

511th Transportation Technical Committee
Fargo-Moorhead Metropolitan Council of Governments
THURSDAY, October 8, 2020 – 10:00 a.m.
Metro COG Conference Room
AGENDA

- | | |
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| 1. Call to Order and Introductions | |
| 2. Approve the Agenda | Action Item |
| 3. Consider Minutes of the September 10, 2020 TTC Meeting | Action Item |
| 4. Public Input Opportunity | Public Input |
| 5. Transit Authority Study Final Report | Action Item |
| 6. FM Greenway Recreation Master Plan | Action Item |
| 7. NDDOT Transportation Connection – October Update | Informational Item |
| 8. Agency Updates | Discussion Item |
| a. City of Fargo | |
| b. City of Moorhead | |
| c. City of West Fargo | |
| d. City of Dilworth | |
| e. City of Horace | |
| f. Cass County | |
| g. Clay County | |
| h. Other Member Jurisdictions | |
| 9. Additional Business | Information Item |
| 10. Adjourn | |

REMINDER: The next TTC meeting will be held **Thursday, November 12, 2020** in the Metro COG Conference Room at 10:00 a.m.

Due to ongoing public health concerns related to COVID-19, Metro COG is encouraging citizens to provide their comments for consent agenda and regular agenda items on the October 8 agenda via email to leach@fmmetrocog.org. To ensure your comments are received prior to the meeting, please submit them by 8:00 a.m. on the day of the meeting and reference which agenda item your comments address. If you would like to appear via video or audio link for comments or questions on a regular agenda or public hearing item, please provide your e-mail address and contact information to the above e-mail at least one business day before the meeting.

For Public Participation, please REGISTER with the following link:
https://us02web.zoom.us/webinar/register/WN_o3y9cr1rSxuwf829bupnkQ

Red Action Items require roll call votes.

NOTE: Full Agenda packets can be found on the Metro COG Web Site at <http://www.fmmetrocog.org> – Committees

Metro COG is committed to ensuring all individuals, regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, and/or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Savanna Leach, Metro COG Executive Secretary, at 701-232-3242 at least five days in advance of the meeting if any special accommodations are required for any member of the public to be able to participate in the meeting.

**510th Meeting of the
FM Metro COG Transportation Technical Committee
Thursday, September 10, 2020 – 10:00 am
Metro COG Conference Room**

Members Present:

Jonathan	Atkins	City of Moorhead Traffic Engineering
Jason	Benson	Cass County Highway Engineering (not voting)
Julie	Bommelman	City of Fargo, MATBUS
Jeremy	Gorden	City of Fargo Transportation Engineering
Cindy	Gray	Metro COG
Robin	Huston	City of Moorhead Planning
Matthew	Jacobson	Clay County Planning
Kim	Lipetsky	Fargo Cass Public Health
Jaclynn	Maahs	Concordia College
Peyton	Mastera	City of Dilworth Administration
Grace	Puppe	Cass County Planning
Russ	Sahr	City of Horace Planning
Tim	Solberg	City of West Fargo Planning
Justin	Sorum	Clay County Engineering
Tom	Soucy	Cass County Highway Engineering (alt for Jason Benson)
Kristen	Sperry	Federal Highway (Ex-Officio)
Brit	Stevens	NDSU – Transportation Manager
Lori	Van Beek	City of Moorhead, MATBUS
Mark	Wolter	Freight Representative, Midnite Express
Andrew	Wrucke	City of West Fargo Engineering
Wayne	Zacher	NDDOT – Local Government Division

Members Absent:

Aaron	Nelson	Fargo City Planning
Joe	Raso	GFMEDC
Mary	Safgren	MnDOT – District 4

Others Present:

Adam	Altenburg	Metro COG
Baird	Bream	CamSys
Mike	Bittner	KLJ
Tim	Burkhardt	Alliant Engineering
Luke	Champa	Metro COG
Ari	Del Rosario	Metro COG
Evan	Enarson-Haring	CamSys
Dan	Farnsworth	Metro COG
Matt	Kinsella	Apex Engineering
Savanna	Leach	Metro COG
Michael	Maddox	Metro COG
Jim	Mertz	Bolton & Menk
Brent	Muscha	Apex Engineering
Anna	Pierce	MnDOT
Bobbi	Retzlaff	MnDOT

1. CALL TO ORDER AND INTRODUCTIONS

The meeting was called to order at 10:00 am, on September 10, 2020 by Chair Gray. A quorum was present. Ms. Gray introduced Ari Del Rosario as the new Assistant Transportation Planner/GIS Coordinator at Metro COG.

2. Approve the September 10, 2020 TTC Meeting Agenda

Chair Gray asked if there were any questions or changes to the **September 10, 2020** TTC Meeting Agenda.

Motion: Approve the September 10, 2020 TTC Meeting Agenda.

Mr. Atkins moved, seconded by Mr. Wolter

MOTION, PASSED.

Motion carried unanimously.

3. APPROVE July 9, 2020 TTC MEETING MINUTES

Chair Gray asked if there were any questions or changes to the July 9, 2020 TTC Meeting Minutes.

Motion: Approve the July 9, 2020 TTC Minutes.

Ms. Huston moved, seconded by Ms. Lipetzky

MOTION, PASSED

Motion carried unanimously.

4. Public Comment Opportunity

No public comments were made or received.

No MOTION

5. NDDOT Transportation Connection

Mr. Enarson-Hering presented an update to the NDDOT Transportation Connection, North Dakota's statewide transportation plan. TTC members and others were encouraged to go to the project website to participate in the scenario planning exercise.

6. 2021-2024 TIP Public Hearing

Mr. Champa presented the final draft of the 2021-2024 Transportation Improvement Program (TIP). Three public notices were posted in the Forum. The public was further notified through electronic outreach (e-mail blasts, Facebook campaigns, website posts, etc), Metro COG held a virtual online open house, which yielded a successful turnout. Mr. Champa highlighted items that have been added to the TIP since the initial draft that was released in July. These projects included Regionally Significant and Regionally Significant locally funded projects, as well as a few others where changes were brought to his attention during the review process.

Mr. Soucy asked about project #9200023 as listed in Cass County, as Cass County did not have any projects slated. Mr. Champa found that this is an NDDOT project, on Highway 10. The location of this project was discussed, and

Mr. Champa will work with NDDOT and Cass County to correct the location where the project is shown on the map.

Mr. Atkins said that the Center Avenue project listed may need to be moved back to 2022, due to a funding crunch. Mr. Champa said that since this project is locally funded, this is an easy adjustment.

Mr. Gorden noted that each of the three 4th Street North projects listed will need to be pushed back by one year as well.

The public hearing was opened. No comments were received. The public hearing was closed.

Motion: Pending public comment, recommend Policy Board approval of the Final Draft Metro COG 2021-2024 Transportation Improvement Program (TIP).

Ms. Van Beek moved, seconded by Mr. Mastera

MOTION, PASSED

Motion carried unanimously.

7. FM Greenway Recreation Master Plan

Mr. Altenburg presented the FM Greenway Recreation Master Plan. Mr. Altenburg presented the project's visions for recreation opportunities, trails, nature reserves, etc. A key component for this plan is a recommendation to establish a governance structure for the design and implementation of recreational facilities, operations, and programming. Metro COG was recommended as a lead governing entity, which has not been established, and would need extensive structure and funding sources before consideration.

Mr. Sahr asked what "remnant parcels" means, and how the Diversion Authority would be acquiring the land. Mr. Benson answered that these are parcels that are already purchased through the diversion project, and not additional land purchases.

Mr. Solberg asked if the North Dakota Parks and Recreation would be involved as a governing entity. Mr. Altenburg stated that in coordination with senior leadership from the ND Parks and Rec Department, the agency said they would be interested in helping the project get established, but would most likely not seek out the entire project as a future state park. Rather, they may be interested in identifying a node of natural or historical significance for state park designation. Mr. Solberg said he was uncomfortable with the recommendation of Metro COG as a governance entity, and would be voting nay against the recommendation for approval. Ms. Gray emphasized that Metro COG will continue working with communities on the recommendations of the plan, and that this will take time for a specific strategy to be formed.

Ms. Gray noted that Metro COG and the team received a lot of positive comments about the potential for a recreation facility adjacent to the Diversion, and the project seems to have generated a lot of enthusiasm.

Motion: Recommend Policy Board approval of the FM Greenway Recreation Master Plan, pending approval by the FM Diversion Board of Authority.

Mr. Sahr moved, seconded by Ms. Lipetzky

MOTION, PASSED

Motion carried. 18-1 (Mr. Solberg voted nay)

8. 2021-2022 Draft Unified Planning Work Program (UPWP)

Ms. Gray presented the final draft of the 2021-2022 Unified Planning Work Program (UPWP). Ms. Gray briefly went through the contracted projects programmed for 2021 and 2022, and highlighted three internal projects for which project descriptions were added after the previous draft was released.

Mr. Atkins noted that the Moorhead Intersection Traffic Data Collection project listed as a PILOT project is the incorrect line item, as Moorhead has two projects related to data collection, to switch the PILOT denotation to the other project line item.

Ms. Van Beek noted that she had not yet reviewed the final draft, and would likely abstain from voting. Ms. Gray explained that there are no transit-specific projects listed in the work program since the TDP is currently underway, the Transit Authority Study is nearly completed, and the Transit Facility Study was completed two years ago. She also emphasized that Metro COG is working to take a multi-modal approach, including transit, in all of its corridor studies and transportation planning efforts. Ms. Van Beek recognized this, and stated that she feels there is not enough budget allotted for transit, but noted that she has made this comment on past UPWPs as well.

Motion: Recommend Policy Board approval of the 2021-2022 UPWP, with the addition of the recommended changes by the TTC.

Mr. Atkins moved, seconded by Mr. Gorden

MOTION, PASSED

Motion carried. 17-0-1-1. (Ms. Van Beek abstained, Ms. Puppe was absent for the vote)

9. 2020 Bicycle & Pedestrian Count Report

Mr. Farnsworth presented the annual bicycle and pedestrian count report.

10. Changes in Bicycle & Pedestrian Activity due to COVID-19

Mr. Farnsworth presented a brief study of the effects of COVID-19 to the bicycle and pedestrian counts in 2020, drawing the TTC's attention to the increase in the use of trail facilities during the spring and summer months (April – July) of the COVID pandemic. Ms. Gray stated that it will be interesting to look at August and September to see if these trends continue. She stated that this is good information for our local jurisdictions as it demonstrates how valuable these facilities are to the public, especially during times when they are specifically seeking healthy outdoor activities as recreational or commuting alternatives.

11. Agency Updates

Metro COG: working on an administrative adjustment to the 2020-2023 TIP to include adjustments in budget to the 64th Ave S project (418011), Sheyenne Street project (3190041), and a locally funded project related to Sheyenne Street (3190041)

Fargo: Main Avenue is open, with a ribbon cutting on Monday at 2:00 p.m., all construction projects wrapping up shortly

Moorhead: 8th street construction wrapping up, underpass in progress, 12th ave/railroad in progress, Comprehensive Plan

West Fargo: no updates

Dilworth: no updates – Mr. Mastera thanked Metro COG for continuing to work hard to move forward during this time while everything is being handled remotely.

Horace: no updates, just a lot of construction.

Cass County: CR6 project paving completed, Casselton to Mapleton paving project, Harwood box culvert project

Clay County: no updates

Freight: National Truck Driver Appreciation Week September 13th – lunches to be handed out in the westbound lanes on I-94.

Higher-Education: no updates

Federal Highway: no updates

Transit: no updates

12. Additional Business

No additional business

13. Adjourn

The 510th Regular Meeting of the TTC was adjourned on September 10, 2020 at 12:05 p.m.

THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING IS SCHEDULED FOR October 8, 2020, 10:00 A.M.

Respectfully Submitted,

Savanna Leach
Executive Assistant

To: Transportation Technical Committee
From: Michael Maddox, AICP
Date: October 2, 2020
Re: **MATBUS Transit Authority Study – Final Report**

Metro COG and MATBUS have been working with SRF Consulting Group and their subconsultant AECOM to study a number of issues that affect both the administration and funding of transit service in our region. The goal of the MATBUS Transit Authority Study was to streamline the MATBUS governance structure, clarify the decision-making process, and identify local funding sources that could possibly fill future funding gaps.

The Study culminated in an interim and long-term recommendation that address the governance structure, identification of funding gaps, funding mechanisms that could be employed to fill such gaps, and guidelines for the implementation of the recommendations which include a rudimentary legal analysis.

The governance recommendations were as follows:

- Interim – Creation of a Transit Director position within Metro COG that would implement the recommendations of the study. This person would be an advocate for the regional transit system with the direct task of working with the jurisdictions to coordinate and deliver transit service on a regional scale and coordinate efforts to create a transit authority.
- Long-Term – Creation of a “transit authority” only on North Dakota side of our region. This would be a new political subdivision that could either be attached to Metro COG or a stand-alone organization with the power to levy taxes to support transit operations.
- Ultimate Goal – Creation of a bistate transit authority with coverage in both the Minnesota and North Dakota portions of our region.

Read the full document on the project website:

<http://fmmetrocog.org/projects-rfps/matbus-transit-authority-study>

The interim recommendation does not address the funding issue, but rather is meant as a stepping stone to start implementing the recommendations of the study given their complicated nature. It is likely to take time, definitely months, or even one to three years, of negotiation, drafting of legal documents, formation of an organization, and ultimately legislative action to move forward with the other recommendations, which also address the funding issue. The interim recommendation is geared toward creating a position, identifying the responsibilities of that position, and finding the right person who can move the process forward in the coming years. However, even that will necessitate cooperative efforts between local jurisdictions to draft the necessary memorandums of understanding and legal agreements

Requested Action: Recommend Policy Board approval of the MATBUS Transit Authority Study.

To: Transportation Technical Committee (TTC)
From: Cindy Gray, Executive Director, and Adam Altenburg, AICP
Date: October 2, 2020
Re: **FM Greenway Recreation Master Plan Update**

Based on comments and input received at the September TTC and Policy Board meetings, Metro COG has provided several supplementary edits to the draft FM Greenway Recreation Master Plan. These edits include:

- Rewording of the process of identifying of a lead governing entity, or consortium of entities, that would assist with on-going planning, implementation and programming efforts for the greenway (Ch. 7), and
- Revised language to the Benefits chapter (Ch. 6) to modify the description of the regional tourism benefits, and to add information about how the greenway has the potential to tie in with other existing and planned regional trail network efforts in Minnesota and North Dakota.

The rewording is shown in Attachment 1 (edited language is shown in light blue). If the rewording of these two chapters is acceptable to the TTC and Policy Board, it will be incorporated into the document and language will be consistently modified in the Executive Summary.

Requested Action: Recommend approval of the revised FM Diversion Recreation Plan, subject to the attached revised language being incorporated into the final document, and recommend that the Policy Board direct Metro COG to continue serving as a regional planning resource by working with local jurisdictions and the FM Diversion Authority to assist in early-stage greenway planning/coordination and identification of governance entities.

BENEFITS CASE FOR RECREATION

TOURISM (original text)

Annually North Dakotans make over 160,000 trips to Minnesota for outdoor-based recreation, leading to the leakage of tourism spending and associated lost fiscal revenue that could otherwise remain local. Given the strong desire expressed by residents for additional recreational opportunities in the region, the FM Greenway presents the opportunity to capture back a portion of those trips. The greenway will retain a portion of the recreation currently occurring in Minnesota, with the associated recreation-based revenue being retained locally.

Gaining back just 20 percent of those trips will generate over \$100 million over 20 years. The FM Greenway will also attract net new local and regional visitors in addition to recapturing lost trips. Based on comparable greenways in similar climates, the greenway has the potential to attract approximately 90,000 visitors per year, resulting in another \$18 million of new visitor spending over 20 years.

TOURISM (revised)

Annually North Dakotans make hundreds of thousands of trips outside the state for outdoor-based recreation. Similarly, metro area residents also travel outside the region and outside our bi-state area in pursuit of outdoor recreation opportunities. This leads to tourism spending and associated lost fiscal revenue that could otherwise remain within our bi-state metropolitan region. Given the strong desire expressed by residents for additional recreational opportunities in the region, the FM Greenway presents the opportunity to provide residents with features they currently look for elsewhere, and even enhance our region's economy by attracting others to the area to experience the trails, facilities and future events along the greenway. Our region already attracts visitors for many other reasons, ranging from business to medical care to shopping to education, and the greenway will add to the overall draw to the region. Based on estimates of recreational trips seeking outdoor features outside of our region, gaining, the greenway has the potential to generate over \$100 million over 20 years.

Further adding to the future attraction of this feature to the region, efforts are currently underway to fund an extension of the Heartland Trail from its current terminus near the Detroit Lakes, MN area through Clay County to Dilworth and Moorhead, MN. This sets up opportunities to connect with trail systems in the Fargo-Moorhead metropolitan region, which will be studied in the 2021 update of the Bicycle and Pedestrian Plan. In addition, the North Country Trail, which traverses the Dakota Prairie Grasslands both south and west of the metro area, offers another opportunity for a regional connection. This will also be examined further as part of the 2021 update of the Bicycle and Pedestrian Plan.

The FM Greenway will also attract net new local and regional visitors in addition to recapturing lost trips. Based on comparable greenways in similar climates, the greenway has the potential to attract approximately 90,000 visitors per year, resulting in another \$18 million of new visitor spending over 20 years.

IMPLEMENTATION (revised)

GREENWAY GOVERNANCE STRUCTURE

A key component to the successful implementation of the FM Greenway is the establishment of a governance structure for the design and implementation of recreational facilities and for on-going operations and programming. An effective governance structure should be guided by the following principles:

- *Leverage existing capacity of existing recreation, cultural and educational institutions*
- *Produce high quality operations and programming*
- *Support FM Greenway brand development, which may include naming the facility*
- *Secure diverse funding streams*
- *Ensure accountability to the public*

GOVERNANCE STRUCTURE ROLES AND RESPONSIBILITIES

The key governance roles and responsibilities for the development and operation of the greenway's recreational components will evolve as the greenway moves through the following three phases:

- *Planning and Design*
- *Construction*
- *Stewardship*

Given the scale of the FM Greenway, it is expected that various segments or nodes along the greenway will advance through planning, design and construction quicker than other segments/nodes.

PLANNING AND DESIGN PHASE

During the planning and design phase, the governing entity should focus on crafting a publicly supported vision to build project champions and attract funders. Key governance functions during this phase may include:

- **Vision Stewardship and Design.** *Implementation of the FM Greenway will require strong leadership that promotes and advocates for the greenway vision and ensures the greenway final design is consistent with the vision.*
- **Marketing.** *The greenway vision and brand will need to be marketed in order to generate enthusiasm and support for its implementation.*
- **Stakeholder Engagement and Advocacy.** *Continued engagement with project stakeholders will help to refine the vision, as well as establish project partners and advocates.*
- **Capital and Operating Fundraising.** *Initial approaches for capital and operating fundraising must be developed in order to establish the feasibility of the greenway vision. This will require a high level of coordination with end user groups, such as local park districts and others.*

During this phase, it is also important to start focusing on ways to activate the greenway. Activation is key for attracting constituents for the greenway, and if done properly, will in turn build excitement for the greenway and enhance the FM Greenway brand.

CONSTRUCTION PHASE

Construction of the greenway will take a phased approach. Initially, the primary underlying structure of the greenway, the FM Area Diversion, will be constructed by a P3 Developer and the USACE. These

entities will be responsible for constructing the diversion channel and the southern embankment, which will be the foundation on which the recreation trails will be placed. The governing entity should closely collaborate with these entities during this initial construction to ensure that construction of diversion features is done in a manner that does not preclude the implementation of additional recreation features in the future. Once the underlying structure of the greenway is constructed via the P3 Developer and the USACE, the governing entity will be responsible for the long-term implementation of additional recreation features either on, or adjacent to, the diversion channel and southern embankment. This phase of construction will require the governing entity to support capital fundraising, secure regulatory approvals and manage construction activities.

STEWARDSHIP

A successful FM Greenway will necessitate that the governing entity build capacity to deliver robust programming and high-quality operations. Key governance functions during the stewardship phase include:

- Programming, which is key to provide high quality experiences for the community and tourists.
- Routine Operations and Maintenance needed to ensure facilities provide safe and comfortable recreation experiences.
- Ongoing Operating Fundraising as user fees charged for recreation programming is rarely at a level to fully cover associated programming expenses.
- Ongoing Marketing is needed to ensure potential users are aware of available programs, to maintain and build the greenway brand, and to continue drawing in recreation-based tourism.
- Ongoing Community Engagement to ensure the greenway continues to deliver relevant and desired recreation facilities and programming.

IDENTIFICATION OF A LEAD GOVERNING ENTITY

At the start of the study, multiple entities appeared well-positioned to participate in the implementation of recreation along the greenway including:

- Audubon Dakota
- Cass County
- Fargo Park District
- FM Diversion Authority
- Metro COG
- North Dakota Parks and Recreation
- River Keepers
- Sierra Club Dacotah Chapter
- West Fargo Park District

After initial focus group discussions, it was clear that Metro COG or the FM Diversion Authority *both have the potential to serve as the lead governing entity in charge of all management decisions and execution of the greenway. It is recognized that both entities currently have limited existing capacity and would need additional funding sources, but stakeholders expressed a limited desire to create a new entity.*

An analysis of Metro COG and the FM Diversion Authority *concluded that Metro COG is the entity best suited to govern the greenway at this time.* In addition, the FM Diversion Authority expressed their primary role should be continued flood risk reduction for communities in the FM area. Therefore, Metro COG *could be considered, as part of future discussions and strategy development, as one alternative for the lead governing entity.* Metro COG already has a broad mandate to enhance quality of life and improve economic development in the area. Through this mission, Metro COG could set up a structure to receive direction from FM area community representatives regarding regional recreation. *Upon agreement by participating local governments, park districts, and the FM Diversion Authority, the Metro COG Policy Board could act*

to direct staff to update bylaws and articles of association to allow for expansion of the agency's mission. Coordination with Metro COG's attorney and funding sources would need to be identified, as Metro COG currently operates, to a very large extent, on federal transportation funding, which cannot be used for the purposes discussed here with the exception of on-going continuous, comprehensive and cooperative transportation planning efforts relative to vehicular, freight, bicycle and pedestrian transportation.

Any lead governing entity for the greenway will need to take responsibility for the following in order for the plan to be implemented:

- *Serve as the primary point of contact with the P3 Developer and the USACE as they design and construct their respective components of the diversion*
- *Serve as the primary point of contact with the P3 Developer and the FM Diversion Authority as they operate and maintain their respective components of the diversion*
- *Provide initial vision and ongoing stewardship*
- *Market the recreational component*
- *Engage with the local community*
- *Promote philanthropic fundraising and sponsorship for capital and operational needs*
- *Manage programming, for specific nodes and between nodes*
- *Contract for routine operations and maintenance for specific greenway recreation features not maintained by other entities*

IMPLEMENTATION PHASING, p. 7.7 of report

The Fargo-Moorhead Greenway presents a significant recreation opportunity for the FM community, yet it is a long-term vision that will require a sustained commitment towards implementation.

SHORT-TERM IMPLEMENTATION (2020 – 2026)

The following activities should be the focus of the early implementation phase.

ESTABLISH A GOVERNING ENTITY

Local governments, park districts, Metro COG and the FM Diversion Authority will need to work cooperatively to determine the entity (or entities) best suited to take on the lead role as the governing entity. Regardless of whether that is an existing agency, a new agency or a consortium or existing entities, work should proceed to identify the best way to move forward, and establish the governing structure, policies, and funding mechanisms.

While the FM Area Diversion will not be constructed and operational until 2026 or 2027, it is important to establish the lead governing entity as soon as possible. The P3 development design process will require review and approval of proposed designs. It would be beneficial for the designated governing entity to be at the table during the design review process to ensure design is supporting future recreation to the greatest extent possible. A lead governing entity is also crucial to the successful advancement of other short-term.

Transportation Connection

MPO Update

October 2020

Plan Development Progress

- **Continuing our partner and public outreach**
 - Introductory meetings with tribal authorities
- **Launched Priorities Survey**
 - https://form.jotform.com/NDDOT_LRTP/priorities
- **Launched Bike/Ped Survey**
 - Partnership with North Dakota Active Transportation Alliance
- **Launching virtual tools to connect expectations, funding, and performance**
 - Public education on transportation funding, budget allocations, and performance outcomes
 - Experiment for public: Meeting performance targets with additional revenues
 - Survey information on Willingness to Pay provides context for TC Plan goal-setting

Engagement Reach

26

...public and
partner events

557

...online
survey
responses

250+

...virtual
meeting
participants

**Over
1,300**

...unique
website visitors

1,300

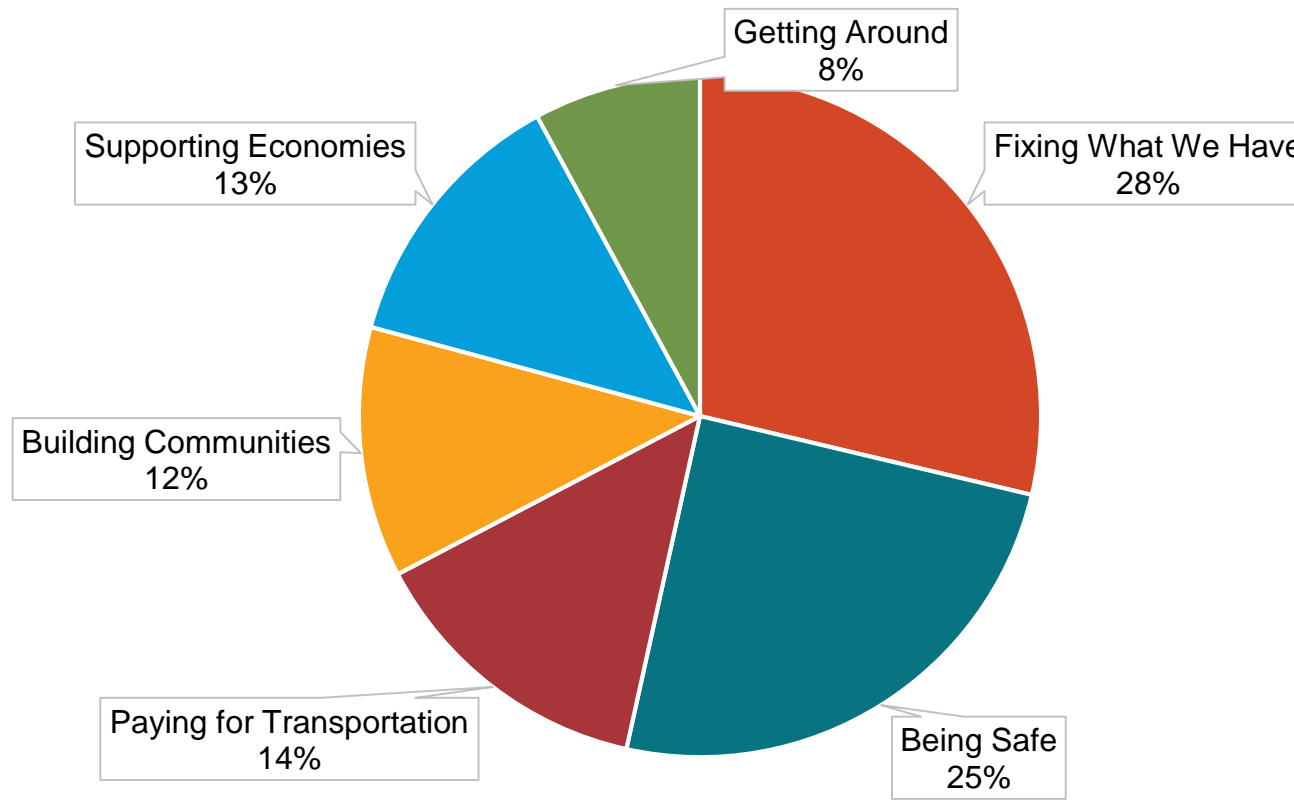
...views of
TC101 online
meeting

3,887

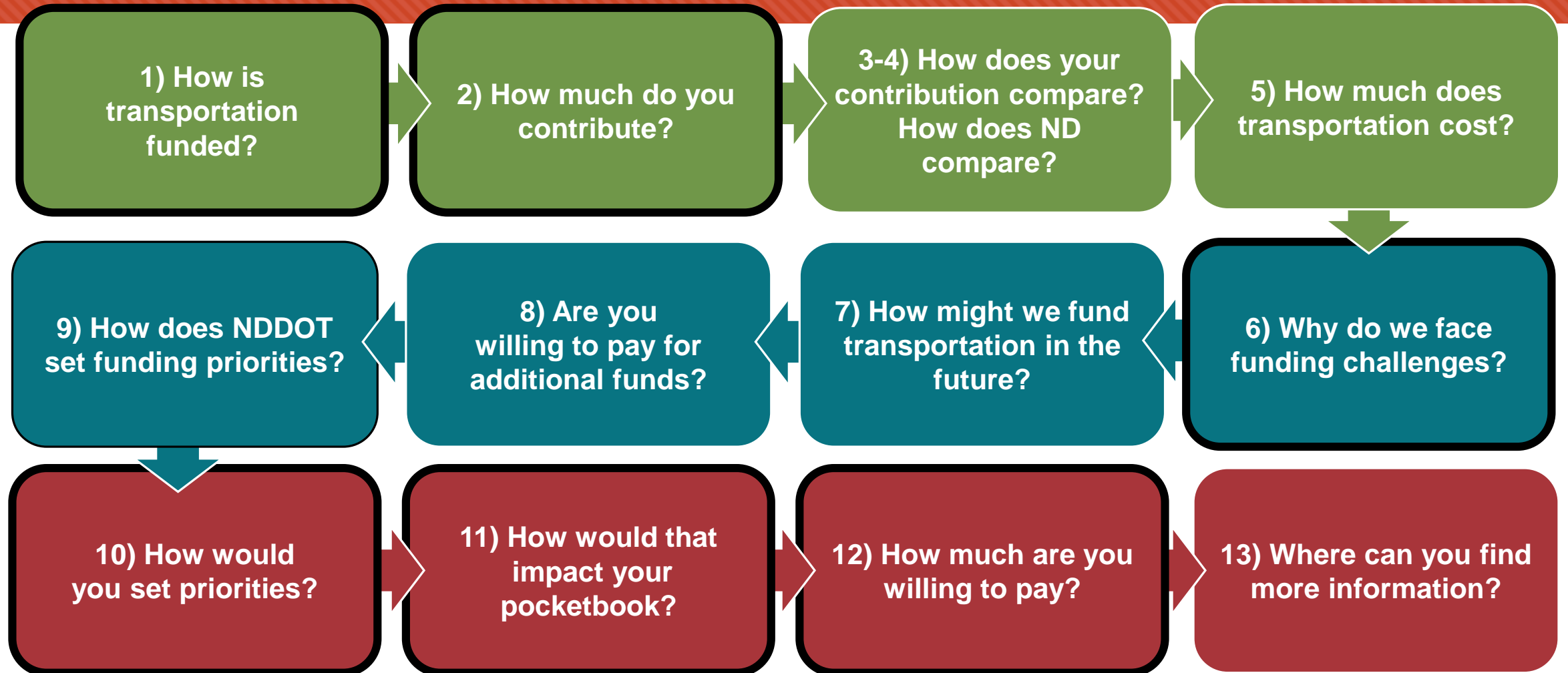
... likes and interactions on
social media
in the past 30 days

What Are We Hearing?: What are our priorities?

What are the most significant transportation issues facing North Dakota today?
Choose your top 3 issues



Telling The Story

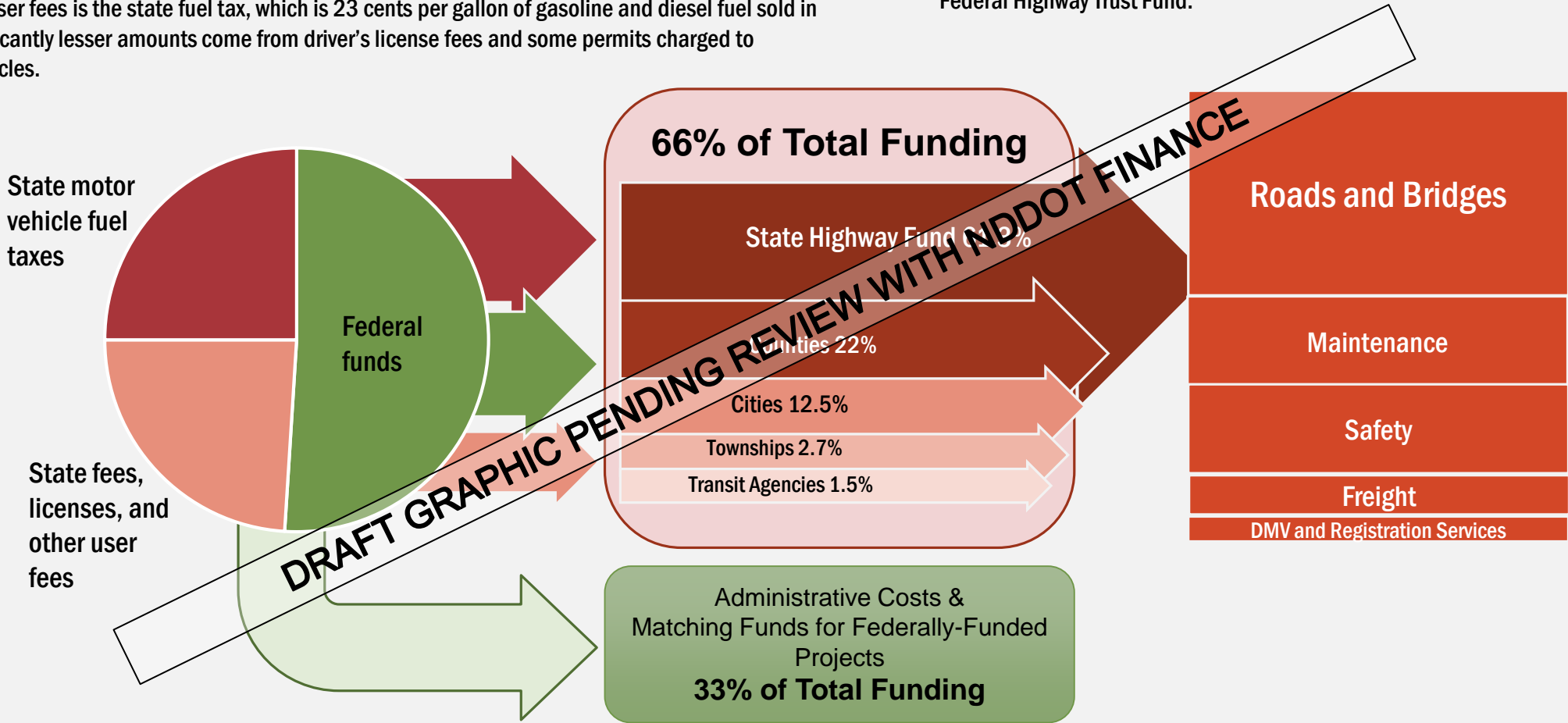


How is transportation funded in North Dakota?

North Dakota's transportation system is a tremendous asset. The system was 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.

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 some permits charged to commercial vehicles.

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 project costs. Historically, North Dakota has received \$2 of Federal Highway funds for every \$1 North Dakota drivers have paid into the Federal Highway Trust Fund.



How much do you pay each month?

If you drive a pickup truck that averages 20 mpg and you drive 12,000 miles per year, you pay \$11.50/month or \$138/year. **Select an option from the drop-down menus that is the closest to your driving experience to see how much you pay each month.**



Your average mpg

Miles driven each year

Age of your vehicle

Weight of your vehicle
(Select the example that best matches your vehicle)

You currently pay

\$11.50

per month in **North Dakota state fuel taxes** and

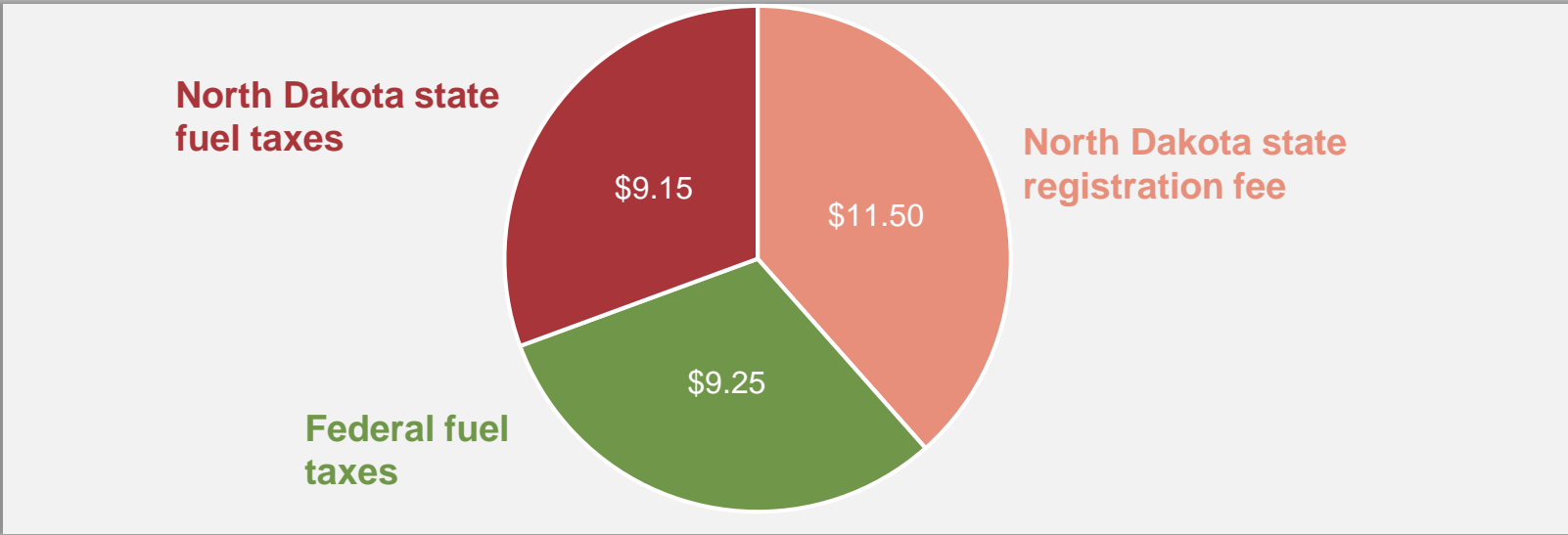
\$9.25

per month in **registration fees**

In addition to state fuel taxes and fees you pay approximately

\$9.16

in **Federal fuel taxes** each month.



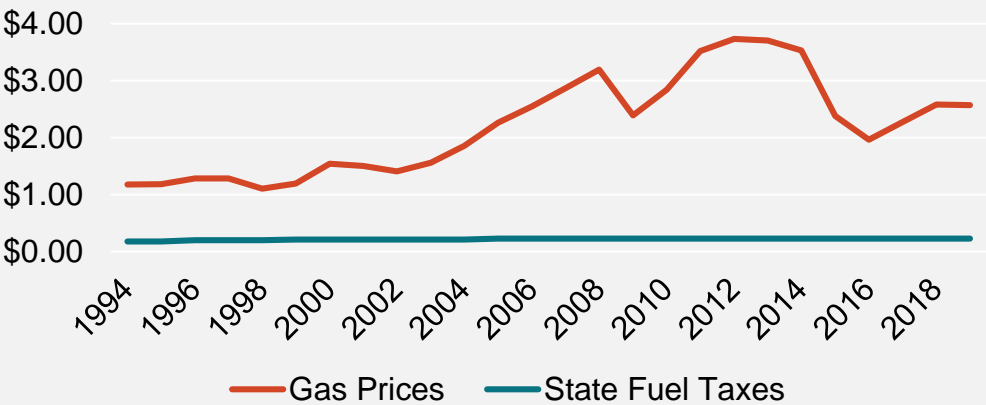
Why are we facing funding challenges?

North Dakota's state transportation revenues are heavily dependent on motor fuel taxes and vehicle registration fees.

Motor fuel taxes are levied per gallon, not per dollar. **As fuel economy improves, people buy less gas and the state receives less revenue.**

The last time North Dakota state rates were raised was in 2005. The last time Federal gas rates were raised was 1993. The same amount of revenue purchases fewer projects as project costs increase.

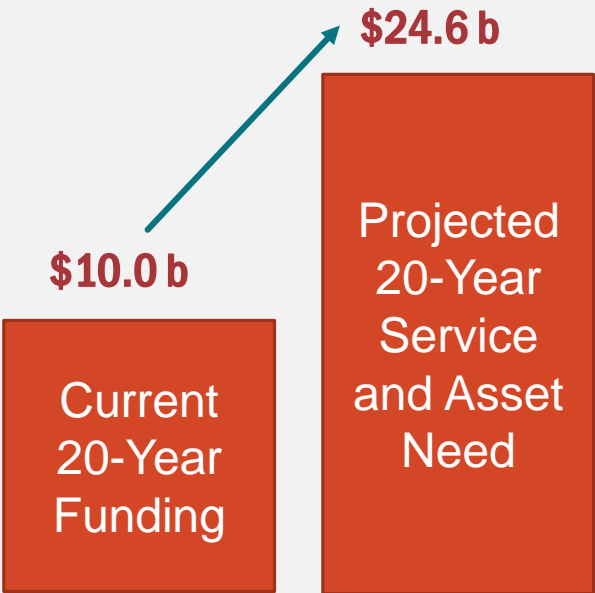
ND Gas Prices and State Fuel Taxes, 1994-2019



North Dakota's federal funding is projected to remain relatively flat, while North Dakota's state transportation revenues are likely to grow very slowly under current conditions. North Dakota raised fees on electric and hybrid vehicles to compensate for their lower-to-zero gas tax contributions, but these vehicles are a small percentage of the total number of vehicles in the State, and their funding contributions are similarly low.

Because services or service levels are directly related to available funding, all of the transportation services NDDOT provides today would require **\$24.6 billion over the next 20 years**. This equates to a gap of \$14.6 billion of additional funding compared to today's funding levels over the next 20 years.

Move ND has identified \$2.2 billion in critical investments for the highway network alone over the next 10 years. These are crucial investments to maintain key system components and minimize freight restrictions.

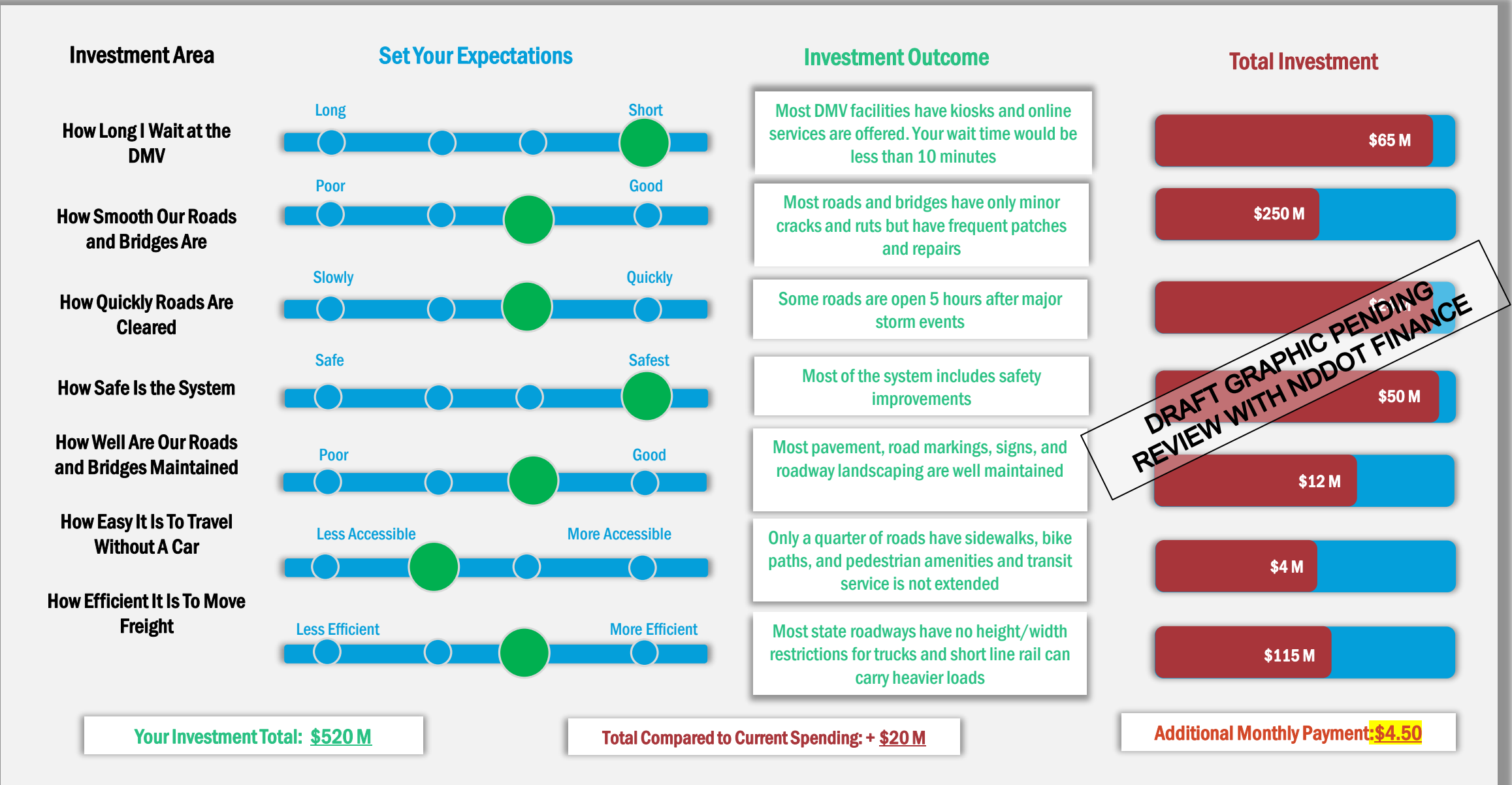


Would you support additional funding for transportation infrastructure and services?

- ☐ No, we can make do with what we have
- ☐ Yes, we can make good use of additional funds

How would you invest in transportation?

Slide the bars to set your expectations for each area. Invest as little or as much as you choose and see if you're investing more or less than what is currently available.



How would new funds impact your pocketbook?

Now you've learned more about how transportation is funded and what challenges we face in meeting our future needs. You've set your own budget priorities and invested in North Dakota's transportation system and seen how that investment compares to current levels. At your proposed level of investment, how would your contribution to transportation change?

Additional Monthly Contributions Needed: \$4.50

Choose from the options at right to see how much more could be raised for transportation.

Change in State fuel tax **\$0.05**

Change in registration fees **\$1.00**

You elected to contribute an additional

\$3.75

per month in state transportation costs.

If everyone in North Dakota did the same, an additional

\$37.0 million

could be available to support our state transportation system and services.

How much would you invest in transportation?

Based on what you just learned about how much it costs for NDDOT to deliver your expectations and keep North Dakota's transportation system and services in good order. Please tell us a bit more! Your responses will help NDDOT understand North Dakotans' priorities and values for the state's transportation network.

	Decrease	No Change	Increase
How Long I Wait at the DMV	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How Smooth Our Roads and Bridges Are	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How Quickly Roads Are Cleared	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How Safe Is the System	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How Well Are Our Roads and Bridges Maintained	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How Easy It Is To Travel Without A Car	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How Efficient It Is To Move Freight	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Now that you've learned about how transportation is funded in North Dakota...

Do you support a change in fuel taxes?

☐ Increase of 1 to 5 cents

☐ Increase of 5 to 10 cents

☐ Decrease of 1 to 5 cents

☐ Decrease of 5 to 10 cents

☐ No change

Would you support a change in monthly registration fees?

☐ Increase of \$1

☐ Increase of \$1 to \$5

☐ Decrease of \$1

☐ Decrease of \$1 to \$5

☐ No change

Please share any other comments you have on this topic

SUBMIT

Next Steps

- Develop Funding and Performance tool in late September/early October
- Send Funding and Performance tool to NDDOT Project Advisory Team members for testing in early October
- Roll-out Funding and Performance tool in mid-October
- Conduct social media blitz to promote Funding and Performance tool, priority survey, and other Transportation Connection content
- Develop Transportation Connection plan framework

How Can You Reach Us?



www.dot.nd.gov/projects/lrtp/



www.facebook.com/TransportationConnection/



www.twitter.com/ndlrtp



www.instagram.com/transportationconnection/

ND Dept of Transportation

<https://www.surveymonkey.com/r/NDLRTP-Dem>
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