The domestic water heater was installed in 2004.	Alert	2.7	\$0	\$0	\$0	\$3,100				



Facility	Short Description		Asset	Priority	Utility	O&M	Total	Net Cost	Simple	Alarm Condition	Alert Condition	Caution Condition
Dickinson District	Gas Infrared Heat Replacement (Richardton)	The gas infrared heater in the shop area was installed in 2003	Condition Caution	2.2	Savings \$0	Savings \$0	Savings \$0	\$24,750	Payback	Remaining	Remaining	Remaining \$0
Bldgs	loas illitated heat kepiacement (kichardton)	and is nearing the end of its life expectancy.	Caution	2.2	,5U	ŞŪ	ŞU	\$24,750				ŞU
Dickinson District Bldgs	Electric Baseboard Heat (Richardton)	The electric baseboard heat that heats the office area was installed in 2003.	Caution	2.2	\$0	\$0	\$0	\$5,200				\$0
Dickinson District	Boiler Replacement (Dickinson)	The Multi-Temp hot water boilers are original from 1977 and	Alarm	5.0	\$1,300	\$300	\$1,600	\$0		\$0		
Bldgs		have exceeded heir life expectancy.										
		These boilers serve the heat pump loop and domestic water.										
Dickinson District	Heat Pump Loop Heat Injection Valve	This valve appears to be original from 1977 and has exceeded	Alert	3.7	\$0	\$0	\$0	\$5,950			\$0	
Bldgs	Replacement (Dickinson)	its life expectancy.										
Dickinson District	Building Hot Water Pump Replacement	The hot water pumps serving the heat pump loop distribution	Alert	3.7	\$0	\$0	\$0	\$22,750			\$0	
Bldgs	(Dickinson)	through the facility are original from 1977 and have exceeded their life expectancy.										
Dickinson District	Heat Pump Loop Pump Replacement (Dickinson)	The heat pump loop pumps serving the heat pump loop	Alert	3.7	\$0	\$0	\$0	\$22,750			\$0	
Bldgs		distribution through the facility are original										
		from 1977 and have exceeded their life expectancy.										
Dickinson District	Cooling Tower Install (Dickinson)	The cooling tower serving the heat pump loop distribution in	Alarm	5.0	\$0	\$250	\$250	\$0		\$0		
Bldgs Biolinean District		the facility is from 1977 and beyond its		3.4	ćo	ćo	ćo	¢1.40.000			¢1.40.000	
Dickinson District	Heat Pump Replacement (Dickinson)	A majority of the heat pumps that serve the facility are from	Alert	3.4	\$0	\$0	\$0	\$149,000			\$149,000	
Bldgs	liteat Fullip Replacement (Dickinson)	2001, but the staff has started to see failures recently. Now that the heat pumps have reached	Alert									
Dickinson District	Domestic Water Heater Replacement (Hettinger)	The domestic water heater was installed in 2009.	Caution	2.2	\$0	\$0	\$0	\$6,200				\$0
Bldgs	bomestic water reader replacement (rettinger)	The domestic water reduct was installed in 2005.	caution	2.2	70	70	70	30,200				, 0
Dickinson District	Domestic Water Fixture Efficiency Improvements	The domestic water fixtures in the facility are various ages.	Caution	2.6	\$265	\$30	\$295	\$5,050	13.5			\$5,050
Bldgs	, ,	There is potential for reducing the water										12,222
_		flow to fixtures to achieve energy savings.										
		The control system is from 2007 as is most of the equipment										\$0
Fargo District Building	Energy Management and DDC-Base Scope	and sequences. Over time, this equipment becomes out of	Caution	3.9	\$2,255	\$340	\$2,595	\$39,000	12.1			
ruigo Diotrice Dununig	Energy management and 550 base scope	calibration and programming can be optimized with new	Caation	5.5	Ų2,233	φ5.10	7-/	, , , , , , ,	12.12			
		strategies.				4	4	4				
Fargo District Building	Energy Management and DDC-Enhanced Scope	Same as C.6a.	Caution	3.8	\$2,255	\$340	\$2,595	\$109,500	25.8			\$0
Fargo District Building	Lighting Retrofit - Base Project	A majority of the building utilizes fluorescent lighting	Alert	4.4	\$2,985	\$600	\$3,585	\$60,500	13.3			
		technology, including bulbs and ballasts.			4		4	4				
Fargo District Building	Lighting Retrofit - Enhanced Project	Same as E.11a.	Alert	4.4	\$3,015	\$610	\$3,625	\$70,750	14.9		\$0	
Fargo District Building	Shop Electrical Upgrades	The district staff identified this project that they would like added to their project list.	Alarm	4.3	\$0	\$0	\$0	\$237,000		\$0		
Fargo District Building	Seal Building Envelope to Minimize Air Leakage	There are building envelope issues that need to be addressed	Caution	2.8	\$900	\$0	\$900	\$24,500	19.1			\$24,500
go zioti tet zanding		around windows, exterior doors, and	Caution	0	,,,,,,	70	7500	72.,555	1 23.2			724,300
		wall/roof junctions, which allows cold air to infiltrate into the										
Fargo District Building	Window Replacement	There are window systems from 1968 on the first floor and	Alarm	3.4	\$205	\$0	\$205	\$51,000		\$0		
	· ·	basement that are single pane. These										
		systems should be planned for future replacement.										
Fargo District Building	Door Replacement	Exterior doors around the facility are showing wear and tear.	Alert	2.7	\$0	\$0	\$0	\$97,500			\$73,125	
		These systems should be planned for										
		future replacement.						4				
Fargo District Building	Resurtace Parking Lot	The parking lot is from 2007 with regular maintenance and	Alert	2.5	\$0	\$0	\$0	\$576,000			\$576,000	
		crack sealing done over the years to keep				L	I	1	<u> </u>			



			Condition	Priority	Savings	Savings	Savings	Net Cost	Payback	Alarm Condition Remaining	Alert Condition Remaining	Caution Condition Remaining
		Rolled carpet was installed in 2013 in the office area and is	Condition		Savings	Savings	Savings		Раураск	Remaining	Remaining	\$116,500
		beginning to show wear in the high traffic areas. Flooring has					40	4446.500				7110,300
Fargo District Building Co	Carpet Replacement	a low life expectancy, and a replacement plan should be put	Caution	2.1	\$0	\$0	\$0	\$116,500				
		in place for each										
		There is vinyl tile from 2007 in the hallways that is nearing									\$49,000	
Fargo District Building V	/inyl Tile Flooring Replacement	the end of its life expectancy. Flooring has a low life	Alert	2.6	\$0	\$0	\$0	\$49,000				
		expectancy, and a replacement plan should be put in place										
Fargo District Building Fi	Fire Alarm System Upgrade	The Simplex fire alarm system and devices appear to be from	Alarm	4.3	\$0	\$0	\$0	\$94,000		\$0		
		1988. Fire alarm systems have a low										
		life expectancy, and must be tested regularly to ensure they			4-			4				
Fargo District Building In	nstall Fire Suppression System - Shop	The district staff identified this project that they would like		2.9	\$0	\$0	\$0	\$117,000				
Francisco Biotologo Barbaron II.	and all Fire Community Contains Character 9 Office	added to their project list.	Cautian	2.0	ćo	ćo	ćo	6472.000				4470.000
Fargo District Building In	nstall Fire Suppression System - Shop & Office	The district staff identified this project that they would like	Caution	2.9	\$0	\$0	\$0	\$173,000				\$173,000
Force District Building H	Hot Water Piping Replacement	added to their project list. The hot water distribution piping to the building is original	Alert	2.7	\$0	\$0	\$0	\$388,000			\$388,000	
raigo District Bullullig II	not water riping kepiacement	from 1968 and has exceeded its life	Alert	2.7	\$ 0	ŞU	ŞU	\$300,000			\$300,000	
		expectancy.										
		The variable air volume (VAV) boxes throughout the facility			\$0	\$0	\$0	\$98,500			\$73,875	
		serving the office areas are original from 1996. Unless there			70	γo	Ç	\$30,300			\$75,075	
Fargo District Building V	/AV Replacement	has been a cleaning program, these boxes are likely dirty	Alert	3.1								
		reducing their efficiency.										
Fargo District Building D	Domestic Hot Water Heater Replacement	There are multiple domestic water heaters in the facility of	Acceptable	1.7	\$0	\$0	\$0	\$12,500				
	·	various ages.										
Fargo District Building Fo	Furnace Replacement	The Trane furnace serving the shop office was installed in	Caution	2.6	\$0	\$0	\$0	\$9,900				\$9,900
		2007 and is nearing the end of its life										
		expectancy.										
Fargo District Building D	Domestic Water Fixture Efficiency Improvements	The domestic water fixtures in the facility are various ages.	Acceptable	2.1	\$425	\$50	\$475	\$5,700	10.1			
		There are opportunities to reduce water										
		flow of the fixtures.			4		4	4				
Fargo District Building A	AHU Replacement	The Trane variable volume air handling unit was installed in	Alert	3.1	-\$370	\$0	-\$370	\$136,000			\$136,000	
		1996. This unit should be replaced and										
		resized based on the loads and spaces served by the air										
		handling units. The make up air handling units that serve the shop have									\$98,500	
		exceeded their life expectancy. A replacement plan should									\$30,300	
Fargo District Building M	MAU Replacement	be in place for future replacement and these units should be	Alert	3.1	-\$375	\$0	-\$375	\$98,500				
		sized properly			7-1-	7.7		, ,				
		for the loads in the spaces they serve										
		The control system is from 2017 as is most of the equipment										
Grand Forks District	Energy Management and DDC-Base Scope	and sequences. Over time, this equipment becomes out of	Acceptable	3.4	\$1,315	\$200	\$1,515	\$33,500	16.4			
Bldgs	Lifetgy Management and DDC-base Scope	calibration and programming can be optimized with new	Acceptable	3.4	\$1,313	3200	71,313	\$33,300	10.4			
		strategies.										
	Energy Management and DDC-Enhanced Scope	Same as C.7a.	Acceptable	3.2	\$1,315	\$200	\$1,515	\$129,500	39.0			
Bldgs												
Considerate State	inhaire Detrofit Desc De i	A contraction of the description with 19 and 19 and		4.1	62.555	ÁF22	62.625	642 772	46.2		4-	
	ighting Retrofit - Base Project	A majority of the building utilizes fluorescent lighting	Alert	4.4	\$2,605	\$530	\$3,135	\$42,750	11.2		\$0	
Bldgs Grand Forks District Li	ighting Detrofit Enhanced Project	technology, including bulbs and ballasts. Same as E.12a.	Alert	4.4	\$2,635	\$530	\$3,165	\$45,750	11.8		ĊO	
	ighting Retrofit - Enhanced Project	odille do E.12d.	Alert	4.4	\$2,035	\$530	\$3,105	ş45,/5U	11.8		\$0	
Bldgs												
Grand Forks District El	Electrical Switchgear and Distribution	The electrical switchgear (1997) and distribution (1972) are	Alert	3.5	\$0	\$0	\$0	\$368,000			\$368,000	
	Replacement	nearing the end of the life expectancy for	7.1.010	5.5	γo	70	, ,	, , , , , , , , , , , , , , , , , , , ,			4303,000	
2.20	reproductive	each system. These systems should be planned for						1				



Facility	Short Description		Asset	Priority	Utility	O&M	Total	Net Cost	Simple	Alarm Condition	Alert Condition	Caution Condition
•		The solution hallest of EDDA according to the Hadis	Condition	2.7	Savings	Savings	Savings	¢0.52.000	Payback	Remaining	Remaining	Remaining
Grand Forks District		The existing ballasted EPDM membrane roof was installed in		2.7	\$320	\$0	\$320	\$862,000			\$862,000	
Bldgs	Roof Replacement	1996 and has experienced with small	Alert									
		leaks through the years around the roof drains. These										
Grand Forks District	Window Replacement	systems should be planned for future replacement There are window systems from 1988 around the facility	Alarm	3.2	\$220	\$0	\$220	\$274,000		\$27,400		
Bldgs	Wildow Replacement	along with flashing issues windows around	Alailii	3.2	3220	٥٦	322U	3274,000		\$27,400		
Diugs		the facility. These systems should be planned for future										
Grand Forks District	Door and Garage Door Replacement	Exterior and garage doors around the facility are showing	Alert	2.7	\$0	\$0	\$0	\$235,000			\$235,000	
Bldgs	Soor and carage soor repracement	wear and tear such as paint fading. These	7.00.0	2.7	Ψ.	ΨŪ	, ,	\$255,000			7233,000	
Diago		systems should be planned for future replacement.										
Grand Forks District	Resurface Parking Lot - East Public Lot	The parking lot was last resurfaced in 2003 with regular	Alert	2.5	\$0	\$0	\$0	\$500,000			\$500,000	
Bldgs		maintenance and crack sealing done over the			, -			, ,			ψ300,000	
Grand Forks District	Resurface Parking Lot - Rest of Parking Lot	The parking lot was last resurfaced in 2003 with regular	Alert	2.5	\$0	\$0	\$0	\$247,000			\$247,000	
Bldgs		maintenance and crack sealing done over the						. ,			7 7 7	
	Visual Tile Flooring Double content (Crossel Fords	There is vinyl tile from 1996 in the restrooms that has									\$22,250	
Grand Forks District	Vinyl Tile Flooring Replacement (Grand Forks	exceeded its life expectancy. Flooring has a low life	Alert	2.6	\$0	\$0	\$0	\$22,250			. ,	
Bldgs	Shop)	expectancy, and a replacement plan should be put in place										
Grand Forks District	Vinyl Tile Flooring Replacement (Construction	There is vinyl tile from 1991 through a majority of the										
	Office)	building that has exceeded its life expectancy. Flooring has a	Alert	2.6	\$0	\$0	\$0	\$22,250				
Bldgs	Office)	low life expectancy, and a replacement plan should be put in										
Grand Forks District	Wood Door Replacement (Construction Office)	The wood interior doors were installed in 1991 and are	Alert	2.6	\$0	\$0	\$0	\$7,700				
Bldgs		approaching the end of their life expectancy.										
		These interior doors should be planned for future										
Grand Forks District	Vinyl Tile Flooring Replacement (Truck Shed)	There is original vinyl tile from 2003 that has exceeded its life	Alert	2.6	\$0	\$0	\$0	\$6,700				
Bldgs		expectancy. Flooring has a low life										
		expectancy, and a replacement plan should be put in place										
Grand Forks District	Vinyl Tile Flooring Replacement (Sign Shop)	There is vinyl tile from 1982 that has exceeded its life	Alert	2.6	\$0	\$0	\$0	\$18,500				
Bldgs		expectancy. Flooring has a low life expectancy,										
		and a replacement plan should be put in place for each										
Grand Forks District	Domestic Hot Water Heater Replacement	There are multiple domestic water heaters in the facilities of	Alarm	3.3	\$0	\$0	\$0	\$17,250		\$0		
Bldgs		various ages.										
Considerate Blotalet	Informatiliant and Davidson and (Chan)	The Defended by the street to the street that we still be a treet	Continu	2.2	ćo	ćo	ćo	625.750				405.750
Grand Forks District	Infrared Heater Replacement (Shop)	The infrared heaters in the shop that provide heat were	Caution	2.2	\$0	\$0	\$0	\$25,750				\$25,750
Bldgs		installed in 1996.										
Grand Forks District	Hanning Hastons Banksonset	The hanging heaters in the facilities vary in age, but a	Caution	2.2	\$0	\$0	\$0	\$24,750				¢24.750
	Hanging Heaters Replacement		Caution	2.2	\$0	\$0	ŞU	\$24,750				\$24,750
Bldgs		majority have exceeded their life expectancy.										
Grand Forks District	Domestic Piping Replacement (Construction	The domestic water piping throughout the facility was	Caution	1.9	\$0	\$0	\$0	\$18,500				
Bldgs	Office)	installed in 1991 and is approaching the end of	Caution	1.9	,50	٥٦	, Ç	\$18,500				
blugs	Office)	5										
		its life expectancy.										
Grand Forks District	Domestic Piping Replacement (Sign Shop)	The domestic water piping throughout the facility is original	Alert	2.4	\$0	\$0	\$0	\$75.000				
Bldgs	Domestic Fightig Replacement (Sign Shop)	from 1974 and has exceeded its life	Aicit	2.4	90	γU	γo	\$73,000				
Diugs		expectancy.										
		expectaticy.										
Grand Forks District	Construction Office Remodel	The district staff identified this project that they would like		1.6	\$0	\$0	\$0	\$895,000				
Bldgs		added to their project list.			'-		1 (
Grand Forks District	Construction Office New Building and Demo	The district staff identified this project that they would like		1.6	\$0	\$0	\$0	\$2,780,000				
Bldgs		added to their project list.			'-		1	' ' ' ' ' '				
Grand Forks District	RTU Replacement (Grand Forks Office)	The Titan packaged rooftop air handling unit that serves the		3.7	-\$380	\$0	-\$380	\$46,250		\$46,250		
Bldgs		building was installed in 1996 and has			i .					7.17,222		
. 3-		exceeded its life expectancy. This unit should be replaced	Alarm					1				
		with a new rooftop unit that is sized properly for the building.						1				
		inter a new coortop unit that is sized properly for the building.						1				



Facility	Short Description		Asset	Priority	Utility	O&M	Total	Net Cost	Simple	Alarm Condition	Alert Condition	Caution Condition
	· ·		Condition		Savings	Savings	Savings	455.000	Payback	Remaining	Remaining	Remaining
Grand Forks District	MAU Replacement (Grand Forks Office)	The gas fired make up air handling unit that serves the		3.7	-\$785	\$0	-\$785	\$56,000		\$56,000		
Bldgs		building was installed in 1996 and has	Alama									
		exceeded its life expectancy. A replacement make up air	Alarm									
		handling unit should be planned and sized properly for the										
		huilding										
		The gas fired make up air handling unit that serves the			-\$635	\$0	-\$635	\$158,000		\$158,000		
Grand Forks District		building was installed in 1996 and has										
Bldgs	MAU Replacement (Grand Forks Shop)	exceeded its life expectancy. A replacement make up air	Alarm	3.7								
		handling unit should be planned and sized properly for the										
		huilding										
		The make up air handling unit that serves the truck bay was			-\$635	\$0	-\$635	\$29,750		\$29,750		
Grand Forks District		installed in 1974 and has exceeded its life expectancy. A										
Bldgs	MAU Replacement (Sign Shop)	replacement make up air handling unit should be planned	Alarm	3.7								
Diago		and sized properly for										
		the huilding										
		The control system is from 2007 as is most of the equipment										\$0
Minot District Bldgs	Energy Management and DDC-Base Scope	and sequences. Over time, this equipment becomes out of	Caution	3.9	\$1,495	\$230	\$1,725	\$32,750	14.6			
Williot District Diags	Lifergy Wanagement and DDC-Dase Scope	calibration and programming can be optimized with new	Caution	3.5	\$1,433	Ş230	71,723	732,730	14.0			
		strategies										
Minot District Bldgs	Energy Management and DDC-Enhanced Scope	Same as C.8a.	Caution	3.7	\$1,495	\$230	\$1,725	\$94,500	30.3			\$0
Minot District Bldgs	Lighting Retrofit - Base Project	A majority of the building utilizes fluorescent lighting	Alert	4.5	\$9,330	\$1,870	\$11,200	\$97,500	7.7		\$0	
Williot District Blugs	Lighting Ketront - base Project	technology, including bulbs and ballasts.	Alert	4.5	39,330	\$1,670	\$11,200	\$97,500	7.7			
Minot District Bldgs	Lighting Retrofit - Enhanced Project	Same as E.14a.	Alert	4.5	\$9,425	\$1,890	\$11,315	\$106,000	8.2		\$0	
											·	
Minot District Bldgs	Electrical Switchgear and Distribution	The electrical switchgear (1961) and distribution (1991) are	Alert	3.5	\$0	\$0	\$0	\$187,000			\$187,000	
	Replacement	near or exceeding their life expectancy for										
	"	each system. These systems should be planned for										
Minot District Bldgs	Roof Replacement	The existing EPDM membrane roof was replaced in 2000 with	Caution	2.2	\$265	\$0	\$265	\$461,000				\$461,000
_	·	small leaks through the years. These										, , , , , , , ,
		systems should be planned for future replacement.										
		Systems should be planned for faculty replacements										
Minot District Bldgs	Window Replacement	There are single pane window systems from 1969 around the	Alarm	3.2	\$180	\$0	\$180	\$252,000		\$0		
· ·	· ·	facility. These systems should be			·			. ,		**		
		planned for future replacement.										
Minot District Bldgs	Exterior Door and Overhead Door Replacement	Exterior and garage doors around the facility are showing	Alert	2.7	\$0	\$0	\$0	\$56,000			\$14,000	
		wear and tear such as paint fading. These						, ,			ψ1 1,000	
		systems should be planned for future replacement.										
Minot District Bldgs	Resurface Parking Lot	The parking lot was replaced in 2007 with regular	Alert	2.5	\$0	\$0	\$0	\$569,000			\$569,000	
		maintenance and crack sealing done over the years			7-	7-	7-	,,,,,,,,			\$303,000	
		Rolled carpet was installed in 2000 in office/conference			\$0	\$0	\$0	\$37,250			\$0	
		rooms and is showing wear in the high traffic			ΨÜ	Ţ.	ΨÜ	457,230			ĢŪ	
Minot District Bldgs	Carpet Replacement	areas. Flooring has a low life expectancy, and a replacement	Alert	2.6								
		plan should be put in place for each flooring system.										
		There is a lot of vinyl tile from 2000 in the			\$0	\$0	\$0	\$5,950		\$5,950		
Minot District Bldgs	Vinyl Tile Flooring Replacement	hallways/restrooms that has exceeded its life expectancy.	Alarm	3.1	ÇÜ	70	Ç	75,550		75,550		
or District Diugs	The Flooring Replacement	Flooring has a low life expectancy, and a replacement plan	7 (Idimi	5.1				1				
Minot District Bldgs	Ceiling Grid Replacement	The acoustical ceiling tile throughout the office area appears	Caution	2.1	\$0	\$0	\$0	\$15,500				\$15,500
minor District Blugs	cening on a replacement		Caution	2.1	٥ڔ	٥٦	ŞŪ	713,300				\$13,500
		to be from 1998, and nearing its life						I	1			
Minot District Bldgs	Adhered Ceiling Repair/Replacement	expectancy. A replacement plan should be in place for ceiling The adhered ceiling tile through the laboratory space appears	Alarm	3.1	\$0	\$0	\$0	\$5,950		ĆE OEO		
willor district blags	Authered Centing Repair/Replacement		AldIII	5.1	ŞU	ŞU	ŞU	\$3,950		\$5 <i>,</i> 950		
		to be from 1969 exceeding its life						I	1			
		expectancy. A replacement plan should be in place for ceiling				1	l		l			



Facility	Short Description		Asset Condition	Priority	Utility	O&M	Total Savings	Net Cost	Simple	Alarm Condition	Alert Condition	Caution Condition Remaining
Minot District Bldgs	Wood Door Replacement	The wood interior doors were installed in 1998 and are	Caution	2.1	Savings \$0	Savings \$0	\$0	\$31,000	Payback	Remaining	Remaining	\$31,000
milet District Diago	Wood Bost Replacement	approaching their life expectancy. These	Caution	2.12	, ,	ų,	Ų.	ψ01,000				\$31,000
		interior doors should be planned for future replacement.										
Minot District Bldgs	Fire Alarm System Upgrade	The Altronix fire alarm system and devices appear be from	Caution	3.2	\$0	\$0	\$0	\$78,000				\$78,000
		2007. Fire alarm systems have a low life										
		expectancy, and must be tested regularly to ensure they						.				
Minot District Bldgs	Expand Fire Suppression System	The district staff identified this project that they would like	Caution	3.2	\$0	\$0	\$0	\$86,500				\$77,850
Address District a District	Hat Water Birtish dia a Bankarana	added to their project list.	Cartian	2.2	ćo	ćo	ćo	Ć445 500				4445.500
Minot District Bldgs	Hot Water Distribution Replacement	The hot water distribution piping to the building is estimated to be at least fifty (50) years old, which	Caution	2.2	\$0	\$0	\$0	\$115,500				\$115,500
Minot District Bldgs	Infrared Heater Replacement	The infrared unit heaters that serve the shop were installed	Acceptable	1.7	\$0	\$0	\$0	\$24,750				
Williot District Diags	initaled fleater Replacement	in 2007 and are approaching the end of	Acceptable	1.7	γo	Ų	ÇÜ	324,730				
		their life expectancy.										
Minot District Bldgs	Furnace Replacement	The Carrier furnace serving the shop office was installed in	Alert	2.9	\$0	\$0	\$0	\$29,750			\$0	
minot District Diags	r arriade Repideemene	2000 and has exceeded its life expectancy.	7	2.3	, , ,	Ψ.	ΨŪ	Ψ23), 30			ÇÜ	
		2000 and has exceeded its me expectancy.										
Minot District Bldgs	Electric Baseboard Replacement	The electric baseboard heat that heats offices and restrooms	Alert	2.7	\$0	\$0	\$0	\$24,750			\$24,750	
		were installing in 2000.										
Minot District Bldgs	Domestic Hot Water Heater Replacement	There are multiple domestic water heaters in the facility of	Alert	2.7	\$0	\$0	\$0	\$4,950			\$4,950	
		various ages.										
		The Tjernlund multizone air handling unit that serves the								\$0		
Minot District Bldgs	Maritiment Alli Denlessant	office area was installed in 1969 and has exceeded its life	Alexan	3.7	Ć155	\$0	-\$155	\$111,000				
Wilnot District Blags	Multizone AHU Replacement	expectancy. A replacement plan should be in place to	Alarm	3.7	-\$155	\$0	-\$133	\$111,000				
		replace this unit with a new										
Minot District Bldgs	Gas Fired AHU Replacement	The gas fired make up air handling units that serves the shop		3.7	-\$590	\$0	-\$590	\$139,000		\$0		
Williot District Diags	dus i neu / ino Replacement	was installed in 1969 and has exceeded		3.7	\$330	γo	7550	\$133,000		ΨU		
		its life expectancy. A replacement make up air handling unit	Alarm									
		should be planned and sized properly for the building.										
		should be planned and sized property for the building.										
		The control system is from 2008 as is most of the equipment										\$0
Valley City District	Energy Management and DDC-Base Scope	and sequences. Over time, this equipment becomes out of	Caution	3.9	\$2,100	\$320	\$2,420	\$33,250	11.3			
Bldgs	Energy Wanagement and DDC-base Scope	calibration and programming can be optimized with new	Caution	3.5	72,100	7320	72,420	\$33,230	11.5			
		strategies										
Valley City District	Energy Management and DDC-Enhanced Scope	Same as C.9a.	Caution	3.8	\$2,150	\$330	\$2,480	\$95,000	24.2			\$0
Bldgs												
Valley City District	Floatrical Cuitab accuracy d Distribution	The electrical arritate accuracy distribution is arrived to the	Alert	3.7	\$0	\$0	\$0	\$190,000			\$0	
Valley City District Bldgs	Electrical Switchgear and Distribution Replacement	The electrical switchgear and distribution is original to the building from 1973. These systems should	Alert	3.7	ŞU	\$0	\$0	\$190,000			\$0	
blugs	Replacement	be planned for upgrading.										
		There are window systems from 1973 around the facility with			\$225	\$0	\$225	\$206,000		\$20,600		
Valley City District	Window Replacement	the glazing deteriorating and asbestos. These systems should	Alarm	3.4	7	7.7	7	, , , , , , , , , , , , , , , , , , , ,		\$20,000		
Bldgs		be planned for future replacement and asbestos should be										
Valley City District	Exterior Door Replacement	Exterior doors around the facility are showing wear and tear.	Alarm	3.2	\$0	\$0	\$0	\$82,000		\$61,500		
Bldgs	·	These systems should be planned for								, , ,, , , , ,		
		future replacement.										
Valley City District	Asbestos Abatement Allowance	The district staff identified this project that they would like	Alarm	3.2	\$0	\$0	\$0	\$148,000		\$148,000		
Bldgs		added to their project list.					1	1				
Valley City District	Carpet Replacement	Carpet tile (2012) and rolled carpet (2008) are nearing their		2.6	\$0	\$0	\$0	\$13,750			\$13,750	
Bldgs		life expectancy and are beginning to	Alert					1				
		show wear in the high traffic areas. Flooring has a low life						1				
Weller Charles	Mary I Tile Floresian Banks and an	expectancy, and a replacement plan	Alama	2.4	ćo	ćo	60	642.256		410.050		
Valley City District	Vinyl Tile Flooring Replacement	There is a lot of original vinyl tile from 2005 that is nearing	Alarm	3.1	\$0	\$0	\$0	\$13,250		\$13,250		
Bldgs		the end of its life expectancy. Flooring has						1				
		a low life expectancy, and a replacement plan should be put			l .	1	1	1	1			



Facility	Short Description		Asset	Priority	Utility	0&M	Total	Net Cost	Simple	Alarm Condition	Alert Condition	Caution Condition
Valley City District	Interior Door Replacement	The interior doors appear original to the building from 1973.	Condition Alert	2.6	Savings \$0	Savings \$0	Savings \$0	\$23,250	Payback	Remaining	Remaining \$23,250	Remaining
Bldgs	interior boor Replacement	These interior doors should be planned for future replacement.	Alert	2.0	ŞU	,5U	ŞU	\$25,250			\$23,250	
Valley City District	Fire Alarm System Upgrade	The Simplex fire alarm system and devices appear to be		4.3	\$0	\$0	\$0	\$19,000		\$0		
Bldgs	, , , ,	original to the facility from 1973, is obsolete	Alarm							, ,		
		and doesn't meet code. Fire alarm systems have a low life										
Valley City District Bldgs	Install Fire Suppression System	The district staff identified this project that they would like added to their project list.	Caution	2.9	\$0	\$0	\$0	\$179,000				\$179,000
Valley City District	Furnace Replacement	The furnaces that serve the office building (2000) and the	Alert	2.9	\$0	\$0	\$0	\$69,000			\$69,000	
Bldgs		shop office (1998) have exceeded their life expectancy and experience zone control comfort issues.										
Valley City District Bldgs	Original Gas Heater Replacement	The gas unit heaters in the shop area are original from 1973 and have exceeded their life expectancy.	Alarm	3.3	\$0	\$0	\$0	\$24,750		\$24,750		
Valley City District Bldgs	Domestic Hot Water Heater Replacement	A replacement plan should be put in place for each water heater to be replaced with higher efficiency	Acceptable	1.7	\$0	\$0	\$0	\$6,200				
		units.										
Valley City District Bldgs	Domestic Piping Replacement	The domestic water piping throughout the facility is original from 1973 and has exceeded its life expectancy.	Alert	2.4	\$0	\$0	\$0	\$34,000			\$34,000	
Valley City District	Install Door Access System	The district staff identified this project that they would like		1.6	\$0	\$0	\$0	\$46,250				
Bldgs		added to their project list.										
Valley City District Bldgs	Replace Furnaces with Central Systems	The furnaces in the facility vary in age, but a common theme was there is no zoning of the furnaces	Alert	3.1	-\$115	\$0	-\$115	\$518,000			\$518,000	
		creating temperature control issues. The Reznor make up air handling unit that serves the shop						1			\$74,000	
		has exceeded its life expectancy. A new make up air handling									\$74,000	
Valley City District Bldgs	Shop MAU Replacement	unit should be sized properly for the shop to replace this unit.	Alert	3.1	-\$1,645	\$0	-\$1,645	\$74,000				
		The control system is from 2007 as is most of the equipment										\$0
Williston District Bldgs	Energy Management and DDC-Base Scope	and sequences. Over time, this equipment becomes out of calibration and programming can be optimized with new strategies.	Caution	3.8	\$560	\$90	\$650	\$23,250	23.1			40
Williston District	Energy Management and DDC-Enhanced Scope	Same as C.10a.	Caution	3.4	\$560	\$90	\$650	\$86,500				\$0
Bldgs	Energy Management and DDC-Emilanced Scope	Jame as c.10a.	Caution	3.4	3300	, , , , , , , , , , , , , , , , , , ,	3030	380,300				ŞU
Williston District Bldgs	Lighting Retrofit - Base Project	A majority of the building utilizes fluorescent lighting technology, including bulbs and ballasts.	Alert	4.5	\$4,355	\$880	\$5,235	\$62,000	10.0		\$0	
Williston District Bldgs	Lighting Retrofit - Enhanced Project	Same as E.17a.	Alert	4.4	\$4,400	\$880	\$5,280	\$67,500	10.6		\$0	
Williston District	Electrical Distribution Upgrade	The electrical distribution was installed in 1962, but staff has	Alert	3.5	\$0	\$0	\$0	\$143,000			\$143,000	
Bldgs		issues with breakers trip often from the kitchen. These systems should be planned for upgrading.	7,1610	0.5	70	75	,,,	71.5,000			Ş1 1 3,000	
Williston District	Window Replacement	There are window systems from 1962 around the facility.	Alarm	3.2	\$80	\$0	\$80	\$493,000		\$493,000		
Bldgs	.,	These systems should be planned for future replacement.			,	, -	,			, , , , , , , , , , , , , , , , , , , 		
Williston District	Concrete Replacement	The sidewalks around the facility are in poor conditions with	Alert	2.5	\$0	\$0	\$0	\$51,750			\$51,750	
Bldgs Williston District	Boiler Replacement	cracks. These boilers should be planned for future replacement with	Caution	2.4	\$70	\$0	\$70	\$124,000				¢124.000
Bldgs	Boiler Replacement	higher efficiency boilers.	Caution	2.4	\$/0	υ۶	\$/0	\$124,000				\$124,000



Facility	Short Description		Asset Condition	Priority	Utility Savings	O&M Savings	Total Savings	Net Cost	Simple Payback	Alarm Condition Remaining	Alert Condition Remaining	Caution Condition Remaining
Williston District Bldgs	Infrared Heat and Unit Heater Replacement	The shop areas are served by these system that were installed in 2007.	Acceptable	1.7	\$0	\$0	\$0	\$32,250				
Williston District Bldgs	Domestic Hot Water Heater Replacement	There are multiple domestic water heaters in the facility of various ages.	Alert	2.7	\$0	\$0	\$0	\$6,200			\$6,200	
Williston District Bldgs	Replace Office AHU	The district staff identified this project that they would like added to their project list.	Caution	2.2	\$0	\$0	\$0	\$24,750				\$24,750
Williston District Bldgs	Condensing Unit Replacement	The district staff identified this project that they would like added to their project list.	Alert	2.7	\$0	\$0	\$0	\$12,500			\$12,500	
									Total	\$2,052,200	\$8,258,675	\$4,020,000

2025-27 Biennium Proposed Highway Funding Distributions											
	Highway Tax	Legacy Earnings	Existing Flexible	New Flexible Fund Grants and	New Flexible Fund Formula Distributions - SB	Increased Gas					
	Distribution	Highway Distribution	Fund	Projects - SB 2012	2012	Tax - HB 1382	Total				
DOT	\$317,800,000	\$60,000,000	\$128,625,000	\$94,375,000			\$600,800,000				
Counties	114,000,000	18,200,000	42,875,000 1	69,125,000 ¹	\$17,800,000	\$17,900,000	279,900,000				
Cities	64,700,000	10,300,000		28,000,000	10,200,000	10,100,000	123,300,000				
Townships	14,000,000	10,000,000		28,000,000	28,000,000	14,000,000	94,000,000				
Transit	7,800,000	1,500,000					9,300,000				
Total	\$518,300,000	\$100,000,000	\$171,500,000	\$219,500,000	\$56,000,000	\$42,000,000	\$1,107,300,000				
Includes funding that may also be used for township projects.											

2025 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Brynhild Haugland Room, State Capitol

SB 2012 4/3/2025

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; relating to funds invested by the state investment board, the flexible transportation fund, the state rail fund, and motor vehicle excise tax collections; relating to legacy fund definitions and a legacy earnings fund; to provide a continuing appropriation; to provide an effective date; and to provide an exemption.

3:21 p.m. Chairman Monson called the meeting to order.

Members Present: Chairman Monson, Vice Chair Brandenburg, Representatives: Fisher, Kempenich, Meier, Pyle.

Members Absent: Representative Bosch

Discussion Topics:

- New and Vacant FTE pool
- Legacy Earnings Fund
- Flexible Transportation Fund
- Rest Area Cooperative Agreement
- North Dakota Railroads
- 3:24 p.m. Ron Henke, Director, North Dakota Department of Transportation, testified in favor and submitted testimony #44641 and #44642.
- 3:24 p.m. Brady Larson, Fiscal Analyst, Legislative Council, presented the new long sheet #44646.
- 3:44 p.m. Terry Effertz, Executive Director, North Dakota Shortline Railroad Coalition, testified in favor.
- 3:48 p.m. Chad Orn, Deputy Director, North Dakota Department of Transportation, testified in favor.
- 4:06p.m. Robin Rehborg, Deputy Director for Driver's Safety, North Dakota Department of Transportation, testified in favor.
- 4:17 p.m. Chairman Monson adjourned the meeting.

Madaline Cooper, Committee Clerk



AMENDMENTS

SB 2012 | April 3, 2025

SECTION 15. REST AREA COOPERTIVE AGREEMENT. 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, 2025, and ending June 30, 2027.



AMENDMENTS

SB 2012 | April 3, 2025

AMENDMENT. MISCELLANEOUS EXPENSES FOR NDDOT FACILITIES. The NDDOT may expend funds for basic workspace appliances limited to coffee makers, microwaves and refrigerators.

Department of Transportation - Budget No. 801 Agency Worksheet - Senate Bill No. 2012

		Sena	te Version			Hous	se Version			House Compared	l to Senate Versio	n
										Increase	(Decrease)	
	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total	FTE Positions	General Fund	Other Funds	Total
2025-27 Biennium Base Level	1,001.00	\$0	\$1,749,752,645	\$1,749,752,645	1,001.00	\$0		\$1,749,752,645	0.00	\$0	\$0	\$(
2025-27 Ongoing Funding Changes												
Base budget adjustments and reductions			(\$21,621,679)	(\$21,621,679)			(\$21,621,679)	(\$21,621,679)				\$(
Salary increase			8,694,284	8,694,284			8,694,284	8,694,284				(
Health insurance increase			5,889,434	5,889,434			5,889,434	5,889,434				
Restore 23-25 new FTE funding pool			3,545,684	3,545,684			3,545,684	3,545,684				(
Restore 23-25 vacant FTE funding pool	+		14,863,018	14,863,018			14,863,018	14,863,018				
Transfer to 25-27 new and vacant FTE pool			(5,526,520)	(5,526,520)			(5,526,520)	(5,526,520)				(
Estimated federal funds increase	+		406,821,876	406,821,876			406,821,876	406,821,876	-			
Additional flexible fund authority			218,600,000	218,600,000			218,600,000	218,600,000				
			, ,	, ,								(
Data management program	1.00		451,898 249,997	451,898 249,997	1.00		451,898 249,997	451,898 249,997				(
Bridge load rating coordinator												
US Highway 85 staffing and equipment	1.00		203,003	203,003	1.00		203,003	203,003				(
Local government assistance position	1.00		249,997	249,997	1.00		249,997	249,997				(
Local funds match authority			3,800,000	3,800,000			3,800,000	3,800,000				(
Increased information technology operating funds			4,022,016	4,022,016			4,022,016	4,022,016				(
Increased state fleet operating costs			12,500,000	12,500,000			12,500,000	12,500,000				(
Total ongoing funding changes	3.00	\$0	\$652,743,008	\$652,743,008	3.00	\$0	\$652,743,008	\$652,743,008	0.00	\$0	\$0	\$(
One-Time Funding Items												
Facility improvements			\$5,970,000	\$5,970,000			\$5,970,000	\$5,970,000				\$(
Appointment system upgrade			3,000,000	3,000,000			3,000,000	3,000,000				(
Inventory tracking system			350,000	350,000			350,000	350,000				(
Federal formula funds match (SIIF)			171,300,000	171,300,000			171,300,000	171,300,000				
Federal discretionary funds match (SIIF)				0				0				(
Walking trail grant			100,000	100,000			0	0			(\$100,000)	(100,000
Increased maintenance costs			9,842,212	9,842,212			9,842,212	9,842,212				(
Undesignated equipment			5,872,000	5,872,000			5,872,000	5,872,000				(
Highway 85 projects (SIIF)			100,000,000	100,000,000			100,000,000	100,000,000				
Total one-time funding changes	0.00	\$0	\$296,434,212	\$296,434,212	0.00	\$0	\$296,334,212	\$296,334,212	0.00	\$0	(\$100,000)	(\$100,000
Total Changes to Base Level Funding	3.00	\$0	\$949,177,220	\$949,177,220	3.00	\$0	\$949,077,220	\$949,077,220	0.00	\$0	(\$100,000)	(\$100,000
2025-27 Total Funding	1,004.00	\$0	\$2,698,929,865	\$2,698,929,865	1,004.00	\$0	\$2,698,829,865	\$2,698,829,865	0.00	\$0	(\$100,000)	(\$100,000
Federal funds included in other funds			\$1,327,169,868			•	\$1,327,169,868		<u> </u>		\$0	
Total ongoing changes - Percentage of base level	0.3%	N/A	37.3%	37.3%	0.3%	N/A	37.3%	37.3%	N/A	N/A	N/A	N/A
Total changes - Percentage of base level	0.3% 0.3%	N/A N/A	54.2%	37.3% 54.2%	0.3% 0.3%	N/A N/A	37.3% 54.2%	54.2%	N/A N/A	N/A N/A	N/A N/A	N/A
rotal changes - Percentage of base level	0.3%	IV/A	34.2%	54.2%	0.3%	IV/A	54.2%	54.2%	IV/A	IV/A	IV/A	IN/F
Other Sections in Department of Transportation - B	Sudget No. 801								T			
Section Description			te Version			Hous	se Version					
New and vacant FTE pool	Section 3 des		of funds from the	new and vacant								

Other Sections in Department of Transportation - Budget No. 801

Section Description	Senate Version	House Version	
Line item transfers	Section 4 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.		
Strategic investment and improvements fund	Section 5 identifies the use of the strategic investment and improvements fund to match federal highway funding and for a highway 85 project.		
Legacy earnings fund	Section 6, 7, 10, 11, and 13 provide for adjustments to the legacy earnings fund including the transfer of one percent of legacy fund earnings to the flexible transportation fund.		
Flexible transportation fund	Section 8 provides for the designation of uses of the flexible transportation fund.		
State rail fund	Section 9 provides continuing appropriation authority from the state rail fund.		
Motor vehicle excise tax	Section 12 provides for all motor vehicle excise taxes after allocations for other purposes to be deposited in the flexible transportation fund. Section 17 provides an effective date for the deposits.		
Highway 85 environmental impact statement	Section 14 directs DOT to complete the remaining environmental impact statement process for portions of the Theodore Roosevelt Expressway that are not four lanes.		
Rest area agreement	Section 15 directs DOT to review options to enter agreements regarding the operation and upgrades to the Painted Canyon visitor center.		
Carryover exemptions	Section 16 authorizes the carryover of various prior biennium appropriations.		

2025 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Brynhild Haugland Room, State Capitol

SB 2012 4/16/2025

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; relating to funds invested by the state investment board, the flexible transportation fund, the state rail fund, and motor vehicle excise tax collections; relating to legacy fund definitions and a legacy earnings fund; to provide a continuing appropriation; to provide an effective date; and to provide an exemption.

9:35 a.m. Chairman Monson called the meeting to order.

Members Present: Chairman Monson, Vice Chair Brandenburg, Representatives: Bosch, Fisher, Kempenich, Meier, Pyle.

Discussion Topics:

- Proposed Amendments
- Prairie Dog Funding
- Highway Tax Distribution Fund
- Highway Fund
- Flex Fund
- Highway 85 funding
- Gas Tax

9:37 a.m. Representative Bosch reviewed potential amendment on simplifying distribution of funding on road projects in DOT and change funding buckets.

9:48 a.m. Ron Henke, Director, North Dakota Department of Transportation, answered questions for the committee.

10:03 a.m. Robin Weisz, Speaker of the House, answered questions for the committee.

10:22 a.m. Chairman Monson closed the meeting.

Madaline Cooper, Committee Clerk

2025 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Brynhild Haugland Room, State Capitol

SB 2012 4/16/2025

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; relating to funds invested by the state investment board, the flexible transportation fund, the state rail fund, and motor vehicle excise tax collections; relating to legacy fund definitions and a legacy earnings fund; to provide a continuing appropriation; to provide an effective date; and to provide an exemption.

3:59 p.m. Chairman Monson opened the meeting.

Members Present: Chairman Monson, Vice Chair Brandenburg, Representatives: Bosch, Fisher, Kempenich, Meier, Pyle.

Discussion Topics:

- Airport Funding in North Dakota
- Funding Sources in DOT
- Prairie Dog Funding
- Bridge Construction
- DOT Highway Fund
- Transit Funding

3:59 p.m. Robin Weisz, Speaker of the House, testified in neutral and reviewed testimony #45036.

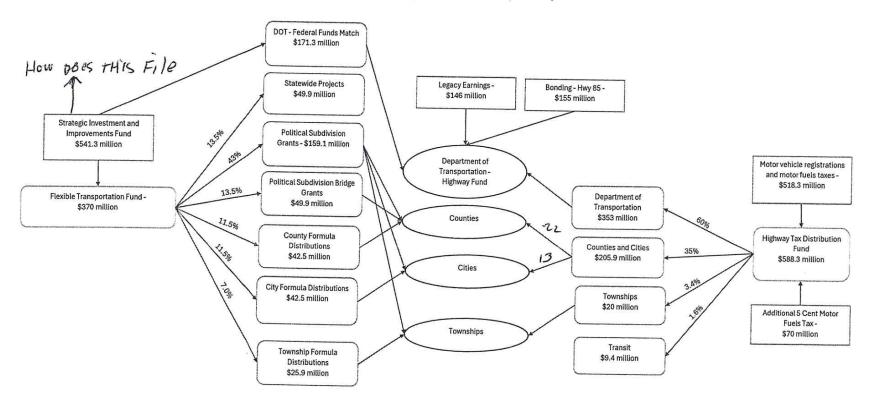
Additional written testimony:

Representative Bosch, North Dakota Legislature, submitted neutral testimony #45036.

4:42 p.m. Chairman Monson adjourned the meeting.

Madaline Cooper, Committee Clerk

Major Transportation Funding Sources - 2025-27 Biennium (Reflecting House Proposal)



2025 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Brynhild Haugland Room, State Capitol

SB 2012 4/17/2025

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; relating to funds invested by the state investment board, the flexible transportation fund, the state rail fund, and motor vehicle excise tax collections; relating to legacy fund definitions and a legacy earnings fund; to provide a continuing appropriation; to provide an effective date; and to provide an exemption.

10:37 a.m. Chairman Monson called the meeting to order.

Members Present: Chairman Monson, Vice Chair Brandenburg, Representatives: Bosch, Fisher, Kempenich, Meier, Pyle.

Discussion Topics:

- Environmental Documentation
- DOT position for SIRN
- Pilot for DOT
- Gas Tax

10:38 a.m. Representative Brandenburg introduced discussion on amendment LC# 25.0179.02006, testimony #45063.

10:39 a.m. Ron Henke, Director, North Dakota Transportation, reviewed the amendment LC# 25.0179.02006, testimony #45063 and submitted testimony #45064.

11:10 a.m. Representative Brandenburg moved to adopt amendment LC# 25.0179.02006 testimony #45063, with amendments of adding 2 FTEs, change language in section 10 a &b adjusted.

11:10 a.m. Representative Bosch seconded.

Representatives	Vote
Representative David Monson	Υ
Representative Mike Brandenburg	Υ
Representative Glenn Bosch	Υ
Representative Jay Fisher	Υ
Representative Keith Kempenich	Υ
Representative Lisa Meier	Υ
Representative Brandy L. Pyle	Υ

Motion carried 7-0-0.

House Appropriations - Government Operations Division SB 2012 04/17/25 Page 2

11:12 a.m. Chairman Monson closed the meeting.

Madaline Cooper, Committee Clerk

25.0179.02006 Title. Fiscal No. 3 Prepared by the Legislative Council staff for Representative Weisz

April 16, 2025

Sixty-ninth Legislative Assembly of North Dakota

PROPOSED AMENDMENTS TO FIRST ENGROSSMENT

ENGROSSED SENATE BILL NO. 2012

Introduced by

Appropriations Committee

- 1 A BILL for an Act to provide an appropriation for defraying the expenses of the department of
- 2 transportation; to create and enact a new section to chapter 54-27 of the North Dakota Century
- 3 Code, relating to a legacy earnings fund; to amend and reenact section 6-09.4-10.1,
- 4 subsection 1 of section 21-10-06, and sections 24-02-37.3, 24-02-40.1, 49-17.1-05, 54-27-19,
- 5 54-27-19.3, and 57-40.3-10, subsection 1 of section 57-43.1-02, subsection 1 of section
- 6 57-43.2-02, and section 57-51.1-07.5 of the North Dakota Century Code, relating to funds
- 7 invested by the state investment board, the flexible transportation fund, highway revenue
- 8 anticipation financing, the state rail fund, the highway tax distribution fund, and motor vehicle
- 9 excise tax collections, motor fuels taxes, and the state share of oil and gas taxes; to repeal
- 10 sections 21-10-12 and, 21-10-13, 54-27-19.3, and 54-27-19.4 of the North Dakota Century
- 11 Code, relating to legacy fund definitions and, a legacy earnings fund, the legacy earnings
- 12 highway distribution fund, and legacy earnings township highway aid fund; to provide a
- 13 | continuing appropriation: to authorize bonding; to provide an effective date; and to provide an
- 14 exemption.

15 BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

- 16 SECTION 1. APPROPRIATION. The funds provided in this section, or so much of the funds
- 17 as may be necessary, are appropriated from other funds derived from special funds and federal
- 18 funds, to the department of transportation for the purpose of defraying the expenses of the
- 19 department of transportation, for the biennium beginning July 1, 2025, and ending June 30.
- 20 2027, as follows:

1			Adjustments or			
2		Base Level	Enhancements	Appropriation		
3	Salaries and wages	\$219,279,648	\$16,710,943	\$235,990,591		
4	New and vacant FTE pool	0	13,364,077	13,364,077		
5	Operating expenses	316,256,474	71,088,648	387,345,122		
6	Gapital assets	1,101,395,065	851,594,552	1,952,989,617		
7	Capital assets	1,101,395,065	906,594,552	2,007,989,617		
8	Grants	112,821,458	(3,581,000)	109,240,458		
9	Total other funds	\$1,7 4 9,752,645	\$949,177,220	\$2,698,929,865		
10	Total other funds	\$1,749,752,645	\$1,004.177.220	\$2,753,929.865		
11	Full-time equivalent positions	1,001.00	3.00	1,004.00		
12	SECTION 2. ONE-TIME FUNDIN	NG - EFFECT ON B	ASE BUDGET - REP	ORT TO		
13	SEVENTIETH LEGISLATIVE ASSE	MBLY. The following	amounts reflect the o	one-time funding		
14	items included in the appropriation in	section 1 of this Ac	t, which are not includ	led in the entity's		
15	base budget for the 2027-29 biennium and which the entity shall report to the appropriations					
16	committees of the seventieth legislat	ive assembly regard	ling the use of this fur	nding:		
17	One-Time Funding Description			Other Funds		
18	Facility improvements			\$5,970,000		
19	Appointment system upgrade			3,000,000		
20	Inventory tracking system			350,000		
21	Federal formula funds match			171,300,000		
22	United States highway 85 project			100,000,000		
23	United States highway 85 projects			155,000,000		
24	Increased roadway maintenance cos	sts		9,842,212		
25	Walking trail grant			100,000		
26	Equipment			5,872,000		
27	Total			\$296,434,212		
28	Total			\$351,434,212		
29	SECTION 3. NEW AND VACAN	T FTE POOL - LIMI	TATION - TRANSFER	R REQUEST. The		
30	department of transportation may no	t spend funds appro	priated in the new an	d vacant FTE pool		
31	line item in section 1 of this Act, but i	may request the offic	ce of management an	d budget to		

transfer funds from the new and vacant FTE pool line item to the salaries and wages line item in 1 accordance with the guidelines and reporting provisions included in House Bill No. 1015, as 2 approved by the sixty-ninth legislative assembly. 3 SECTION 4. TRANSFER - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND -4 FLEXIBLE TRANSPORTATION FUND. The office of management and budget shall transfer the 5 sum of \$370,000,000 from the strategic investment and improvements fund to the flexible 6 transportation fund during the biennium beginning July 1, 2025, and ending June 30, 2027. 7 SECTION 5. AUTHORIZATION OF BONDING OR OTHER REVENUE SOURCES -8 UNITED STATES HIGHWAY 85. During the biennium beginning July 1, 2025, and ending 9 June 30, 2027, the department of transportation may utilize bonding authority under section 10 24-02-40.1 or any other available sources of funding to obtain up to \$155,000,000 of funds for 11 12 construction projects on United States highway 85. SECTION 6. EXEMPTION - LINE ITEM TRANSFERS. Notwithstanding section 54-16-04, 13 the director of the office of management and budget shall transfer appropriation authority 14 among the salaries and wages, operating expenses, capital assets, and grants line items in 15 section 1 of this Act as requested by the director of the department of transportation when it is 16 cost-effective for construction and maintenance of highways. The department of transportation 17 shall notify the legislative council of any transfers made pursuant to this section. 18 SECTION 7. ESTIMATED INCOMEOTHER FUNDS - STRATEGIC INVESTMENT AND 19 IMPROVEMENTS FUND. The estimated income other funds line item in section 1 of this Act 20 includes the sum of \$171,300,000 from the strategic investment and improvements fund to 21 match federal highway formula funds and \$100,000,000 from the strategic investment and 22 improvements fund for a United States highway 85 project from reference point 120.3 north to-23 the long x bridgeduring the biennium beginning July 1, 2025, and ending June 30, 2027. 24 SECTION 8. AMENDMENT. Section 6-09.4-10.1 of the North Dakota Century Code is 25 26 amended and reenacted as follows: 6-09.4-10.1. Legacy sinking and interest fund - Debt service requirements - Public 27 28 finance authority. There is created in the state treasury the legacy sinking and interest fund. The fund consists 29 of all moneys deposited in the fund under section 21-10-13 1014 of this Act. Moneys in the fund 30

may be spent by the public finance authority pursuant to legislative appropriations to meet the

1 debt service requirements for evidences of indebtedness issued by the authority for transfer to 2 the Bank of North Dakota for allocations to infrastructure projects and programs. 3 SECTION 9. AMENDMENT. Subsection 1 of section 21-10-06 of the North Dakota Century 4 Code is amended and reenacted as follows: 5 1. Subject to the provisions of section 21-10-02, the board shall invest the following 6 funds: 7 State bonding fund. a. 8 b. Teachers' fund for retirement. 9 State fire and tornado fund. C. 10 d. Workforce safety and insurance fund. 11 Public employees retirement system. e. 12 f. Insurance regulatory trust fund. 13 State risk management fund. g. 14 h. Budget stabilization fund. 15 i. Water projects stabilization fund. 16 Health care trust fund. j. 17 k. Cultural endowment fund. 18 Petroleum tank release compensation fund. 19 Legacy fund. m. 20 Legacy earnings fund. n. 21 Opioid settlement fund. 0. 22 A fund under contract with the board pursuant to subsection 3. p.0. 23 SECTION 10. AMENDMENT. Section 24-02-37.3 of the North Dakota Century Code is 24 amended and reenacted as follows: 25 24-02-37.3. Flexible transportation fund - Budget section approval - State treasurer 26 distributions to political subdivisions - Report. (Retroactive application - See note) 27 There is created in the state treasury the flexible transportation fund. The fund consists of 28 eligible federal or state funding and any contributed private funds. 29 The flexible transportation fund must be administered and expended by the director

and may be used for the following:

Sixty-ninth Legislative Assembly

Providing a match for federal funding obtained by the department of 1 a. 2 transportation. 3 b. State-funded road and bridge construction and maintenance, and transportation support costs including staffing, facilities, and operational expenditures on the 4 5 state highway system. 6 State-funded road-and, bridge, and other infrastructure construction and C. 7 maintenance activities within the state but off of the state highway system. The 8 director shall establish the terms and provisions of the program. All money derived from the investment of the flexible transportation fund or any portion 9 2. 10 of the fund, must be credited to the flexible transportation fund. The director shall 11 monthly transmit all moneys collected and received under this chapter to the state treasurer to be transferred and credited to the flexible transportation fund. 12 13 The director must receive budget section approval for any project that utilizes more 3. 14 than ten 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 15 costs. Any request considered by the budget section must comply with section 16 17 54-35-02.9. 18 The director shall allocate at least twenty-five percent of motor vehicle excise taxcollections deposited in the flexible transportation fund pursuant to section 57-40.3-10-19 20 for non-oil-producing county and township road and bridge projects as follows: 21 The funds must be allocated by the department to counties for projects or grantsa. 22 for the benefit of counties and organized and unorganized townships; 23 The department shall establish criteria to distribute the funds; b. 24 The funds must be used for the maintenance and improvement of county and C. 25 township paved and unpaved roads and bridges; Priority must be given to projects that match federal funds and to projects that 26 d. 27 improve roadways that serve as local corridors; 28 An organized township is not eligible to receive funding if the township does not e. maintain any roadways or does not levy at least eighteen mills for general-29 30 purposes: and

1 For purposes of this subsection, "non-oil-producing county" means a county that 2 received no allocation of funding or a total allocation of less than five million-3 dollars under subsection 2 of section 57-51-15 in the most recently completed 4 even-numbered fiscal year before the start of each biennium. The director shall 5 allocate a portion of funds deposited in the flexible transportation fund for the 6 benefit of road and bridge maintenance and projects in counties, cities, and 7 townships as follows: 8 Twelve and one-half percent of state funds deposited in the fund must be a. 9 allocated by the director to non-oil-producing counties for projects or grants for 10 the benefit of counties and organized and unorganized townships for the 11 maintenance and improvement of county and township paved and unpaved 12 roads and bridges Forty-three percent of state funds deposited in the fund must 13 be allocated by the director for grants to counties, cities, and townships for road 14 and bridge repair and replacement projects. 15 Six and one guarter percent of state funds deposited in the fund must be 16 allocated by the director for grants to eligible townships located in 17 non-oil-producing counties for road and bridge repair and replacement projects-18 with priority given for road graveling projects. 19 Twelve and one-half Thirteen and one-half percent of state funds deposited in the 20 fund must be allocated by the director for grants to eligible non-oil-producing 21 counties for bridge repair and replacement projects. Grants provided under this 22 subdivision must: 23 (1) Give priority to projects based on the number of bridge needs for each 24 county as identified in the most recent data available from the department's 25 bridge condition assessment inventory. 26 (2) Give priority to projects that include the permanent closure and removal of a 27 different bridge in the same county. 28 (3) Require counties to provide matching funds equal to ten percent of total 29 project costs except for projects that include the permanent closure and 30 removal of a different bridge in the same county.

1	<u>d.</u>	Six and one quarter percent of state funds deposited in the fund must be
2		allocated by the director for grants to eligible cities for road and bridge repair and
3		replacements projects.
4	e.c.	The director shall establish criteria to distribute the funds under this subsection.
5		Priority must be given to projects that match federal or private funds and to
6		projects that improve roadways that serve as local corridors. Priority for
7		organized township road projects must be given to projects located in townships
8		that levy at least eighteentwenty-four mills for general purposes and have a
9		general fund balance of less than one hundred thousand dollars as of December-
10		thirty-first of the prior year.
11	f.d.	The amount allocated to organized townships under this subsection must be paid
12		by the county treasurer to each organized township and the amount allocated for
13		unorganized townships under this subsection must be credited by the county
14		treasurer to a special fund for unorganized township roads.
15	<u>5. The</u>	state treasurer shall allocate a portion of funds deposited in the flexible
16	tran	nsportation fund for the benefit of road-and, bridge, and other infrastructure
17	mai	intenance and projects in counties, cities, and townships, as follows:
18	<u>a.</u>	Six and one-quarterSeven percent of state funds deposited in the fund must be
19		distributed to non-oil-producing counties for the benefit of organized and
20	1	unorganized township road needs using the distribution method in section
21		54-27-19.454-27-19.1. To receive an allocation under this subdivision, an
22		organized township must levy at least eighteentwenty-four mills for general
23		purposes and have a general fund balance of less than one hundred thousand
24		dollars as of December thirty first of the prior year.
25	<u>b.</u>	Six and one-quarter Eleven and one-half percent of state funds deposited in the
26		fund must be distributed to non-oil-producing counties and cities for road and
27		bridge projects using the formula established in subsection 4 of section 54-27-19.
28	C.	Eleven and one-half percent of state funds deposited in the fund must be
29		distributed to cities in non-oil-producing counties for road, bridge, and other
30		infrastructure projects using the formula established in subsection 4 of section
31		54-27-19.

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- 6. For purposes of this section, "non-oil-producing county" means a county that had average annual oil production of fewer than ten million barrels based on the average annual oil production in the three-year period ending with the most recently completed even-numbered fiscal year before the start of each biennium.
- 5.7. 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. AMENDMENT. Section 24-02-40.1 of the North Dakota Century Code is amended and reenacted as follows:

24-02-40.1. Grant or revenue anticipation financing.

Notwithstanding any other provision of law, the department, whenever needed for the liberty memorial bridge improvement project and the United States highway 285 project improvements, may arrange with any state-owned or private financing agency or underwriter, including the Bank of North Dakota, grant or revenue anticipation financing of up to one hundred fifty-five million dollars through the issuance of evidences of indebtedness on such terms and conditions as the department determines if construction funds on hand are insufficient to meet current obligations or to achieve cost-savings or efficiencies in road construction. The department may refund the evidences of indebtedness as often as it is advantageous to do so. Evidences of indebtedness may be sold at public or private sale and must mature not more than fifteen years from their date or dates, and the proceeds of the sale may be invested on such terms and conditions as the department determines. Grant or revenue anticipation financing must be in amounts no larger than can be repaid from moneys known or reasonably anticipated to be due and forthcoming. The grant or revenue anticipation financing may not be used in anticipation of increased federal aid highway grants or increased state highway user revenue funds, and the financing may not be obligated for road construction that cannot be financed from known sources of grants or revenue. The department may pledge any federal aid grants received or to be received for debt service and related issuance costs for evidences of indebtedness issued under this section directly to a trustee in trust for payment to holders of the evidences of indebtedness. The department may also pledge any biennially appropriated revenues for debt service on the evidences of indebtedness directly to a trustee in trust for payment to holders of the evidences of indebtedness. Any evidences of indebtedness issued under this section are not general obligations or debt of the state, the department, or any public officer or employee of

- the department or this state. The principal of and interest on the evidences of indebtedness are limited obligations payable solely from grants or revenues received or to be received by the department. The department may capitalize from proceeds of the evidences of indebtedness all
- expenses incidental to issuing the evidences of indebtedness, including any reserves for
 payment of the evidences of indebtedness.
- SECTION 12. AMENDMENT. Section 49-17.1-05 of the North Dakota Century Code is
 amended and reenacted as follows:

49-17.1-05. Subsidy of railway lines - Continuing appropriation.

The department, with the approval of the commission, may provide financial assistance, within the limits of funds appropriated by the legislative assembly, for the continuation of operations and maintenance of any railroad within the state, as provided for in the Railroad Revitalization and Regulatory Reform Act of 1976 [Pub. L. 94-210; 90 Stat. 149; 49 U.S.C. 1651 et seq.], or other relevant federal legislation. Moneys in the state rail fund are appropriated to the department on a continuing basis for distributions authorized under this section. The department or the commission may act as the agent in cooperation with the federal government, any local or regional transportation authority, local governmental units, any group of rail users, or any person in any rail service assistance program.

SECTION 13. AMENDMENT. Section 54-27-19 of the North Dakota Century Code is amended and reenacted as follows:

54-27-19. Highway tax distribution fund - State treasurer to make allocation to state, counties, and cities.

A highway tax distribution fund is created as a special fund in the state treasury into which must be deposited the moneys available by law from collections of motor vehicle registration and related fees, fuels taxes, special fuels taxes, use taxes, and special fuels excise taxes. The state treasurer shall transfer the first five million five hundred thousand dollars per biennium from the highway tax distribution fund to the state highway fund for the purpose of providing administrative assistance to other transferees. After the transfer of the first five million five hundred thousand dollars, any moneys in the highway tax distribution fund must be allocated and transferred monthly by the state treasurer, as follows:

 Sixty-one and three-tenthsSixty percent must be transferred monthly to the state department of transportation and placed in a state highway fund.

- 2. Two and seven-tenths Three and four-tenths percent must be transferred monthly to the township highway fund.
- One and five-tenths One and sixth-tenths percent must be transferred monthly to the public transportation fund.
- 4. Thirty-four and five-tenthsThirty-five percent must be allocated to the counties of this state in proportion to the number of vehicle registrations credited to each county. Each county must be credited with the certificates of title of vehicles registered by residents of the county. The state treasurer shall compute and distribute the counties' share monthly after deducting the incorporated cities' share. All the moneys received by the counties from the highway tax distribution fund must be set aside in a separate fund called the "highway tax distribution fund" and must be appropriated and applied solely for highway purposes in accordance with section 11 of article X of the Constitution of North Dakota. The state treasurer shall compute and distribute monthly the sums allocated to the incorporated cities within each county according to the formulas in this subsection using the incorporated cities' populations as determined by the last official regular or special federal census or the census taken in accordance with the provisions of chapter 40-02 in case of a city incorporated subsequent to the census.
 - a. For counties having no cities with a population of ten thousand or more, twenty-seven percent of the total county allocation must be distributed to all of the incorporated cities within the county on a countywide per capita basis. The remaining county allocation amount must be transferred into the county highway tax distribution fund.
 - b. For each county having a city with a population of ten thousand or more, the amount transferred each month into the county highway tax distribution fund must be the difference between the amount allocated to that county pursuant to this subsection and the total amount allocated and distributed to the incorporated cities in that county as computed according to the following formula:
 - (1) A statewide per capita average as determined by calculating twenty-seven percent of the amount allocated to all of the counties under this subsection divided by the total population of all of the incorporated cities in the state.

- (2) The share distributed to each city in the county having a population of less than one thousand must be determined by multiplying the population of that city by the product of 1.50 times the statewide per capita average computed under paragraph 1.
- (3) The share distributed to each city in the county having a population of one thousand to four thousand nine hundred ninety-nine, inclusive, must be determined by multiplying the population of that city by the product of 1.25 times the statewide per capita average computed under paragraph 1.
- (4) The share distributed to each city in the county having a population of five thousand or more must be determined by multiplying the population of that city by the statewide per capita average for all such cities, which per capita average must be computed as follows: the total of the shares computed under paragraphs 2 and 3 for all cities in the state having a population of less than five thousand must be subtracted from the total incorporated cities' share in the state as computed under paragraph 1 and the balance remaining must then be divided by the total population of all cities of five thousand or more in the state.
- 5. The moneys allocated to the incorporated cities must be distributed to them monthly by the state treasurer and must be deposited by the cities in a separate fund and may only be used in accordance with section 11 of article X of the Constitution of North Dakota and an incorporated city may use the fund for the construction, reconstruction, repair, and maintenance of public highways within or outside the city pursuant to an agreement entered into between the city and any other political subdivision as authorized by section 54-40-08.

SECTION 14. A new section to chapter 54-27 of the North Dakota Century Code is created and enacted as follows:

Legacy earnings fund - State treasurer - Legacy fund distribution - Allocations.

There is created in the state treasury the legacy earnings fund. The fund consists of all moneys distributed by the state treasurer from the legacy fund pursuant to section 26 of article X of the Constitution of North Dakota. The distribution from the legacy fund on July first of each odd-numbered year must be equal to eight percent of the five-year

1		<u>aver</u>	age v	alue of the legacy fund balance as reported by the state investment board.					
2		The	avera	age value of the legacy fund balance must be calculated using the fund					
3		bala	balance at the end of each fiscal year for the five-year period ending with the most						
4		rece	recently completed even-numbered fiscal year.						
5	<u>2.</u>	Fror	n the	amount distributed to the legacy earnings fund under subsection 1, the state					
6		trea	surer	shall allocate seven-eighths of the funding in July of each odd-numbered					
7		year	in th	e following order:					
8		<u>a.</u>	The	first one hundred two million six hundred twenty-four thousand dollars or an					
9			amo	unt equal to the amount appropriated from the legacy sinking and interest					
0			fund	for debt service payments for a biennium, whichever is less, to the legacy					
11			sink	ing and interest fund under section 6-09.4-10.1.					
12		<u>b.</u>	The	next two hundred twenty-five million dollars to the general fund to provide					
13			sup	port for tax relief initiatives approved by the legislative assembly.					
14		<u>C.</u>	The	next one hundred million dollars to the legacy earnings highway distribution					
15			func	for allocations under section 54-27-19.3.					
16		<u>d.</u>	The	remaining amount as follows:					
17			<u>(1)</u>	FiftyTwenty-five percent to the general highway fund.					
18			<u>(2)</u>	The remainder to the strategic investment and improvements fund to be					
19				used in accordance with section 15-08.1-08 legacy property tax relief fund.					
20	<u>3.</u>	Fro	m the	amount distributed to the legacy earnings fund under subsection 1, the state					
21		tree	surer	shall allocate the remaining one eighth of the funding in July of each					
22		ode	-num	bered year to the flexible transportation fund for allocations under section					
23		24	02-37	.3.					
24	SEC	CTIO	N 11.	AMENDMENT. Section 54-27-19.3 of the North Dakota Century Code is					
25	amendo	ed an	d reer	nacted as follows:					
26	- 54-	27-19	.3. L	egacy earnings highway distribution fund.					
27	— A le	gacy	earni	ngs highway distribution fund is created as a special fund in the state treasury					
28	into whi	ch m	ust be	e deposited any allocations of legacy fund earnings made under section					
29	21-10-1	3 <u>10</u>	of this	Act. Any moneys in the legacy earnings highway distribution fund must be					
30	allocated and transferred by the state treasurer, as follows:								

- Sixty percent must be transferred to the department of transportation for deposit in the state highway fund;
- 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 15. 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.

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 general fund under section 24-02-37.3.

SECTION 16. AMENDMENT. Subsection 1 of section 57-43.1-02 of the North Dakota Century Code is amended and reenacted as follows:

 Except as otherwise provided in this section, a tax of twenty-threetwenty-eight cents per gallon [3.79 liters] is imposed on all motor vehicle fuel sold or used in this state.

SECTION 17. AMENDMENT. Subsection 1 of section 57-43.2-02 of the North Dakota Century Code is amended and reenacted as follows:

1. Except as otherwise provided in this chapter, an excise tax of twenty-threetwenty-eight cents per gallon [3.79 liters] is imposed on the sale or delivery of all special fuel sold or used in this state. For the purpose of determining the tax upon compressed natural gas and liquefied natural gas under this section, one hundred twenty cubic feet [3.40 cubic meters] of compressed natural gas, and one and seven-tenths gallons [6.44 liters] of liquefied natural gas is equal to one gallon [3.79 liters] of other special fuel.

SECTION 18. AMENDMENT. Section 57-51.1-07.5 of the North Dakota Century Code is amended and reenacted as follows:

1 57-51.1-07.5. State share of oil and gas taxes - Deposits. 2 From the revenues designated for deposit in the state general fund under chapters 57-51 3 and 57-51.1, the state treasurer shall deposit the revenues received each biennium in the 4 following order: 5 1. The first two hundred thirty million dollars into the state general fund; 6 2. The next two hundred fifty million dollars into the social service fund; 7 3. The next seventy-five million dollars into the budget stabilization fund, but not in an 8 amount that would bring the balance in the fund to more than the limit in section 9 54-27.2-01; 10 4. The next two hundred thirty million dollars into the state general fund; 11 5. The next ten million dollars into the lignite research fund; 12 6. The next twenty million dollars into the state disaster relief fund, but not in an amount 13 that would bring the unobligated balance in the fund to more than twenty million 14 dollars: 15 7. The next four hundred three hundred seventy million dollars into the strategic 16 investment and improvements fund; 17 8. The next sixty-five million dollars to the public employees retirement fund for the main 18 system plan: 19 9. The next fifty-nine million seven hundred fifty thousand dollars, or the amount-20 necessary to provide for twice the amount of the distributions under subsection 2 of 21 section 57-51.1-07.7, into the funds designated for infrastructure development in 22 non-oil-producing counties under sections 57-51.1-07.7 and 57-51.1-07.8 with fifty-23 percent deposited into the municipal infrastructure fund and fifty percent deposited into-24 the county and township infrastructure fund: 25 The next one hundred seventy million two hundred fifty thousand dollars or the amount-26 necessary to provide a total of two hundred thirty million dollars into the funds-27 designated for infrastructure development in non-oil-producing counties under sections 28 57-51.1-07.7 and 57-51.1-07.8 with fifty percent deposited into the municipal-29 infrastructure fund and fifty percent deposited into the county and township 30 infrastructure fund; 31 The next twenty million dollars into the airport infrastructure fund; and

1	42.10. Any additional revenues into the strategic investment and improvements fund.
2	SECTION 19. REPEAL. Sections 21-10-12-and, 21-10-13, 54-27-19.3, and 54-27-19.4 of
3	the North Dakota Century Code are repealed.
4	SECTION 20. DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85
5	PROJECT - REPORT. The department of transportation shall prepare and complete an
6	environmental impact statement process to construct a four-lane highway for the remaining
7	sections of the Theodore Roosevelt expressway which do not have four lanes from the South
8	Dakota border to interstate highway 94 and from Williston to the Montana border. The
9	department shall provide reports to the legislative management regarding the costs and status
10	of the impact statement process.
11	SECTION 15. REST AREA COOPERATIVE AGREEMENT. During the biennium beginning-
12	July 1, 2025, and ending June 30, 2027, the director of the department of transportation shall
13	review options to enter a cooperative agreement pursuant to section 24-02-02.5 to jointly
14	administer a rest area at the Theodore Roosevelt national park painted canyon visitor center.
15	The director may expend moneys from the state highway fund within the limits of legislative
16	appropriations for operational support of the facility and for facility improvements to support
17	year-round operations of the facility.
18	SECTION 21. REST AREA COOPERATIVE AGREEMENT. Notwithstanding any other
19	provision of law, the director of the department of transportation may expend moneys from the
20	state highway fund or any moneys within the limits of legislative appropriations for the purpose
21	of constructing a rest area and visitor center in western North Dakota during the biennium
22	beginning July 1, 2025, and ending June 30, 2027.
23	SECTION 22. MISCELLANEOUS EXPENSES FOR DEPARTMENT OF
24	TRANSPORTATION FACILITIES. The department of transportation may expend funds for
25	workplace appliances limited to coffee makers, microwaves, and refrigerators, for the biennium
26	beginning July 1, 2025, and ending June 30, 2027.
27	SECTION 23. EXEMPTION - UNEXPENDED APPROPRIATIONS. The following
28	appropriations are not subject to the provisions of section 54-44.1-11 and may be continued into
29	the biennium beginning July 1, 2025, and ending June 30, 2027:

Sixty-ninth Legislative Assembly

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Legislative Assembly 1 The sum of \$100,000,000 appropriated from special funds for the purpose of road and 2 bridge construction projects in subsection 2 of section 13 of chapter 15 of the 2021 3 Session Laws; 4 The sum of \$317,000,000 appropriated from federal funds for state, county, and 2. 5 township road and bridge projects in section 7 of chapter 548 of the 2021 Session 6 Laws: 7 The sum of \$61,700,060 appropriated from federal funds for surface transportation 8 grants in subdivision 10 of section 1 of chapter 27 of the 2021 Session Laws; 9 The sum of \$13,660,000 appropriated from special funds for information technology 10 projects in section 1 of chapter 40 of the 2021 Session Laws; 11 The sum of \$9,125,000 appropriated from the general fund in the operating expenses 12 line item relating to information technology projects in section 1 of chapter 12 of the 13 2023 Session Laws: 14 The sum of \$2,500,000 appropriated from special funds to match funding from the 15 state of Minnesota and other sources for studies, preliminary engineering, and 16 environmental studies to address northern Red River valley infrastructure affected by 17 flooding in section 2 of chapter 12 of the 2023 Session Laws; 18 7. The sum of \$5,000,000 appropriated from special funds for an environmental study of 19 a portion of United States highway 52, in section 1 of chapter 12 of the 2023 Session 20 Laws; 21 The sum of \$757,000 included in the deferred maintenance funding pool line item and 8. 22 transferred to the department of transportation pursuant to section 9 of chapter 640 of 23 the 2023 Special Session Session Laws; and 24

The sum of \$161,000,000 appropriated from special funds for flexible transportation fund projects in section 1 of chapter 12 of the 2023 Session Laws.

SECTION 24. EFFECTIVE DATE. Section 4215 of this Act is effective for motor vehicle excise tax collections transmitted to the state treasurer after July 31, 2025. Sections 16 and 17 of this Act are effective for taxable events occurring after June 30, 2025.

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2012 - Department of Transportation - House Action

	Base Budget	Senate Version	House Changes	House Version
Salaries and wages	\$219,279,648	\$235,990,591		\$235,990,591
New and vacant FTE pool		13,364,077	1 1	13,364,077
Operating expenses	316,256,474	387,345,122		387,345,122
Capital assets	1,101,395,065	1,952,989,617	\$55,000,000	2,007,989,617
Grants	112,821,458	109,240,458		109,240,458
Total all funds	\$1,749,752,645	\$2,698,929,865	\$55,000,000	\$2,753,929,865
Less estimated income	1,749,752,645	2,698,929,865	55,000,000	2,753,929,865
General fund	\$0	\$0	\$0	\$0
FTE	1,001.00	1,004.00	0.00	1,004.00

Department 801 - Department of Transportation - Detail of House Changes

	Adjusts Funding for Highway 85 Projects ¹	Total House Changes
Salaries and wages New and vacant FTE pool		
Operating expenses Capital assets Grants	\$55,000,000	\$55,000,000
Total all funds Less estimated income	\$55,000,000 55,000,000	\$55,000,000 55,000,000
General fund	\$0	\$0
FTE	0.00	0.00

¹ Funding of \$100 million from the strategic investment and improvements fund for a Highway 85 project is removed and replaced with \$155 million of bonding or other revenue authorization for Highway 85 projects.

Senate Bill No. 2012 - Other Changes - House Action

This amendment also:

- Provides for the deposit of a portion of legacy fund earnings (\$146 million) in the highway fund and legacy property tax relief fund (\$437 million).
- Transfers \$370 million from the strategic investment and improvements fund to the flexible transportation fund.
- · Adjusts allocations from the flexible transportation fund.
- · Adjusts the distribution percentages from the highway tax distribution fund.
- Provides for all motor vehicle excise taxes to be deposited in the general fund rather than the flexible transportation fund.
- · Increases motor vehicle fuels taxes from 23 cents to 28 cents per gallon.
- Removes allocations of the state share of oil and gas tax collections to the municipal and county and township infrastructure funds.
- Repeals statutory provision relating to the legacy earnings highway distribution fund and legacy earnings township highway aid fund.
- Authorizes DOT to construct a rest area in the western part of the state.
- Authorizes DOT to purchase workplace appliances including microwaves, coffee makers, and refrigerators.

DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85 PROJECT - REPORT The department of transportation shall prepare and complete an environmental impact statement process to construct a four-lane highway for the remaining sections of the Theodore Roosevelt expressway which do not have four lanes from the South Dakota border to interstate highway 94 and from Williston to the Montana border. The department shall provide reports to the legislative management regarding the costs and status of the environmental impact statement process. The department of transportation shall not start this environmental document impact statement process until it has entered into a construction contract to construct the last four-lane segment of the Theodore Roosevelt expressway between ND 200 and interstate highway 94.

SECTION 14. DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85 PROJECT - REPORT. When request for bids for construction on the last segment of the United States highway 85 four-lane between interstate highway 94 and North Dakota highway 200 advances, the department of transportation shall prepare and complete an environmental impact statementdocument to construct a four-lane highway for the remaining sections of the Theodore Roosevelt expressway described in section 24-01-54 which do not have four lanes. The department shall provide reports to the legislative management regarding the costs and status of the environmental document.

24-01-54.1 UNITED STATES HIGHWAY 85 PROJECT - REPORT. When request for bids for construction on the last segment of the United States highway 85 four-lane between interstate highway 94 and North Dakota highway 200 advances, the department of transportation shall prepare and complete an environmental impact statement document to construct a four-lane highway for the remaining sections of the Theodore Roosevelt expressway described in section 24-01-54 which do not have four lanes. The department shall provide reports to the legislative management regarding the costs and status of the environmental document.

2025 HOUSE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Brynhild Haugland Room, State Capitol

SB 2012 4/18/2025

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; relating to funds invested by the state investment board, the flexible transportation fund, the state rail fund, and motor vehicle excise tax collections; relating to legacy fund definitions and a legacy earnings fund; to provide a continuing appropriation; to provide an effective date; and to provide an exemption.

10:35 a.m. Chairman Monson called the meeting to order.

Members Present: Chairman Monson, Vice Chair Brandenburg, Representatives: Fisher, Kempenich, Meier, Pyle.

Members Absent: Representative Bosch

Discussion Topics:

- Praire Dog Funding
- Township project funding
- Committee Action

10:37 a.m. Ron Henke, Director, North Dakota Transportation, introduced the amendment LC# 25.0179.02008, testimony #45083.

10:37 a.m. Representative Brandenburg continued with amendment LC# 25.0179.02008, testimony #45083.

10:43 a.m. Thomas Beadle, North Dakota Treasurer, answered questions for the committee.

10:57 a.m. Representative Pyle moved to further amend to change the levy for townships from 24 to 18 mills and clarifying language.

11:00 a.m. Representative Meier seconded the motion.

Representatives	Vote
Representative David Monson	Υ
Representative Mike Brandenburg	Υ
Representative Glenn Bosch	AB
Representative Jay Fisher	Υ
Representative Keith Kempenich	Υ
Representative Lisa Meier	Υ
Representative Brandy L. Pyle	Υ

Motions carried 6-0-1.

House Appropriations - Government Operations Division SB 2012 04/18/25 Page 2

11:01 a.m. Representative Brandenburg moved a Do Pass as Amended

11:02 a.m. Representative Meier seconded the motion.

Representatives	Vote
Representative David Monson	Υ
Representative Mike Brandenburg	Υ
Representative Glenn Bosch	AB
Representative Jay Fisher	Υ
Representative Keith Kempenich	Υ
Representative Lisa Meier	Υ
Representative Brandy L. Pyle	Υ

Motion carried 6-0-1.

Representative Brandenburg will carry the bill.

Additional written testimony:

Brady Larson, Fiscal Analyst, Legislative Council, submitted neutral testimony #45083.

11:03 a.m. Chairman Monson adjourned the meeting.

Madaline Cooper, Committee Clerk

25.0179.02008 Title. Fiscal No. 4 Prepared by the Legislative Council staff for House Appropriations - Government Operations Division Committee

April 17, 2025

Sixty-ninth Legislative Assembly of North Dakota

PROPOSED AMENDMENTS TO FIRST ENGROSSMENT

ENGROSSED SENATE BILL NO. 2012

Introduced by

Appropriations Committee

- 1 A BILL for an Act to provide an appropriation for defraying the expenses of the department of
- 2 transportation; to create and enact a new section to chapter 54-27 of the North Dakota Century
- 3 Code, relating to a legacy earnings fund; to amend and reenact section 6-09.4-10.1,
- 4 subsection 1 of section 21-10-06, and sections 24-02-37.3, 49-17.1-05, 54-27-19.3,24-02-40.1.
- 5 54-27-19 and 57-40.3-10, subsection 1 of section 57-43.1-02, subsection 1 of section
- 6 57-43.2-02, and section 57-51.1-07.5 of the North Dakota Century Code, relating to funds
- 7 invested by the state investment board, the flexible transportation fund, the state rail fund, and
- 8 <u>highway revenue anticipation financing, the highway tax distribution fund, motor vehicle excise</u>
- 9 tax collections, motor fuels taxes, and the state share of oil and gas taxes; to repeal sections
- 10 21-10-12 and, 21-10-13, 54-27-19.3, and 54-27-19.4 of the North Dakota Century Code,
- 11 | relating to legacy fund definitions and, a legacy earnings fund, the legacy earnings highway
- distribution fund, and legacy earnings township highway aid fund; to provide a continuing
- 13 appropriation: to authorize bonding; to provide an effective date; and to provide an exemption.

14 BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

- 15 SECTION 1. APPROPRIATION. The funds provided in this section, or so much of the funds
- 16 as may be necessary, are appropriated from other funds derived from special funds and federal
- 17 funds, to the department of transportation for the purpose of defraying the expenses of the
- department of transportation, for the biennium beginning July 1, 2025, and ending June 30,
- 19 2027, as follows:

1			Adjustments or	
2	8	Base Level	Enhancements	Appropriation
3	Salaries and wages	\$219,279,648	\$16,710,943	\$235,990,591
4	New and vacant FTE pool	0	13,364,077	13,364,077
5	Operating expenses	316,256,474	71,088,648	387,345,122
6	Capital assets	1,101,395,065	851,594,552	1,952,989,617
7	New and vacant FTE pool	0	13,788,877	13,788,877
8	Operating expenses	316,256,474	72,140,540	388,397,014
9	Capital assets	1,101,395,065	906,594,552	2,007,989,617
10	Grants	112,821,458	(3,581,000)	109,240,458
11	Total other funds	\$1,749,752,645	\$949,177,220	\$2,698,929,865
12	Full-time equivalent positions	1,001.00	3.00	1,004.00
13	Total other funds	\$1,749,752,645	\$1,005,653,912	\$2,755,406,557
14	Full-time equivalent positions	1,001.00	5.00	1,006.00
15	SECTION 2. ONE-TIME FUND	ING - EFFECT ON B	ASE BUDGET - REP	ORT TO
16	SEVENTIETH LEGISLATIVE ASS	EMBLY. The following	amounts reflect the o	one-time funding
17	items included in the appropriation	in section 1 of this Act	, which are not includ	ed in the entity's
18	base budget for the 2027-29 bienni	ium and which the ent	ity shall report to the	appropriations
19	committees of the seventieth legisla	ative assembly regard	ing the use of this fun	ding:
20	One-Time Funding Description			Other Funds
21	Facility improvements			\$5,970,000
22	Appointment system upgrade			3,000,000
23	Inventory tracking system			350,000
24	Federal formula funds match			171,300,000
25	United States highway 85 project			100,000,000
26	United States highway 85 projects			155,000,000
27	Increased roadway maintenance c	osts		9,842,212
28	Walking trail grant	ees		100,000
29	Equipment			5,872,000
30	Total			\$296,434,212
31	Total			\$351,434,212

31

amended and reenacted as follows:

1	SECTION 3. NEW AND VACANT FTE POOL - LIMITATION - TRANSFER REQUEST. The			
2	department of transportation may not spend funds appropriated in the new and vacant FTE poo			
3	line item in section 1 of this Act, but may request the office of management and budget to			
4	transfer funds from the new and vacant FTE pool line item to the salaries and wages line item in			
5	accordance with the guidelines and reporting provisions included in House Bill No. 1015, as			
6	approved by the sixty-ninth legislative assembly.			
7	SECTION 4. TRANSFER - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND -			
8	FLEXIBLE TRANSPORTATION FUND. The office of management and budget shall transfer the			
9	sum of \$370,000,000 from the strategic investment and improvements fund to the flexible			
10	transportation fund during the biennium beginning July 1, 2025, and ending June 30, 2027.			
11	SECTION 5. AUTHORIZATION OF BONDING OR OTHER REVENUE SOURCES -			
12	UNITED STATES HIGHWAY 85. During the biennium beginning July 1, 2025, and ending			
13	June 30, 2027, the department of transportation may utilize bonding authority under section			
14	24-02-40.1 or any other available sources of funding to obtain up to \$155,000,000 of funds for			
15	construction projects on United States highway 85.			
16	SECTION 6. EXEMPTION - LINE ITEM TRANSFERS. Notwithstanding section 54-16-04,			
17	the director of the office of management and budget shall transfer appropriation authority			
18	among the salaries and wages, operating expenses, capital assets, and grants line items in			
19	section 1 of this Act as requested by the director of the department of transportation when it is			
20	cost-effective for construction and maintenance of highways. The department of transportation			
21	shall notify the legislative council of any transfers made pursuant to this section.			
22	SECTION 7. ESTIMATED INCOMEOTHER FUNDS - STRATEGIC INVESTMENT AND			
23	IMPROVEMENTS FUND. The estimated income other funds line item in section 1 of this Act			
24	includes the sum of \$171,300,000 from the strategic investment and improvements fund to			
25	match federal highway formula funds and \$100,000,000 from the strategic investment and			
26	improvements fund for a United States highway 85 project from reference point 120.3 north to			
27	the long x bridgeand the sum of \$3,551,824 from the strategic investment and improvements			
28	fund for state airplane operations during the biennium beginning July 1, 2025, and ending			
29	June 30, 2027.			

SECTION 8. AMENDMENT. Section 6-09.4-10.1 of the North Dakota Century Code is

1	6-09	.4-10	.1. Legacy sinking and interest fund - Debt service requirements - Public		
2	finance authority.				
3	Ther	e is c	created in the state treasury the legacy sinking and interest fund. The fund consists		
4	of all moneys deposited in the fund under section 21-10-13 10 13 of this Act. Moneys in the fund				
5	may be spent by the public finance authority pursuant to legislative appropriations to meet the				
6	debt service requirements for evidences of indebtedness issued by the authority for transfer to				
7	the Bank of North Dakota for allocations to infrastructure projects and programs.				
8	SECTION 9. AMENDMENT. Subsection 1 of section 21-10-06 of the North Dakota Century				
9	Code is	amer	nded and reenacted as follows:		
10	1.	Sub	ject to the provisions of section 21-10-02, the board shall invest the following		
11		func	ds:		
12		a.	State bonding fund.		
13		b.	Teachers' fund for retirement.		
14		c.	State fire and tornado fund.		
15		d.	Workforce safety and insurance fund.		
16		e.	Public employees retirement system.		
17		f.	Insurance regulatory trust fund.		
18		g.	State risk management fund.		
19		h.	Budget stabilization fund.		
20		i.	Water projects stabilization fund.		
21		j.	Health care trust fund.		
22		k.	Cultural endowment fund.		
23		L	Petroleum tank release compensation fund.		
24		m.	Legacy fund.		
25		n.	Legacy earnings fund.		
26		0.	Opioid settlement fund.		
27		p. o.	A fund under contract with the board pursuant to subsection 3.		
28	SE	CTIO	N 10. AMENDMENT. Section 24-02-37.3 of the North Dakota Century Code is		
20	amonde	d an	d reenacted as follows:		

1	24-02-37.3. Flexible transportation fund - Budget section approval - <u>State treasurer</u>				
2	distribu	distributions to political subdivisions - Report. (Retroactive application - See note)			
3	The	re is	created in the state treasury the flexible transportation fund. The fund consists of		
4	eligible federal or state funding and any contributed private funds.				
5	1.	The	e flexible transportation fund must be administered and expended by the director		
6		and	may be used for the following:		
7		a.	Providing a match for federal funding obtained by the department of		
8			transportation.		
9		b.	State-funded road and bridge construction and maintenance, and transportation		
10			support costs including staffing, facilities, and operational expenditures on the		
11	ð		state highway system.		
12		c.	State-funded road-and, bridge, and other infrastructure construction and		
13			maintenance activities within the state but off of the state highway system. The		
14			director shall establish the terms and provisions of the program.		
15	2.	Αllı	money derived from the investment of the flexible transportation fund or any portion		
16		of th	ne fund, must be credited to the flexible transportation fund. The director shall		
17		mor	nthly transmit all moneys collected and received under this chapter to the state		
18		trea	surer to be transferred and credited to the flexible transportation fund.		
19	3.	The	director must receive budget section approval for any project that utilizes more		
20		thar	n ten million dollars from the fund except for projects that match federal or private		
21		fund	ds and the amount utilized from the fund is fifty percent or less of total project		
22		cos	ts. Any request considered by the budget section must comply with section		
23		54-3	35-02.9.		
24	4.	The	director shall allocate at least twenty-five percent of motor vehicle excise tax-		
25		colle	ections deposited in the flexible transportation fund pursuant to section 57-40.3-10		
26		for r	non oil-producing county and township road and bridge projects as follows:		
27		a.	The funds must be allocated by the department to counties for projects or grants-		
28			for the benefit of counties and organized and unorganized townships;		
29		b.	The department shall establish criteria to distribute the funds;		
30		C.	The funds must be used for the maintenance and improvement of county and		
31			township paved and unpaved roads and bridges:		

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1	d.	Priority must be given to projects that match federal funds and to projects that
2		improve roadways that serve as local corridors;
3	e .	An organized township is not eligible to receive funding if the township does not
4		maintain any roadways or does not levy at least eighteen mills for general
5		purposes; and
6	f .	For purposes of this subsection, "non-oil-producing county" means a county that
7		received no allocation of funding or a total allocation of less than five million-
8		dollars under subsection 2 of section 57-51-15 in the most recently completed
9		even-numbered fiscal year before the start of each biennium. The director shall
10		allocate a portion of funds deposited in the flexible transportation fund for the
11		benefit of road and bridge maintenance and projects in counties, cities, and
12		townships as follows:
13	<u>a.</u>	Twelve and one-half percent of state funds deposited in the fund must be
14		allocated by the director to non-oil-producing counties for projects or grants for
15		the benefit of counties and organized and unorganized townships for the
16		maintenance and improvement of county and township paved and unpaved
17		roads and bridges Forty-three percent of state funds deposited in the fund must
18		be allocated by the director for grants to counties, cities, and townships in
19		non-oil-producing counties for road and bridge repair and replacement projects.
20	<u>b.</u>	Six and one-quarter percent of state funds deposited in the fund must be
21		allocated by the director for grants to eligible townships located in
22		non-oil-producing counties for road and bridge repair and replacement projects
23		with priority given for road graveling projects.
24	<u> </u>	Twelve and one-half Thirteen and one-half percent of state funds deposited in the
25		fund must be allocated by the director for grants to eligible counties for bridge
26		repair and replacement projects. Grants provided under this subdivision must:
27	_	(1) Give priority to projects based on the number of bridge needs for each
28		county as identified in the most recent data available from the department's
29		bridge condition assessment inventory.
30		(2) Give priority to projects that include the permanent closure and removal of a
31		different bridge in the same county.

1		(3) Require counties to provide matching funds equal to ten percent of total
2		project costs except for projects that include the permanent closure and
3		removal of a different bridge in the same county.
4	<u>d.</u>	Six and one-quarter percent of state funds deposited in the fund must be
5		allocated by the director for grants to eligible cities for road and bridge repair and
6		replacements projects.
7	e.c.	The director shall establish criteria to distribute the funds under this subsection.
8		including provisions that preclude grant funding from being awarded to a county.
9		city, or township that adopts an ordinance or policy that exceeds state statute.
10		administrative rule, or policy or interferes, unreasonably restricts, or conflicts with
11		an agriculture or energy infrastructure project that is required to be permitted or
12		approved by a state agency. Priority must be given to projects that match federal
13		or private funds and to projects that improve roadways that serve as local
14		corridors. Priority for organized township road projects must be given to projects
15		located in townships that levy at least eighteentwenty-four mills for general
16		purposes and have a general fund balance of less than one hundred thousand
17		dollars as of December thirty-first of the prior year.
18	f.d.	The amount allocated to organized townships under this subsection must be paid
19		by the county treasurer to each organized township and the amount allocated for
20		unorganized townships under this subsection must be credited by the county
21		treasurer to a special fund for unorganized township roads.
22	<u>5.</u> <u>The</u>	e state treasurer shall allocate a portion of funds deposited in the flexible
23	trar	nsportation fund for the benefit of road-and, bridge, and other infrastructure
24	<u>ma</u>	intenance and projects in counties, cities, and townships, as follows:
25	<u>a.</u>	Six and one-quarterSeven percent of state funds deposited in the fund must be
26		distributed to non-oil-producing counties for the benefit of organized and
27		unorganized township road needs using the distribution method in section
28		54-27-19.454-27-19.1. To receive an allocation under this subdivision, an
29		organized township must levy at least eighteentwenty-four mills for general
30		purposes and have a general fund balance of less than one hundred thousand
31		dollars as of December thirty-first of the prior year.

- b. Six and one-quarterEleven and one-half percent of state funds deposited in the fund must be distributed to non-oil-producing counties and citiesfor road and bridge projects using the formula established in subsection 4 of section 54-27-19.
 - c. Eleven and one-half percent of state funds deposited in the fund must be distributed to cities in non-oil-producing counties for road, bridge, and other infrastructure projects using the formula established in subsection 4 of section 54-27-19.
 - 6. For purposes of this section, "non-oil-producing county" means a county that had average annual oil production of fewer than ten million barrels based on the average annual oil production in the three-year period ending with the most recently completed even-numbered fiscal year before the start of each biennium.
 - 5.7. 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. AMENDMENT. Section 24-02-40.1 of the North Dakota Century Code is amended and reenacted as follows:

24-02-40.1. Grant or revenue anticipation financing.

Notwithstanding any other provision of law, the department, whenever needed for the liberty memorial bridge improvement project and the United States highway 285 project improvements, may arrange with any state-owned or private financing agency or underwriter, including the Bank of North Dakota, grant or revenue anticipation financing of up to one hundred fifty-five million dollars through the issuance of evidences of indebtedness on such terms and conditions as the department determines if construction funds on hand are insufficient to meet current obligations or to achieve cost-savings or efficiencies in road construction. The department may refund the evidences of indebtedness as often as it is advantageous to do so. Evidences of indebtedness may be sold at public or private sale and must mature not more than fifteen years from their date or dates, and the proceeds of the sale may be invested on such terms and conditions as the department determines. Grant or revenue anticipation financing must be in amounts no larger than can be repaid from moneys known or reasonably anticipated to be due and forthcoming. The grant or revenue anticipation financing may not be used in anticipation of increased federal aid highway grants or increased state highway user revenue funds, and the financing may not be obligated for road construction that cannot be financed from known

sources of grants or revenue. The department may pledge any federal aid grants received or to be received for debt service and related issuance costs for evidences of indebtedness issued under this section directly to a trustee in trust for payment to holders of the evidences of indebtedness. The department may also pledge any biennially appropriated revenues for debt service on the evidences of indebtedness directly to a trustee in trust for payment to holders of the evidences of indebtedness. Any evidences of indebtedness issued under this section are not general obligations or debt of the state, the department, or any public officer or employee of the department or this state. The principal of and interest on the evidences of indebtedness are limited obligations payable solely from grants or revenues received or to be received by the department. The department may capitalize from proceeds of the evidences of indebtedness all expenses incidental to issuing the evidences of indebtedness, including any reserves for payment of the evidences of indebtedness.

SECTION 12. AMENDMENT. Section 49-17.1-05 of the North Dakota Century Gode is amended and reenacted as follows:

49-17.1-05. Subsidy of railway lines - Continuing appropriation.

The department, with the approval of the commission, may provide financial assistance, within the limits of funds appropriated by the legislative assembly, for the continuation of operations and maintenance of any railroad within the state, as provided for in the Railroad-Revitalization and Regulatory Reform Act of 1976 [Pub. L. 94-210; 90 Stat. 149; 49 U.S.C. 1651 et seq.], or other relevant federal legislation. Moneys in the state rail fund are appropriated to the department on a continuing basis for distributions authorized under this section. The department or the commission may act as the agent in cooperation with the federal government, any local or regional transportation authority, local governmental units, any group of rail users, or any person in any rail service assistance program.

SECTION 12. AMENDMENT. Section 54-27-19 of the North Dakota Century Code is amended and reenacted as follows:

54-27-19. Highway tax distribution fund - State treasurer to make allocation to state, counties, and cities.

A highway tax distribution fund is created as a special fund in the state treasury into which must be deposited the moneys available by law from collections of motor vehicle registration and related fees, fuels taxes, special fuels taxes, use taxes, and special fuels excise taxes. The

- state treasurer shall transfer the first five million five hundred thousand dollars per biennium from the highway tax distribution fund to the state highway fund for the purpose of providing administrative assistance to other transferees. After the transfer of the first five million five hundred thousand dollars, any moneys in the highway tax distribution fund must be allocated and transferred monthly by the state treasurer, as follows:
 - Sixty-one and three-tenthsSixty percent must be transferred monthly to the state department of transportation and placed in a state highway fund.
 - Two and seven-tenths Three and four-tenths percent must be transferred monthly to the township highway fund.
 - One and five-tenths One and sixth-tenths percent must be transferred monthly to the public transportation fund.
 - 4. Thirty-four and five tenths Thirty-five percent must be allocated to the counties of this state in proportion to the number of vehicle registrations credited to each county. Each county must be credited with the certificates of title of vehicles registered by residents of the county. The state treasurer shall compute and distribute the counties' share monthly after deducting the incorporated cities' share. All the moneys received by the counties from the highway tax distribution fund must be set aside in a separate fund called the "highway tax distribution fund" and must be appropriated and applied solely for highway purposes in accordance with section 11 of article X of the Constitution of North Dakota. The state treasurer shall compute and distribute monthly the sums allocated to the incorporated cities within each county according to the formulas in this subsection using the incorporated cities' populations as determined by the last official regular or special federal census or the census taken in accordance with the provisions of chapter 40-02 in case of a city incorporated subsequent to the census.
 - a. For counties having no cities with a population of ten thousand or more, twenty-seven percent of the total county allocation must be distributed to all of the incorporated cities within the county on a countywide per capita basis. The remaining county allocation amount must be transferred into the county highway tax distribution fund.
 - b. For each county having a city with a population of ten thousand or more, the amount transferred each month into the county highway tax distribution fund

must be the difference between the amount allocated to that county pursuant to this subsection and the total amount allocated and distributed to the incorporated cities in that county as computed according to the following formula:

- (1) A statewide per capita average as determined by calculating twenty-seven percent of the amount allocated to all of the counties under this subsection divided by the total population of all of the incorporated cities in the state.
- (2) The share distributed to each city in the county having a population of less than one thousand must be determined by multiplying the population of that city by the product of 1.50 times the statewide per capita average computed under paragraph 1.
- (3) The share distributed to each city in the county having a population of one thousand to four thousand nine hundred ninety-nine, inclusive, must be determined by multiplying the population of that city by the product of 1.25 times the statewide per capita average computed under paragraph 1.
- (4) The share distributed to each city in the county having a population of five thousand or more must be determined by multiplying the population of that city by the statewide per capita average for all such cities, which per capita average must be computed as follows: the total of the shares computed under paragraphs 2 and 3 for all cities in the state having a population of less than five thousand must be subtracted from the total incorporated cities' share in the state as computed under paragraph 1 and the balance remaining must then be divided by the total population of all cities of five thousand or more in the state.
- 5. The moneys allocated to the incorporated cities must be distributed to them monthly by the state treasurer and must be deposited by the cities in a separate fund and may only be used in accordance with section 11 of article X of the Constitution of North Dakota and an incorporated city may use the fund for the construction, reconstruction, repair, and maintenance of public highways within or outside the city pursuant to an agreement entered into between the city and any other political subdivision as authorized by section 54-40-08.

1	SEC	TION 13. A new section to chapter 54-27 of the North Dakota Century Code is created		
2	and enac	cted as follows:		
3	Legacy earnings fund - State treasurer - Legacy fund distribution - Allocations.			
4	<u>1.</u>	There is created in the state treasury the legacy earnings fund. The fund consists of all		
5		moneys distributed by the state treasurer from the legacy fund pursuant to section 26		
6		of article X of the Constitution of North Dakota. The distribution from the legacy fund		
7		on July first of each odd-numbered year must be equal to eight percent of the five-year		
8		average value of the legacy fund balance as reported by the state investment board.		
9		The average value of the legacy fund balance must be calculated using the fund		
0		balance at the end of each fiscal year for the five-year period ending with the most		
11		recently completed even-numbered fiscal year.		
2	<u>2.</u>	From the amount distributed to the legacy earnings fund under subsection 1, the state		
3		treasurer shall allocate seven eighths of the funding in July of each odd-numbered		
14		year in the following order:		
15		a. The first one hundred two million six hundred twenty-four thousand dollars or an		
16		amount equal to the amount appropriated from the legacy sinking and interest		
17		fund for debt service payments for a biennium, whichever is less, to the legacy		
18		sinking and interest fund under section 6-09.4-10.1.		
19		b. The next two hundred twenty five million dollars to the general fund to provide		
20		support for tax relief initiatives approved by the legislative assembly.		
21		c. The next one hundred million dollars to the legacy earnings highway distribution		
22		fund for allocations under section 54-27-19.3.		
23		d. The remaining amount as follows:		
24		(1) FiftyTwenty-five percent to the general highway fund.		
25		(2) The remainder to the strategic investment and improvements fund to be		
26		used in accordance with section 15-08.1-08 legacy property tax relief fund.		
27	<u>3.</u>	From the amount distributed to the legacy earnings fund under subsection 1, the state		
28		treasurer shall allocate the remaining one eighth of the funding in July of each		
29		odd-numbered year to the flexible transportation fund for allocations under section		
30		24-02-37.3.		

1	SECTION 11. AMENDMENT. Section 54-27-19.3 of the North Dakota Century Code is-
2	amended and reenacted as follows:
3	— 54-27-19.3. Legacy earnings highway distribution fund.
4	— A legacy earnings highway distribution fund is created as a special fund in the state treasury
5	into which must be deposited any allocations of legacy fund earnings made under section-
6	21-10-1310 of this Act. Any moneys in the legacy earnings highway distribution fund must be
7	allocated and transferred by the state treasurer, as follows:
8	Sixty percent must be transferred to the department of transportation for deposit in the
9	state highway fund;
10	2. Ten percent must be transferred to the legacy earnings township highway aid fund;
11	- 3. One and five-tenths percent must be transferred to the public transportation fund; and
12	4. Twenty-eight and five-tenths percent must be allocated to cities and counties using the
13	formula established in subsection 4 of section 54-27-19. Moneys received by counties
14	and cities must be used for roadway purposes in accordance with section 11 of
15	article X of the Constitution of North Dakota.
16	SECTION 14. AMENDMENT. Section 57-40.3-10 of the North Dakota Century Code is
17	amended and reenacted as follows:
18	57-40.3-10. Transfer of revenue.
19	After the deposits under sections 57-39.2-26.1, 57-39.2-26.2, and 57-39.2-26.3, moneys
20	collected and received under this chapter must be deposited monthly in the state treasury and
21	allocated as follows:
22	1. Fifty percent to the general fund; and
23	2. The remaining fifty percentto the flexible transportationgeneral fund under section
24	24-02-37.3 .
25	SECTION 15. AMENDMENT. Subsection 1 of section 57-43.1-02 of the North Dakota
26	Century Code is amended and reenacted as follows:
27	1. Except as otherwise provided in this section, a tax of twenty threetwenty-eight cents
28	per gallon [3.79 liters] is imposed on all motor vehicle fuel sold or used in this state.
29	SECTION 16. AMENDMENT. Subsection 1 of section 57-43.2-02 of the North Dakota

Century Code is amended and reenacted as follows:

1	1.	Except as otherwise provided in this chapter, an excise tax of twenty-threetwenty-eight
2		cents per gallon [3.79 liters] is imposed on the sale or delivery of all special fuel sold o
3		used in this state. For the purpose of determining the tax upon compressed natural
4		gas and liquefied natural gas under this section, one hundred twenty cubic feet [3.40
5		cubic meters] of compressed natural gas, and one and seven-tenths gallons [6.44
6		liters] of liquefied natural gas is equal to one gallon [3.79 liters] of other special fuel.
7	SEC	CTION 17. AMENDMENT. Section 57-51.1-07.5 of the North Dakota Century Code is
8	amende	d and reenacted as follows:
9	57-5	51.1-07.5. State share of oil and gas taxes - Deposits.
10	From	m the revenues designated for deposit in the state general fund under chapters 57-51
11	and 57-	51.1, the state treasurer shall deposit the revenues received each biennium in the
12	following	g order:
13	1.	The first two hundred thirty million dollars into the state general fund;
14	2.	The next two hundred fifty million dollars into the social service fund;
15	3.	The next seventy-five million dollars into the budget stabilization fund, but not in an
16		amount that would bring the balance in the fund to more than the limit in section
17		54-27.2-01;
18	4.	The next two hundred thirty million dollars into the state general fund;
19	5.	The next ten million dollars into the lignite research fund;
20	6.	The next twenty million dollars into the state disaster relief fund, but not in an amount
21		that would bring the unobligated balance in the fund to more than twenty million
22		dollars;
23	7.	The next four hundred three hundred seventy million dollars into the strategic
24		investment and improvements fund;
25	8.	The next sixty-five million dollars to the public employees retirement fund for the main
26		system plan;
27	9.	The next fifty nine million seven hundred fifty thousand dollars, or the amount
28		necessary to provide for twice the amount of the distributions under subsection 2 of
29		section 57-51.1-07.7, into the funds designated for infrastructure development in-
30		non-oil-producing counties under sections 57-51.1-07.7 and 57-51.1-07.8 with fifty

- percent deposited into the municipal infrastructure fund and fifty percent deposited into the county and township infrastructure fund;
- 10. The next one hundred seventy million two hundred fifty thousand dollars or the amount necessary to provide a total of two hundred thirty million dollars into the funds designated for infrastructure development in non-oil-producing counties under sections 57-51.1-07.7 and 57-51.1-07.8 with fifty percent deposited into the municipal infrastructure fund and fifty percent deposited into the county and township infrastructure fund;
- 11. The next twenty million dollars into the airport infrastructure fund; and
- 42.10. Any additional revenues into the strategic investment and improvements fund.

 SECTION 18. REPEAL. Sections 21-10-12-and, 21-10-13, 54-27-19.3, and 54-27-19.4 of

2 the North Dakota Century Code are repealed.

SECTION 19. DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85

PROJECT - REPORT. The When the request for bids for construction on the last segment of the United States highway 85 project between interstate highway 94 and North Dakota highway 200 commences, the department of transportation shall prepare and complete an environmental impact statement process to construct a four-lane highway for the remaining sections of the Theodore Roosevelt expressway as described in section 24-01-54 which do not have four lanes from the South Dakota border to interstate highway 94 and from Williston to the Montana border. The department shall provide reports to the legislative management regarding the costs and status of the impact statement process.

SECTION 15. REST AREA COOPERATIVE AGREEMENT. During the biennium beginning July 1, 2025, and ending June 30, 2027, the director of the department of transportation shall review options to enter a cooperative agreement pursuant to section 24 02 02.5 to jointly administer a rest area at the Theodore Roosevelt national park painted canyon visitor center. The director may expend moneys from the state highway fund within the limits of legislative appropriations for operational support of the facility and for facility improvements to support year-round operations of the facility.

SECTION 20. REST AREA COOPERATIVE AGREEMENT. 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 legislative appropriations for the purpose

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- of constructing a rest area and visitor center in western North Dakota during the biennium beginning July 1, 2025, and ending June 30, 2027.
 - SECTION 21. MISCELLANEOUS EXPENSES FOR DEPARTMENT OF
- TRANSPORTATION FACILITIES. The department of transportation may expend funds for workplace appliances limited to coffee makers, microwaves, and refrigerators, for the biennium beginning July 1, 2025, and ending June 30, 2027.
- SECTION 22. 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, 2025, and ending June 30, 2027:
 - The sum of \$100,000,000 appropriated from special funds for the purpose of road and bridge construction projects in subsection 2 of section 13 of chapter 15 of the 2021 Session Laws;
- The sum of \$317,000,000 appropriated from federal funds for state, county, and
 township road and bridge projects in section 7 of chapter 548 of the 2021 Session
 Laws:
- 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;
- 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;
- The sum of \$9,125,000 appropriated from the general fund in the operating expenses
 line item relating to information technology projects in section 1 of chapter 12 of the
 2023 Session Laws;
 - 6. The sum of \$2,500,000 appropriated from special funds to match funding from the state of Minnesota and other sources for studies, preliminary engineering, and environmental studies to address northern Red River valley infrastructure affected by flooding in section 2 of chapter 12 of the 2023 Session Laws;
- 7. The sum of \$5,000,000 appropriated from special funds for an environmental study of a portion of United States highway 52, in section 1 of chapter 12 of the 2023 Session Laws;

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1	8.	The sum of \$757,000 included in the deferred maintenance funding pool line item and
2		transferred to the department of transportation pursuant to section 9 of chapter 640 of
3		the 2023 Special Session Session Laws; and
4	9.	The sum of \$161,000,000 appropriated from special funds for flexible transportation
5		fund projects in section 1 of chapter 12 of the 2023 Session Laws.
3	SEC	TION 23. EFFECTIVE DATE. Section 4214 of this Act is effective for motor vehicle
7	excise ta	x collections transmitted to the state treasurer after July 31, 2025, Sections 15 and 16

of this Act are effective for taxable events occurring after June 30, 2025.

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2012 - Department of Transportation - House Action

	Base Budget	Senate Version	House Changes	House Version
Salaries and wages	\$219,279,648	\$235,990,591		\$235,990,591
New and vacant FTE pool		13,364,077	\$424,800	13,788,877
Operating expenses	316,256,474	387,345,122	1,051,892	388,397,014
Capital assets	1,101,395,065	1,952,989,617	55,000,000	2,007,989,617
Grants	112,821,458	109,240,458		109,240,458
Total all funds	\$1,749,752,645	\$2,698,929,865	\$56,476,692	\$2,755,406,557
Less estimated income	1,749,752,645	2,698,929,865	56,476,692	2,755,406,557
General fund	\$0	\$0	\$0	\$0
FTE	1,001.00	1,004.00	2.00	1,006.00

Department 801 - Department of Transportation - Detail of House Changes

	Adds SIRN Coordinator Position ¹	Adjusts Funding for Airplane Operations ²	Adjusts Funding for Highway 85 Projects ³	Total House Changes
Salaries and wages New and vacant FTE pool	\$212,400	\$212,400		\$424,800
Operating expenses Capital assets		1,051,892	\$55,000,000	1,051,892 55,000,000
Grants				
Total all funds	\$212,400	\$1,264,292	\$55,000,000	\$56,476,692
Less estimated income	212,400	1,264,292	55,000,000	56,476,692
General fund	\$0	\$0	\$0	\$0
FTE	1.00	1.00	0.00	2.00

¹ One FTE position is added for the coordination of statewide interoperable radio network operations.

Senate Bill No. 2012 - Other Changes - House Action

This amendment also:

- Provides for the deposit of a portion of legacy fund earnings (\$146 million) in the highway fund and legacy property tax relief fund (\$437 million).
- · Transfers \$370 million from the strategic investment and improvements fund to the flexible transportation fund.
- Adjusts allocations from the flexible transportation fund.
- Adjusts the distribution percentages from the highway tax distribution fund.
- Provides for all motor vehicle excise taxes to be deposited in the general fund rather than the flexible transportation fund. This will increase estimated general fund revenues by \$350 million for the 2025-27 biennium.
- Increases motor fuels taxes from 23 cents to 28 cents per gallon, resulting in an estimated \$70 million of additional highway tax distribution fund revenue for the 2025-27 biennium.
- Removes allocations of the state share of oil and gas tax collections to the municipal and county and township
 infrastructure funds.
- Repeals statutory provision relating to the legacy earning highway distribution fund and legacy earnings township highway fund.
- · Removes a section added by the Senate to provide a continuing appropriation from the state rail fund.
- Removes a section added by the Senate that the department review options to jointly administer a rest area of the Painted Canyon visitor's center.

² One FTE position and operating expenses is added for the operation of state airplanes and the funding source is changed to provide \$3,551,824 from the strategic investment and improvements fund.

³ Funding of \$100 million from the strategic investment and improvements fund for a Highway 85 project is removed and replaced with \$155 million of bonding or other revenue authorization for Highway 85 projects.

- Authorizes the Department of Transportation to construct a rest area in the western part of the state. Authorizes the Department of Transportation to purchase workplace appliances, including microwaves, coffee makers, and refrigerators.

2025 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee

Roughrider Room, State Capitol

SB 2012 4/21/2025

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; relating to a legacy earnings fund; relating to funds invested by the state investment board, the flexible transportation fund, the state rail fund, and motor vehicle excise tax collections; relating to legacy fund definitions and a legacy earnings fund; to provide a continuing appropriation; to provide an effective date; and to provide an exemption.

9:21 a.m. Chairman Vigesaa called the meeting to order.

Members present: Chairman Vigesaa, Vice Chairman Kempenich, Representatives Anderson, Berg, Bosch, Brandenburg, Fisher, Hanson, Martinson, Meier, Mitskog, Monson, Murphy, Nathe, Nelson, O'Brien, Pyle, Richter, Sanford, Stemen, Swiontek, Wagner

Member absent: Louser

Discussion Topics:

- Committee Action
- 9:23 a.m. Representative Brandenburg explained Amendment LC #25.0179.02009, #45099.
- 9:49 a.m. Representative Weisz testified In Favor and answered questions.
- 9:59 a.m. Recess
- 10:01 a.m. Reconvened.
- 10:01 a.m. Representative Brandenburg moved Amendment LC #25.0179.02009.
- 10:01 a.m. Representative Monson seconded the motion.
- 10:05 a.m. Representative Bosch moved that Representative Berg be excused from voting.
- 10:05 a.m. Representative Swiontek seconded the motion.
- 10:06 a.m. Voice Vote. Motion passed.
- 10:06 a.m. Representative Pyle explained chart #45103.
- 10:26 a.m. Representative Weisz answered questions.
- 10:41 a.m. Roll Call Vote on amendment LC#25.0179.02009

Representatives	Vote
Representative Don Vigesaa	Υ

Representative Keith Kempenich	Υ
Representative Bert Anderson	Υ
Representative Mike Berg	AB
Representative Glenn Bosch	Υ
Representative Mike Brandenburg	Υ
Representative Jay Fisher	Υ
Representative Karla Rose Hanson	Υ
Representative Scott Louser	AB
Representative Bob Martinson	N
Representative Lisa Meier	Υ
Representative Alisa Mitskog	Υ
Representative David Monson	Υ
Representative Eric J. Murphy	Υ
Representative Mike Nathe	Υ
Representative Jon O. Nelson	Υ
Representative Emily O'Brien	Υ
Representative Brandy L. Pyle	Υ
Representative David Richter	AB
Representative Mark Sanford	Υ
Representative Gregory Stemen	Υ
Representative Steve Swiontek	Υ
Representative Scott Wagner	Υ

10:41 a.m. Motion passed 19-1-3.

10:42 a.m. Representative J. Nelson moved to further amend to remove language page 7, lines 8-12.

10:44 a.m. Representative Murphy seconded the motion.

10:44 a.m. Roll Call Vote

Representatives	Vote
Representative Don Vigesaa	N
Representative Keith Kempenich	N
Representative Bert Anderson	N
Representative Mike Berg	AB
Representative Glenn Bosch	N
Representative Mike Brandenburg	N
Representative Jay Fisher	N
Representative Karla Rose Hanson	Υ
Representative Scott Louser	AB
Representative Bob Martinson	N
Representative Lisa Meier	N
Representative Alisa Mitskog	Υ
Representative David Monson	N
Representative Eric J. Murphy	Υ
Representative Mike Nathe	N
Representative Jon O. Nelson	Υ

Representative Emily O'Brien	Υ
Representative Brandy L. Pyle	N
Representative David Richter	AB
Representative Mark Sanford	N
Representative Gregory Stemen	N
Representative Steve Swiontek	N
Representative Scott Wagner	N

10:44 a.m. Motion failed 5-15-3.

10:45 a.m. Representative Brandenburg moved Do Pass as Amended.

10:45 a.m. Representative Monson seconded the motion.

10:45 a.m. Roll Call Vote

Representatives	Vote
Representative Don Vigesaa	Υ
Representative Keith Kempenich	Υ
Representative Bert Anderson	Υ
Representative Mike Berg	AB
Representative Glenn Bosch	Υ
Representative Mike Brandenburg	Υ
Representative Jay Fisher	Υ
Representative Karla Rose Hanson	Υ
Representative Scott Louser	AB
Representative Bob Martinson	Υ
Representative Lisa Meier	Υ
Representative Alisa Mitskog	Υ
Representative David Monson	Υ
Representative Eric J. Murphy	Υ
Representative Mike Nathe	Υ
Representative Jon O. Nelson	Υ
Representative Emily O'Brien	Υ
Representative Brandy L. Pyle	Υ
Representative David Richter	AB
Representative Mark Sanford	Υ
Representative Gregory Stemen	Υ
Representative Steve Swiontek	Υ
Representative Scott Wagner	Υ

10:45 a.m. Motion passed 20-0-3.

10:45 a.m. Representative Brandenburg will carry the bill.

10:47 a.m, Chairman Vigesaa adjourned the meeting.

Krystal Eberle, Committee Clerk

Bill was reconsidered on 04/23/25.

25.0179.02009 Title.03000 Fiscal No. 4 Prepared by the Legislative Council staff for House Appropriations -Government Operations Division Committee

April 18, 2025

Sixty-ninth Legislative Assembly of North Dakota

PROPOSED AMENDMENTS TO FIRST ENGROSSMENT



ENGROSSED SENATE BILL NO. 2012

Introduced by

Appropriations Committee

- 1 A BILL for an Act to provide an appropriation for defraying the expenses of the department of
- 2 transportation; to create and enact a new section to chapter 54-27 of the North Dakota Century
- 3 Code, relating to a legacy earnings fund; to amend and reenact section 6-09.4-10.1,
- 4 | subsection 1 of section 21-10-06, and sections 24-02-37.3, 49-17.1-05, 54-27-19.3,24-02-40.1,
- 5 54-27-19, and 57-40.3-10, subsection 1 of section 57-43.1-02, subsection 1 of section
- 6 57-43.2-02, and section 57-51.1-07.5 of the North Dakota Century Code, relating to funds
- 7 invested by the state investment board, the flexible transportation fund, the state rail fund,
- 8 and highway revenue anticipation financing, the highway tax distribution fund, motor vehicle
- 9 excise tax collections, motor fuels taxes, and the state share of oil and gas taxes; to repeal
- 10 sections 21-10-12-and, 21-10-13, 54-27-19.3, and 54-27-19.4 of the North Dakota Century
- 11 Code, relating to legacy fund definitions and, a legacy earnings fund, the legacy earnings
- 12 highway distribution fund, and legacy earnings township highway aid fund; to provide a
- 13 continuing appropriation; to authorize bonding; to provide an effective date; and to provide an
- 14 exemption.

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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 other funds derived from special funds and federal funds, to the department of transportation for the purpose of defraying the expenses of the

department of transportation, for the biennium beginning July 1, 2025, and ending June 30, 1 2 2027, as follows: 3 Adjustments or Enhancements Appropriation 4 Base Level 5 \$219,279,648 \$16,710,943 \$235,990,591 Salaries and wages New and vacant FTE pool 6 13,364,077 13,364,077 Operating expenses 316,256,474 71,088,648 7 387,345,122 1,101,395,065 8 851,594,552 Capital assets 1,952,989,617 9 New and vacant FTE pool 13,788,877 13,788,877 Operating expenses 316,256,474 72,140,540 10 388,397,014 11 906.594.552 Capital assets 1,101,395,065 2,007,989,617 12 Grants 112,821,458 (3,581,000)109,240,458 13 \$1,749,752,645 \$949,177,220 Total other funds \$2,698,929,865 3.00 Full-time equivalent positions 1,001.00 14 1.004.00 15 Total other funds \$1,749,752,645 \$1,005,653,912 \$2,755,406,557 Full-time equivalent positions 16 1.001.00 5.00 1,006.00 17 SECTION 2. ONE-TIME FUNDING - EFFECT ON BASE BUDGET - REPORT TO 18 SEVENTIETH LEGISLATIVE ASSEMBLY. The following amounts reflect the one-time funding 19 items included in the appropriation in section 1 of this Act, which are not included in the entity's 20 base budget for the 2027-29 biennium and which the entity shall report to the appropriations 21 committees of the seventieth legislative assembly regarding the use of this funding: 22 One-Time Funding Description Other Funds 23 Facility improvements \$5,970,000 24 3,000,000 Appointment system upgrade 25 350,000 Inventory tracking system 26 Federal formula funds match 171,300,000 27 United States highway 85 project 100,000,000 28 155,000,000 United States highway 85 projects 29 Increased roadway maintenance costs 9,842,212 30 100,000 Walking trail grant 31 Equipment 5,872,000

Total \$296,434,212 Total \$351,434,212

SECTION 3. NEW AND VACANT FTE POOL - LIMITATION - TRANSFER REQUEST. The department of transportation may not spend funds appropriated in the new and vacant FTE pool line item in section 1 of this Act, but may request the office of management and budget to transfer funds from the new and vacant FTE pool line item to the salaries and wages line item in accordance with the guidelines and reporting provisions included in House Bill No. 1015, as approved by the sixty-ninth legislative assembly.

SECTION 4. TRANSFER - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND FLEXIBLE TRANSPORTATION FUND. The office of management and budget shall transfer the
sum of \$370,000,000 from the strategic investment and improvements fund to the flexible
transportation fund during the biennium beginning July 1, 2025, and ending June 30, 2027.

SECTION 5. AUTHORIZATION OF BONDING OR OTHER REVENUE SOURCES UNITED STATES HIGHWAY 85. During the biennium beginning July 1, 2025, and ending
June 30, 2027, the department of transportation may utilize bonding authority under section
24-02-40.1 or any other available sources of funding to obtain up to \$155,000,000 of funds for
construction projects on United States highway 85.

SECTION 6. 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.

IMPROVEMENTS FUND. The estimated income other funds line item in section 1 of this Act includes the sum of \$171,300,000 from the strategic investment and improvements fund to match federal highway formula funds and \$100,000,000 from the strategic investment and improvements fund for a United States highway 85 project from reference point 120.3 north to the long x bridgeand the sum of \$3,551,824 from the strategic investment and improvements fund for state airplane operations during the biennium beginning July 1, 2025, and ending June 30, 2027.

1 SECTION 8. AMENDMENT. Section 6-09.4-10.1 of the North Dakota Century Code is 2 amended and reenacted as follows: 6-09.4-10.1. Legacy sinking and interest fund - Debt service requirements - Public 3 4 finance authority. 5 There is created in the state treasury the legacy sinking and interest fund. The fund consists 6 of all moneys deposited in the fund under section 21-10-131013 of this Act. Moneys in the fund 7 may be spent by the public finance authority pursuant to legislative appropriations to meet the 8 debt service requirements for evidences of indebtedness issued by the authority for transfer to 9 the Bank of North Dakota for allocations to infrastructure projects and programs. 10 SECTION 9. AMENDMENT. Subsection 1 of section 21-10-06 of the North Dakota Century 11 Code is amended and reenacted as follows: 12 Subject to the provisions of section 21-10-02, the board shall invest the following 13 funds: 14 a. State bonding fund. 15 Teachers' fund for retirement. b. 16 C. State fire and tornado fund. 17 d. Workforce safety and insurance fund. 18 Public employees retirement system. e. 19 f. Insurance regulatory trust fund. 20 g. State risk management fund. 21 h. Budget stabilization fund. 22 i. Water projects stabilization fund. 23 j. Health care trust fund. 24 k. Cultural endowment fund. 25 I. Petroleum tank release compensation fund. 26 m. Legacy fund. 27 Legacy earnings fund. n. 28 Opioid settlement fund. 0. 29 A fund under contract with the board pursuant to subsection 3. 0.0. 30 **SECTION 10. AMENDMENT.** Section 24-02-37.3 of the North Dakota Century Code is 31 amended and reenacted as follows:

1	24-02-37.3. Flexible transportation fund - Budget section approval - <u>State treasurer</u>				
2	distributions to political subdivisions - Report. (Retroactive application - See note)				
3	There is created in the state treasury the flexible transportation fund. The fund consists of				
4	eligible federal or state funding and any contributed private funds.				
5	1.	The	flexible transportation fund must be administered and expended by the director		
6		and	may be used for the following:		
7		a.	Providing a match for federal funding obtained by the department of		
8			transportation.		
9		b.	State-funded road and bridge construction and maintenance, and transportation		
10			support costs including staffing, facilities, and operational expenditures on the		
11			state highway system.		
12		c.	State-funded road-and, bridge, and other infrastructure construction and		
13			maintenance activities within the state but off of the state highway system. The		
14			director shall establish the terms and provisions of the program.		
15	2.	All r	money derived from the investment of the flexible transportation fund or any portion		
16		of th	ne fund, must be credited to the flexible transportation fund. The director shall		
17		mor	nthly transmit all moneys collected and received under this chapter to the state		
18		trea	surer to be transferred and credited to the flexible transportation fund.		
19	3.	The	director must receive budget section approval for any project that utilizes more		
20		thar	n ten million dollars from the fund except for projects that match federal or private		
21		fund	ds and the amount utilized from the fund is fifty percent or less of total project		
22		cos	ts. Any request considered by the budget section must comply with section		
23		54-	35-02.9.		
24	4.	The	director shall allocate at least twenty-five percent of motor vehicle excise tax		
25		coll	ections deposited in the flexible transportation fund pursuant to section 57-40.3-10		
26		for	non-oil-producing county and township road and bridge projects as follows:		
27		a.	The funds must be allocated by the department to counties for projects or grants		
28			for the benefit of counties and organized and unorganized townships;		
29		b.	The department shall establish criteria to distribute the funds;		
30		C.	The funds must be used for the maintenance and improvement of county and		
31			township paved and unpaved roads and bridges;		

1	d.	Priority must be given to projects that match federal funds and to projects that
2		improve roadways that serve as local corridors;
3	e.	An organized township is not eligible to receive funding if the township does not
4		maintain any roadways or does not levy at least eighteen mills for general
5		purposes; and
6	f.	For purposes of this subsection, "non-oil-producing county" means a county that
7		received no allocation of funding or a total allocation of less than five million
8		dollars under subsection 2 of section 57-51-15 in the most recently completed
9		even-numbered fiscal year before the start of each biennium. The director shall
10		allocate a portion of funds deposited in the flexible transportation fund for the
11		benefit of road and bridge maintenance and projects in counties, cities, and
12		townships as follows:
13	<u>a.</u>	Twelve and one-half percent of state funds deposited in the fund must be
14		allocated by the director to non-oil-producing counties for projects or grants for
15		the benefit of counties and organized and unorganized townships for the
16		maintenance and improvement of county and township paved and unpaved
17		roads and bridgesForty-three percent of state funds deposited in the fund must
18		be allocated by the director for grants to counties, cities, and townships in
19		non-oil-producing counties for road and bridge repair and replacement projects.
20	<u>b.</u>	Six and one-quarter percent of state funds deposited in the fund must be
21		allocated by the director for grants to eligible townships located in
22		non-oil-producing counties for road and bridge repair and replacement projects
23		with priority given for road graveling projects.
24	<u>C.</u>	Twelve and one-half Thirteen and one-half percent of state funds deposited in the
25		fund must be allocated by the director for grants to eligible counties for bridge
26		repair and replacement projects. Grants provided under this subdivision must:
27	R e-	(1) Give priority to projects based on the number of bridge needs for each
28		county as identified in the most recent data available from the department's
29		bridge condition assessment inventory.
30		(2) Give priority to projects that include the permanent closure and removal of a
31		different bridge in the same county.

1			(3) Require counties to provide matching funds equal to ten percent of total	
2			project costs except for projects that include the permanent closure and	
3	removal of a different bridge in the same county.			
4	-	<u>d.</u>	Six and one-quarter percent of state funds deposited in the fund must be	
5			allocated by the director for grants to eligible cities for road and bridge repair and	
6			replacements projects.	
7	<u>e.</u>	<u>.C.</u>	The director shall establish criteria to distribute the funds under this subsection.	
8			including provisions that consider whether a county, city, or township has adopted	
9			an ordinance or policy that exceeds state statute, administrative rule, or policy or	
10			interferes, unreasonably restricts, or conflicts with an agriculture or energy	
11			infrastructure project that is required to be permitted or approved by a state	
12			agency. Priority must be given to projects that match federal or private funds and	
13			to projects that improve roadways that serve as local corridors. Priority for	
14			organized township road projects must be given to projects located in townships	
15			that levy at least eighteen mills for general purposes and have a general fund	
16			balance of less than one hundred thousand dollars as of December thirty-first of	
17			the prior year. For purposes of determining the mills levied by an organized	
18			township, the director shall use the most recent mill rate data published by the	
19			tax commissioner.	
20	<u>£</u>	<u>-d.</u>	The amount allocated to organized townships under this subsection must be paid	
21			by the county treasurer to each organized township and the amount allocated for	
22			unorganized townships under this subsection must be credited by the county	
23			treasurer to a special fund for unorganized township roads.	
24	<u>5.</u>	The	state treasurer shall allocate a portion of funds deposited in the flexible	
25		<u>tran</u>	sportation fund for the benefit of road-and, bridge, and other infrastructure	
26	ı	<u>mai</u>	ntenance and projects in counties, cities, and townships, as follows:	
27		<u>a.</u>	Six and one-quarterSeven percent of state funds deposited in the fund must be	
28			distributed to non-oil-producing counties for the benefit of organized and	
29	e		unorganized township road needs using the distribution method in section	
30			54-27-19.454-27-19.1. To receive an allocation under this subdivision, an	
31			organized township must levy at least eighteen mills for general purposes and	

- have a general fund balance of less than one hundred thousand dollars as of

 December thirty-first of the prior year. For purposes of determining the mills

 levied by organized townships, the state treasurer shall use the most recent mill rate data published by the tax commissioner.
- Six and one-quarterEleven and one-half percent of state funds deposited in the fund must be distributed to non-oil-producing counties and cities for road and bridge projects using the formula established in subsection 4 of section 54-27-19.
- c. Eleven and one-half percent of state funds deposited in the fund must be distributed to cities in non-oil-producing counties for road, bridge, and other infrastructure projects using the formula established in subsection 4 of section 54-27-19.
- 6. For purposes of this section, "non-oil-producing county" means a county that had average annual oil production of fewer than ten million barrels based on the average annual oil production in the three-year period ending with the most recently completed even-numbered fiscal year before the start of each biennium.
- 5.7. 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. AMENDMENT. Section 24-02-40.1 of the North Dakota Century Code is amended and reenacted as follows:

24-02-40.1. Grant or revenue anticipation financing.

Notwithstanding any other provision of law, the department, whenever needed for the liberty memorial bridge improvement project and the United States highway 285 project improvements, may arrange with any state-owned or private financing agency or underwriter, including the Bank of North Dakota, grant or revenue anticipation financing of up to one hundred fifty-five million dollars through the issuance of evidences of indebtedness on such terms and conditions as the department determines if construction funds on hand are insufficient to meet current obligations or to achieve cost-savings or efficiencies in road construction. The department may refund the evidences of indebtedness as often as it is advantageous to do so. Evidences of indebtedness may be sold at public or private sale and must mature not more than fifteen years from their date or dates, and the proceeds of the sale may be invested on such terms and conditions as the department determines. Grant or revenue anticipation financing must be in

1	amounts no larger than can be repaid from moneys known or reasonably anticipated to be due
2	and forthcoming. The grant or revenue anticipation financing may not be used in anticipation of
3	increased federal aid highway grants or increased state highway user revenue funds, and the
4	financing may not be obligated for road construction that cannot be financed from known
5	sources of grants or revenue. The department may pledge any federal aid grants received or to
6	be received for debt service and related issuance costs for evidences of indebtedness issued
7	under this section directly to a trustee in trust for payment to holders of the evidences of
8	indebtedness. The department may also pledge any biennially appropriated revenues for debt
9	service on the evidences of indebtedness directly to a trustee in trust for payment to holders of
10	the evidences of indebtedness. Any evidences of indebtedness issued under this section are
11	not general obligations or debt of the state, the department, or any public officer or employee of
12	the department or this state. The principal of and interest on the evidences of indebtedness are
13	limited obligations payable solely from grants or revenues received or to be received by the
14	department. The department may capitalize from proceeds of the evidences of indebtedness all
15	expenses incidental to issuing the evidences of indebtedness, including any reserves for
16	payment of the evidences of indebtedness.

SECTION 12. AMENDMENT. Section 49-17.1-05 of the North Dakota Century Code is amended and reenacted as follows:

49-17.1-05. Subsidy of railway lines - Continuing appropriation.

The department, with the approval of the commission, may provide financial assistance, within the limits of funds appropriated by the legislative assembly, for the continuation of operations and maintenance of any railroad within the state, as provided for in the Railroad Revitalization and Regulatory Reform Act of 1976 [Pub. L. 94-210; 90 Stat. 149; 49 U.S.C. 1651 et seq.], or other relevant federal legislation. Moneys in the state rail fund are appropriated to the department on a continuing basis for distributions authorized under this section. The department or the commission may act as the agent in cooperation with the federal government, any local or regional transportation authority, local governmental units, any group of rail users, or any person in any rail service assistance program.

SECTION 12. AMENDMENT. Section 54-27-19 of the North Dakota Century Code is amended and reenacted as follows:

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54-27-19. Highway tax distribution fund - State treasurer to make allocation to state, counties, and cities.

A highway tax distribution fund is created as a special fund in the state treasury into which must be deposited the moneys available by law from collections of motor vehicle registration and related fees, fuels taxes, special fuels taxes, use taxes, and special fuels excise taxes. The state treasurer shall transfer the first five million five hundred thousand dollars per biennium from the highway tax distribution fund to the state highway fund for the purpose of providing administrative assistance to other transferees. After the transfer of the first five million five hundred thousand dollars, any moneys in the highway tax distribution fund must be allocated and transferred monthly by the state treasurer, as follows:

- Sixty one and three tenths Sixty percent must be transferred monthly to the state department of transportation and placed in a state highway fund.
- Two and seven tenths Three and four-tenths percent must be transferred monthly to 2. the township highway aid fund.
- 3. One and five-tenths One and sixth-tenths percent must be transferred monthly to the public transportation fund.
- Thirty four and five tenths Thirty-five percent must be allocated to the counties of this 4. state in proportion to the number of vehicle registrations credited to each county. Each county must be credited with the certificates of title of vehicles registered by residents of the county. The state treasurer shall compute and distribute the counties' share monthly after deducting the incorporated cities' share. All the moneys received by the counties from the highway tax distribution fund must be set aside in a separate fund called the "highway tax distribution fund" and must be appropriated and applied solely for highway purposes in accordance with section 11 of article X of the Constitution of North Dakota. The state treasurer shall compute and distribute monthly the sums allocated to the incorporated cities within each county according to the formulas in this subsection using the incorporated cities' populations as determined by the last official regular or special federal census or the census taken in accordance with the provisions of chapter 40-02 in case of a city incorporated subsequent to the census.
 - For counties having no cities with a population of ten thousand or more, twentya. seven percent of the total county allocation must be distributed to all of the

- incorporated cities within the county on a countywide per capita basis. The remaining county allocation amount must be transferred into the county highway tax distribution fund.
- b. For each county having a city with a population of ten thousand or more, the amount transferred each month into the county highway tax distribution fund must be the difference between the amount allocated to that county pursuant to this subsection and the total amount allocated and distributed to the incorporated cities in that county as computed according to the following formula:
 - (1) A statewide per capita average as determined by calculating twenty-seven percent of the amount allocated to all of the counties under this subsection divided by the total population of all of the incorporated cities in the state.
 - (2) The share distributed to each city in the county having a population of less than one thousand must be determined by multiplying the population of that city by the product of 1.50 times the statewide per capita average computed under paragraph 1.
 - (3) The share distributed to each city in the county having a population of one thousand to four thousand nine hundred ninety-nine, inclusive, must be determined by multiplying the population of that city by the product of 1.25 times the statewide per capita average computed under paragraph 1.
 - (4) The share distributed to each city in the county having a population of five thousand or more must be determined by multiplying the population of that city by the statewide per capita average for all such cities, which per capita average must be computed as follows: the total of the shares computed under paragraphs 2 and 3 for all cities in the state having a population of less than five thousand must be subtracted from the total incorporated cities' share in the state as computed under paragraph 1 and the balance remaining must then be divided by the total population of all cities of five thousand or more in the state.
- 5. The moneys allocated to the incorporated cities must be distributed to them monthly by the state treasurer and must be deposited by the cities in a separate fund and may only be used in accordance with section 11 of article X of the Constitution of North

Dakota and an incorporated city may use the fund for the construction, reconstruction, repair, and maintenance of public highways within or outside the city pursuant to an agreement entered into between the city and any other political subdivision as authorized by section 54-40-08.

SECTION 13. A new section to chapter 54-27 of the North Dakota Century Code is created and enacted as follows:

Legacy earnings fund - State treasurer - Legacy fund distribution - Allocations.

- 1. There is created in the state treasury the legacy earnings fund. The fund consists of all moneys distributed by the state treasurer from the legacy fund pursuant to section 26 of article X of the Constitution of North Dakota. The distribution from the legacy fund on July first of each odd-numbered year must be equal to eight percent of the five-year average value of the legacy fund balance as reported by the state investment board. The average value of the legacy fund balance must be calculated using the fund balance at the end of each fiscal year for the five-year period ending with the most recently completed even-numbered fiscal year.
- 2. From the amount distributed to the legacy earnings fund under subsection 1, the state treasurer shall allocate seven-eighths of the funding in July of each odd-numbered year in the following order:
 - a. The first one hundred two million six hundred twenty-four thousand dollars or an amount equal to the amount appropriated from the legacy sinking and interest fund for debt service payments for a biennium, whichever is less, to the legacy sinking and interest fund under section 6-09.4-10.1.
 - <u>b.</u> The next two hundred twenty-five million dollars to the general fund to provide
 <u>support for tax relief initiatives approved by the legislative assembly.</u>
 - c. The next one hundred million dollars to the legacy earnings highway distribution fund for allocations under section 54-27-19.3.
 - —<u>d.</u> The remaining amount as follows:
 - (1) FiftyTwenty-five percent to the general highway fund.
 - (2) The remainder to the strategic investment and improvements fund to be used in accordance with section 15-08.1-08legacy property tax relief fund.

1	3. From the amount distributed to the legacy earnings fund under subsection 1, the state				
2	treasurer shall allocate the remaining one-eighth of the funding in July of each				
3	edd-numbered year to the flexible transportation fund for allocations under section				
4	24-02-37.3.				
5	SECTION 11. AMENDMENT. Section 54-27-19.3 of the North Dakota Century Code is				
6	amended and reenacted as follows:				
7	54-27-19.3. Legacy earnings highway distribution fund.				
8	— A legacy earnings highway distribution fund is created as a special fund in the state treasury				
9	into which must be deposited any allocations of legacy fund earnings made under section				
10	21-10-1310 of this Act. Any moneys in the legacy earnings highway distribution fund must be				
11	allocated and transferred by the state treasurer, as follows:				
12	1. Sixty percent must be transferred to the department of transportation for deposit in the				
13	state highway fund;				
14	2. Ten percent must be transferred to the legacy earnings township highway aid fund;				
15	3. One and five-tenths percent must be transferred to the public transportation fund; and				
16	4. Twenty-eight and five-tenths percent must be allocated to cities and counties using the				
17	formula established in subsection 4 of section 54-27-19. Moneys received by counties				
18	and cities must be used for roadway purposes in accordance with section 11 of				
19	article X of the Constitution of North Dakota.				
20	SECTION 14. AMENDMENT. Section 57-40.3-10 of the North Dakota Century Code is				
21	amended and reenacted as follows:				
22	57-40.3-10. Transfer of revenue.				
23	After the deposits under sections 57-39.2-26.1, 57-39.2-26.2, and 57-39.2-26.3, moneys				
24	collected and received under this chapter must be deposited monthly in the state treasury and				
25	allocated as follows:				
26	1. Fifty percent to the general fund; and				
27	2. The remaining fifty percentto the flexible transportationgeneral fund under section				
28	24-02-37.3 .				
29	SECTION 15. AMENDMENT. Subsection 1 of section 57-43.1-02 of the North Dakota				
30	Century Code is amended and reenacted as follows:				

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Except as otherwise provided in this section, a tax of twenty-threetwenty-eight cents per gallon [3.79 liters] is imposed on all motor vehicle fuel sold or used in this state.

SECTION 16. AMENDMENT. Subsection 1 of section 57-43.2-02 of the North Dakota Century Code is amended and reenacted as follows:

Except as otherwise provided in this chapter, an excise tax of twenty-three twenty-eight cents per gallon [3.79 liters] is imposed on the sale or delivery of all special fuel sold or used in this state. For the purpose of determining the tax upon compressed natural gas and liquefied natural gas under this section, one hundred twenty cubic feet [3.40 cubic meters] of compressed natural gas, and one and seven-tenths gallons [6.44 liters] of liquefied natural gas is equal to one gallon [3.79 liters] of other special fuel.

SECTION 17. AMENDMENT. Section 57-51.1-07.5 of the North Dakota Century Code is amended and reenacted as follows:

57-51.1-07.5. State share of oil and gas taxes - Deposits.

From the revenues designated for deposit in the state general fund under chapters 57-51 and 57-51.1, the state treasurer shall deposit the revenues received each biennium in the following order:

- 1. The first two hundred thirty million dollars into the state general fund;
- 2. The next two hundred fifty million dollars into the social service fund;
- 3. The next seventy-five million dollars into the budget stabilization fund, but not in an amount that would bring the balance in the fund to more than the limit in section 54-27.2-01;
- 4. The next two hundred thirty million dollars into the state general fund:
- 5. The next ten million dollars into the lignite research fund:
- 6. The next twenty million dollars into the state disaster relief fund, but not in an amount that would bring the unobligated balance in the fund to more than twenty million dollars;
- 7. The next four hundred three hundred seventy million dollars into the strategic investment and improvements fund;
- 8. The next sixty-five million dollars to the public employees retirement fund for the main system plan;

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- The next fifty-nine million seven hundred fifty thousand dollars, or the amount necessary to provide for twice the amount of the distributions under subsection 2 of section 57-51.1-07.7, into the funds designated for infrastructure development in non-oil-producing counties under sections 57-51.1-07.7 and 57-51.1-07.8 with fifty percent deposited into the municipal infrastructure fund and fifty percent deposited into the county and township infrastructure fund;
- 10. The next one hundred seventy million two hundred fifty thousand dollars or the amount necessary to provide a total of two hundred thirty million dollars into the funds designated for infrastructure development in non-oil-producing counties under sections 57-51.1-07.7 and 57-51.1-07.8 with fifty percent deposited into the municipal infrastructure fund and fifty percent deposited into the county and township infrastructure fund;
- 11.—The next twenty million dollars into the airport infrastructure fund; and Any additional revenues into the strategic investment and improvements fund.

SECTION 18. REPEAL. Sections 21-10-12-and, 21-10-13, 54-27-19.3, and 54-27-19.4 of the North Dakota Century Code are repealed.

SECTION 19. DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85 PROJECT - REPORT. The When the request for bids for construction on the last segment of the United States highway 85 project between interstate highway 94 and North Dakota highway 200 commences, the department of transportation shall prepare and complete an environmental impact statement process to construct a four-lane highway for the remaining sections of the Theodore Roosevelt expressway as described in section 24-01-54 which do not have four lanes from the South Dakota border to interstate highway 94 and from Williston to the Montana border. The department shall provide reports to the legislative management regarding the costs and status of the impact statement process.

SECTION 15. REST AREA COOPERATIVE AGREEMENT. During the biennium beginning July 1, 2025, and ending June 30, 2027, the director of the department of transportation shall review options to enter a cooperative agreement pursuant to section 24-02-02.5 to jointly administer a rest area at the Theodore Roosevelt national park painted canyon visitor center. The director may expend moneys from the state highway fund within the limits of legislative

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appropriations for operational support of the facility and for facility improvements to support year-round operations of the facility.

SECTION 20. REST AREA COOPERATIVE AGREEMENT. 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 legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota during the biennium beginning July 1, 2025, and ending June 30, 2027.

SECTION 21. MISCELLANEOUS EXPENSES FOR DEPARTMENT OF

TRANSPORTATION FACILITIES. The department of transportation may expend funds for workplace appliances limited to coffee makers, microwaves, and refrigerators, for the biennium beginning July 1, 2025, and ending June 30, 2027.

SECTION 22. 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, 2025, and ending June 30, 2027:

- The sum of \$100,000,000 appropriated from special funds for the purpose of road and bridge construction projects in subsection 2 of section 13 of chapter 15 of the 2021 Session Laws;
- The sum of \$317,000,000 appropriated from federal funds for state, county, and township road and bridge projects in section 7 of chapter 548 of the 2021 Session Laws;
- 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;
 - 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;
- The sum of \$9,125,000 appropriated from the general fund in the operating expenses
 line item relating to information technology projects in section 1 of chapter 12 of the
 2023 Session Laws;
- 28 6. The sum of \$2,500,000 appropriated from special funds to match funding from the 29 state of Minnesota and other sources for studies, preliminary engineering, and 30 environmental studies to address northern Red River valley infrastructure affected by 31 flooding in section 2 of chapter 12 of the 2023 Session Laws;

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The sum of \$5,000,000 appropriated from special funds for an environmental study of a portion of United States highway 52, in section 1 of chapter 12 of the 2023 Session Laws;
 The sum of \$757,000 included in the deferred maintenance funding pool line item and transferred to the department of transportation pursuant to section 9 of chapter 640 of

the 2023 Special Session Session Laws; and

9. The sum of \$161,000,000 appropriated from special funds for flexible transportation fund projects in section 1 of chapter 12 of the 2023 Session Laws.

SECTION 23. EFFECTIVE DATE. Section 1214 of this Act is effective for motor vehicle excise tax collections transmitted to the state treasurer after July 31, 2025. Sections 15 and 16 of this Act are effective for taxable events occurring after June 30, 2025.

STATEMENT OF PURPOSE OF AMENDMENT:

Fiscal No. 4

Senate Bill No. 2012 - Department of Transportation - House Action

	Base Budget	Senate Version	House Changes	House Version
Salaries and wages	\$219,279,648	\$235,990,591	22	\$235,990,591
New and vacant FTE pool	Astronomic and a final particle of the property	13,364,077	\$424,800	13,788,877
Operating expenses	316,256,474	387,345,122	1,051,892	388,397,014
Capital assets	1,101,395,065	1,952,989,617	55,000,000	2,007,989,617
Grants	112,821,458	109,240,458	N 5	109,240,458
Total all funds	\$1,749,752,645	\$2,698,929,865	\$56,476,692	\$2,755,406,557
Less estimated income	1,749,752,645	2,698,929,865	56,476,692	2,755,406,557
General fund	\$0	\$0	\$0	\$0
FTE	1,001.00	1,004.00	2.00	1,006.00

Department 801 - Department of Transportation - Detail of House Changes

	Adds SIRN Coordinator Position ¹	Adjusts Funding for Airplane Operations ²	Adjusts Funding for Highway 85 Projects ³	Total House Changes
Salaries and wages New and vacant FTE pool Operating expenses Capital assets Grants	\$212,400	\$212,400 1,051,892	\$55,000,000	\$424,800 1,051,892 55,000,000
Total all funds Less estimated income General fund	\$212,400 212,400 \$0	\$1,264,292 1,264,292 \$0	\$55,000,000 55,000,000 \$0	\$56,476,692 56,476,692 \$0
FTE	1.00	1.00	0.00	2.00

¹ One FTE position is added for the coordination of statewide interoperable radio network operations.

Senate Bill No. 2012 - Other Changes - House Action

This amendment also:

- Provides for the deposit of a portion of legacy fund earnings (\$146 million) in the highway fund and legacy property tax relief fund (\$437 million).
- · Transfers \$370 million from SIIF to the flexible transportation fund.
- · Adjusts allocations from the flexible transportation fund.
- · Adjusts the distribution percentages from the highway tax distribution fund.
- Provides for all motor vehicle excise taxes to be deposited in the general fund rather than the flexible transportation fund. This will increase estimated general fund revenues by \$350 million for the 2025-27 hieronium
- Increases motor fuels taxes from 23 cents to 28 cents per gallon, resulting in an estimated \$70 million of additional highway tax distribution fund revenue for the 2025-27 biennium.
- Removes allocations of the state share of oil and gas tax collections to the municipal and county and township
 infrastructure funds.
- Repeals statutory provision relating to the legacy earning highway distribution fund and legacy earnings township highway fund.
- Removes a section added by the Senate to provide a continuing appropriation from the state rail fund.
- Removes a section added by the Senate that the department review options to jointly administer a rest area of the Painted Canyon visitor's center.

² One FTE position and operating expenses is added for the operation of state airplanes and the funding source is changed to provide \$3,551,824 from the strategic investment and improvements fund (SIIF).

³ Funding of \$100 million from SIIF for a Highway 85 project is removed and replaced with \$155 million of bonding or other revenue authorization for Highway 85 projects.

25.0179.02009s 04/18/2025 Bill No. 2012 Fiscal No. 4

- Authorizes the department to construct a rest area in the western part of the state.

 Authorizes the department to purchase workplace appliances, including microwaves, coffee makers, and refrigerators.

25.0179.02009 Title. Fiscal No. 4 Prepared by the Legislative Council staff for House Appropriations - Government Operations Division Committee

April 18, 2025

Sixty-ninth Legislative Assembly of North Dakota

PROPOSED AMENDMENTS TO FIRST ENGROSSMENT

ENGROSSED SENATE BILL NO. 2012

Introduced by

Appropriations Committee

- A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; to create and enact a new section to chapter 54-27 of the North Dakota Century
- 3 Code, relating to a legacy earnings fund; to amend and reenact section 6-09.4-10.1,
- 4 subsection 1 of section 21-10-06, and sections 24-02-37.3, 49-17.1-05, 54-27-19.3, 24-02-40.1,
- 5 | 54-27-19, and 57-40.3-10, subsection 1 of section 57-43.1-02, subsection 1 of section
- 6 57-43.2-02, and section 57-51.1-07.5 of the North Dakota Century Code, relating to funds
- 7 invested by the state investment board, the flexible transportation fund, the state rail fund,
- 8 and highway revenue anticipation financing, the highway tax distribution fund, motor vehicle
- 9 excise tax collections, motor fuels taxes, and the state share of oil and gas taxes; to repeal
- 10 sections 21-10-12 and, 21-10-13, <u>54-27-19.3</u>, and <u>54-27-19.4</u> of the North Dakota Century
- 11 Code, relating to legacy fund definitions and, a legacy earnings fund, the legacy earnings
- 12 highway distribution fund, and legacy earnings township highway aid fund; to provide a
- 13 continuing appropriation; to authorize bonding; to provide an effective date; and to provide an
- 14 exemption.

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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 other funds derived from special funds and federal
- 18 funds, to the department of transportation for the purpose of defraying the expenses of the

- 1 department of transportation, for the biennium beginning July 1, 2025, and ending June 30,
- 2 2027, as follows:

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3			Adjustments or	
4		Base Level	<u>Enhancements</u>	<u>Appropriation</u>
5	Salaries and wages	\$219,279,648	\$16,710,943	\$235,990,591
6	New and vacant FTE pool	0	13,364,077	13,364,077
7	Operating expenses	316,256,474	71,088,648	387,345,122
8	Capital assets	1,101,395,065	851,594,552	1,952,989,617
9	New and vacant FTE pool	0	13,788,877	13,788,877
10	Operating expenses	316,256,474	72,140,540	388,397,014
11	Capital assets	1,101,395,065	906,594,552	2,007,989,617
12	Grants	<u>112,821,458</u>	(3,581,000)	109,240,458
13	Total other funds	\$1,749,752,645	\$949,177,220	\$2,698,929,865
14	Full-time equivalent positions	1,001.00	3.00	1,004.00
15	Total other funds	\$1,749,752,645	\$1,005,653,912	\$2,755,406,557
16	Full-time equivalent positions	1,001.00	5.00	1,006.00

SECTION 2. ONE-TIME FUNDING - EFFECT ON BASE BUDGET - REPORT TO

SEVENTIETH LEGISLATIVE ASSEMBLY. The following amounts reflect the one-time funding

items included in the appropriation in section 1 of this Act, which are not included in the entity's

base budget for the 2027-29 biennium and which the entity shall report to the appropriations

21 committees of the seventieth legislative assembly regarding the use of this funding:

22	One-Time Funding Description	Other Funds
23	Facility improvements	\$5,970,000
24	Appointment system upgrade	3,000,000
25	Inventory tracking system	350,000
26	Federal formula funds match	171,300,000
27	United States highway 85 project	100,000,000
28	United States highway 85 projects	155,000,000
29	Increased roadway maintenance costs	9,842,212
30	Walking trail grant	100,000
31	Equipment	<u>5,872,000</u>

SECTION 3. NEW AND VACANT FTE POOL - LIMITATION - TRANSFER REQUEST. The department of transportation may not spend funds appropriated in the new and vacant FTE pool line item in section 1 of this Act, but may request the office of management and budget to transfer funds from the new and vacant FTE pool line item to the salaries and wages line item in accordance with the guidelines and reporting provisions included in House Bill No. 1015, as approved by the sixty-ninth legislative assembly.

SECTION 4. TRANSFER - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND - FLEXIBLE TRANSPORTATION FUND. The office of management and budget shall transfer the sum of \$370,000,000 from the strategic investment and improvements fund to the flexible transportation fund during the biennium beginning July 1, 2025, and ending June 30, 2027.

SECTION 5. AUTHORIZATION OF BONDING OR OTHER REVENUE SOURCES - UNITED STATES HIGHWAY 85. During the biennium beginning July 1, 2025, and ending June 30, 2027, the department of transportation may utilize bonding authority under section 24-02-40.1 or any other available sources of funding to obtain up to \$155,000,000 of funds for construction projects on United States highway 85.

SECTION 6. 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.

IMPROVEMENTS FUND. The estimated income other funds line item in section 1 of this Act includes the sum of \$171,300,000 from the strategic investment and improvements fund to match federal highway formula funds and \$100,000,000 from the strategic investment and improvements fund for a United States highway 85 project from reference point 120.3 north to the long x bridge and the sum of \$3,551,824 from the strategic investment and improvements fund for state airplane operations during the biennium beginning July 1, 2025, and ending June 30, 2027.

1	SECTION	8. AMENDMENT. Section 6-09.4-10.1 of the North Dakota Century Code is
2	amended and	d reenacted as follows:
3	6-09.4-10	0.1. Legacy sinking and interest fund - Debt service requirements - Public
4	finance auth	ority.
5	There is	created in the state treasury the legacy sinking and interest fund. The fund consists
6	of all moneys	deposited in the fund under section 21-10-131013 of this Act. Moneys in the fund
7	may be spen	t by the public finance authority pursuant to legislative appropriations to meet the
8	debt service	requirements for evidences of indebtedness issued by the authority for transfer to
9	the Bank of N	lorth Dakota for allocations to infrastructure projects and programs.
10	SECTIO	9. AMENDMENT. Subsection 1 of section 21-10-06 of the North Dakota Century
11	Code is ame	nded and reenacted as follows:
12	1. Sub	ject to the provisions of section 21-10-02, the board shall invest the following
13	fund	ds:
14	a.	State bonding fund.
15	b.	Teachers' fund for retirement.
16	C.	State fire and tornado fund.
17	d.	Workforce safety and insurance fund.
18	e.	Public employees retirement system.
19	f.	Insurance regulatory trust fund.
20	g.	State risk management fund.
21	h.	Budget stabilization fund.
22	i.	Water projects stabilization fund.
23	j.	Health care trust fund.
24	k.	Cultural endowment fund.
25	l.	Petroleum tank release compensation fund.
26	m.	Legacy fund.
27	n.	Legacy earnings fund.
28	0.	Opioid settlement fund.
29	p. o.	A fund under contract with the board pursuant to subsection 3.
30		N 10. AMENDMENT. Section 24-02-37.3 of the North Dakota Century Code is
31	amended and	d reenacted as follows:

1	24-0	2-37	.3. Flexible transportation fund - Budget section approval - <u>State treasurer</u>
2	distribu	tions	to political subdivisions - Report. (Retroactive application - See note)
3	The	re is o	created in the state treasury the flexible transportation fund. The fund consists of
4	eligible f	edera	al or state funding and any contributed private funds.
5	1.	The	flexible transportation fund must be administered and expended by the director
6		and	may be used for the following:
7		a.	Providing a match for federal funding obtained by the department of
8			transportation.
9		b.	State-funded road and bridge construction and maintenance, and transportation
10			support costs including staffing, facilities, and operational expenditures on the
11			state highway system.
12		C.	State-funded road-and, bridge, and other infrastructure construction and
13			maintenance activities within the state but off of the state highway system. The
14			director shall establish the terms and provisions of the program.
15	2.	All r	money derived from the investment of the flexible transportation fund or any portion
16		of th	ne fund, must be credited to the flexible transportation fund. The director shall
17		mor	nthly transmit all moneys collected and received under this chapter to the state
18		trea	surer to be transferred and credited to the flexible transportation fund.
19	3.	The	director must receive budget section approval for any project that utilizes more
20		thar	ten million dollars from the fund except for projects that match federal or private
21		func	s and the amount utilized from the fund is fifty percent or less of total project
22		cost	ts. Any request considered by the budget section must comply with section
23		54-3	35-02.9.
24	4.	The	director shall allocate at least twenty-five percent of motor vehicle excise tax
25		colle	ections deposited in the flexible transportation fund pursuant to section 57-40.3-10-
26		for r	non-oil-producing county and township road and bridge projects as follows:
27		a.	The funds must be allocated by the department to counties for projects or grants
28			for the benefit of counties and organized and unorganized townships;
29		b.	The department shall establish criteria to distribute the funds;
30		C.	The funds must be used for the maintenance and improvement of county and
31			township paved and unpaved roads and bridges;

1 Priority must be given to projects that match federal funds and to projects that 2 improve roadways that serve as local corridors; 3 e. An organized township is not eligible to receive funding if the township does not 4 maintain any roadways or does not levy at least eighteen mills for general 5 purposes; and 6 For purposes of this subsection, "non-oil-producing county" means a county that f. 7 received no allocation of funding or a total allocation of less than five million-8 dollars under subsection 2 of section 57-51-15 in the most recently completed 9 even-numbered fiscal year before the start of each biennium. The director shall 10 allocate a portion of funds deposited in the flexible transportation fund for the 11 benefit of road and bridge maintenance and projects in counties, cities, and 12 townships as follows: 13 Twelve and one-half percent of state funds deposited in the fund must be a. 14 allocated by the director to non-oil-producing counties for projects or grants for 15 the benefit of counties and organized and unorganized townships for the 16 maintenance and improvement of county and township paved and unpaved 17 roads and bridges Forty-three percent of state funds deposited in the fund must 18 be allocated by the director for grants to counties, cities, and townships in 19 non-oil-producing counties for road and bridge repair and replacement projects. 20 Six and one-quarter percent of state funds deposited in the fund must be <u>b.</u> 21 allocated by the director for grants to eligible townships located in 22 non-oil-producing counties for road and bridge repair and replacement projects-23 with priority given for road graveling projects. 24 Twelve and one-half Thirteen and one-half percent of state funds deposited in the fund must be allocated by the director for grants to eligible counties for bridge 25 26 repair and replacement projects. Grants provided under this subdivision must: 27 Give priority to projects based on the number of bridge needs for each 28 county as identified in the most recent data available from the department's 29 bridge condition assessment inventory. 30 (2) Give priority to projects that include the permanent closure and removal of a 31 different bridge in the same county.

1		(3) Require counties to provide matching funds equal to ten percent of total
2		project costs except for projects that include the permanent closure and
3		removal of a different bridge in the same county.
4	<u>d.</u>	Six and one-quarter percent of state funds deposited in the fund must be
5		allocated by the director for grants to eligible cities for road and bridge repair and
6		replacements projects.
7	<u>e.c.</u>	The director shall establish criteria to distribute the funds under this subsection,
8		including provisions that consider whether a county, city, or township has adopted
9		an ordinance or policy that exceeds state statute, administrative rule, or policy or
10		interferes, unreasonably restricts, or conflicts with an agriculture or energy
11		infrastructure project that is required to be permitted or approved by a state
12		agency. Priority must be given to projects that match federal or private funds and
13		to projects that improve roadways that serve as local corridors. Priority for
14		organized township road projects must be given to projects located in townships
15		that levy at least eighteen mills for general purposes and have a general fund
16		balance of less than one hundred thousand dollars as of December thirty-first of
17		the prior year. For purposes of determining the mills levied by an organized
18		township, the director shall use the most recent mill rate data published by the
19		tax commissioner.
20	<u>f.d.</u>	The amount allocated to organized townships under this subsection must be paid
21		by the county treasurer to each organized township and the amount allocated for
22		unorganized townships under this subsection must be credited by the county
23		treasurer to a special fund for unorganized township roads.
24	<u>5.</u> <u>The</u>	state treasurer shall allocate a portion of funds deposited in the flexible
25	<u>tran</u>	sportation fund for the benefit of road and, bridge, and other infrastructure
26	<u>mai</u>	ntenance and projects in counties, cities, and townships, as follows:
27	<u>a.</u>	Six and one-quarterSeven percent of state funds deposited in the fund must be
28		distributed to non-oil-producing counties for the benefit of organized and
29		unorganized township road needs using the distribution method in section
30		54-27-19.454-27-19.1. To receive an allocation under this subdivision, an
31		organized township must levy at least eighteen mills for general purposes and

- have a general fund balance of less than one hundred thousand dollars as of

 December thirty-first of the prior year. For purposes of determining the mills

 levied by organized townships, the state treasurer shall use the most recent mill

 rate data published by the tax commissioner.
- <u>Six and one-quarter</u>Eleven and one-half percent of state funds deposited in the fund must be distributed to non-oil-producing counties and cities for road and bridge projects using the formula established in subsection 4 of section 54-27-19.
- c. Eleven and one-half percent of state funds deposited in the fund must be distributed to cities in non-oil-producing counties for road, bridge, and other infrastructure projects using the formula established in subsection 4 of section 54-27-19.
- 6. For purposes of this section, "non-oil-producing county" means a county that had average annual oil production of fewer than ten million barrels based on the average annual oil production in the three-year period ending with the most recently completed even-numbered fiscal year before the start of each biennium.
- 5.7. 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. AMENDMENT. Section 24-02-40.1 of the North Dakota Century Code is amended and reenacted as follows:

24-02-40.1. Grant or revenue anticipation financing.

Notwithstanding any other provision of law, the department, whenever needed for the liberty memorial bridge improvement project and the United States highway 285 project improvements, may arrange with any state-owned or private financing agency or underwriter, including the Bank of North Dakota, grant or revenue anticipation financing of up to one hundred fifty-five million dollars through the issuance of evidences of indebtedness on such terms and conditions as the department determines if construction funds on hand are insufficient to meet current obligations or to achieve cost-savings or efficiencies in road construction. The department may refund the evidences of indebtedness as often as it is advantageous to do so. Evidences of indebtedness may be sold at public or private sale and must mature not more than fifteen years from their date or dates, and the proceeds of the sale may be invested on such terms and conditions as the department determines. Grant or revenue anticipation financing must be in

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amounts no larger than can be repaid from moneys known or reasonably anticipated to be due and forthcoming. The grant or revenue anticipation financing may not be used in anticipation of increased federal aid highway grants or increased state highway user revenue funds, and the financing may not be obligated for road construction that cannot be financed from known sources of grants or revenue. The department may pledge any federal aid grants received or to be received for debt service and related issuance costs for evidences of indebtedness issued under this section directly to a trustee in trust for payment to holders of the evidences of indebtedness. The department may also pledge any biennially appropriated revenues for debt service on the evidences of indebtedness directly to a trustee in trust for payment to holders of the evidences of indebtedness. Any evidences of indebtedness issued under this section are not general obligations or debt of the state, the department, or any public officer or employee of the department or this state. The principal of and interest on the evidences of indebtedness are limited obligations payable solely from grants or revenues received or to be received by the department. The department may capitalize from proceeds of the evidences of indebtedness all expenses incidental to issuing the evidences of indebtedness, including any reserves for payment of the evidences of indebtedness.

SECTION 12. AMENDMENT. Section 49-17.1-05 of the North Dakota Century Code is amended and reenacted as follows:

49-17.1-05. Subsidy of railway lines - Continuing appropriation.

The department, with the approval of the commission, may provide financial assistance, within the limits of funds appropriated by the legislative assembly, for the continuation of operations and maintenance of any railroad within the state, as provided for in the Railroad-Revitalization and Regulatory Reform Act of 1976 [Pub. L. 94-210; 90 Stat. 149; 49 U.S.C. 1651-et seq.], or other relevant federal legislation. Moneys in the state rail fund are appropriated to the department on a continuing basis for distributions authorized under this section. The department or the commission may act as the agent in cooperation with the federal government, any local or regional transportation authority, local governmental units, any group of rail users, or any person in any rail service assistance program.

SECTION 12. AMENDMENT. Section 54-27-19 of the North Dakota Century Code is amended and reenacted as follows:

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54-27-19. Highway tax distribution fund - State treasurer to make allocation to state, counties, and cities.

A highway tax distribution fund is created as a special fund in the state treasury into which must be deposited the moneys available by law from collections of motor vehicle registration and related fees, fuels taxes, special fuels taxes, use taxes, and special fuels excise taxes. The state treasurer shall transfer the first five million five hundred thousand dollars per biennium from the highway tax distribution fund to the state highway fund for the purpose of providing administrative assistance to other transferees. After the transfer of the first five million five hundred thousand dollars, any moneys in the highway tax distribution fund must be allocated and transferred monthly by the state treasurer, as follows:

- Sixty-one and three-tenthsSixty percent must be transferred monthly to the state department of transportation and placed in a state highway fund.
- Two and seven-tenths Three and four-tenths percent must be transferred monthly to the township highway aid fund.
- One and five-tenths One and sixth-tenths percent must be transferred monthly to the public transportation fund.
- 4. Thirty-four and five-tenths Thirty-five percent must be allocated to the counties of this state in proportion to the number of vehicle registrations credited to each county. Each county must be credited with the certificates of title of vehicles registered by residents of the county. The state treasurer shall compute and distribute the counties' share monthly after deducting the incorporated cities' share. All the moneys received by the counties from the highway tax distribution fund must be set aside in a separate fund called the "highway tax distribution fund" and must be appropriated and applied solely for highway purposes in accordance with section 11 of article X of the Constitution of North Dakota. The state treasurer shall compute and distribute monthly the sums allocated to the incorporated cities within each county according to the formulas in this subsection using the incorporated cities' populations as determined by the last official regular or special federal census or the census taken in accordance with the provisions of chapter 40-02 in case of a city incorporated subsequent to the census.
 - For counties having no cities with a population of ten thousand or more, twentya. seven percent of the total county allocation must be distributed to all of the

- incorporated cities within the county on a countywide per capita basis. The remaining county allocation amount must be transferred into the county highway tax distribution fund.
- b. For each county having a city with a population of ten thousand or more, the amount transferred each month into the county highway tax distribution fund must be the difference between the amount allocated to that county pursuant to this subsection and the total amount allocated and distributed to the incorporated cities in that county as computed according to the following formula:
 - (1) A statewide per capita average as determined by calculating twenty-seven percent of the amount allocated to all of the counties under this subsection divided by the total population of all of the incorporated cities in the state.
 - (2) The share distributed to each city in the county having a population of less than one thousand must be determined by multiplying the population of that city by the product of 1.50 times the statewide per capita average computed under paragraph 1.
 - (3) The share distributed to each city in the county having a population of one thousand to four thousand nine hundred ninety-nine, inclusive, must be determined by multiplying the population of that city by the product of 1.25 times the statewide per capita average computed under paragraph 1.
 - (4) The share distributed to each city in the county having a population of five thousand or more must be determined by multiplying the population of that city by the statewide per capita average for all such cities, which per capita average must be computed as follows: the total of the shares computed under paragraphs 2 and 3 for all cities in the state having a population of less than five thousand must be subtracted from the total incorporated cities' share in the state as computed under paragraph 1 and the balance remaining must then be divided by the total population of all cities of five thousand or more in the state.
- 5. The moneys allocated to the incorporated cities must be distributed to them monthly by the state treasurer and must be deposited by the cities in a separate fund and may only be used in accordance with section 11 of article X of the Constitution of North

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Dakota and an incorporated city may use the fund for the construction, reconstruction, repair, and maintenance of public highways within or outside the city pursuant to an agreement entered into between the city and any other political subdivision as authorized by section 54-40-08.

SECTION 13. A new section to chapter 54-27 of the North Dakota Century Code is created and enacted as follows:

<u>Legacy earnings fund - State treasurer - Legacy fund distribution - Allocations.</u>

- 1. There is created in the state treasury the legacy earnings fund. The fund consists of all moneys distributed by the state treasurer from the legacy fund pursuant to section 26 of article X of the Constitution of North Dakota. The distribution from the legacy fund on July first of each odd-numbered year must be equal to eight percent of the five-year average value of the legacy fund balance as reported by the state investment board.

 The average value of the legacy fund balance must be calculated using the fund balance at the end of each fiscal year for the five-year period ending with the most recently completed even-numbered fiscal year.
- 2. From the amount distributed to the legacy earnings fund under subsection 1, the state treasurer shall allocate seven-eighths of the funding in July of each odd-numbered year in the following order:
 - a. The first one hundred two million six hundred twenty-four thousand dollars or an amount equal to the amount appropriated from the legacy sinking and interest fund for debt service payments for a biennium, whichever is less, to the legacy sinking and interest fund under section 6-09.4-10.1.
 - <u>b.</u> The next two hundred twenty-five million dollars to the general fund to provide support for tax relief initiatives approved by the legislative assembly.
 - <u>The next one hundred million dollars to the legacy earnings highway distribution</u>
 <u>fund for allocations under section 54-27-19.3.</u>
 - d. The remaining amount as follows:
 - (1) FiftyTwenty-five percent to the general highway fund.
 - (2) The remainder to the strategic investment and improvements fund to be used in accordance with section 15-08.1-08legacy property tax relief fund.

ı	3. From the amount distributed to the legacy earnings fund under subsection 1, the state
2	treasurer shall allocate the remaining one-eighth of the funding in July of each
3	odd-numbered year to the flexible transportation fund for allocations under section
4	24-02-37.3.
5	SECTION 11. AMENDMENT. Section 54-27-19.3 of the North Dakota Century Code is
6	amended and reenacted as follows:
7	54-27-19.3. Legacy earnings highway distribution fund.
8	A legacy earnings highway distribution fund is created as a special fund in the state treasury
9	into which must be deposited any allocations of legacy fund earnings made under section
10	21-10-1310 of this Act. Any moneys in the legacy earnings highway distribution fund must be
11	allocated and transferred by the state treasurer, as follows:
12	1. Sixty percent must be transferred to the department of transportation for deposit in the
13	state highway fund;
14	2. Ten percent must be transferred to the legacy earnings township highway aid fund;
15	3. One and five-tenths percent must be transferred to the public transportation fund; and
16	4. Twenty-eight and five-tenths percent must be allocated to cities and counties using the
17	formula established in subsection 4 of section 54-27-19. Moneys received by counties
18	and cities must be used for roadway purposes in accordance with section 11 of
19	article X of the Constitution of North Dakota.
20	SECTION 14. AMENDMENT. Section 57-40.3-10 of the North Dakota Century Code is
21	amended and reenacted as follows:
22	57-40.3-10. Transfer of revenue.
23	After the deposits under sections 57-39.2-26.1, 57-39.2-26.2, and 57-39.2-26.3, moneys
24	collected and received under this chapter must be deposited monthly in the state treasury and
25	allocated as follows:
26	1. Fifty percent to the general fund; and
27	2. The remaining fifty percentto the flexible transportationgeneral fund under section
28	24-02-37.3 .
29	SECTION 15. AMENDMENT. Subsection 1 of section 57-43.1-02 of the North Dakota
30	Century Code is amended and reenacted as follows:

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29 30 Except as otherwise provided in this section, a tax of twenty-threetwenty-eight cents per gallon [3.79 liters] is imposed on all motor vehicle fuel sold or used in this state.

SECTION 16. AMENDMENT. Subsection 1 of section 57-43.2-02 of the North Dakota Century Code is amended and reenacted as follows:

Except as otherwise provided in this chapter, an excise tax of twenty-threetwenty-eight cents per gallon [3.79 liters] is imposed on the sale or delivery of all special fuel sold or used in this state. For the purpose of determining the tax upon compressed natural gas and liquefied natural gas under this section, one hundred twenty cubic feet [3.40] cubic meters] of compressed natural gas, and one and seven-tenths gallons [6.44 liters] of liquefied natural gas is equal to one gallon [3.79 liters] of other special fuel.

SECTION 17. AMENDMENT. Section 57-51.1-07.5 of the North Dakota Century Code is amended and reenacted as follows:

57-51.1-07.5. State share of oil and gas taxes - Deposits.

From the revenues designated for deposit in the state general fund under chapters 57-51 and 57-51.1, the state treasurer shall deposit the revenues received each biennium in the following order:

- 1. The first two hundred thirty million dollars into the state general fund;
- 2. The next two hundred fifty million dollars into the social service fund;
- 3. The next seventy-five million dollars into the budget stabilization fund, but not in an amount that would bring the balance in the fund to more than the limit in section 54-27.2-01;
- The next two hundred thirty million dollars into the state general fund; 4.
- The next ten million dollars into the lignite research fund; 5.
- 6. The next twenty million dollars into the state disaster relief fund, but not in an amount that would bring the unobligated balance in the fund to more than twenty million dollars;
- 7. The next four hundred three hundred seventy million dollars into the strategic investment and improvements fund;
- The next sixty-five million dollars to the public employees retirement fund for the main 8. system plan;

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- The next fifty-nine million seven hundred fifty thousand dollars, or the amountnecessary to provide for twice the amount of the distributions under subsection 2 of section 57-51.1-07.7, into the funds designated for infrastructure development in non-oil-producing counties under sections 57-51.1-07.7 and 57-51.1-07.8 with fifty percent deposited into the municipal infrastructure fund and fifty percent deposited intothe county and township infrastructure fund;
- 10. The next one hundred seventy million two hundred fifty thousand dollars or the amount necessary to provide a total of two hundred thirty million dollars into the fundsdesignated for infrastructure development in non-oil-producing counties under sections 57-51.1-07.7 and 57-51.1-07.8 with fifty percent deposited into the municipal infrastructure fund and fifty percent deposited into the county and townshipinfrastructure fund;
- 11.—The next twenty million dollars into the airport infrastructure fund; and
- 12.10. Any additional revenues into the strategic investment and improvements fund.

SECTION 18. REPEAL. Sections 21-10-12-and, 21-10-13, 54-27-19.3, and 54-27-19.4 of the North Dakota Century Code are repealed.

SECTION 19. DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85 PROJECT - REPORT. The When the request for bids for construction on the last segment of the United States highway 85 project between interstate highway 94 and North Dakota highway 200 commences, the department of transportation shall prepare and complete an environmental impact statement process to construct a four-lane highway for the remaining sections of the Theodore Roosevelt expressway as described in section 24-01-54 which do not have four lanes from the South Dakota border to interstate highway 94 and from Williston to the Montana border. The department shall provide reports to the legislative management regarding the costs and status of the impact statement process.

SECTION 15. REST AREA COOPERATIVE AGREEMENT. During the biennium beginning July 1, 2025, and ending June 30, 2027, the director of the department of transportation shallreview options to enter a cooperative agreement pursuant to section 24-02-02.5 to jointly administer a rest area at the Theodore Roosevelt national park painted canyon visitor center. The director may expend moneys from the state highway fund within the limits of legislative-

appropriations for operational support of the facility and for facility improvements to support year-round operations of the facility.

SECTION 20. REST AREA COOPERATIVE AGREEMENT. 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 legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota during the biennium beginning July 1, 2025, and ending June 30, 2027.

SECTION 21. MISCELLANEOUS EXPENSES FOR DEPARTMENT OF

TRANSPORTATION FACILITIES. The department of transportation may expend funds for workplace appliances limited to coffee makers, microwaves, and refrigerators, for the biennium beginning July 1, 2025, and ending June 30, 2027.

SECTION 22. 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, 2025, and ending June 30, 2027:

- The sum of \$100,000,000 appropriated from special funds for the purpose of road and bridge construction projects in subsection 2 of section 13 of chapter 15 of the 2021 Session Laws;
- 2. The sum of \$317,000,000 appropriated from federal funds for state, county, and township road and bridge projects in section 7 of chapter 548 of the 2021 Session Laws:
- 3. 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;
 - 4. 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;
- The sum of \$9,125,000 appropriated from the general fund in the operating expenses line item relating to information technology projects in section 1 of chapter 12 of the 2023 Session Laws;
- 6. The sum of \$2,500,000 appropriated from special funds to match funding from the state of Minnesota and other sources for studies, preliminary engineering, and environmental studies to address northern Red River valley infrastructure affected by flooding in section 2 of chapter 12 of the 2023 Session Laws;

Sixty-ninth Legislative Assembly

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- The sum of \$5,000,000 appropriated from special funds for an environmental study of
 a portion of United States highway 52, in section 1 of chapter 12 of the 2023 Session
 Laws;
 - 8. The sum of \$757,000 included in the deferred maintenance funding pool line item and transferred to the department of transportation pursuant to section 9 of chapter 640 of the 2023 Special Session Session Laws; and
 - 9. The sum of \$161,000,000 appropriated from special funds for flexible transportation fund projects in section 1 of chapter 12 of the 2023 Session Laws.

SECTION 23. EFFECTIVE DATE. Section <u>4214</u> of this Act is effective for motor vehicle excise tax collections transmitted to the state treasurer after July 31, 2025. <u>Sections 15 and 16</u> of this Act are effective for taxable events occurring after June 30, 2025.

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2012 - Department of Transportation - House Action

	Base Budget	Senate Version	House Changes	House Version
Salaries and wages	\$219,279,648	\$235,990,591		\$235,990,591
New and vacant FTE pool		13,364,077	\$424,800	13,788,877
Operating expenses	316,256,474	387,345,122	1,051,892	388,397,014
Capital assets	1,101,395,065	1,952,989,617	55,000,000	2,007,989,617
Grants	112,821,458	109,240,458		109,240,458
Total all funds	\$1,749,752,645	\$2,698,929,865	\$56,476,692	\$2,755,406,557
Less estimated income	1,749,752,645	2,698,929,865	56,476,692	2,755,406,557
General fund	\$0	\$0	\$0	\$0
FTE	1,001.00	1,004.00	2.00	1,006.00

Department 801 - Department of Transportation - Detail of House Changes

	Adds SIRN Coordinator Position ¹	Adjusts Funding for Airplane Operations ²	Adjusts Funding for Highway 85 Projects ³	Total House Changes
Salaries and wages New and vacant FTE pool Operating expenses Capital assets Grants	\$212,400	\$212,400 1,051,892	\$55,000,000	\$424,800 1,051,892 55,000,000
Total all funds Less estimated income General fund	\$212,400 212,400 \$0	\$1,264,292 1,264,292 \$0	\$55,000,000 55,000,000 \$0	\$56,476,692 56,476,692 \$0
FTE	1.00	1.00	0.00	2.00

¹ One FTE position is added for the coordination of statewide interoperable radio network operations.

Senate Bill No. 2012 - Other Changes - House Action

This amendment also:

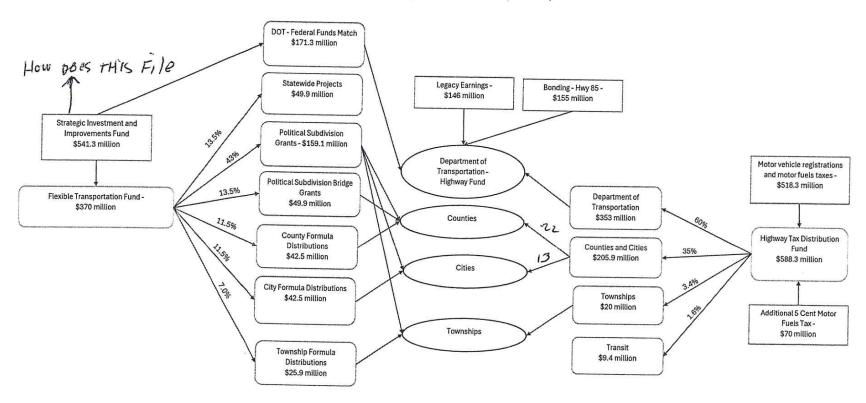
- Provides for the deposit of a portion of legacy fund earnings (\$146 million) in the highway fund and legacy property tax relief fund (\$437 million).
- Transfers \$370 million from SIIF to the flexible transportation fund.
- · Adjusts allocations from the flexible transportation fund.
- Adjusts the distribution percentages from the highway tax distribution fund.
- Provides for all motor vehicle excise taxes to be deposited in the general fund rather than the flexible transportation fund. This will increase estimated general fund revenues by \$350 million for the 2025-27 biennium.
- Increases motor fuels taxes from 23 cents to 28 cents per gallon, resulting in an estimated \$70 million of additional highway tax distribution fund revenue for the 2025-27 biennium.
- Removes allocations of the state share of oil and gas tax collections to the municipal and county and township infrastructure funds.
- Repeals statutory provision relating to the legacy earning highway distribution fund and legacy earnings township highway fund.
- Removes a section added by the Senate to provide a continuing appropriation from the state rail fund.
- Removes a section added by the Senate that the department review options to jointly administer a rest area of the Painted Canyon visitor's center.

² One FTE position and operating expenses is added for the operation of state airplanes and the funding source is changed to provide \$3,551,824 from the strategic investment and improvements fund (SIIF).

³ Funding of \$100 million from SIIF for a Highway 85 project is removed and replaced with \$155 million of bonding or other revenue authorization for Highway 85 projects.

- Authorizes the department to construct a rest area in the western part of the state.
- Authorizes the department to purchase workplace appliances, including microwaves, coffee makers, and refrigerators.

Major Transportation Funding Sources - 2025-27 Biennium (Reflecting House Proposal)



2025 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee

Roughrider Room, State Capitol

SB 2012 4/23/2025

A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; relating to a legacy earnings fund; relating to funds invested by the state investment board, the flexible transportation fund, the state rail fund, and motor vehicle excise tax collections; relating to legacy fund definitions and a legacy earnings fund; to provide a continuing appropriation; to provide an effective date; and to provide an exemption.

8:36 a.m. Chairman Vigesaa opened the meeting.

Members present: Chairman Vigesaa, Vice Chairman Kempenich, Representatives Anderson, Berg, Bosch, Brandenburg, Fisher, Hanson, Louser, Martinson, Meier, Mitskog, Monson, Murphy, Nathe, Nelson, O'Brien, Pyle, Richter, Sanford, Stemen, Wagner

Member absent: Swiontek

Discussion Topics:

Committee Action

8:37 a.m. Representative Brandenburg moved to reconsider SB 2012.

8:37 a.m. Representative Bosch seconded the motion.

8:37 a.m. Voice Vote. Motion passed.

8:37 a.m. Representative Brandenburg proposed amendments based off testimony #45143.

8:42 a.m. Representative Murphy moved to further amend Section 8, lines 8-12, removing ordinance language and budget changes to Highway Tax Distribution Fund and Flexible Transportation Fund.

8:42 a.m. Representative Bosch seconded the motion.

8:44 a.m. Roll Call Vote

Representatives	Vote
Representative Don Vigesaa	Υ
Representative Keith Kempenich	Υ
Representative Bert Anderson	Υ
Representative Mike Berg	Υ
Representative Glenn Bosch	Υ
Representative Mike Brandenburg	Υ
Representative Jay Fisher	Υ
Representative Karla Rose Hanson	Υ

Representative Scott Louser	Υ
Representative Bob Martinson	Υ
Representative Lisa Meier	Υ
Representative Alisa Mitskog	Υ
Representative David Monson	Υ
Representative Eric J. Murphy	Υ
Representative Mike Nathe	Υ
Representative Jon O. Nelson	Υ
Representative Emily O'Brien	Υ
Representative Brandy L. Pyle	Υ
Representative David Richter	Υ
Representative Mark Sanford	Υ
Representative Gregory Stemen	Υ
Representative Steve Swiontek	AB
Representative Scott Wagner	Υ

8:44 a.m. Motion passed 22-0-1.

8:45 a.m. Representative Brandenburg moved Do Pass as Amended.

8:45 a.m. Representative Monson seconded the motion.

8:46 a.m. Roll Call Vote

Representatives	Vote
Representative Don Vigesaa	Υ
Representative Keith Kempenich	Υ
Representative Bert Anderson	Υ
Representative Mike Berg	Υ
Representative Glenn Bosch	Υ
Representative Mike Brandenburg	Υ
Representative Jay Fisher	Υ
Representative Karla Rose Hanson	Υ
Representative Scott Louser	Υ
Representative Bob Martinson	Υ
Representative Lisa Meier	Υ
Representative Alisa Mitskog	Υ
Representative David Monson	Υ
Representative Eric J. Murphy	Υ
Representative Mike Nathe	Υ
Representative Jon O. Nelson	Υ
Representative Emily O'Brien	Υ
Representative Brandy L. Pyle	Υ
Representative David Richter	Υ
Representative Mark Sanford	Υ
Representative Gregory Stemen	Υ
Representative Steve Swiontek	AB
Representative Scott Wagner	Υ

House Appropriations Committee SB 2012 4/23/2025 Page 3

8:46 a.m. Motion passed 22-0-1.

8:46 a.m. Representative Brandenburg will carry the bill.

8:48 a.m. Chairman Vigesaa adjourned the meeting.

Krystal Eberle, Committee Clerk

25.0179.02011 Title.04000 Fiscal No. 7 Prepared by the Legislative Council staff for House Appropriations Committee April 23, 2025

Sixty-ninth Legislative Assembly of North Dakota

PROPOSED AMENDMENTS TO FIRST ENGROSSMENT

VC 4 23 25

ENGROSSED SENATE BILL NO. 2012

Introduced by

Appropriations Committee

- A BILL for an Act to provide an appropriation for defraying the expenses of the department of transportation; to create and enact a new section to chapter 54-27 of the North Dakota Century
- 3 Code, relating to a legacy earnings fund; to amend and reenact section 6-09.4-10.1,
- 4 subsection 1 of section 21-10-06, and sections 24-02-37.3, 49-17.1-05, 54-27-19.3, 24-02-40.1.
- 5 54-27-19, and 57-40.3-10, subsection 1 of section 57-43.1-02, subsection 1 of section
- 6 57-43.2-02, and section 57-51.1-07.5 of the North Dakota Century Code, relating to funds
- 7 invested by the state investment board, the flexible transportation fund, the state rail fund,
- 8 and highway revenue anticipation financing, the highway tax distribution fund, motor vehicle
- 9 excise tax collections, motor fuels taxes, and the state share of oil and gas taxes; to repeal
- 10 sections 21-10-12-and, 21-10-13, 54-27-19.3, and 54-27-19.4 of the North Dakota Century
- 11 Code, relating to legacy fund definitions and a legacy earnings fund, the legacy earnings
- 12 <u>highway distribution fund, and legacy earnings township highway aid fund; to provide a</u>
- 13 continuing appropriation; to authorize bonding; to provide an effective date; and to provide an
- 14 exemption.

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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 other funds derived from special funds and federal funds, to the department of transportation for the purpose of defraying the expenses of the department of transportation, for the biennium beginning July 1, 2025, and ending June 30,
- 20 2027, as follows:

	Legislative Assembly			20519
1			Adjustments or	-
2		Base Level	Enhancements	<u>Appropriation</u>
3	Salaries and wages	\$219,279,648	\$16,710,943	\$235,990,591
4	New and vacant FTE pool	0	13,364,077	13,364,077
5	Operating expenses	316,256,474	71,088,648	387,345,122
6	Capital assets	1,101,395,065	851,594,552	1,952,989,617
7	New and vacant FTE pool	0	13,788,877	13,788,877
8	Operating expenses	316,256,474	72,140,540	388,397,014
9	Capital assets	1,101,395,065	906,594,552	2,007.989,617
10	Grants	112,821,458	(3,581,000)	109,240,458
11	Total other funds	\$1,749,752,645	\$949,177,220	\$2,698,929,865
12	Full-time equivalent positions	1,001.00	3.00	1,004.00
13	Total other funds	\$1,749,752,645	\$1,005,653,912	\$2,755,406,557
14	Full-time equivalent positions	1,001.00	5.00	1,006.00
15	SECTION 2. ONE-TIME FUND	DING - EFFECT ON BA	ASE BUDGET - REP	ORT TO
16	SEVENTIETH LEGISLATIVE ASS	EMBLY. The following	amounts reflect the o	ne-time funding
17	items included in the appropriation	in section 1 of this Act	, which are not includ	ed in the entity's
18	base budget for the 2027-29 bienn	ium and which the ent	ity shall report to the a	appropriations
19	committees of the seventieth legisl	ative assembly regard	ing the use of this fun	ding:
20	One-Time Funding Description			Other Funds
21	Facility improvements			\$5,970,000
22	Appointment system upgrade			3,000,000
23	Inventory tracking system			350,000
24	Federal formula funds match			171,300,000
25	United States highway 85 project			100,000,000
26	United States highway 85 projects			155,000,000
27	Increased roadway maintenance c	osts		9,842,212
28	Walking trail grant			100,000
29	Equipment			5,872,000
30	Total			\$296,434,212
31	Total			\$351,434,212

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June 30, 2027.

1	SECTION 3. NEW AND VACANT FTE POOL - LIMITATION - TRANSFER REQUEST. The
2	department of transportation may not spend funds appropriated in the new and vacant FTE pool
3	line item in section 1 of this Act, but may request the office of management and budget to
4	transfer funds from the new and vacant FTE pool line item to the salaries and wages line item in
5	accordance with the guidelines and reporting provisions included in House Bill No. 1015, as
6	approved by the sixty-ninth legislative assembly.
7	SECTION 4. TRANSFER - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND -
8	FLEXIBLE TRANSPORTATION FUND. The office of management and budget shall transfer the
9	sum of \$380,000,000 from the strategic investment and improvements fund to the flexible
10	transportation fund during the biennium beginning July 1, 2025, and ending June 30, 2027.
11	SECTION 5. AUTHORIZATION OF BONDING OR OTHER REVENUE SOURCES -
12	UNITED STATES HIGHWAY 85. During the biennium beginning July 1, 2025, and ending
13	June 30, 2027, the department of transportation may utilize bonding authority under section
14	24-02-40.1 or any other available sources of funding to obtain up to \$155,000,000 of funds for
15	construction projects on United States highway 85.
16	SECTION 6. EXEMPTION - LINE ITEM TRANSFERS. Notwithstanding section 54-16-04,
17	the director of the office of management and budget shall transfer appropriation authority
18	among the salaries and wages, operating expenses, capital assets, and grants line items in
19	section 1 of this Act as requested by the director of the department of transportation when it is
20	cost-effective for construction and maintenance of highways. The department of transportation
21	shall notify the legislative council of any transfers made pursuant to this section.
22	SECTION 7. ESTIMATED INCOMEOTHER FUNDS - STRATEGIC INVESTMENT AND
23	IMPROVEMENTS FUND. The estimated income other funds line item in section 1 of this Act
24	includes the sum of \$171,300,000 from the strategic investment and improvements fund to
25	match federal highway formula funds and \$100,000,000 from the strategic investment and

SECTION 8. AMENDMENT. Section 6-09.4-10.1 of the North Dakota Century Code is amended and reenacted as follows:

fund for state airplane operations during the biennium beginning July 1, 2025, and ending

improvements fund for a United States highway 85 project from reference point 120.3 north to

the long x bridge and the sum of \$3,551,824 from the strategic investment and improvements

2	finance auth	ority.	
3	There is	created in the state treasury the legacy sinking and interest fund. The fund consists	
4	of all moneys	deposited in the fund under section 21-10-131013 of this Act. Moneys in the fund	
5	may be spen	t by the public finance authority pursuant to legislative appropriations to meet the	
6	debt service requirements for evidences of indebtedness issued by the authority for transfer to		
7	the Bank of North Dakota for allocations to infrastructure projects and programs.		
8	SECTION 9. AMENDMENT. Subsection 1 of section 21-10-06 of the North Dakota Century		
9	Code is amended and reenacted as follows:		
10	1. Sub	ject to the provisions of section 21-10-02, the board shall invest the following	
11	fund	ds:	
12	a.	State bonding fund.	
13	b.	Teachers' fund for retirement.	
14	C.	State fire and tornado fund.	
15	d.	Workforce safety and insurance fund.	
16	e.	Public employees retirement system.	
17	f.	Insurance regulatory trust fund.	
18	g.	State risk management fund.	
19	h.	Budget stabilization fund.	
20	i.	Water projects stabilization fund.	
21	j.	Health care trust fund.	
22	k.	Cultural endowment fund.	
23	l.	Petroleum tank release compensation fund.	
24	m.	Legacy fund.	
25	n.	Legacy earnings fund.	
26	0.	Opioid settlement fund.	
27	p. o.	A fund under contract with the board pursuant to subsection 3.	
28	SECTION	N 10. AMENDMENT. Section 24-02-37.3 of the North Dakota Century Code is	
29	amended and	d reenacted as follows:	

6-09.4-10.1. Legacy sinking and interest fund - Debt service requirements - Public

1	24-0	2-37	.3. Flexible transportation fund - Budget section approval - State treasurer
2	distribu	tions	s to political subdivisions - Report. (Retroactive application - See note)
3	The	re is o	created in the state treasury the flexible transportation fund. The fund consists of
4	eligible f	edera	al or state funding and any contributed private funds.
5	1.	The	flexible transportation fund must be administered and expended by the director
6		and	may be used for the following:
7		a.	Providing a match for federal funding obtained by the department of
8			transportation.
9		b.	State-funded road and bridge construction and maintenance, and transportation
10			support costs including staffing, facilities, and operational expenditures on the
11			state highway system.
12		c.	State-funded road-and, bridge, and other infrastructure construction and
13			maintenance activities within the state but off of the state highway system. The
14			director shall establish the terms and provisions of the program.
15	2.	All r	money derived from the investment of the flexible transportation fund or any portion
16		of th	ne fund, must be credited to the flexible transportation fund. The director shall
17		mor	nthly transmit all moneys collected and received under this chapter to the state
18		trea	surer to be transferred and credited to the flexible transportation fund.
19	3.	The	director must receive budget section approval for any project that utilizes more
20		thar	ten million dollars from the fund except for projects that match federal or private
21		func	ds and the amount utilized from the fund is fifty percent or less of total project
22		cost	ts. Any request considered by the budget section must comply with section
23		54-3	35-02.9.
24	4.	The	director shall allocate at least twenty-five percent of motor vehicle excise tax
25		colle	ections deposited in the flexible transportation fund pursuant to section 57-40.3-10
26		for r	non-oil-producing county and township road and bridge projects as follows:
27		a.	The funds must be allocated by the department to counties for projects or grants
28			for the benefit of counties and organized and unorganized townships;
29		b.	The department shall establish criteria to distribute the funds;
30		C.	The funds must be used for the maintenance and improvement of county and
31			township paved and unpaved roads and bridges;

1	d.	Priority must be given to projects that match federal funds and to projects that
2		improve roadways that serve as local corridors;
3	e.	An organized township is not eligible to receive funding if the township does not
4		maintain any roadways or does not levy at least eighteen mills for general
5		purposes; and
6	f.	For purposes of this subsection, "non-oil-producing county" means a county that
7		received no allocation of funding or a total allocation of less than five million
8		dollars under subsection 2 of section 57-51-15 in the most recently completed
9		even-numbered fiscal year before the start of each biennium. The director shall
10		allocate a portion of funds deposited in the flexible transportation fund for the
11		benefit of road and bridge maintenance and projects in counties, cities, and
12		townships as follows:
13	<u>a.</u>	Twelve and one-half percent of state funds deposited in the fund must be
14		allocated by the director to non-oil-producing counties for projects or grants for
15		the benefit of counties and organized and unorganized townships for the
16		maintenance and improvement of county and township paved and unpaved
17		roads and bridgesThe following percentage of state funds deposited in the fund
18		must be allocated by the director for grants to counties, cities, and townships in
19		non-oil-producing counties for road and bridge repair and replacement projects:
20		(1) Fourteen percent must be allocated for county projects.
21		(2) Seventeen and one-half percent must be allocated for city projects.
22		(3) Eleven and one-half percent must be allocated for township projects.
23	<u>b.</u>	Six and one-quarter percent of state funds deposited in the fund must be
24		allocated by the director for grants to eligible townships located in
25		non-oil-producing counties for road and bridge repair and replacement projects
26		with priority given for road graveling projects.
27	<u>C.</u>	Twelve and one-halfTwelve and nine-tenths percent of state funds deposited in
28		the fund must be allocated by the director for grants to eligible counties for bridge
29		repair and replacement projects. Grants provided under this subdivision must:

1	1	(1) Give priority to projects based on the number of bridge needs for each
2		county as identified in the most recent data available from the department's
3		bridge condition assessment inventory.
4		(2) Give priority to projects that include the permanent closure and removal of a
5		different bridge in the same county.
6		(3) Require counties to provide matching funds equal to ten percent of total
7		project costs except for projects that include the permanent closure and
8		removal of a different bridge in the same county.
9	<u>d.</u>	Six and one-quarter percent of state funds deposited in the fund must be
10		allocated by the director for grants to eligible cities for road and bridge repair and
11		replacements projects.
12	e. c.	The director shall establish criteria to distribute the funds under this subsection.
13		Priority must be given to projects that match federal or private funds and to
14		projects that improve roadways that serve as local corridors. Priority for
15		organized township road projects must be given to projects located in townships
16		that levy at least eighteen mills for general purposes and have a general fund
17		balance of less than one hundred thousand dollars as of December thirty-first of
18		the prior year. For purposes of determining the mills levied by an organized
19		township, the director shall use the most recent mill rate data published by the
20		tax commissioner.
21	<u>f.d.</u>	The amount allocated to organized townships under this subsection must be paid
22		by the county treasurer to each organized township and the amount allocated for
23		unorganized townships under this subsection must be credited by the county
24		treasurer to a special fund for unorganized township roads.
25	<u>5.</u> <u>The</u>	state treasurer shall allocate a portion of funds deposited in the flexible
26	<u>tran</u>	sportation fund for the benefit of road and, bridge, and other infrastructure
27	<u>mai</u>	ntenance and projects in counties, cities, and townships, as follows:
28	<u>a.</u>	Six and one-quarterSix and one-half percent of state funds deposited in the fund
29		must be distributed to non-oil-producing counties for the benefit of organized and
30		unorganized township road needs using the distribution method in section
31		54-27-19.454-27-19.1. To receive an allocation under this subdivision, an

1			organized township must levy at least eighteen mills for general purposes and
2			have a general fund balance of less than one hundred thousand dollars as of
3			December thirty-first of the prior year. For purposes of determining the mills
4			levied by organized townships, the state treasurer shall use the most recent mill
5			rate data published by the tax commissioner.
6		<u>b.</u>	Six and one-quarter Eleven and one-quarter percent of state funds deposited in
7			the fund must be distributed to non-oil-producing counties and cities for road and
8			bridge projects using the formula established in subsection 4 of section 54-27-19.
9		C.	Thirteen and one-half percent of state funds deposited in the fund must be
10			distributed to cities in non-oil-producing counties for road, bridge, and other
11			infrastructure projects using the formula established in subsection 4 of section
12			<u>54-27-19.</u>
13	<u>6.</u>	Twe	elve and eighty-five hundredths of state funds deposited in the fund must be used
14		by t	he director for any projects eligible for funding under this section.
15	7.	For	purposes of this section, "non-oil-producing county" means a county that had
16		ave	rage annual oil production of fewer than ten million barrels based on the average
17		ann	ual oil production in the three-year period ending with the most recently completed
18		eve	n-numbered fiscal year before the start of each biennium.
19	5. <u>7.</u> 8.	The	director shall provide periodic reports to the budget section regarding the status of
20	Table Continues on the	the	fund and projects receiving allocations from the fund.
21	SEC	CTIOI	N 11. AMENDMENT. Section 24-02-40.1 of the North Dakota Century Code is
22	amende	d and	d reenacted as follows:
23	24-0	2-40	.1. Grant or revenue anticipation financing.
24	Not	withs	tanding any other provision of law, the department, whenever needed for the liberty
25	memorial bridge improvement project and the United States highway 285 project improvements		
26	may arra	ange	with any state-owned or private financing agency or underwriter, including the
27	Bank of North Dakota, grant or revenue anticipation financing of up to one hundred fifty-five		
28	million dollars through the issuance of evidences of indebtedness on such terms and conditions		
29	as the department determines if construction funds on hand are insufficient to meet current		
30	obligations or to achieve cost-savings or efficiencies in road construction. The department may		

refund the evidences of indebtedness as often as it is advantageous to do so. Evidences of

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indebtedness may be sold at public or private sale and must mature not more than fifteen years from their date or dates, and the proceeds of the sale may be invested on such terms and conditions as the department determines. Grant or revenue anticipation financing must be in amounts no larger than can be repaid from moneys known or reasonably anticipated to be due and forthcoming. The grant or revenue anticipation financing may not be used in anticipation of increased federal aid highway grants or increased state highway user revenue funds, and the financing may not be obligated for road construction that cannot be financed from known sources of grants or revenue. The department may pledge any federal aid grants received or to be received for debt service and related issuance costs for evidences of indebtedness issued under this section directly to a trustee in trust for payment to holders of the evidences of indebtedness. The department may also pledge any biennially appropriated revenues for debt service on the evidences of indebtedness directly to a trustee in trust for payment to holders of the evidences of indebtedness. Any evidences of indebtedness issued under this section are not general obligations or debt of the state, the department, or any public officer or employee of the department or this state. The principal of and interest on the evidences of indebtedness are limited obligations payable solely from grants or revenues received or to be received by the department. The department may capitalize from proceeds of the evidences of indebtedness all expenses incidental to issuing the evidences of indebtedness, including any reserves for payment of the evidences of indebtedness.

SECTION 12. AMENDMENT. Section 49-17.1-05 of the North Dakota Century Code is amended and reenacted as follows:

49-17.1-05. Subsidy of railway lines - Continuing appropriation.

The department, with the approval of the commission, may provide financial assistance, within the limits of funds appropriated by the legislative assembly, for the continuation of operations and maintenance of any railroad within the state, as provided for in the Railroad Revitalization and Regulatory Reform Act of 1976 [Pub. L. 94-210; 90 Stat. 149; 49 U.S.C. 1651 et seq.], or other relevant federal legislation. Moneys in the state rail fund are appropriated to the department on a continuing basis for distributions authorized under this section. The department or the commission may act as the agent in cooperation with the federal government, any local or regional transportation authority, local governmental units, any group of rail users, or any person in any rail service assistance program.

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SECTION 12. AMENDMENT. Section 54-27-19 of the North Dakota Century Code is amended and reenacted as follows:

54-27-19. Highway tax distribution fund - State treasurer to make allocation to state, counties, and cities.

A highway tax distribution fund is created as a special fund in the state treasury into which must be deposited the moneys available by law from collections of motor vehicle registration and related fees, fuels taxes, special fuels taxes, use taxes, and special fuels excise taxes. The state treasurer shall transfer the first five million five hundred thousand dollars per biennium from the highway tax distribution fund to the state highway fund for the purpose of providing administrative assistance to other transferees. After the transfer of the first five million five hundred thousand dollars, any moneys in the highway tax distribution fund must be allocated and transferred monthly by the state treasurer, as follows:

- Sixty-one and three tenths Sixty percent must be transferred monthly to the state department of transportation and placed in a state highway fund.
- Two and seven tenths Three and four-tenths percent must be transferred monthly to 2. the township highway aid fund.
- 3. One and five-tenths One and sixth-tenths percent must be transferred monthly to the public transportation fund.
- 4. Thirty-four and five-tenths Thirty-five percent must be allocated to the counties of this state in proportion to the number of vehicle registrations credited to each county. Each county must be credited with the certificates of title of vehicles registered by residents of the county. The state treasurer shall compute and distribute the counties' share monthly after deducting the incorporated cities' share. All the moneys received by the counties from the highway tax distribution fund must be set aside in a separate fund called the "highway tax distribution fund" and must be appropriated and applied solely for highway purposes in accordance with section 11 of article X of the Constitution of North Dakota. The state treasurer shall compute and distribute monthly the sums allocated to the incorporated cities within each county according to the formulas in this subsection using the incorporated cities' populations as determined by the last official regular or special federal census or the census taken in accordance with the provisions of chapter 40-02 in case of a city incorporated subsequent to the census.

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- a. For counties having no cities with a population of ten thousand or more, twenty-seven percent of the total county allocation must be distributed to all of the incorporated cities within the county on a countywide per capita basis. The remaining county allocation amount must be transferred into the county highway tax distribution fund.
- b. For each county having a city with a population of ten thousand or more, the amount transferred each month into the county highway tax distribution fund must be the difference between the amount allocated to that county pursuant to this subsection and the total amount allocated and distributed to the incorporated cities in that county as computed according to the following formula:
 - (1) A statewide per capita average as determined by calculating twenty-seven percent of the amount allocated to all of the counties under this subsection divided by the total population of all of the incorporated cities in the state.
 - (2) The share distributed to each city in the county having a population of less than one thousand must be determined by multiplying the population of that city by the product of 1.50 times the statewide per capita average computed under paragraph 1.
 - (3) The share distributed to each city in the county having a population of one thousand to four thousand nine hundred ninety-nine, inclusive, must be determined by multiplying the population of that city by the product of 1.25 times the statewide per capita average computed under paragraph 1.
 - (4) The share distributed to each city in the county having a population of five thousand or more must be determined by multiplying the population of that city by the statewide per capita average for all such cities, which per capita average must be computed as follows: the total of the shares computed under paragraphs 2 and 3 for all cities in the state having a population of less than five thousand must be subtracted from the total incorporated cities' share in the state as computed under paragraph 1 and the balance remaining must then be divided by the total population of all cities of five thousand or more in the state.

5. The moneys allocated to the incorporated cities must be distributed to them monthly by the state treasurer and must be deposited by the cities in a separate fund and may only be used in accordance with section 11 of article X of the Constitution of North Dakota and an incorporated city may use the fund for the construction, reconstruction, repair, and maintenance of public highways within or outside the city pursuant to an agreement entered into between the city and any other political subdivision as authorized by section 54-40-08.

SECTION 13. A new section to chapter 54-27 of the North Dakota Century Code is created and enacted as follows:

Legacy earnings fund - State treasurer - Legacy fund distribution - Allocations.

- There is created in the state treasury the legacy earnings fund. The fund consists of all moneys distributed by the state treasurer from the legacy fund pursuant to section 26 of article X of the Constitution of North Dakota. The distribution from the legacy fund on July first of each odd-numbered year must be equal to eight percent of the five-year average value of the legacy fund balance as reported by the state investment board. The average value of the legacy fund balance must be calculated using the fund balance at the end of each fiscal year for the five-year period ending with the most recently completed even-numbered fiscal year.
- 2. From the amount distributed to the legacy earnings fund under subsection 1, the state treasurer shall allocate seven eighths of the funding in July of each odd-numbered year in the following order:
 - a. The first one hundred two million six hundred twenty-four thousand dollars or an amount equal to the amount appropriated from the legacy sinking and interest fund for debt service payments for a biennium, whichever is less, to the legacy sinking and interest fund under section 6-09.4-10.1.
 - <u>b.</u> The next two hundred twenty-five million dollars to the general fund to provide
 <u>support for tax relief initiatives approved by the legislative assembly.</u>
 - c. The next one hundred million dollars to the legacy earnings highway distribution fund for allocations under section 54-27-19.3.
 - <u>d.</u> The remaining amount as follows:
 - (1) Fifty Twenty-five percent to the general highway fund.

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24-02-37.3

1	(2) The remainder to the strategic investment and improvements fund to be
2	used in accordance with section 15-08.1-08 legacy property tax relief fund.
3	3. From the amount distributed to the legacy earnings fund under subsection 1, the state
4	treasurer shall allocate the remaining one-eighth of the funding in July of each
5	odd-numbered year to the flexible transportation fund for allocations under section
6	24-02-37.3.
7	SECTION 11. AMENDMENT. Section 54-27-19.3 of the North Dakota Century Code is
8	amended and reenacted as follows:
9	54-27-19.3. Legacy earnings highway distribution fund.
10	A legacy earnings highway distribution fund is created as a special fund in the state treasury
11	into which must be deposited any allocations of legacy fund earnings made under section
12	21-10-1310 of this Act. Any moneys in the legacy earnings highway distribution fund must be
13	allocated and transferred by the state treasurer, as follows:
14	1. Sixty percent must be transferred to the department of transportation for deposit in the
15	state highway fund;
16	2. Ten percent must be transferred to the legacy earnings township highway aid fund;
17	3. One and five-tenths percent must be transferred to the public transportation fund; and
18	4. Twenty-eight and five-tenths percent must be allocated to cities and counties using the
19	formula established in subsection 4 of section 54-27-19. Moneys received by counties
20	and cities must be used for roadway purposes in accordance with section 11 of
21	article X of the Constitution of North Dakota.
22	SECTION 14. AMENDMENT. Section 57-40.3-10 of the North Dakota Century Code is
23	amended and reenacted as follows:
24	57-40.3-10. Transfer of revenue.
25	After the deposits under sections 57-39.2-26.1, 57-39.2-26.2, and 57-39.2-26.3, moneys
26	collected and received under this chapter must be deposited monthly in the state treasury and
27	allocated as follows:
28	1. Fifty percent to the general fund; and

2. The remaining fifty percent to the flexible transportation general fund under section

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SECTION 15. AMENDMENT. Subsection 1 of section 57-43.1-02 of the North Dakota Century Code is amended and reenacted as follows:

Except as otherwise provided in this section, a tax of twenty-threetwenty-eight cents per gallon [3.79 liters] is imposed on all motor vehicle fuel sold or used in this state.

SECTION 16. AMENDMENT. Subsection 1 of section 57-43.2-02 of the North Dakota Century Code is amended and reenacted as follows:

Except as otherwise provided in this chapter, an excise tax of twenty-threetwenty-eight cents per gallon [3.79 liters] is imposed on the sale or delivery of all special fuel sold or used in this state. For the purpose of determining the tax upon compressed natural gas and liquefied natural gas under this section, one hundred twenty cubic feet [3.40 cubic meters] of compressed natural gas, and one and seven-tenths gallons [6.44 liters] of liquefied natural gas is equal to one gallon [3.79 liters] of other special fuel.

SECTION 17. AMENDMENT. Section 57-51.1-07.5 of the North Dakota Century Code is amended and reenacted as follows:

57-51.1-07.5. State share of oil and gas taxes - Deposits.

From the revenues designated for deposit in the state general fund under chapters 57-51 and 57-51.1, the state treasurer shall deposit the revenues received each biennium in the following order:

- 1. The first two hundred thirty million dollars into the state general fund;
- 2. The next two hundred fifty million dollars into the social service fund;
- 3. The next seventy-five million dollars into the budget stabilization fund, but not in an amount that would bring the balance in the fund to more than the limit in section 54-27.2-01;
- The next two hundred thirty million dollars into the state general fund; 4.
- The next ten million dollars into the lignite research fund; 5.
- 6. The next twenty million dollars into the state disaster relief fund, but not in an amount that would bring the unobligated balance in the fund to more than twenty million dollars;
- The next four hundred three hundred eighty million dollars into the strategic investment 7. and improvements fund;

- The next sixty-five million dollars to the public employees retirement fund for the main system plan;
- 9. The next fifty-nine million seven hundred fifty thousand dollars, or the amount necessary to provide for twice the amount of the distributions under subsection 2 of section 57-51.1-07.7, into the funds designated for infrastructure development in non-oil-producing counties under sections 57-51.1-07.7 and 57-51.1-07.8 with fifty percent deposited into the municipal infrastructure fund and fifty percent deposited into the county and township infrastructure fund;
- 10. The next one hundred seventy million two hundred fifty thousand dollars or the amount necessary to provide a total of two hundred thirty million dollars into the funds designated for infrastructure development in non-oil-producing counties under sections 57-51.1-07.7 and 57-51.1-07.8 with fifty percent deposited into the municipal infrastructure fund and fifty percent deposited into the county and township infrastructure fund;
- The next twenty million dollars into the airport infrastructure fund; and
 Any additional revenues into the strategic investment and improvements fund.

SECTION 18. REPEAL. Sections 21-10-12-and, 21-10-13, 54-27-19.3, and 54-27-19.4 of the North Dakota Century Code are repealed.

SECTION 19. DEPARTMENT OF TRANSPORTATION - UNITED STATES HIGHWAY 85

PROJECT - REPORT. The When the request for bids for construction on the last segment of the United States highway 85 project between interstate highway 94 and North Dakota highway 200 commences, the department of transportation shall prepare and complete an environmental impact statement process to construct a four-lane highway for the remaining sections of the Theodore Roosevelt expressway as described in section 24-01-54 which do not have four lanes from the South Dakota border to interstate highway 94 and from Williston to the Montana border. The department shall provide reports to the legislative management regarding the costs and status of the impact statement process.

SECTION 15. REST AREA COOPERATIVE AGREEMENT. During the biennium beginning July 1, 2025, and ending June 30, 2027, the director of the department of transportation shall review options to enter a cooperative agreement pursuant to section 24-02-02.5 to jointly administer a rest area at the Theodore Roosevelt national park painted canyon visitor center.

The director may expend moneys from the state highway fund within the limits of legislative appropriations for operational support of the facility and for facility improvements to support year-round operations of the facility.

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SECTION 20. REST AREA COOPERATIVE AGREEMENT. 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 legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota during the biennium beginning July 1, 2025, and ending June 30, 2027.

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SECTION 21. MISCELLANEOUS EXPENSES FOR DEPARTMENT OF

TRANSPORTATION FACILITIES. The department of transportation may expend funds for workplace appliances limited to coffee makers, microwaves, and refrigerators, for the biennium beginning July 1, 2025, and ending June 30, 2027.

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SECTION 22. 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, 2025, and ending June 30, 2027:

- The sum of \$100,000,000 appropriated from special funds for the purpose of road and
 bridge construction projects in subsection 2 of section 13 of chapter 15 of the 2021
 Session Laws;
 - The sum of \$317,000,000 appropriated from federal funds for state, county, and township road and bridge projects in section 7 of chapter 548 of the 2021 Session Laws;
 - 3. 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;
 - 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;
 - The sum of \$9,125,000 appropriated from the general fund in the operating expenses line item relating to information technology projects in section 1 of chapter 12 of the 2023 Session Laws;
 - The sum of \$2,500,000 appropriated from special funds to match funding from the state of Minnesota and other sources for studies, preliminary engineering, and

1 environmental studies to address northern Red River valley infrastructure affected by 2 flooding in section 2 of chapter 12 of the 2023 Session Laws; 3 The sum of \$5,000,000 appropriated from special funds for an environmental study of 7. 4 a portion of United States highway 52, in section 1 of chapter 12 of the 2023 Session 5 Laws; 6 8. The sum of \$757,000 included in the deferred maintenance funding pool line item and 7 transferred to the department of transportation pursuant to section 9 of chapter 640 of 8 the 2023 Special Session Session Laws; and 9 9. The sum of \$161,000,000 appropriated from special funds for flexible transportation 10 fund projects in section 1 of chapter 12 of the 2023 Session Laws. 11 **SECTION 23. EFFECTIVE DATE.** Section 1214 of this Act is effective for motor vehicle 12 excise tax collections transmitted to the state treasurer after July 31, 2025. Sections 15 and 16 13 of this Act are effective for taxable events occurring after June 30, 2025.

STATEMENT OF PURPOSE OF AMENDMENT:

180119

Senate Bill No. 2012 - Department of Transportation - House Action

	Base Budget	Senate Version	House Changes	House Version
Salaries and wages	\$219,279,648	\$235,990,591		\$235,990,591
New and vacant FTE pool	8 2	13,364,077	\$424,800	13,788,877
Operating expenses	316,256,474	387,345,122	1,051,892	388,397,014
Capital assets	1,101,395,065	1,952,989,617	55,000,000	2,007,989,617
Grants	112,821,458	109,240,458		109,240,458
Total all funds	\$1,749,752,645	\$2,698,929,865	\$56,476,692	\$2,755,406,557
Less estimated income	1,749,752,645	2,698,929,865	56,476,692	2,755,406,557
General fund	\$0	\$0	\$0	\$0
FTE	1,001.00	1,004.00	2.00	1,006.00

Department 801 - Department of Transportation - Detail of House Changes

	Adds SIRN Coordinator Position ¹	Adjusts Funding for Airplane Operations ²	Adjusts Funding for Highway 85 Projects ³	Total House Changes
Salaries and wages New and vacant FTE pool Operating expenses Capital assets Grants	\$212,400	\$212,400 1,051,892	\$55,000,000	\$424,800 1,051,892 55,000,000
Total all funds Less estimated income General fund	\$212,400 212,400 \$0	\$1,264,292 1,264,292 \$0	\$55,000,000 55,000,000 \$0	\$56,476,692 56,476,692 \$0
FTE	1.00	1.00	0.00	2.00

¹ One FTE position is added for the coordination of Statewide Interoperable Radio Network operations.

Senate Bill No. 2012 - Other Changes - House Action

This amendment also:

- Provides for the deposit of a portion of legacy fund earnings (\$146 million) in the highway fund and legacy property tax relief fund (\$437 million).
- · Transfers \$380 million from the strategic investment and improvements fund to the flexible transportation fund.
- Adjusts allocations from the flexible transportation fund.
- Adjusts the distribution percentages from the highway tax distribution fund.
- Provides for all motor vehicle excise taxes to be deposited in the general fund rather than the flexible transportation fund. This will increase estimated general fund revenues by \$350 million for the 2025-27 biennium.
- Increases motor fuels taxes from 23 cents to 28 cents per gallon, resulting in an estimated \$70 million of additional highway tax distribution fund revenue for the 2025-27 biennium.
- Removes allocations of the state share of oil and gas tax collections to the municipal and county and township
 infrastructure funds and adjusts the amount of funding deposited in the strategic investment and improvements
 fund.
- Repeals statutory provision relating to the legacy earning highway distribution fund and legacy earnings township highway fund.
- · Removes a section added by the Senate to provide a continuing appropriation from the state rail fund.
- · Removes a section added by the Senate that the department review options to jointly administer a rest area of

² One FTE position and operating expenses is added for the operation of state airplanes and the funding source is changed to provide \$3,551,824 from the strategic investment and improvements fund.

³ Funding of \$100 million from the strategic investment and improvements fund for a Highway 85 project is removed and replaced with \$155 million of bonding or other revenue authorization for Highway 85 projects.

the Painted Canyon visitor's center.

- Authorizes the Department of Transportation to construct a rest area in the western part of the state.
- Authorizes the Department of Transportation to purchase workplace appliances, including microwaves, coffee makers, and refrigerators.

Module ID: h_stcomrep_68_002 Carrier: Brandenburg Insert LC: 25.0179.02011 Title: 04000

REPORT OF STANDING COMMITTEE ENGROSSED SB 2012

Appropriations Committee (Rep. Vigesaa, Chairman) recommends **AMENDMENTS** (25.0179.02011) and when so amended, recommends **DO PASS** (22 YEAS, 0 NAYS, 1 ABSENT OR EXCUSED AND NOT VOTING). Engrossed SB 2012 was placed on the Sixth order on the calendar.

House Version

	nouse version			
Prairie DOG				
Cities	\$0			
Counties	\$0			
Townships	\$0			
Legacy Earnings				
Cities 36%	\$0			
Counties 64%	\$0			
Townships	\$0			
Highway Tax Distribution Fund with 5 cent Increase				
Cities	\$76,453,000			
Counties	\$129,970,100			
Townships	\$19,995,400			
Flexible Transporation Fund	\$370,000,000		\$380,000,000	
Cities Grants	\$53,033,333		\$66,500,000	17.50%
Counties Grants	\$53,033,333	43.00%	\$53,200,000	14.00%
Township Grants	\$53,033,333		\$43,700,000	11.50%
City Distribution	\$42,500,000	11.50%	\$51,300,000	13.50%
County Distribution	\$42,500,000	11.50%	\$42,750,000	11.25%
Township Distribution	\$25,900,000	7.00%	\$24,700,000	6.50%
DOT	\$49,900,000	13.50%	\$48,830,000	12.85%
County Bridges	\$49,900,000	13.50%	\$49,020,000	12.90%
Total City	\$171,986,333		\$194,253,000	
Total County	\$275,403,433		\$274,940,100	
Total Township	\$98,928,733		\$88,395,400	
	\$546,318,499		\$557,588,500	

2025 CONFERENCE COMMITTEE
SB 2012

2025 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Red River Room, State Capitol

SB 2012 4/26/2025 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.

9:32 a.m. Chairman Wanzek opened the meeting.

Members present: Chairman Wanzek, Senator Dwyer, Senator Erbele, Representative Brandenburg, Representative Bosch, and Representative Weisz.

Discussion Topics:

- New FTE pilot interim study
- Legacy earnings fund changes, property tax relief, and Department of Transportation (DOT) budget
- Highway 85 project bonded in place of using SIIF monies
- Gas tax
- Fixed and non-fixed transit routes
- Excise tax
- Funding sources
- County bridges
- State-wide flexible funding and use of grants rather than distributions
- Ability to match Federal Funds
- Funding for oil-producing counties and counties without oil and gas
- State Treasurer manages distributions DOT manages grants

9:33 a.m. Chairman Wanzek invited Representatives Bosch and Weisz to review the changes in funding structure of SB 2012 made by the House.

9:33 a.m. Brady Larson, Assistant Legislative Budget Analyst, distributed testimony #45218, the Proposed Amendments 25.0179.02011, and testimony #45221, the "long sheet."

9:49 a.m. Representative Weisz reviewed funding source changes made by the House, discussed questions with the committee, and submitted testimony #45219.

10:04 a.m. Brady Larson, Assistant Legislative Budget Analyst, answered a budget question.

10:18 a.m. Chairman Wanzek summarized the differences to this point and the discussion continued.

Senate Appropriations Government Operations Division SB 2012 4/26/2025 Page 2

10:44 a.m. Chairman Wanzek closed the meeting.

Carol Thompson, Committee Clerk

25.0179.02011 Title.04000 Fiscal No. 7 Prepared by the Legislative Council staff for House Appropriations Committee April 23, 2025

Sixty-ninth Legislative Assembly of North Dakota

PROPOSED AMENDMENTS TO FIRST ENGROSSMENT

ENGROSSED SENATE BILL NO. 2012

Introduced by

Appropriations Committee

- 1 A BILL for an Act to provide an appropriation for defraying the expenses of the department of
- 2 transportation; to create and enact a new section to chapter 54-27 of the North Dakota Century
- 3 Code, relating to a legacy earnings fund; to amend and reenact section 6-09.4-10.1,
- 4 subsection 1 of section 21-10-06, and sections 24-02-37.3, 49-17.1-05, 54-27-19.3, 24-02-40.1,
- 5 54-27-19, and 57-40.3-10, subsection 1 of section 57-43.1-02, subsection 1 of section
- 6 57-43.2-02, and section 57-51.1-07.5 of the North Dakota Century Code, relating to funds
- 7 invested by the state investment board, the flexible transportation fund, the state rail fund,
- 8 and highway revenue anticipation financing, the highway tax distribution fund, motor vehicle
- 9 excise tax collections, motor fuels taxes, and the state share of oil and gas taxes; to repeal
- 10 sections 21-10-12 and, 21-10-13, 54-27-19.3, and 54-27-19.4 of the North Dakota Century
- 11 Code, relating to legacy fund definitions and, a legacy earnings fund, the legacy earnings
- 12 highway distribution fund, and legacy earnings township highway aid fund; to provide a
- 13 continuing appropriation; to authorize bonding; to provide an effective date; and to provide an
- 14 exemption.

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BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

- 16 SECTION 1. APPROPRIATION. The funds provided in this section, or so much of the funds
- 17 as may be necessary, are appropriated from other funds derived from special funds and federal
- 18 funds, to the department of transportation for the purpose of defraying the expenses of the
- 19 department of transportation, for the biennium beginning July 1, 2025, and ending June 30,
- 20 2027, as follows:

1			Adjustments or			
2		Base Level	Enhancements	<u>Appropriation</u>		
3	Salaries and wages	\$219,279,648	\$16,710,943	\$235,990,591		
4	New and vacant FTE pool	0	13,364,077	13,364,077		
5	Operating expenses	316,256,474	71,088,648	387,345,122		
6	Capital assets	1,101,395,065	851,594,552	1,952,989,617		
7	New and vacant FTE pool	0	13,788,877	13,788,877		
8	Operating expenses	316,256,474	72,140,540	388,397,014		
9	Capital assets	1,101,395,065	906,594,552	2,007,989,617		
10	Grants	112,821,458	(3,581,000)	109,240,458		
11	Total other funds	\$1,749,752,645	\$949,177,220	\$2,698,929,865		
12	Full-time equivalent positions	1,001.00	3.00	1,004.00		
13	Total other funds	\$1,749,752,645	\$1,005,653,912	\$2,755,406,557		
14	Full-time equivalent positions	1,001.00	5.00	1,006.00		
15	SECTION 2. ONE-TIME FUND	ING - EFFECT ON BA	ASE BUDGET - REPO	ORT TO		
16	SEVENTIETH LEGISLATIVE ASS	EMBLY. The following	amounts reflect the o	ne-time funding		
17	items included in the appropriation	in section 1 of this Act	which are not includ	ed in the entity's		
18	base budget for the 2027-29 bienni	um and which the enti	ty shall report to the a	appropriations		
19	committees of the seventieth legisla	ative assembly regardi	ng the use of this fun	ding:		
20	One-Time Funding Description			Other Funds		
21	Facility improvements			\$5,970,000		
22	Appointment system upgrade			3,000,000		
23	Inventory tracking system			350,000		
24	Federal formula funds match			171,300,000		
25	United States highway 85 project			100,000,000		
26	United States highway 85 projects			155,000,000		
27	Increased roadway maintenance costs 9,842,212					
28	Walking trail grant			100,000		
29	Equipment			5,872,000		
30	Total			\$296,434,212		
31	Total			\$351,434,212		

SECTION 3. NEW AND VACANT FTE POOL - LIMITATION - TRANSFER REQUEST. The 1 2 department of transportation may not spend funds appropriated in the new and vacant FTE pool line item in section 1 of this Act, but may request the office of management and budget to 3 transfer funds from the new and vacant FTE pool line item to the salaries and wages line item in 4 accordance with the guidelines and reporting provisions included in House Bill No. 1015, as 5 6 approved by the sixty-ninth legislative assembly. SECTION 4. TRANSFER - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND -7 8 FLEXIBLE TRANSPORTATION FUND. The office of management and budget shall transfer the sum of \$380,000,000 from the strategic investment and improvements fund to the flexible 9 transportation fund during the biennium beginning July 1, 2025, and ending June 30, 2027. 10 SECTION 5. AUTHORIZATION OF BONDING OR OTHER REVENUE SOURCES -11 UNITED STATES HIGHWAY 85. During the biennium beginning July 1, 2025, and ending 12 June 30, 2027, the department of transportation may utilize bonding authority under section 13 24-02-40.1 or any other available sources of funding to obtain up to \$155,000,000 of funds for 14 15 construction projects on United States highway 85. SECTION 6. EXEMPTION - LINE ITEM TRANSFERS. Notwithstanding section 54-16-04, 16 the director of the office of management and budget shall transfer appropriation authority 17 among the salaries and wages, operating expenses, capital assets, and grants line items in 18 section 1 of this Act as requested by the director of the department of transportation when it is 19 cost-effective for construction and maintenance of highways. The department of transportation 20 shall notify the legislative council of any transfers made pursuant to this section. 21 SECTION 7. ESTIMATED INCOMEOTHER FUNDS - STRATEGIC INVESTMENT AND 22 IMPROVEMENTS FUND. The estimated income other funds line item in section 1 of this Act 23 includes the sum of \$171,300,000 from the strategic investment and improvements fund to 24 match federal highway formula funds and \$100,000,000 from the strategic investment and 25 improvements fund for a United States highway 85 project from reference point 120.3 north to-26 the long x bridge and the sum of \$3,551,824 from the strategic investment and improvements 27 fund for state airplane operations during the biennium beginning July 1, 2025, and ending 28 29 June 30, 2027. 30 **SECTION 8. AMENDMENT.** Section 6-09.4-10.1 of the North Dakota Century Code is 31 amended and reenacted as follows:

6-09.4-10.1. Legacy sinking and interest fund - Debt service requirements - Public 2 finance authority. 3 There is created in the state treasury the legacy sinking and interest fund. The fund consists 4 of all moneys deposited in the fund under section 21-10-131013 of this Act. Moneys in the fund 5 may be spent by the public finance authority pursuant to legislative appropriations to meet the 6 debt service requirements for evidences of indebtedness issued by the authority for transfer to 7 the Bank of North Dakota for allocations to infrastructure projects and programs. 8 SECTION 9. AMENDMENT. Subsection 1 of section 21-10-06 of the North Dakota Century 9 Code is amended and reenacted as follows: 10 Subject to the provisions of section 21-10-02, the board shall invest the following 11 funds: 12 State bonding fund. a. 13 Teachers' fund for retirement. b. 14 State fire and tornado fund. C. 15 d. Workforce safety and insurance fund. 16 Public employees retirement system. e. 17 f. Insurance regulatory trust fund. 18 g. State risk management fund. 19 h. Budget stabilization fund. 20 i. Water projects stabilization fund. 21 j. Health care trust fund. 22 k. Cultural endowment fund. 23 ١. Petroleum tank release compensation fund. 24 m. Legacy fund. 25 Legacy earnings fund. n. 26 Opioid settlement fund. 0. 27 0.0. A fund under contract with the board pursuant to subsection 3. 28 SECTION 10. AMENDMENT. Section 24-02-37.3 of the North Dakota Century Code is 29 amended and reenacted as follows:

1	24-0	2-37	.3. Flexible transportation fund - Budget section approval - State treasurer				
2	distribu	tions	s to political subdivisions - Report. (Retroactive application - See note)				
3	There is created in the state treasury the flexible transportation fund. The fund consists of						
4	eligible f	eder	al or state funding and any contributed private funds.				
5	1.	The	e flexible transportation fund must be administered and expended by the director				
6		and	I may be used for the following:				
7		a.	Providing a match for federal funding obtained by the department of				
8			transportation.				
9		b.	State-funded road and bridge construction and maintenance, and transportation				
10			support costs including staffing, facilities, and operational expenditures on the				
11			state highway system.				
12		c.	State-funded road-and, bridge, and other infrastructure construction and				
13			maintenance activities within the state but off of the state highway system. The				
14			director shall establish the terms and provisions of the program.				
15	2.	ı IIA	money derived from the investment of the flexible transportation fund or any portion				
16		of th	he fund, must be credited to the flexible transportation fund. The director shall				
17		mor	nthly transmit all moneys collected and received under this chapter to the state				
18		trea	surer to be transferred and credited to the flexible transportation fund.				
19	3.	The	e director must receive budget section approval for any project that utilizes more				
20		thar	n ten million dollars from the fund except for projects that match federal or private				
21		fund	ds and the amount utilized from the fund is fifty percent or less of total project				
22		cos	ts. Any request considered by the budget section must comply with section				
23		54-3	35-02.9.				
24	4.	The	director shall allocate at least twenty-five percent of motor vehicle excise tax				
25		colle	ections deposited in the flexible transportation fund pursuant to section 57-40.3-10				
26		for 1	non-oil-producing county and township road and bridge projects as follows:				
27		a.	The funds must be allocated by the department to counties for projects or grants-				
28			for the benefit of counties and organized and unorganized townships;				
29		b.	The department shall establish criteria to distribute the funds;				
30		e.	The funds must be used for the maintenance and improvement of county and				
31			township paved and unpaved roads and bridges;				

1 Priority must be given to projects that match federal funds and to projects that d. 2 improve roadways that serve as local corridors; 3 An organized township is not eligible to receive funding if the township does not 4 maintain any roadways or does not levy at least eighteen mills for general-5 purposes; and For purposes of this subsection, "non-oil-producing county" means a county that 6 received no allocation of funding or a total allocation of less than five million-7 8 dollars under subsection 2 of section 57-51-15 in the most recently completed 9 even-numbered fiscal year before the start of each biennium. The director shall 10 allocate a portion of funds deposited in the flexible transportation fund for the 11 benefit of road and bridge maintenance and projects in counties, cities, and 12 townships as follows: 13 Twelve and one-half percent of state funds deposited in the fund must be a. 14 allocated by the director to non-oil-producing counties for projects or grants for 15 the benefit of counties and organized and unorganized townships for the 16 maintenance and improvement of county and township paved and unpaved roads and bridges The following percentage of state funds deposited in the fund 17 18 must be allocated by the director for grants to counties, cities, and townships in 19 non-oil-producing counties for road and bridge repair and replacement projects: 20 Fourteen percent must be allocated for county projects. 21 Seventeen and one-half percent must be allocated for city projects. 22 (3) Eleven and one-half percent must be allocated for township projects. 23 Six and one-quarter percent of state funds deposited in the fund must be b. 24 allocated by the director for grants to eligible townships located in-25 non-oil-producing counties for road and bridge repair and replacement projects 26 with priority given for road graveling projects. 27 Twelve and one-half Twelve and nine-tenths percent of state funds deposited in 28 the fund must be allocated by the director for grants to eligible counties for bridge 29 repair and replacement projects. Grants provided under this subdivision must:

Sixty-ninth Legislative Assembly

1		(1) Give priority to projects based on the number of bridge needs for each
2		county as identified in the most recent data available from the department's
3		bridge condition assessment inventory.
4	2 <u> </u>	(2) Give priority to projects that include the permanent closure and removal of a
5		different bridge in the same county.
6		(3) Require counties to provide matching funds equal to ten percent of total
7		project costs except for projects that include the permanent closure and
8		removal of a different bridge in the same county.
9	<u>d.</u>	Six and one-quarter percent of state funds deposited in the fund must be
10		allocated by the director for grants to eligible cities for road and bridge repair and
11		replacements projects.
12	e.c.	The director shall establish criteria to distribute the funds under this subsection.
13		Priority must be given to projects that match federal or private funds and to
14		projects that improve roadways that serve as local corridors. Priority for
15		organized township road projects must be given to projects located in townships
16		that levy at least eighteen mills for general purposes and have a general fund
17		balance of less than one hundred thousand dollars as of December thirty-first of
18		the prior year. For purposes of determining the mills levied by an organized
19		township, the director shall use the most recent mill rate data published by the
20		tax commissioner.
21	f.d.	The amount allocated to organized townships under this subsection must be paid
22		by the county treasurer to each organized township and the amount allocated for
23		unorganized townships under this subsection must be credited by the county
24		treasurer to a special fund for unorganized township roads.
25	<u>5.</u> <u>The</u>	e state treasurer shall allocate a portion of funds deposited in the flexible
26	<u>trar</u>	nsportation fund for the benefit of road-and, bridge, and other infrastructure
27	<u>ma</u>	intenance and projects in counties, cities, and townships, as follows:
28	<u>a.</u>	Six and one-quarterSix and one-half percent of state funds deposited in the fund
29		must be distributed to non-oil-producing counties for the benefit of organized and
30		unorganized township road needs using the distribution method in section
31		54-27-19.454-27-19.1. To receive an allocation under this subdivision, an

j			organized township must levy at least eighteen mills for general purposes and
2			have a general fund balance of less than one hundred thousand dollars as of
3			December thirty-first of the prior year. For purposes of determining the mills
4			levied by organized townships, the state treasurer shall use the most recent mill
5			rate data published by the tax commissioner.
6		<u>b.</u>	Six and one-quarterEleven and one-quarter percent of state funds deposited in
7			the fund must be distributed to non-oil-producing counties and cities for road and
8			bridge projects using the formula established in subsection 4 of section 54-27-19.
9		C.	Thirteen and one-half percent of state funds deposited in the fund must be
10			distributed to cities in non-oil-producing counties for road, bridge, and other
11			infrastructure projects using the formula established in subsection 4 of section
12			<u>54-27-19.</u>
13	<u>6.</u>	Twe	elve and eighty-five hundredths of state funds deposited in the fund must be used
14		by t	he director for any projects eligible for funding under this section.
15	7	For	purposes of this section, "non-oil-producing county" means a county that had
16		ave	rage annual oil production of fewer than ten million barrels based on the average
17		<u>ann</u>	ual oil production in the three-year period ending with the most recently completed
18		eve	n-numbered fiscal year before the start of each biennium.
19	5.<u>7.</u>8.	The	director shall provide periodic reports to the budget section regarding the status of
20	Samuelanasanasa	the	fund and projects receiving allocations from the fund.
21	SEC	TIOI	N 11. AMENDMENT. Section 24-02-40.1 of the North Dakota Century Code is
22	amende	d and	d reenacted as follows:
23	24-0	2-40	.1. Grant or revenue anticipation financing.
24	Not	withst	tanding any other provision of law, the department, whenever needed for the liberty
25	memoria	al brid	dge improvement project and the United States highway 285 project improvements,
26	may arra	ange	with any state-owned or private financing agency or underwriter, including the
27	Bank of	North	Dakota, grant or revenue anticipation financing of up to one hundred fifty-five
28	million d	ollars	through the issuance of evidences of indebtedness on such terms and conditions
29	as the d	epart	ment determines if construction funds on hand are insufficient to meet current
30	obligatio	ns o	to achieve cost-savings or efficiencies in road construction. The department may
31	refund t	ne ev	idences of indebtedness as often as it is advantageous to do so. Evidences of

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indebtedness may be sold at public or private sale and must mature not more than fifteen years from their date or dates, and the proceeds of the sale may be invested on such terms and conditions as the department determines. Grant or revenue anticipation financing must be in amounts no larger than can be repaid from moneys known or reasonably anticipated to be due and forthcoming. The grant or revenue anticipation financing may not be used in anticipation of increased federal aid highway grants or increased state highway user revenue funds, and the financing may not be obligated for road construction that cannot be financed from known sources of grants or revenue. The department may pledge any federal aid grants received or to be received for debt service and related issuance costs for evidences of indebtedness issued under this section directly to a trustee in trust for payment to holders of the evidences of indebtedness. The department may also pledge any biennially appropriated revenues for debt service on the evidences of indebtedness directly to a trustee in trust for payment to holders of the evidences of indebtedness. Any evidences of indebtedness issued under this section are not general obligations or debt of the state, the department, or any public officer or employee of the department or this state. The principal of and interest on the evidences of indebtedness are limited obligations payable solely from grants or revenues received or to be received by the department. The department may capitalize from proceeds of the evidences of indebtedness all expenses incidental to issuing the evidences of indebtedness, including any reserves for payment of the evidences of indebtedness.

SECTION 12. AMENDMENT. Section 49-17.1-05 of the North Dakota Century Gode is amended and reenacted as follows:

49-17.1-05. Subsidy of railway lines - Continuing appropriation.

The department, with the approval of the commission, may provide financial assistance, within the limits of funds appropriated by the legislative assembly, for the continuation of operations and maintenance of any railroad within the state, as provided for in the Railroad-Revitalization and Regulatory Reform Act of 1976 [Pub. L. 94-210; 90 Stat. 149; 49 U.S.C. 1651 et seq.], or other relevant federal legislation. Moneys in the state rail fund are appropriated to the department on a continuing basis for distributions authorized under this section. The department or the commission may act as the agent in cooperation with the federal government, any local or regional transportation authority, local governmental units, any group of rail users, or any person in any rail service assistance program.

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SECTION 12. AMENDMENT. Section 54-27-19 of the North Dakota Century Code is

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amended and reenacted as follows:

54-27-19. Highway tax distribution fund - State treasurer to make allocation to state, counties, and cities.

A highway tax distribution fund is created as a special fund in the state treasury into which must be deposited the moneys available by law from collections of motor vehicle registration and related fees, fuels taxes, special fuels taxes, use taxes, and special fuels excise taxes. The state treasurer shall transfer the first five million five hundred thousand dollars per biennium from the highway tax distribution fund to the state highway fund for the purpose of providing administrative assistance to other transferees. After the transfer of the first five million five hundred thousand dollars, any moneys in the highway tax distribution fund must be allocated and transferred monthly by the state treasurer, as follows:

- Sixty one and three tenths Sixty percent must be transferred monthly to the state department of transportation and placed in a state highway fund.
- 2. Two and seven-tenths Three and four-tenths percent must be transferred monthly to the township highway aid fund.
- One and five tenths One and sixth-tenths percent must be transferred monthly to the 3. public transportation fund.
 - Thirty four and five tenths Thirty-five percent must be allocated to the counties of this state in proportion to the number of vehicle registrations credited to each county. Each county must be credited with the certificates of title of vehicles registered by residents of the county. The state treasurer shall compute and distribute the counties' share monthly after deducting the incorporated cities' share. All the moneys received by the counties from the highway tax distribution fund must be set aside in a separate fund called the "highway tax distribution fund" and must be appropriated and applied solely for highway purposes in accordance with section 11 of article X of the Constitution of North Dakota. The state treasurer shall compute and distribute monthly the sums allocated to the incorporated cities within each county according to the formulas in this subsection using the incorporated cities' populations as determined by the last official regular or special federal census or the census taken in accordance with the provisions of chapter 40-02 in case of a city incorporated subsequent to the census.

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- a. For counties having no cities with a population of ten thousand or more, twenty-seven percent of the total county allocation must be distributed to all of the incorporated cities within the county on a countywide per capita basis. The remaining county allocation amount must be transferred into the county highway tax distribution fund.
- b. For each county having a city with a population of ten thousand or more, the amount transferred each month into the county highway tax distribution fund must be the difference between the amount allocated to that county pursuant to this subsection and the total amount allocated and distributed to the incorporated cities in that county as computed according to the following formula:
 - (1) A statewide per capita average as determined by calculating twenty-seven percent of the amount allocated to all of the counties under this subsection divided by the total population of all of the incorporated cities in the state.
 - (2) The share distributed to each city in the county having a population of less than one thousand must be determined by multiplying the population of that city by the product of 1.50 times the statewide per capita average computed under paragraph 1.
 - (3) The share distributed to each city in the county having a population of one thousand to four thousand nine hundred ninety-nine, inclusive, must be determined by multiplying the population of that city by the product of 1.25 times the statewide per capita average computed under paragraph 1.
 - (4) The share distributed to each city in the county having a population of five thousand or more must be determined by multiplying the population of that city by the statewide per capita average for all such cities, which per capita average must be computed as follows: the total of the shares computed under paragraphs 2 and 3 for all cities in the state having a population of less than five thousand must be subtracted from the total incorporated cities' share in the state as computed under paragraph 1 and the balance remaining must then be divided by the total population of all cities of five thousand or more in the state.

5. The moneys allocated to the incorporated cities must be distributed to them monthly by the state treasurer and must be deposited by the cities in a separate fund and may only be used in accordance with section 11 of article X of the Constitution of North Dakota and an incorporated city may use the fund for the construction, reconstruction, repair, and maintenance of public highways within or outside the city pursuant to an agreement entered into between the city and any other political subdivision as authorized by section 54-40-08.

SECTION 13. A new section to chapter 54-27 of the North Dakota Century Code is created and enacted as follows:

<u>Legacy earnings fund - State treasurer - Legacy fund distribution - Allocations.</u>

- There is created in the state treasury the legacy earnings fund. The fund consists of all moneys distributed by the state treasurer from the legacy fund pursuant to section 26 of article X of the Constitution of North Dakota. The distribution from the legacy fund on July first of each odd-numbered year must be equal to eight percent of the five-year average value of the legacy fund balance as reported by the state investment board. The average value of the legacy fund balance must be calculated using the fund balance at the end of each fiscal year for the five-year period ending with the most recently completed even-numbered fiscal year.
- 2. From the amount distributed to the legacy earnings fund under subsection 1, the state treasurer shall allocate seven-eighths of the funding in July of each odd-numbered year in the following order:
 - a. The first one hundred two million six hundred twenty-four thousand dollars or an amount equal to the amount appropriated from the legacy sinking and interest fund for debt service payments for a biennium, whichever is less, to the legacy sinking and interest fund under section 6-09.4-10.1.
 - b. The next two hundred twenty-five million dollars to the general fund to provide support for tax relief initiatives approved by the legislative assembly.
 - c. The next one hundred million dollars to the legacy earnings highway distribution fund for allocations under section 54-27-19.3.
- <u>d.</u> The remaining amount as follows:
 - (1) FiftyTwenty-five percent to the general highway fund.

	(2) The remainder to the strategic investment and improvements fund to be
2	used in accordance with section 15-08.1-08 legacy property tax relief fund.
3	3. From the amount distributed to the legacy earnings fund under subsection 1, the state
4	treasurer shall allocate the remaining one-eighth of the funding in July of each
5	odd-numbered year to the flexible transportation fund for allocations under section
6	24-02-37.3.
7	SECTION 11. AMENDMENT. Section 54-27-19.3 of the North Dakota Century Code is
8	amended and reenacted as follows:
9	54-27-19.3. Legacy earnings highway distribution fund.
10	A legacy earnings highway distribution fund is created as a special fund in the state treasury
11	into which must be deposited any allocations of legacy fund earnings made under section-
12	21-10-1310 of this Act. Any moneys in the legacy earnings highway distribution fund must be
13	allocated and transferred by the state treasurer, as follows:
14	Sixty percent must be transferred to the department of transportation for deposit in the
15	state highway fund;
16	2. Ten percent must be transferred to the legacy earnings township highway aid fund;
17	3. One and five-tenths percent must be transferred to the public transportation fund; and
18	4. Twenty-eight and five-tenths percent must be allocated to cities and counties using the
19	formula established in subsection 4 of section 54-27-19. Moneys received by counties
20	and cities must be used for roadway purposes in accordance with section 11 of
21	article X of the Constitution of North Dakota.
22	SECTION 14. AMENDMENT. Section 57-40.3-10 of the North Dakota Century Code is
23	amended and reenacted as follows:
24	57-40.3-10. Transfer of revenue.
25	After the deposits under sections 57-39.2-26.1, 57-39.2-26.2, and 57-39.2-26.3, moneys
26	collected and received under this chapter must be deposited monthly in the state treasury and
27	allocated as follows:
28	1. Fifty percent to the general fund; and
29	2. The remaining fifty percentto the flexible transportation general fund under section
30	24-02-37.3 .

- 8. The next sixty-five million dollars to the public employees retirement fund for the main system plan;
- 9. The next fifty-nine million seven hundred fifty thousand dollars, or the amount necessary to provide for twice the amount of the distributions under subsection 2 of section 57-51.1-07.7, into the funds designated for infrastructure development in non-oil-producing counties under sections 57-51.1-07.7 and 57-51.1-07.8 with fifty percent deposited into the municipal infrastructure fund and fifty percent deposited into the county and township infrastructure fund;
- 10. The next one hundred seventy million two hundred fifty thousand dollars or the amount necessary to provide a total of two hundred thirty million dollars into the funds designated for infrastructure development in non-oil-producing counties under sections 57-51.1-07.7 and 57-51.1-07.8 with fifty percent deposited into the municipal infrastructure fund and fifty percent deposited into the county and township infrastructure fund;
- The next twenty million dollars into the airport infrastructure fund; and
 Any additional revenues into the strategic investment and improvements fund.

SECTION 18. REPEAL. Sections 21-10-12-and, 21-10-13, 54-27-19.3, and 54-27-19.4 of the North Dakota Century Code are repealed.

PROJECT - REPORT. The When the request for bids for construction on the last segment of the United States highway 85 project between interstate highway 94 and North Dakota highway 200 commences, the department of transportation shall prepare and complete an environmental impact statement process to construct a four-lane highway for the remaining sections of the Theodore Roosevelt expressway as described in section 24-01-54 which do not have four lanes from the South Dakota border to interstate highway 94 and from Williston to the Montana border. The department shall provide reports to the legislative management regarding the costs and status of the impact statement process.

SECTION 15. REST AREA COOPERATIVE AGREEMENT. During the biennium beginning July 1, 2025, and ending June 30, 2027, the director of the department of transportation shall review options to enter a cooperative agreement pursuant to section 24-02-02.5 to jointly administer a rest area at the Theodore Roosevelt national park painted canyon visitor center.

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The director may expend moneys from the state highway fund within the limits of legislative appropriations for operational support of the facility and for facility improvements to support year-round operations of the facility.

SECTION 20. REST AREA COOPERATIVE AGREEMENT. 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 legislative appropriations for the purpose of constructing a rest area and visitor center in western North Dakota during the biennium beginning July 1, 2025, and ending June 30, 2027.

SECTION 21. MISCELLANEOUS EXPENSES FOR DEPARTMENT OF

TRANSPORTATION FACILITIES. The department of transportation may expend funds for workplace appliances limited to coffee makers, microwaves, and refrigerators, for the biennium beginning July 1, 2025, and ending June 30, 2027.

SECTION 22. 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, 2025, and ending June 30, 2027:

- The sum of \$100,000,000 appropriated from special funds for the purpose of road and bridge construction projects in subsection 2 of section 13 of chapter 15 of the 2021 Session Laws;
- 2. The sum of \$317,000,000 appropriated from federal funds for state, county, and township road and bridge projects in section 7 of chapter 548 of the 2021 Session Laws;
- 3. 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;
- 4. 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;
- 5. The sum of \$9,125,000 appropriated from the general fund in the operating expenses line item relating to information technology projects in section 1 of chapter 12 of the 2023 Session Laws;
- The sum of \$2,500,000 appropriated from special funds to match funding from the 6. state of Minnesota and other sources for studies, preliminary engineering, and

Sixty-ninth Legislative Assembly

1 environmental studies to address northern Red River valley infrastructure affected by 2 flooding in section 2 of chapter 12 of the 2023 Session Laws; 3 The sum of \$5,000,000 appropriated from special funds for an environmental study of 7. 4 a portion of United States highway 52, in section 1 of chapter 12 of the 2023 Session 5 Laws; 6 The sum of \$757,000 included in the deferred maintenance funding pool line item and 8. 7 transferred to the department of transportation pursuant to section 9 of chapter 640 of 8 the 2023 Special Session Session Laws; and 9 The sum of \$161,000,000 appropriated from special funds for flexible transportation 10 fund projects in section 1 of chapter 12 of the 2023 Session Laws. 11 SECTION 23. EFFECTIVE DATE. Section 4214 of this Act is effective for motor vehicle 12 excise tax collections transmitted to the state treasurer after July 31, 2025. Sections 15 and 16 13 of this Act are effective for taxable events occurring after June 30, 2025.

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2012 - Department of Transportation - House Action

	Base Budget	Senate Version	House Changes	House Version
Salaries and wages	\$219,279,648	\$235,990,591		\$235,990,591
New and vacant FTE pool		13,364,077	\$424,800	13,788,877
Operating expenses	316,256,474	387,345,122	1,051,892	388,397,014
Capital assets	1,101,395,065	1,952,989,617	55,000,000	2,007,989,617
Grants	112,821,458	109,240,458		109,240,458
Total all funds	\$1,749,752,645	\$2,698,929,865	\$56,476,692	\$2,755,406,557
Less estimated income	1,749,752,645	2,698,929,865	56,476,692	2,755,406,557
General fund	\$0	\$0	\$0	\$0
FTE	1,001.00	1,004.00	2.00	1,006.00

Department 801 - Department of Transportation - Detail of House Changes

	Adds SIRN Coordinator Position ¹	Adjusts Funding for Airplane Operations ²	Adjusts Funding for Highway 85 Projects ²	Total House Changes
Salaries and wages	\$212,400	\$212,400	Sept Section ■ In Contract per	\$424,800
New and vacant FTE pool Operating expenses	\$212,400	1.051.892		1,051,892
Capital assets		1,031,032	\$55,000,000	55,000,000
Grants				00,000,000
Total all funds	\$212,400	\$1,264,292	\$55,000,000	\$56,476,692
Less estimated income	212,400	1,264,292	55,000,000	56,476,692
General fund	\$0	\$0	\$0	\$0
FTE	1.00	1.00	0.00	2.00

¹ One FTE position is added for the coordination of Statewide Interoperable Radio Network operations.

Senate Bill No. 2012 - Other Changes - House Action

This amendment also:

- Provides for the deposit of a portion of legacy fund earnings (\$146 million) in the highway fund and legacy property tax relief fund (\$437 million).
- Transfers \$380 million from the strategic investment and improvements fund to the flexible transportation fund.
- Adjusts allocations from the flexible transportation fund.
- · Adjusts the distribution percentages from the highway tax distribution fund.
- Provides for all motor vehicle excise taxes to be deposited in the general fund rather than the flexible transportation fund. This will increase estimated general fund revenues by \$350 million for the 2025-27 biennium.
- Increases motor fuels taxes from 23 cents to 28 cents per gallon, resulting in an estimated \$70 million of additional highway tax distribution fund revenue for the 2025-27 biennium.
- Removes allocations of the state share of oil and gas tax collections to the municipal and county and township
 infrastructure funds and adjusts the amount of funding deposited in the strategic investment and improvements
 fund
- Repeals statutory provision relating to the legacy earning highway distribution fund and legacy earnings township highway fund.
- Removes a section added by the Senate to provide a continuing appropriation from the state rail fund.
- Removes a section added by the Senate that the department review options to jointly administer a rest area of

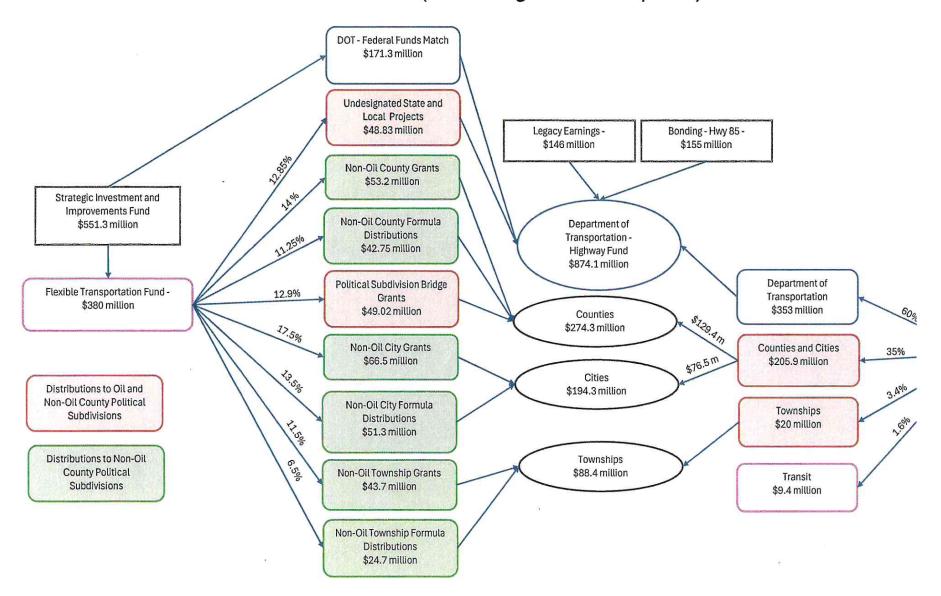
² One FTE position and operating expenses is added for the operation of state airplanes and the funding source is changed to provide \$3,551,824 from the strategic investment and improvements fund.

³ Funding of \$100 million from the strategic investment and improvements fund for a Highway 85 project is removed and replaced with \$155 million of bonding or other revenue authorization for Highway 85 projects.

the Painted Canyon visitor's center.

- Authorizes the Department of Transportation to construct a rest area in the western part of the state.
- Authorizes the Department of Transportation to purchase workplace appliances, including microwaves, coffee makers, and refrigerators.

Major Transportation Funding Sources - 2025-27 Biennium (Reflecting House Proposal)



4-26-25, 9:30 am - Brady Testimony #___

Department of Transportation - Budget No. 801 Legislative Council Agency Worksheet - Senate Bill No. 2012

Legislative Council 2	Senate Version					House Version			House Compared to Senate Version			
									Increase (Decrease)			
	FTE	General	Other		FTE	General	Other	Total	FTE Positions	General Fund	Other Funds	Total
	Positions	Fund	Funds	Total	Positions 1.001.00	Fund	Funds \$1,749,752,645	\$1,749,752,645	0.00	\$0	\$0	\$(
025-27 Biennium Base Level	1,001.00	\$0	\$1,749,752,645	\$1,749,752,645	1,001.00	φυ	\$1,749,752,045	ψ1,140,102,040	0.00	159/		
025-27 Ongoing Funding Changes			(\$21,621,679)	(\$21,621,679)			(\$21,621,679)	(\$21,621,679)				\$0
Base budget adjustments and reductions				8,694,284			8.694.284	8.694,284			8.	
Salary increase			8,694,284	5,889,434			5,889,434	5,889,434			10	
Health insurance increase			5,889,434	3,545,684			3,545,684	3,545,684				
Restore 23-25 new FTE funding pool			3,545,684				14,863,018	14,863,018			2	
Restore 23-25 vacant FTE funding pool			14,863,018	14,863,018			(5,526,520)	(5,526,520)			1	
Transfer to 25-27 new and vacant FTE pool			(5,526,520)	(5,526,520)			406,821,876	406,821,876				(
Estimated federal funds increase			406,821,876	406,821,876		No.	218,600,000	218,600,000				
Additional flexible fund authority			218,600,000	218,600,000			451,898	451,898			N	
Data management program			451,898	451,898				249,997	-			
Bridge load rating coordinator	1.00		249,997	249,997	1.00		249,997				8	
US Highway 85 staffing and equipment	1.00		203,003	203,003	1.00		203,003	203,003				
Local government assistance position	1.00		249,997	249,997	1.00		249,997	249,997				
Local funds match authority			3,800,000	3,800,000			3,800,000	3,800,000				
Increased information technology operating funds			4,022,016	4,022,016			4,022,016	4,022,016				
Increased state fleet operating costs			12,500,000	12,500,000			12,500,000	12,500,000			2010 100	The state of the s
SIRN coordinator				0	1.00		212,400	212,400	1.00		\$212,400	212,400
Airplane operations funding (SIIF)				0	1.00		1,264,292	1,264,292	1.00		1,264,292	1,264,292
			**************************************	\$652,743,008	5.00	\$0	\$654,219,700	\$654,219,700	2.00	\$0	\$1,476,692	\$1,476,692
Total ongoing funding changes	3.00	\$0	\$652,743,008	\$652,743,008	3.00	V O	4001,210,100					
One-Time Funding Items			05.070.000	\$5,970,000			\$5,970,000	\$5,970,000			1	\$(
Facility improvements			\$5,970,000				3.000.000	3,000,000				
Appointment system upgrade			3,000,000	3,000,000			350,000	350,000				STATE VIEW
Inventory tracking system			350,000	350,000			171,300,000	171,300,000				
Federal formula funds match (SIIF)			171,300,000	171,300,000			171,300,000	171,300,000				West Street
Federal discretionary funds match (SIIF)				0			100.000	100,000				
Walking trail grant			100,000	100,000								
Increased maintenance costs			9,842,212	9,842,212			9,842,212	9,842,212				
Undesignated equipment		0.000	5,872,000	5,872,000			5,872,000	5,872,000	-		(\$100,000,000)	(100,000,00
Highway 85 projects (SIIF)			100,000,000	100,000,000			0	0	-		155,000,000	155,000,00
Highway 85 projects (bonding)				0			155,000,000	155,000,000			155,000,000	155,000,00
Total one-time funding changes	0.00	\$0	\$296,434,212	\$296,434,212	0.00	\$0	\$351,434,212	\$351,434,212	0.00	\$0	\$55,000,000	\$55,000,00
0.5150000000 CO00000000000000000000000000000		\$0	AND THE PROPERTY OF THE PARTY O	\$949,177,220		\$0	\$1,005,653,912	\$1,005,653,912	2.00	\$0	\$56,476,692	\$56,476,69
Total Changes to Base Level Funding	3.00		4				\$2,755,406,557	\$2,755,406,557	2.00	\$0	\$56,476,692	\$56,476,69
2025-27 Total Funding	1,004.00	\$0	\$2,698,929,865	\$2,698,929,865	1,006.00	\$0	\$1,327,169,868	Ψ2,133,400,331	2.00	ţ0	\$0	11
Federal funds included in other funds			\$1,327,169,868				ψ1,021,100,000					
Total ongoing changes - Percentage of base level	0.3%	N/A	37.3%	37.3%	0.5%	N/A	37.4%			N/A	N/A	N/A
Total changes - Percentage of base level Total changes - Percentage of base level	0.3%	N/A				N/A	57.5%	57.5%	N/A	N/A	N/A	N/A

Other Sections in Department of Transportation - Budget No. 801

Section Description	Senate Version	House Version	
New and vacant FTE pool	Section 3 designates the use of funds from the new and vacar FTE pool line item.	t Section 3 designates the use of funds from the new and vacant FTE pool line item.	4
Transfer to flexible transportation fund		Section 4 transfers \$380 million from the strategic investment and improvements fund to the flexible transportation fund.	
Highway 85 project funding		Sections 5 and 11 authorize DOT to issue revenue anticipation bonds or obtain another funding source for United State highway 85 projects.	
Line item transfers	transfer funds between the salaries and wages, operating, capital	Section 6 authorizes the Department of Transportation (DOT) to all 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.	
Strategic investment and improvements fund	improvements fund to match federal highway funding and for highway 85 project.	d Section 5 identifies the use of the strategic investment and a improvements fund to match federal highway funding and for airplane operations	
Legacy earnings fund		y Sections 8, 9 and 13 provide for adjustments to the legacy earnings d fund including the transfer of certain funds to the highway fund. Section 18 repeals old provisions relating to the fund.	
Flexible transportation fund	Section 8 provides for the designation of uses of the flexibl transportation fund.	e Section 10 provides for the designation of uses of the flexible transportation fund.	
State rail fund	Section 9 provides continuing appropriation authority from the stat rail fund.	е	
Highway tax distribution fund		Section 12 adjusts the distribution percentages from the highway tax distribution fund.	
Motor vehicle excise tax		r Section 14 provides for all motor vehicle excise taxes after e allocations for other purposes to be deposited in the genera fund. e Section 23 provides an effective date for the deposits.	
Motor fuels tax rates		Sections 15 and 16 increase the motor fuels tax rates from 23 to 28 cents per gallon. Section 23 provides an effective date for the increase.	
State share of oil and gas tax collections		Section 17 adjusts the allocation of the state share of oil and gas tax collections to the strategic investment and improvements fund and county, township, and municipal infrastructure funds.	
Legacy earning highway fund		Section 18 repeals provisions relating to the legacy earnings highway distribution fund and legacy earnings township highway aid fund.	
Highway 85 environmental impact statement	impact statement process for portions of the Theodore Rooseve Expressway that are not four lanes.	Section 19 directs DOT to complete the remaining environmental timpact statement process for portions of the Theodore Roosevelt Expressway that are not four lanes.	
Rest area	Section 15 directs DOT to review options to enter agreement regarding the operation and upgrades to the Painted Canyon visito center.	s Section 20 authorizes DOT to construct a rest area in the western r part of the state.	

Other Sections in Department of Transportation - Budget No. 801

Section Description	Senate Version	House Version	
OOT facility expenses		Section 21 authorizes DOT to purchase refrigerators, microwaves, and coffee makers and department facilities.	
Carryover exemptions	Section 16 authorizes the carryover of various prior bienniur appropriations.	n Section 22 authorizes the carryover of various prior biennium appropriations.	

Other Sections in Department of Transportation - Budget No. 801

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Castian Decariation	Senate Version	House Version	1	
Section Description	Senate version	nouse version		

2025 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Red River Room, State Capitol

SB 2012 4/29/2025 Conference Committee 10:00 a.m.

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

10:08 a.m. Chairman Wanzek opened the meeting.

Members present: Chairman Wanzek, Senator Dwyer, Senator Erbele, Representative Brandenburg, Representative Bosch, and Representative Weisz.

Discussion Topics:

- House and Senate Dollar Amount Difference
- Motor Vehicle Excise Tax
- Prairie Dog Fund and Distributions
- Legacy Earnings Distributions
- Fuel Tax
- Political Subdivisions Distributions
- Road Maintenance
- Flex Fund
- City and County Formula Distributions

10:09 a.m. Representative Bosch clarified the dollar difference between the House and Senate.

10:16 a.m. Chairman Wanzek discussed SIIF Funding and potential resistance to tax funding and submitted testimony #45293.

10:20 a.m. Representative Weisz discussed the legacy earnings fund allocation, political subdivisions distributions, the condition of ND roads, revenue projections, increased material costs, project completion times, and submitted testimony #45296.

- 10:28 a.m. Senator Dwyer discussed prairie dog funds.
- 10:35 a.m. Representative Brandenburg continued discussion on prairie dog funds.
- 10:36 a.m. Senator Dwyer discussed excise tax, legacy earning streams, and reducing the SIIF amount.
- 10:38 a.m. Representative Weisz discussed prairie dog funds and distribution formula.
- 10:44 a.m. Brady Larson, Legislative Council, explained the revenue earning streams and referenced previously submitted testimony #45221 from 4/26/25.

Senate Appropriations Government Operations Division SB 2012 Conference Committee 04/29/2025 10:00 a.m. Page 2

10:48 a.m. Senator Dwyer discussed reducing direct distributions, eliminating \$100 million of legacy earnings, having 2% of legacy earnings into FLEX fund, and not dealing with prairie dog funds this biennium.

10:49 a.m. Chairman Wanzek discussed road maintenance, distribution based on road miles, and the ability for townships to afford major projects.

10:52 a.m. Representative Weisz discussed the distribution balance.

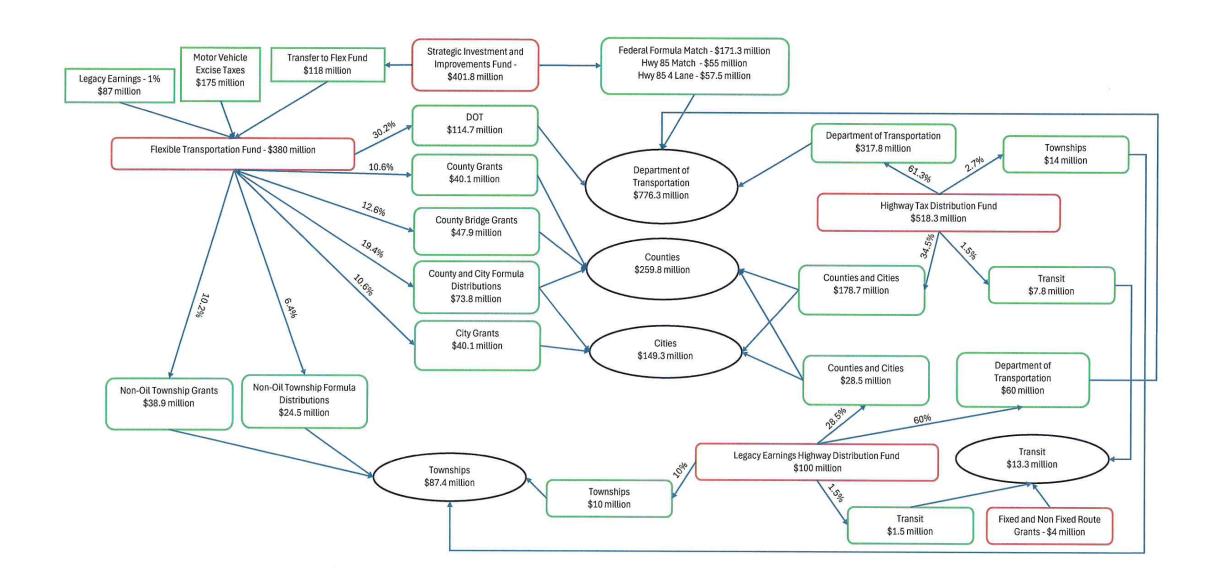
10:54 a.m. Chairman Wanzek discussed the highway fund and putting the county and city formula distributions together.

10:57 a.m. Senator Erbele discussed property tax and the effect on this budget.

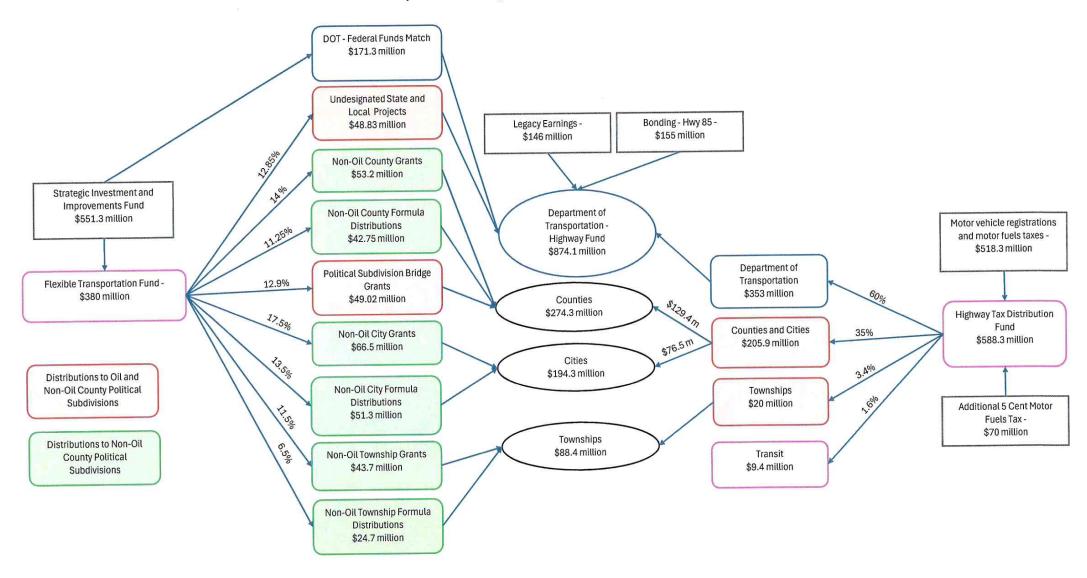
10:58 a.m. Chairman Wanzek closed the meeting.

Elizabeth Reiten for Carol Thompson, Committee Clerk

Proposed 2025-27 Biennium Transportation Funding Allocations



Major Transportation Funding Sources - 2025-27 Biennium (Reflecting House Proposal)



2025 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Red River Room, State Capitol

SB 2012 4/29/2025 Conference Committee 4:30 p.m.

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

4:30 p.m. Chairman Wanzek opened the meeting.

Members Present: Chairman Wanzek, Senator Dwyer, Senator Erbele, Representative Brandenburg, Representative Bosch.
Members Absent: Representative Weisz.

Discussion Topics:

Absent Member

4:30 p.m. Chairman Wanzek explains they will wait for the absent member to take any further action.

4:31 p.m. Chairman Wanzek closed the meeting.

Elizabeth Reiten for Carol Thompson, Committee Clerk

2025 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Red River Room, State Capitol

SB 2012 4/30/2025 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.

10:34 a.m. Chairman Wanzek opened the meeting.

Members present: Chairman Wanzek, Senator Dwyer, Senator Erbele, Representative Brandenburg, Representative Bosch, and Representative Weisz.

Discussion Topics:

- Railway passenger service plan
- New full-time employees (FTEs)
- Travel costs Interim study
- Highway 85 4-lane project and other points of difference
- Grant Anticipation Revenue Vehicles (GARVEE Bonds)

10:35 a.m. Chairman Wanzek introduced an updated budget flowchart to the committee and submitted testimony #45333.

10:46 a.m. Brady Larson responded to a budget question.

10:58 a.m. Representative Bosch's moved an amendment to approve funding for the addition of a pilot FTE and travel costs.

10:59 a.m. Representative Brandenburg seconded the motion.

Roll Call Vote - Motion Failed 3-3-0.

11:03 a.m. Senator Dwyer proposed a possible compromise on the bonding issue.

11:11 a.m. Representative Bosch highlighted the challenges of the large agency bills while uncertainty remains with the property tax issue.

11:19 a.m. Chairman Wanzek closed the meeting.

Carol Thompson, Committee Clerk

SB 2012 043025 1352 PM Roll Call Vote

Amendment

SB 2012

Date Submitted: April 30, 2025, 1:52 p.m.

Action: Failed

Amendment LC #: Pending LC #

Motioned By: Bosch, Glenn

Seconded By: Brandenburg, Mike

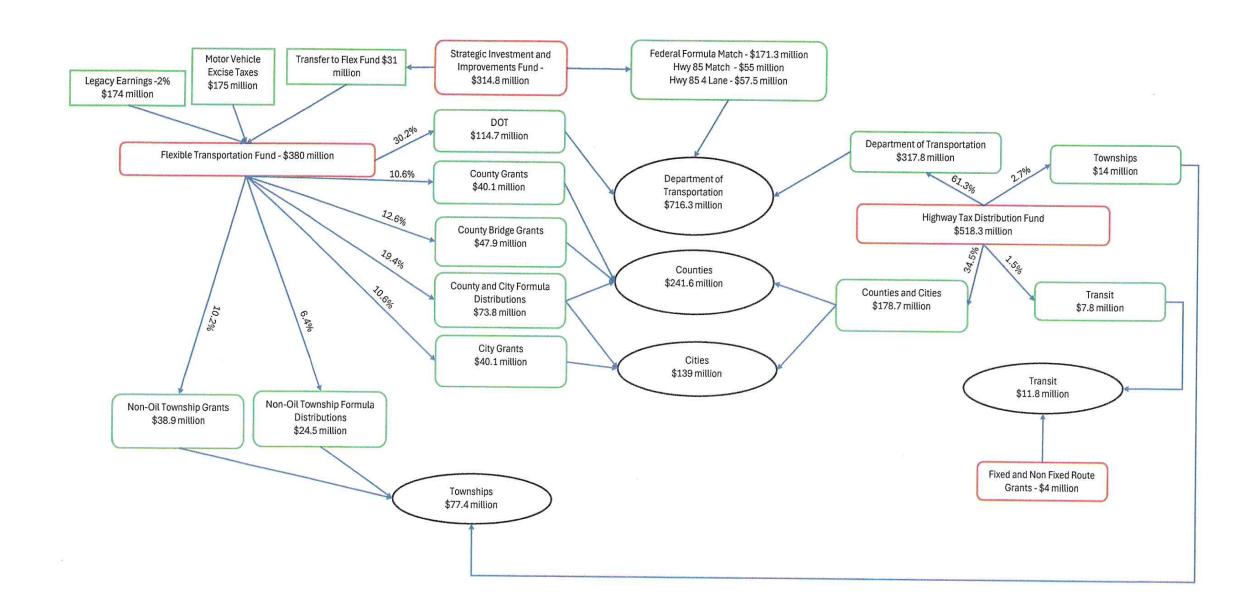
Emergency Clause: None

Vote Results: 3 - 3 - 0

Description: senate accept pilot fte and travel expenses

Sen. Wanzek, Terry M.	Nay
Sen. Dwyer, Michael	Nay
Sen. Erbele, Robert	Nay
Rep. Brandenburg, Mike	Yea
Rep. Bosch, Glenn	Yea
Rep. Weisz, Robin	Yea

Proposed 2025-27 Biennium Transportation Funding Allocations



2025 SENATE STANDING COMMITTEE MINUTES

Appropriations - Government Operations Division

Red River Room, State Capitol

SB 2012 5/2/2025 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.

4:00 p.m. Chairman Wanzek opened the meeting.

Members present: Chairman Wanzek, Senator Dwyer, Senator Erbele, Representative Brandenburg, Representative Bosch, and Representative Weisz.

Discussion Topics:

- Committee Action
- Highway 200 Project

4:02 p.m. Senator Dwyer moved to adopt the amendments we agreed upon.

4:02 p.m. Representative Weisz Seconded the motion.

Roll Call Vote: Motion Passed 6-0-0.

4:04 p.m. Representative Brandenburg moved to further amend in section 22 to change it to Highway 200 to long X bridge.

4:04 p.m. Representative Weisz Seconded the motion.

Roll Call Vote: Motion Passed 6-0-0.

4:07 p.m. Representative Bosch moved in place of House amendments LC 25.0179.02011 adopted by the House, the bill is amended by conference committee amendments LC 25.0179.02014.

4:07 p.m. Senator Erbele Seconded the motion.

Roll Call Vote: Motion Passed 6-0-0.

Chairman Wanzek and Representative Brandenburg will carry the bill.

Additional Written Testimony:

Brady Larson, Legislative Council, submitted testimony as neutral #45377.

4:11 p.m. Chairman Wanzek closed the meeting.

Elizabeth Reiten for Carol Thompson, Committee Clerk

25.0179.02014 Title.05000 Fiscal No. 2

Prepared by the Legislative Council staff for Conference Committee

May 2, 2025

Sixty-ninth Legislative Assembly of North Dakota

PROPOSED AMENDMENTS TO FIRST ENGROSSMENT

5/2/25

ENGROSSED SENATE BILL NO. 2012

Introduced by

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Appropriations Committee

In place of amendment (25.0179.02011) adopted by the House, Engrossed Senate Bill No 2012 is amended by amendment (25.0179.02014) as follows:

1 A BILL for an Act to provide an appropriation for defraying the expenses of the department of 2 transportation; to create and enact a new section to chapter 24-02 and a new section to chapter

3 54-27 of the North Dakota Century Code, relating to rail passenger authority agreements and a

4 legacy earnings fund; to amend and reenact section 6-09.4-10.1, subsection 1 of section

5 21-10-06, and sections 24-02-37.3, 49-17.1-05, 54-27-19.3, and 54-27-19, and 57-40.3-10.

6 section 57-51.1-07.5 as amended by Senate Bill No. 2323 as approved by the sixty-ninth

legislative assembly, and sections 57-51.1-07.7 and 57-51.1-07.8 of the North Dakota Century

8 Code, relating to funds invested by the state investment board, the flexible transportation fund,

9 the state rail fund, and the highway tax distribution fund, motor vehicle excise tax collections, the

state share of oil and gas taxes, the municipal infrastructure fund, and the county and township

11 infrastructure fund; to repeal sections 21-10-12-and, 21-10-13, 54-27-19.3, and 54-27-19.4 of

12 the North Dakota Century Code, relating to legacy fund definitions-and, a legacy earnings fund.

13 the legacy earnings highway distribution fund, and legacy earnings township highway aid fund;

14 to provide for a legislative management report; to provide for application; to provide a continuing

15 appropriation; to provide an effective date; and to provide an exemption.

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 other funds derived from special funds and federal funds, to the department of transportation for the purpose of defraying the expenses of the



1 department of transportation, for the biennium beginning July 1, 2025, and ending June 30,

2027,	as	fol	ows:
	2027,	2027, as	2027, as foll

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3			Adjustments or	
4		Base Level	Enhancements	<u>Appropriation</u>
5	Salaries and wages	\$219,279,648	\$16,710,943	\$235,990,591
6	New and vacant FTE pool	0	13,364,077	13,364,077
7	Operating expenses	316,256,474	71,088,648	387,345,122
8	Capital assets	1,101,395,065	851,594,552	1,952,989,617
9	Grants	112,821,458	(3,581,000)	109,240,458
10	Total other funds	\$1,749,752,645	\$949,177,220	\$2,698,929,865
11	Full-time equivalent positions	1,001.00	3.00	1,004.00
12	New and vacant FTE pool	0	13,576,477	13,576,477
13	Operating expenses	316,256,474	71,088,648	387,345,122
14	Capital assets	1,101,395,065	867,394,552	1,968,789,617
15	Grants	112,821,458	3,569,000	116,390,458
16	Total other funds	\$1,749,752,645	\$972,339,620	\$2,722,092,265
17	Full-time equivalent positions	1,001.00	4.00	1,005.00

SECTION 2. ONE-TIME FUNDING - EFFECT ON BASE BUDGET - REPORT TO

SEVENTIETH LEGISLATIVE ASSEMBLY. The following amounts reflect the one-time funding items included in the appropriation in section 1 of this Act, which are not included in the entity's

base budget for the 2027-29 biennium and which the entity shall report to the appropriations

22 committees of the seventieth legislative assembly regarding the use of this funding:

23	One-Time Funding Description	Other Funds
24	Facility improvements	\$5,970,000
25	Appointment system upgrade	3,000,000
26	Inventory tracking system	350,000
27	Federal formula funds match	171,300,000
28	United States highway 85 project	100,000,000
29	Highway projects	287,100,000
30	Passenger rail authority grant	150,000
31	Increased roadway maintenance costs	9,842,212

reference point 120.3 north to the long x bridge for highway projects and \$150,000 from the

TOWNSHIP INFRASTRUCTURE FUND. The other funds line item in section 1 of this Act

includes the sum of \$40,000,000, or so much of the sum as may be necessary, from the

Page No. 3

SECTION 7. OTHER FUNDS - MUNICIPAL INFRASTRUCTURE FUND - COUNTY AND

strategic investment and improvements fund for a rail passenger authority grant.

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25.0179.02014

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Legacy fund.

Legacy earnings fund.

Opioid settlement fund.

1 municipal infrastructure fund and the sum of \$40,000,000, or so much of the sum as may be 2 necessary, from the county and township infrastructure fund. 3 SECTION 8. AMENDMENT. Section 6-09.4-10.1 of the North Dakota Century Code is 4 amended and reenacted as follows: 5 6-09.4-10.1. Legacy sinking and interest fund - Debt service requirements - Public 6 finance authority. 7 There is created in the state treasury the legacy sinking and interest fund. The fund consists 8 of all moneys deposited in the fund under section 21-10-131013 of this Act. Moneys in the fund 9 may be spent by the public finance authority pursuant to legislative appropriations to meet the 10 debt service requirements for evidences of indebtedness issued by the authority for transfer to 11 the Bank of North Dakota for allocations to infrastructure projects and programs. 12 SECTION 9. AMENDMENT. Subsection 1 of section 21-10-06 of the North Dakota Century 13 Code is amended and reenacted as follows: 14 Subject to the provisions of section 21-10-02, the board shall invest the following 15 funds: 16 State bonding fund. a. 17 Teachers' fund for retirement. b. 18 State fire and tornado fund. C. 19 d. Workforce safety and insurance fund. 20 e. Public employees retirement system. 21 f. Insurance regulatory trust fund. 22 State risk management fund. g. 23 Budget stabilization fund. h. 24 Water projects stabilization fund. i. 25 į. Health care trust fund. 26 Cultural endowment fund. k.

Petroleum tank release compensation fund.

A fund under contract with the board pursuant to subsection 3.

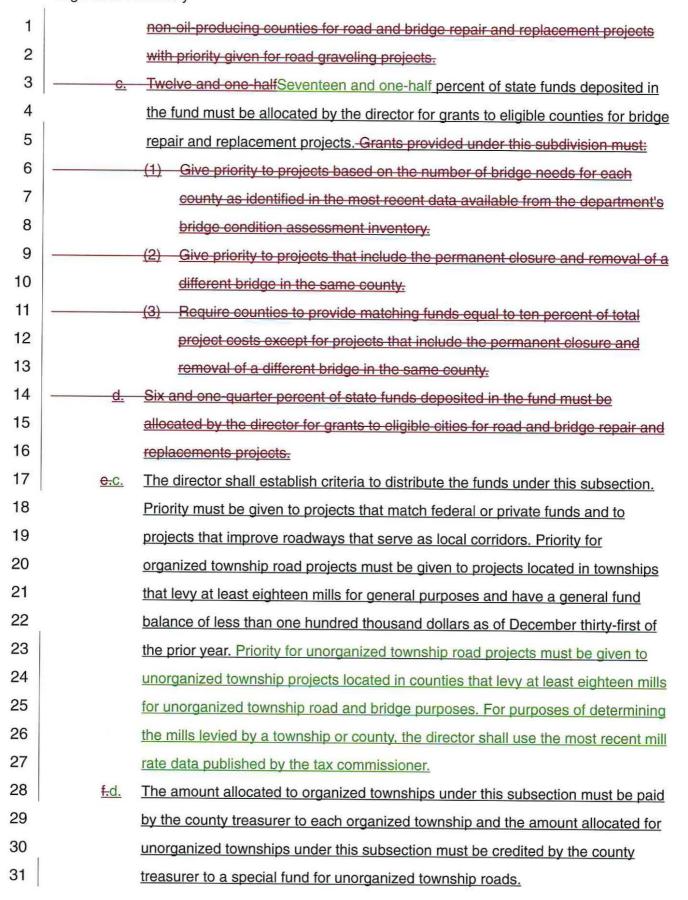
54-35-02.9.

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1	SEC	TION	10. A new section to chapter 24-02 of the North Dakota Century Code is created
2	and ena	cted a	as follows:
3	Big	sky r	north coast corridor identification and development program.
4	The	direc	tor may enter an agreement with the big sky passenger rail authority regarding the
5	creation	of a	service development plan.
6	SEC	OIT	11. AMENDMENT. Section 24-02-37.3 of the North Dakota Century Code is
7	amende	d and	reenacted as follows:
8	24-0	2-37	.3. Flexible transportation fund - Budget section approval - State treasurer
9	distribu	tions	to political subdivisions - Report. (Retroactive application - See note)
10	The	re is o	created in the state treasury the flexible transportation fund. The fund consists of
11	eligible f	edera	al or state funding and any contributed private funds.
12	1.	The	flexible transportation fund must be administered and expended by the director
13		and	may be used for the following:
14		a.	Providing a match for federal funding obtained by the department of
15			transportation.
16		b.	State-funded road and bridge construction and maintenance, and transportation
17			support costs including staffing, facilities, and operational expenditures on the
18	i		state highway system.
19		C.	State-funded road-and, bridge, and other infrastructure construction and
20			maintenance activities within the state but off of the state highway system. The
21			director shall establish the terms and provisions of the program.
22	2.	All r	money derived from the investment of the flexible transportation fund or any portion
23		of th	ne fund, must be credited to the flexible transportation fund. The director shall
24		mor	nthly transmit all moneys collected and received under this chapter to the state
25		trea	surer to be transferred and credited to the flexible transportation fund.
26	3.	The	director must receive budget section approval for any project that utilizes more
27		thar	n ten million dollars from the fund except for projects that match federal or private
28		fund	ds and the amount utilized from the fund is fifty percent or less of total project
29		cos	ts. Any request considered by the budget section must comply with section

Sixty-ninth Legislative Assembly



1 The director shall allocate at least twenty-five percent of motor vehicle excise tax 2 collections deposited in the flexible transportation fund pursuant to section 57-40.3-10 3 for non-oil-producing county and township road and bridge projects as follows: 4 The funds must be allocated by the department to counties for projects or grants 5 for the benefit of counties and organized and unorganized townships; 6 The department shall establish criteria to distribute the funds: b. 7 C. The funds must be used for the maintenance and improvement of county and 8 township paved and unpaved roads and bridges; 9 Priority must be given to projects that match federal funds and to projects that d. 10 improve roadways that serve as local corridors; 11 An organized township is not eligible to receive funding if the township does not e. 12 maintain any roadways or does not levy at least eighteen mills for general 13 purposes; and 14 f. For purposes of this subsection, "non-oil-producing county" means a county that 15 received no allocation of funding or a total allocation of less than five million 16 dollars under subsection 2 of section 57-51-15 in the most recently completed 17 even-numbered fiscal year before the start of each biennium. The director shall 18 allocate a portion of funds deposited in the flexible transportation fund for the 19 benefit of road and bridge maintenance and projects in counties, cities, and 20 townships as follows: 21 Twelve and one-half percent of state funds deposited in the fund must be 22 allocated by the director to non-oil-producing counties for projects or grants for 23 the benefit of counties and organized and unorganized townships for the 24 maintenance and improvement of county and township paved and unpaved 25 roads and bridgesThe following percentage of state funds deposited in the fund 26 must be allocated by the director for grants to counties, cities, and townships in 27 non-oil-producing counties for road and bridge repair and replacement projects: 28 Nineteen and one-half percent for county and city projects. 29 Thirteen and one-half percent for township projects. 30 Six and one-quarter percent of state funds deposited in the fund must be b. 31 allocated by the director for grants to eligible townships located in



1 Any funds allocated under this subsection not committed by October first of each 2 even-numbered year may be reallocated by the director for any other projects 3 eligible for funding under this section. 4 The state treasurer shall allocate a portion of funds deposited in the flexible 5. 5 transportation fund for the benefit of road and, bridge, and other infrastructure 6 maintenance and projects in counties, cities, and townships, as follows: 7 Six and one-quarterNine percent of state funds deposited in the fund must be 8 distributed to non-oil-producing counties for the benefit of organized and 9 unorganized township road needs using the distribution method in section 10 54-27-19.454-27-19.1. To receive an allocation under this subdivision, an 11 organized township must levy at least eighteen mills for general purposes and 12 have a general fund balance of less than one hundred thousand dollars as of 13 December thirty-first of the prior year. To receive an allocation under this 14 subdivision for unorganized townships, a county must levy at least eighteen mills 15 for unorganized township road and bridge purposes. For purposes of determining 16 the mills levied by a township or county, the state treasurer shall use the most 17 recent mill rate data published by the tax commissioner. 18 Six and one-quarterNineteen and one-half percent of state funds deposited in the 19 fund must be distributed to non-oil-producing counties and cities for road, bridge, 20 and other infrastructure projects using the formula established in subsection 4 of 21 section 54-27-19. 22 Twenty-one percent of state funds deposited in the fund must be used by the director 23 for any projects eligible for funding under this section. 24 For purposes of this section, "non-oil-producing county" means a county that had 25 average annual oil production of fewer than ten million barrels based on the average 26 annual oil production in the three-year period ending with the most recently completed 27 even-numbered fiscal year before the start of each biennium. For purposes of 28 determining the average annual oil production under this section, the state treasurer 29 shall use the most recently available data compiled by the industrial commission in a 30 report on the historical barrels of oil produced by county.

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

The department, with the approval of the commission, may provide financial assistance,

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SECTION 12. AMENDMENT. Section 49-17.1-05 of the North Dakota Century Code is amended and reenacted as follows:

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49-17.1-05. Subsidy of railway lines - Continuing appropriation.

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within the limits of funds appropriated by the legislative assembly, for the continuation of operations and maintenance of any railroad within the state, as provided for in the Railroad Revitalization and Regulatory Reform Act of 1976 [Pub. L. 94-210; 90 Stat. 149; 49 U.S.C. 1651

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et seq.], or other relevant federal legislation. Moneys in the state rail fund are appropriated to

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the department on a continuing basis for distributions authorized under this section. The

12 13 department or the commission may act as the agent in cooperation with the federal government, any local or regional transportation authority, local governmental units, any group

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SECTION 12. AMENDMENT. Section 54-27-19 of the North Dakota Century Code is

of rail users, or any person in any rail service assistance program.

amended and reenacted as follows:

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54-27-19. Highway tax distribution fund - State treasurer to make allocation to state, counties, and cities.

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A highway tax distribution fund is created as a special fund in the state treasury into which must be deposited the moneys available by law from collections of motor vehicle registration and related fees, fuels taxes, special fuels taxes, use taxes, and special fuels excise taxes. The state treasurer shall transfer the first five million five hundred thousand dollars per biennium from the highway tax distribution fund to the state highway fund for the purpose of providing administrative assistance to other transferees. After the transfer of the first five million five hundred thousand dollars, any moneys in the highway tax distribution fund must be allocated and transferred monthly by the state treasurer, as follows:

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Sixty-one and three-tenthsSixty percent must be transferred monthly to the state department of transportation and placed in a state highway fund.

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2. Two and seven tenths Three and four-tenths percent must be transferred monthly to the township highway aid fund.

- One and five tenths One and sixth-tenths percent must be transferred monthly to the public transportation fund.
- 4. Thirty four and five tenths Thirty-five percent must be allocated to the counties of this state in proportion to the number of vehicle registrations credited to each county. Each county must be credited with the certificates of title of vehicles registered by residents of the county. The state treasurer shall compute and distribute the counties' share monthly after deducting the incorporated cities' share. All the moneys received by the counties from the highway tax distribution fund must be set aside in a separate fund called the "highway tax distribution fund" and must be appropriated and applied solely for highway purposes in accordance with section 11 of article X of the Constitution of North Dakota. The state treasurer shall compute and distribute monthly the sums allocated to the incorporated cities within each county according to the formulas in this subsection using the incorporated cities' populations as determined by the last official regular or special federal census or the census taken in accordance with the provisions of chapter 40-02 in case of a city incorporated subsequent to the census.
 - a. For counties having no cities with a population of ten thousand or more, twenty-seven percent of the total county allocation must be distributed to all of the incorporated cities within the county on a countywide per capita basis. The remaining county allocation amount must be transferred into the county highway tax distribution fund.
 - b. For each county having a city with a population of ten thousand or more, the amount transferred each month into the county highway tax distribution fund must be the difference between the amount allocated to that county pursuant to this subsection and the total amount allocated and distributed to the incorporated cities in that county as computed according to the following formula:
 - (1) A statewide per capita average as determined by calculating twenty-seven percent of the amount allocated to all of the counties under this subsection divided by the total population of all of the incorporated cities in the state.
 - (2) The share distributed to each city in the county having a population of less than one thousand must be determined by multiplying the population of that

- city by the product of 1.50 times the statewide per capita average computed under paragraph 1.
- (3) The share distributed to each city in the county having a population of one thousand to four thousand nine hundred ninety-nine, inclusive, must be determined by multiplying the population of that city by the product of 1.25 times the statewide per capita average computed under paragraph 1.
- (4) The share distributed to each city in the county having a population of five thousand or more must be determined by multiplying the population of that city by the statewide per capita average for all such cities, which per capita average must be computed as follows: the total of the shares computed under paragraphs 2 and 3 for all cities in the state having a population of less than five thousand must be subtracted from the total incorporated cities' share in the state as computed under paragraph 1 and the balance remaining must then be divided by the total population of all cities of five thousand or more in the state.
- 5. The moneys allocated to the incorporated cities must be distributed to them monthly by the state treasurer and must be deposited by the cities in a separate fund and may only be used in accordance with section 11 of article X of the Constitution of North Dakota and an incorporated city may use the fund for the construction, reconstruction, repair, and maintenance of public highways within or outside the city pursuant to an agreement entered into between the city and any other political subdivision as authorized by section 54-40-08.

SECTION 13. A new section to chapter 54-27 of the North Dakota Century Code is created and enacted as follows:

Legacy earnings fund - State treasurer - Legacy fund distribution - Allocations.

There is created in the state treasury the legacy earnings fund. The fund consists of all moneys distributed by the state treasurer from the legacy fund pursuant to section 26 of article X of the Constitution of North Dakota. The distribution from the legacy fund on July first of each odd-numbered year must be equal to eight percent of the five-year average value of the legacy fund balance as reported by the state investment board. The average value of the legacy fund balance must be calculated using the fund

1		<u>palance at the end of each fiscal year for the five-year period ending with the mos</u>	Ţ
2		recently completed even-numbered fiscal year.	
3	<u>2.</u>	From the amount distributed to the legacy earnings fund under subsection 1, the s	<u>state</u>
4		treasurer shall allocate seven-eighths of the funding in July of each odd-numbered	<u>t</u>
5		year in the following order:	
6		a. The first one hundred two million six hundred twenty-four thousand dollars or	an
7		amount equal to the amount appropriated from the legacy sinking and interes	<u>st</u>
8		fund for debt service payments for a biennium, whichever is less, to the legac	С ў
9		sinking and interest fund under section 6-09.4-10.1.	
10		b. The next two hundred twenty-five million dollars to the general fund to provide	<u>e</u>
11		support for tax relief initiatives approved by the legislative assembly.	
12		c. The next one hundred million dollars to the legacy earnings highway distribut	<u>ion</u>
13		fund for allocations under section 54-27-19.3.	
14	:	d. The remaining amount as follows:	
15		(1) FiftyThirty percent to the generalhighway fund.	
16		(2) The remainder to the strategic investment and improvements fund to be	<u>}</u>
17		used in accordance with section 15-08.1-08 legacy property tax relief fur	nd.
18	<u> 3.</u>	From the amount distributed to the legacy earnings fund under subsection 1, the s	<u>state</u>
19		treasurer shall allocate the remaining one-eighth of the funding in July of each	
20		odd-numbered year to the flexible transportation fund for allocations under section	<u> </u>
21		24-02-37.3.	
22	—SEC	TION 11. AMENDMENT. Section 54-27-19.3 of the North Dakota Century Code is	
23	amende	and reenacted as follows:	
24	54-2	-19.3. Legacy earnings highway distribution fund.	
25	— A le	acy earnings highway distribution fund is created as a special fund in the state trea	asury
26	into whice	must be deposited any allocations of legacy fund earnings made under section	
27	21-10-1	10 of this Act. Any moneys in the legacy earnings highway distribution fund must b	e
28	allocate	and transferred by the state treasurer, as follows:	
29	-1.	Sixty percent must be transferred to the department of transportation for deposit in	1 the
30		state highway fund;	
31	2	Ten percent must be transferred to the legacy earnings township highway aid fund	4-

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4.

5.

The next two hundred fifty million dollars into the state general fund;

The next ten million dollars into the lignite research fund:

- The next twenty million dollars into the state disaster relief fund, but not in an amount that would bring the unobligated balance in the fund to more than twenty million dollars;
- The next three hundred sixty million dollars into the strategic investment and improvements fund;
- 8. The next sixty-five million dollars to the public employees retirement fund for the main system plan;
- 9. The next fifty-nine million seven hundred fifty thousand dollars, or the amount necessary to provide for twice the amount of the distributions under subsection 23 of section 57-51.1-07.7, into the funds designated for infrastructure development in non-oil-producing counties under sections 57-51.1-07.7 and 57-51.1-07.8 with fifty percent deposited into the municipal infrastructure fund and fifty percent deposited into the county and township infrastructure fund;
- 10.8. The next one hundred seventy million two hundred fifty thousand one hundred million two hundred fifty thousand dollars or the amount necessary to provide a total of two hundred thirty million one hundred sixty million dollars into the funds designated for infrastructure development in non-oil-producing counties under sections 57-51.1-07.7 and 57-51.1-07.8 with fifty percent deposited into the municipal infrastructure fund and fifty percent deposited into the county and township infrastructure fund;
- 11.9. The next sixty-five million dollars to the public employees retirement fund for the main system plan;
- 10. The next twenty million dollars into the airport infrastructure fund; and
- 12.11. Any additional revenues into the strategic investment and improvements fund.
- **SECTION 16. AMENDMENT.** Section 57-51.1-07.7 of the North Dakota Century Code is amended and reenacted as follows:
- 57-51.1-07.7. Municipal infrastructure fund Continuing appropriation State treasurer Department of transportation Reports.
 - There is created in the state treasury the municipal infrastructure fund. The fund consists of all moneys deposited in the fund under section 57-51.1-07.5. All moneys
 - a. The first forty million dollars deposited in the fund are each biennium is appropriated to the state treasurer on a continuing basis for the purpose of

05/02/2025

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2012 - Department of Transportation - Conference Committee Action

	Base Budget	Senate Version	Conference Committee Changes	Conference Committee Version	House Version	Comparison to House
Salaries and wages	\$219,279,648	\$235,990,591	1	\$235,990,591	\$235,990,591	
New and vacant FTE pool		13,364,077	\$212,400	13,576,477	13,788,877	(\$212,400)
Operating expenses	316,256,474	387,345,122		387,345,122	388,397,014	(1,051,892)
Capital assets	1,101,395,065	1,952,989,617	15,800,000	1,968,789,617	2,007,989,617	(39,200,000)
Grants	112,821,458	109,240,458	7,150,000	116,390,458	109,240,458	7,150,000
Total all funds	\$1,749,752,645	\$2,698,929,865	\$23,162,400	\$2,722,092,265	\$2,755,406,557	(\$33,314,292)
Less estimated income	1,749,752,645	2,698,929,865	23,162,400	2,722,092,265	2,755,406,557	(33,314,292)
General fund	\$0	\$0	\$0	\$0	\$0	\$0
FTE	1,001.00	1,004.00	1.00	1,005.00	1,006.00	(1.00)

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

	Adds SIRN Coordinator Position ¹	Adjusts Grant Funding Authority ²	Adds Funding for Passenger Rail Grant ³	Adjusts Funding for Highway Projects ⁴	Total Conference Committee Changes
Salaries and wages New and vacant FTE pool Operating expenses	\$212,400				\$212,400
Capital assets Grants		\$7,000,000	\$150,000	\$15,800,000	15,800,000 7,150,000
Total all funds Less estimated income	\$212,400 212,400	\$7,000,000 7,000,000	\$150,000 150,000	\$15,800,000 15,800,000	\$23,162,400 23,162,400
General fund	\$0	\$0	\$0	\$0	\$0
FTE	1.00	0.00	0.00	0.00	1.00

¹ One FTE position is added for the coordination of Statewide Interoperable Radio Network operations. The House also added this position.

⁴ Funding for highway projects is adjusted as follows:

	Senate	<u>House</u>	Conference Committee
Federal formula matching funds (SIIF)	\$171,300,000	\$171,300,000	\$0
Highway 85 projects (SIIF)	100,000,000	0	0
Highway 85 projects (bonding)	0	155,000,000	0
Undesignated highway projects (SIIF)	<u>0</u>	<u>0</u>	287,100,000
Total	\$271,300,000	\$326,300,000	\$287,100,000

Senate Bill No. 2012 - Other Changes - Conference Committee Action

This amendment also:

- Provides for the deposit of a portion of legacy fund earnings (\$175.2 million) in the highway fund. The House version provided for \$146 million of legacy fund earnings in the highway fund.
- Transfers \$142.5 million from SIIF to the flexible transportation fund. The House version transferred \$380 million to the flexible transportation fund.
- Adjusts allocations from the flexible transportation fund.

² Funding authority for grant distributions is adjusted based on the estimated amount of grants to be distributed by the department, including an increase of \$40 million from the municipal infrastructure fund for grants to cities and \$40 million from the county and township infrastructure fund for grants to counties and townships.

One-time funding from the strategic investment and improvements fund (SIIF) is added for a passenger rail authority grant.

- Adjusts the distribution percentages from the highway tax distribution fund, the same as the House.
- Provides for 50 percent of motor vehicle excise taxes to be deposited in the general fund, 25 percent in the highway tax distribution fund, and 25 percent in the flexible transportation fund. The House deposited all motor vehicle excise taxes in the general fund.
- Adjusts allocations of the state share of oil and gas tax collections to the various funds including municipal and county and township infrastructure funds and adjusts allocations from the municipal and county and township infrastructure funds.
- Repeals statutory provisions relating to the legacy earnings highway distribution fund and legacy earnings township highway fund. The House also repealed the provisions.
- Removes a section added by the Senate to provide a continuing appropriation from the state rail fund. The
 House also removed this section.
- Adds a section to authorize the Department of Transportation to enter an agreement with the Big Sky Passenger Rail authority.
- Authorizes the Department of Transportation to purchase workplace appliances, including microwaves, coffee makers, and refrigerators, the same as the House.'
- Does not renew a section removed by the House that the department review options to jointly administer a rest area at the Painted Canyon visitor center, the same as the Senate.
- Does not provide funding and an FTE added by the House for airplane operators.
- · Removes sections added by the House to authorize bonding.
- · Removes sections added by the House to increase motor fuels taxes.
- Adds a section to require the Department of Transportation to complete the US Highway 85 four-lane project between Highway 200 and the Long X Bridge.

SB 2012 050225 1603 PM Roll Call Vote

Amendment

SB 2012

Date Submitted: May 2, 2025, 4:03 p.m.

Action: Passed

Amendment LC #: Pending LC #

Motioned By: Dwyer, Michael

Seconded By: Weisz, Robin

Emergency Clause: None

Vote Results: 6 - 0 - 0

Description: amendments agreed on and being drafted by Brady

Sen. Wanzek, Terry M.	Yea
Sen. Dwyer, Michael	Yea
Sen. Erbele, Robert	Yea
Rep. Brandenburg, Mike	Yea
Rep. Bosch, Glenn	Yea
Rep. Weisz, Robin	Yea

SB 2012 050225 1606 PM Roll Call Vote

Amendment

SB 2012

Date Submitted: May 2, 2025, 4:06 p.m.

Action: Passed

Amendment LC #: Pending LC #

Motioned By: Brandenburg, Mike

Seconded By: Weisz, Robin

Emergency Clause: None

Vote Results: 6 - 0 - 0

Description: highway 200 to long x bridge

Sen. Wanzek, Terry M.	Yea
Sen. Dwyer, Michael	Yea
Sen. Erbele, Robert	Yea
Rep. Brandenburg, Mike	Yea
Rep. Bosch, Glenn	Yea
Rep. Weisz, Robin	Yea

SB 2012 050225 1607 PM Roll Call Vote

Final Recommendation

SB 2012

Date Submitted: May 2, 2025, 4:07 p.m.

Recommendation: In Place Of
Amendment LC #: 25.0179.02014

Engrossed LC #: N/A

Motioned By: Bosch, Glenn

Seconded By: Erbele, Robert

House Carrier: Brandenburg, Mike

Senate Carrier: Wanzek, Terry M.

Emergency Clause: None

Vote Results: 6 - 0 - 0

Description: in place of

Sen. Wanzek, Terry M.	Yea
Sen. Dwyer, Michael	Yea
Sen. Erbele, Robert	Yea
Rep. Brandenburg, Mike	Yea
Rep. Bosch, Glenn	Yea
Rep. Weisz, Robin	Yea

Module ID: s_cfcomrep_74_002

Insert LC: 25.0179.02014 Title: 05000 Senate Carrier: Wanzek House Carrier: Brandenburg

REPORT OF CONFERENCE COMMITTEE ENGROSSED SB 2012

Your conference committee (Sens. Wanzek, Dwyer, Erbele and Reps. Brandenburg, Bosch, Weisz) recommends that in place of amendment <u>25.0179.02011</u> adopted by the House, Engrossed SB 2012 is amended by amendment <u>25.0179.02014</u>.

Engrossed SB 2012 was placed on the Seventh order of business on the calendar.

SB 2012

SECTION 22. UNITED STATES HIGHWAY 85 FOUR LANE PROJECT. During the biennium beginning July 1, 2025, and ending June 30, 2027, the director of the department of transportation shall begin the process to plan and complete the remaining portions of the United State Highway 85 four-lane project between interstate 94 and the long X bridge.