Welcome to the NDDOT Transportation Handbook

The 2021 Transportation Handbook will provide you with an overview of the accomplishments, services, finances, statistics and other interesting transportation information concerning the North Dakota Department of Transportation (NDDOT).

Our workforce is made up of 982 dedicated men and women who work together to provide a safe and reliable transportation system that provides mobility to our citizens, travelers and interstate commerce throughout the state.

The NDDOT strives to manage an efficient transportation system as we oversee the development of surface transportation including highways, bridges, rail, transit, pedestrian and bicycle paths. North Dakota’s transportation network is vital to the economic success of our state and to our country.

Annually the department processes more than one million vehicle registrations and serves over 500,000 licensed drivers across the state.

As we move forward and encounter many new challenges, we would like to thank our legislative body and our citizens for enabling our agency to fulfill our mission as we continue to build, maintain and provide a high-quality transportation network that meets the transportation needs of everyone who uses North Dakota's highways.

To learn more about NDDOT, please visit our website at dot.nd.gov.
Table of Contents

**General Information**
- Organization ........................................... 1
- NDDOT Employee Facts 2010 to 2020 ........... 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 - 2010 to 2019 .......... 10
- ND Road Mileage - 2020 ......................... 11
- System Size vs. Use .............................. 11
- ND Bridge System Condition - 2020 .......... 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 .................. 23
- Budgeted Biennial Funding Sources Projected - 2019 to 2021 ...................... 24
- Budgeted Biennial Expenditures Appropriation - 2019 to 2021 .................... 24
- Gross NDDOT Biennial Revenue Sources (excluding Fleet) ....................... 25
- ND Motor Fuel Tax History ...................... 25

**Finances (continued)**
- Motor Fuel Tax Rates - Cents Per Gallon - 2020 .... 26
- 2018 Motor Fuel Tax Revenue .................... 26
- Motor Fuel Tax Annual Revenue - FY 2019 .... 27
- Vehicle Registration Fee Comparison .......... 29
- Vehicle Registration Fee Increase History .... 30

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

**Other Transportation Info**
- Transit Program - 2020 ............................ 33
- Transit Facts - 2020 ................................. 33
- Transportation Connection ....................... 34
- ND Moves ........................................... 35
- ND Rail Freight and Passenger Service .... 35
- Amtrak Ridership - 2015 to 2019 ............... 35
- Aeronautics Commission - Aviation Transportation ........................................... 36

On the cover:
Roundabout on Main Avenue and 2nd St NE in Fargo.

Please note:
The Transportation Handbook is developed every two years. The handbook, distributed in January 2021, contains information available for the years of 2019 and 2020.
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 three Deputy Directors: Engineering, Administration and Driver Safety.

• 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.

• The department provides many services including Motor Vehicle, Driver License and State Fleet operations.

NDDOT Employee Facts 2010 to 2020

- NDDOT has 982 authorized budgeted positions.

- NDDOT continues to expand the use of UAS in our daily operations.

- District staff conducting a bridge deck survey.

- Slow down for workzone safety.

- The DOT works rain, snow or shine to provide safe transportation for public.

- Governor Burgum visits with a Bismarck District employee.

- NDDOT Employee Facts 2010 to 2020

- The graph shows the authorized employment from 2010 to 2020.

- The number of employees has increased from 2010 to 2012, then slightly decreased in 2014 and 2018.

- In 2020, the number of employees decreased further.

- The graph indicates the department's commitment to providing safe transportation services.

- The DOT's dedication to public safety is evident through their various initiatives and safety measures.
General Information

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 awarded (US 10 between Valley City and Jamestown).
1977 ND is first state in union to award contracts for final Interstate highway (I-29 between Drayton and Pembina).
1990 Highway Department becomes Department of Transportation.
2008 NDDOT completed four-laning of US Highway 2 between Williston and Minot.
2012 Completed first roundabout 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.
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 the new Lewis and Clark Bridge to traffic near Williston. The project included a first of its kind wildlife crossing. The NDDOT celebrated 100-years of serving the citizens of North Dakota.
2018 NDDOT was selected as one of 10 participants in the Unmanned Aircraft Systems (UAS) Integration Pilot Program through the US DOT. Completed the US 83/Broadway Bridge replacement project in Minot. Governor Doug Burgum, NDDOT, Highway Patrol and Department of Health unveiled a new traffic safety strategy: Vision Zero. Zero fatalities. Zero excuses.
2019 Completed Northwest Truck Reliever Route north of New Town. Online bidding added to state fleet vehicle auction.
2020 The new Long X Bridge south of Watford City opened to two lanes of traffic, and when complete, it will feature four lanes of traffic. Kidder County High School is named North Dakota’s First Vision Zero School. Fargo Main Avenue and Grand Forks DeMers Avenue projects completed. NDDOT is selected for the Unmanned Aircraft Systems (UAS) BEYOND Program, which is the next phase of the UAS Integration Pilot Program. NDDOT named best managed DOT in the U.S. by the Reason Foundation.

Contact Information

NDDOT Toll-Free: 1-855-637-6237
Central Office Information Desk: (701) 328-2500
Motor Vehicle Registration and Titling: (701) 328-1270
Driver License: (701) 328-2601
Director’s Offices: (701) 328-2581

Email: dot@nd.gov
Mailing address: 608 E. Boulevard Ave., Bismarck, ND 58505-0700
Website: dot.nd.gov

ND State Highway Districts

NDDOT employees conducting COVID health screening of customers at Bismarck Central Office.
NDDOT Strategic Initiatives

**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 focus areas and goals.

**Vision**

North Dakota’s Transportation Leader Promoting:  
*Safe Ways – Superior Service – Economic Growth*

**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 license, motor vehicle and transit. For more information on investment areas visit: [www.dot.nd.gov](http://www.dot.nd.gov).

North Dakota Leads the Nation in Highway Performance


Investment Timing is Critical

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.

---

**Note:**

The image contains a graph titled "PAVEMENT PRESERVATION IS COST EFFECTIVE." It illustrates the cost-effectiveness of pavement preservation over time, showing a significant reduction in costs compared to waiting until the pavement is in poor condition before spending $6 to $14 on rehabilitation or reconstruction. The graph highlights how timely maintenance can extend the life of pavements and save money in the long run.
General Information

Grant Information
The NDDOT facilitates several grant and funding programs which make $29 million a year in 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 is available on our website at: www.dot.nd.gov/business/#funding-programs.

Urban Grant Program
The Urban Grant 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 provides $4.6 million a year and focuses transportation investments inward toward the established community rather than an 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 $1.6 million a year in 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 3,000 to 3,500 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 400 light vehicles and 40 heavy trucks each year.
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’s new ND Roads map is accessible online through our ND Roads app 24/7 and can be found on our website or through a mobile app for your mobile device at dot.nd.gov.

ND Roads provides travel information including road conditions, load restrictions, work zones, road and weather cameras, width and height restrictions, wind speed, weather radar and alerts. In 2019, the online and mobile app had more than 8 million page 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 NDDOT’s website. Currently there are over 11,000 subscribers to GovDelivery and nearly 24 million notifications were sent to these subscribers last year.

ND Drive

In December 2020, NDDOT launched a new Mobile application for motor vehicle and driver license services called - ND Drive. This app is intended for use by mobile devices to conduct many driver license and vehicle services that are currently available online. It will allow users to renew their motor vehicle registration or driver license, update their address, make an appointment and many more services.

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 2019 to June 2020 there were 119,105 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 2020. The survey results showed that 90 percent of the motorists who 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:

Can NDDOT be relied on to deliver North Dakota’s transportation system?

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

**ND Road Mileage - 2020**

<table>
<thead>
<tr>
<th>Category</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Highway System*</td>
<td>7,415</td>
</tr>
<tr>
<td>County System</td>
<td>15,624</td>
</tr>
<tr>
<td>Other Rural Roads</td>
<td>60,762</td>
</tr>
<tr>
<td>City Streets</td>
<td>4,366</td>
</tr>
<tr>
<td>Trails</td>
<td>17,936</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>106,103</td>
</tr>
</tbody>
</table>

* NDDOT maintains approximately 8,624 roadway miles of state highway.

- North Dakota has 3,722 miles of road on the National Highway System (NHS)—including 571 miles of Interstate roads—that are part of the state highway network.
- The 2019 U.S. Census estimate of North Dakota’s population was 762,062 people. There are approximately 139 miles of road for every 1,000 people.

**Traffic Information**

- Total Vehicle Miles Traveled (VMT) on North Dakota roads in 2019 was 9.8 billion, which was approximately the same as 2018.
- 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 - 2020**

<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>1,724</td>
<td>52</td>
<td>3.0%</td>
</tr>
<tr>
<td>Urban</td>
<td>111</td>
<td>2</td>
<td>1.8%</td>
</tr>
<tr>
<td>County</td>
<td>3,028</td>
<td>458</td>
<td>15.1%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4,865</strong></td>
<td><strong>512</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**

**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, [www.nd.gov/ndhp/](http://www.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 and enhance a designated network.

This network allows permits for a legally loaded truck with a gross weight of 129,000 lbs. to travel through the state, which is an increase from the previous 105,500 lbs. limit. This increase allows shippers to be more efficient and make less trips.

The current map can be viewed at: [www.dot.nd.gov/divisions/maintenance/docs/9-28annex_a.pdf](http://www.dot.nd.gov/divisions/maintenance/docs/9-28annex_a.pdf)
**NDDOT Accomplishments**

**Construction**
NDDOT completed 345 projects on highways and bridges during the 2019 and 2020 construction seasons.

**COVID-19**
NDDOT never closed during the pandemic and provided essential services throughout the state including:
- Snow removal and flood control
- Online services for driver license and motor vehicle customers
- Always open for Commercial Drivers License (CDL) written and road tests
- Added CDL renewals to online services
- Established appointment system for customers
- Traveled to tribal reservations to provide Photo IDs for voting purposes

**Updated Travel Map**
NDDOT launched an updated travel information map called ND Roads and a ND Roads mobile app. The new map allows users to pick and choose features that best help them plan their travel and includes an enhanced weather radar, information about cameras, rest areas and dynamic message boards.

Motorists can view the travel map at https://travel.dot.nd.gov/ or download the ND Roads app on any mobile device.

**Highway Safety Corridors**
Vision Zero Highway Safety Corridors were completed on three sections of highway across the state. The corridors include enhanced safety features and an increase in law enforcement to remind drivers they are responsible for obeying all traffic laws and posted speed limits. These corridors received a regional award from the National Transportation Association.

**NDDOT’s First Autonomous Vehicle**
NDDOT demonstrated its first autonomous impact protection vehicle (autonomous truck mounted attenuator) in 2020. The autonomous vehicle will improve safety in work zones by removing the driver from the impact protection vehicle during normal operation. Impact protection vehicles are typically human operated and are designed to protect road construction crews from distracted motorists in work zones.

The upgrade was made possible by a $241,687 grant from the Federal Highway Administration through its Accelerated Innovation Deployment program. NDDOT plans to officially deploy the autonomous impact protection vehicle in the Fargo area this spring of 2021.
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**

**Long X Bridge and Wildlife Crossing**
The new Long X Bridge was open to traffic south of Watford City in 2020. A wildlife crossing was constructed along U.S. Highway 85 to reduce the impact to wildlife and improve safety for motorists. The wildlife crossing was built under the highway, south of the Long X Bridge, to allow bighorn sheep and other wildlife to safely travel the badlands of western North Dakota.

![Wildlife crossing by the Long X Bridge near Watford City.](image)

**Virtual State Fleet Auctions**
The North Dakota Department of Transportation launched a new online bidding system for customers who are interested in purchasing vehicles from the State Fleet Vehicle Auction. The auction is now livestreamed online and patrons can now bid from anywhere using a computer, smartphone or tablet.

![Vehicles are available for bidders to inspect before online auction begins in Bismarck.](image)

**Beach Pollinator Planting**
A portion of the Beach Visitor Center was seeded with a native pollinator mix as part of the state’s North Dakota Monarch Butterfly and Native Pollinator Strategy. NDDOT Dickinson District employees completed the seeding with funding from North Dakota Game and Fish Department and received technical support and maintenance efforts from NDDOT Environmental and Transportation Services (ETS) staff, North Dakota Wildlife Federation, Billings County Weed Control Board, and the Beach Visitor Center custodian.

![Pollinator planting at the Beach Visitor Center.](image)

**Drive ND**
A comprehensive effort called Drive ND was put in place to improve driver license customer service and reduce wait times. The Drive ND blueprint renovates driver services through expansion and modernization of various driver license operations such as adding more staff, constructing new space or moving existing services to better serve our customers.

**Unmanned Aircraft Use Enhances Services**
NDDOT is using the latest technology in Unmanned Aircraft Systems (UAS) and remote sensors for capturing survey data. The plan will provide UAS flight operations and capture photo and video for the NDDOT to enhance emergency response to flooding across the state.
**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>$44,000</td>
</tr>
<tr>
<td>Interstate seal coat (by contract)</td>
<td>$68,000</td>
</tr>
<tr>
<td>Thin lift overlay</td>
<td>$180,000</td>
</tr>
<tr>
<td>3&quot; asphalt overlay</td>
<td>$330,000</td>
</tr>
<tr>
<td>Asphalt surfacing reconstruction</td>
<td>$1,300,000</td>
</tr>
<tr>
<td>(includes subgrade repair and resurfacing)</td>
<td></td>
</tr>
<tr>
<td>Total reconstruction</td>
<td>$1,600,000</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 $1.3 million per mile in 2020.
- Salt used for snow and ice control cost $55 per ton in 2005 and $91 per ton in 2020.
- North Dakota traffic has increased on state highways. From 2005 - 2019 truck traffic numbers increased 60% and all vehicle traffic numbers have climbed 33%.

**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.

NDDOT maintains 8,624 miles of state highway. That’s more miles than DOT’s maintain in South Dakota, Wyoming or Alaska.
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. 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 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.
Finances

Budgeted Biennial Funding Sources
Projected - 2019 to 2021

Total of All Sources: $1,438.4 Million

Budgeted Biennial Expenditures
Appropriation - 2019 to 2021

Total Budget: $1,464.7 Million

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 - 2020

<table>
<thead>
<tr>
<th>Tax Rates</th>
<th>Gasoline</th>
<th>Diesel</th>
<th>Gasohol</th>
</tr>
</thead>
<tbody>
<tr>
<td>Montana</td>
<td>32.0</td>
<td>29.5</td>
<td>32.0</td>
</tr>
<tr>
<td>Nebraska</td>
<td>33.2</td>
<td>33.2</td>
<td>33.2</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>25.6</td>
<td>26.3</td>
<td>25.6</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.

2018 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>$ 32.5</td>
</tr>
<tr>
<td>Nebraska</td>
<td>13.2</td>
</tr>
<tr>
<td>Montana</td>
<td>7.5</td>
</tr>
<tr>
<td>South Dakota</td>
<td>6.8</td>
</tr>
<tr>
<td>Wyoming</td>
<td>6.5</td>
</tr>
<tr>
<td>North Dakota</td>
<td>7.3</td>
</tr>
</tbody>
</table>

| National Tax Yield       | $199.0   |

*Motor fuel includes gasoline, gasohol and diesel fuel.

SOURCE: FHWA Highway Statistics

Based on FY2019 revenue, 1 cent of the state motor fuel tax will generate about $7.4 million annually.
### ND Fuel Consumption - FY2011 to FY2020

![Graph showing fuel consumption from 2011 to 2020 for Gas, Gasohol, and Diesel.](image)

**2017** | **2018** | **2019** | **2020**  
--- | --- | --- | ---  
Gas* | 66.5 | 68.4 | 71.0 | 80.5  
Gasohol | 378.1 | 376.5 | 375.8 | 350.2  
Diesel* | 311.4 | 338.9 | 344.1 | 335.5  

* Gross gallons taxed.

### Vehicle Registration Fee Comparison

<table>
<thead>
<tr>
<th>State</th>
<th>Flat Fee</th>
<th>Other Fee</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>MN</td>
<td>$345</td>
<td>$410</td>
<td>$1,810</td>
</tr>
<tr>
<td>MT²</td>
<td>$217</td>
<td>$34</td>
<td>$250</td>
</tr>
<tr>
<td>ND</td>
<td>$93</td>
<td>$142</td>
<td>$219</td>
</tr>
<tr>
<td>SD</td>
<td>$72</td>
<td>$144</td>
<td>$584</td>
</tr>
<tr>
<td>WY³</td>
<td>$530¹</td>
<td>$687¹</td>
<td>$1,166</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.


Traffic under ND Highway 20 railroad bridge in Devils Lake.

Motor Vehicle registration services provided at an office window.
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.

2019 Implemented annual registration fees for an electric vehicle ($120), plug-in hybrid electric vehicle ($50) and electric motorcycle ($20).

Highway Safety

North Dakota’s Vision Zero strategy aims to establish a culture of personal responsibility where motor vehicle fatalities and serious injuries are recognized as preventable and not tolerated. This mission is to eliminate fatalities and serious injuries caused by motor vehicle crashes.

Every driver and vehicle occupant can help meet the Vision Zero goal by always buckling up, transporting children in the appropriate child passenger safety seat, driving distraction-free, driving sober, and obeying all posted speed limits.

Deaths and Death Rates - 2019

North Dakota Motor Vehicle Fatalities 2010-2019

North Dakota Percent Alcohol-Related Fatal Motor Vehicle Crashes 2015-2019
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 (2015-2019), more than one-half of the 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.

Child seatbelt restraints are required.

North Dakota Percent of Restraint Use by Injury Classification, 2015-2019

- Fatal: 11.8% Belted, 33.5% Unbelted, 54.7% Unknown
- Serious Injury: 14.2% Belted, 52.0% Unbelted, 33.8% Unknown
- Non-Serious Injury: 14.3% Belted, 77.1% Unbelted, 8.6% Unknown
- No Injury: 15.7% Belted, 81.8% Unbelted, 2.4% Unknown

Other Transportation Info

Transit Program - 2020

Federal Transit Program
Rural Public Transportation
North Dakota Department of Transportation provides grants for rural programs that are 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 - 2020
• North Dakota public transit providers, both rural and urban, provided over 2.2 million rides in 2020.
• North Dakota has 32 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 345 buses and vans.
**Transportation Connection**

NDDOT is responsible for developing a statewide plan to guide transportation decisions across the entire transportation system. Since the last statewide plan was adopted in 2012 much has changed in North Dakota. Transportation Connection, NDDOT’s current statewide long-range transportation plan will:

- Consider all modes of travel including roads, bridges, rail, aviation, bicycling, & walking
- Be informed by input from residents and businesses, plus state, regional, and local planning partners
- Identify future policies, programs, and principles to help NDDOT deliver the transportation system that North Dakota needs today and tomorrow.

**10-Year Infrastructure Plan**

The proposed 10-year infrastructure plan will provide dedicated state funding for transportation. We need to improve our bridges and roads on state and local systems so that we can reduce the need for load restrictions, as well as provide an interconnected and smart infrastructure system throughout North Dakota.

Every day 440,000 vehicles travel on state highways and each year $106 billion in goods are shipped to and from North Dakota by truck.

The map below outlines a 10-year infrastructure plan which shows the state will need to invest more than $2 billion over the next 10 years to maintain the current system.

**ND MOVES**

NDDOT began the implementation of the Statewide Active and Public Transportation Plan, or ND Moves in 2019. This 20-year plan assists in identifying resources needed to improve safety and accessibility for biking, walking, and transit across the state. An internal coordinating committee has guided the implementation process by: establishing the Statewide Active and Public Transportation Advisory Committee (SAPTAC), comprised of 25 statewide stakeholders; reviewing and submitting suggestions for legislative changes to increase vulnerable users’ safety; and developing the 20-year state bike network plan.

**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 3,453 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 rail projects and improve North Dakota’s rail system. These programs have provided over $46 million on 45 projects, 701 miles of branch line track rehabilitation, assisted in the construction of 10 facility access spur or loop tracks and funding support for three major flood recovery projects across the state. The NDDOT provides rail safety funding for 30 to 40 crossing improvements annually or as funding permits.

**Amtrak Ridership - 2015 to 2019**

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 Ridership Graph](image-url)
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