

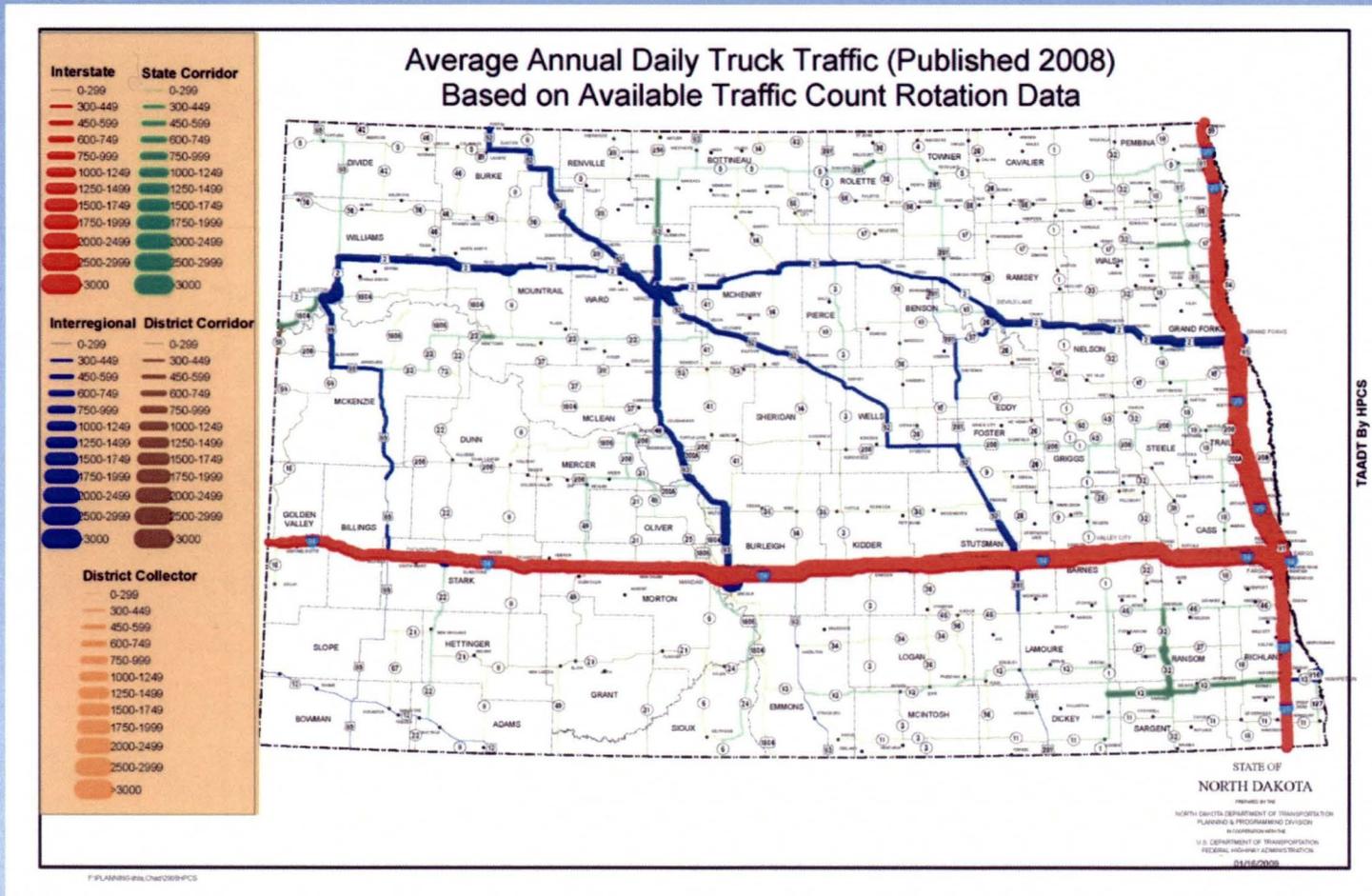
Economic Impact Interim Committee Meeting

October 8, 2013

Grant Levi, NDDOT Director

Traffic Growth

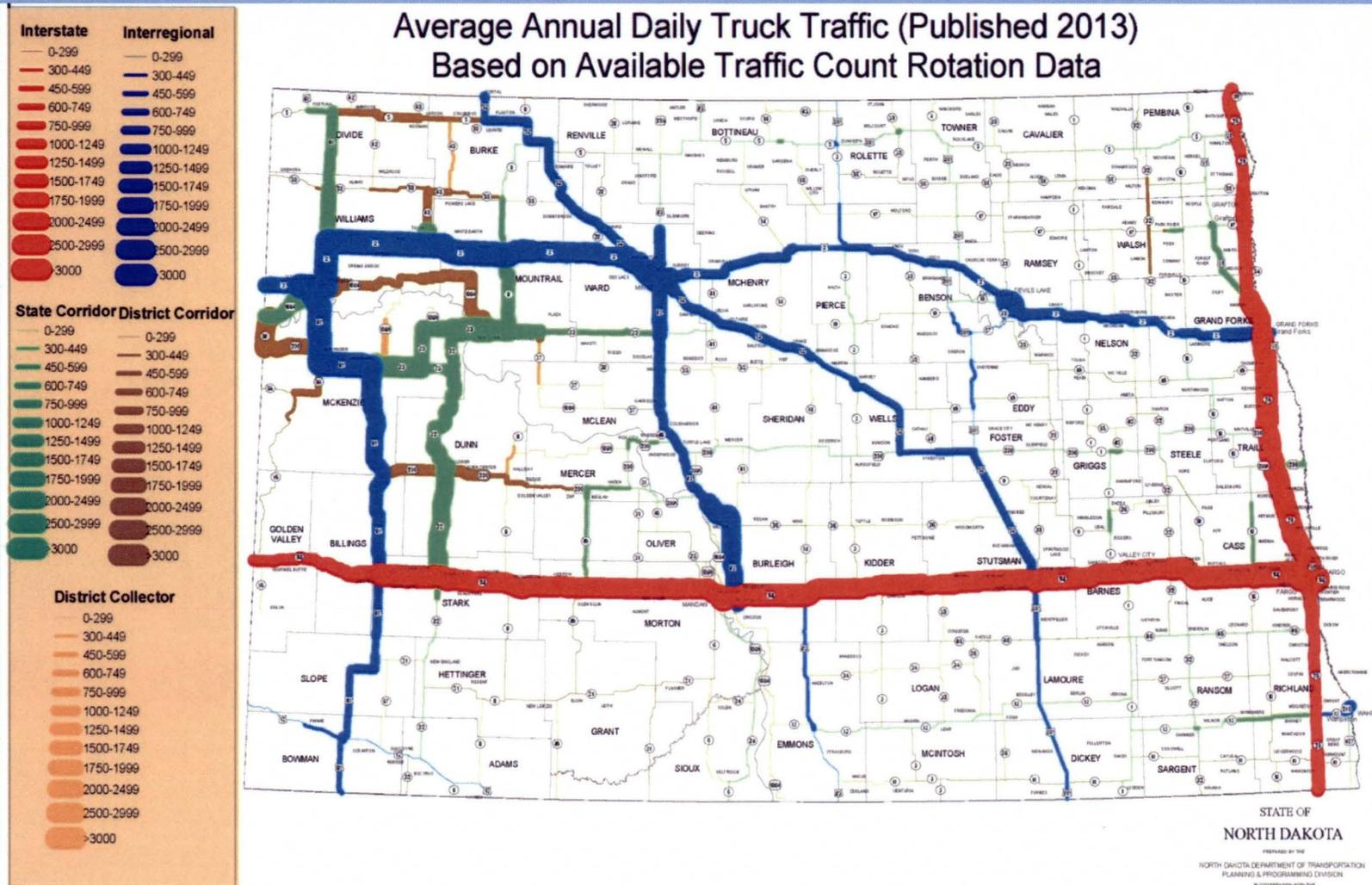
Truck Traffic 2008



Traffic Growth

Truck Traffic 2012

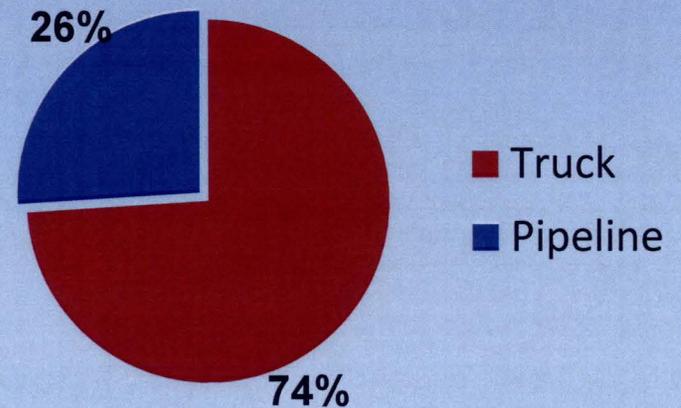
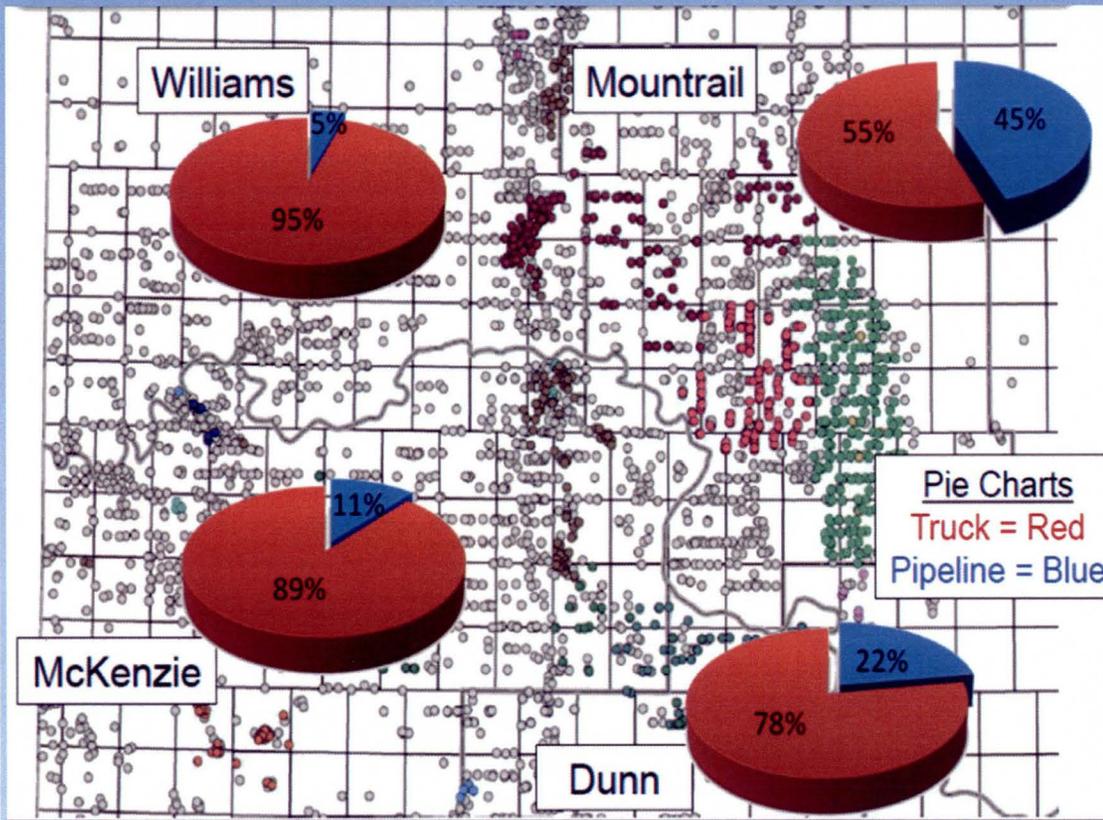
Average Annual Daily Truck Traffic (Published 2013)
Based on Available Traffic Count Rotation Data



STATE OF NORTH DAKOTA

PREPARED BY THE
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
PLANNING & PROGRAMMING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ND Oil Transportation - 2011

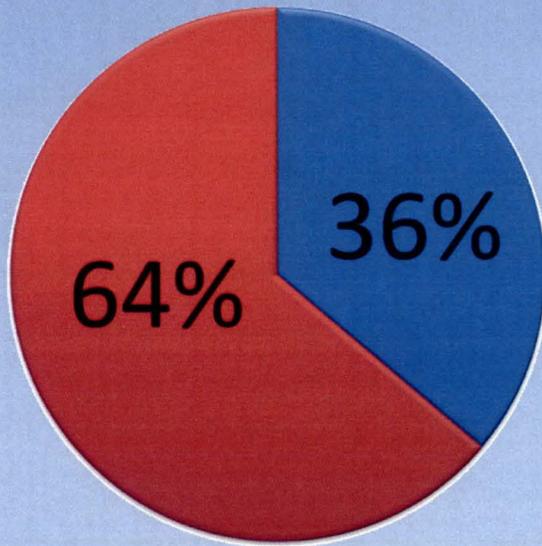


All ND Production

Estimates – Some data incomplete or unavailable

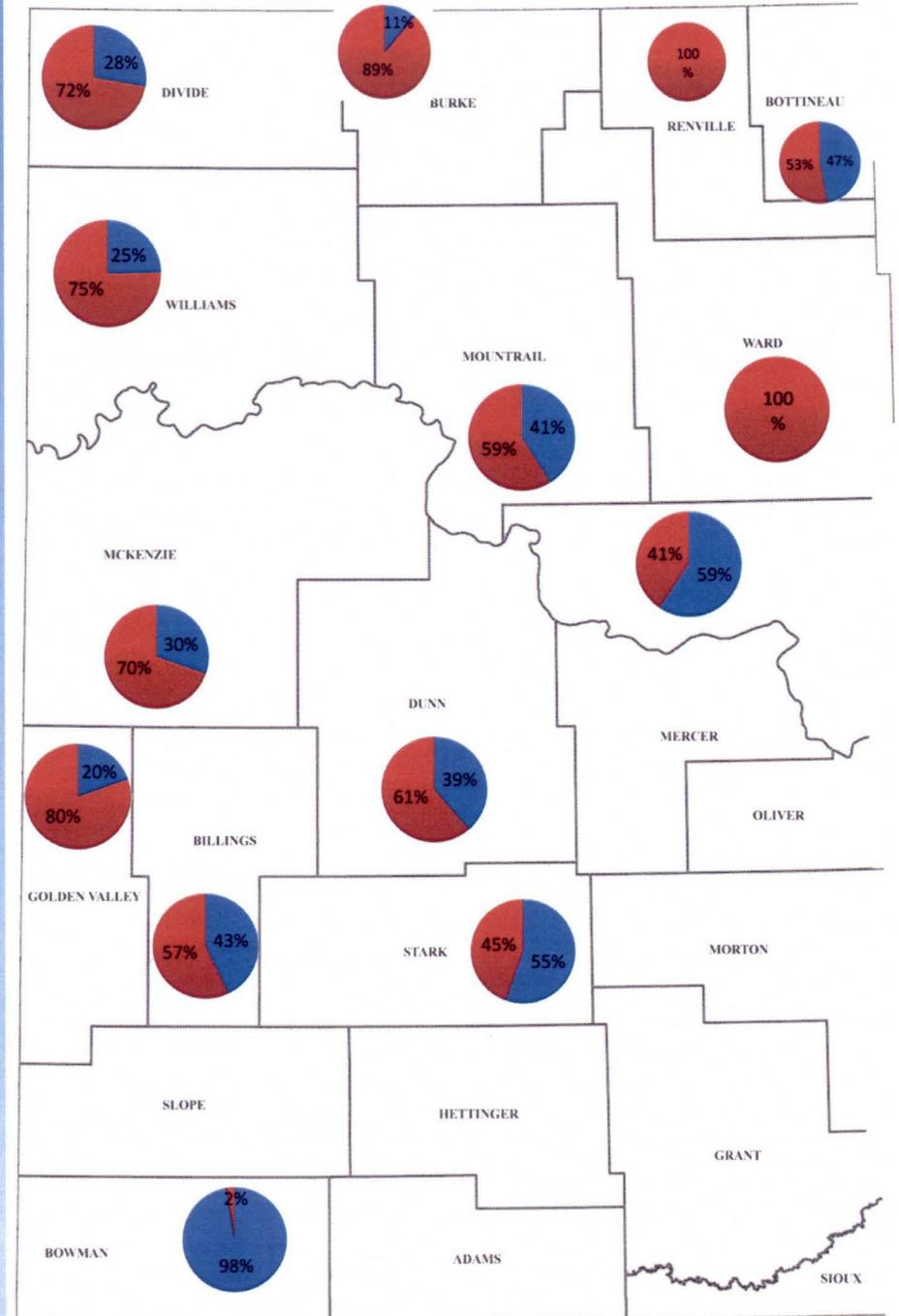
ND Oil Transportation 2012

Red – Trucked
Blue – Pipeline

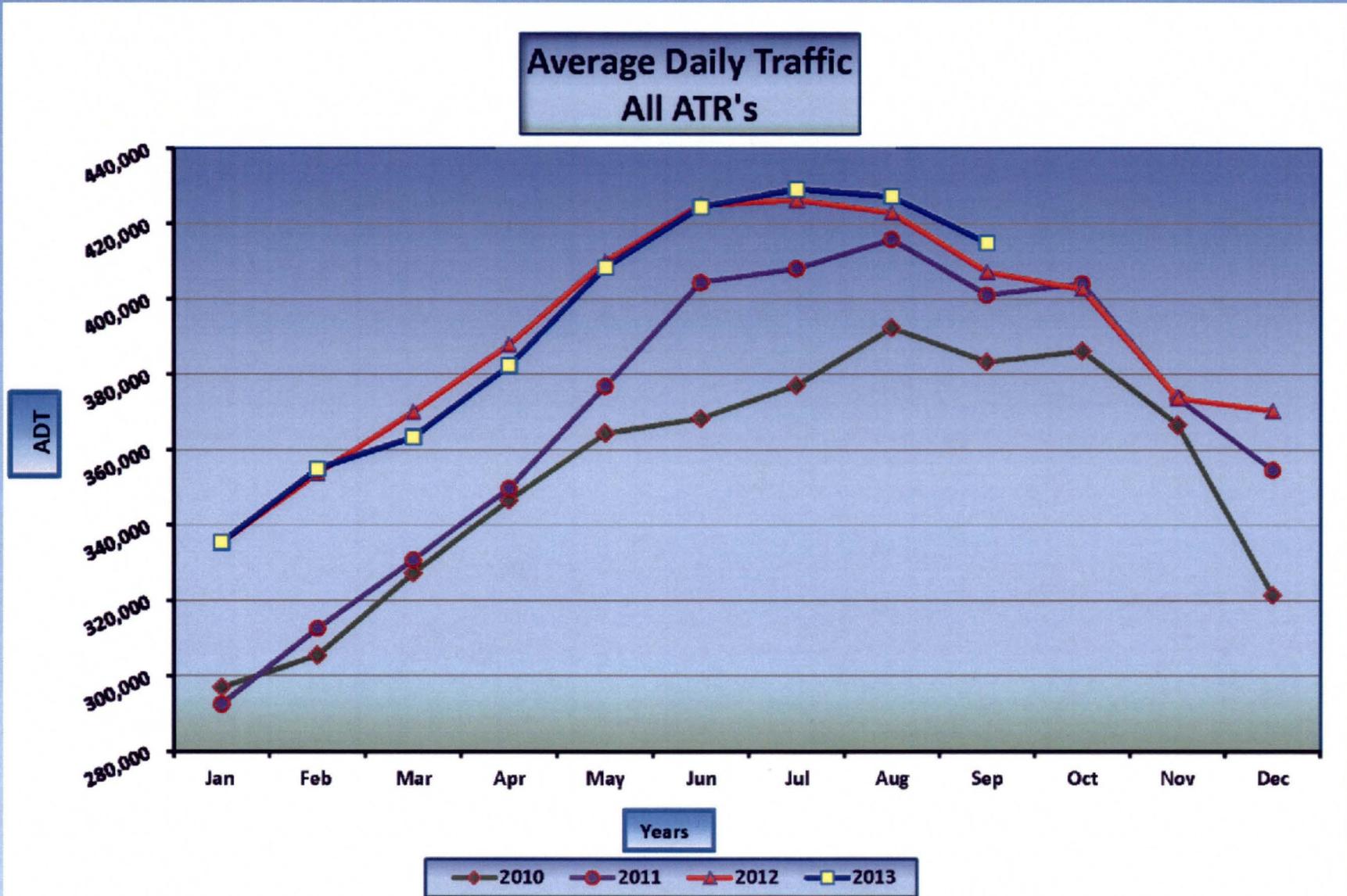


All ND Production

September 2012 Estimates – Some data incomplete or unavailable



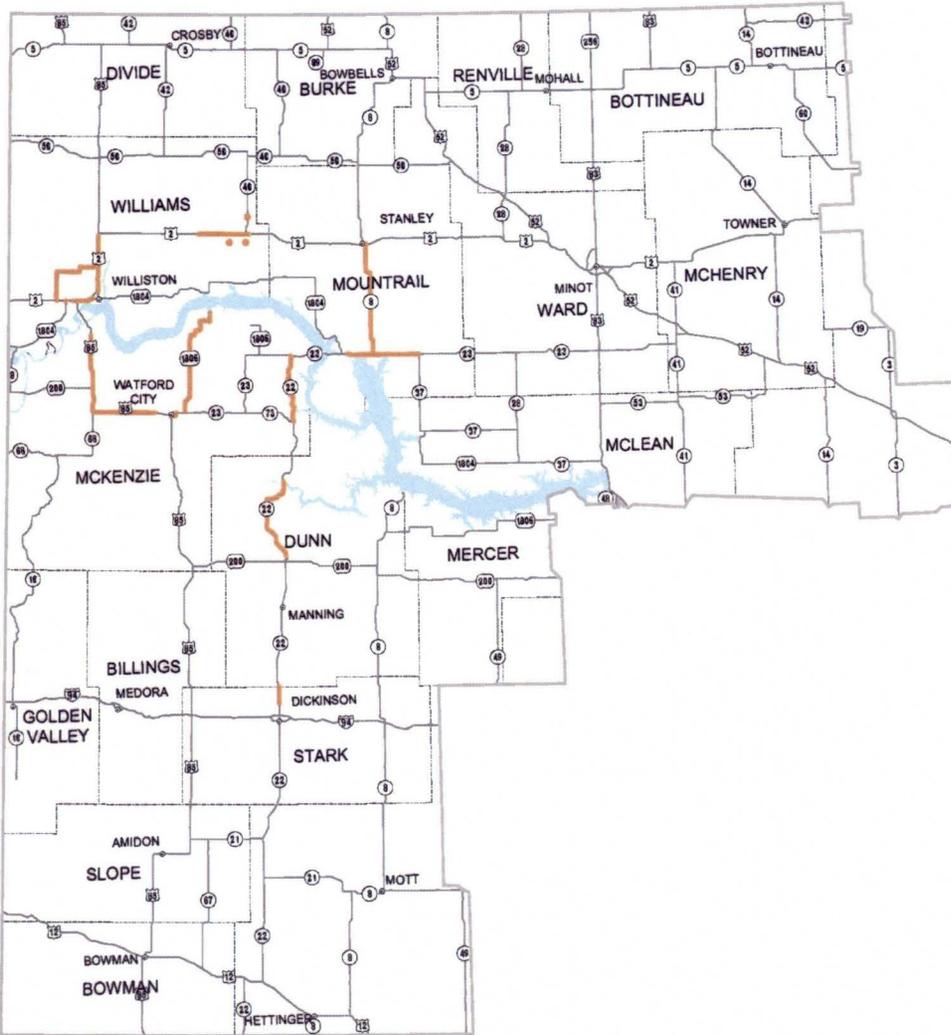
Average Daily Traffic Rates



NOTE: The lines for 2010, 2011, and 2012 were adjusted upward to compensate for the addition of 2 new stations at the start of 2013.

Projects Completed

2011-2013 Biennium - \$228.6 Million



Some major projects completed using \$228.6 million from 2011-2013 Biennium:

- ND 22 north of Killdeer
- ND 8 from ND 23 to Stanley
- Williston Temp. Bypass
- ND 23 from New Town to ND 37
- ND 22 from ND 73 to ND 23
- US 2 near Williston

Projects Underway

2013-2015 Biennium - \$1.16 Billion



Projects Underway

Projects using \$1.16 Billion for 2013-15 Biennium:

- US 85 four lane project from Watford City to Williston
- Replacement of Lewis and Clark bridge south of Williston
- ND 22 from Stark Co. Line north- construction of passing/turning lanes
- ND 22 from Lost Bridge to ND 73- construction of passing/turning lanes
- US 85 from ND 50 to ND 5- construction of turn lanes
- ND 8 from ND 50 to US 52- reconstruction/turning lanes
- I-94 interchange at 116th street in Dickinson
- Williston underpass at US 2 and 18th Street

Projects Underway

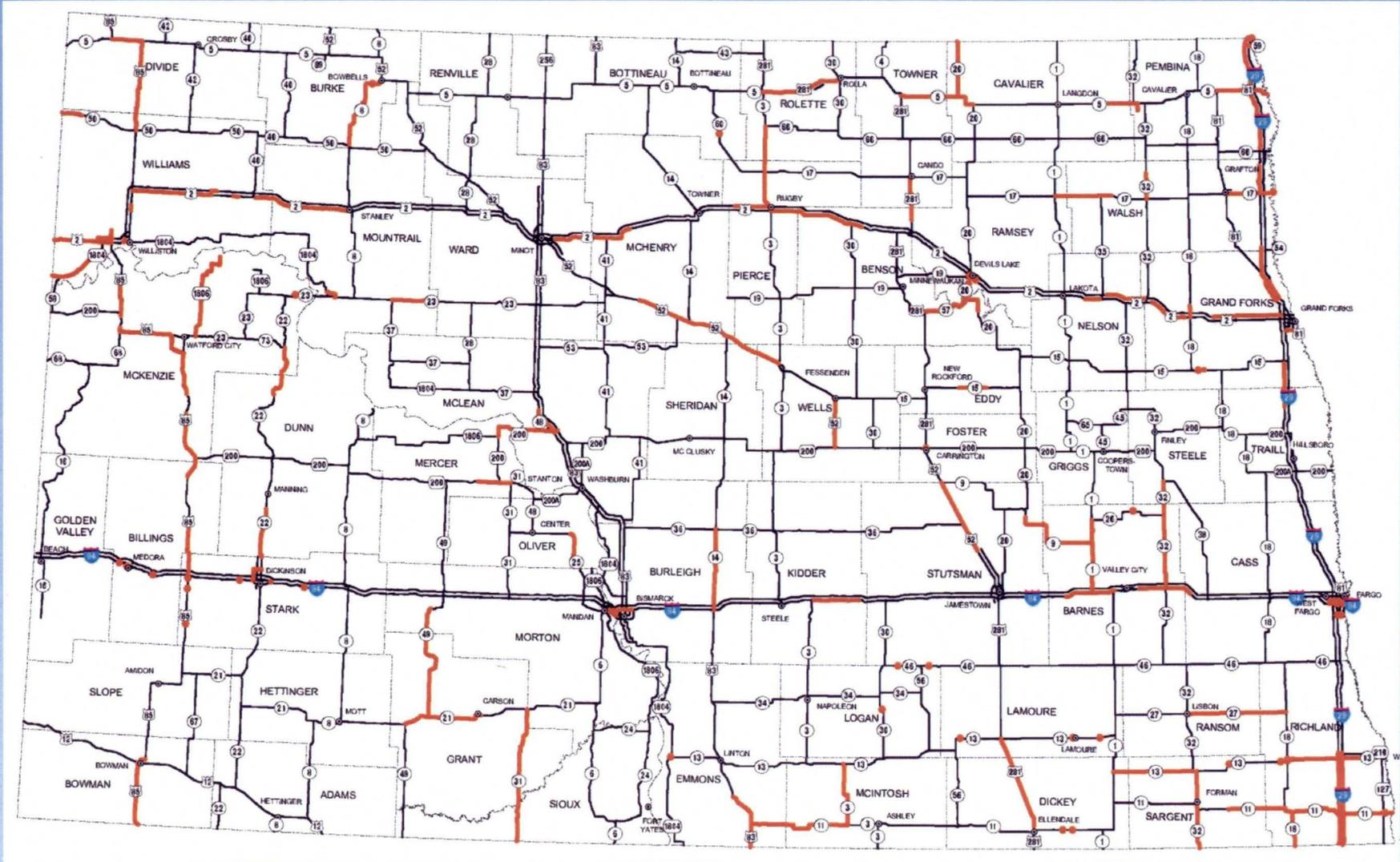
Truck Reliever Routes/Bypasses using the \$1.16 Billion:

- Williston Bypass
- Watford City Southwest Bypass
- Watford City Southeast Bypass
- Dickinson Bypass Phase 1
- New Town Bypass
- Alexander Bypass
- Killdeer Bypass

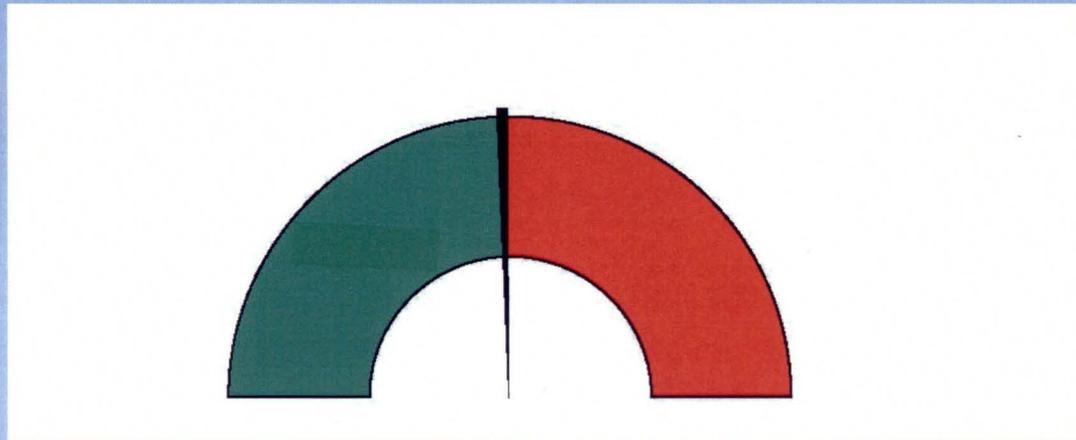


Watford City US 85 Southwest Bypass ground breaking

2013 Construction Projects



Construction Status



As of October 1, 2013 = approximately 49% complete

Rail Loan Program

The Rail Loan Program was established, primarily, to assist short line railroads in rehabilitating light-density branch lines.

- The program was expanded to not only rehabilitate and maintain existing lines, but also expand rail service throughout North Dakota, including providing funding to grain elevators, agricultural commodity processors, and manufacturing facilities to construct rail sidings and connections.
- The program has been highly successful, including rehabilitating 677 miles of rail branch line track as of April 2013.

Rail Loan Program

Recent requests by Railroad companies had decreased. As a result we revisited the Railroad program guidelines. Some changes made were:

- Establishment of a three-tier project prioritization system:
 - System critical projects – those without which, a short line would have difficulty maintaining service.
 - Infrastructure improvement projects – those projects that repair, rehab, or replace existing infrastructure.
 - Economic development projects – those projects that expand rail service capabilities, either for the railroads or their customers (e.g. elevators, processors, manufacturers, etc.)

- Interest rates were reduced and loan repayment terms were modeled after industry standards:
 - 0% interest for system critical projects
 - ½ of prime interest rate (not to exceed 4.5%) for the other two project types.

- Maximum loan amount was changed from \$1 million to \$5 million.

- The annual submission deadline was moved to February and projects were required to begin construction within 18 months of award.

UGPTI Study

The DOT works in partnership with Upper Great Plains Transportation Institute to look at statewide needs and traffic modeling.



Federal Funding



If no new revenues are found, federal highway obligations will fall by almost 100% in FY 2015

Questions

