
AGENCY OVERVIEW**Date:** 12/07/2012**801 Dept of Transportation****Time:** 14:03:01

Statutory Authority

North Dakota Century Code Sections 24-01 through 24-15, 39-02, and 49-17.1-2.

Agency Description

The North Dakota State Highway Department was created in 1917. In 1990, the name was changed to the North Dakota Department of Transportation (NDDOT). NDDOT oversees the development of surface transportation, including highways, rail service, and transit services in North Dakota. NDDOT's central office is in Bismarck, with eight district offices located strategically across the state.

NDDOT is headed by a director appointed by the Governor. The director is assisted by a deputy director for business support, a deputy director for engineering, and a deputy director of vehicle services. In addition, the central office staff provides planning, programming, design, construction, maintenance, safety, drivers license, motor vehicle and business support services.

Agency Mission Statement

The North Dakota Department of Transportation's mission is to safely move people and goods.

Agency Performance Measures

An externally focused Performance Measure Summary was developed and published. It is called the NDDOT Performance Measures Report Card.

Outcome performance measures include:

- Overall Customer Satisfaction.
- Overall Safety: Highway and Worker Elements.
- The Highway Performance Classification System Status.
- Product and Service Delivery- Resource Management Elements.
- Organizational Excellence- Overall Employee Satisfaction.

Departmental/Program Goals:

- Improve the quality and efficiency of transportation systems.
- Enhance employee recruitment, development, well being, and safety.
- Work with stakeholders to provide leadership in transportation.
- Enhance customer satisfaction.

Program Objectives: Each Objective has an action plan that outlines specific activities and timelines which can be found in the NDDOT Strategic Plan.

Major Accomplishments

1. Spent approximately \$1.14 billion in 2011 and 2012 to maintain and improve state highways.
2. Invested \$142.0 million in county road improvements.
3. Completed other major construction projects including:
 - Super 2 construction on US 85 between Watford City and Williston, providing additional passing and turning lanes.
 - Major construction and widening projects on highways ND 8, ND 22, ND 23 and US 85.
 - Expediting repairs on damaged pavement of several state highways in Williston and Watford City areas.
 - Completing West Fargo Main Street project.

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- Completing northwest and northeast temporary truck-reliever routes for the city of Williston.
- Adding centerline and edge-line rumble stripes on two-lane highways.

Future Critical Issues

Future of Federal Highway Funding: Congress has passed a new two-year Federal Transportation Bill, but only funded six months of it. This situation results in considerable uncertainty as to the level of federal funding as we prepare our budget and revenue estimates for the upcoming biennium.

The picture of federal funding is changing. Currently the federal highway trust fund is taking in less through its expenditures. The funding shortfall has been created mainly because vehicle fuel economy has increased and many people have stopped driving or use transit during the recent economic downturn.

Western North Dakota's Transportation Infrastructure: The increased traffic due to the rapidly expanding oil industry has created significant impacts to roadways in the oil development area. Roads are deteriorating at a much quicker rate than expected. Maintenance crews struggle to stay ahead of the substantial amount of areas needing repair. Load restrictions are being implemented to protect the remaining roadway; this has significant impacts in the oil industry.

The Governor and Legislature recognized the importance of the transportation system in western North Dakota. They invested \$228 million for state highways and \$142 million for county roads in the oil impact counties in 2011 and 2012. For 2013 and 2014, the Governor is proposing \$1.20 billion to be invested for state highways and \$142.0 million for county roads.

Rising Water Levels in the Devils Lake Basin: Since 1993, the lake elevation has risen almost 29 feet. From 1994 to 2012, we have spent approximately \$550 million on roadways in the Devils Lake Basin (includes state highways, county roadways, and BIA roads.)

Maintaining traffic flow is a major challenge when these projects are under construction.

The Devils Lake Basin is not the only area in North Dakota dealing with high water issues. As a result of past heavy rains, there are many sites on state highways south of Jamestown and Valley City that are close to being, inundated with water. Cost estimates are being developed to raise the grades at these sites. Many county and township roads are also under water in this area.

Roadway Maintenance Safety Items: The NDDOT is faced with increasing demands for expanded snow and ice control, especially in oil impact and urban areas. On top of this is the increasing cost of salt and other materials for snow and ice control.

NDDOT is faced with increasingly difficult environmental regulations regarding materials used to paint center and edge lines on the roadways. As a result, we have had to resort to more environmentally friendly products which do not hold up as well as their predecessors. To provide for safe and visible driving lanes, we must resort to a pavement marking program that requires all center and edge lines to be painted every year.

Employee Recruiting and Retention: Motor Vehicle titling and registration operations have experienced continuous growth in the demand for services. The paperwork volume continues to grow. MV has increased from approximately 440,000 registrations in the 70s to more than one million registrations in 2011. New vehicle types and new plate types are being added each legislative session. MV now titles collector snowmobiles, military antique vehicles, unconventional vehicles, manufactured homes, off-highway, & low speed vehicles. Currently over 345 combinations of license plate types are offered through VRTS. The NDDOT has reached the point where we are unable to provide timely service with current staffing solutions.

The Drivers License Division has experienced time delays in processing Commercial Drivers License (CDL) requests, which in turn creates a creeping time lag for all license processing. This area of the department's operations is especially impacted by the growth in oil field activity. As of July 2012 we had 502,807 licensed drivers, which is an increase of 12,661 drivers, compared to the same time in 2011.

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Highway Maintenance has a dire need to hire additional full-time transportation technicians in the Williston area. The Williston area needs additional operators to meet the service needs due to the growth of traffic in that area.

NDDOT is planning on doing the third and final phase of asbestos removal in the Bismarck central office building this coming biennium.

REQUEST SUMMARY801 Dept of Transportation
Biennium: 2013-2015

Bill#: SB2012

Date: 12/07/2012

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Description	Expenditures 2009-2011 Biennium	Present Budget 2011-2013	Budget Request Change	Requested Budget 2013-2015 Biennium	Optional Budget Request
By Major Program					
Administration	30,642,972	42,803,094	8,283,793	51,086,887	145,885
Drivers and Vehicle Services	28,780,352	33,024,952	12,733,912	45,758,864	728,053
Highways	1,048,439,081	2,017,515,864	(823,469,045)	1,194,046,819	1,315,083,938
Fleet Services	66,717,408	68,158,535	17,290,506	85,449,041	0
Total Major Program	1,174,579,813	2,161,502,445	(785,160,834)	1,376,341,611	1,315,957,876
By Line Item					
Salaries and Wages	149,304,729	165,966,396	17,094,263	183,060,659	2,357,876
Operating Expenses	191,215,234	270,176,521	21,845,194	292,021,715	164,800,000
Capital Assets	609,625,421	1,419,392,691	(605,681,484)	813,711,207	996,800,000
Capital Improvements-Carryover	10,723,931	13,790,401	(13,790,401)	0	0
Grants	52,493,382	126,056,861	(38,508,831)	87,548,030	10,000,000
County & Township Road Program	0	142,000,000	(142,000,000)	0	142,000,000
Federal Stimulus Funds - 2009	156,617,116	24,119,575	(24,119,575)	0	0
General Fund Transfer	4,600,000	0	0	0	0
Total Line Items	1,174,579,813	2,161,502,445	(785,160,834)	1,376,341,611	1,315,957,876
By Funding Source					
General Fund	4,600,000	5,850,000	(5,850,000)	0	10,000,000
Federal Funds	691,089,140	1,039,427,983	(349,520,182)	689,907,801	0
Special Funds	478,890,673	1,116,224,462	(429,790,652)	686,433,810	1,305,957,876
Total Funding Source	1,174,579,813	2,161,502,445	(785,160,834)	1,376,341,611	1,315,957,876
Total FTE	1,054.50	1,063.50	0.00	1,063.50	16.00

REQUEST DETAIL801 Dept of Transportation
Biennium: 2013-2015

Bill#: SB2012

Date: 12/07/2012

Time: 14:03:01

Description	Expenditures 2009-2011 Biennium	Present Budget 2011-2013	Budget Request Change	Requested Budget 2013-2015 Biennium	Optional Budget Request
Salaries and Wages					
Salaries - Permanent	97,996,685	109,115,617	11,149,619	120,265,236	1,691,880
Salaries - Other	470,633	243,000	2,341,999	2,584,999	0
Temporary Salaries	2,722,851	4,321,880	254,123	4,576,003	0
Overtime	8,672,981	8,230,254	113,027	8,343,281	0
Fringe Benefits	39,441,579	44,055,645	3,235,495	47,291,140	665,996
Salary Increase	0	0	0	0	0
Benefit Increase	0	0	0	0	0
Total	149,304,729	165,966,396	17,094,263	183,060,659	2,357,876
Salaries and Wages					
General Fund	0	0	0	0	0
Federal Funds	23,757,792	26,084,723	(3,037,023)	23,047,700	0
Special Funds	125,546,937	139,881,673	20,131,286	160,012,959	2,357,876
Total	149,304,729	165,966,396	17,094,263	183,060,659	2,357,876
Operating Expenses					
Travel	31,806,570	33,700,246	7,276,800	40,977,046	0
Supplies - IT Software	683,215	1,187,522	878,215	2,065,737	0
Supply/Material-Professional	124,742	187,154	30,000	217,154	0
Bldg, Ground, Maintenance	72,576,206	71,440,674	51,734,172	123,174,846	0
Miscellaneous Supplies	3,645,779	3,516,130	445,000	3,961,130	0
Office Supplies	545,891	652,894	0	652,894	0
Postage	1,762,885	1,796,937	97,714	1,894,651	0
Printing	761,231	911,812	0	911,812	0
IT Equip Under \$5,000	967,215	1,205,844	570,768	1,776,612	0
Other Equip Under \$5,000	2,476,513	1,938,074	112,584	2,050,658	0
Utilities	4,490,732	4,194,368	494,000	4,688,368	0
Insurance	1,405,677	1,619,732	91,392	1,711,124	0
Rentals/Leases-Equip & Other	444,345	573,462	20,000	593,462	0
Rentals/Leases - Bldg/Land	516,990	3,084,372	160,000	3,244,372	0
Repairs	13,059,823	16,128,530	(1,804,490)	14,324,040	0
IT - Data Processing	6,864,965	8,330,973	4,076,174	12,407,147	0
IT - Communications	1,403,139	1,231,077	25,000	1,256,077	0
IT Contractual Svcs and Rprs	2,157,545	2,603,025	9,306,364	11,909,389	0
Professional Development	938,603	1,336,693	104,860	1,441,553	0
Operating Fees and Services	3,704,973	3,613,006	304,000	3,917,006	0
Fees - Professional Services	40,878,195	110,923,996	(52,077,359)	58,846,637	164,800,000
Total	191,215,234	270,176,521	21,845,194	292,021,715	164,800,000

REQUEST DETAIL801 Dept of Transportation
Biennium: 2013-2015

Bill#: SB2012

Date: 12/07/2012

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Description	Expenditures 2009-2011 Biennium	Present Budget 2011-2013	Budget Request Change	Requested Budget 2013-2015 Biennium	Optional Budget Request
Operating Expenses					
General Fund	0	0	0	0	0
Federal Funds	33,823,455	108,800,059	(57,670,618)	51,129,441	0
Special Funds	157,391,779	161,376,462	79,515,812	240,892,274	164,800,000
Total	191,215,234	270,176,521	21,845,194	292,021,715	164,800,000
Capital Assets					
Land and Buildings	4,558,845	4,597,400	1,800,000	6,397,400	0
Other Capital Payments	568,950,390	1,377,650,490	(617,695,000)	759,955,490	996,800,000
Extraordinary Repairs	102,613	2,873,544	3,126,456	6,000,000	0
Equipment Over \$5000	432,733	554,280	(19,500)	534,780	0
Motor Vehicles	35,440,980	33,303,033	7,307,004	40,610,037	0
IT Equip/Sftware Over \$5000	139,860	413,944	(200,444)	213,500	0
Total	609,625,421	1,419,392,691	(605,681,484)	813,711,207	996,800,000
Capital Assets					
General Fund	0	5,850,000	(5,850,000)	0	0
Federal Funds	435,185,343	770,159,608	(226,586,886)	543,572,722	0
Special Funds	174,440,078	643,383,083	(373,244,598)	270,138,485	996,800,000
Total	609,625,421	1,419,392,691	(605,681,484)	813,711,207	996,800,000
Capital Improvements-Carryover					
Bldg, Ground, Maintenance	7,587,986	4,400,000	(4,400,000)	0	0
Repairs	0	25,000	(25,000)	0	0
Land and Buildings	555,359	0	0	0	0
Other Capital Payments	165,532	6,755,908	(6,755,908)	0	0
Motor Vehicles	2,415,054	2,609,493	(2,609,493)	0	0
Total	10,723,931	13,790,401	(13,790,401)	0	0
Capital Improvements-Carryover					
General Fund	0	0	0	0	0
Federal Funds	0	0	0	0	0
Special Funds	10,723,931	13,790,401	(13,790,401)	0	0
Total	10,723,931	13,790,401	(13,790,401)	0	0
Grants					
Grants, Benefits & Claims	50,235,390	122,405,021	(38,256,991)	84,148,030	10,000,000
Transfers Out	2,257,992	3,651,840	(251,840)	3,400,000	0
Total	52,493,382	126,056,861	(38,508,831)	87,548,030	10,000,000

REQUEST DETAIL801 Dept of Transportation
Biennium: 2013-2015

Bill#: SB2012

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Description	Expenditures 2009-2011 Biennium	Present Budget 2011-2013	Budget Request Change	Requested Budget 2013-2015 Biennium	Optional Budget Request
Grants					
General Fund	0	0	0	0	10,000,000
Federal Funds	41,705,434	110,264,018	(38,106,080)	72,157,938	0
Special Funds	10,787,948	15,792,843	(402,751)	15,390,092	0
Total	52,493,382	126,056,861	(38,508,831)	87,548,030	10,000,000
County & Township Road Program					
Other Capital Payments	0	4,000,000	(4,000,000)	0	0
Grants, Benefits & Claims	0	138,000,000	(138,000,000)	0	142,000,000
Total	0	142,000,000	(142,000,000)	0	142,000,000
County & Township Road Program					
General Fund	0	0	0	0	0
Federal Funds	0	0	0	0	0
Special Funds	0	142,000,000	(142,000,000)	0	142,000,000
Total	0	142,000,000	(142,000,000)	0	142,000,000
Federal Stimulus Funds - 2009					
Salaries - Permanent	914,611	0	0	0	0
Temporary Salaries	33,055	0	0	0	0
Overtime	406,704	0	0	0	0
Travel	302,279	0	0	0	0
Miscellaneous Supplies	210	0	0	0	0
IT - Data Processing	2,400	0	0	0	0
IT - Communications	911	0	0	0	0
Operating Fees and Services	673,728	0	0	0	0
Fees - Professional Services	1,283,286	155,000	(155,000)	0	0
Other Capital Payments	146,881,417	19,164,575	(19,164,575)	0	0
Grants, Benefits & Claims	5,586,318	4,800,000	(4,800,000)	0	0
Transfers Out	532,197	0	0	0	0
Total	156,617,116	24,119,575	(24,119,575)	0	0
Federal Stimulus Funds - 2009					
General Fund	0	0	0	0	0
Federal Funds	156,617,116	24,119,575	(24,119,575)	0	0
Special Funds	0	0	0	0	0
Total	156,617,116	24,119,575	(24,119,575)	0	0

REQUEST DETAIL

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Description	Expenditures 2009-2011 Biennium	Present Budget 2011-2013	Budget Request Change	Requested Budget 2013-2015 Biennium	Optional Budget Request
General Fund Transfer					
Transfers Out	4,600,000	0	0	0	0
Total	4,600,000	0	0	0	0
General Fund Transfer					
General Fund	4,600,000	0	0	0	0
Federal Funds	0	0	0	0	0
Special Funds	0	0	0	0	0
Total	4,600,000	0	0	0	0
Funding Sources					
General Fund	4,600,000	5,850,000	(5,850,000)	0	10,000,000
Federal Funds	691,089,140	1,039,427,983	(349,520,182)	689,907,801	0
Special Funds	478,890,673	1,116,224,462	(429,790,652)	686,433,810	1,305,957,876
Total Funding Sources	1,174,579,813	2,161,502,445	(785,160,834)	1,376,341,611	1,315,957,876

CHANGE PACKAGE SUMMARY

801 Dept of Transportation
Biennium: 2013-2015

Bill#: SB2012

Date: 12/07/2012

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Description	Priority	FTE	General Fund	Federal Funds	Special Funds	Total Funds
Base Budget Changes						
One Time Budget Changes						
A-B 100 Oil Patch Add On		0.00	0	18,008	2,526,991	2,544,999
A-B 2 IT-Motor Vehicle Registration and Titling System		0.00	0	0	9,663,500	9,663,500
A-B 200 Rental Allowance		0.00	0	0	1,100,000	1,100,000
A-B 3 IT-Automated Vehicle Locating System (AVL)		0.00	0	0	394,375	394,375
A-B 4 IT - e-Transit		0.00	0	0	383,450	383,450
A-B 5 Asbestos Abatement Project		0.00	0	0	6,000,000	6,000,000
A-E 6 Remove prior biennium one-time		0.00	(5,850,000)	(382,527,160)	(626,221,401)	(1,014,598,561)
Total One Time Budget Changes		0.00	(5,850,000)	(382,509,152)	(606,153,085)	(994,512,237)
Ongoing Budget Changes						
A-A 1 Base Budget Changes-Reallocations and adjustment		0.00	0	568,740,749	335,141,221	903,881,970
A-F 7 Remove capital		0.00	0	(532,696,748)	(176,383,083)	(709,079,831)
Base Payroll Change		0.00	0	(3,055,031)	17,604,295	14,549,264
Total Ongoing Budget Changes		0.00	0	32,988,970	176,362,433	209,351,403
Total Base Budget Changes		0.00	(5,850,000)	(349,520,182)	(429,790,652)	(785,160,834)
Optional Budget Changes						
One Time Optional Changes						
A-D 100 Additional infrastructure investment	1	0.00	0	0	1,161,600,000	1,161,600,000
A-D 200 County and Township Road Reconstruction Progra	3	0.00	0	0	142,000,000	142,000,000
A-D 300 TIGER III match from non-Hwy Funds	4	0.00	10,000,000	0	0	10,000,000
Total One Time Optional Changes		0.00	10,000,000	0	1,303,600,000	1,313,600,000
Ongoing Optional Changes						
A-C 1 Additional FTE	2	16.00	0	0	2,357,876	2,357,876
Total Ongoing Optional Changes		16.00	0	0	2,357,876	2,357,876
Total Optional Budget Changes		16.00	10,000,000	0	1,305,957,876	1,315,957,876

BUDGET CHANGES NARRATIVE

801 Dept of Transportation

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Change Group: A	Change Type: A	Change No: 1	Priority:
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Base Budget Changes-Reallocations and adjustments to the DOT

CHANGE PACKAGE: BASE BUDGET REQUEST:

The base budget request consists of our 2011-2013 appropriated state budget less any one-time revenue infusions, and adjustments based on current revenue forecasts. These budget amounts were adjusted for the payroll "cost to continue" and an increase in special funds. Other base budget adjustments are for budgetary realignment.

Change Group: A	Change Type: B	Change No: 2	Priority:
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IT-Motor Vehicle Registration and Titling System (VRTS)

Replacement of the current Motor Vehicle VRTS.

Change Group: A	Change Type: B	Change No: 3	Priority:
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IT-Automated Vehicle Locating System (AVL)

The location of these systems within our maintenance and district vehicles will increase the efficiency and effectiveness of our snow and ice control procedures. In addition, cameras will provide a view of the weather conditions by visuals and information that is transmitted live

Change Group: A	Change Type: B	Change No: 4	Priority:
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IT - e-Transit

This project will provide a web based solution to the Department of Transportation and Transit Carriers allowing request for reimbursement to be completed any time through a secure web portal, eliminating the need to re-enter or scan in data received for reporting requirements. It will improve the way we manage federal dollars through a cost efficient option that reduces time needed to re-enter, organize and manage information needed for reporting.

Change Group: A	Change Type: B	Change No: 5	Priority:
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Asbestos Abatement Project

Completion of the asbestos abatement in the central office, 2nd and 3rd floors.

Change Group: A	Change Type: B	Change No: 100	Priority:
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Oil Patch Add On

The NDDOT has been experiencing significant staffing difficulties in retaining and hiring employees in the oil patch area of western North Dakota over the past 40 months.

- The employee classifications that have been the most difficult to retain and hire are our maintenance employees, district shop staff, telecommunications technicians and drivers license examiners.
- Lost 29 transportation technicians/snow plow operators and shop personnel to western ND jobs.
- This has placed severe pressure on employees that are already spread thin.
- The Department has offered retention and recruitment bonuses in these classifications with some initial success, but currently these bonuses no longer seem to be effective in western North Dakota.

BUDGET CHANGES NARRATIVE

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- This is a critical time for the Department, so we need to look at new ways to retain employees.

We are implementing a oil patch Add On salary provision to:

- Address the higher **cost of labor** in the oil patch districts.
- Focus very limited funding resources on areas of greatest need.
- Enable DOT to be more competitive in the highly competitive, ever shrinking oil patch recruitment markets.
- Implement a positive impact on oil patch district employee retention.
- Preserve the integrity of the Department's employee salary market target structure.

Oil Patch Add On Pay Details

The application of Oil Patch Add On Pay is based on geographic location and critical need service areas of the Department.

Change Group: A	Change Type: B	Change No: 200	Priority:
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Rental Allowance

- The Department is providing a motel room and meals for 30 days, or until a suitable rental unit can be found, whichever comes first. If a suitable rental unit cannot be found within 30 days, the employee can continue to stay at the motel but must pay the base rental rate for a one bedroom apartment to the Department.
- The Department will provide a rent supplement for rental housing to individuals employed in mission essential, hard-to-fill job positions/classifications located within areas of the state affected by oil activities. Employee qualification will be determined on a case-by-case basis using an application process that documents an inability to acquire or maintain affordable housing. The employee population includes a new employee's initial housing needs, as well as existing employees facing eviction or loss of housing due to increasing or extremely high rental rates.

Change Group: A	Change Type: C	Change No: 1	Priority: 2
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Additional FTE

With the tremendous growth in North Dakota's transportation program, we must maintain a staffing level that is adequate to provide timely, quality services. The demand for services in all areas of the department has increased at an unprecedented rate. Additionally, increased federal regulations and oversight have increased the amount of time we must spend on related areas. The department must increase staffing in select areas if we are to maintain a satisfactory level of service. Accordingly, NDDOT is requesting the following additional FTEs.

- Four Engineer IIIs and one Engineer II – To accommodate the phenomenal growth in North Dakota's transportation program, we have substantially increased the use of consultant engineers to provide preliminary and construction engineering services. To be successful and comply with regulations, the portion of our program handled by consultants must have proper state management and oversight. These positions will help us maintain the proper level of management and oversight.
- Four Transportation Technicians – The unprecedented growth in oil related activity in the western part of the state has had a tremendous impact on the roadway in that area. To keep up with the maintenance and snow removal demands and maintain a safe and efficient transportation network, we must have adequate staffing to plow snow and provide routine roadway maintenance. Without such staffing, we will be unable to keep our roads adequately maintained on a timely basis; inability to do so will have a negative impact on the travelling public in the western part of the state as well as the oil industry. Accordingly, we are requesting four additional transportation technicians to provide roadway maintenance activities in the western part of the state.
- One Accounting/Budget Specialist II – The growth in the transportation program has resulted in a substantially increased volume of accounting activity. Our financial staff must now process more transactions within a very tight timeframe. Likewise, requests for related data and reports have increased very significantly. In addition, we have come under substantial scrutiny from auditors and various federal agencies; to comply with their requirements means we must have additional staff to devote to the task.

BUDGET CHANGES NARRATIVE**801 Dept of Transportation****Bill#: SB2012****Date:** 12/07/2012**Time:** 14:03:01

- Two Drivers License Supervisors – The increased volume of activity in the western part of the state has greatly increased the demand for licensing and testing services. Likewise, the demand for Commercial Drivers License testing has grown exponentially. We are requesting two additional Drivers License Supervisors to help us maintain a reasonable level of service in the western part of the state.
- Four Motor Vehicle Licensing Specialists – With the growth in ND's economy, we have experienced a very significant growth in motor vehicle related transactions. The current volume of activity is so great that the existing staff cannot keep up with the demands for services. In order to reduce the backlog of transactions waiting to be processed and provide services on a timely basis, we must devote more staff resources to task.

Change Group: A	Change Type: D	Change No: 100	Priority: 1
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Additional infrastructure investment

An additional \$1.2 billion infrastructure investment is needed to support oil and gas production and distribution in North Dakota.

Change Group: A	Change Type: D	Change No: 200	Priority: 3
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County and Township Road Reconstruction Program

An additional \$142 million is needed for county and local road infrastructure needs in North Dakota.

Change Group: A	Change Type: D	Change No: 300	Priority: 4
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TIGER III match from non-Hwy Funds

The NDDOT has been awarded a TIGER III grant of \$10 million from the U.S. Department of Transportation. The grant will be used in conjunction with funding provided by Amtrak and the Burlington Northern Santa Fe (BNSF) railroad to rebuild a 20-mile segment of track and two bridges near Churchs Ferry, N.D. The track, which was closed several times the spring of 2011 because of flooding, is used by BNSF and Amtrak Empire Builder trains. This grant requires a non-Highway Fund match of \$10 million.

Change Group: A	Change Type: E	Change No: 6	Priority:
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Remove prior biennium one-time

Remove prior biennium one-time.

Change Group: A	Change Type: F	Change No: 7	Priority:
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Remove capital

Remove current capital budget.

Change Group: R	Change Type: A	Change No: 1	Priority:
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Additional 16.00 FTE

Authorizes \$2,357,876 in special funds for 16.00 new FTE. The new FTE include: one engineer II and four engineer III positions to provide management and oversight of preliminary and construction consultant engineering services; four transportation technicians to enhance roadway maintenance and snow removal in the western part of

BUDGET CHANGES NARRATIVE

801 Dept of Transportation

Bill#: SB2012

Date: 12/07/2012

Time: 14:03:01

the state; one accounting/budget specialist position to meet the demand of increased volume in accounting activity as a result of the growth in the transportation program; two drivers license supervisors to meet the demands of the growth for licensing and testing services in the western part of the state; four motor vehicle licensing specialists to meet the demand in the growth of motor vehicle licensing services.

Change Group: R	Change Type: A	Change No: 100	Priority:
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Executive Compensation Package Adjustment

This budget change provides funding for recommended 2013-15 compensation adjustments. Compensation adjustments for each agency were calculated following the recommendations of the Hay Group developed through the 2011 study of the state's classified employee compensation system. Pursuant to those recommendations, compensation adjustments were calculated to provide funding to allow for both performance-based salary adjustments and market-based salary adjustments. This funding allows for increases of 2% to 4% for employees in the first quartile of the pay range and 1% to 2% for those in the second quartile of the range. For employees in the third and fourth quartiles, which are above the market policy position, no market policy increase is funded. Performance-based increases are assumed to be 3% for employees meeting performance standards and up to 5% for employees exceeding performance standards. No performance-based increases are provided for employees that fail to meet performance standards.

Change Group: R	Change Type: B	Change No: 1	Priority:
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Enhanced State Highway Investments

Provides \$1,161,000,000 in one-time funding from a transfer from the general fund for enhanced state highway investments including: extraordinary state highway maintenance and repair, truck reliver routes around cities, upgrading two-lane highways to four-lane highways, and constructing underpasses.

Change Group: R	Change Type: B	Change No: 2	Priority:
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County & Township Road Reconstruction Program

Provides \$142.0 million in one-time funding from a transfer from the general fund to address extraordinary county road reconstruction needs in counties impacted by increased oil production. Reconstruction projects will be based on the needs assessment study conducted by the Upper Great Plains Transportation Institute.

Change Group: R	Change Type: B	Change No: 3	Priority:
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TIGER III Match

Provides \$10,000,000 from the general fund to match a federal TIGER III grant to rebuild a 20-mile segment of railroad track and two bridges near Churchs Ferry. The grant, which requires a non-highway fund match, will be used in conjunction with funding provided by Amtrack and the Burlington Northern Santa Fe railroad.