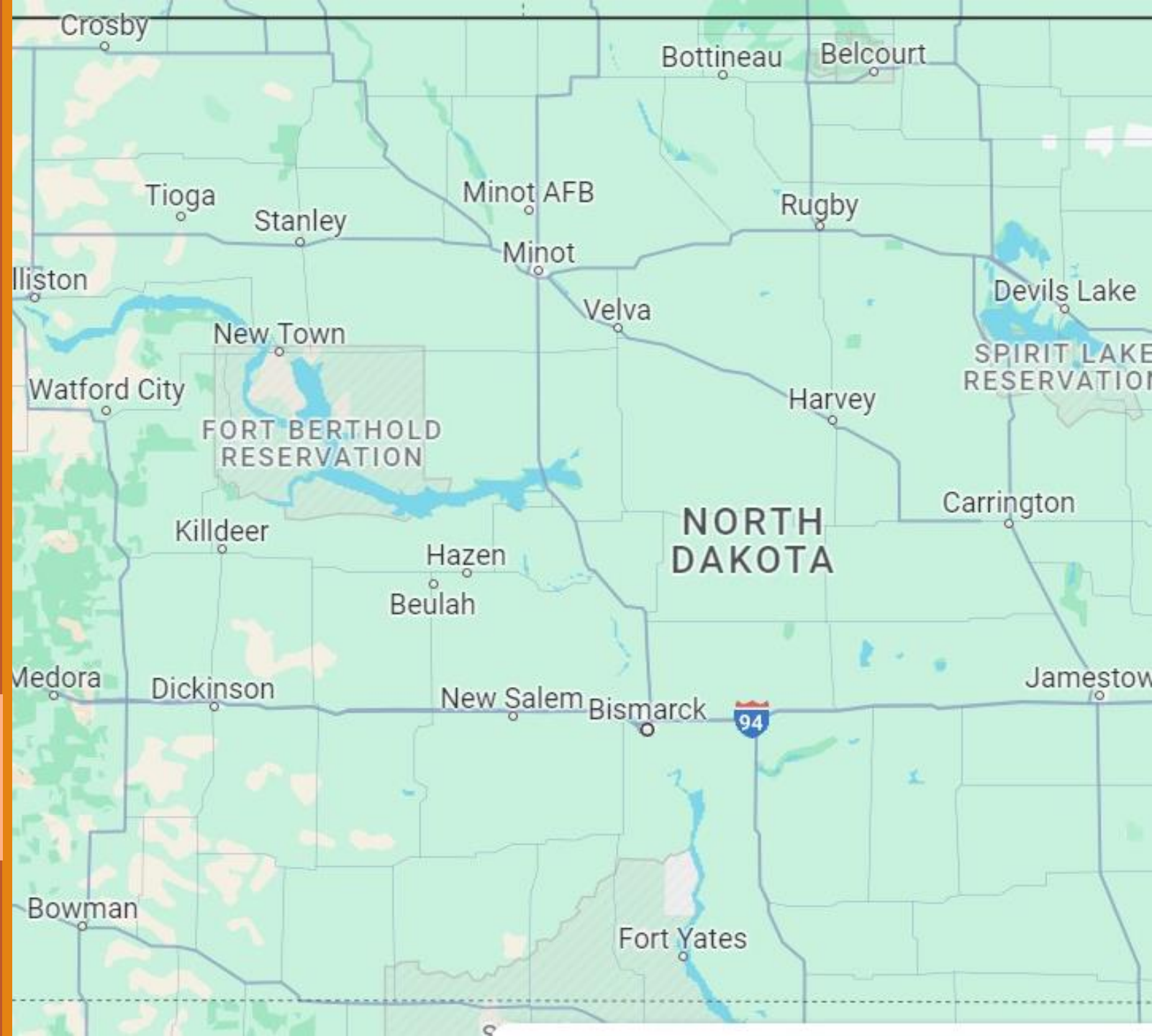


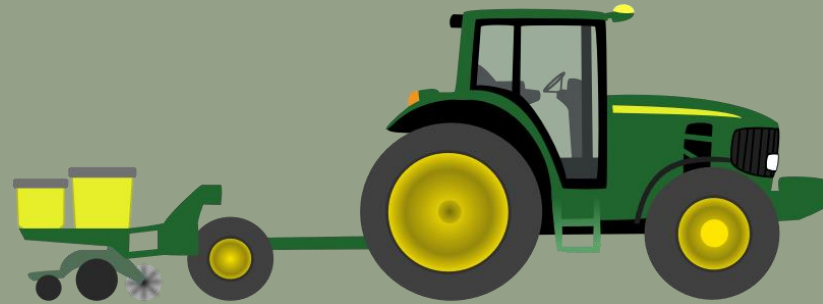
INTEGRATED TRANSPORTATION NETWORKS

DRIVING NORTH DAKOTA'S
ECONOMY



DRIVING NORTH DAKOTA'S ECONOMY

Federal, state and local transportation networks are the backbone of North Dakota's economy. From agriculture and energy, to tourism and the Main Streets of our communities, infrastructure investment has driven the State's economy. According to NDSU Challey Institute, **North Dakota has the Nation's MOST freight-dependent economy (60%)**



ND'S TRANSPORTATION NETWORKS

Imagine if every industry had its own transportation systems?

It doesn't make much sense, economically or otherwise.

Federal, state and local governments are primarily responsible for constructing and maintaining our transportation infrastructure. None of our transportation systems operate independently.



“The legitimate object of government is to do for the people what needs to be done, but which they can not, by individual effort, do at all, or do so well, for themselves.”

~~ Abraham Lincoln, 1854



BEFORE STATEHOOD...

Since at least 1862, the establishment and regulation of roads have been the responsibility of the State (Territory) government

**Note: the 80-foot width requirement was repealed in 1864 and reduced to 66 feet

CHAPTER 72.

AN ACT TO ESTABLISH THE WIDTH OF TERRITORIAL AND COUNTY ROADS.

Be it enacted by the Legislative Assembly of the Territory of Dakota :

SECTION 1. That all territorial roads not otherwise specified, shall be and are hereby required to be eighty feet wide. Width of territorial roads.

SECT. 2. All county roads not otherwise specified, shall be and are hereby declared to be eighty feet wide. Width of county roads.

SECT. 3. This act shall take effect from and after its passage, and approval by the governor. Take effect, when.

Approved April 10, 1862.

W. JAYNE, Governor.

CHAPTER 73.

AN ACT TO ESTABLISH CERTAIN TERRITORIAL ROADS.

Be it enacted by the Legislative Assembly of the Territory of Dakota :

WHO IS RESPONSIBLE?

Federal government – **570 Miles**

State government – **7,400 Miles**

Local government

- **Cities – 5,141 Miles**
- **County Major Collector (federal aid eligible) – 11,442 Miles**
- **Township & County Non-CMC – 59,528 Miles**
- **Freight Rail Track - 3,330 Miles**



WHERE DOES THE FUNDING COME FROM?

Of the NDDOT's \$2.4 Billion biennial budget:

51% - Federal Funds

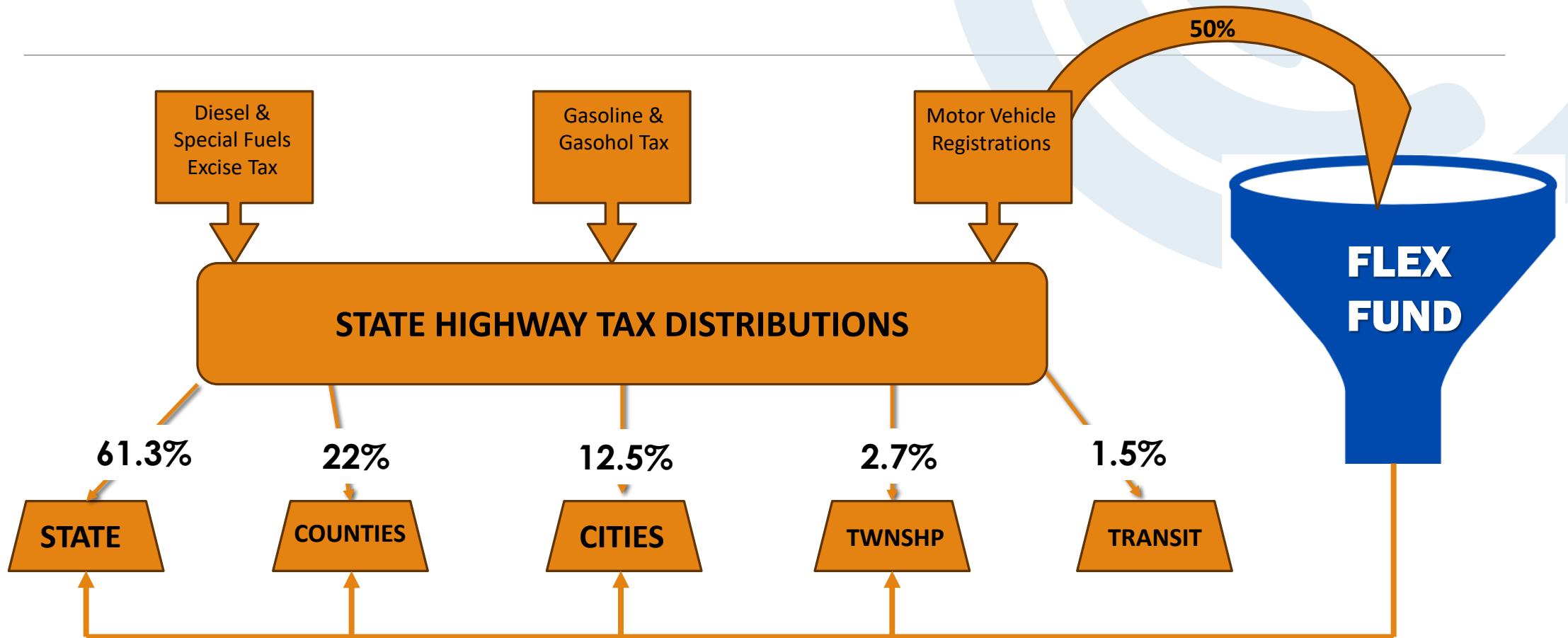
24% - State Highway Tax Distribution Fund

25% - Other State sources

- Legacy Fund earnings
- Drivers License fees
- Permits
- Borrowing authority



STATE HIGHWAY TAX DISTRIBUTION (AS OF 2023)



WHERE DOES THE MONEY GO?

Interstate System (I-94 and I-29)

State transportation network

City streets

County highways, roads and bridges

Township roads

Shortline Railroad

Rural Transit grants

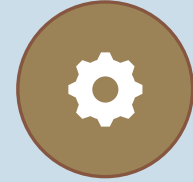


2023 LEGISLATIVE SESSION TRANSPORTATION INITIATIVES



NDDOT FLEX FUND

The Flexible Transportation Fund (**SB 2113** and **HB 1012**) was established by transferring 50% of the Motor Vehicle Excise Tax and \$51M from the Strategic Improvement and Investment Fund (SIIF). 25% of the MVET transfer is designated for non-oil producing counties and townships to help address the \$9B in road and bridge needs (UGPTI). Allows DOT to match any federal grants and support political subdivisions' infrastructure needs.



LEGACY FUND EARNINGS

House Bill 1379 designates Legacy Fund Earnings, commonly referred to as “Streams Bill.” \$100M was designated for the Legacy Fund Earnings Highway Distribution Fund.

- 60% - State
- 28.5% - Cities and Counties
- 10% - Townships
- 1.5% - Public Transportation

2023 Session Policy Topics

BILL	TOPIC	NOTES
HB 1012	NDDOT Budget	Includes increased FTEs, Flex Fund authority and parameters
HB 1020	Support for UGPTI budget	UGPTI is the research arm for infrastructure issues
HB 1102/SB 2113	Support for general funds used to match federal grants (creates Flex Fund)	Legislative authority to use funds to match federal grants available
HB 1379	Legacy Fund Earnings for transportation funding	Streams bill directs \$100M of LFE to infrastructure
SB 2120/HB 1181	Fair & balanced oversize fee permit structure	Related to fine structure for overweight violations; extends width of night trucking loads to 12'
SB 2330	Support Infrastructure Revolving Loan Fund	Directs revolving loan fund activities
SB 2367	Prioritize Prairie Dog Buckets	Oil & gas tax revenue directives include 10 "buckets"

NDTC PRIORITIES

POLICY PROCESS



The NDTC Bylaws require a minimum of 75% approval by the Membership for any policy position.

The NDTC will survey Members and develop the “big list” and reach out to NDDOT for their budget priorities.

The Coalition will meet in the fall to review, debate and vote on policy positions. Those that reach the 75% threshold will become part of the Coalition’s 2025 Legislative Priority platform

Transportation infrastructure funding and programs will always be a top policy priority for NDTC Members and the State Legislature.

We continue to rely on expert studies to demonstrate the needs of political subdivisions and our agriculture and energy industries.

By enhancing our collective voices through the NDTC, we have a significant role to play in shaping policy that affects every piece of our state’s economy.



FUTURE OF NDTC

2025 LEGISLATIVE SESSION OUTLOOK



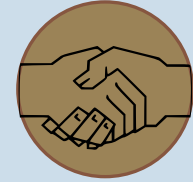
EDUCATION

The 2024 election saw **21 new legislators elected, with two (2) more moving chambers**. NDTC will help educate new legislators, new committee leadership.



RECAP OF 2023 INITIATIVES

Part of NDTC's goals will be to ensure the 2023 initiatives (Flex Fund, Legacy Fund Earnings Highway Fund, etc.) are accurately portrayed and to communicate the impact they had on North Dakota's transportation systems.



MEMBERS & STAKEHOLDERS

During the session, NDTC will continually communicate with Members and stakeholders to help move the Coalition's priorities forward.

NDTC TRANSPORTATION 2025 PRIORITIES

FUNDING

- Prioritized political subdivision infrastructure funding in O&G tax distribution formula
- Utilize a portion of Legacy Fund earnings
- Support Infrastructure Revolving Loan Fund and Legacy Infrastructure Loan Fund
- General infrastructure investments in commercial airport projects
- Support for the Short Line Railroad Loan Program
- Utilization of the MVET revenues for infrastructure and expansion of the Flex Fund
- Appropriate general fund dollars for federal match
- Monitor and support reauthorization of a Federal Highway Bill



REGULATORY ENVIRONMENT

- Ensure transportation and operation of farm equipment is allowed on the interstate network
- Continued support for UGPTI
- Support continued funding for HWY 85 four-lane
- Support consistency of retainage rates for construction projects
- Maintain consistent and transparent project development methods for the construction of public improvement projects.

THE NORTH DAKOTA TRANSPORTATION COALITION



21

GENERAL MEMBERSHIP

Currently 21 organizations representing business, agriculture, energy and political subdivisions. General members receive a voting seat for policy purposes.



5

ASSOCIATE MEMBERSHIP

Associate membership is open to individual companies and organizations. Associate members receive access to information and services related to transportation issues as part of the Coalition.



75

POLICY DEVELOPMENT

Prior to each Legislative Session, transportation bills and policies go through a rigorous policy process. Seventy-five percent (75%) of the general members must approve any policy position.



MISSION

Formed in 2020, the NDTC's mission is to "Advocate for North Dakota's Integrated Transportation Networks"



THANK YOU



NDCHAMBER.COM/TRANSPORTATIONCOALITION

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