

North Dakota Transportation Handbook

December 2012

prepared by

**NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION**

BISMARCK, NORTH DAKOTA

www.dot.nd.gov

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Welcome to the NDDOT Transportation Handbook

The *2012 Transportation Handbook* will provide you a wealth of information about the North Dakota Department of Transportation and how we fulfill our mission of safely moving people and goods.

This booklet provides information about the organization including maintenance activities, construction, driver safety, traffic numbers, budget, motor vehicle, drivers license, transit program, and much more.

This is an exciting time of growth for the state and we are proud of all our department has accomplished. We know our work is not done. There is much more that will be asked of our agency, and we stand ready to respond. Our mission of safely moving people and goods can be seen in the value we place on quality roads and dedication to superior service for our citizens and visitors in the state.

To learn more about the NDDOT, please visit our Web site at www.dot.nd.gov or call us at 1-855-NDROADS (1-855-637-6237).



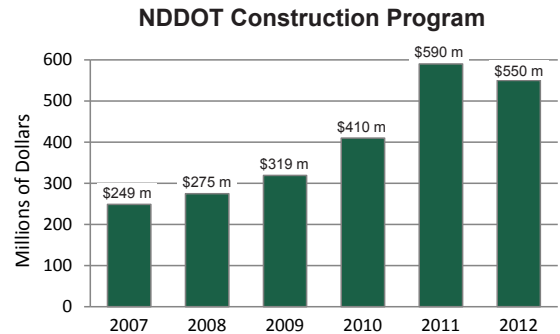
Bridge piece from old Memorial Bridge displayed on the Memorial Bridge Plaza.

Major Accomplishments

The North Dakota Department of Transportation (NDDOT) achieved many accomplishments and faced several challenges in 2011 and 2012. Record snow fall and flooding in 2011 created several challenges. Flooding caused extensive damage to state, county and urban roadways covering 41 counties and three cities.

Two major accomplishments achieved by NDDOT in 2011-2012 have been delivering the largest construction programs in our state's history.

The construction program has increased a great deal over the past six years from approximately \$249 million in 2007 to \$590 million in 2011 and \$550 million in 2012.



NDDOT is aggressively addressing infrastructure improvements in western North Dakota to enhance safety and traffic movement. The department completed several projects in this area including:

- Construction on US 85 between Watford City and Williston, providing additional passing and turning lanes.
- Completed work on temporary Williston northwest and northeast truck bypasses.
- Major construction and widening projects on highways ND 8, ND 22, ND 23 and US 85.
- Added centerline and edge-line rumble stripes on two-lane highways.

Other accomplishments include completing several highway projects in Devils Lake, Dickinson, Minot, Grand Forks, Valley City and Fargo areas.

NDDOT processed a new record of over one million motor vehicle registrations in 2011.

NDDOT strives to maximize the productivity of the state's investments and provide a transportation system to safely move people and goods.

Statewide Transportation Plan **TransAction III**

The statewide strategic transportation plan, called TransAction III, is the overall strategic plan for all modes of transportation in North Dakota. TransAction III encompasses all government jurisdictions, surface modes of transportation, and various transportation interests.

TransAction III covers a 20-year planning horizon. It provides broad strategic direction for collaborative transportation efforts across modes, the public and private sectors, and governmental jurisdictions. The plan identifies the state's mission, vision, goals and initiatives and strategies for achieving a statewide transportation system.

Mission

North Dakota will provide a safe, reliable, and sustainable transportation system.

Vision

North Dakota's multimodal transportation system is strategically developed and globally integrated.

Goals

- Safe and secure transportation.
- Sustainable and reliable mobility.
- Diversified and sufficient funding.
- Communication and cooperation.
- Strong economic growth with consideration of environmental, cultural, and social impacts.

For more information go to NDDOT Web site:
www.dot.nd.gov.

NDDOT Strategic Plan

The Strategic Planning process has steadily brought significant change to the department since its inception in 1997. Through these efforts, the department has become known by its stakeholders as a progressive and innovative organization that accomplishes its mission, while putting its employees first.

The 2012-2017 Strategic Plan Vision and Mission were reviewed and slightly changed to reflect the increasing demands being put on the department.

Vision

*North Dakota's Transportation Leader Promoting
Safe Ways
Superior Service
Economic Growth*

Mission

Safely move people and goods.

As the department transitions into a new era of transportation, it faces different and increasing challenges as the State's transportation leader while pursuing its mission. The 2012-2017 Strategic Plan addresses those challenges by pursuing several objectives in the following four goals:

Goals

- Improve the quality and efficiency of the transportation systems.
- Enhance employee recruitment, development, well-being and safety.
- Work with stakeholders to provide leadership in transportation.
- Enhance customer satisfaction.

Values

In practicing the department's values of *Professionalism, Respect, Integrity, Dedication, and Excellence* it will be successful in being *North Dakota's Transportation Leader promoting, Safe Ways, Superior Service and Economic Growth.*

Performance Measures

In 2004, the North Dakota Department of Transportation (NDDOT) identified performance measure outcome areas tied directly to the Strategic Plan. The 2012 report expands on these measures and helps the department revise its strategies to better enhance the NDDOT products and services.

Customer Satisfaction

In 2012, approximately 79 percent of customers surveyed were satisfied or very satisfied with how the department was doing overall. The top four categories that ranged from approximately 84 percent to 90 percent in satisfied or very satisfied were road conditions, motor vehicle, drivers license, and communications.

Stakeholder awareness of traffic safety issues, specifically texting while driving and driving under the influence, were listed as areas of concern.

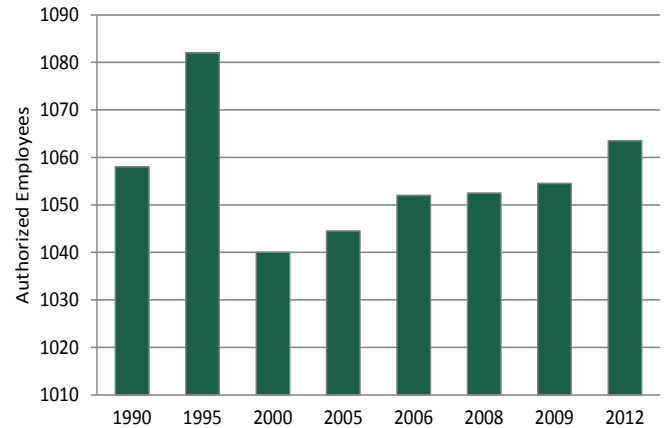
Employee Survey

NDDOT conducts an employee survey every two years in order to gauge the health of the organization. The survey was first administered in 2002, the 2012 survey is the sixth survey conducted. Overall satisfaction in 2012 was at 3.44.



Motor Vehicle employee assisting customer.

NDDOT Employee Facts 1990 to 2012

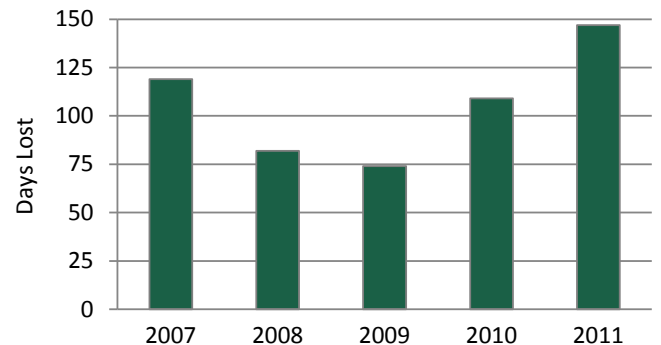


- NDDOT has 1,063.5 authorized budgeted positions as of July 1, 2012.
- At the peak of the construction season, NDDOT employed 112 temporary workers in 2011.

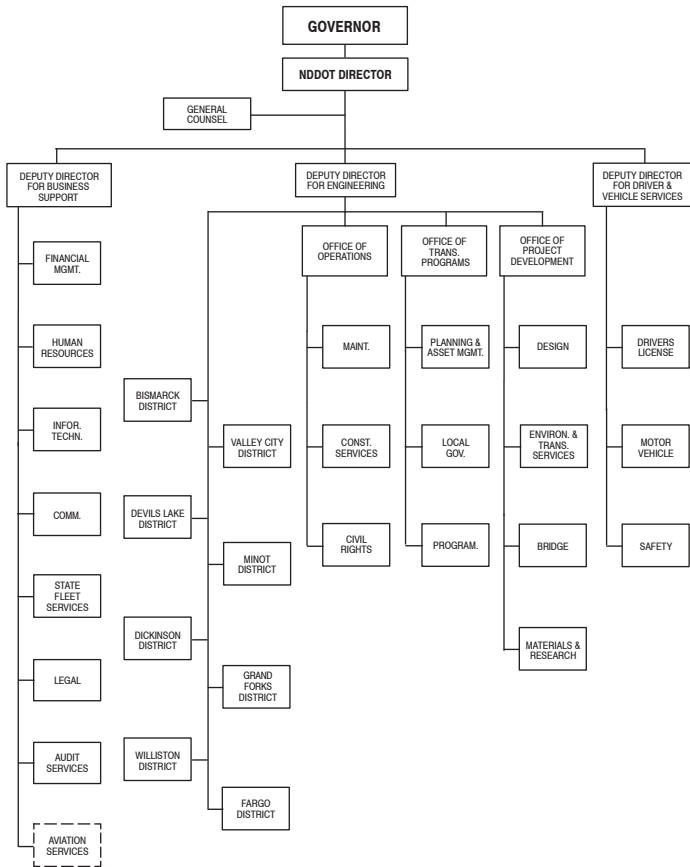
Worker Safety

For the 2011 calendar year NDDOT had 147 lost work days due to workplace injuries. In 2011, NDDOT employees worked a total of 2,990,442 hours. This meant that there were 49 lost days per million hours worked. In 2010, our rate was 109 lost days per million hours worked.

Days Lost per Million Hours Worked 2007 - 2011



Organizational Chart



Organization

- The ND State Highway Department was created in March 1917 and became the ND Department of Transportation (NDDOT) on January 1, 1990.
- NDDOT is led by a director appointed by the governor. The department also has three deputy directors: business support, engineering, and driver and vehicle services.
- The Central Office is in Bismarck, with eight district offices: Bismarck, Devils Lake, Dickinson, Fargo, Grand Forks, Minot, Valley City, and Williston.
- NDDOT oversees the development of surface transportation (highways, bridges, rail, transit, pedestrian and bicycle paths, and safe routes to schools) in the state.

Contact Information

NDDOT Toll-Free 1-855-637-6237
 Motor Vehicle Registration and Titling . . (701) 328-2725
 Drivers License (701) 328-2600

Mailing address:

608 E. Boulevard Ave.
 Bismarck, ND 58505-0700

Web site:

www.dot.nd.gov

Email:

dot@nd.gov

For district offices see page 9.

History

- 1889** Creation of a North Dakota state office dedicated to roads.
- 1911** First ND motor vehicle license plates issued.
- 1913** First highway commission created.
- 1917** Creation of North Dakota State Highway Department.
- 1922** ND has 20 miles of gravel roads, 1,000+ miles of dirt trails.
- 1933** Highway commission abolished. F.A. Vogel becomes first independent highway commissioner.
- 1935** First driver's license issued.
- 1956** First ND Interstate contracts let (US 10 between Valley City and Jamestown).
- 1977** ND is first state in union to let contracts for final Interstate highway (I-29 between Drayton and Pembina).
- 1990** Highway Department becomes Department of Transportation.
- 2002** NDDOT is lead agency for creation of first statewide strategic transportation plan for all modes of transportation.
- 2006** The Four Bears Bridge near New Town was completed.
- 2008** NDDOT completed the four-laning of US Highway 2 between Williston and Minot.
- 2009** NDDOT launched the NDteendrivers.com Web site aimed to inform teens about safe driving habits.
- 2010** The Drayton-Robbin Bridge, crossing the Red River near Drayton, was completed.
- 2011** Completed the first Super 2 project on US 85 between Wafford City and Williston, featuring passing and turning lanes.
- 2012** Completed temporary bypasses on the northwest side and northeast side of Williston. Also, completed first roundabout project on a state highway on ND 22 near Killdeer.

ND 511 Travel Information

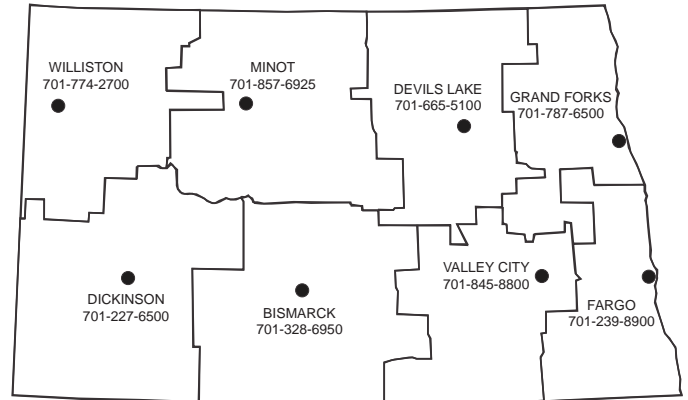


Statewide Road Conditions	511
Seasonal Load Limits	511
Weather Information	511
Internet Web site	www.dot.nd.gov
Emergency Road Assistance	911



North Dakota 511 Travel Information went online on February 10, 2003, and is the only number to call to get official weather and road information from the North Dakota Department of Transportation. Callers may access weather reports, information on road conditions, work zones, and seasonal load limits from anywhere in the state by calling 511 on their home, office, or cellular telephone. From July 2010 to June 2011, 667,278 calls were placed and from July 2011 to June 2012, there were 222,060 calls placed to 511.

ND State Highway Districts



ND Road Mileage - 2011

State Highway System*	7,375
County System	18,813
Other Rural Roads	56,753
City Streets	3,906
Trails	19,823
Total	106,670

* NDDOT maintains approximately 8,518 roadway miles of highway, which includes miles in each direction on four-lane highways.

- North Dakota has 2,727 miles of road on the National Highway System (NHS)—including 571 miles of Interstate roads—that are part of the state highway network.
- North Dakota has more miles of road per capita than any state in the nation. There are approximately 156 miles of road for every 1,000 people.

ND Bridge System Condition - September 2012

System	Number of Bridges	Number of S.D. or F.O.*	Percent of S.D. or F.O.*
State	1,706	80	4.7%
Urban	108	15	13.9%
County	3,044	771	25.4%
Total	4,858	867	17.9%

* A bridge designated "structurally deficient (S.D.);" does not mean that the bridge is unsafe; it means that either the deck, the superstructure, or the substructure has a condition that warrants attention. This can be as simple as a concrete bridge deck needing work or requiring a bridge deck overlay.

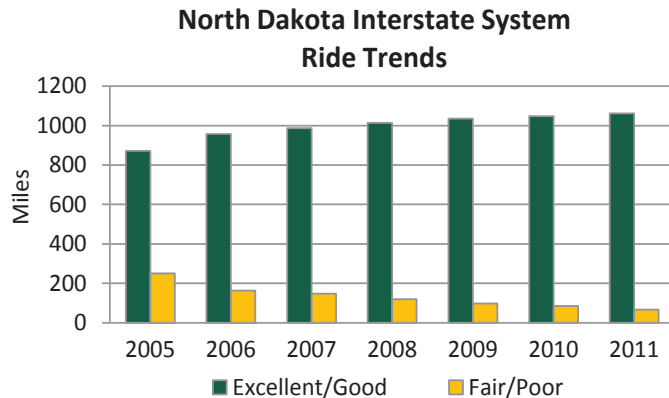
A bridge designated "functionally obsolete (F.O.);" means that some part of the bridge does not meet a design standard such as vertical clearance, deck width, etc. It has nothing to do with the structural integrity of the bridge.

Commitment to a Smooth Ride

The North Dakota Department of Transportation is committed to providing motorists with as smooth a ride as possible on state roadways. A smooth roadway creates a more pleasant driving experience and a safer ride. Smooth pavement has less distress and lasts longer, keeping maintenance costs down.

The department is working with both the asphalt and concrete industries to use the best materials, equipment, and technology available to meet stringent quality standards. The department uses both ride quality and condition to determine which roadways receive a higher priority when it comes to maintenance, overlays, or reconstruction.

Ride Index - 2011



SOURCE: NDDOT condition data, International Roughness Index (IRI)

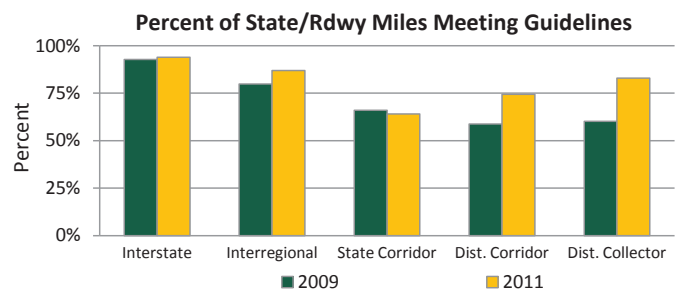
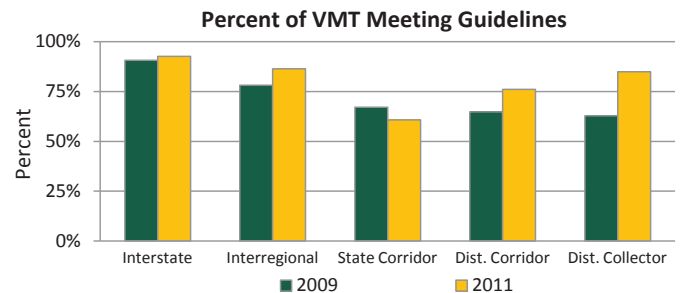
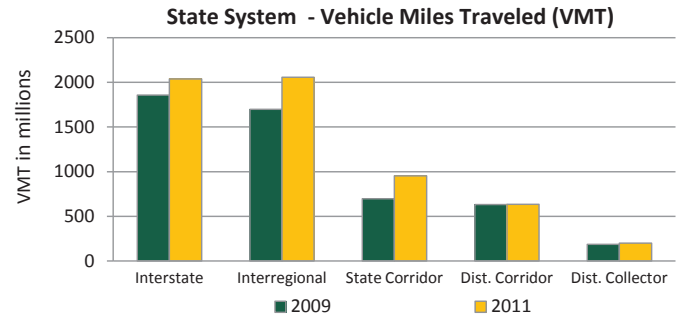
Due to NDDOT's commitment to a smooth ride, ride quality on the Interstate has steadily improved since 2003. The department has moved to defining ride quality using the International Roughness Index (IRI). The IRI is a worldwide standard for measuring pavement smoothness. The IRI is a numerical value calculated from the measured longitudinal profile of the roadway surface. NDDOT has developed IRI ranges that relate to a perception of excellent, good, fair, and poor ride quality. The IRI data is collected in the fall of each year. The years in the chart above reflect the year the data was collected.

State Highway System Pavement Conditions

North Dakota has 7,375 centerline* miles (8,518 current roadway miles) on its state highway system. These miles fall into five categories of the Highway Performance Classification System (HPCS). The department puts an emphasis on the roadways that accumulate the most Vehicle Miles Traveled (VMT). The following charts show the number of miles and the respective travel on each system as well as the percent of the system that meet performance guidelines. In 2009, 5,921 roadway miles met guidelines compared to 6,742 roadway miles in 2011.

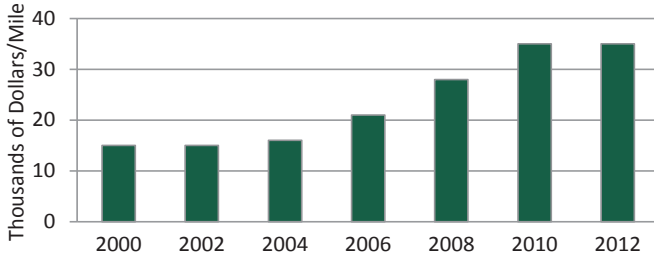
NOTE: As of 2007, the calculation of ride quality will be using International Roughness Index (IRI) instead of Public Ride Perception Index (PRPI).

* Centerline measures miles down the center line of a roadway or median of a divided highway.

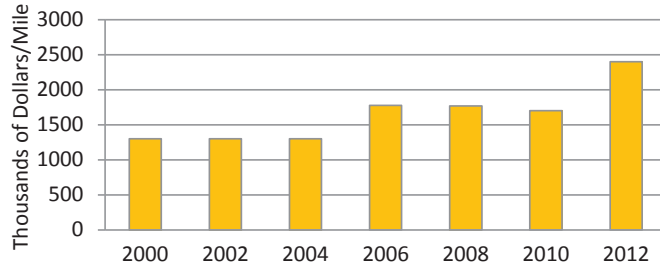


Construction Expenditures

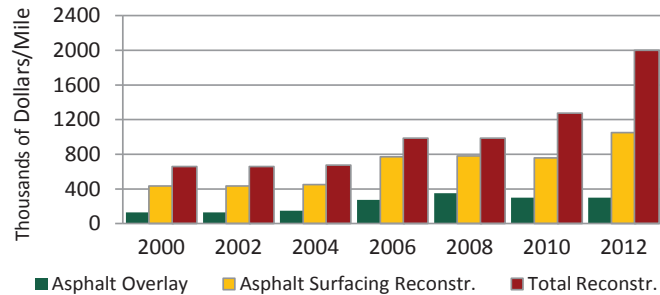
**Non-Interstate Seal Coat Costs Per Mile
2000 - 2012**



**Interstate Concrete Recycling Per Mile
2000 - 2012**



**Asphalt Improvements Per Mile
2000 - 2012**

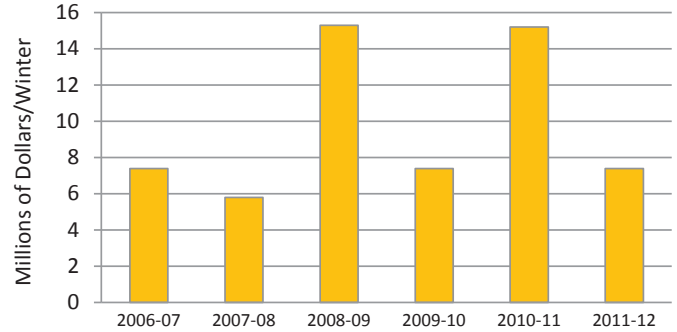


Average Construction Costs - 2012

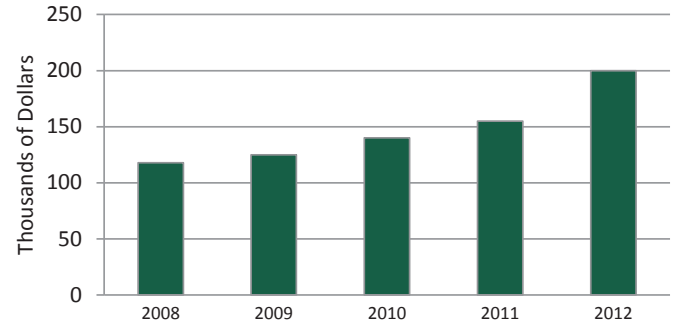
Improvement	Dollars/Mile
Non-Interstate seal coat (by contract)	\$ 35,000
Interstate seal coat (by contract)	\$ 55,000
Thin lift overlay	\$ 200,000
3" asphalt overlay	\$ 300,000
Asphalt surfacing reconstruction (includes subgrade repair and resurfacing)	\$1,050,000
Total reconstruction (includes grading and asphalt surfacing)	\$2,000,000
Interstate concrete paving (two lanes in one direction)	\$2,400,000

Maintenance Expenditures

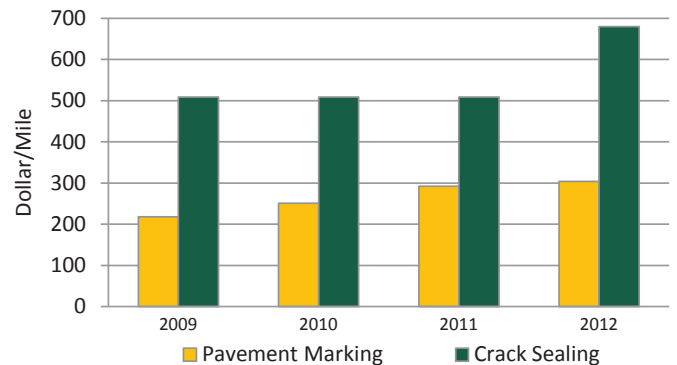
**Equipment and Salt Costs Per Winter for Snow and
Ice Control - 2006 to 2012**



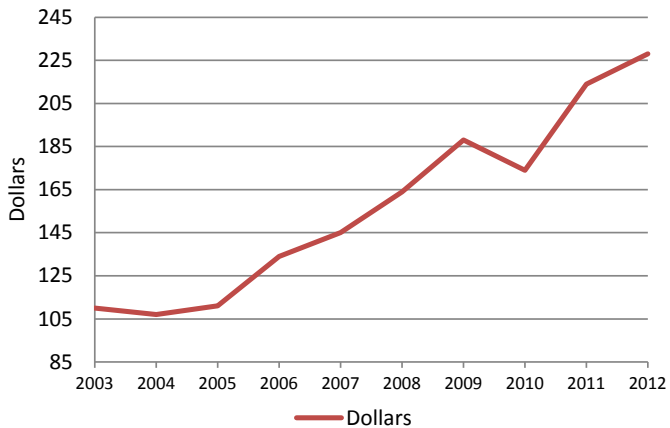
**1.5-Inch Thin Lift Asphalt Overlay Costs Per Mile
2008 to 2012**



**Pavement Marking and Crack Sealing Costs Per Mile
2009 to 2012**



Construction Cost Index

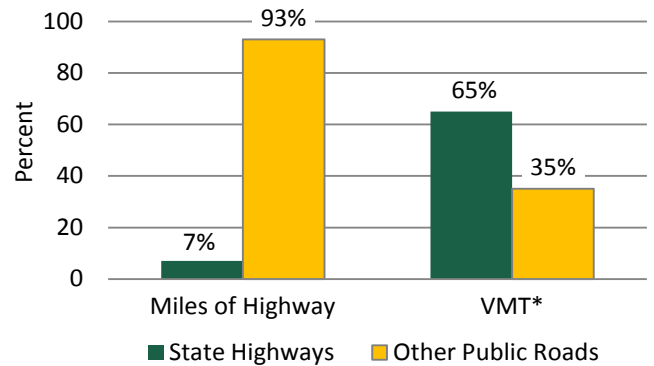


Construction cost inflation is eating up growth in revenues. Construction project costs have increased as the price of materials used in highway construction have risen.



2011 construction work on ND Highway 22 north of Killdeer

System Size vs. Use



* VMT - Vehicle Miles of Travel

- The North Dakota state highway system consists of 7 percent of the total public road mileage in the state, but carries 65 percent of the total VMT.
- Total VMT on North Dakota roads in 2011 was 9.166 billion.
- Truck traffic accounts for about 21 percent of the total traffic on the state system and 20 percent of the total traffic on North Dakota's Interstate system.



Traffic near Coleharbor

- The highest rural traffic volumes on state highways, including truck traffic, are on I-29 between Fargo and Grand Forks, I-94 between Fargo and Bismarck, and Highway 2 between Minot and Williston.
- The Interstate system makes up about 13 percent of the total roadway miles on the state highway system but carries 35 percent of the annual VMT and 33 percent of the annual truck VMT.

Transportation Enhancement Projects



Midland Continental Depot restoration and museum, Wimbledon

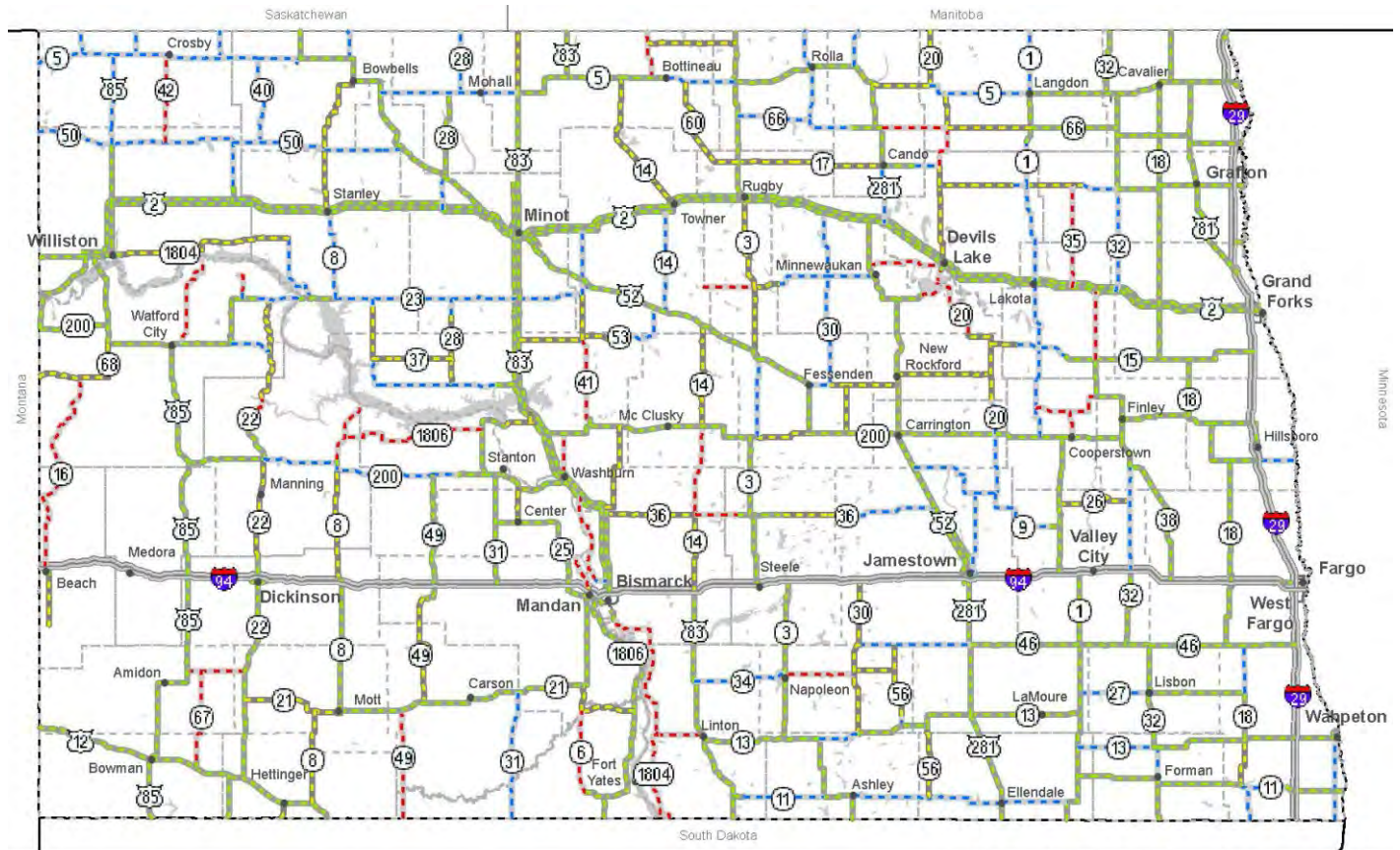
Transportation Enhancement (TE) projects are federally funded and designed to strengthen the cultural, aesthetic, and environmental attributes of the state. TE projects must have a connection to the surface transportation system. They are divided into three categories: 1) bicycle and pedestrian, 2) scenic and environmental, and 3) historic.

NDDOT has placed its TE funds into four programs: 1) NDDOT-initiated projects, 2) Tourism Plan projects, 3) urban projects, and 4) county projects.

NDDOT spends about \$4 million per year on TE projects. Recently completed projects include:

- The Midland Continental Depot restoration and museum in Wimbledon.
- Living snow fence projects on county and township roadways.
- Storm tree restoration—NDDOT provided funds for communities who had catastrophic loss of trees along public highways.

Spring Load Restriction Map



Interstate System

Single Axle
Tandem Axle
3 Axle Group or more per Axle
Max. Axle Group
Gross Weight

by Legal Weight

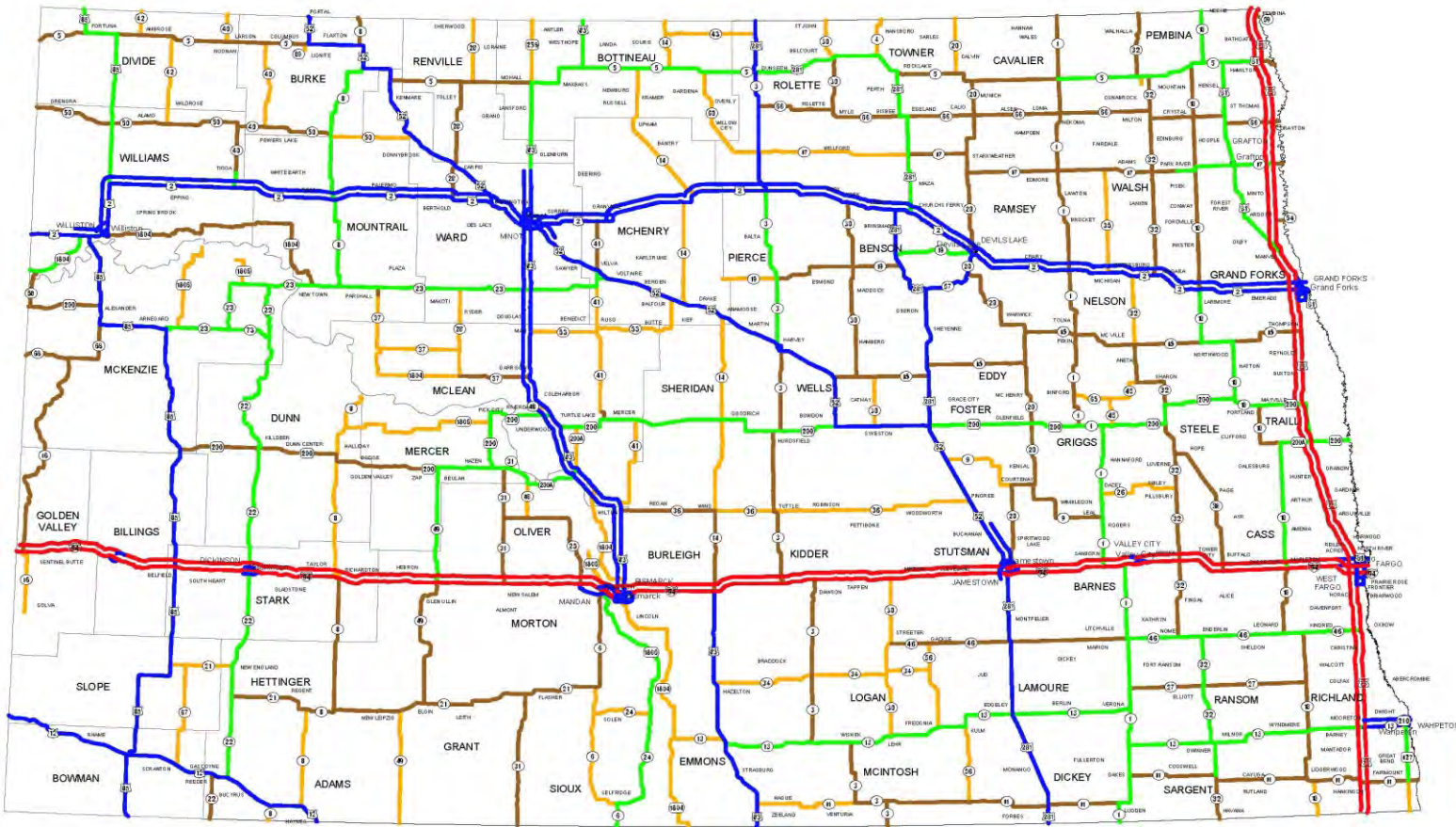
	8 - Ton	7 - Ton	6 - Ton	5 - Ton
Single Axle	20,000 lbs	16,000 lbs	14,000 lbs	12,000 lbs
Tandem Axle	34,000 lbs	32,000 lbs	28,000 lbs	24,000 lbs
3 Axle Group or more per Axle	17,000 lbs	14,000 lbs	12,000 lbs	10,000 lbs
Max. Axle Group	48,000 lbs	42,000 lbs	36,000 lbs	30,000 lbs
Gross Weight	105,500 lbs	105,500 lbs	105,500 lbs	80,000 lbs

Call Highway Patrol for vehicle size/weight and permits.
Call 511 for enroute information

Phone #'s (701)

HP Permit Office	328-2621	Minot	857-6925
NDDOT Office	328-2545	Dickinson	227-6500
Bismarck	328-6950	Grand Forks	787-6500
Valley City	845-8800	Williston	774-2700
Devils Lake	665-5100	Fargo	239-8900

State Highway Performance Classification System



RURAL INTERSTATE SYSTEM

Maintaining a high degree of reliability and mobility on these highways is critical to support and promote international, national, regional and statewide trade and economic activity. Movements are primarily long-distance, interstate and intrastate traffic. Rural Interstates are multiple-lane (usually four) facilities and have full access control. The goal is to be free of height restrictions and provide for the unrestricted movement of legal loads. Ride and distress scores are generally in the good to excellent categories. High volumes of traffic, as well as a high percentage of trucks, are relatively consistent year round. Travel speeds average 65 to 75 miles per hour. Rural Interstates demonstrate a high degree of safety with crash rates below the statewide average.

INTERREGIONAL SYSTEM

Maintaining a high degree of reliability and mobility on these highways is critical since they support and promote international, national, regional and state trade and economic activity. Movements on these highways are primarily

State Highway Performance Classification System (cont.)

long-distance, interstate and intrastate traffic. Interregional System highways are either two-lane or multiple lane facilities. Segments or specific locations may have partially controlled access. The goal is to be free of height restrictions, provide for the unrestricted movement of legal loads, and have limited passing restrictions. Accommodating truck traffic is a priority. Ride and distress scores are generally in the good to excellent categories. Moderate to high volumes of traffic, as well as a high percentage of trucks, are relatively consistent year round. Daytime travel speeds average 60 to 70 miles per hour. The Interregional System demonstrates a high degree of safety with crash rates below the statewide average.

STATE CORRIDOR

Maintaining a moderately high degree of reliability and mobility on these highways is critical since they support the movement of agricultural commodities, freight, and manufactured products within the state. State Corridors provide connectivity between lower and higher level roadways. Movements on these highways are primarily medium-distance intrastate traffic. State Corridors are typically 2-lane facilities and have segments or locations with partially controlled access. These highways have either paved or aggregate shoulders, some segments may have limited passing zone restrictions, and load limits are restricted by legal weights. Bridges and overhead structures provide for the unrestricted movement of legal loads. Ride and distress scores are generally in the good category. Moderately high volumes of traffic are relatively consistent year round. Daytime travel speeds average 60 to 65 miles per hour. State Corridors demonstrate a moderately high degree of safety with crash rates less than the statewide average.

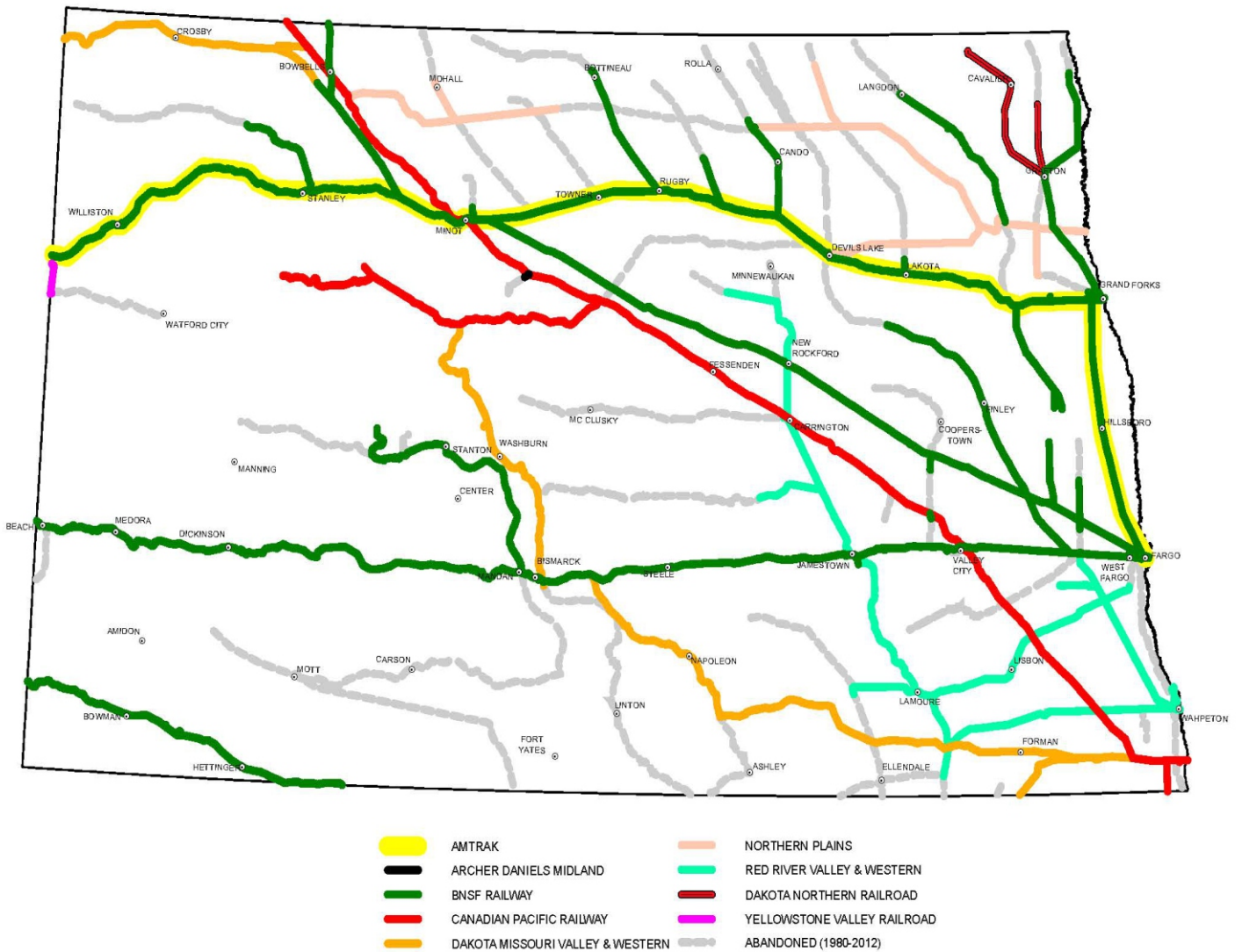
DISTRICT CORRIDOR

Maintaining a moderate degree of reliability and mobility on these highways is desirable. Movements on these highways are primarily short to medium distance intrastate traffic. District Corridors are two lane facilities. Generally, access control is not purchased. These highways have narrow paved or gravel shoulders, segments with restricted passing zones, and may be restricted to 8- or 7-ton seasonal load limits. Bridge structures provide for the unrestricted movement of legal loads. Ride and distress scores are generally in the fair and good categories. Moderate volumes of traffic are relatively consistent year round. Occasional increases in seasonal traffic volumes and truck movements occur. Daytime travel speeds average 55 to 65 miles per hour. District Corridors are safe highways with crash rates at or near the statewide average.

DISTRICT COLLECTOR

Maintaining reliability and mobility on these highways is a lower priority. These highways are generally short routes that provide connectivity to the higher road level systems. Movements on these highways are primarily short distance, local, farm to market traffic. District Collectors are two lane facilities. Generally, access control is not purchased. These highways generally have no shoulders. Segments with restricted passing zones exist. Seasonal load limits of 7 or 6 tons are normal, although some segments may have year round load restrictions. Bridge structures provide for the movement of typical legal loads. Some structures have load, height, and width restrictions. Ride and distress scores are generally in the fair category. Low volumes of traffic are normal year round. Small increases in truck movements may occur during spring planting and fall harvest periods. Daytime travel speeds average 50 to 55 miles per hour. District Collectors are moderately safe highways with crash rates near the statewide average.

Railroads In North Dakota



Registrations, Driver, and Safety Information

- In 2011, North Dakota processed a total of 1,048,240 vehicle registrations.
- In December 2011, North Dakota had 496,543 licensed drivers; 253,063 were male and 243,480 were female.
- In 2011, North Dakota had a fatality rate of 1.61 deaths per 100 million vehicle miles traveled, compared to the national rate of 1.08.
- The total number of crashes increased in 2011 to 18,832, compared to 17,076 crashes in 2010.
- There were 148 people killed on North Dakota roadways in 2011.

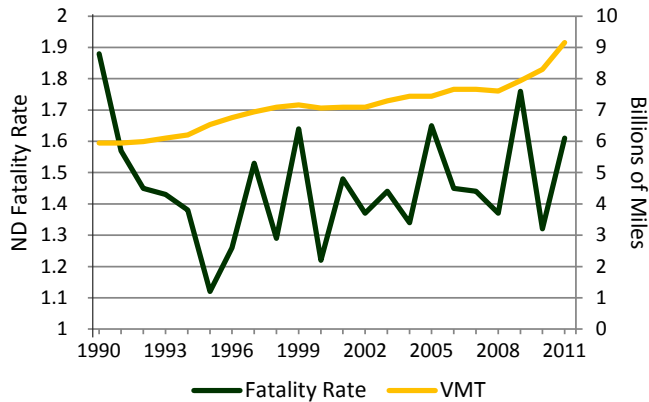
Rest Areas

The North Dakota Department of Transportation maintains 28 rest areas and visitor centers conveniently located across the state. Visitor centers are modern and decorated in themes with historical information specific to the site where they are located. Many of the rest areas have wireless Internet services in addition to picnic shelters, phones, vending machines, and ADA-approved restroom facilities.



Cray/Hefli Rest Area near Devils Lake.

Highway Safety - 1990 to 2011



DEATHS AND DEATH RATES - How Do We Compare?

	2011 Fatalities	2011 Fatality Rate*
North Dakota	148	1.61
National	32,310	1.08

* Deaths per 100 million VMT (Vehicle Miles of Travel)

In 2011, 148 people died on North Dakota roadways, 43 more than in 2010.

- 43.1 percent of all North Dakota motor vehicle fatal crashes involved alcohol, compared to 52.1 percent in 2010.
- 69 percent of individuals killed in motor vehicle crashes were not wearing seat belts, compared to 60 percent in 2010.
- 36.2 percent of fatal motor vehicle crashes were speed related/driving too fast for conditions, a slight decrease from 2010.

Animal vs. Non-Animal Crashes - 2007-2011

Year	2007	2008	2009	2010	2011
Deer	4,118	3,656	3,519	2,949	2,887
Small Animal	76	99	92	83	85
Other Large Game	33	21	43	41	38
Farm Animals	113	91	134	100	126
Animal	4,340	3,867	3,788	3,173	3,136
Non-Animal	11,889	12,520	13,885	13,903	15,687
Total Crashes	16,229	16,387	17,673	17,076	18,823

ND Rail Freight and Passenger Service

- NDDOT administers a rail loan program with two revolving loan funds, Local Rail Freight Assistance (LRFA) and Freight Rail Improvement Program (FRIP). These funds are used for loans to support projects that improve the North Dakota rail system.
- The LRFA and FRIP loan funds have provided \$36.1 million for 48 projects that have rehabilitated approximately 680 miles of branch line track, constructed nine facility access spurs, and supported three major flood disaster recovery projects.
- There are 3,460 at-grade public highway rail crossings in the state, 16.4 percent of which have active warning devices. NDDOT normally funds 8 to 10 crossing improvements annually, as resources permit.
- Since 1980, 1,751 miles of rail line in North Dakota have been abandoned. This loss of rail service has put an additional strain on our state and local road network.¹
- North Dakota ranks 15th among the states in rail tons (35.6 million) originated in the state.²
- North Dakota ranks 35th among the states in rail tons (14.4 million) terminated in the state.³

ND Rail System Mileage - 2011⁴

Railroads	Main-line	Branch-line	Trackage Rights	Total Miles Operated
BNSF	1,107	591	16	1,714
CPR	353	121	8	482
DMVW	-	424	51	475
DNRR	-	50	-	50
NPR	-	297	-	297
RRVW	-	453	87	540
YSVR	-	9	-	9
Total	1,460	1,945	162	3,567

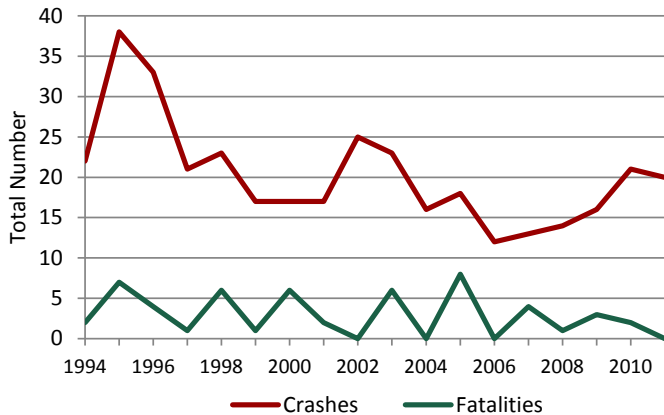
¹ NDDOT Public Service Commission (NDPSC) and NDDOT Rail Plan.

² Association of American Railroads (AAR), from the Surface Transportation Board's 2008 *Carload Waybill Sample*, the most recent available.

³ *ibid*

⁴ Total miles and Trackage Rights miles are from the NDPSC, from annual reports filed by the railroads for calendar year 2010.

Motor Vehicle Crashes and Fatalities at North Dakota Railroad Crossings - 1994 to 2011



SOURCE: Federal Railroad Administration safety data.



BNSF crossing in Bismarck

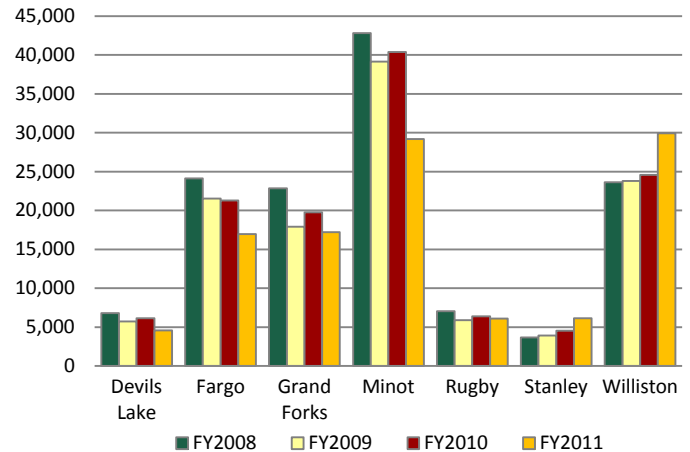
Amtrak Ridership - 2008 to 2011

Amtrak serves North Dakota with one long-distance east/west daily train called the Empire Builder. It follows a route from Chicago-Minneapolis/St. Paul through North Dakota to Seattle/Portland.

Amtrak Ridership for North Dakota

City	FY2008	FY2009	FY2010	FY2011
Devils Lake	6,806	5,740	6,148	4,569
Fargo	24,142	21,514	21,286	16,968
Grand Forks	22,842	17,928	19,751	17,201
Minot	42,801	39,136	40,360	29,179
Rugby	7,048	5,906	6,409	6,106
Stanley	3,694	3,921	4,549	6,146
Williston	23,619	23,793	24,586	29,920
Total	131,006	115,938	123,089	110,089*

* Down 10.6% from FY2010. Empire Builder service was greatly impacted by flooding during FY2011.



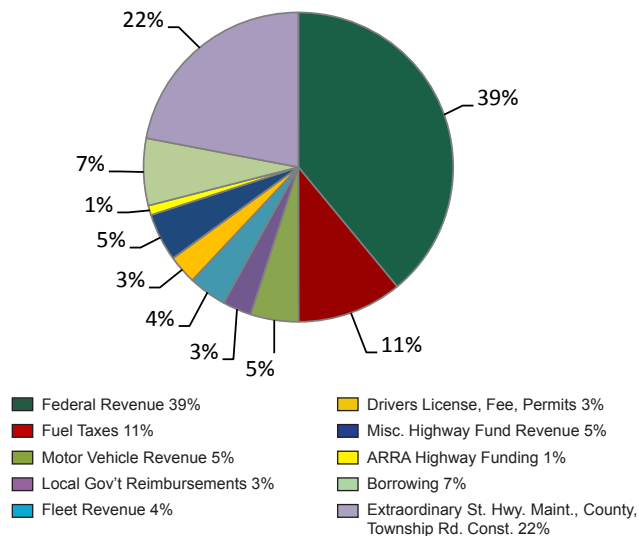
SOURCE: National Railroad Passenger Corporation

Revenue and Expenditures

- Historically, North Dakota has received about \$2 of Federal Highway funds for every \$1 North Dakota drivers paid into the Federal Highway Trust Fund.
- To fund highway improvement projects, North Dakota must match federal-aid highway funds at a ratio of about 4:1, or 80 percent federal and 20 percent state.
- The major sources of revenue going into the state highway tax distribution fund include: gasoline, gasohol and diesel fuel taxes, motor vehicle registration fees, and the special fuels excise tax. The 2011 legislative session provided a \$5.5 million per biennium transfer from the highway tax distribution fund to the state highway fund for the purpose of providing administrative assistance to other transferees. After the first \$5.5 million transfer, the remaining highway tax distribution fund is allocated in the following manner: 61.3 percent to the state, 22 percent to the counties, 12.5 percent to the cities, 2.7 percent to townships, and 1.5 percent to public transportation.
- Under TEA-21 (1998-2003), North Dakota's annual average obligational authority approached \$160 million. Under SAFETEA-LU (2005-2011) NDDOT's annual average obligation authority was \$235 million.
- From 1994 through 2012, North Dakota received about \$645.2 million in federal emergency relief funds to repair roads damaged by flooding.
- In 2012, the total tax on a gallon of gasoline in North Dakota was 41.4 cents. Of that, 23 cents is state tax and 18.4 cents is federal tax.
- The NDDOT maintenance program is funded by state funds.
- The Federal Highway Administration estimates about 30 jobs in the private sector are directly associated with every \$1 million the federal government spends in transportation projects.
- A recent study conducted by the Upper Great Plains Transportation Institute in Fargo revealed that investing in our transportation system returns \$4.90 for every \$1 spent. The study shows that an investment in transportation is an investment in North Dakota's economic future.

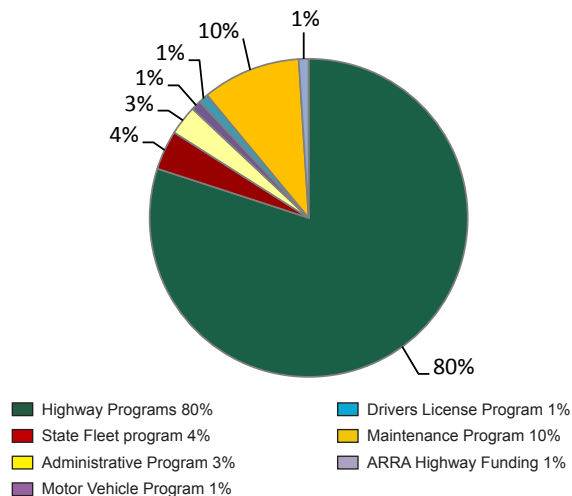
Budgeted Biennial Funding Sources - 2011 to 2013

Total of All Sources: \$1,669.3 Million



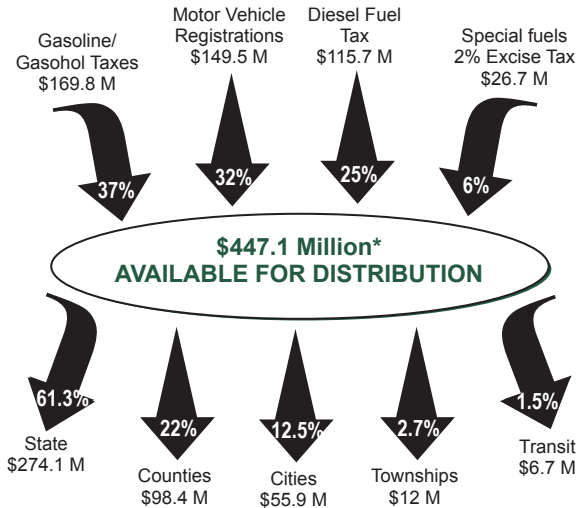
Budgeted Biennial Expenditures - 2011 to 2013

Total Budget: \$1,668.9 Million



NOTE: NDDOT funding sources, as passed by the 2011 Legislature, are slightly more than the related budget (approximately \$400,000). NDDOT can spend its budget only to the extent of available revenues. In the event that the revenues do not come in ahead of the projections, NDDOT will leave that amount of the budget unexpended.

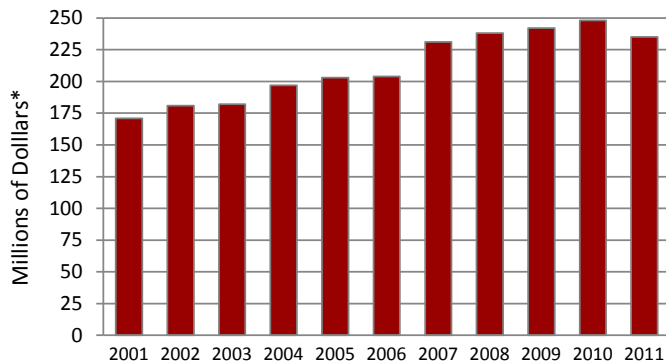
ND Highway Tax Distribution Fund Revenue and Distribution - 2009 to 2011



NOTE: One cent (equaling about \$6.4 million annually) of the state motor fuel tax no longer goes directly to the townships and currently receives 2.7 percent allocated through the Highway Tax Distribution Fund.

* A total of \$14.6 million was withheld prior to distribution for allocation of \$4.5 million to the Highway Patrol Fund, \$4.2 million to the Ethanol Subsidy Fund, approximately \$400,000 to the Motorboat Safety/Snowmobile Fund, and \$5.5 million to the Highway Fund for administrative assistance to other transferees.

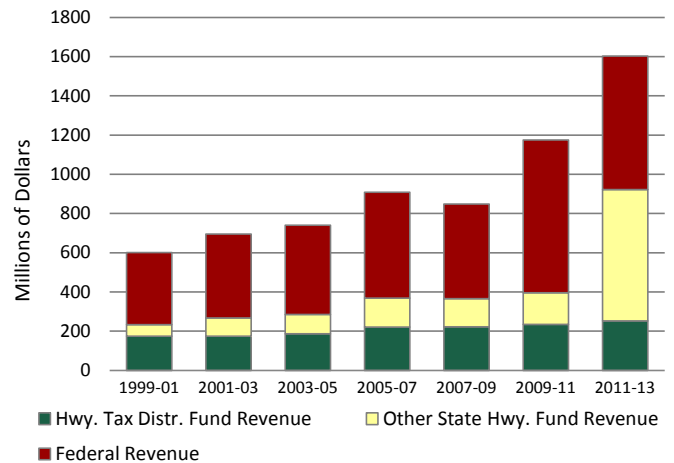
Congressional Appropriated Highway Funds for Core Programs



NOTE: In 2005, Congress passed the Safe Accountable Flexible Efficient Transportation Equity Act—a legacy for users (SAFETEA-LU) for federal highway and transit funding.

* Demonstration Project Funds, American Recovery and Reinvestment Act Funds, and end-of-year Redistributions of Spending Authority are not included.

Gross NDDOT Biennial Revenue Sources (excluding Fleet)



ND Motor Fuel Tax History

Year	Cents/Gal.
1919	1/4
1926	2
1929	3
1939	4
1951	5
1955	6
1970	7
1978	8
1983*	13
1987	17
1993	18
1996	20
1999	21
2005	23

* Beginning in 1983 the state legislature dedicated 1 cent of the state motor fuel tax to townships for road purposes. This was repealed July 2009. Townships now receive 2.7 percent of the Highway Tax Distribution Fund.

Motor Fuel Tax Rates Cents Per Gallon - 2012

Tax Rates	Gasoline	Diesel	Gasohol
Montana	27.0	27.8	27.0
Nebraska	26.2	26.2	26.2
South Dakota	22.0	22.0	22.0
Minnesota*	28.5	28.5	28.5
North Dakota	23.0	23.0	23.0
National Average	21.0	19.0	21.0
Federal	18.4	24.4	13.3

Highest:

Washington	37.5		37.5
Pennsylvania		38.1	

Lowest:

Alaska	8.0	8.0	8.0
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* Approximately four months of the year, Minnesota adds a two-cent tax for environmental cleanup, making its tax a total of 30.5 cents per gallon.



2010 Motor Fuel Tax Revenue - Annual Yield of 1 Cent of Motor Fuel Tax*

Regional Tax Yield	Millions
Minnesota	\$ 31.9
Nebraska	12.8
Montana	7.5
South Dakota	6.4
North Dakota	6.2

National Tax Yield

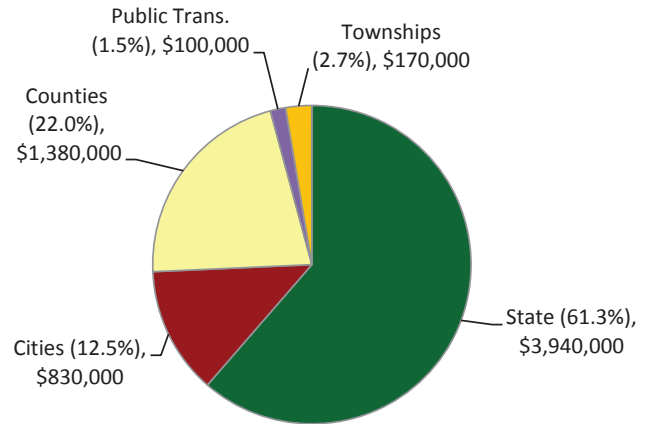
Highest: California	\$176.2
Lowest: Dist. of Columbia	1.4
Average	34.1

* Motor fuel includes gasoline, gasohol, and diesel fuel.

SOURCE: FHWA Highway Statistics

Motor Fuel Tax Annual Revenue - FY2011

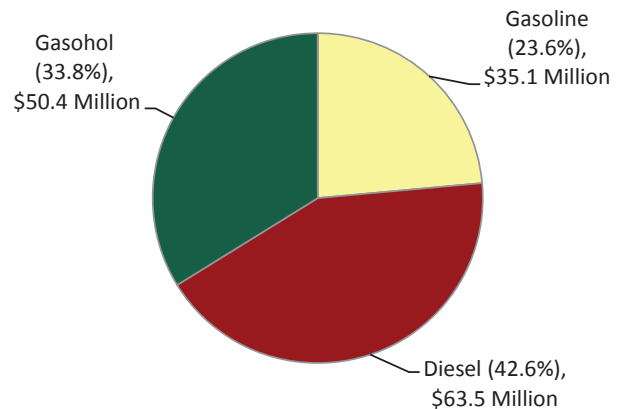
Statewide Impact of 1 Cent Motor Fuel Tax



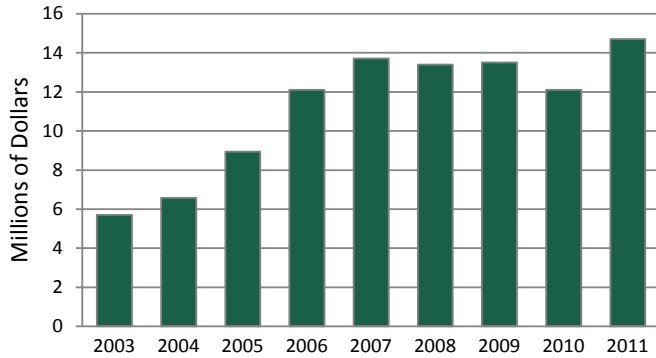
Based on FY2011 revenue, 1 cent of the state motor fuel tax will generate about \$6.4 million annually.

Net Tax Annual Receipts

Total Receipts: \$149 Million

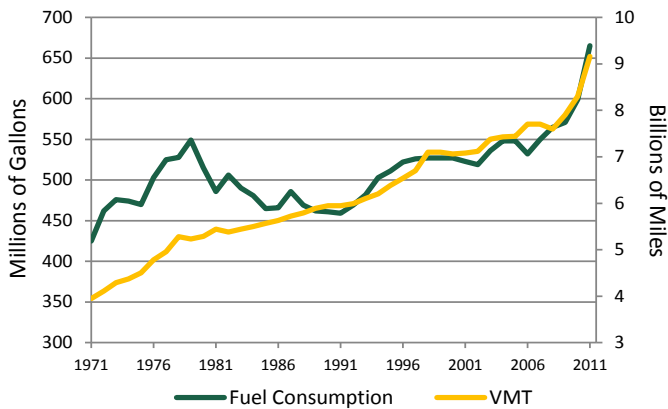


Special Fuels Excise Tax - FY2003 to FY2011



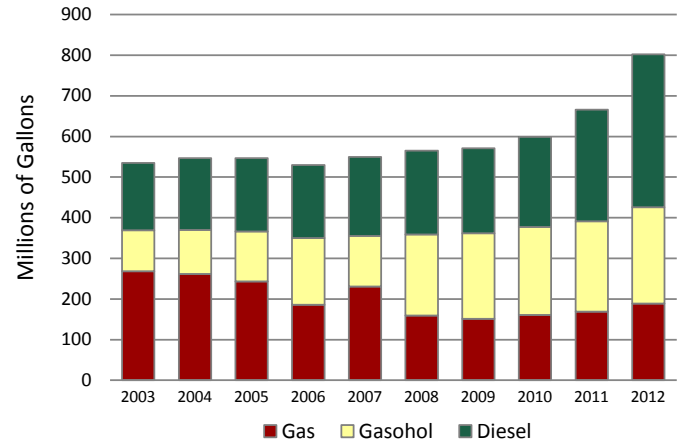
The 2009 legislative session allowed for a transfer from special fuel excise tax on diesel fuel sold to railroads. The transfer, of up to \$1.6 million per biennium, goes to the highway rail grade crossing safety projects fund. In 2011, the legislative session appropriated \$1.4 million.

Fuel Consumption vs. Vehicle Miles Traveled - 1970 to 2011



- Vehicle miles of travel (VMT) on North Dakota's system increased steadily from 1970 to 1999, then leveled off from 1999 to 2003, increased again in 2004 to 2005, leveled off in 2007, increased slightly in 2009, increased in 2010 and again in 2011.
- As a result of the increased fuel efficiency of vehicles, and the fluctuating price of motor fuel, revenue generated from motor fuel taxes has not kept pace with increased transportation system demands.

ND Fuel Consumption - FY2003 to FY2012

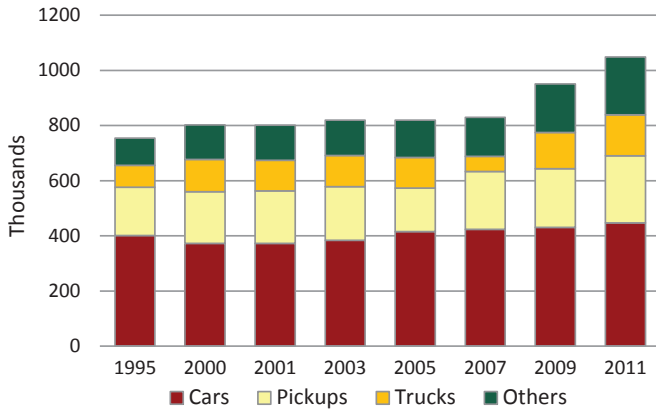


	Millions of Gallons			
	2009	2010	2011	2012
Gas*	150.9	160.9	168.6	189.1
Gasohol	210.9	216.3	221.6	237.0
Diesel*	209.1	221.5	275.1	376.4

* Gross gallons taxes.



Vehicle Registrations - 1995 to 2011

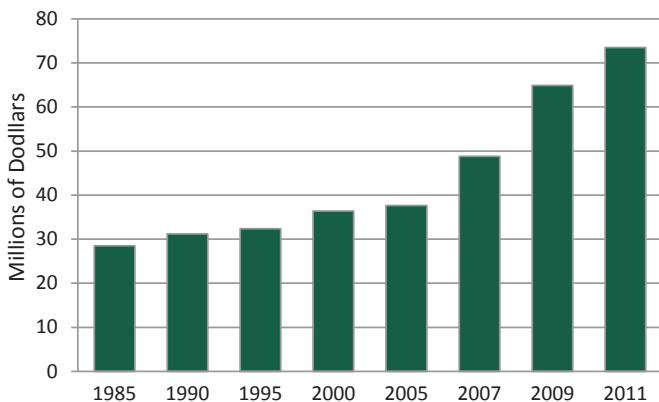


	2009	2011
Cars	431,104	446,908
Pickups	212,792	243,278
Trucks	131,913	148,682
Others*	176,807	209,372
Total	952,616	1,048,240

* Includes low speed, motorcycles, snowmobile, trailers, off-highway, unconventional.

NOTE: Historically, data did not always track pickups separately from trucks.

ND Vehicle Registration Fees Available for use in the Highway Tax Distribution Fund and State Highway Fund



Vehicle Registration Fee Comparison

State	Fee ¹	2009 Ford Taurus 3,739 lbs	2009 3/4 Ton Pickup 12,000 GVW	2009 KW Tractor 80,000 lbs	2002 Farm Truck 44,000 lbs	2007 Farm Truck 44,000 lbs
MN	Flat Fee	287	411	1,056	161	268
	Other Fee	-	-	-	-	-
	Total	\$287	\$411	\$1,056	\$161	\$268
MT ²	Flat Fee	217	217	300	100	220
	Other Fee	-	-	-	-	-
	Total	\$217	\$217	\$300	\$100	\$220
ND	Flat Fee	93	142	1,059	149	219
	Other Fee	-	-	-	-	-
	Total	\$93	\$142	\$1,059	\$149	\$219
SD	Flat Fee	42	554	1,457	89	127
	Other Fee	-	-	-	-	-
	Total	\$42	\$55⁴	\$1,457	\$89	\$127
WY ³	Flat Fee	-	-	-	-	-
	County Fee	447	506	5	5	5
	Total	\$447	\$506	5	5	5

¹ Fees can include vehicle valuation, property, or other taxes and fees.

² Additional fees may be assessed by the county in which the vehicle is registered.

³ Registration fees are computed on vehicles registered in Laramie County.

⁴ Fee shown is for a 4-ton truck.

⁵ Registration fees are based on factory price, vehicle weight and annual mileage.

Compiled by: North Dakota Motor Vehicle Division, 2010.

Vehicle Registration Fee Increase History

1977 Passenger vehicle fees were increased \$5; pickups and small truck increases ranged from \$4 to \$7; farm trucks were increased \$10; large non-farm truck increases ranged from \$14 to \$20.

1981 Passenger vehicles and pickups were increased \$5; small trucks were increased \$10; farm and non-farm truck increases ranged from \$10 to \$25.

1983 Passenger vehicle increases ranged from \$1 to \$20; pickup increases ranged from \$1 to \$11; small truck increases ranged from \$2 to \$5; farm truck fees were not changed; large truck fee reductions ranged from \$17 to \$258.

1987 Most vehicle registrations were increased by \$6.

1999 Most vehicle registrations, except farm trucks, were increased by \$1 per vehicle. In addition, a \$1 increase went into the Public Transportation Fund.

2001 Most vehicle registrations were increased by \$7 per vehicle.

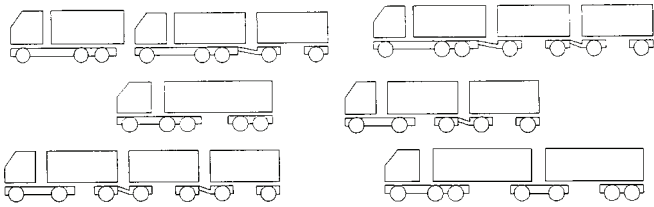
2003 Most vehicle registrations were increased by \$3 per vehicle.

2005 Most vehicle registrations were increased by \$10, plus a \$1 increase for the Public Transportation Fund. Pickup fees were aligned with passenger registrations. The first half of the fee increase for pickups occurred in July 2005.

2007 Implemented second half of 2005 pickup fee increase.

ND Truck Size and Weight

Basic Truck Configuration



General Information

Legal Width: 8 ft. 6 in.

Legal Height: 14 ft.

Legal Length: The length of a vehicle may vary depending on the configuration and on the jurisdiction of the highway. Maximum length may not exceed 110 feet.

Legal Axle Weights:

Single axle: 20,000 lbs.

3 axles or more: 48,000 lbs.

Tandem axle: 34,000 lbs.

Gross Vehicle Weight 105,500 lbs.
(unless posted)

NOTE: The above weights apply to state highways other than Interstate highways.

Call Highway Patrol, Permit Section, at (701) 328-2621 for more information, www.nd.gov/ndhp.

State Fleet Services

NDDOT is responsible for all state-owned licensed motor vehicles which make up the state fleet. The number of vehicles in the state fleet varies throughout the year from a low of approximately 3,300 to a peak of approximately 3,600 which is based on need, summer programs, and purchasing/disposal patterns. These vehicles are used by all state agencies, including NDDOT, the university system, and agricultural research centers. State Fleet Services purchases and maintains the vehicles. When the vehicles are due for replacement or no longer needed, they are sold at public auction.

The total active state fleet vehicle count as of July 1, 2012, was 3,567. This fleet is comprised of 2,968 light vehicles and 599 heavy trucks.

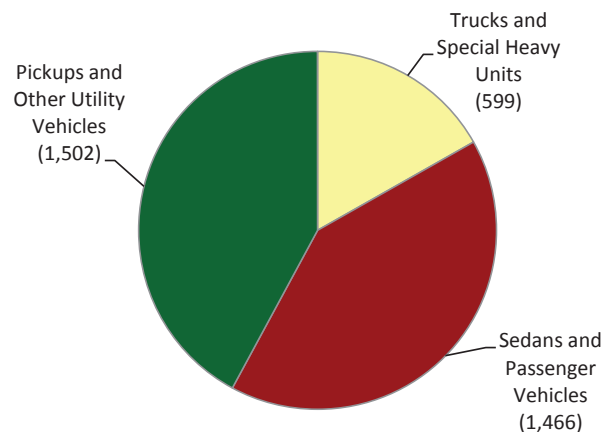
State Fleet Services (continued)

Approximately 460 vehicles are located in nine motor pool locations throughout the state for daily check out. The balance of the vehicles are assigned directly to agencies and institutions based on their employee specific needs. All vehicle usage is charged to the agency or institution on a per-mile basis for light vehicles or per-operating hour fee for trucks.

State Fleet is budgeted as an intergovernmental service fund. Rental rates are established based on fleet expenses so that all revenue from rental rates must balance with the fleet's total expenses.

- State Fleet purchases and disposes of approximately 450 light vehicles and 35 heavy trucks each year.
- State vehicles traveled 40 million miles in FY2012.
- State Fleet used 3 million gallons of fuel in FY2012, at a cost of \$10.4 million.
- State Fleet has used E10 fuel at its fueling sites since 2003 and expanded bio-diesel to all of its sites in 2006.
- There are 14 state-owned refueling sites state-wide.
- State Fleet coordinates the defensive driving and vehicle safety courses for all state employees.
- Selected as one of the 100 best public fleets in North America in 2011 and 2012.

Active ND State Fleet Vehicles - July 2012



Transit Program - 2012

Federal Transit Program

Rural Public Transportation

North Dakota DOT provides formula grants for rural programs that is formula based for the purpose of supporting public transportation in rural areas, with a population of less than 50,000. The goal of the program is to enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation.

Transportation for the Elderly and Disabled

This program provides formula funding to states for the purpose meeting transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of population for these groups of people.

Urban Public Transportation

These funds are used to support and improve public transportation in urbanized areas that have a population between 50,000 and 200,000 (Bismarck, Fargo, and Grand Forks).

Urban Transit Planning

More than \$400,000 is distributed annually to Bismarck, Fargo, and Grand Forks for planning purposes.

Transit Facts - 2012

- Transit service in North Dakota meets people's needs 76.6 percent of the time.
- North Dakota public transit providers, both rural and urban, transported 3.7 million people in 2010.
- North Dakota has 39 transit providers statewide (rural, urban, intercity).
- State and federal funds support nearly all the urban and rural transit systems. Collectively, these systems operate approximately 249 buses, vans, and cars.

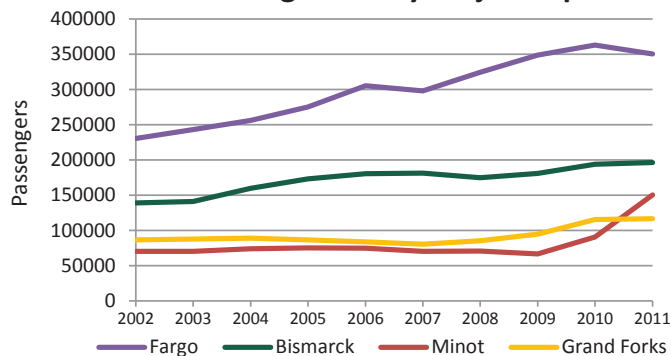
Aeronautics Commission - Aviation Transportation

Aeronautics Mission

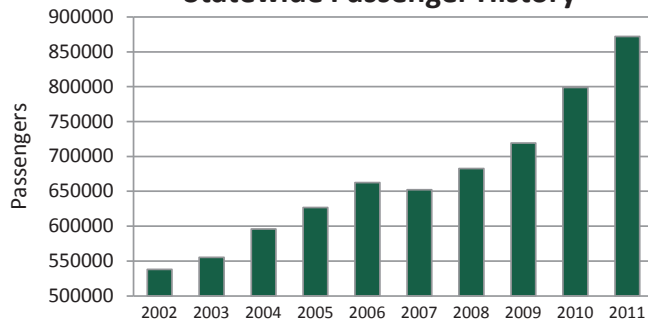
To serve the public by providing economic and technical assistance for the aviation community ensuring the safe and cost-effective advancement of aviation in North Dakota.

Aviation in North Dakota functions well with significant local involvement, good communication with the FAA, and a small state agency charged with advancing aeronautics in North Dakota through encouraging aviation and administering federal and state grants. Aerospace gives to other industries while historically supporting its infrastructure through its own taxes on fuel and sales.

Annual Boarding Trend by Major Airports



Statewide Passenger History



SOURCE: ND Aeronautics Commission
(701) 328-9650
www.nd.gov/ndaero

Disadvantaged Business Enterprises (DBE)

The Disadvantaged Business Enterprise (DBE) Program, administered by the Civil Rights Division, encourages the development and use of companies owned and controlled by minorities, women, and socially and economically disadvantaged individuals on federally-aided highway construction projects. The companies can be contractors, suppliers, or manufacturers with capabilities in the transportation industry. In order to participate in the program, the companies must be annually certified by NDDOT. Under the program, select contracts are assigned percentage goals, based on the total dollar amount of the contract, for participation by certified DBE firms. The prime contractor must meet the assigned DBE goal or prove that sufficient good faith efforts were made in an attempt to meet the goal.

Contact the Civil Rights Division at (701) 328-2576.

Number of DBE's Certified

FY2011	85
FY2010	71
FY2009	73
FY2008	82
FY2007	76
FY2006	80

DBE Annual Participation Goal

FY2011	7.32%
FY2010	7.32%
FY2009	7.00%
FY2008	7.38%
FY2007	7.68%
FY2006	8.12%

FY	DBE \$ Achieved	Non-DBE
2011	\$31,860,453	\$400,692,288
2010	32,040,948	408,683,763
2009	12,123,451	322,338,804
2008	17,110,241	244,037,380
2007	18,569,117	200,913,830
2006	21,111,370	263,151,133

FY	Total	% Achieved
2011	\$432,552,741	7.26%
2010	440,724,711	7.12%
2009	334,462,255	3.67%
2008	261,147,621	6.62%
2007	219,482,944	8.42%
2006	284,262,503	7.43%