



Economic Impact Interim Committee Meeting

June 25, 2014

Grant Levi, NDDOT Director

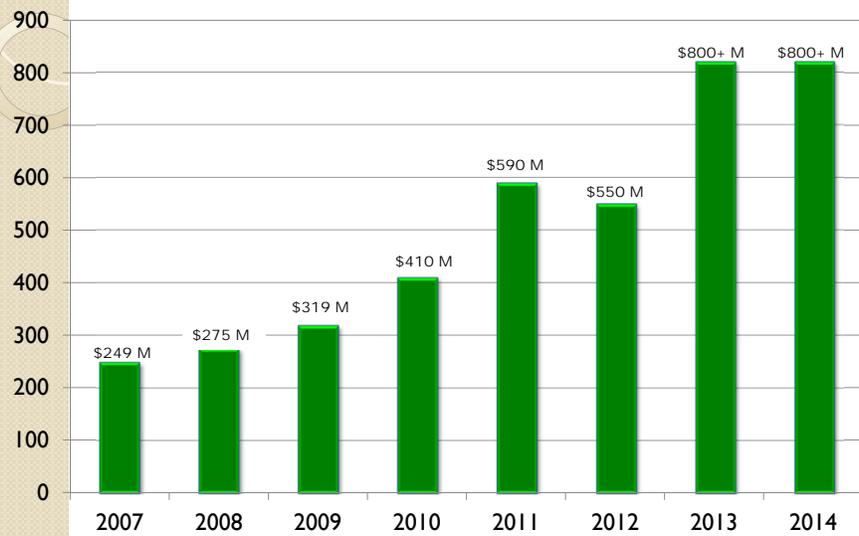


NDDOT Funding

- Approximately \$2.3 billion to rebuild and repair state highways, city, county and township roads, bypass routes and other infrastructure upgrades in every region of the state.
- By mid-summer the funds will have been bid and committed to projects, with an exception of funds held back for possible contract changes.
- Outsourced 70-75% of engineering work.



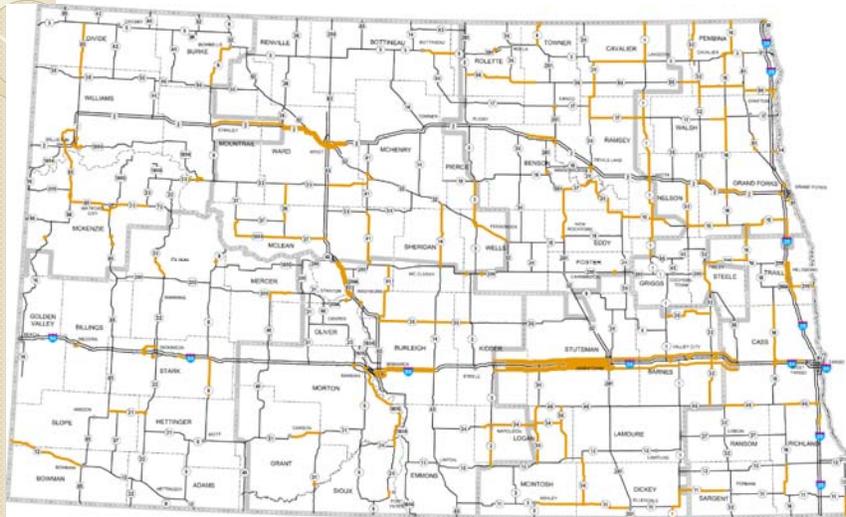
NDDOT Construction Program



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3

2014 Construction Projects



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4

Projects Across The State

- US 85 four lane project between Watford City and Williston – all phases under construction this year.
- US 2 between Berthold and Surrey.
- I-29 from Buxton north to south of ND Highway 15.
- Washington Street in Grand Forks- reconstruction from Hammerling to 32nd Avenue.
- 25th Street reconstruction in Fargo.
- 116th Ave Interchange in Dickinson.
- ND Hwy 23 from Watford City to ND Hwy 73.



Truck Route Update

- The state is investing approximately \$409 million to cover all costs for the construction of truck bypass routes for western North Dakota cities of Williston, Watford City, Dickinson, New Town and Alexander.

Truck Bypasses/Reliever Routes

Williston NW Bypass

- 1st phase- US 2 to Co Rd 4 (2.46 mi.)
 - Bid November 2013
 - Scheduled for completion Fall 2014

- 2nd phase- County Rd 4 to US 2 (10.8 mi.)
 - Two lanes of paved roadway to be completed 2014
 - Remaining lanes scheduled for completion end of 2015

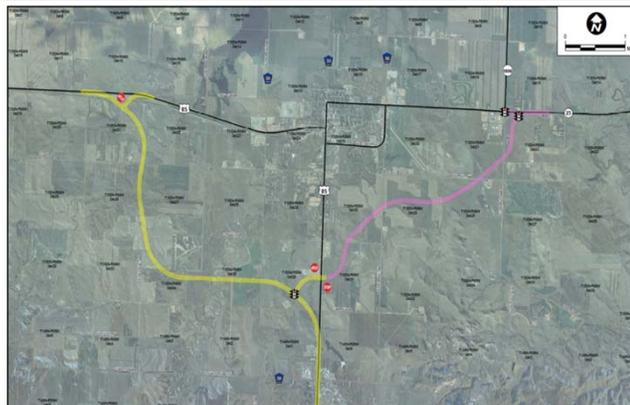


Truck Bypasses/Reliever Routes

Watford City

- US 85 (SW Bypass) – 7.6 mi.
 - Bid September 2013
 - Scheduled completion fall 2014

- ND 23 (SE Bypass) – 5.7 mi.
 - Bid March 2014
 - Scheduled completion fall 2014



Truck Bypasses/Reliever Routes

Dickinson

- Interim Bypass (5 mi.)
 - Scheduled for completion 2014
- 116th St. Interchange
 - Bid February 2014
 - Approximately two years to



Truck Bypasses/Reliever Routes

New Town (3.2 mi.)

- Bid November 2013
- Estimated completion
fall of 2014



Truck Bypasses/Reliever Routes

Alexander Bypass (3.7 mi.)

- Bid February 2014
- Completion fall 2014

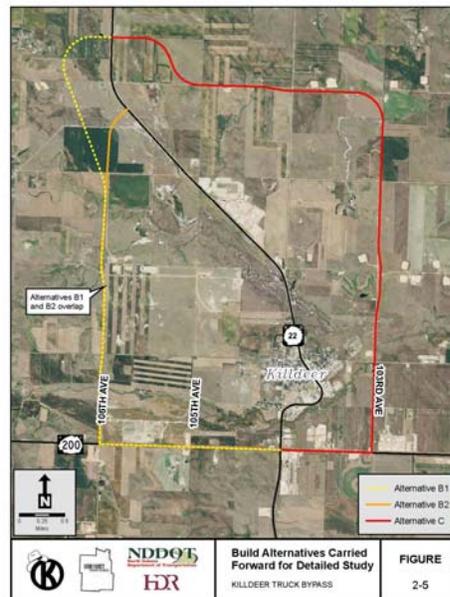


SOI-7-085(064)160 PCN 19326
US 85 Bypass
Alexander, ND

Truck Bypasses/Reliever Routes

Killdeer Bypass

- In design and route selection phase



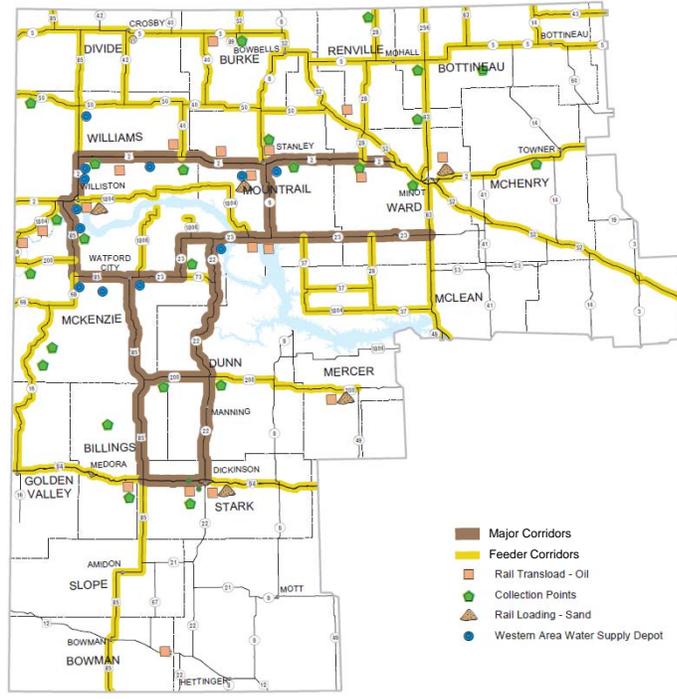
		Build Alternatives Carried Forward for Detailed Study	FIGURE
		KILLDEER TRUCK BYPASS	2-5

Future Bypass Work Still Needed

- Dickinson Bypass Phase 2
- New Town Northwest Bypass
- Williston Northeast Bypass

Once bypasses completed, work is still needed on state highway through cities.

Western ND Highway Energy Corridors



County Funding

- SB 2176 allocated \$100 million to non-oil producing cities, counties and townships. Distributed by State Treasurer's Office.
- NDDOT allocated funds through our process.

\$280 Million HB 1358 County State Aid Road Program

Allocation	Total Available	Total Requested	Remaining	% Remaining
Oil Producing	\$160,000,000	\$101,979,355	\$58,020,645	36.3%
Non-Oil Producing*	\$120,000,000	\$41,898,874	\$78,101,126	65.1%
Total	\$280,000,000	\$143,878,229	\$136,121,771	48.6%

* NDDOT was not able to reimburse the non-oil producing counties until February 2014.

Transit Funding

General state funding was transferred in 2013 and the same action will take place in July 2014.

SECTION 5. APPROPRIATION - CONTINGENT TRANSFERS - GENERAL FUND TO PUBLIC TRANSPORTATION FUND.

There is appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, the sum of \$1,100,000, or so much of the sum as may be necessary, which the office of management and budget shall transfer to the public transportation fund pursuant to this section during the biennium beginning July 1, 2013, and ending June 30, 2015.

The office of management and budget shall transfer the sum of \$550,000 on July 1, 2013, if deposits in the public transportation fund from the highway tax distribution fund are \$5,000,000 or less during the period beginning July 1, 2012, and ending June 30, 2013. The office of management and budget shall transfer the sum of \$550,000 on July 1, 2014, if deposits in the public transportation fund from the highway tax distribution fund are \$5,000,000 or less during the period beginning July 1, 2013, and ending June 30, 2014.

Federal Funding

- MAP 21 is a two-year bill which will expire September 30, 2014.
- North Dakota's 2014 funding apportionment = \$235.5 million.
- There are some concerns that the federal Highway Trust Fund may run out this summer before the September 30th expiration date.
- The House passed a Transportation HUD Bill on June 10th.
 - The bill calls for status quo obligation limits for highways and transit and cuts to Amtrak and TIGER.
- Senate floor action on its counterpart bill could occur later this month.
- Administration introduced the Grow America Bill in April.
 - Bill moves away from traditional, formula based program that were established in MAP-21.

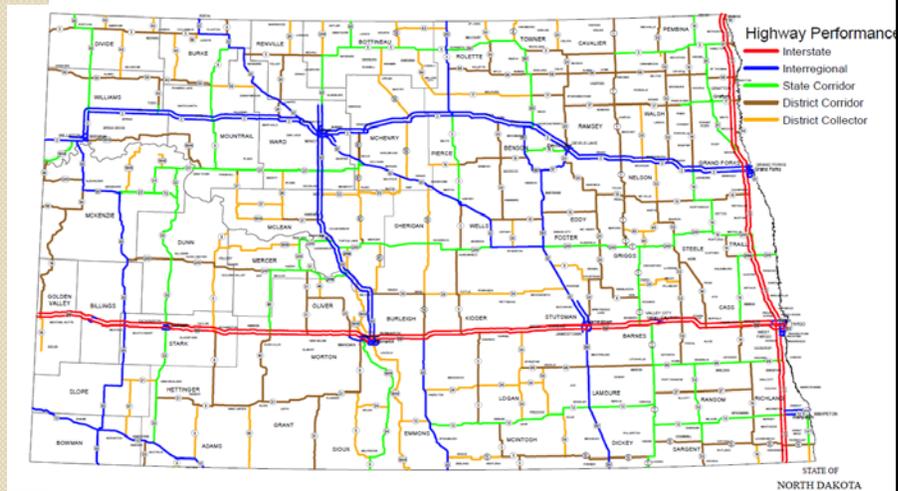
Importance of transportation investments

- Investments in the transportation network allow goods and services to be transported quicker, at lower costs, resulting in lower prices for consumers and increased profitability for businesses.
- Investments in transportation infrastructure will allow businesses in every state to have the opportunity to benefit from growing foreign markets and a global economy. As much as 60 percent of American-made products are now exported.
- Our primary economic competitors such as China, Australia, Brazil and Canada are making major national investments in transportation infrastructure on the basis of promoting economic growth.
- Canada spends 4 percent of its GDP on transportation investment and maintenance, China spends 9 percent, while the U.S. spends only 1.7 percent.

ND Freight Plan



Highway Performance Classification System



Approved by State Legislature in 2003

Agricultural Growth 1950-2012

1950 = 17.1 Billion Pounds*

2010 = 89.4 Billion Pounds*

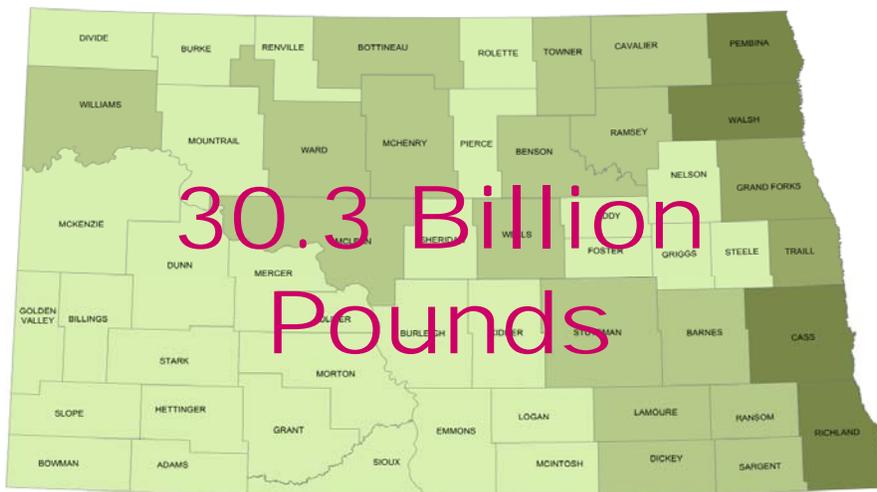
422% Increase

* Approximate numbers



1980 CROP PRODUCTION

FIGURE 29

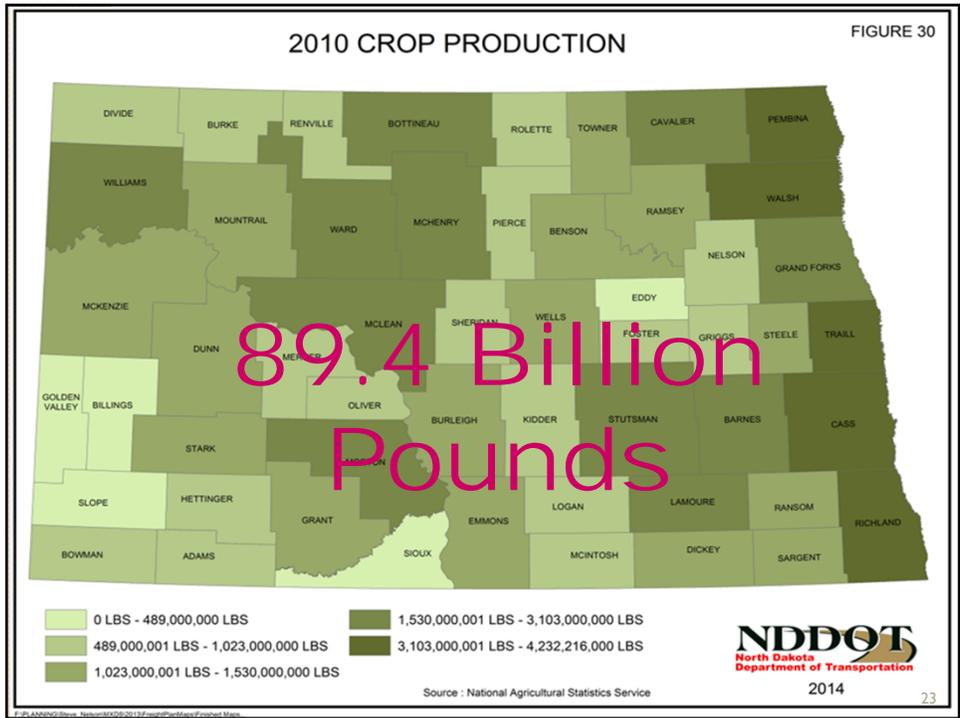


Source : United States Department of Agriculture



2014

File Path: \\nndot\GIS\Map_Series\1012010\1012010101\MapFiles\1980CropProductionMap



Manufacturing Growth

North Dakota is one of only a few states to experience a growth in manufacturing between 2000 and 2012.

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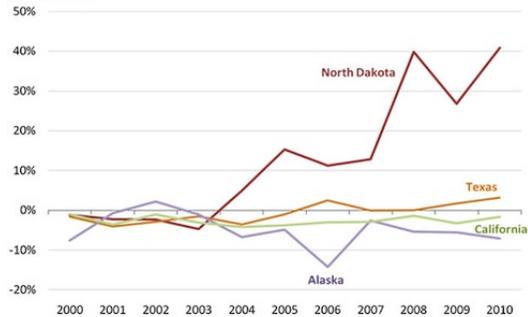
24

Energy Growth

- Approximately 1 million barrels of oil produced daily in 2014.
- Compared to 344,064 barrels per day in 2010.



Figure 1. Year-over-year change in oil production top four oil producing states in 2010

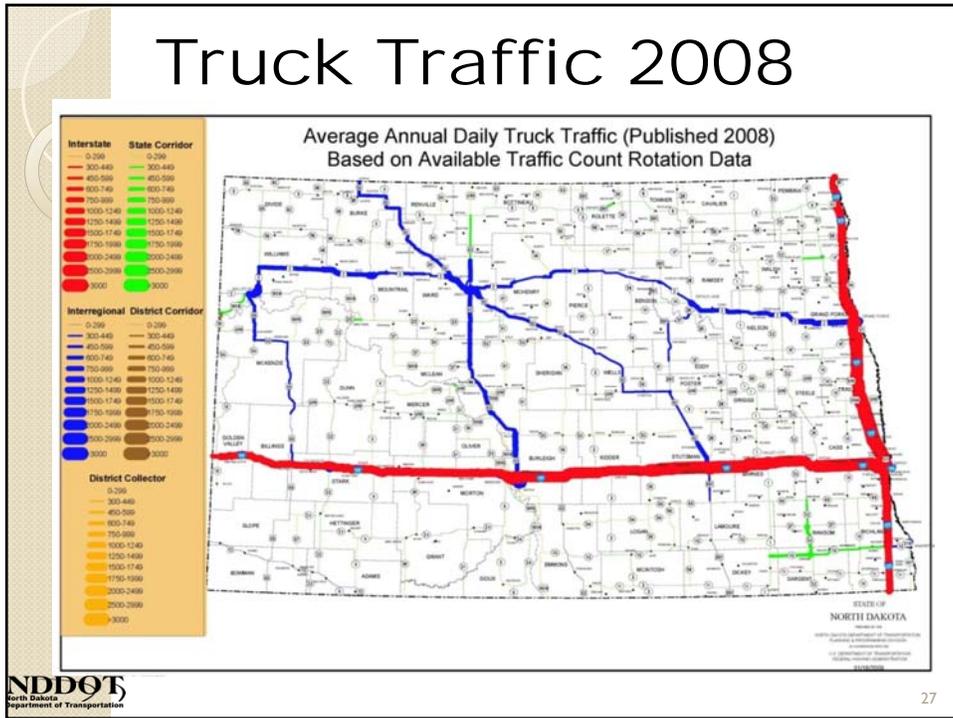


Source: U.S. Energy Information Administration

2008 to 2013 Train Volumes in Fargo Grown from 68 to 127 per day

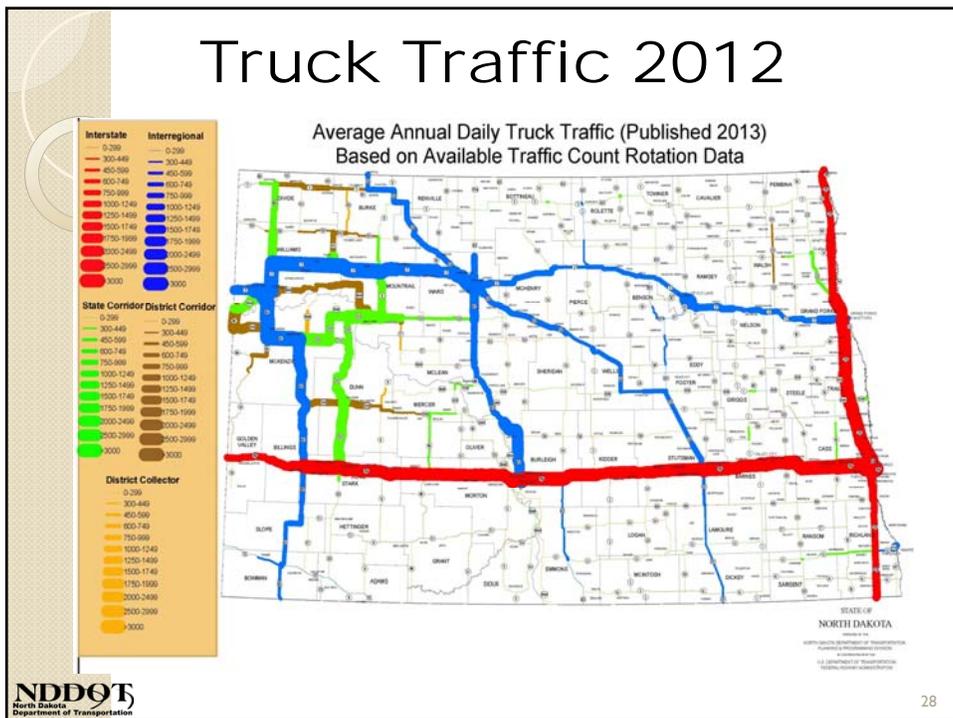


Truck Traffic 2008



27

Truck Traffic 2012



28

North Dakota Freight Plan

Purpose:

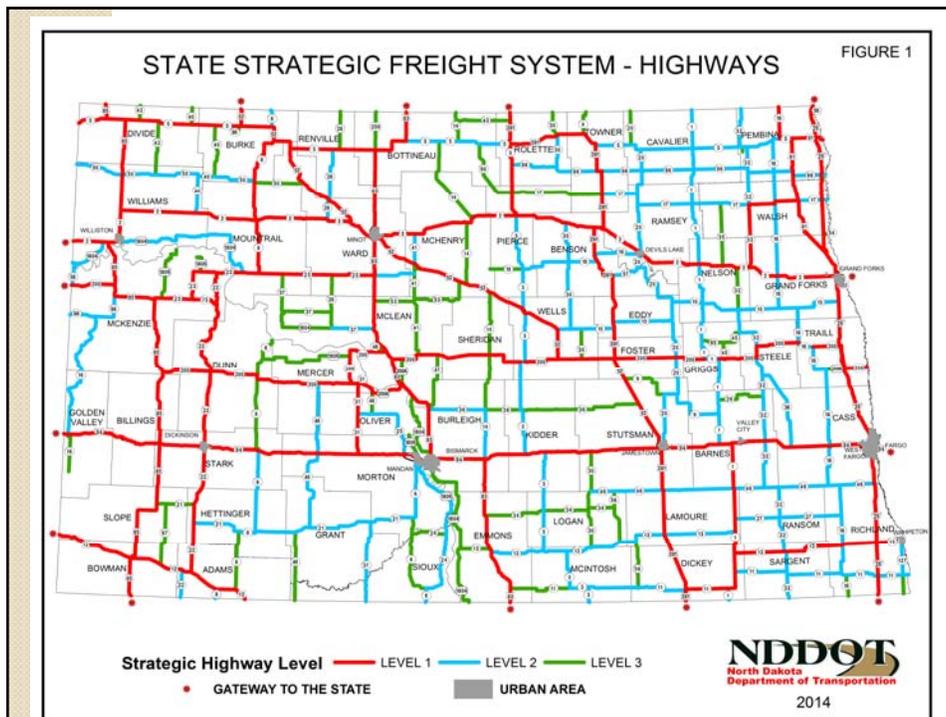
- Promote safe, secure, sustainable, and reliable freight mobility to enhance a diversified and vibrant economy.

Public Input:

- Public input meetings were held across the state.
- Draft of plan available for public comment on our website at <http://www.dot.nd.gov/divisions/planning/freight/>

North Dakota Freight Transportation Infrastructure System

Freight Mode	Level One Critical Rural Freight Corridors International/Interstate	Level Two Regional/Intrastate	Level Three Local
Roads	Interstate & Interregional Highways Congressional Designated High Priority Corridors STRAHNET National Truck Network Energy/Agricultural Access Corridors High Truck Volume Segments Principal Arterials	State Corridors District Corridors County Major Collectors City Principal Arterials	District Collectors Other County, City, Township and Tribal Roads
Air	Commercial Airports Air Force Bases	General Aviation Airports	Public Use Airports Private Airports
Rail	Class I Mainlines STRACNET	Class I, Regional Railroad branchlines capable of carrying 286K cars	Class I, Regional Railroad branchlines capable of carrying 268K cars
Pipeline	Interstate Pipelines	Gathering Pipelines	Distribution Pipelines



FHWA Freight Effort

- Given the strong economic activity in our State and the national importance of that activity, we were disappointed when the proposed Primary Freight Network included only 1.87 miles of highway within North Dakota. We certainly believe that greater recognition must be given to the importance of our State's highways in future Federal legislative and regulatory deliberations.
- Any proposed freight network should be an interconnected system allowing for the movement of domestic agricultural, energy and manufactured products to regional, national and international markets. Artificial mileage caps defeat that important policy objective.
- The purpose of moving freight across the nation should ensure geographical distribution of the network for all regions of the country.

32

FHWA Director tours ND

- Federal Highway Administration (FHWA) Acting Director Greg Nadeau visited North Dakota last week.
 - NDDOT presented information at US Department of Transportation Freight Transportation Roundtable in Fargo.
 - The Department also took Director Nadeau on a tour of western N.D.



FHWA Acting Director Greg Nadeau presents information during a recent visit to North Dakota.

Future Needs

- The state needs a strong viable transportation system to meet growing demands.
- NDDOT is working with Upper Great Plains Transportation Institute on state and county transportation needs studies.