North Dakota
Transportation
Handbook
2019

North Dakota
Department of Transportation

VISION ZERO
Zero fatalities. Zero excuses.

NDDOT
North Dakota
Department of Transportation

Welcome to the
NDDOT Transportation Handbook

NDDOT Director
Tom Sorel

The 2019 Transportation Handbook has been revised and divided into six main transportation categories including: general information, finances, statistics, accomplishments, safety, and, other transportation information. Here you will find highlights about how the North Dakota Department of Transportation (NDDOT) does business and the many different ways we effectively meet the needs of the transportation industry.

Our dedicated workers maintain thousands of miles of roadway and help develop and provide a safe and innovative transportation system for our residents, travelers and interstate commerce throughout the state.

North Dakota's transportation network is critical to the social and economic success of our state as well as providing a better quality of life for our residents and visitors to our state. As we face the challenges and growing transportation demands, we would like to thank our legislative body for investing in our transportation system, the people of North Dakota for their continued support and our wonderful team of employees for helping us move our transportation infrastructure into the future.

To learn more about NDDOT please visit our website at dot.nd.gov.

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Table of Contents

On the cover:
NDDOT Tow Plow clearing a portion of I-94.

Back cover:
An autonomous self driving bus and Unmanned Aircraft System (drone) are some examples of innovative projects the NDDOT is involved with.

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 two deputy directors: engineering, driver and vehicle services and business support

- 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.

NDDOT Employee Facts 2009 to 2017
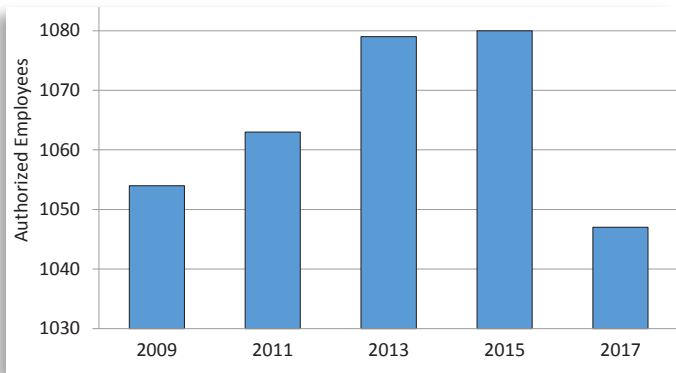
- NDDOT has 1,047 authorized budgeted positions as of July 1, 2017.

NDDOT employee overseeing the Broadway Bridge project in Minot.

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.

2008 NDDOT completed the four-laning of US Highway 2 between Williston and Minot.

2012 Completed first roundabout project on a state highway on ND 22 near Killdeer.

2013 Worked on the largest construction seasons in state history ($1.6 billion) during the 2013-15 biennium.

2014 Constructed truck bypasses and truck reliever routes around the following communities; Alexander, Dickinson, New Town, Watford City and Williston.

2015 Issued a new flat license plate in 2015, replacing the embossed plate which had been in circulation for 23 years.

Worked on more than $800 million in construction projects on state highways, city and county roads.

2016 Completed large construction projects including the Killdeer Truck Bypass, Carrington Roundabout, Dickinson State Avenue Railroad Bridge and West Fargo Main Avenue projects.

2017 Opened new Lewis and Clark Bridge to traffic near Williston. The new four-lane bridge replaced the former two-lane bridge originally built in 1973. Other parts of the project included construction of a wildlife crossing specifically designed for moose located south of the bridge. This specific kind of wildlife crossing is a first for North Dakota.

The NDDOT celebrated its 100 year anniversary of serving the citizens of North Dakota and the many achievements made to our transportation infrastructure.

2018 North Dakota DOT was selected as one of 10 participants in the Unmanned Aircraft Systems (UAS) Integration Pilot Program through the US DOT. Through this three-year program, NDDOT along with partners including North Plains UAS Test Site, will help shape the future and safety of UAS (drones) in America.

Completed the US 83/Broadway Bridge replacement project in Minot. The new bridge is nearly 1,000 feet long and due to newer engineering and design capabilities the bridge has fewer piers than the old bridge, built in the 1960s. In total, six piers were needed to hold up this bridge, versus 14 on the old bridge. This helps the bridge to have less of a footprint impact on the two major rail lines and the Mouse River, all which occupy ground underneath the bridge.

Contact Information

NDDOT Toll-Free. 1-855-637-6237

Central Office Information Desk . . . .(701) 328-2500

Motor Vehicle Registration and Titling . . .(701) 328-1270

Drivers License . . . .(701) 328-2601

Director's Offices. . . . .(701) 328-2581

Mailing address:

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

Website: dot.nd.gov

Email: dot@nd.gov

ND State Highway Districts

WILLISTON
701-774-2700

MINOT
701-857-6925

DEVILS LAKE
701-665-5100

GRAND FORKS
701-787-6500

DICKINSON
701-227-6500

BISMARCK
701-328-6950

VALLEY CITY
701-845-8800

FARGO
701-239-8900
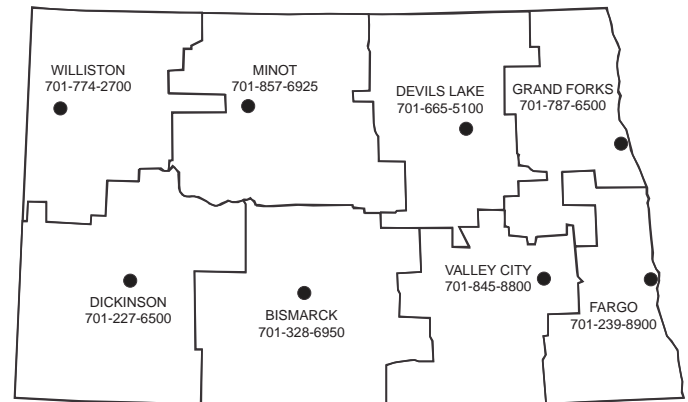
NDDOT employee helping a customer on the phone.

NDDOT Strategic Initiatives

Vision

North Dakota's Transportation Leader Promoting:

Safe Ways – Superior Service – Economic Growth

Mission
Safely move people and goods.

As the department strives to meet the transportation needs of the energy, agriculture, and manufacturing industries it is faced with increasing challenges. To meet these challenges and advance our mission the NDDOT has incorporated five strategic emphasis focus areas and goals.

Strategic Focus Areas and Goals

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

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

- *Assets* – Preserve and enhance assets managed by NDDOT.

- *Mobility* – NDDOT works to improve access to our transportation system through multi-modal solutions to enhance the movement of people and goods, having a positive impact on the quality of life and the economic well-being of North Dakotans.

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

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.
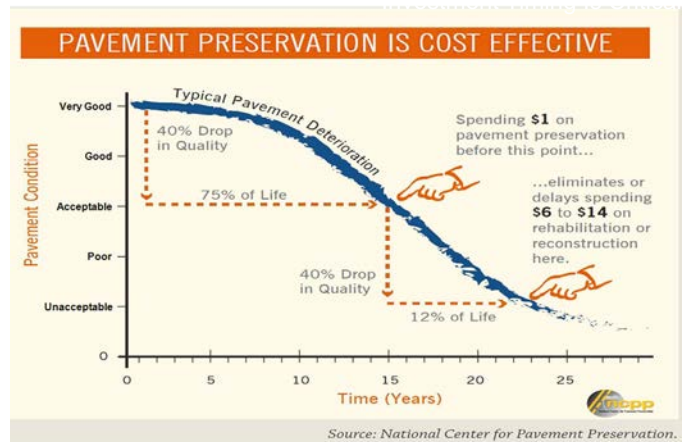
Your Investment in North Dakota's Transportation System

Your Investment in North Dakota's transportation system is essential to the state's economic vitality and residents' quality of life. The department is committed to strategically investing in programs that provide a transportation system that safely moves people and goods.

We monitor major investment areas in reliability & communication, traveler safety, pavement management, bridge management, snow and ice control, driver's license, motor vehicle, and transit. For more information on investment areas see NDDOT scorecard at:https://dot.nd.gov/business/transactioniii/docs/NDDOT-scorecard-May-2018.pdf

Investment Timing Is Critical

Source: National Center for Pavement Preservation.

An Upper Great Plains Transportation Institute Study 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.

Grant Information

The NDDOT facilitates several Grant and Funding Programs which make funds available to the Local Public Agencies (LPAs). These programs are intended to help enhance the way of life in communities across the state. A full listing of grant programs are available on our website at: https://www.dot.nd.gov/business/#funding-programs.

Urban Grants Program

The Urban Grants Program provides a funding mechanism focused on reinvesting and fortifying a community's existing transportation assets, which maximizes the public return on investment. The program focuses transportation investments inward toward the established community rather than outward expansion.

The objectives of the program are as follows:

- Preserve existing transportation assets

- Ensure safety of all users of the transportation system

- Improve multi-modal transportation options such as walking, bicycling, and public transportation

- Enhance the economic vitality of the area by providing transportation assets that support:

  - revitalization efforts;

  - development of vacant or underutilized parcels within existing urban areas; and/or

  - redevelopment of established portions of communities

- Support economically sustainable growth, lessening the need for outward expansion of community transportation infrastructure and associated services
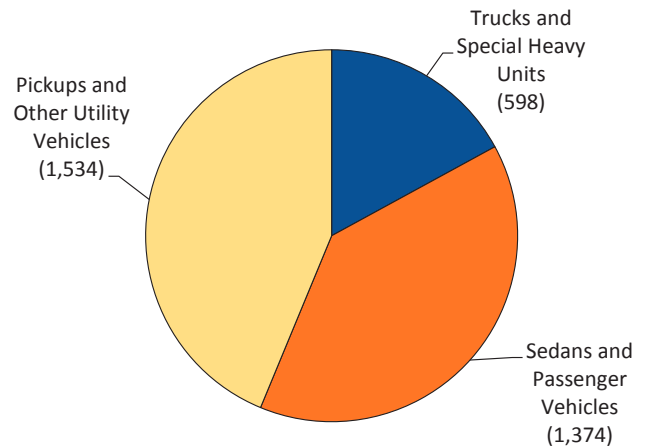
Transportation Alternatives (TA)

Transportation Alternatives (TA) provides funding for pedestrian and bicycle facilities, Safe Routes to School projects, safe routes for non-drivers, community improvement activities, historic preservation and rehabilitation of historic transportation facilities, and scenic and environmental projects.

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 varies throughout the year from approximately 3,500 to 3,800 vehicles which is based on need, summer programs and purchasing/disposal patterns. Vehicles are used by all state agencies and are sold at public auction when the vehicles are due for replacement or no longer needed.

- State Fleet purchases and disposes of approximately 450 light vehicles and 40 heavy trucks each year.

Pickups and Other Utility Vehicles (1,534)

Trucks and Special Heavy Units (598)

Sedans and Passenger Vehicles (1,374)

State Fleet vehicles parked near state Capitol in Bismarck.

Information Tools Available

The NDDOT provides a variety of online and phone app tools to provide information and services to the traveling public.

ND Roads

The NDDOT Travel Information is a web-based application while NDRoads provides travel information in a format for mobile devices. Both can be found on our website at dot.nd.gov.

Information is available on road conditions, load restrictions, work zones, road and weather cameras, width/height restrictions and weather radar. In the past 12 months, the online and mobile app have had more than 2.5 million views.

GovDelivery

GovDelivery is an email and text message subscription that allows subscribers to receive news releases, business development and public safety updates directly from the NDDOT's website. More than 42,000 notifications were issued in the last year.

ND Renewals

In 2015, the NDDOT launched a free smartphone application (NDRENEWALS) for users to renew vehicle registration, update permanent address, temporary address and email address. To date there has been a total of 10,274 downloads.

511

511 is a national telephone service for travelers to get weather and road condition information, road construction reports and seasonal load restriction information. Motorists can call 511 from any type of phone. When calling from out of state dial, 1-866-696-3511. From July 2017 to June 2018 there were 122,193 calls placed.

Motorists Respond To Survey

In order to measure how we are doing in achieving our mission and vision, NDDOT conducted an online survey in March 2018. The survey results showed that 90 percent of the motorists that responded felt that the NDDOT can be relied on to deliver North Dakota's Transportation System. Results of some of the other survey questions about transportation are shown below:

What's the most important transportation challenge facing North Dakota?
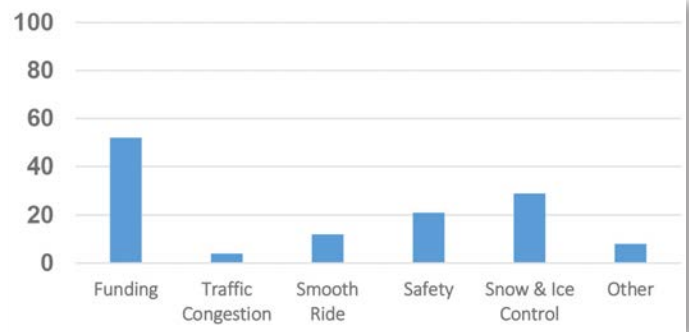
If there was more funding provided for transportation in the future, what would you like the money to pay for?
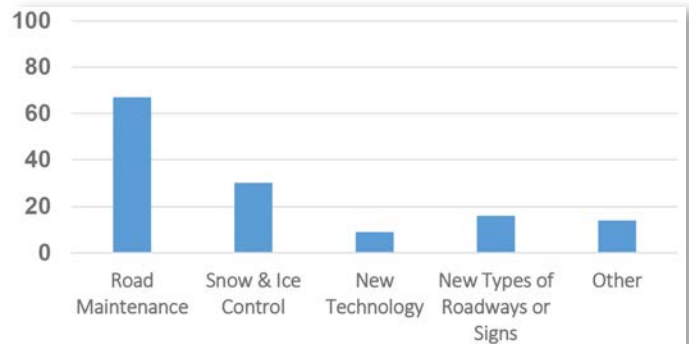
Vehicle Registrations - 2008 to 2017

	2016	2017
Cars	462,123	461,500
Pickups	272,941	273,584
Trucks	90,676	89,026
Others*	334,302	334,930
Total	**1,160,042**	**1,159,040**

*Includes low speed, motorcycles, snowmobile, trailers, off-highway, unconventional.
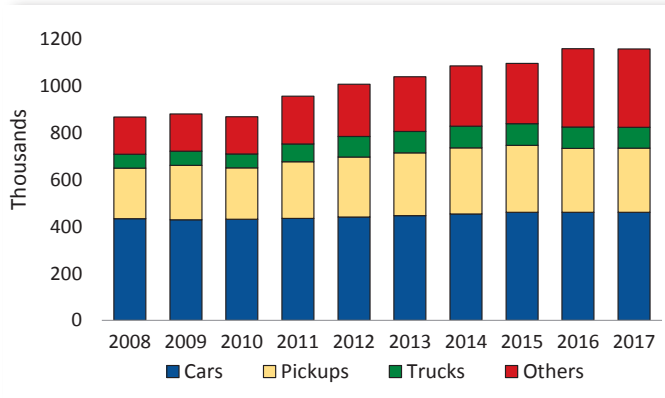
NOTE: In 2018 North Dakota had 141 Electric Vehicles and 3,849 Electric/Hybrid Vehicles registered which includes only passenger, pickup and light trucks 14,000 lbs.

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

In 2017, the state had approximately 562,341 licensed drivers and issued about 1.1 million vehicle registration renewals.

Traffic on Broadway in Minot.

## ND Road Mileage - 2018

State Highway System*	7,414
County System	15,635
Other Rural Roads.	60,220
City Streets	4,419
Trails	19,290
Total	**106,978**

*NDDOT maintains approximately 8,622 roadway miles of highway, which includes miles in each direction on four-lane highways.

- North Dakota has 3,720 miles of road on the National Highway System (NHS)—including 571 miles of Interstate roads—that are part of the state highway network.

- The 2017 U.S. Census estimate of North Dakota's population was 755,393 people. There are approximately 142 miles of road for every 1,000 people.

System Size vs. Use
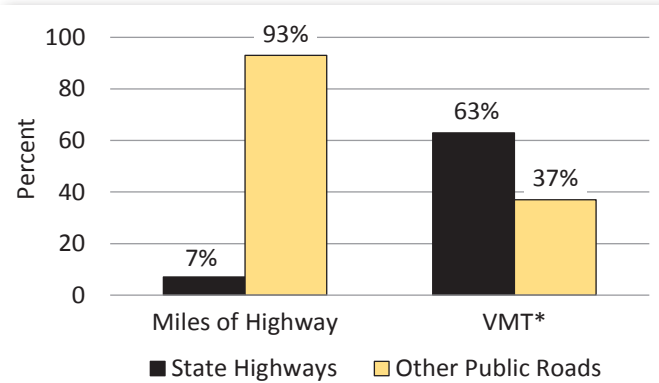
*VMT - Vehicle Miles of Travel

- The North Dakota state highway system consists of 7 percent of the total public road mileage in the state, but carries 63 percent of the total Vehicle Miles Traveled (VMT).

- Total VMT on North Dakota roads in 2017 was 9.7B, which was approximately the same as 2016.

- 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 37 percent of the annual truck VMT.

ND Bridge System Condition - 2018

System	Number of Bridges	Number of S.D. *	Percent of S.D. *
State	1,722	34	2.0%
Urban	117	4	5.4%
County	2,992	467	15.6%
Total	**4,831**	**505**	**10.5%**

* 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.
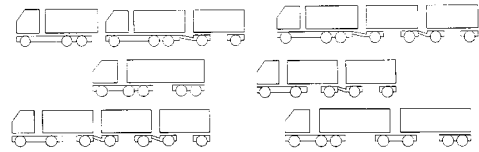

Bridge Inspection equipment on Expressway Bridge in Bismarck.

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.

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

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

Designated Highway Network for 129,000 lbs

The NDDOT worked with advisory committee members from agriculture, trucking and other industries to develop a designated network.

The designated network consists of Interstates 94 and 29, U.S. Highway 2, as well as portions of Highways 85, 83, and 52.

This network will now allow permits for a legally loaded truck with a gross weight of 129,000 lbs. compared to previous 105,500 lbs., allowing shippers to be more efficient and make less trips.

NDDOT Accomplishments

Transportation infrastructure is the backbone of our state and the nation's economy. The North Dakota Department of Transportation team members work hard to serve the residents of North Dakota and provide a system to safely move people and goods. Listed here are some of NDDOT's accomplishments achieved in 2017 and 2018.

Vision Zero - The North Dakota Department of Transportation and its partners launched Vision Zero in 2018 as the state's primary traffic safety initiative. The comprehensive, multi-agency goal is to continually work toward zero motor vehicle fatalities and serious injuries on North Dakota roads. This initiative emphasizes personal responsibility and encourages motorists to buckle up and obey the law to help attain the goal of zero fatalities on our state roadways.

VISION ZERO

Zero fatalities. Zero excuses.

Construction Program - The NDDOT completed approximately $700 million of work on North Dakota's transportation infrastructure during the 2017 and 2018 construction seasons.

NDDOT Construction Program
($$ Millions)
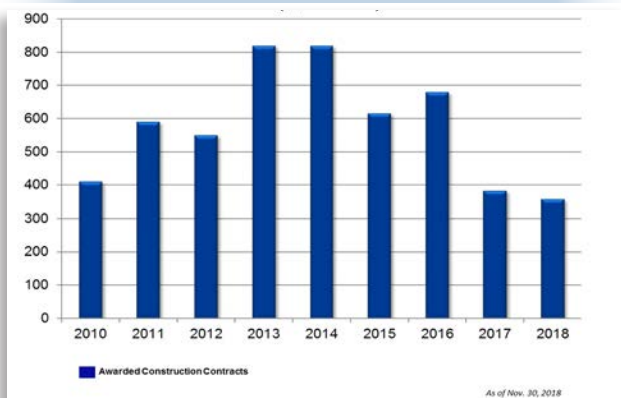
Track-A-Plow - The NDDOT launched a new pilot program called "Track-A-Plow" in 2018. The pilot program utilizes technology to track the location of designated state snowplows and provides the information to the public online.


Motor Vehicle Kiosk in Bismarck.

Motor Vehicle Kiosks - North Dakota residents renewed more than 31,000 motor vehicle registrations through a kiosk in 2018. NDDOT expanded the use of fully automated kiosks or self-service terminals for motor vehicle registration renewals in a number of major cities across North Dakota including Bismarck, Fargo, Dickinson, Minot, Williston and Grand Forks. These stations dispense license plate renewal registration cards and motor vehicle tabs on the spot without visiting a Motor Vehicle Branch Office.

Driver's License Online - Nearly 5,000 drivers renewed their Driver's License online in 2018 with a new customer focused online service program. This tool makes it easier for citizens to renew their driver's license on their home computer, saving them a trip to the Driver's License office. Residents can also make appointments online to schedule visits.

REAL ID - The Department began issuing REAL ID compliant credentials this past year. Beginning October 2020, all persons will need to have federally approved identification, such as a REAL ID or passport, to enter federal facilities or board a domestic flight. REAL ID complies with Federal Government standards for the issuance of identification, such as driver's licenses.

State Highway Performance Classification System
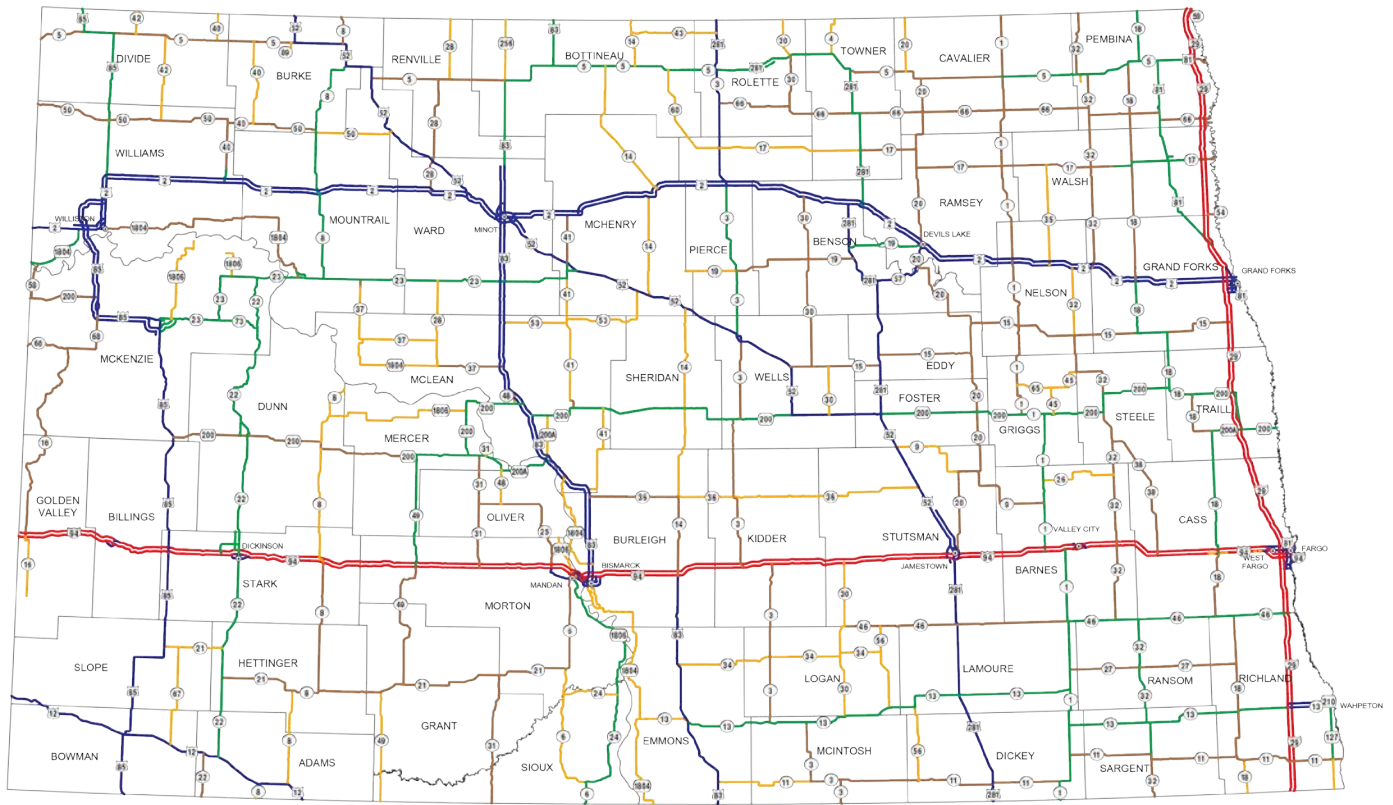
RURAL INTERSTATE SYSTEM

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 INTERREGIONAL SYSTEM

Maintaining a high degree of reliability 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 long-distance, interstate and intrastate traffic.

RURAL STATE CORRIDOR

Maintaining a moderately high degree of reliability and mobility on these highways is critical since they support the movement of a wide variety of goods within the state by providing connectivity between lower and higher level roadways. Movements on these highways are primarily medium-distance intrastate traffic.

RURAL 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. Rural District Corridors are typically comprised of one travel lane in each direction. Moderate volumes oftraffic are relatively consistent year round with occasional increases of seasonal traffic volumes and truck movements. These roadways have relatively moderate travel speeds and strive for crash rates at or near the statewide average.

RURAL DISTRICT COLLECTOR

Maintaining reliability and mobility on these highways is desirable but a lower priority compared to the other types of routes listed, here. These highways are generally short routes that provide connectivity to the higher level road systems. Movements on these highways are relatively short distance intraregional movements For more information on the NDDOT Highway Performance Classification System, please refer to dot.nd.gov.

ND MOVES - NDDOT implemented the Statewide Active and Public Transportation Plan, or ND Moves, which helps review and identify existing and emerging needs and recommends strategies for the future of biking, walking, and transit across the state.

Unmanned Aircraft System (UAS) Integration Pilot Program - The North Dakota Department of Transportation (NDDOT) along with its partners successfully completed its first public mission of North Dakota's Unmanned Aircraft System (UAS) Integration Pilot Program over a tailgating event at the Fargodome in September 2018. This is the first phase of North Dakota's UAS Program designed to help FAA create new regulations that will enable the safe, and secure integration of UAS (drones) into national airspace systems.

Unmanned Aircraft (drone).

Traffic Counting - NDDOT is testing an innovative new way to utilize fiber optic technology in a traffic counting system. This system uses fiber optic cable, acoustic sensing to monitor traffic flow in real time, and provides continuous traffic volume information to help NDDOT plan, design, and manage North Dakota's roadways.

- NDDOT is the only DOT in the nation utilizing a fiber optic system for this type of traffic monitoring.
- In cooperation with the company's research and development team, NDDOT is working to allow this technology to provide vehicle classification information, which has never been attempted anywhere in the world.

Autonomous Vehicle - The NDDOT brought a self-driving bus to Bismarck to demonstrate the future of transportation technology. The NDDOT is also researching areas to develop autonomous vehicle test sites in the state.

Autonomous bus in Bismarck.

Infrared Technology On Bridges - Using Infrared cameras during bridge inspections to help detect deterioration.
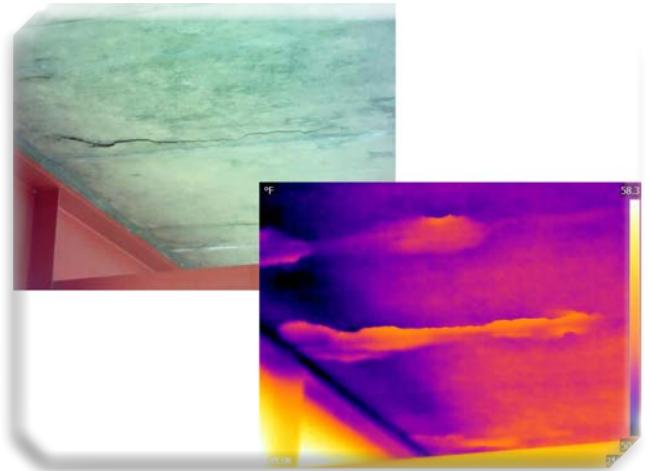
A regular and infrared picture of the same area of a bridge.

Cost of Doing Business

Improvement	Total Dollars/Mile
Non-Interstate seal coat (by contract)	$ 35,000
Interstate seal coat (by contract)	$ 55,000
Thin lift overlay	$ 150,000
3" asphalt overlay	$ 240,000
Asphalt surfacing reconstruction . . . . (includes subgrade repair and resurfacing)	$1,000,000
Total reconstruction . . . . (includes grading and asphalt surfacing)	$1,500,000
Interstate concrete paving . . . . (two lanes in one direction)	$2,300,000

Traffic and costs have increased

NDDOT's main sources of state funding come from state fuel taxes and vehicle fees (the same since 2005), but costs and traffic have increased.

- Asphalt surfacing cost $500,000 per mile in 2005 and costs $1 million per mile in 2017.

- Salt used for snow and ice control cost $55 per ton in 2005 and $81 per ton in 2017.

- North Dakota traffic has increased on state highways. From 2005 - 2017 truck traffic numbers increased 66% and all vehicle traffic numbers have climbed 30%.
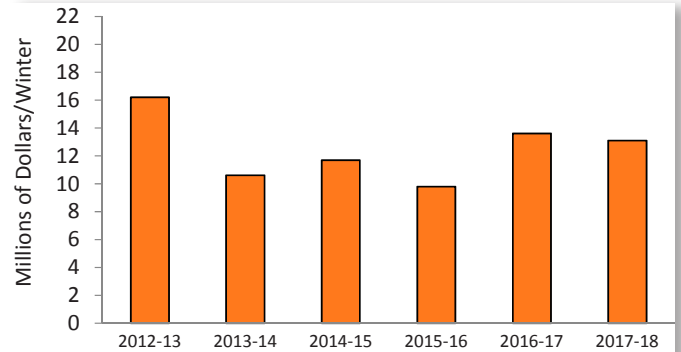

Resurfacing a highway in Dickinson District.

Cost of Doing Business

Equipment and Salt Costs Per Winter for Snow and Ice Control - 2012-2018

Snowplow clearing roadway.

Winter Severity

Historic NDDOT data shows there are about 39 winter events annually that require some treatment for ice or snow on the highway system.

The National Weather Service estimates North Dakota averages ten winter storm events and four blizzard events every year.

How Transportation Funding Works

North Dakota's transportation system is a tremendous asset. Built by our parents and grandparents who believed investing in transportation was important for them and future generations. Today it has a replacement value of $14.2 billion. North Dakota's transportation system plays a vital part in the lives of its citizens. It is counted on to safely and reliably connect people with family, jobs and services, businesses with suppliers and customers, students with schools and visitors with destinations

Old Red Trail (Old Highway 10 Byway) Almont Road looking south.

Where does the money come from to pay for transportation?

The state transportation system is funded from two main sources:

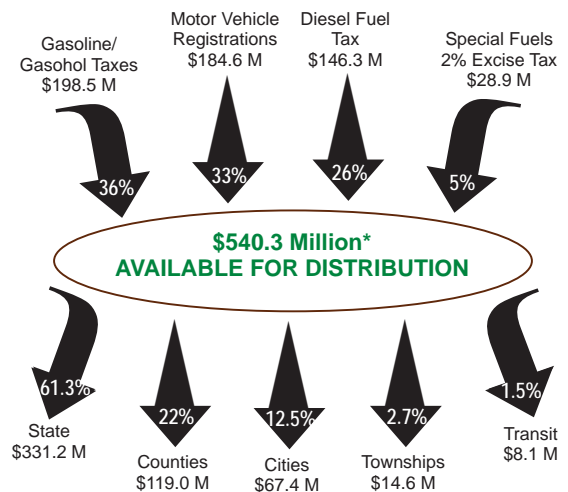• Federal Revenue

• State Transportation User Revenue

Federal Revenue - A significant amount of transportation funding comes from the federal government. Federal funding is generated by the federal fuel tax – 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel. The majority of federal revenue is dedicated to pay for a share of eligible highway improvement costs. The federal share is typically 80 percent, with the state or local government providing a 20 percent match. Historically, North Dakota has received $2 of Federal Highway funds for every $1 North Dakota drivers have paid into the Federal Highway Trust Fund.

State Transportation User Revenue - The state transportation user revenue comes from state fuel taxes you pay when you buy fuel for your vehicle and registration fees you pay to license your vehicle. The largest source of revenue for state transportation user fees is the state fuel tax, which is 23 cents per gallon of gasoline and diesel fuel sold in the state. Significantly lesser amounts come from driver's license fees and overweight/overwidth permits.

The state fuel taxes and vehicle registration funds are shared between NDDOT (State Highway Fund), counties, cities, townships and transit.

ND Highway Tax Distribution Fund Revenue and Distribution - 2015 to 2017

Gasoline/Gasohol Taxes $198.5 M — 36%
Motor Vehicle Registrations $184.6 M — 33%
Diesel Fuel Tax $146.3 M — 26%
Special Fuels 2% Excise Tax $28.9 M — 5%

$540.3 Million* AVAILABLE FOR DISTRIBUTION

State $331.2 M — 61.3%
Counties $119.0 M — 22%
Cities $67.4 M — 12.5%
Townships $14.6 M — 2.7%
Transit $8.1 M — 1.5%

* A total of $18.0 million was withheld prior to distribution for allocation of $6.7 million to the Highway Patrol Fund, $4.7 million to the Ethanol Subsidy Fund, approximately $400,000 to the Motorboat Safety/Snowmobile Fund, $550,000 to the Rail Safety Fund, and $5.5 million to the Highway Fund for administrative assistance to other transferees.

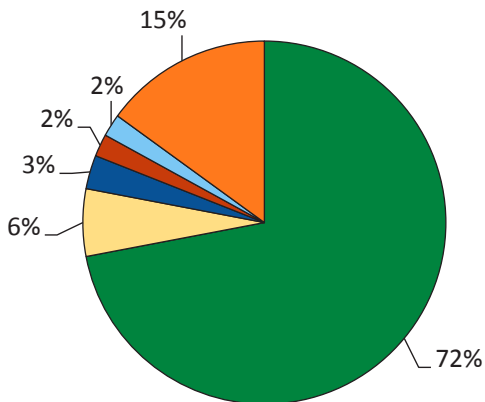## Budgeted Biennial Funding Sources Projected - 2017 to 2019

Total of All Sources: $1,269.5 Million
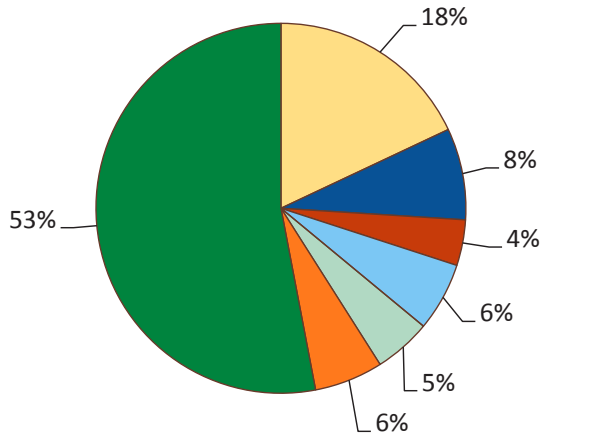
- Federal Revenue 53%
- Fuel Taxes 18%
- Motor Vehicle Revenue 8%
- Local Gov't Reimbursements 4%
- Fleet Revenue 6%
- Drivers License, Fee, Permits 5%
- Misc. Highway Fund Revenue 6%

Budgeted Biennial Expenditures Appropriation - 2017 to 2019

Total Budget: $1,269.5 Million

- Highway Programs 72%
- State Fleet Program 6%
- Administrative Program 3%
- Motor Vehicle Program 2%
- Drivers License Program 2%
- Maintenance Program 15%

NOTE: NDDOT can spend their resources only to the extent of the legislative appropriation.

Gross NDDOT Biennial Revenue Sources (excluding Fleet)

- Hwy. Tax Distr. Fund Revenue
- Other State Hwy. Fund Revenue
- Federal Revenue
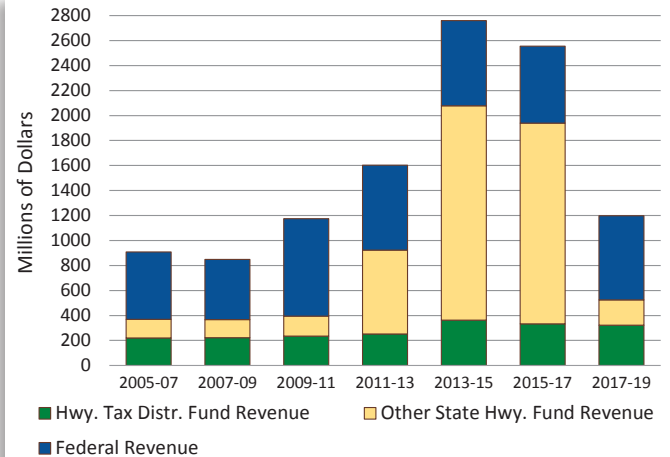
ND Motor Fuel Tax History

Year	Cents/Gal.
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.

Customer fueling vehicle.

Motor Fuel Tax Rates - Cents Per Gallon - 2018

Tax Rates	Gasoline	Diesel	Gasohol
Montana	31.5	29.3	31.5
Nebraska	28.0	28.0	28.0
South Dakota	28.0	28.0	28.0
Wyoming	24.0	24.0	24.0
Minnesota*	28.5	28.5	28.5
North Dakota	**23.0**	**23.0**	**23.0**
National Average	23.2	23.1	23.2

* 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.

Customer using fuel pump at a gas station.

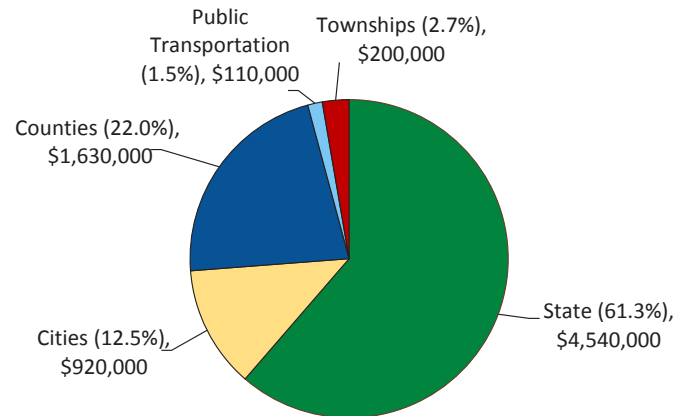## 2016 Motor Fuel Tax Revenue - Annual Yield of 1 Cent of Motor Fuel Tax*

Regional Tax Yield	Millions
Minnesota	$ 32.6
Nebraska	13.2
Montana	7.6
South Dakota	6.9
Wyoming	6.6
North Dakota	7.0

National Tax Yield	
Highest: Texas	$190.3
Lowest: Dist. of Columbia	1.3
Average	34.7

* Motor fuel includes gasoline, gasohol, and diesel fuel.
SOURCE: FHWA Highway Statistics

Motor Fuel Tax Annual Revenue - FY 2017

Statewide Impact of 1 Cent Motor Fuel Tax

Public Transportation (1.5%), $110,000
Townships (2.7%), $200,000
Counties (22.0%), $1,630,000
State (61.3%), $4,540,000
Cities (12.5%), $920,000

Based on FY2017 revenue, 1 cent of the state motor fuel tax will generate about $7.4 million annually.

Net Tax Annual Receipts
Total Receipts:$167.2 Million

Gasoline (6.9%), $11.5 Million
Gasohol (50.7%), $84.7 Million
Diesel (42.4%), $71 Million
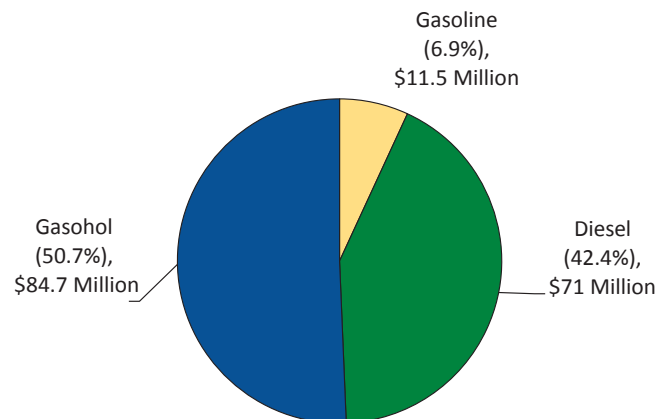
ND Fuel Consumption - FY2009 to FY2018
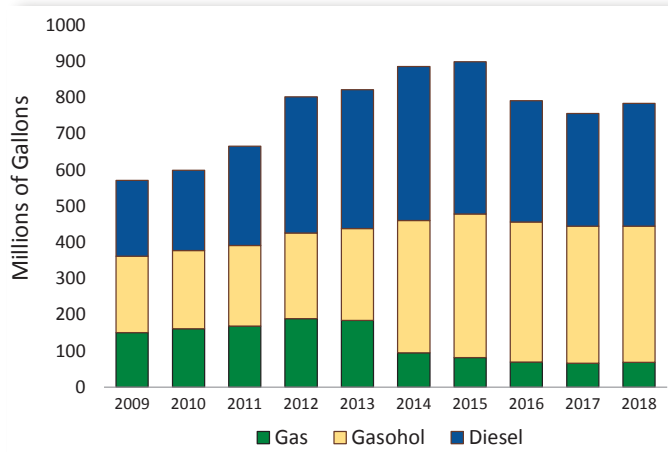
	2015	2016	2017	2018
Gas*	81.4	69.5	66.5	68.4
Gasohol	397.0	386.8	378.1	376.5
Diesel*	420.2	334.8	311.4	338.9

* Gross gallons taxed.

Traffic on Interstate 94 in Fargo.

Vehicle Registration Fee Comparison

State	Fee[1]	2017 Ford Taurus 3,739 lbs	2017 3/4 Ton Pickup 12,000 GVW	2017 KW Tractor 80,000 lbs	2010 Farm Truck 44,000 lbs	2010 Farm Truck 44,000 lbs
MN	Flat Fee	328	391	1,760	161	268
	Other Fee	10	10	10	10	10
	Total	$338	$401	$1,770	$171	$278
MT[2]	Flat Fee	217	217	375	100	250
	Other Fee	-	-	34	34	34
	Total	$217	$217	$409	$134	$284
ND	Flat Fee	93	142	1,059	149	219
	Other Fee	-	-	-	-	-
	Total	**$93**	**$142**	**$1,059**	**$149**	**$219**
SD	Flat Fee	72	120	1,166	584	584
	Other Fee	-	-	-	-	-
	Total	$72	$120[4]	$1,166	$584	$584
WY[3]	Flat Fee	508	609			
	County Fee	-[5]	-[5]	[5]	[5]	[5]
	Total	$508[5]	$609[5]	[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, 2018.

Motor Vehicle registration services provided at an office window.

Finances

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.
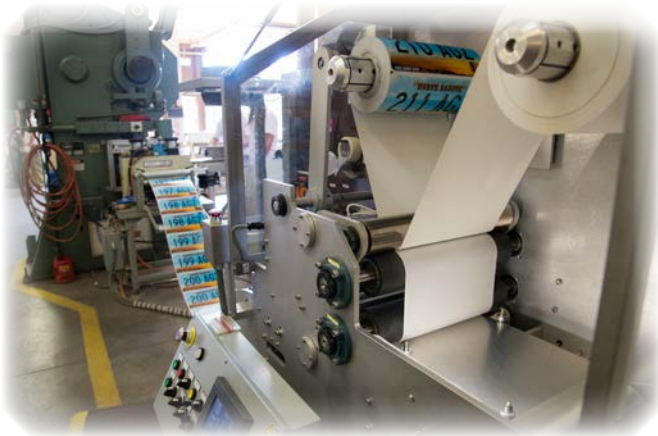
Motor Vehicle plates are printed at
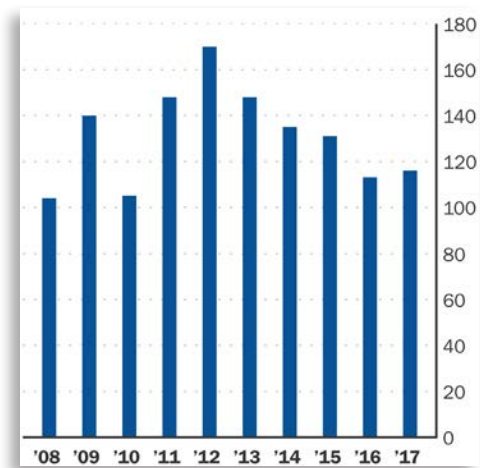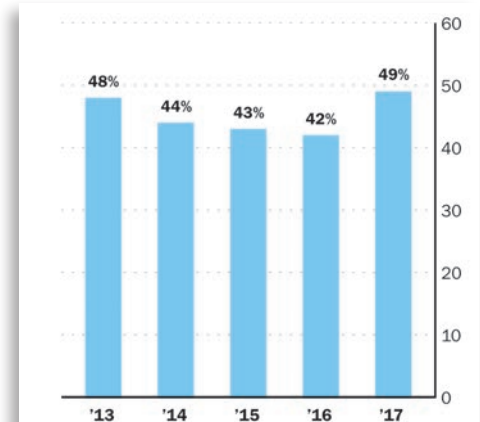Rough Rider Industries in Bismarck.

Safety

Highway Safety

DEATHS AND DEATH RATES - How Do We Compare?

30,000+ / YEAR   100+ / YEAR

North Dakota Motor Vehicle Fatalities 2008-2017

North Dakota Percent Alcohol - Related Fatal Motor Vehicle Crashes 2013-2017

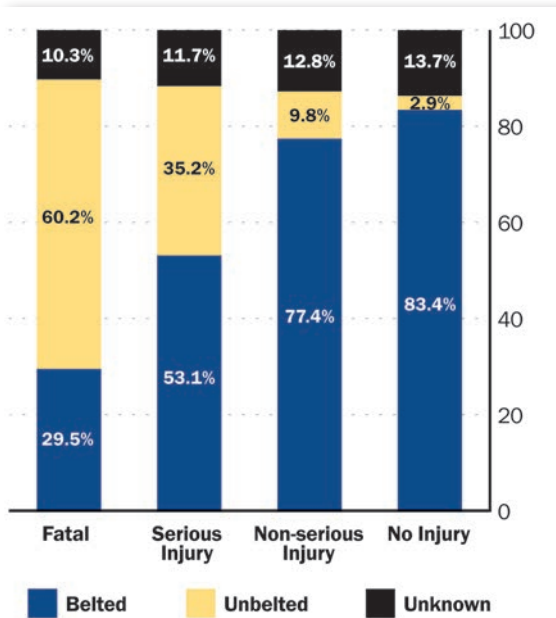| '13	'14	'15	'16	'17
48%	44%	43%	42%	49%

Seat Belt Use

Crash data shows a direct correlation between seat belt use and injury severity. Unbelted vehicle occupants in crashes in North Dakota account for the largest percent of fatalities and serious injuries, while belted occupants most commonly receive non-serious or no injuries.
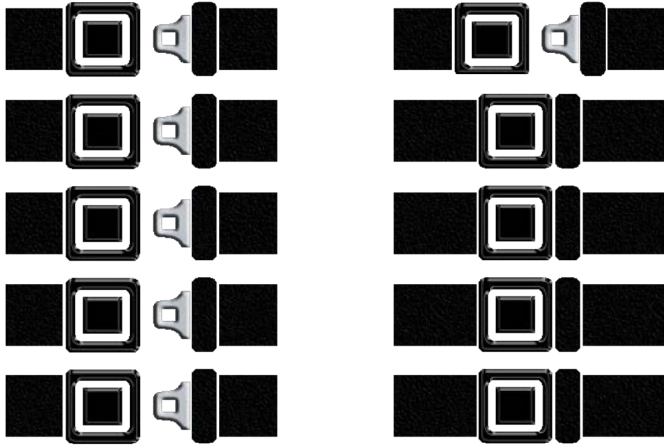
In North Dakota, over the past 5 years (2013-2017), 6 out of every 10 people killed in a motor vehicle crash were not wearing a seat belt at the time of the crash. And, 80% of the unbelted fatalities were males.

North Dakota Percent of Restraint Use by Injury Classification, 2013-2017

Injury Classification	Belted	Unbelted	Unknown
Fatal	29.5%	60.2%	10.3%
Serious Injury	53.1%	35.2%	11.7%
Non-serious Injury	77.4%	9.8%	12.8%
No Injury	83.4%	2.9%	13.7%

Transit Program - 2018

Federal Transit Program

Rural Public Transportation

North Dakota Department of Transportation provides 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 of 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 $500,000 is distributed annually to Bismarck, Fargo, and Grand Forks for planning purposes.

Transit Facts - 2018

- North Dakota public transit providers, both rural and urban, provided over 2.8 million rides in 2018.

- North Dakota has 34 transit providers statewide (rural, urban and intercity).

- State and federal funds support nearly all the urban and rural transit systems. Collectively, these systems operate approximately 334 buses and vans.
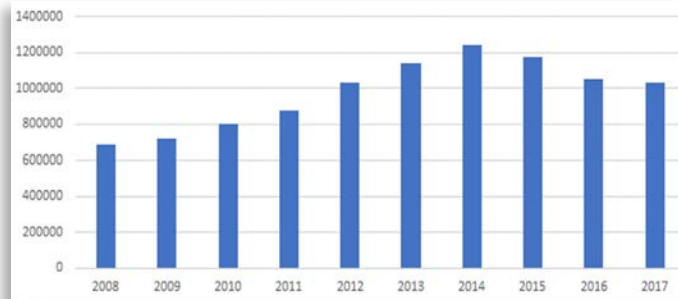
Aeronautics Commission - Aviation Transportation

The North Dakota Aeronautics Commission was established in 1947 by the State Legislature to provide representation of the state in aviation matters and to provide responsibility for the state's aviation programs and regulatory framework. The Governor appoints the five members of the Aeronautics Commission to the board for terms of office of five years. The Commission appoints an Executive Director to administer the agency to oversee the agency's support staff. The office location is at the general aviation pilot terminal on the Bismarck Municipal Airport, Bismarck, ND.
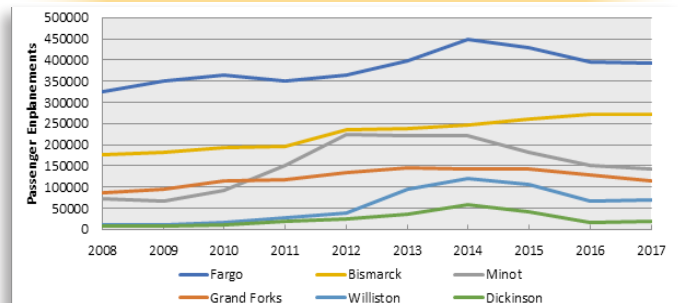
Agency Mission

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

Statewide Airline Passenger Boardings

Airline Passenger Boarding Trends by Major Airports

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

ND Rail Freight and Passenger Service

North Dakota's rail system consists of approximately 3,480 miles of operational rail for transportation of products. The rail system includes 3,441 at-grade public highway rail crossings in the state.

The NDDOT administers a rail loan program with the assistance of two revolving loan funds used to support projects and improve North Dakota's rail system. These programs have provided funding for 41 projects and have helped rehabilitate 731 miles of branch line tracks while assisting in the construction of 10 facility access spur or loop tracks and providing support for three major flood recovery projects across the state. The NDDOT provides funding for six to eight crossing improvements annually or as funding permits.

Amtrak Ridership - 2013 to 2018

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 train going westbound out of Minot.
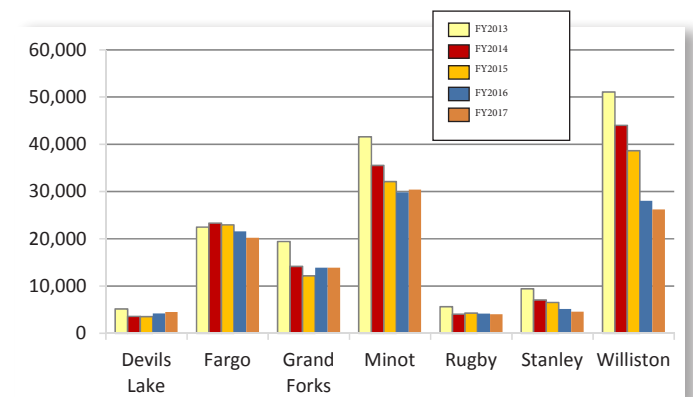
SOURCE: Amtrak State Fact Sheets

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