Welcome to the
NDDOT Transportation Handbook

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.
# Table of Contents

## General Information
- Organization .......................................................... 1
- NDDOT Employee Facts 2009 to 2018 ......................... 1
- History .................................................................. 2
- Contact Information ............................................... 3
- District Information ............................................... 3
- NDDOT Strategic Plan ............................................. 4
- Your Investment in North Dakota’s Transportation System ........................................... 5
- Grant Information .................................................. 6
- State Fleet Services ............................................... 7
- Information Tools Available .................................... 8
- Motorists Respond to Survey .................................. 9

## Statistics
- Vehicle Registrations - 2008 to 2017 ......................... 10
- ND Road Mileage - 2018 ........................................ 11
- System Size vs. Use ............................................... 11
- ND Bridge System Condition - 2018 ....................... 12
- ND Truck Size and Weight ..................................... 13
- Designated Highway Network for 129,000 lbs ... 13

## NDDOT Accomplishments
- NDDOT Accomplishments ..................................... 14
- State Highway Performance Classification Map .... 16

## Finances
- Cost of Doing Business ........................................ 20
- Winter Severity ..................................................... 21
- How Transportation Funding Works ....................... 22
- Highway Tax Distribution Fund ............................... 22
- Budgeted Biennial Funding Sources Projected - 2017 to 2019 ........................................ 23
- Budgeted Biennial Expenditures Appropriation - 2017 to 2019 ........................................ 24
- Gross NDDOT Biennial Revenue Sources (excluding Fleet) ........................................ 25
- ND Motor Fuel Tax History .................................... 25

## Motor Fuel Tax Rates - Cents Per Gallon - 2018 .............................................................. 26
- 2016 Motor Fuel Tax Revenue - Annual Yield of 1 Cent of Motor Fuel Tax* .................. 26
- Motor Fuel Tax Annual Revenue - FY 2017 .................. 27
- ND Fuel Consumption - FY2009-FY2018 .................. 28
- Vehicle Registration Fee Comparison ...................... 29
- Vehicle Registration Fee Increase History ............... 30

## Safety
- Highway Safety .................................................... 31
- Seat Belt Use ....................................................... 32

## Other Transportation Info
- Transit Program - 2018 .......................................... 33
- Transit Facts - 2018 ............................................... 33
- Aeronautics Commission - Aviation Transportation ................................................. 34
- ND Rail Freight and Passenger Service .................. 35
- Amtrak Ridership - 2013 to 2018 .......................... 35

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**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.
General Information

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

GRAND FORKS
701-787-6500

DEVILS LAKE
701-665-5100

MINOT
701-857-6925

WILLISTON
701-774-2700

GRAND FORKS
701-787-6500

FARGO
701-239-8900

DICKINSON
701-227-6500

VALLEY CITY
701-845-8900

BISMARCK
701-329-6950

NDDOT employee helping a customer on the phone.
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

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.
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.

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.
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?

![Chart](chart1.png)

If there was more funding provided for transportation in the future, what would you like the money to pay for?

![Chart](chart2.png)
### Vehicle Registrations - 2008 to 2017

<table>
<thead>
<tr>
<th>Year</th>
<th>Cars</th>
<th>Pickups</th>
<th>Trucks</th>
<th>Others*</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2009</td>
<td></td>
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<td>2010</td>
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<td>2011</td>
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<td>2012</td>
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<td>2013</td>
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<td>2014</td>
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<tr>
<td>2015</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>462,123</td>
<td>272,941</td>
<td>90,676</td>
<td>334,302</td>
<td>1,160,042</td>
</tr>
<tr>
<td>2017</td>
<td>461,500</td>
<td>273,584</td>
<td>89,026</td>
<td>334,930</td>
<td>1,159,040</td>
</tr>
</tbody>
</table>

*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.

### ND Road Mileage - 2018

#### State Highway System*
- County System: 15,634
- 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.
**Statistics**

**ND Bridge System Condition - 2018**

<table>
<thead>
<tr>
<th>System</th>
<th>Number of Bridges</th>
<th>Number of S.D. *</th>
<th>Percent of S.D. *</th>
</tr>
</thead>
<tbody>
<tr>
<td>State</td>
<td>1,722</td>
<td>34</td>
<td>2.0%</td>
</tr>
<tr>
<td>Urban</td>
<td>117</td>
<td>4</td>
<td>5.4%</td>
</tr>
<tr>
<td>County</td>
<td>2,992</td>
<td>467</td>
<td>15.6%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4,831</strong></td>
<td><strong>505</strong></td>
<td><strong>10.5%</strong></td>
</tr>
</tbody>
</table>

*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.*

**ND Truck Size and Weight**

**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](http://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.
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.

**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 of traffic 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.
### NDDOT Accomplishments

**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.

**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.

**Infrared Technology On Bridges** - Using Infrared cameras during bridge inspections to help detect deterioration.

**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.
**Finances**

**Cost of Doing Business**

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Total Dollars/Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-Interstate seal coat (by contract)</td>
<td>$35,000</td>
</tr>
<tr>
<td>Interstate seal coat (by contract)</td>
<td>$55,000</td>
</tr>
<tr>
<td>Thin lift overlay</td>
<td>$150,000</td>
</tr>
<tr>
<td>3&quot; asphalt overlay</td>
<td>$240,000</td>
</tr>
<tr>
<td>Asphaltsurfacing reconstruction</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>(includes subgrade repair and resurfacing)</td>
<td></td>
</tr>
<tr>
<td>Total reconstruction</td>
<td>$1,500,000</td>
</tr>
<tr>
<td>(includes grading and asphalt surfacing)</td>
<td></td>
</tr>
<tr>
<td>Interstate concrete paving</td>
<td>$2,300,000</td>
</tr>
<tr>
<td>(two lanes in one direction)</td>
<td></td>
</tr>
</tbody>
</table>

**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%.

**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.

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

* 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%
- Administrative Program 3%
- Local Gov’t Reimbursements 4%

Budgeted Biennial Expenditures Appropriation - 2017 to 2019

Total Budget: $1,269.5 Million

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

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

ND Motor Fuel Tax History

<table>
<thead>
<tr>
<th>Year</th>
<th>Cents/Gal.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1978</td>
<td>8</td>
</tr>
<tr>
<td>1983*</td>
<td>13</td>
</tr>
<tr>
<td>1987</td>
<td>17</td>
</tr>
<tr>
<td>1993</td>
<td>18</td>
</tr>
<tr>
<td>1996</td>
<td>20</td>
</tr>
<tr>
<td>1999</td>
<td>21</td>
</tr>
<tr>
<td>2005</td>
<td>23</td>
</tr>
</tbody>
</table>

*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 - 2018

<table>
<thead>
<tr>
<th>Tax Rates</th>
<th>Gasoline</th>
<th>Diesel</th>
<th>Gasohol</th>
</tr>
</thead>
<tbody>
<tr>
<td>Montana</td>
<td>31.5</td>
<td>29.3</td>
<td>31.5</td>
</tr>
<tr>
<td>Nebraska</td>
<td>28.0</td>
<td>28.0</td>
<td>28.0</td>
</tr>
<tr>
<td>South Dakota</td>
<td>28.0</td>
<td>28.0</td>
<td>28.0</td>
</tr>
<tr>
<td>Wyoming</td>
<td>24.0</td>
<td>24.0</td>
<td>24.0</td>
</tr>
<tr>
<td>Minnesota*</td>
<td>28.5</td>
<td>28.5</td>
<td>28.5</td>
</tr>
<tr>
<td><strong>North Dakota</strong></td>
<td><strong>23.0</strong></td>
<td><strong>23.0</strong></td>
<td><strong>23.0</strong></td>
</tr>
<tr>
<td>National Average</td>
<td>23.2</td>
<td>23.1</td>
<td>23.2</td>
</tr>
</tbody>
</table>

*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.

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

<table>
<thead>
<tr>
<th>Regional Tax Yield</th>
<th>Millions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minnesota</td>
<td>$32.6</td>
</tr>
<tr>
<td>Nebraska</td>
<td>13.2</td>
</tr>
<tr>
<td>Montana</td>
<td>7.6</td>
</tr>
<tr>
<td>South Dakota</td>
<td>6.9</td>
</tr>
<tr>
<td>Wyoming</td>
<td>6.6</td>
</tr>
<tr>
<td>North Dakota</td>
<td>7.0</td>
</tr>
</tbody>
</table>

**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

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

### ND Fuel Consumption - FY2009 to FY2018

![Bar chart showing fuel consumption from 2009 to 2018.]

#### 2015 2016 2017 2018

<table>
<thead>
<tr>
<th></th>
<th>Gas</th>
<th>Gasohol</th>
<th>Diesel</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>81.4</td>
<td>397.0</td>
<td>420.2</td>
</tr>
<tr>
<td>2016</td>
<td>69.5</td>
<td>386.8</td>
<td>334.8</td>
</tr>
<tr>
<td>2017</td>
<td>66.5</td>
<td>378.1</td>
<td>311.4</td>
</tr>
<tr>
<td>2018</td>
<td>68.4</td>
<td>376.5</td>
<td>338.9</td>
</tr>
</tbody>
</table>

* Gross gallons taxed.

### Vehicle Registration Fee Comparison

<table>
<thead>
<tr>
<th>State</th>
<th>Flat Fee 2017</th>
<th>Other Fee 2017</th>
<th>Total 2017</th>
<th>Flat Fee 3/4 Ton 2017</th>
<th>Other Fee 3/4 Ton 2017</th>
<th>Total 3/4 Ton 2017</th>
<th>Flat Fee KW 2017</th>
<th>Other Fee KW 2017</th>
<th>Total KW 2017</th>
<th>Flat Fee Farm Truck 2010</th>
<th>Other Fee Farm Truck 2010</th>
<th>Total Farm Truck 2010</th>
<th>Flat Fee Farm Truck 2010</th>
<th>Other Fee Farm Truck 2010</th>
<th>Total Farm Truck 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>MN</td>
<td>328</td>
<td>10</td>
<td>$338</td>
<td>391</td>
<td>10</td>
<td>$401</td>
<td>1,760</td>
<td>10</td>
<td>$1,770</td>
<td>161</td>
<td>10</td>
<td>$171</td>
<td>268</td>
<td>10</td>
<td>$278</td>
</tr>
<tr>
<td>MT²</td>
<td>217</td>
<td>-</td>
<td>$217</td>
<td>217</td>
<td>-</td>
<td>$217</td>
<td>375</td>
<td>-</td>
<td>34</td>
<td>100</td>
<td>34</td>
<td>$134</td>
<td>250</td>
<td>34</td>
<td>$284</td>
</tr>
<tr>
<td>ND</td>
<td>93</td>
<td>142</td>
<td>$93</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,059</td>
<td>-</td>
<td>149</td>
<td>149</td>
<td>-</td>
<td>$219</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>SD</td>
<td>72</td>
<td>120</td>
<td>$72</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,166</td>
<td>-</td>
<td>584</td>
<td>584</td>
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<td>$584</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>WY³</td>
<td>508</td>
<td>609</td>
<td>$1,117</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>508</td>
<td>609</td>
<td>1,117</td>
<td>508</td>
<td>609</td>
<td>$1,117</td>
<td>508</td>
<td>609</td>
<td>$1,117</td>
</tr>
</tbody>
</table>

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.

Traffic on Interstate 94 in Fargo.
## 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

![Graph showing motor vehicle fatalities from 2008 to 2017.]

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

- 2013: 48%
- 2014: 44%
- 2015: 43%
- 2016: 42%
- 2017: 49%

![Graph showing percentage of alcohol-related fatal crashes from 2013 to 2017.]

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

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

Other Transportation Info

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

Amtrak train going westbound out of Minot.

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.

SOURCE: Amtrak State Fact Sheets

Amtrak train going westbound out of Minot.