NORTH DAKOTA

Current Transportation Condition:

- 14% of major roads are in poor condition
  - Costing motorists $236m a year - $470 per motorist[1]
  - Total of 148 people died on state highways in 2013[2]
- Vehicle travel on ND's highways has increased by 71% from 1990-2013[3], while the population grew by 10 percent.[4]
- 6% of ND's major highways are congested[5]
  - Traffic congestion costs American motorists $121b a year in wasted time and fuel[6]

Commerce:

- 70% of the $27b in commodities delivered annually from sites in ND is transported by trucks on the state's highways.[7]

Need for Federal Investment

- 78% Federal share of ND Highway Capital Program[8]
- National Interstate Backlog of $185.24b on 47,575 miles of interstate.[9]
  - National Highway System (NHS) backlog of $424.5b on 227,224 miles of the NHS.

FAST Act → ***What this does for North Dakota***

Prioritizing Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - ND's 701 structurally deficient bridges – 21.3% are structurally deficient or functionally obsolete[10]

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), ND will receive $39,667,849 in addition to growth of the existing programs for freight.

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[1] TRIP
[2] FHWA
[3] TRIP
[4] US Census
[5] TRIP.
[6] TRIP
[7] TRIP
[8] ARTBA
[9] AASHTO and FHWA
[10] FHWA

- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, ND, through the Nationally Significant Freight and Highway Projects (NSFHP), a $4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

Long-term 5 year Certainty:

- Total share over 5 years of the FAST Act: $1,390,549,368 that the state would not get otherwise.
- 159 projects at risk without federal investment[11]
- Major State Projects that can benefit from the FAST Act:
    - Construction on US Highway 2
    - Construction on Interstate 29 near Argusville

- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on ND's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, FAST is cutting red tape and accelerating project delivery to increase ND's ability to efficiently finish projects.
- FAST gives ND the ability to prepare for the next 50 years. With a focus on innovation, ND can better deploy technology to improve the state transportation network.

[11] AASHTO