RESOLUTION NO. 2025-5

A RESOLUTION ADOPTING THE 2050 METROPOLITAN TRANSPORTATION PLAN (MTP)

WHEREAS, the U.S. Department of Transportation requires the development, approval, and maintenance of a Metropolitan Transportation Plan (MTP) for the Central Dakota Metropolitan Planning Organization (CDMPO) as a condition of Federal transportation funding; and

WHEREAS, the CDMPO has been designated by the Governor of North Dakota as the organization responsible for preparing and maintaining the Metropolitan Transportation Plan; and

WHEREAS, the creation of the MTP involved consultation with more than fifty (50) organizations, held numerous in-person public meetings, and solicited input from the public using surveys and other activities to derive community transportation preferences and priorities; and

WHEREAS, a 30-day public comment and review period was conducted in accordance with the Public Participation Plan, during which member-jurisdiction-catered presentations were provided to each of the four members – City of Surrey, City of Burlington, City of Minot, and Ward County; and

WHEREAS, representatives from overseeing agencies, including North Dakota Department of Transportation, Federal Highway Administration, and Federal Transit Administration were given an in-depth presentation of the draft MTP during the public comment period; and

WHEREAS, comments received from each of the four member jurisdictions, overseeing agencies, and the general public, were addressed through a comment matrix and changes, where applicable, were incorporated into the final version of the MTP; and

WHEREAS, the final version of the MTP was recommended for approval by the Technical Advisory Committee (TAC) on December 9, 2025;

NOW, THEREFORE, BE IT RESOLVED, THAT THE CENTRAL DAKOTA METROPOLITAN PLANNING ORGANIZATION HEREBY ADOPTS THE 2050 METROPOLITAN TRANSPORTATION PLAN.

PASSED AND ADOPTED THIS 18TH DAY OF DECEMBER, 2025.

ATTEST:

Executive Director

APPROVED:

Policy Board Chair

Lance.meyer@minotnd.gov
www.minotnd.gov

City of Minot

October 21, 2025

To: Central Dakota Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC)

From: Lance Meyer, PE City of Minot

Re: Agency Review and Support of Central Dakota MPO 2050 Metropolitan Transportation Plan

Dear Central Dakota MPO TAC,

Thank you for the opportunity to review and comment on the Central Dakota MPO 2050 Metropolitan Transportation Plan (MTP), which describes regional investments in the transportation system through 2050. The City of Minot, as one of the member agencies of the Central Dakota MPO, was engaged in development of the plan through participation in the TAC. The City of Minot has no further comments.

Lance Meyer, PE
City Engineer

701.857.4100
P.O. Box 5006
Minot, ND 58702

On November 3, 2025, a Regular City Council Meeting of the Minot City Council was held in the City Council Chambers, City Hall (10 3rd Ave SW). Mayor Jantzer called the meeting to order at 5:30 PM.

ROLL CALL

Members Present: Mike Blessum, Rob Fuller, Mike Hayes, Mark Jantzer, Lisa Olson, Paul Pitner, Scott Samuelson

Members Absent: None

PLEDGE OF ALLEGIANCE

Mayor Mark Jantzer led the City Council in the Pledge of Allegiance.

MAYOR'S REPORT

Mayor Jantzer welcomed Chairman Mark Fox, with the MHA Nation to do a presentation.

PRESENTATION FROM CHAIRMAN MARK FOX, MHA NATION

Chairman Mark Fox, from the MHA Nation, presented to the City Council discussing the background of the MHA Nation, along with economic development and current and upcoming projects. He also discussed the project Native Green Grow, which is a greenhouse for produce, which will include a local and regional market.

REPORTS

CITY MANAGER'S REPORT

Tom Joyce submitted a written report to the City Council.

CITY ATTORNEY'S REPORT

Stefanie Stalheim submitted a written report to the City Council.

PLANNING COMMISSION

CONSIDER THE REPORT OF THE PLANNING COMMISSION

PUBLIC HEARING: CASE #2025-34 - SUMMER CLEAN UP - TEXT AMENDMENT

The motion to close the public hearing and approve the text amendment ordinance as shown in Attachment A in alignment with the recommendation of the Planning Commission was initiated by City Council Member Fuller, seconded by City Council Member Samuelson and carried by the following roll call vote: ayes: Mike Blessum, Rob Fuller, Mike Hayes, Mark Jantzer, Lisa Olson, Paul Pitner, Scott Samuelson; nays: None.

CONSENT ITEMS

The motion to approve consent items 6.1-6.10 and 6.13 with the staff recommended actions was initiated by City Council Member Blessum, seconded by City Council Member Fuller and carried by the following roll call vote: ayes: Mike Blessum, Rob Fuller, Mike Hayes, Mark Jantzer, Lisa Olson, Paul Pitner, Scott Samuelson; nays: None.

CITY COUNCIL MINUTES - Approve the minutes of the October 20, 2025, Regular City Council meeting.

ORDINANCES - Approve the following ordinances on second reading:

1. Ordinance No 6125 - 2025-34 - Text Amendment - Summer Cleanup
2. Ordinance No 6126 - 2025 BA - FD FY24 SHSP Grant
3. Ordinance No 6127 - 2025 BA - Back the Blue Grant Award
4. Ordinance No 6128 - 2026 BA - PD Donation for CAC Program
5. Ordinance No 6129 - 2025 BA - Transfer Budgeted Line Items Water Plant
6. Ordinance No 6130 - 2025 BA - Library Donation for Children's Library
7. Ordinance No 6131 - 2025 BA - Regional CO2 Storage Facility

8. Ordinance No 6132 - 2025 BA - 3rd St Bridge Repair Task order 2&3

ORDINANCES - Approve the following ordinance on second reading:

1. Ordinance No 6134 - Civil Service Commission

ORDINANCES - Approve the following ordinance on second reading:

1. Ordinance No 6133 - 29th Ave S at Main St S

ADMINISTRATIVE APPROVALS - Ratify the following administratively approved requests:

2. Minot Boys Wrestling Boosters to conduct a raffle on March 31, 2026, at Magic City Campus (1100 11th Ave SW).
3. Rebel Cheer Booster Club to conduct a raffle on January 15, 2026, at Rebel Athletics (4000 N Broadway).
4. Rebel Cheer Booster Club to conduct a raffle on November 17, 2025, at Rebel Athletics (4000 N Broadway).
5. MCDC to conduct a raffle on October 26, 2025, at the Moose Lodge (400 9th St NW).
6. Special Event Permit for Arny's 2.0 (12 3rd St SE).
7. Special Event Permit for Saul's (105 1st St SE Basement).
8. Special Event Permit for The Spot (6 2nd St NE).
9. Special Event Permit for the Starving Rooster (30 1st St NE).

BILLS, TRANSFERS, & PAYROLL - Approve the payroll for the period from September 21, 2025, through October 18, 2025, in the amount of $2,683,406.35 and the bills and transfers for October in the amount of $31,122,068.85.

First International Bank & Trust	$15,178.14	306862	WAGNER CONSTRUCTION	$5,921,135.65	307030
MATTSON CONSTRUCTION	$8,137.64	306863	WALLWORK TRUCK CENTER MINOT	$3,707.04	307031
SWANSON & WARCUP, LTD	$8,485,683.47	184	WESTLIE FORD	$486.30	307032
THE TITLE TEAM	$264,198.52	182	WESTLIE TRUCK CENTER	$46,932.11	307033
THE TITLE TEAM	$150,338.41	183	ND PUBLIC EMPLOYEES RETIREMENT SYSTEM	$17,326.73	100007316
US SMALL BUSINESS ADMINISTRATION	$49,561.00	100007286	THE TITLE TEAM	$225,230.17	194
WEX HEALTH, INC	$14,357.90	100007285	EMPLOYEE ONE TIME PAY	$102.00	307034
AFLAC	$17,088.48	100007287	William DeNovio	$156.40	307035
Amber Eggleston	$725.00	1186	Kaylie Brooke Mongold	($750.00)	1197
Kayson Kittell	$25.00	1187	Michael Fredrick Peschges	($225.00)	1198
Steven Brown	$225.00	1188	Owen James Bennett	($350.00)	1199
Ward County Clerk of Court	$750.00	1189	Ward County Clerk of Court	($200.00)	1200
Waylon Thomas	$175.00	1190	Ward County Clerk of Court	($200.00)	1201
ND PUBLIC EMPLOYEES RETIREMENT SYSTEM	$18,032.48	100007282	WC Clerk of Court	($1,500.00)	1202
ND PUBLIC EMPLOYEES RETIREMENT SYSTEM	$218.00	100007283	WC Clerk of Court	($3,000.00)	1203
ND PUBLIC EMPLOYEES RETIREMENT SYSTEM	$229,133.19	100007284	Kaylie Brooke Mongold	($750.00)	1204
THE TITLE TEAM	$50,000.00	185	Michael Fredrick Peschges	$225.00	1205
THE TITLE TEAM	$239,173.09	186	Owen James Bennett	($350.00)	1206
TYLER PAYMENTS	$2,379.79	191	Ward County Clerk of Court	$200.00	1207
TYLER PAYMENTS	$3,445.61	192	Ward County Clerk of Court	$200.00	1208
US BANK	$162.08	193	WC Clerk of Court	$1,500.00	1209
WELLS FARGO	$792.04	1196	WC Clerk of Court	$3,000.00	1210
Jerry Wade Anderson	$200.00	1191	NAPA AUTO PARTS	$574.50	90000015
WC Clerk of Court	$1,700.00	1192	NORTHWEST TIRE AND RETREAD	$5,070.18	90000016
HYDRO KLEAN	$76,263.79	90000011	POST CONSTRUCTION COMPANY	$20,552.93	90000017
NORTHWEST TIRE AND RETREAD	$1,155.87	90000012	SOURIS RIVER JOINT WATER RESOURCE	$2,304,797.82	90000018
SOURIS RIVER JOINT WATER RESOURCE	$1,826.21	90000013	SWANSTON EQUIPMENT COMPANIES	$239,658.96	90000019
SWANSTON EQUIPMENT COMPANIES	$2,175.00	90000014	WAGNER CONSTRUCTION	$96,595.31	307036
SOURIS BASIN PLANNING COUNCIL	$62,643.15	187	VERENDRYE ELECTRIC	$91,091.55	100007291
AT&T	$1,366.62	100007292	48 NORTH CONCRETE CONSTRUCTION INC	$11,740.00	307037
SOURIS BASIN PLANNING COUNCIL	$37,790.20	188	AAAE	$165.00	307038
SOURIS BASIN PLANNING COUNCIL	$20,964.47	189	ACME TOOLS	$874.17	307039
SOURIS BASIN PLANNING COUNCIL	$8,033.35	190	ADP SCREENING & SELECTION SERVICES	$704.00	307040
1 CALL SEPTIC SERVICES, INC	$9,983.36	306864	ADVENTURE DIVERS	$500.00	307041
3D SPECIALTIES, INC	$1,211.40	306865	AH1 ANDERSON ROOFING, INC	$14,700.00	307042
48 NORTH CONCRETE CONSTRUCTION INC	$50,930.00	306866	AIDEN WELLS & MICHELLE FJELDAHL	$849.87	307043
ABSOLUTE COMFORT, INC.	$100.00	306867	ALL SEASON ARENA	$56,906.94	307044
ACME TOOLS	$173.65	306868	AMAZON	$77.03	307045
ADVANCED BUSINESS METHODS	$4,475.33	306869	AMERICAN TRUCK & TRAILER, LLC	$3,896.46	307046
AMAZON	$487.84	306870	APEX ENGINEERING GROUP	$2,500.00	307048
AMERICAN WELDING & GAS, INC.	$4,617.60	306871	APH/AUTO VALUE	$842.02	307049
APEX ENGINEERING GROUP	$163,201.94	306872	AQUA-PURE, INC.	$16,536.00	307050
APH/AUTO VALUE	$621.47	306873	ASSETWORKS	$5,280.00	307051
AQUA-PURE, INC.	$88,298.12	306874	BAKER & TAYLOR BOOKS	$425.13	307052
BAKER & TAYLOR BOOKS	$1,844.77	306875	BECHTOLD PAVING	$23,247.00	307053
BALCO UNIFORM COMPANY, INC.	$40.35	306876	BETH REIERSON-GILBERTSON	$472.93	307171
BECHTOLD PAVING	$11,051.00	306877	BRAVERA INSURANCE	$141.00	307055

BERVEN INDUSTRIES, LLC	$8,070.60	306990	BUTLER MACHINERY CO.	$775.85	307056
BLUESTONE CONSTRUCTION, INC.	$17,322.13	306878	C& R RADIATOR	$4,323.00	307057
BOLTON & MENK, INC	$58,270.65	306879	CAROLINA SOFTWARE	$475.00	307058
BRAVERA INSURANCE	$77.00	306880	Barney & Sheri Stewart	$950.00	307059
BURLINGTON ELECTRIC	$123,360.00	306882	Beverly Pfeifer	$16,758.00	307060
BUTLER MACHINERY CO.	$1,638.12	306883	Cynthia Guthrie	$191.40	307061
Jacqueline Abbott	$675.00	306884	Estate of Clayton S. Patterson	$1,750.00	307062
Jamie Greaves	$1,000.00	306885	Joshua Pikka	$360.60	307063
Monica Eichstadt	$50,797.30	306886	Roger Ward Moving & Storage	$25,076.24	307064
Rebecca Seright	$1,150.00	306887	Roger Ward Moving and Storage	$1,250.00	307065
CHRISTIANSON HEATING & AIR	$1,500.00	306888	VB Enterprises, LLC	$4,930.00	307066
CITY OF MINOT	$75.00	306980	CDM SMITH	$113,472.80	307067
COOKIES FOR YOU	$900.00	306889	CENTRAL NETWORK RETAIL GROUP LLC	$26.31	307136
CUMMINS POWER, LLC	$840.00	306890	CITY OF BISMARCK	$3,010.18	307054
DAKOTA FLUID MOTION, LLC	$7,840.50	306891	CO2 SYSTEMS, INC.	$3,960.00	307068
DAKOTA SUPPLY GROUP	$670.39	306892	CREATIVE CONCRETE	$57,425.00	307069
DICKINSON MUNICIPAL AIRPORT	$600.00	306893	CURT'S STARTER & ALT. SERVICE	$119.78	307070
DIG IT UP BACKHOE SERVICE	$682,874.30	306894	DACOTAH PAPER CO.	$156.33	307071
DOMESTIC VIOLENCE CRISIS CENTER	$827.32	306895	DAKOTA FIRE EXTINGUISHER	$660.81	307072
EAPC	$6,432.00	306896	DAKOTA FLUID POWER, INC.	$12.49	307073
ECOLAB PEST ELIMINATION DIVISION	$950.19	306897	DARYLE E LORENZ JR	$6,948.75	307078
ELAN CITY INC	$7,000.00	306898	DAVIDSON CONSTRUCTION	$31,350.00	307074
ELDORADO NATIONAL - CALIFORNIA	$829.80	306899	DECOMM VENTURES, LP	$2,400.00	307075
Alex Choi	$232.00	306900	DIG IT UP BACKHOE SERVICE	$100,461.25	307076
Andrew Hess	$25.00	306901	DIG IT UP BACKHOE SERVICE	$10,455.88	307199
Ben Clark	$34.00	306902	DR. ANTHONY TATMAN	$100.00	307077
Brian Horinka	$430.20	306903	ELDORADO NATIONAL - CALIFORNIA	$1,042.02	307079
Casey Rostberg	$460.00	306904	Brian Billingsley	$192.20	307080
Chelsy Nelson	($102.00)	306905	Brian Horinka	$103.24	307081
Damon Druse	$102.00	306906	Carrie Young	$273.50	307082
Dan Lovelace	$102.00	306907	Daniel Gonzales	$292.40	307083
Doug Diedrichsen	$292.40	306908	Elijah Hanks	$132.80	307084
Duran Bischof	$20.02	306909	Emily Huettl	$165.65	307085
Eric Hathaway	$469.20	306910	Emily Ostlund	$386.32	307086
Jamison Baier	$34.00	306911	Jessica Presley	$292.40	307087
Jeremy Croxall	$460.00	306912	Joseph Michael Mennem	$20.00	307088
Justin Burgess	$460.00	306913	Kristin Guerton	$315.37	307089
Krystle Foster	$53.90	306914	Landon Halseth	$109.06	307090
Maria Romanick	$194.38	306915	Michael Frye	$7,500.00	307091
Melissa Anderson	$42.35	306916	Randi Monley	$40.04	307092
Michael Ross	$460.00	306917	Randi Monley	$156.40	307093
Mikayla McWilliams	$172.94	306918	Scott Knopp	$156.40	307094
Rebecca Murrieta	$5.00	306919	Tom Steckler	$147.60	307095
Rebecca Murrieta	$5.00	306920	Zachary Petty	$20.00	307096
Robby Brown	$170.00	306921	ENERBASE	$21,220.33	307097
Ryan Kamrowski	$88.40	306922	FACTORY MOTOR PARTS	$1,569.66	307098
Shelia Maragos	$220.60	306923	FIRE EQUIPMENT CO.	$575.50	307099
Stephen Joersz	$106.20	306924	FIRST INTERNATIONAL BANK & TRUST	$715.00	307101
Stuart Hammer	$170.00	306925	FLEET PRIDE	$74.26	307102
Vanessa Brock	$34.00	306926	FLEETMIND SOLUTIONS, INC.	$6,295.69	307103
Vanessa Brock	$25.00	306927	FLEXIBLE PIPE TOOLS & EQUIPMENT	$145.75	307104
ENERBASE	$11,764.36	306928	G & P COMMERCIAL SALES	$107.75	307105
FACTORY MOTOR PARTS	$902.15	306929	Aliana Bamoski	$725.00	1211
FIRE EQUIPMENT CO.	$622.00	306932	Cassandra Lockwood	$125.00	1212
FIRST DISTRICT HEALTH UNIT	$26,500.00	306933	Christopher Jay Johnson	$350.00	1213
FIRST INTERNATIONAL BANK & TRUST	$715.00	306934	Christopher Schlak	$300.00	1214
FLASHPARKING, INC	$1,650.00	306935	Kaylie Brooke Mongold	$750.00	1215
FLEET PRIDE	$118.99	306936	Keela Jo Kary	$80.00	1216
G & P COMMERCIAL SALES	$473.10	306937	Owen James Bennett	$350.00	1217
GEFROH ELECTRIC	$16,240.00	306938	Ward County Clerk of Court	$1,500.00	1218
GENERAL EQUIPMENT	$400.00	306956	Ward County Clerk Of Court	$750.00	1219
Alyssa Granstaff	$225.00	1193	Broadway Liquor	$25.00	307106
Luis Colon	$225.00	1194	Celine Eden Marx	$15.00	307107
Thomas McDermott	$225.00	1195	Cody Ceynar	$25.00	307108
Broadway Liquor	$25.00	306939	Family Support Registry	$25.00	307109
Crisis Intervention Training	$75.00	306940	Jane Ellis	$25.00	307110
David Kees	$1,102.28	306941	Kamna Convenience Stores	$10.00	307111
Jennifer Johnson	$50.00	306942	Little Ceasers	$50.00	307112
Kamna Convenience Stores	$10.00	306943	Menards Inc	$40.00	307113
Katelynn Bowen	$25.00	306944	Minot Area Career Expo	$200.00	307114
Kelsey Spidahl	$25.00	306945	MN Child Support Division	$230.00	307115
Lindsay Elizabeth Kreger	$100.00	306946	ND Child Support	$25.00	307116
Italo Brandon Camacho	$25.00	306947	North Dakota Child Support	$50.00	307117
Madison Henry	$50.00	306948	Sarah Brien	$100.00	307118
Marketplace Liquor	$10.00	306949	Wal-Mart	$5.00	307119
Meaghan Marie Struckness	$10.00	306950	GENERAL TRADING	$65.32	307120
ND Child Support	$25.00	306951	GERDAU RECYCLING	$18.57	307121
Rodney Neuhalfen	$150.00	306952	H.A. THOMPSON & SONS, INC.	$3,348.35	307123

Shannon Leah Hoff	$450.00	306953	HACH	$3,218.39	307124
Tina E Hagen	$65.00	306954	HARLOW'S BUS SALES, INC. - ROLETTE	$646.01	307125
Virgil R Frost	$290.00	306955	HAWKINS, INC.	$4,222.00	307126
GENERAL TRADING	$70.73	306957	HIGH POINT NETWORKS, LLC	$3,678.95	307127
GOOSENECK IMPLEMENT COMPANY	$5,044.58	306958	IDEXX DISTRUBTION, INC.	$737.78	307128
GUARDIAN FLEET SAFETY	$451.45	306960	IED SUPPORT SERVICES	$118,361.82	307129
H.A. THOMPSON & SONS, INC.	$7,550.00	306961	INFORMATION TECHNOLOGY DEPARTMENT	$3,410.25	307130
HANSON'S EXCAVATING	$104,718.50	306962	JOHN DEERE FINANCIAL	$182.53	307122
HAWKINS, INC.	$2,411.64	306963	KELLER PAVING AND LANDSCAPING	$259,050.64	307131
INDUSTRIAL BUILDERS, INC.	$170,838.26	306964	KLJ ENGINEERING, LLC	$50,296.00	307132
JOHN DEERE FINANCIAL	$61.07	306959	LARSON WELDING & MACHINES CO, INC.	$1,140.40	307133
KELLER PAVING AND LANDSCAPING	$1,279.25	306965	LIANA MUNOZ & BERNARDINO MUNOZ JR.	$567.55	307149
KIWANIS CLUB OF MINOT	$300.00	306966	LITE FORM CONSTRUCTION, LLC	$34,276.00	307135
LANGUAGE LINE SERVICES	$92.27	306967	LOCALITY MEDIA, LLC	$9,852.50	307100
LOWES PRINTING, INC.	$736.90	306968	MAGIC CITY GARAGE DOOR COMPANY	$531.50	307137
M-B COMPANIES, INC	$4,698.66	306969	MAIN ELECTRIC CONSTRUCTION	$100,625.40	307138
MAIN ELECTRIC CONSTRUCTION	$33,480.70	306971	MARTIN, JERILYN	$2,480.09	307139
MATTSON CONSTRUCTION	$229,432.00	306972	MATTHEW BENDER & COMPANY, INC.	$697.07	307134
MEDALLUS & VACHAROTHONE LTD	$12,315.00	306973	MEDALLUS & VACHAROTHONE LTD	$8,975.00	307141
MELANIE MOORE	$50.00	306981	MIDWEST TAPE	$471.54	307142
MIDWEST TAPE	$3,713.34	306974	MINOT AUTO	$1,379.12	307143
MINOT AREA CHAMBER EDC	$46,637.50	306970	MINOT AUTOMOTIVE CENTER	$900.60	307144
MINOT AREA COUNCIL OF THE ARTS, INC	$3,333.33	306975	MINOT EMPLOYEE DONATIONS	$718.96	307145
MINOT AUTO	$1,171.28	306976	MINOT PARK DISTRICT	$70,648.34	307146
MINOT AUTOMOTIVE COMPANY, LLC	$45,564.00	306977	MOORE ENGINEERING, INC	$28,447.35	307147
MINOT EMPLOYEE DONATIONS	$734.12	306978	MTI DISTRIBUTING CO.	$1,148.27	307148
MINOT PARK DISTRICT	$247,828.00	306979	NATIONAL SAFETY APPAREL	$315.95	307150
MORELLI'S DISTRIBUTING, INC.	$554.00	306982	ND DEPT OF WATER RESOURCES	$3,371,525.36	307151
MOWBRAY & SONS	$6,955.59	306983	ND FRATERNAL ORDER OF POLICE	$1,452.00	307152
MTI DISTRIBUTING CO.	$145.23	306984	ND STATE RADIO COMM.	$3,600.00	307153
MVTL LABORATORIES	$289.00	306985	ND WATER USERS ASSN.	$310.00	307154
NAPA AUTO PARTS	$1,179.64	306986	NEWARK ELECTRONICS	$32.59	307155
ND DEPT OF TRANSPORTATION	$833,509.13	306987	NOVA FIRE PROTECTION CO.	$11,288.00	307156
ND DEPT OF WATER RESOURCES	$16,238.78	306988	NYBAKKEN BODY SHOP	$2,608.33	307157
ND MUNICIPAL JUDGE'S ASSOCIATION	$75.00	306989	O'REILLY AUTO PARTS	$71.88	307158
NORTH PRAIRIE RURAL WATER DISTRICT	$170.72	306991	OLSON'S TOWING	$3,639.38	307159
NORTHERN TESTING	$1,175.00	306992	ONE CALL CONCEPTS, INC.	$854.65	307160
NORTHWEST TIRE AND RETREAD	$10,521.53	306993	OVERHEAD DOOR CO. OF MINOT	$6,671.00	307161
O'DAY EQUIP., INC.	$490.29	306994	PRAIRIE SUPPLY	$42.44	307162
O'REILLY AUTO PARTS	$72.28	306995	PREFERRED CONTROLS CORP	$2,868.72	307163
ONE CALL CONCEPTS, INC.	$320.95	306996	PROCOLLECT	$744.10	307164
OVERDRIVE	$5,600.00	306997	RDO EQUIPMENT	$2,719.72	307165
PARKLAND USA CORPORATION	$3,643.77	306931	RED ROCK FORD OF GRAND FORKS, LLC	$725.11	307166
PLAYAWAY PRODUCTS LLC	$56.99	306998	CRISERA, RICHARD	$309.81	307167
POMP'S TIRE SERVICE, INC.	$107.00	306999	DUREN, JASON	$34.45	307168
PRAIRIE ENGINEERING, P.C.	$1,175.00	307000	ROGERS, JEREMY F	$1,103.00	307169
PRAIRIE SCALE SYSTEMS, INC.	$2,020.50	307001	SCHELL, MATT	$60.70	307170
PROTECH INTEGRATIONS, LLC	$7,585.74	307002	RICE, KRISTINA	$2,236.36	307172
RALPH'S PLUMBING	$1,216.04	307003	RIEKES EQUIPMENT	$148.02	307173
RAPID FIRE PROTECTION, INC.	$885.84	307004	ROLLKALL TECHNOLOGIES LLC	$18.00	307174
RDO EQUIPMENT	$10,681.41	307005	SANITATION PRODUCTS	$5,780.42	307175
REAL TIME TRANSLATIONS, INC.	$34.50	307006	SCHULTZ PROPERTY MAINTENANCE, LLC	$20,816.20	307176
RED ROCK FORD OF GRAND FORKS, LLC	$180.63	307007	SHERWIN WILLIAMS	$700.65	307177
RHI SUPPLY	$59.50	307008	SHORT ELLIOTT HENDRICKSON, INC	$219,660.72	307178
ROLAC CONTRACTING	$5,000.00	307009	SIGN SOLUTIONS USA	$56.05	307179
SANITATION PRODUCTS	$4,585.77	307010	SOURIS VALLEY REGIONAL LODGE 7	$3,187.50	307180
SHORT ELLIOTT HENDRICKSON, INC	$159,100.00	307011	SRF CONSULTING GROUP	$14,061.59	307181
SIGNS TODAY	$287.75	307012	STEVENSON, MARY	$2,365.73	307140
SIMON MOORE	$1,224.00	306881	STRATA CORPORATION	$1,494,215.00	307182
SMART PLANET SOFTWARE, LLC	$539.73	307013	TECTA AMERICA	$1,163.33	307183
SOURIS BASIN PLANNING COUNCIL	$1,666.00	307014	THE HOWARD COMPANY, INC	$3,423.48	307184
SOURIS VALLEY HUMANE SOCIETY, INC.	$13,499.65	307015	THE IRIS COMPANIES	$464.65	307185
SRF CONSULTING GROUP	$6,026.62	307016	TITAN MACHINERY	$3,574.63	307186
STEIN CONSTRUCTION, INC.	$4,040.00	307017	TRINITY HEALTH	$7,841.42	307187
STRATA CORPORATION	$490,554.45	307018	TUFF TRUCKS	$1,719.96	307188
SUNDRE SAND & GRAVEL, INC.	$5,773.60	307019	ULTRA CONTRACTING, LLC	$3,500.00	307189
SWANSTON EQUIPMENT COMPANIES	$1,996.05	307020	UNITED MAILING SERVICE	$268.00	307190
TECTA AMERICA	$4,995.00	307021	UNITED QUALITY COOPERATIVE	$44,361.19	307191
TERMINAL SUPPLY CO.	$28.56	307022	VISIT MINOT	$87,092.98	307192
THEIN WELL	$121,818.87	307023	WALLWORK TRUCK CENTER MINOT	$3,288.08	307193
TITAN MACHINERY	$4,705.23	307024	WARD COUNTY SHERIFF'S DEPARTMENT	$1,317.00	307194
TRAFFIC CONTROL CORPORATION	$12,215.00	307025	WARD COUNTY TREASURER	$18,735.24	307195
TRANE U.S. INC.	$65.16	306930	WEST OAKS ANIMAL HOSPITAL	$165.00	307196
TRINITY MEDICAL GROUP	$974.00	307026	WESTLIE FORD	$943.29	307197
U.S. POST OFFICE	$5,800.00	307027	WESTLIE TRUCK CENTER	$13,488.73	307198
UNITED MAILING SERVICE	$377.32	307028	ZACHARY JOHNSHOY	$528.97	307047
VISIT MINOT	$44,320.84	307029		$29,481,475.23	

MAYORAL APPOINTMENTS - Confirm the following Mayoral Appointments:

- Kevin Seehafer, Labor Position on the MAGIC Fund Screening Committee, with a term to expire April 2028.
- Todd Telin, Business Position on the MAGIC Fund Screening Committee, with a term to expire July 2028.
- Dan Ternes, Finance Position on the MAGIC Fund Screening Committee, with a term to expire June 2028.
- Kelly Perin, Finance Position on the MAGIC Fund Screening Committee, with a term to expire June 2027.
- Lisa Olson, Minot Member Jurisdiction on the Central Dakota MPO Policy Board, with a term to expire November 2027.

2026 - AWARD OF FUEL BID - Award to Enerbase for the winter and summer blend diesel and to Farstad for unleaded gas; and authorize the Mayor and staff to sign applicable documentation.

APPROVAL OF LETTER OF SUPPORT FOR THE METROPOLITAN TRANSPORTATION PLAN - Approve the attached letter of support for the draft Metropolitan Transportation Plan.

CASE #2025-51 LINHA'S 6TH ADDITION - FINAL PLAT - Approve the Final Plat as provided in Attachment A.

2026 WATER & WASTEWATER CHEMICALS - AWARD OF BID (4232) - Award the bid to the following suppliers for water and wastewater treatment chemicals:

1. Chlorine awarded to Hawkins Water Treatment for $2,050.00/ton
2. Ammonium sulfate awarded to Hawkins Water Treatment for $0.48/pound
3. Calcium nitrate solution awarded to Thatcher Company, Inc., for $3.99/gallon
4. Lime awarded to Graymont for $237/ton
5. Carbon dioxide awarded to AWG for $238/ton

APPROVE THE REQUEST FOR QUALIFICATIONS (RFQ) FOR ARCHITECT AND ENGINEERING SERVICES TO REMODEL THE MINOT POLICE STATION

The motion to approve the Request for Qualifications (RFQ) for Architect and Engineering Services to remodel the Minot Police Station, and approve the legal ad for publication was initiated by City Council Member Samuelson, seconded by City Council Member Fuller and carried by the following roll call vote: ayes: Mike Blessum, Rob Fuller, Mike Hayes, Mark Jantzer, Lisa Olson, Paul Pitner, Scott Samuelson; nays: None.

BUDGET AMENDMENT FOR POUND SERVICES

The motion to pass the budget amendment on first reading for pound services was initiated by City Council Member Blessum, seconded by City Council Member Fuller and carried by the following roll call vote: ayes: Mike Blessum, Rob Fuller, Mike Hayes, Mark Jantzer, Lisa Olson, Paul Pitner, Scott Samuelson; nays: None.

ACTION ITEMS

WAIVER OF STORM SEWER MAINTENANCE FEES FOR PROPERTIES

The motion to approve to backdate the storm sewer maintenance portion for the 12 properties affected by the change back to January 1, 2025, was initiated by City Council Member Fuller, seconded by City Council Member Blessum and carried by the following roll call vote: ayes: Mike Blessum, Rob Fuller, Mike Hayes, Mark Jantzer, Lisa Olson, Paul Pitner, Scott Samuelson; nays: None.

2025 CRIMINAL AND TRAFFIC ORDINANCE UPDATES

The motion to pass the 2025 Criminal and Traffic Ordinance updates on first reading was initiated by City Council Member Fuller and seconded by City Council Member Hayes.

The motion to amend to keep the ticket fee at $300 for the first offense and $600 for the second offense for driving without insurance in Section 20-6(a) was initiated by City Council Member Samuelson, seconded by City Council Member Blessum and carried by the following roll call vote: ayes: Mike Blessum, Rob Fuller, Mike Hayes, Mark Jantzer, Lisa Olson, Paul Pitner, Scott Samuelson; nays: None.

The motion to pass the 2025 Criminal and Traffic Ordinance updates on first reading with the amendment was initiated by City Council Member Fuller, seconded by City Council Member Hayes and carried by the following roll call vote: ayes: Mike Blessum, Rob Fuller, Mike Hayes, Mark Jantzer, Lisa Olson, Paul Pitner, Scott Samuelson; nays: None.

BUDGET AMENDMENT FOR TRANSMISSION REPLACEMENT FOR TRANSIT BUS

The motion to approve the budget amendment on the first reading in the amount of $20,513.00; authorize Staff to begin repairs prior to second reading of the budget amendment; and authorize the Mayor and staff to sign applicable documentation was initiated by City Council Member Samuelson, seconded by City Council Member Blessum and carried by the following roll call vote: ayes: Mike Blessum, Rob Fuller, Mike Hayes, Mark Jantzer, Lisa Olson, Paul Pitner, Scott Samuelson; nays: None.

PERSONAL APPEARANCES

Billi Gunderson spoke to the City Council about ADA requirements.

MISCELLANEOUS AND DISCUSSION ITEMS

CITY OF MINOT AND WARD COUNTY JOINT COMMITTEE DISCUSSION

The motion to approve a joint committee of City of Minot Council Members and Ward County Commissioners was initiated by City Council Member Fuller, seconded by City Council Member Blessum and carried by the following roll call vote: ayes: Mike Blessum, Rob Fuller, Mike Hayes, Mark Jantzer, Lisa Olson, Paul Pitner, Scott Samuelson; nays: None. Alderman Fuller will reach out to members of the Ward County Commission for further discussion.

ADJOURNMENT

The motion to adjourn the meeting at 6:41 pm was initiated by City Council Member Pitner, seconded by City Council Member Fuller and carried by the following roll call vote: ayes: Mike Blessum, Rob Fuller, Mike Hayes, Mark Jantzer, Lisa Olson, Paul Pitner, Scott Samuelson; nays: None.

ATTEST:

Mikayla McWilliams, City Clerk

APPROVED:

Mark Jantzer, Mayor

Ward County Commission
P.O. Box 5005 · Minot, ND 58702-5005 · 701-857-6420

Date: October 23, 2025

Central Dakota Metropolitan Planning Organization
Attn: John Van Dyke, Executive Director
515 2nd Avenue SW
Minot, ND 58701

Subject: Letter of Support – Central Dakota MPO 2050 Metropolitan Transportation Plan (MTP)

Dear Mr. Van Dyke,

Thank you for the opportunity to review and comment on the *Central Dakota MPO 2050 Metropolitan Transportation Plan (MTP)*, which outlines regional priorities and investments for the transportation system through the year 2050. As one of the member agencies of the Central Dakota MPO, Ward County has been actively engaged in the development of this plan through participation in the Technical Advisory Committee (TAC) process.

Ward County staff have participated in the review of draft plan materials and provided input throughout the plan's development. The Ward County Board of Commissioners supports the overall investment direction and content of the MTP, pending final review and approval by the Central Dakota MPO TAC and Policy Board.

Ward County specifically supports projects that maintain, improve, and enhance the safety and functionality of the County's roadway network within the MPO area. The County also expresses strong support for advancement of the **Southwest Connector Corridor**, which will enhance regional connectivity and economic development, as well as the implementation of **Highway Safety Improvement Program (HSIP)** projects that address safety concerns and reduce crash risks across the transportation system.

The County appreciates the collaboration and coordinated effort demonstrated by the MPO, its member jurisdictions, and partner agencies in the preparation of this long-range plan. Ward County looks forward to continued partnership in implementing the MTP's goals and advancing projects that promote a safe, efficient, and sustainable regional transportation network.

Sincerely,

John Fjeldahl

John Fjeldahl
Chairman, Ward County Commission
Ward County, North Dakota

AGENCY LETTERHEAD

To: Central Dakota Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC)
From: City of Surrey
Re: Agency Review and Support of Central Dakota MPO 2050 Metropolitan Transportation Plan
Date: October 10, 2025

Dear Central Dakota MPO TAC,

Thank you for the opportunity to review and comment on the Central Dakota MPO 2050 Metropolitan Transportation Plan (MTP), which describes regional investments in the transportation system through 2050. City of Surrey staff, as one of the member agencies of the Central Dakota MPO, was engaged in development of the plan through participation in the TAC. The City of Surrey respectfully submits the following comments on the plan for consideration:

Administrative Comments

Please note any clerical errors or other administrative revisions being requested. These are changes that would not substantially change the content of the plan and could include corrections to project information or existing data sets.

The City of Surrey notes and respectfully requests the following items for correction:

Content Comments

This area is for requests in changes to the content of the fiscally constrained plan. Content comments could include the addition or subtraction of a project, a request for a different investment strategy, or other change to the plan recommendations.

The City of Surrey respectfully requests:

Plan Support

The City of Surrey staff participated in the development of the plan through the TAC process and reviewed the draft plan content. The City of Surrey supports the investment direction and content of the plan, pending Central Dakota MPO TAC and Policy Board review and approval.

These official comments, approved at the City of Surrey's October 6, 2025, Regular meeting, depict the City of Surrey's feedback on and support of the MTP and are made in the interest of strengthening the 2050 MTP. Thank you for your consideration of these comments and continued partnership in the regional transportation planning process.

Michael Thiesen

Surrey City Mayor

City of Burlington
225 N Wallace Street
P.O. Box 159
Burlington, ND 58722-0159
www.burlingtonnd.org
Ph: (701)852-5233

To: Central Dakota Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC)
From: City of Burlington
Re: Agency Review and Support of Central Dakota MPO 2050 Metropolitan Transportation Plan
Date: October 24, 2025

Dear Central Dakota MPO TAC,

Thank you for the opportunity to review and comment on the Central Dakota MPO 2050 Metropolitan Transportation Plan (MTP), which describes regional investments in the transportation system through 2050. City of Burlington staff, as one of the member agencies of the Central Dakota MPO, was engaged in development of the plan through participation in the TAC. City of Burlington respectfully submits the following comments on the plan for consideration:

Administrative Comments

City of Burlington notes and respectfully requests the following items for correction:

- Page 7 – 2000 census data: revise from 2,000 to 1,096
- Page 48 – Add Burlington CIP Project #4: Second access to Highlands Ranch via US 2/52
- Page 166 – Figure 71 – corrections to project locations per the attached.

Content Comments

City of Burlington respectfully requests:

- Replace Project 27A with Project P-14A on the Fiscally Constrained Plan
- Addition of project to add a second Access to Highlands Ranch to the Fiscally Constrained Plan

Plan Support

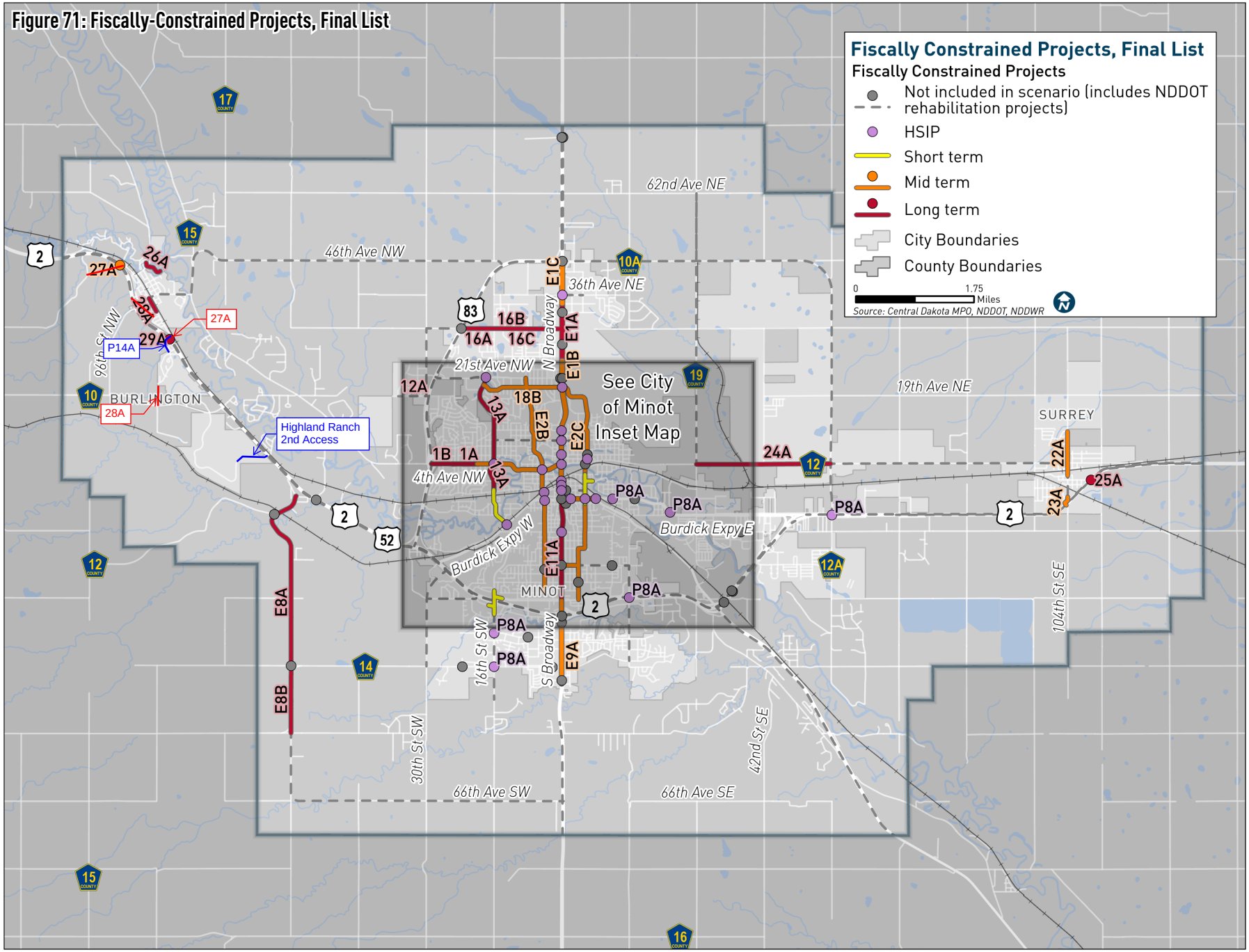
City of Burlington staff participated in the development of the plan through the TAC process and reviewed the draft plan content. The City of Burlington supports the investment direction and content of the plan, pending Central Dakota MPO TAC and Policy Board review and approval.

These official comments, approved at the October 6, 2025 City of Burlington regular council meeting, depict the City of Burlington's feedback on and support of the MTP and are made in the interest of strengthening the 2050 MTP. Thank you for your consideration of these comments and continued partnership in the regional transportation planning process.

Jack Anderson

Jack Anderson, Mayor
City of Burlington

Figure 71: Fiscally-Constrained Projects, Final List



CENTRAL DAKOTA MPO

2050 METROPOLITAN TRANSPORTATION PLAN

Adopted December 2025

ACKNOWLEDGMENTS

Central Dakota MPO Technical Advisory Committee

Korby Seward, District Engineer, NDDOT Minot District
Will Hutchings, NDDOT, MPO Coordinator/ Urban Projects Coordinator
Lance Meyer, City Engineer, City of Minot
Brian Horinka, Transit Superintendent, City of Minot/Minot City Transit
Doug Diedrichsen, Principle Planner, City of Minot
Dana Larsen, County Engineer, Ward County
Beth Pietsch, Planner, Ward County
Sarah Karhoff, City Auditor, City of Burlington
David Anders, Public Works Director, City of Burlington
Jesse Berg, City of Surrey
John Van Dyke, Executive Director, Central Dakota MPO

Central Dakota MPO Policy Board

John Fjeldahl, Ward County
Jim Rostad, Ward County
Mike Thiesen, City of Surrey
Jerick Hedges, City of Burlington
Lisa Olson, City of Minot
Mark Jantzer, City of Minot
Tom Joyce, City of Minot
Ron Merritt, Ward County (alternate)
Steve Fennewald, City of Surrey (alternate)
Reed Opland, City of Burlington (alternate)
Paul Pitner, City of Minot (alternate)

North Dakota Department of Transportation

Wayne Zacher
Stacey Hanson
Chad Orn
Michael Johnson
Chad Frisinger

United States Department of Transportation

Kristen Sperry, Federal Highway Administration
Ranae Tunison, Federal Transit Administration

Ward County

Board of Ward County Commissioners
John Fjeldahl, Chairman
Jim Rostad, Vice Chairman
Miranda Schuler, County Commissioner
Ron Merritt, County Commissioner
Jason Olson, County Commissioner

City of Burlington

City Council
Jack Anderson
Jerick Hedges
Devra Smestad
Jarrod Nelson
Reed Opland

City of Minot

City Council
Mark Jantzer, Mayor
Mike Blessum, President
Rob Fuller
Paul Pitner
Lisa Olson
Scott Samuelson
Mike Hayes

City of Surrey

City Council
Michael Thiesen, Mayor
Twila Gantzer
Steve Fennewald
Jonathan Hix
Brady Morgan
Richard Napora
Tiffany Wheeler

Participating Stakeholder Organizations

Minot Area Chamber Economic Development Council
Minot Convention and Visitors Bureau
Safe Kids Minot
Souris Basin Planning Council
Minot Area Homeless Coalition
Independence Inc.
Domestic Violence Crisis Center
ND Health and Human Services
ND Center for Persons with Disabilities
MARCO Recovery Center
Rail Modal Group
Aspire Credit Union
Burlington Northern Santa Fe Railway
Canadian Pacific Kansas City Railway
Vision Zero Northwest Region
Hess Corporation
North Dakota State Fair
ND Motor Carrier Association
Trinity Health Care
Minot Daily News
KMOT/KX News

Project Management Team

John Van Dyke, Executive Director, Central Dakota MPO

BOLTON & MENK
Real People. Real Solutions.

SRF

The preparation of this report has been funded in part by the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this document reflect the views of the authors who are responsible for the facts or accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the US Department of Transportation. The report does not constitute a standard, specification, or regulation.

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BACKGROUND OF THE MTP

The Central Dakota Metropolitan Planning Organization (MPO) was designated by North Dakota Governor Doug Burgum on November 23, 2023, after the Minot urbanized area (as defined by the US Census) passed a population of 50,000 in the 2020 Census, requiring an MPO to be established. The new agency allows for a collaborative approach to transportation planning between multiple jurisdictions in the region. This document, the Metropolitan Transportation Plan (MTP), is required from each MPO in accordance with 23 CFR 450.300 to accomplish the objectives outlined by the MPO, the state, and the public transportation providers with respect to the development of the metropolitan area's transportation network. The MTP identifies how the MPO will manage and operate a multi-modal transportation system for a twenty plus year planning horizon while remaining fiscally constrained.

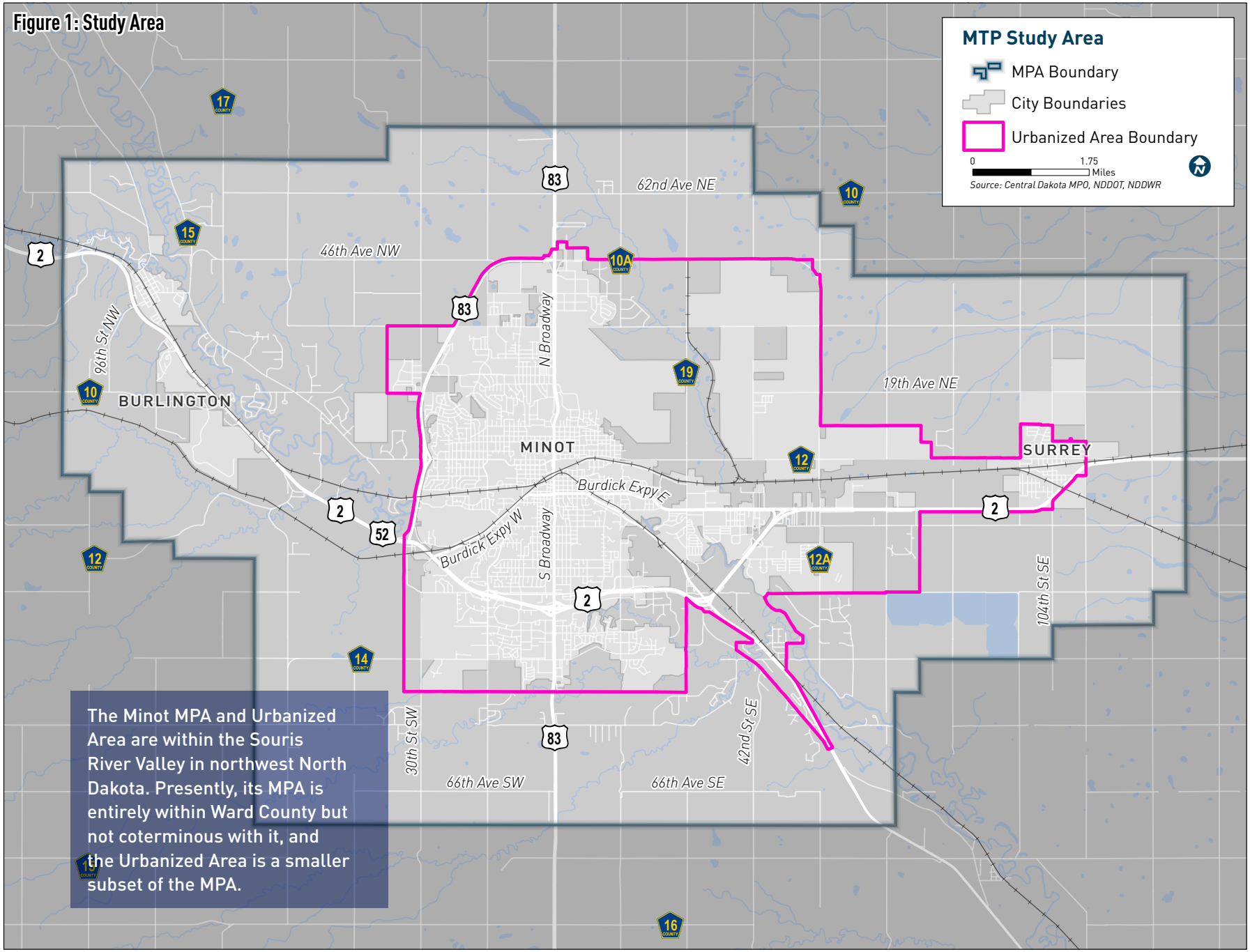
Federal laws require metropolitan transportation plans to ensure that urbanized areas develop and maintain efficient, safe, and sustainable transportation systems. These plans are mandated by the Federal-Aid Highway Act of 1962 and subsequent legislation, which emphasize a ***continuing, cooperative, and comprehensive*** (3-C) planning process. The primary objective for this plan, and the Central Dakota MPO in general, is to foster regional cooperation among local governments, the North Dakota Department of Transportation (NDDOT), and and other agencies involved with transportation systems support. MPOs are responsible for creating these plans, which must address the mobility needs of people and freight, support economic growth, and consider environmental impacts.

A MTP is a critical component of the organization's efforts. It typically covers a 20-year planning horizon and will outline the Minot region's vision for its transportation system. Its value is in its guidance of decision-making and prioritizing investments in transportation infrastructure. By identifying future transportation needs and setting goals, the MTP helps ensure that resources are allocated efficiently and effectively. It also provides a framework for coordinating transportation projects across different jurisdictions and modes of transport, thereby enhancing regional connectivity and mobility. The current status and future of these transportation networks are examined within this document. The safety, mobility, and connectivity of each mode has been analyzed to develop objective measures for future investments.

Federal regulations require that Metropolitan Transportation Plans, Transportation Improvement Programs (TIPs), and Statewide Transportation Improvement Programs (STIPs) demonstrate *fiscal constraint.* This means that the plans must include sufficient financial information to confirm that the projects can be implemented using committed or reasonably expected revenue sources. Transportation improvements in a fiscally constrained plan are funded through a combination of federal, state, and local sources. The goal is to ensure that the transportation system is adequately operated and maintained within the available budget. Fiscal constraint enhances the credibility and usefulness of planning products by providing a realistic assessment of what can be achieved with the available resources.

This plan was successfully developed by the City of Minot, the City of Burlington, the City of Surrey, Ward County, the North Dakota Department of Transportation, residents and businesses of the region, and the Metropolitan Planning Organization. Based on community engagement, this plan outlines the necessary steps required to advance the identified goals and visions.

Figure 1: Study Area



CHAPTER 1.
EXISTING CONDITIONS

Regional Trends

As the Central Dakota area continues to grow, demographic changes will influence on how the regional transportation system operates in the future. Continued growth in population and employment could increase demand for travel options that match the needs of all residents living and working in the region. This section provides an overview of historical trends in the region and how expected future changes might impact the transportation system.

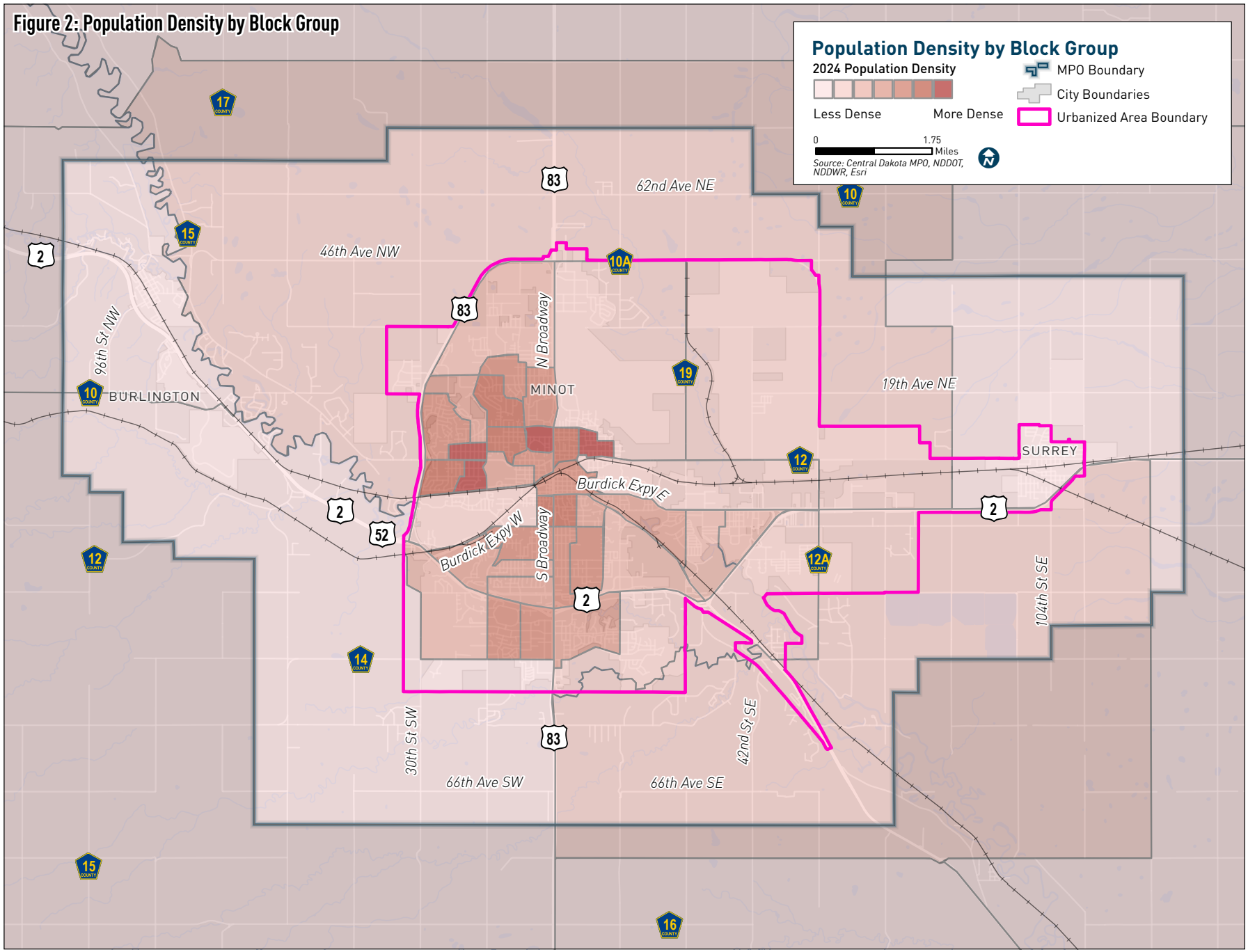
Population

The population for the Minot Urbanized Area, a part of the area for which Central Dakota MPO has jurisdiction and the part whose population determined the need for establishing the MPO, is estimated to be approximately 51,000. Table 1 below provides a breakdown of individual place Census populations within Ward County for 2000, 2010, and 2020. This includes the Urbanized Area, noting that it was not designated prior to the count of the 2020 Census and is therefore not compared to those earlier years. While the Urbanized Area and the larger Metropolitan Planning Area (MPA, or the full area of the MPO's planning jurisdiction) lie entirely within Ward County, they are not coterminous with the County—though they also fall outside of current Census geographies, such as tracts and block groups, and therefore subsequent **analysis of population in this section refers to the census block groups with which the MPA intersects.** Most of this population is in the City of Minot, which not only includes nearly the entire total of the Urbanized Area but also virtually all of its areas of higher population density, as illustrated in the map in Figure 2 on the following page.

Table 1: Historical Population Counts

	2000 Census Population	2010 Census Population	2020 Census Population
City of Surrey	920	900	1,350
City of Burlington	1,096	1,060	1,300
City of Minot	36,600	40,900	48,400
Minot Urbanized Area	Not designated	Not designated	50,900
Ward County	58,800	61,700	69,900

Figure 2: Population Density by Block Group



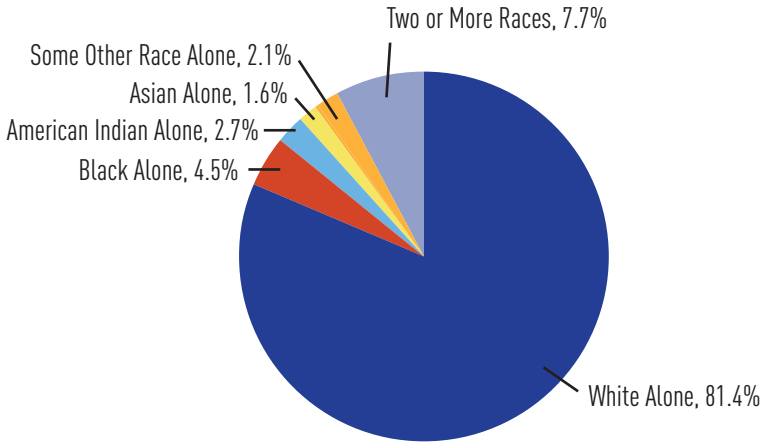
Population by Age

In 2020, the largest population group was 25 to 34 year olds (17.1%) with the second largest being 35 to 44 year olds (13.0%). Figure 3 shows the full population breakdown.

Race and Ethnicity

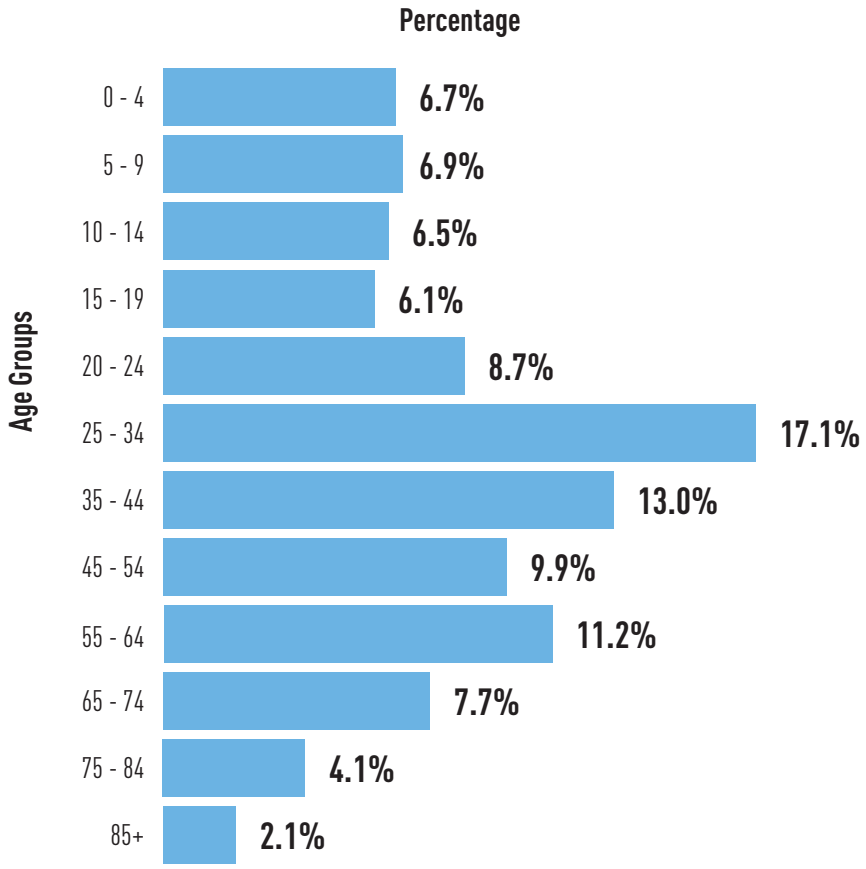
Figure 4 presents the racial and ethnic breakdown of the area's population based on 2020 U.S. Census Bureau data.

Figure 4: Race and Ethnicity



Persons of Hispanic origin, which is a self-identified designation that may include any race, account for 6.3% of the area population.

Figure 3: Population by Age



Income and Employment

Income

The median household income for the MPO area is approximately $80,000. (The per capita income is approximately $45,000.) The majority of households (22%) earn between $100,000 and $149,999 per year. A slightly smaller percentage (16%) earns between $50,000 and $74,999.

Table 2: 2022 Median Household Income

City of Surrey	City of Burlington	City of Minot	Ward County	Census Areas representing UZA and MPA
$100,104	$87,417	$75,545	$72,370	$79,602

Data source: US Census American Community Survey, Community Profiles

Employment

According to US Census Bureau American Community Survey (ACS) Data and economic data aggregated in ESRI's Business Analyst data resource, there are approximately 2,800 businesses in the census areas representing the UZA and MPA, with 37,400 employees in the workforce. Almost 60% of the workforce hold a typical professional services (white collar) career, while 20% work in industrial sectors (blue-collar careers), and approximately 20% work in retail and other general services. The top three occupation types are Management (12% of the labor force), Office/Administration (10.9%), and Sales (10.3%), followed by Transportation/Moving, Education/Library, and Health Practices. The Minot area has a very low unemployment rate of just under 2%.

Travel Trends

Over 28% of workers have an average travel time of 10 to 14 minutes per direction. 20% commute 5 to 9 minutes per direction and 18% commute 15 to 19 minutes per direction. While the majority of commuters have a relatively short travel time, 3% have a commute time of 60 to 89 minutes and 4% of the working population has a commute in excess of 90 minutes.

Based on the United States Census Bureau's Inflow/ Outflow Analysis, that shows where employees commute to from a specified region, based on 2017-2021 data, almost 18,000 residents are employed and live within the MPO boundary. Almost 9,000 people are employed within the MPO boundary but live outside of it, and just over 8,000 people live within the boundary but travel outside of it for employment.

Figure 5: Job Counts by Distance/Direction in 2021 for all Workers
All Jobs

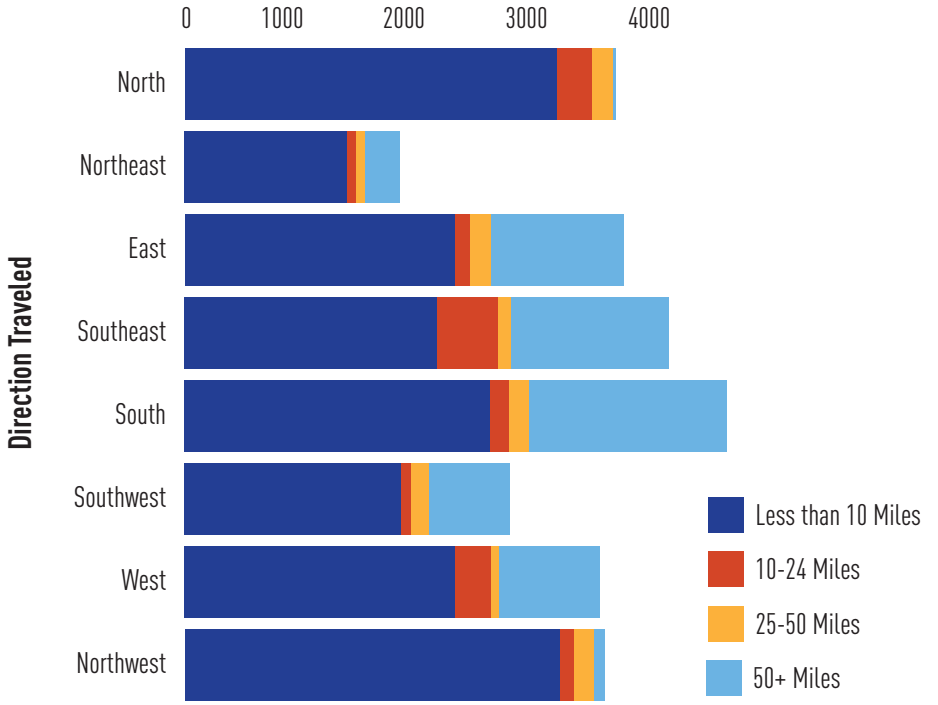


Table 3: Travel by Mode

	City of Surrey	City of Burlington	City of Minot	Ward County	Census Areas representing UZA and MPA
Drive Alone	89%	85%	81%	81%	82%
Carpool	7%	12%	11%	11%	11%
Walk to Work	0%	0%	2%	2%	1%
Bike to Work	0%	0%	0%	0%	0%
Took Public Transportation	0%	0%	0.2%	0%	0.2%

Data source: US Census American Community Survey, 2017-2021 Transportation to Work, Age 16+.

Housing

Of approximately 25,000 households, 60 percent of households own their home while 40 percent rent. The median home value within the census areas representing the Urbanized Area and MPA is $250,000, lower than the North Dakota average of $270,000. For those who do not own their place of residence, median rents are relatively low compared to median household income, suggesting a low level of cost-burdened households.

Approximately one-quarter (25 percent) of the Minot area's housing was built between 2010 and 2019, accompanying a large spike in the population from the North Dakota oil boom in the nearby Bakken region beginning in 2006. Outside of the 2010 to 2019 period, about 15 percent of homes were built between 1970 and 1979, the other single-largest decade of concentration reflecting early suburban expansion from Minot's historic footprint.

One noteworthy factor in Minot's housing supply relates to the 2011 flooding of the Souris River, the highest recorded flood in Minot's history. The most impacted area of the Souris River Valley was Downtown and adjacent central Minot neighborhoods, the area's most densely developed land and the location of majority of Minot's naturally-occurring affordable housing stock. While historic data is not available to document impacts on average rents, this reduced housing supply available near the historic urban core of the Minot region.

Table 4: Housing Market Summary Information

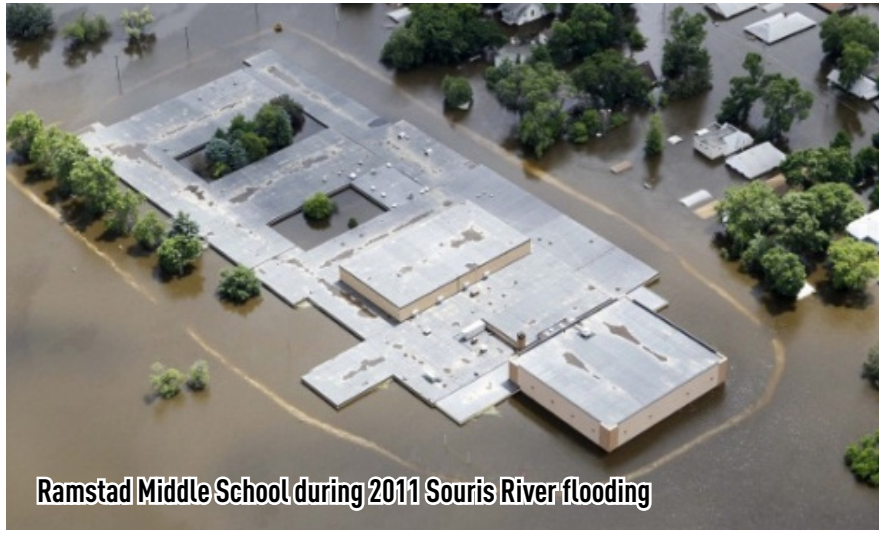
	City of Surrey	City of Burlington	City of Minot	Ward County	Census Areas representing UZA and MPA
2023 Median Home Value	$269,444	$206,490	$238,817	$243,613	$254,522
2021 Renter Households	50	94	8,802	11,267	9,333
2017-2021 Median Rent	$870	$835	$803	$854	$834

Data source: US Census American Community Survey, 2018-22, U.S. Census (2020)

Schools and Education

Within the greater Minot area there are five school districts: Minot, Nedrose, South Prairie, Surrey, and United (Des Lacs, Burlington). Additionally, private schools include Bishop Ryan Catholic School and Our Redeemer's Christian School. Each school district shares distinct transportation needs to serve students and staff. The rural school districts rely heavily on school bus systems, whereas Minot Public Schools do not provide their own district-wide busing services and instead encourage students to take alternative modes of transportation, such as biking, walking, and public transit.

Minot State University is located adjacent to U.S. Highway 83, just north of the Souris River and across from the Minot International Airport. The University offers over one hundred areas of study at the undergraduate and graduate level. As of the University's most recent count, total enrollment was approximately 2,800 with a student-to-professor ratio of 11 to 1.



Ramstad Middle School during 2011 Souris River flooding

Table 5: Level of Educational Attainment

	City of Surrey	City of Burlington	City of Minot	Ward County	Census Areas representing UZA and MPA
No High School Diploma	2%	6%	6%	5%	5%
High School Graduate	27%	35%	31%	31%	25%
Some College/No Degree	42%	34%	32%	33%	35%

Data source: US Census American Community Survey, 2018-22.

Safe Routes to School Program

In 2010, the City of Minot completed a comprehensive Safe Routes to School plan for all Minot Elementary Schools. The study created a list of priorities based on the need for new sidewalks. In 2019 and 2022, Washington and Edison Elementary Schools completed projects through this program. In 2021, the City applied for a Transportation Alternatives grant through the North Dakota Department of Transportation to install sidewalks in priority areas. Three elementary schools received new sidewalks in 2024 in their area of influence: Bel Air Elementary School, Washington Elementary School, and Edison Elementary School[1].

These efforts, now formalized with programmed funds from both the City of Minot and NDDOT, will be focused on Washington Elementary School (2025), Bel Air Elementary School (2026), and Lewis and Clark Elementary School (2026). Additionally, Edison Elementary will complete a Safe Routes to School Plan in 2027.

1 *https://www.minotnd.gov/720/Safe-Routes-to-School-Projects*

Minot State University

Minot North High School

Facing North on South Broadway and 17th Ave SW (May 2024)

Plan and Policy Review

This section includes a review of plans and policies and their relevance to the MPO area. The key issues and recommendations of the following plans and policies informed the development of the Metropolitan Transportation Plan.

2040 Minot Comprehensive Plan (2023)

The plan was adopted in May 2023 and considers new developments within Minot and a surge of investment for community revitalization. The 2040 Comprehensive Plan aims to capitalize on these opportunities and is founded on the idea that smart decision-making and careful planning will make the city even better.

The plan developed four goals related to the future of Transportation in Minot. Included are relevant policies to the MTP.

1. Goal: Maintain roadways in safe and serviceable condition.
2. Goal: Promote development patterns and transportation infrastructure that support access and connectivity for all travel modes.

- Policy: Integrate pedestrian and bicycle facilities into new and reconstructed streets.
- Policy: During subdivision review and master planning, consider opportunities to eliminate roadway system gaps and/or increase pedestrian connections to reduce walk times.

3. Goal: Promote pathway connections within subdivisions.

- Policy: Require sidewalk installation with all new urban residential and commercial development.
- Policy: Promote sidewalk installation with roadway reconstruction projects in corridors where pathway connections are lacking.

4. Goal: Prepare for and embrace emerging transportation technologies.

Additionally, the plan focuses roadway improvements on two areas, the Northwest Growth Area and the Southwest Growth Area. These areas are where most new development is planned and anticipated. The following improvements can be expected for each growth area.

1. Southwest Growth Area (Anchored by Trinity Hospital and planned multi-use developments. Future growth is planned to be concentrated along 37th Avenue SW.)

- Expansion of 16th Street SW from 37th Avenue SW to 54th Street SW.
- Construction of an overpass/interchange improvements at Burdick Expressway or at the Northwest Bypass.
- Construction of 30th Street SW as a Minor Arterial to 37th Avenue SW, with likely roadway realignments.
- Roadway tie-ins and intersection improvements on 37th Avenue SW.

2. Northwest Growth Area (Development will be focused near the Northwest Bypass to expand commercial retail opportunities on the north side of Minot. Access management will be crucial as development occurs).

- Construction of 36th Avenue NW/CR 10 as an Urban Minor Arterial to approximately 1.5 miles west of the bypass.
- Construction of 30th Street NW as a Minor Collector from 19th Avenue NW to 36th Avenue NW/CR 10.
- Extension of 30th Avenue NW as a Minor Arterial from the bypass to approximately 1 mile west, with intersection expansion and potential realignment of the skew.

Overall, the City desires to promote development patterns and transportation infrastructure that supports access and connectivity for all travel modes.

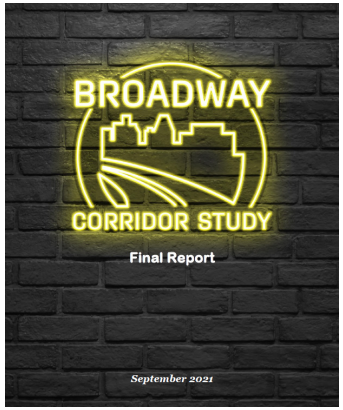
Minot Land Development Ordinance (2021, 2023)

The Minot Land Development Ordinance was adopted in April 2021 and amended in December 2023. The ordinance is divided into chapters, with much of the document describing each zoning district within Minot and the regulations that pertain to them. Articles 3 and 4 provide information about Standards General to All Development and Standards Specific to Uses and Districts, respectively. Article 6 provides information about Parking and Loading.

Within Chapter 6, Alternative Parking Strategies and Reductions are described:

- Shared Parking – Parking spaces being shared between two or more buildings if it reasonably appears that patrons of one establishment will not use the spaces at the same time as the patrons of the other establishments.
- Stand-alone Parking – Allows parking areas to be located on a lot other than the lot on which the use served by the parking areas is located.
- Transportation Demand Management (TDM) Techniques – Set of tools that provide an alternative to parking spaces. These tools include, but are not limited to, van pool, car polling, and park and ride lots.
- Demonstrated Parking – May include providing evidence of similar uses and locational situations operating successfully with lower amounts of parking, evidence that the proposed uses have a high rate of parking turnover, or evidence that the characteristics of the proposed occupants are likely to lessen parking demand.
- Avoidance of Sensitive Resources – Explains the need to avoid certain resources.
- Other Alternatives or Reduction Strategies – Other strategies may be proposed for consideration.

Minot Broadway Corridor Study (2021)



The Minot Broadway Corridor was completed in September 2021 and provides an analysis of the approximately six-mile-long corridor which includes twenty-two intersections. Broadway is a north / south corridor that stretches from the north city limits to the southern city limits and provides connections to Minot Airport, Minot State University, and Downtown. The route is a U.S. Highway, a truck route, and a major arterial through the city. While it has regional significance by connecting

Minot to the rest of the region and beyond, it has been seen as a barrier to safe travel by foot, bicycle, and transit.

The recommendations for the roadway stemmed from the Corridor Vision which involves safety improvements, intersection operations, and the need and desire for walking and biking facilities.

Corridor Study Priority Areas

North Segment: 46th Avenue NW to 11th Avenue NW

- Key Issues
  - » Vehicles: Two-way stop-controlled intersections operate deficiently. High speeds make turning on- and off- Broadway challenging.
  - » Safety: Much of the segment and intersections see critical crash rates. High severity crash rates due to speeds 10 to 15 MPH above the speed limit.
  - » Livability: No off-street bicycle or pedestrian facilities north of 21st Avenue N. High traffic speeds can make crossing the corridor challenging.
  - » Other: Some design options are limited by the airport's area of influence.
  - » Recommendations: Speed control and intersection improvements to facilitate safe movements (Roundabouts or Traffic Signals).

Campus Segment: 11th Avenue NW to Souris River

- Key Issues
  - » Vehicles: Consistent traffic makes turning left on-to or off-of the corridor time-consuming, frustrating, and unsafe.
  - » Safety: High crash rates due to uncontrolled driveways. Crash rate is 120% higher than other similar corridors statewide.
  - » Livability: Uncomfortable pedestrian facilities with ADA compliance issues. Challenging pedestrian crossings across the corridor. No dedicated bicycle facilities. Limited transit service.
  - » Other: Right-of-way limitations and corridor goals moved bicycle improvements off of Broadway.
  - » Recommendations: High level of Access Management to manage turning vehicles on- to and off- of Broadway.

Downtown Segment: Souris River to Burdick Expressway

- Key Issues
  - » Vehicles: Consistent traffic makes turning left on-to or off-of the corridor time-consuming, frustrating, and unsafe. Compounded signal delays increase perception of poor operations.
  - » Safety: High crash rates due to uncontrolled driveways. Crash rate is 90% higher than other similar corridors statewide.
  - » Livability: Uncomfortable pedestrian facilities with ADA compliance issues. No dedicated bicycle facilities. Limited transit service.
  - » Other: Right-of-way limitations and corridor goals moved bicycle improvements off of Broadway.
  - » Recommendations: High level of Access Management to manage turning vehicles on- to and off- of Broadway.

Commercial Segment: Burdick Expressway to 20th Avenue SW

- Key Issues
  - » Vehicles: Consistent traffic makes turning left on-to or off-of the corridor time-consuming, frustrating, and unsafe. Compounded signal delays increase perception of poor operations.
  - » Safety: High crash rates due to uncontrolled driveways. Crash rate is 310% higher than other similar corridors statewide.

- Livability: Uncomfortable pedestrian facilities with ADA compliance issues. Challenging pedestrian crossings across the corridor. No dedicated bicycle facilities. Limited transit service.
- Other: Right-of-way limitations and corridor goals moved bicycle improvements off of Broadway.
- Recommendations: Access management in the form of right-in right-out intersections and limited left turn opportunities. Pedestrian crossing improvements and bike corridors on streets parallel to Broadway.

US 2 Interchange: 20th Avenue W to 28th Avenue W

- Key Issues
  - » Vehicles: Traffic operations are acceptable, but closely spaced traffic signals can create friction.
  - » Safety: High crash rates at 20th Avenue S and Access at 22nd Avenue creates conflicts and driver confusion.
  - » Livability: No pedestrian or bicycle facilities on either side of Broadway. US 2 is a major multimodal barrier with few crossings throughout Minot. Limited transit service.
  - » Other: Past efforts looking into additional lanes on the northeast off-ramp but concluded they could not be provided without property impacts.
  - » Recommendation: Access control over the interchange with a bridge/tunnel to bring pedestrians from one side of U.S. Highway 2 to the other.

South Segment: 28th Avenue SW to 41st Avenue W

- Key Issues
  - » Vehicles: Limited capacity at signalized intersections crates bottlenecks with deficient operations. Frontage road configurations provide limited queue storage, crash concerns, and access challenges.
  - » Safety: High crash rates at 31st Avenue S due to access management challenges and mainline queuing. High crash rates at 40th Avenue S due to challenges finding gaps in traffic.
  - » Livability: No pedestrian or bicycle facilities on either side of Broadway. Limited transit service.
  - » Other: Poor pavement conditions means a rehabilitation project is necessary in the short term.
  - » Recommendations: Moderate or High means of Access Management to manage turning vehicles on- to and off- of Broadway. Pedestrian crossing improvements and bike corridors on streets parallel to Broadway.

2035 Minot Long Range Transportation Plan (2015)

This plan was approved in January 2015 by the City of Minot, and was intended to serve as a blueprint for making transportation decisions in the coming decades. It offers guidance and direction to achieve a shared vision for travel and mobility in the City, and without an MPO established at the time, the plan functioned essentially as a MTP for the City. The plan also pairs identified needs with specific actionable projects, prioritizes improvements to accommodate growth and the city's financial capacity, and presents new initiatives and strategies.

Traffic Forecasts and Future Traffic Operations

Revisions to the transportation network include a review of local connectivity, access, lane designations, and the functional classification system. Identified next steps are to develop new planning-level capacities and travel speeds. 2025 and 2035 ADT forecasts show development in northwest and southwest Minot that will contribute to increases in traffic growth and congestion along main arterials.

The recent opening of Trinity Hospital will also contribute to traffic growth and congestion in the southwest and the Port of North Dakota/the North Dakota Intermodal Facility continues to account for much of the traffic growth and congestion on Minot's east side.

Results of the year 2035 no-build operations analysis indicate that many of the key intersections are expected to operate at an unacceptable level, Level of Service (LOS) E or worse during AM and PM peak hours with the existing traffic controls and geometric layout. As a result of the network-wide congestion and associated operational issues, significant roadway modifications are necessary to mitigate the poor operations and queuing issues.

2035 Thoroughfare Plan

The Thoroughfare Plan identified the desired, long-term form and function of the community's transportation system. Improvements are divided into six categories: Intersection Improvement, Corridor Expansion, Corridor Access Management, New Roadway Construction, Future Road Closures, and Possible Future Interchange Locations. These improvement strategies are generally located on routes of significant importance including Broadway and corridors on the periphery of the City where new development is occurring.

Future Transit

The existing transit system is coverage based and does not provide reasonable travel times or high frequencies of fixed-route buses. In 2013, the City of Minot completed a Comprehensive System Analysis (CSA). The analysis recommended transitioning the Minot City Transit system to one that focuses less on coverage and more on frequent service of core routes that serve most riders.

Planning Studies for Future Consideration

Four major transportation corridor studies were identified as having regional significance that justify further detailed analysis and require additional planning funds.

- U.S. 83 Northwest Bypass
- Southwest Bypass/Arterial Corridor
- U.S. 2/U.S. 52 West
- 16th Street Southwest

Minot 2013 Comprehensive (Transit) System Analysis (2013)

In 2013, Minot was already growing rapidly due to a variety of factors, including the western North Dakota oil boom.

At the time of publication in 2013, Minot City Transit operated nine fixed transit routes. However, the Plan acknowledged that transit will be an increasingly important component of reaching the city's vision.

Key findings included identifying growth areas and noting the desire for improved transit services, signage, knowledge, awareness, and support of the transit system. The **integration of public transit with other modes**, particularly pedestrian connections, can allow Minot to grow while maintaining safe transportation options.

Ward County Future Forward Transportation Plan (2019)

The County maintains approximately 715 miles of roadway and 72 bridges within a geographic area of 2,056 square miles. The goal of establishing the Transportation Plan is to provide the capacity to move people, materials, and goods with maximum efficiency, comfort, and safety.

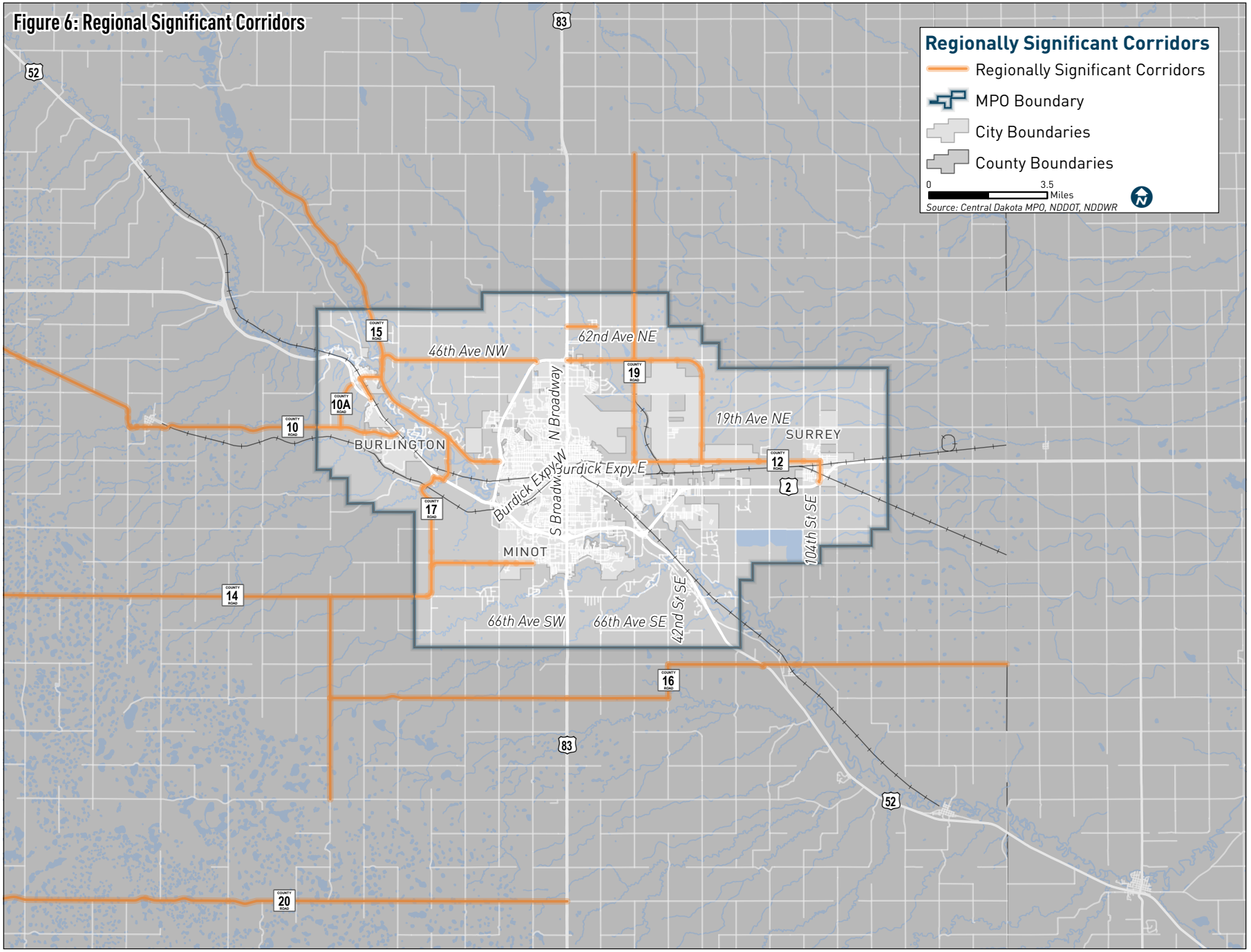
The plan concludes with several Transportation System Recommendations.

Regionally Significant Corridors (RSC) – These corridors serve key travel patterns and movements of traffic within Ward County and the MPO area. They do not include U.S. Highway 2, U.S. 2 Business Route within Minot, U.S. Highway 52, U.S. Highway 83, North Dakota 23, and North Dakota 28 due to their being NDDOT state highway system routes connecting the Minot region to other parts of the state. Regionally significant corridors within the MPO boundary include:

Table 6: Regionally Significant Corridors

Roadway	Length (miles)	Termini	Notes
Ward 10	23	East: 11th St NE to West: County 9	Passes through MPO
Ward 10A	2	East: County 19 to West: US 2	Within MPO
Ward 12	6	East: US 2 to West: County 19	Within MPO
Ward 12 (NE Bypass)	5	North: County 19 to South: County 12	Within MPO
Ward 14	22	East: 16th St SW to West: County 9	Passes through MPO
Ward 15	19	North: County 14 to South: County 18; and North: County 8 to South ND 83	Passes through MPO
Ward 16	19	East: County 23 to West: County 15	Outside of MPO, SW and SE Connector Corridor
Ward 17	5	North: County 15 to South: County 14	Within MPO
Ward 19	9	North: County 8 to South: County 12	Passes through MPO
Ward 20	23	East: US 83 to West: County 9	Outside MPO
Total	**133**		

Figure 6: Regional Significant Corridors



Future Functional Class – Functional Class is important at a County-wide scale to ensure roadways are being identified and classified in a manner that will facilitate appropriate prioritization and decision making relative to county transportation investments and mobility needs. Most Ward County roads are appropriately classified throughout the rural portions of Ward County. However, more consideration is needed in the area around Burlington, Minot, and Surrey, in the Rural-Urban Coordination (RUC) Boundary. This will be especially important for intergovernmental coordination and communication to address expectations regarding roadway design standards, right-of-way, and access management.

Proposed System Standards – The Ward County Comprehensive Plan establishes guidance to reserve/preserve the necessary setbacks and right-of-way while additionally establishing the necessary access control to enable the Ward County roadways to provide an acceptable level of service over the lifespan of this Plan. The creation and refinement of roadway standards for Ward County is based largely upon the fundamental and underlying principles of the Functional Class.

- Design Standards for County Roads
- Setbacks
- Right-of-Way Widths
- Typical Sections
- Access Management
- Weight & Load Restrictions

Jurisdictional Alignment (Potential Future Jurisdiction) – Proposed potential jurisdictional alignment changes are meant to establish a set of corridors for which future discussions will be needed as conditions change to oversee change in ownership. The following types of jurisdictional alignment were considered:

- Township to County
- County to Township
- County to City
- Shared Maintenance Agreements

Subarea Analysis – Four specific subareas were evaluated in more detail at a planning level as part of the Transportation Plan.

- Sub-Area 1: Southwest/Southeast (SW/SE) Ward County Connector Corridor
- Sub-Area 2: County Road 14
- Sub-Area 3: Junction County Road 14 / County Road 19
- Sub-Area 4: County Road 23 (Through Sawyer) (Outside of the MPO Boundary)

Ward County Comprehensive Plan (2019)

The purpose of the Comprehensive Plan is to maintain and enhance the quality of life of Ward County residents. It will be used to guide decisions affecting the future of Ward County through land use and development, transportation, and other infrastructure considerations. The planning process included three rounds of public engagement to develop concepts consistent with the perspectives of county residents.

Transportation System Recommendations

These recommendations should be considered in partnership with recommendations made in the Ward County Future Forward Transportation Plan.

- Corridor Preservation – The fundamental concept of the functional class roadway system is that roadways intended to serve different functions will have different design characteristics. Corridors should be preserved to incorporate all necessary design characteristics to maintain safety.
- Safety Considerations - Access management policies are intended to ensure effective and reliable mobility by reducing crashes, traffic delays and congestion, which maximizes corridor capacity and functionality. Numerous components are incorporated into access management and should be considered for implementation by the County.
- Interjurisdictional Coordination - It is recommended that the County continue to initiate consideration and collaboration with other jurisdictions to achieve consensus about any changes in ownership or maintenance responsibility.

Transportation Goals

The Comprehensive Plan's transportation goals and policies support existing Ward County transportation systems and protect and preserve future investments in both public right of ways and adjacent private property. The Comprehensive Plan identified eight transportation goals, all relevant to the MTP through establishment of broad system-wide policies but also important programs and supporting services (such as adapting roads for freight movement and establishing data collection efforts).

These goals are identified with letters and begin with B, as the comprehensive plan includes a Goal A pertaining to intergovernmental coordination (not a goal based in transportation themes.

Goal B – The County shall provide convenient, connected and efficient transportation facilities through development of a network of Regional Significant Corridors (RSCs). The RSC network demonstrates a 322-mile network of priority corridors in Ward County.

- Policy B1. Regional Significant Corridors
- Policy B2. Pavement and Gravel Management
- Policy B3. Southeast/Southwest Connector Corridor

Goal C – The County shall provide a new updated Functional Class map which serves to establish a hierarchy of roadways to support safe and efficient transportation in Ward County. The update should be coordinated with NDDOT, with consideration given to impacted communities for which Ward County Corridors pass through, especially the City of Minot.

- Policy C1. Functional Class

Goal D – The County should work proactively with cities and townships in Ward County to periodically review and consider

changes in jurisdictional alignment (i.e. ownership) of various roadway segments. The Ward County Transportation Plan identifies nearly 110 miles of roadway which should be candidates for a potential future change in jurisdictional alignment.

- Policy D1. Jurisdictional Alignment
- Policy D2. Cost Sharing of Jurisdictional Alignment Changes

Goal E – The County shall strive to balance local access needs with regional travel needs (corridor capacity) through the development of access management standards to be implemented through the subdivision ordinance. The access management guidelines discussed in the Comprehensive and Transportation Plans provide the baseline set of requirements for consideration through development of a future access management ordinance for Ward County.

- Policy E1. Access Management
- Policy E2. Access Management in Extraterritorial (ET) Areas

Goal F – The County shall implement existing building setback standards as outlined in this plan. Building setback standards protect private property, protect the traveling public and preserve a clear zone along traveled right of ways. Building setbacks are not a replacement for right-of-way purchase or dedication or easements. Building setback can be viewed as a preliminary first step in preserving lands adjacent to county roadways for future potential roadway improvements.

- Policy F1. Building Setback

Goal G – The intent of right-of-way standards is the preservation of corridors for future growth and/or modification of roadways to support the Ward County transportation system. The County shall establish procedures for right-of-way acquisition or dedications, easements or other measures as determined necessary to facilitate improvements as outlined in the Comprehensive Plan

- Policy G1. Right-of-Way

Goal H – Ward County will work to gradually improve priority corridors in Ward County to meet 105,500 (By Legal Weight) standards. Currently 85 miles of Ward County roadways are at 105,500 standards. Because this investment is significant, the investment will be gradual and done over time. The RSC Network is considered the highest investment priority for upgrade to 105,500 standards within Ward County.

- Policy H1. 105,500 Standards

Goal I – The ability to catalogue current traffic data is an important tool in transportation decision making. Consider the development of a regular traffic data collection program for Ward County corridors. Focus would be on the RSC Network countywide, and on all County corridors within the RUC Boundary.

Ward County Southwest and Southeast Connector Corridor Study (2022)

The Ward County Southwest and Southeast Connector Corridor Study was initiated by Ward County to lay the foundation for a future limited access connector route between U.S. Highway 2/52 west of Minot to U.S. 52 east of Minot. Due to population growth and increased commercial freight demands, a southern connection would provide an alternative route for freight and motorists outside of the urban core.

Future Traffic Operations

- AM Peak Hours – Traffic simulation indicates that AM peak hour traffic operations are not expected to be significantly deteriorated by traffic growth.
- PM Peak Hours - In contrast, traffic operations impact from traffic growth are expected to be more widespread in the PM peak hour. PM peak hour congestion is expected to have significant impacts to travel times on the US highway system in moderate and high growth scenarios.

Alternatives Analysis

Several options for both corridor alignments/routing and intersection designs at key connection points were proposed, evaluated, and ranked in terms of performance related to key criteria. After completion of the analysis, a planning level benefit-cost analysis was performed to better understand the value of roadway improvements that were being considered. Based on this analysis, the key takeaways are as follows:

- A Near Connection alignment closer to Minot offers the greatest benefits, with the value of benefits exceeding project costs in both the low and high-cost estimates. While this concept had the greatest costs, it had far and away the greatest benefits.
- A Far Connection alignment has a positive benefit-cost ratio if the lower end of project cost estimates is assumed. The higher end of cost estimates however exceeds the value of operations and safety benefits. Meaning, concepts that required a new roadway to be built are not technically beneficial, but the utilization of existing routes provides clear benefits.
- The Arterial Improvement Concept has a positive benefit cost ratio with both the low and high-cost estimates. Benefits are lower than the Near Connection scenario, but higher than the Far Connection scenario. This concept however, does not resolve the issues on US 83 and was considered technically infeasible from an impacts perspective by several Ward County SW and SE Connector Corridor Study TAC Members.
- Breakdown of Benefits – Across all three scenarios studied in benefit-cost analysis, around 80 percent of the monetary value of benefits come from delay benefits, with the remaining 20 percent coming from crash reduction benefits.

Implementation Plan

The Implementation Plan balanced needs and concerns by using a hybrid approach of the developed alternatives. Each of the following improvements is projected to have both local and regional benefits.

Phase One

- CR 17 Alignment – (Within 5 Years) Designed to improve roadways that will naturally carry increased traffic volumes to the hospital and Minot's primary growth area.

Phase Two

- 30th Street SW Alignment – (Within 5-10 Years) Elimination of one of the highest crash intersections in the region (Burdick Expressway) and major exposure reductions to the primary regional crash areas.

Phase Three

- Southwest Connection – (Within 10-15 Years) Provides valuable east-west connection for freight and agricultural users from U.S. Highway 2/52 to U.S. Highway 83.

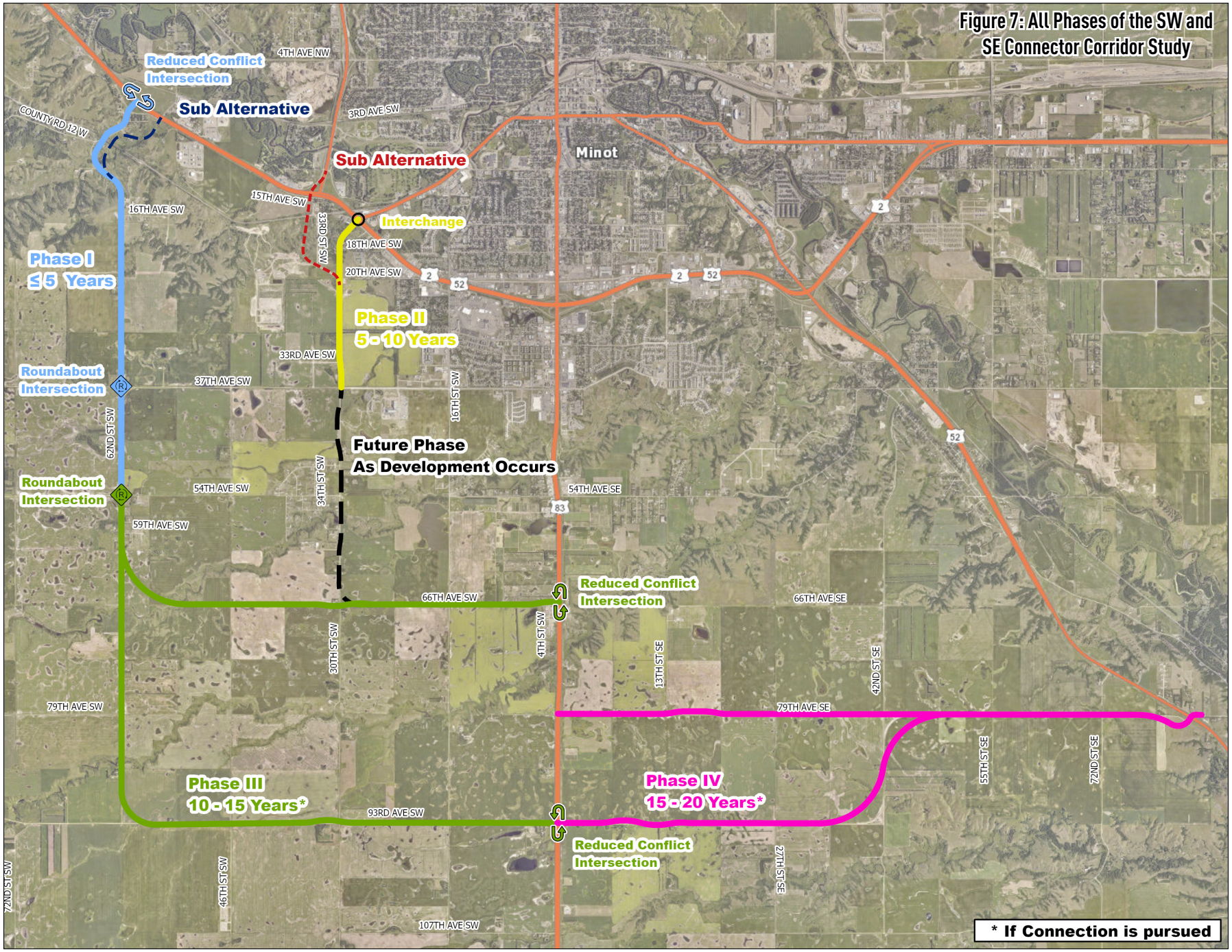


Figure 7: All Phases of the SW and SE Connector Corridor Study
Reduced Conflict Intersection
Sub Alternative
Sub Alternative
Interchange
Minot
Phase I
≤ 5 Years
Phase II
5 - 10 Years
Future Phase
As Development Occurs
Roundabout Intersection
Roundabout Intersection
Reduced Conflict Intersection
Reduced Conflict Intersection
Phase III
10 - 15 Years*
Phase IV
15 - 20 Years*
* If Connection is pursued
4TH AVE NW
COUNTY RD 12 W
3RD AVE SW
15TH AVE SW
16TH AVE SW
33RD ST SW
18TH AVE SW
20TH AVE SW
33RD AVE SW
37TH AVE SW
62ND ST SW
16TH ST SW
34TH ST SW
54TH AVE SW
54TH AVE SE
59TH AVE SW
66TH AVE SW
66TH AVE SE
30TH ST SW
4TH ST SW
13TH ST SE
42ND ST SE
79TH AVE SW
79TH AVE SE
55TH ST SE
72ND ST SE
93RD AVE SW
27TH ST SE
72ND ST SW
46TH ST SW
107TH AVE SW
2
52
83

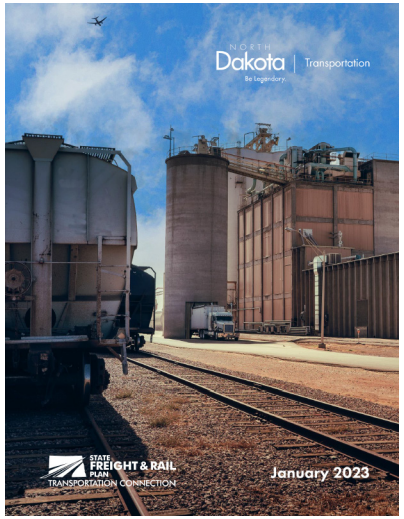
Phase Four

- Southeast Connection – (Within 15-20 Years) Completes a full southern connection which nearly doubles the utility of the SW Connector by allowing for traffic to connect from U.S. Highway 2/52 west of Minot to U.S. Highway 52 Southeast of Minot.

Future Phases

- 30th Street SW – (As development occurs) Provides a north-south connection from County Road 14 to a potentially constructed Phase III southwest connection. This connection unlocks the U.S. Highway system to the south and east.

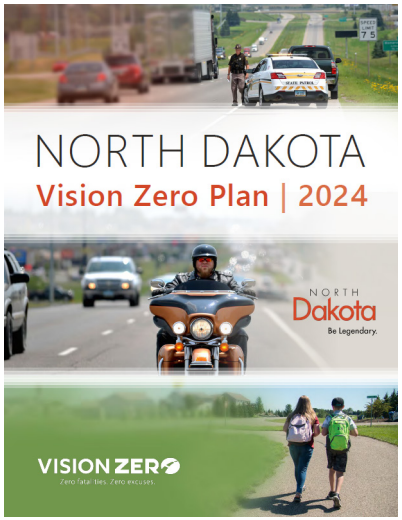
NDDOT State Freight & Rail Plan (2023)



The NDDOT State Freight & Rail Plan serves as a modal plan designed to support *Transportation Connection*, the NDDOT Long-Range Transportation Plan (LRTP). Within the plan, existing conditions are analyzed and documented, and issues and needs are identified. The plan concludes with recommendations and implementation strategies. The following list has been identified in this plan as the current Freight Issues and Needs (as they relate to the 2050 MTP):

- Reduce the number and severity of truck-involved crashes.
- Reduce the impact of overweight trucks.
- Maintain and expand truck parking availability.
- Reduce the number and severity of crashes at highway-rail grade crossings by reducing crossing defects.
- Improve highway-rail grade crossing safety by reducing the number of blocked crossings.
- Maintain a state of good repair.
- Preserve freight and rail infrastructure.
- Improve freight resiliency.
- Upgrade freight-related infrastructure.
- Provide consistent and reliable highway travel times.
- Provide reliable freight rail service.
- Improve truck parking information and management.

North Dakota Vision Zero Plan (2024)



As mandated by 23 U.S.C. § 148 (c)(1), the Strategic Highway Safety Plan (SHSP) is a federally required statewide, comprehensive safety plan that provides a coordinated framework around which safety stakeholders unite to reduce highway fatalities and serious injuries on all public roads. North Dakota's SHSP, also known as the Vision Zero Plan, is a data-driven, comprehensive plan which outlines goals, objectives, and strategies to advance North Dakota toward zero fatalities.

Appendix F: Vulnerable Road Users (VRU) High Priority Corridors

Out of twenty-one road corridors, only one falls within the MPO boundary.

Rank	Points	County	City	Location
17	4.34	Ward	Minot	Burdick Expressway between 8th Street SW & Main Street

Strategies were developed to address VRU barriers and challenges, while also encompassing successful safety initiatives which have been demonstrated to improve VRU safety and support the Safe Streets for All principles and elements.

Strategy 1: Reduce Vehicle Speeds

- Implement road diets.
- Install roundabouts.
- Implement self-explaining/self-enforcing roadway design.
- Install gateway treatments.
- Narrow travel lanes.

Strategy 2: Implement proven safety countermeasures and conduct research on emerging and innovative safety countermeasures to remove VRU conflict point intersections

- Install roundabouts (also noted in Strategy 1).
- Install reduced conflict intersections.
- Remove turning movement at intersections.
- Conduct sight distance reviews at intersections.

Strategy 3: Utilize proven safety countermeasures to improve driver awareness andvulnerable road user visibility at intersections

- Install lighting.
- Enhance intersection signage and striping.
- Install curb extensions and sight distance improvements.
- Install medians and pedestrian refuge islands.
- Install crossing countdown timers.
- Install crosswalk visibility enhancements (e.g., leading pedestrian intervals at traffic signals and rapid flashing beacons).
- Establish safety corridors.
- Investigate the use of innovative pavement markings and colored pavements.

Strategy 4: Implement proven safety countermeasures and conduct research on emerging and innovative safety countermeasures to o eliminate fatalities and serious injuries as a result of motorvehicles leaving travel lanes.

- Implement wider shoulders as appropriate.
- Install median barriers.
- Investigate best practice use of snow fences and other snow resiliency options and implement.
- Install passing lanes.

Strategy 5: Continue to implement access management to reduce VRU conflict points near intersections.

- Initiate early outreach in the planning and zoning stages and educate on the importance of access management to reduce potential VRU traffic crashes.

Strategy 6: Conduct VRU safety studies

- Conduct VRU walking safety reviews or site investigations (e.g., safe routes to schools or safe routes to destinations) to identify VRU infrastructure barriers, challenges, and needs.

Facing South on 16th St NW on North Hill in Minot (May 2024)

ROADWAY SYSTEM

The evaluation of traffic operations, including intersection and road segment crashes, travel reliability, and bridge and pavement conditions was conducted to assess the existing conditions of the CDMPO roadway system. The goal for all roadways within the MPO is safety, reliability, and accessibility for all roadway users.

Functional Classification

Roadways within the MPO Boundary are classified into four categories: Principal Arterial, Minor Arterial, Collector, and Local. Below is a sampling of non-Local routes in the region.

Collector

- 16th Avenue SW
- Ward County 14
- Ward County 15

Minor Arterial

- 16th Street SW
- Ward County 12
- Ward County 12A
- Ward County 19

Principal Arterial

- U.S. Highway 2
- U.S. Highway 52
- U.S. Highway 83 / 83 Bypass

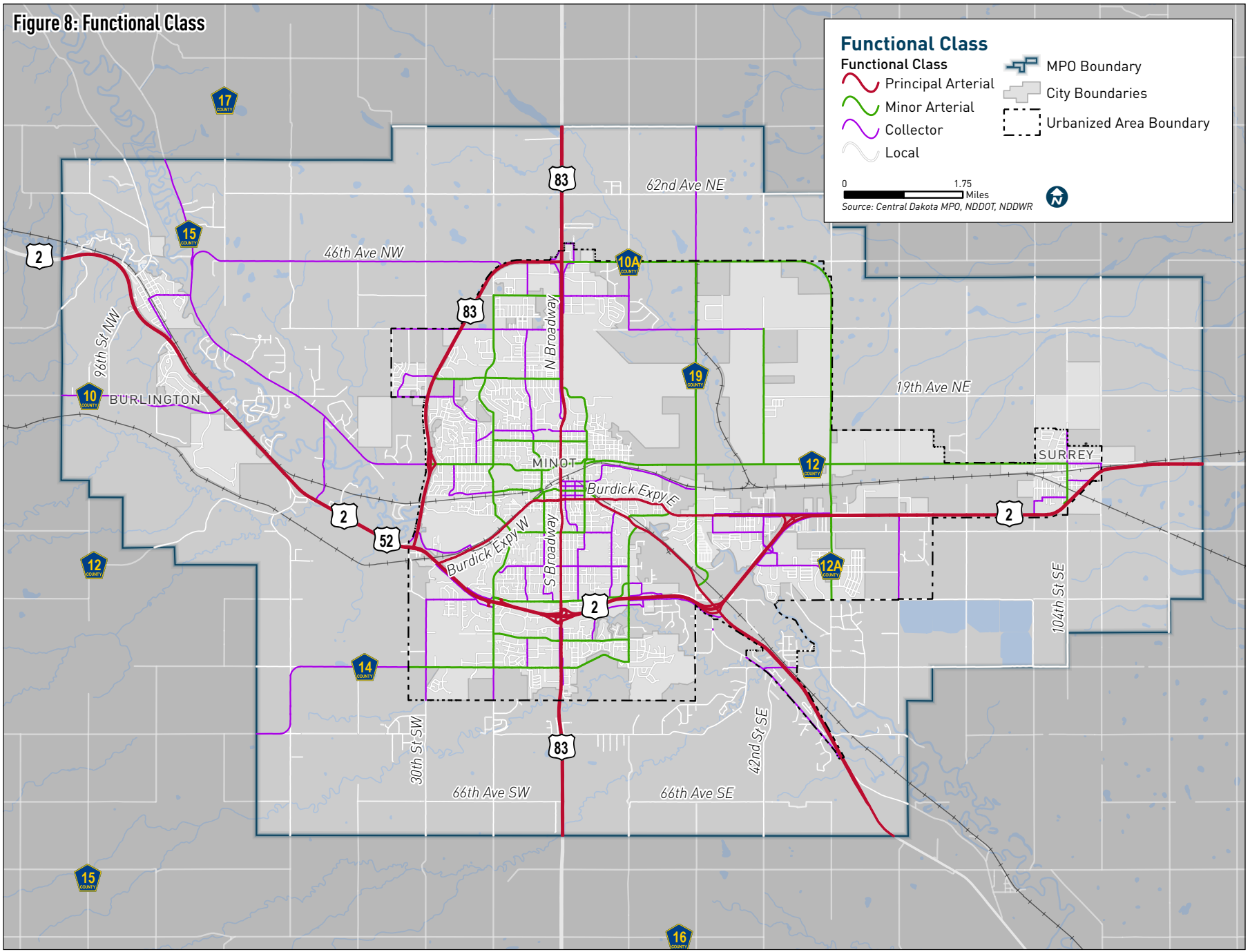


Figure 8: Functional Class
Functional Class
Functional Class
Principal Arterial
Minor Arterial
Collector
Local
MPO Boundary
City Boundaries
Urbanized Area Boundary
0
1.75
Miles
Source: Central Dakota MPO, NDDOT, NDDWR
62nd Ave NE
46th Ave NW
96th St NW
BURLINGTON
MINOT
N Broadway
S Broadway
Burdick Expy W
Burdick Expy E
19th Ave NE
SURREY
104th St SE
42nd St SE
30th St SW
66th Ave SW
66th Ave SE
83
2
52
17
15
10
10A
19
12
12A
14
16

Jurisdictional Classification

The below chart breaks down all roadways within the MPO Boundary by maintaining jurisdiction. There are almost six hundred miles of centerline divided between seven jurisdictions.

Table 7: Miles of Centerline per Jurisdiction

Jurisdiction	Miles of Roadway Maintained (Within MPO Boundary)
Unconfirmed or Private	9.35
Township Highway Agency	155.30
City of Surrey	9.75
City of Burlington	12.57
City of Minot	252.86
Ward County Highway Agency	67.18
NDDOT	90.48
Total	**597.49**

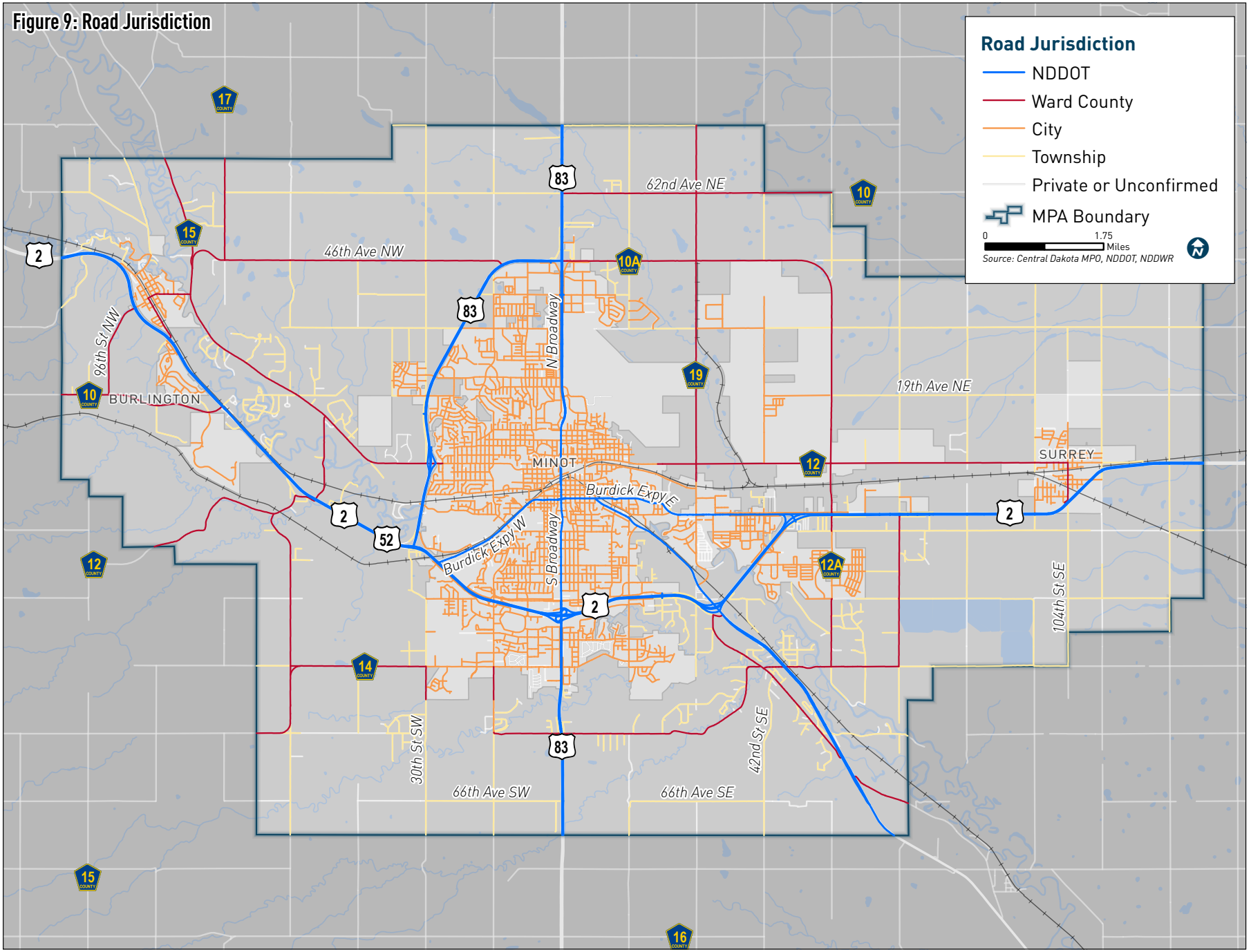


Figure 9: Road Jurisdiction
Road Jurisdiction
NDDOT
Ward County
City
Township
Private or Unconfirmed
MPA Boundary
0
1.75
Miles
Source: Central Dakota MPO, NDDOT, NDDWR
MINOT
BURLINGTON
SURREY
62nd Ave NE
46th Ave NW
19th Ave NE
66th Ave SW
66th Ave SE
N Broadway
S Broadway
96th St NW
30th St SW
42nd St SE
104th St SE
Burdick Expy E
Burdick Expy W
2
52
83
10
10A
12
12A
14
15
16
17
19

TRAFFIC SAFETY

Safety on North Dakota roadways is a top priority for the Central Dakota MPO and its member jurisdictions. Intersection, roadway segment, and pedestrian and bicycle crashes are analyzed within this chapter.

Crash Summary

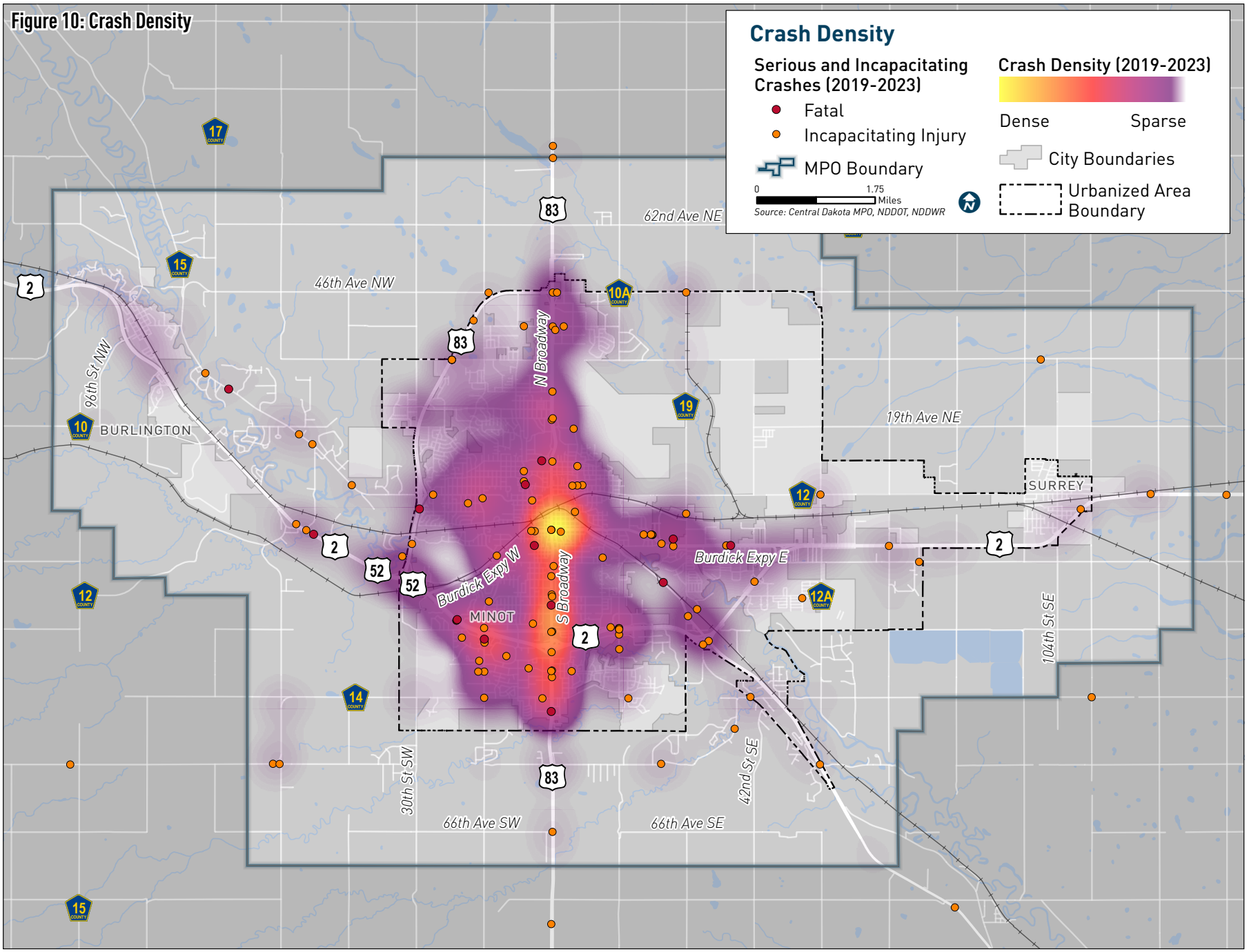
Crash data from 2019 to 2023 was analyzed. The result of this analysis is shown below in Figures 10, 11, and 12. In Figure 10, fatal and incapacitating injuries are shown in red and orange, respectively. Density of all crashes is also shown in this figure. Fatal and incapacitating injuries are concentrated along the major roadways of U.S. Highway 2/52, Broadway (U.S. Highway 83), and the Burdick Expressway. Many crashes also occur in Downtown Minot and northwest Minot, near Minot State University.

In early 2023, a fatal crash occurred at the intersection of Broadway and 40th Avenue SW near the Walmart Superstore. NDDOT installed a median later that year and limited property access to a right-in-right-out traffic flow, preventing drivers from turning left into oncoming traffic. Since the installation of the median, only one incident occurred in 2023 that resulted in property damage, no injuries were reported. Before the fatality, twenty-four crashes occurred since 2019.

Critical Crash Rates

Crash rate analysis was completed for all functionally classified roadway segments (roadway between two intersections) and intersections. Crash rate analysis incorporates roadway characteristics (number of lanes, traffic control) and traffic volumes into the analysis to normalize the data. This means that the crash rate at an intersection that carries only 1,000 vehicles per day is compared to equivalent intersections across the state. A location's crash rates are then compared to the average crash rate for that type of facility. Where a location's crash rate is higher than the average crash rate its index is greater than one and indicates a statistically significant crash trend. This methodology allows for a more objective measure of traffic safety.

Figure 10: Crash Density



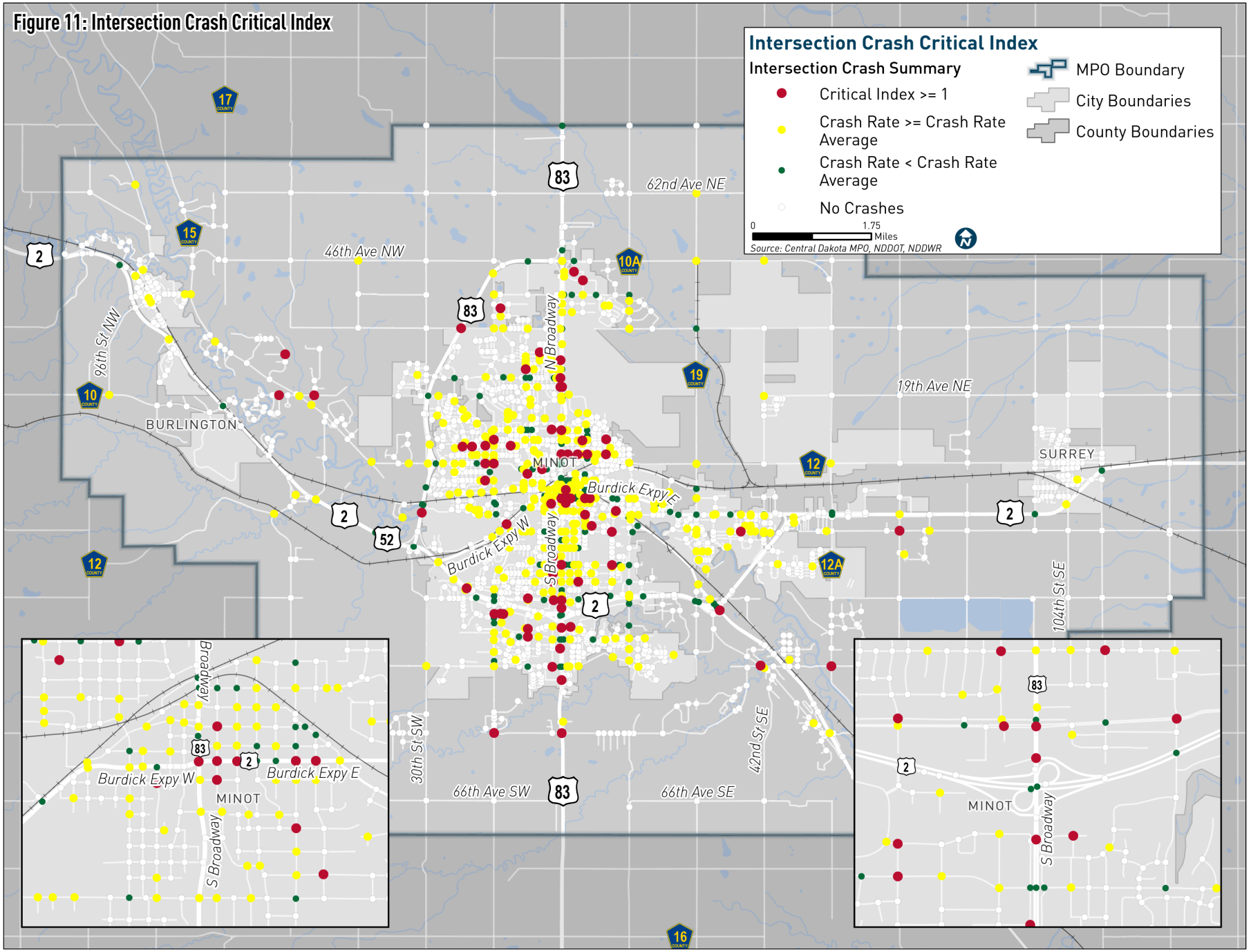
Intersection Crash Analysis

Intersection crash data was obtained from the North Dakota Department of Transportation for the years 2019 to 2023. The intersection crash rate for the MPO area is compared to the urban crash rate average of the state of North Dakota for similar intersections. For intersections labeled in red (Critical Index >= 1), this indicates a statistically significant crash trend. There is a large concentration of intersections above the critical index near the U.S. Highway 2 interchange, parallel to Broadway, on 4th Street SW, which may suggest safety countermeasures should be considered to reduce the number of crashes and improve safety for all users. Additionally, for those intersections labeled in yellow, there is a greater rate of crashes compared to similar intersections within the state. This is most prominent along Broadway (U.S. Highway 83) and in northwest Minot.

Table 8: Top 10 Critical Index Intersections

Intersection	Critical Index	Jurisdiction	Most Frequent Crash Type
U.S. Highway 83 & 40th Avenue SW	4.60	NDDOT (US 83) & City of Minot (40th Ave SW)	Angle (Not Specific)
1st Street SW & 5th Avenue SW	3.24	City of Minot	Angle (Not Specific)
U.S. Highway 83 & U.S. Highway 2 Business	3.17	NDDOT	Rear End
12th Street NW & 7th Avenue NW	2.34	City of Minot	Angle (Not Specific)
U.S. Highway 2 & U.S. Highway 52	2.25	NDDOT	Rear End
17th Avenue SW & 4th Street SW	1.99	City of Minot	Angle (Not Specific)
U.S. Highway 2 & Evergreen Avenue	1.95	NDDOT (U.S. 2) & City of Minot (Evergreen Ave)	Angle (Not Specific)
U.S. Highway 83 Bypass & 30th Avenue NW	1.91	NDDOT (U.S. 83 Byp) & City of Minot (30th Ave SW)	Angle (Not Specific)
31st Avenue SW & 10th Street SW	1.82	City of Minot	Angle (Not Specific)
11th Avenue SE & 37th Street SE	1.81	City of Minot	Angle (Not Specific)

Figure 11: Intersection Crash Critical Index



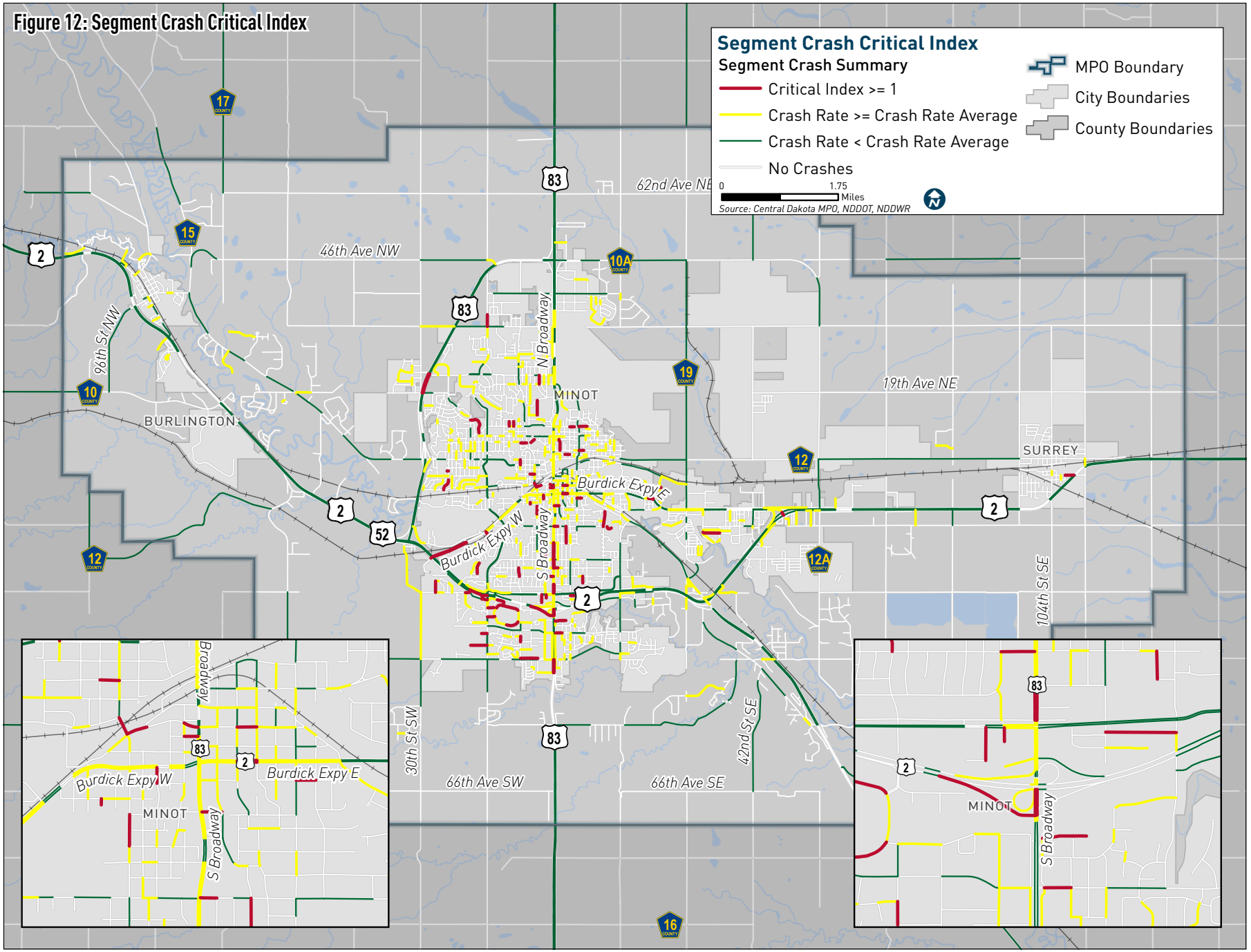
Segment Crash Analysis

Like intersections, many roadway segments in the MPA have a crash rate that is greater than or equal to the crash rate average for the state. This is especially prominent along north-south corridors in Minot such as Broadway, where a high density of property access points (driveways) create potential for conflict between through traffic and slower-moving, turning traffic. The roadways around Dakota Square Mall also experience crash rates above the state average. Although no verifiable correlation exists in the limited subset of data in these corridors, there is generally a higher density of roadways with critical crash indices (as shown in Table 9 below and Figure 12 on the following page) in areas with a predominantly commercial land use pattern with frequent driveways, suggesting that managing these efforts will require a careful balance of access management strategies with the already-established community expectations of access to serve the economic function of adjacent properties. By contrast, corridors with more limited access, such as US 2-52, generally have crash rates below the statewide average except in areas near interchanges where traffic patterns commonly change depending on the time of day.

Table 9: Top 10 Critical Index Segments

Segment	Critical Index	Extent	Jurisdiction
U.S. Highway 2 Business	2.71	U.S. Highway 83 to 3rd Street SE	NDDOT
U.S. Highway 2 Business	2.26	3rd Street SE to Front Street	NDDOT
2nd Avenue SW	1.87	6th Street SW to U.S. Highway 83	City of Minot
University Avenue NE	1.80	U.S. Highway 83 to 3rd Street NE	City of Minot
2nd Avenue	1.68	U.S. Highway 83 to 3rd Street SE	City of Minot
U.S. Highway 83	1.31	11th Avenue SW to 20th Avenue SW	NDDOT
3rd Street SE	1.20	2nd Avenue SE to U.S. Highway 2 Business	City of Minot
U.S. Highway 2 Business	1.20	8th Street SW to 6th Street SW	NDDOT
5th Avenue NE	1.18	3rd Street NE to Railway Avenue	City of Minot
3rd Street SE	1.18	U.S. Highway 2 Business to 11th Avenue SE	City of Minot

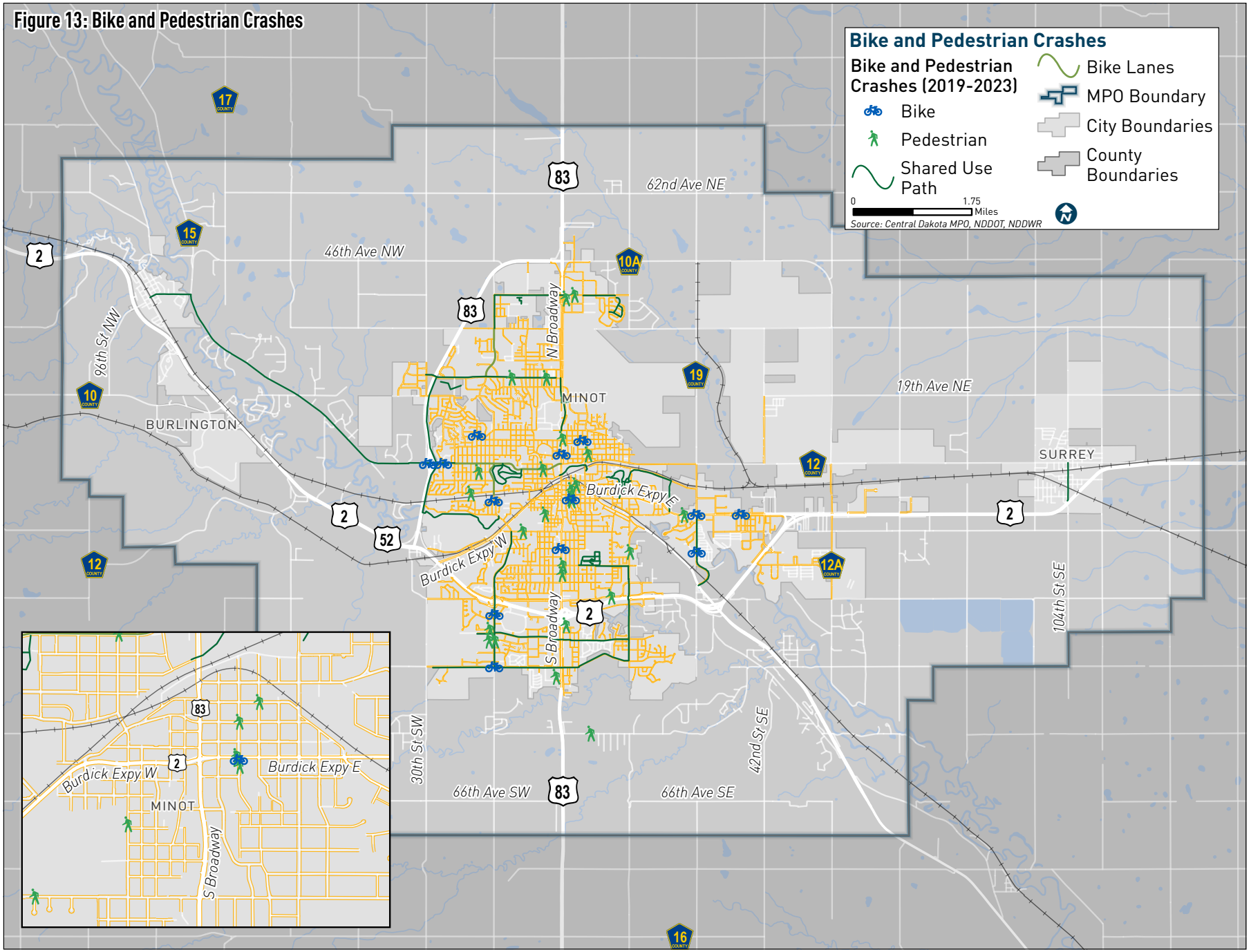
Figure 12: Segment Crash Critical Index



Bike and Pedestrian Crashes

Between 2019 and 2023, there were a total of twenty-six pedestrian crashes and thirteen bicyclist crashes in the MPA. These are defined as any collision that involved a cyclist or pedestrian, respectively, and may include crashes with fixed objects, although all records of crashes in this time period involved vehicle impact on the affected vulnerable users. Many of these crashes occurred along or adjacent to U.S. Highway 83 / Broadway Avenue, with others occurring along other highly trafficked roadways such as the Burdick Expressway, U.S. Highway 83 Bypass, and 16th Street SW.

Figure 13: Bike and Pedestrian Crashes



TRANSPORTATION ASSET CONDITION

The Minot area's transportation system consists of major assets that undergo regular maintenance from NDDOT and the region's local governments. These are primarily the roadway network, where pavement condition is a primary indicator of overall asset condition and maintenance need, and the condition of bridges (whether over water or viaducts over roads, railroads, or other physical features.

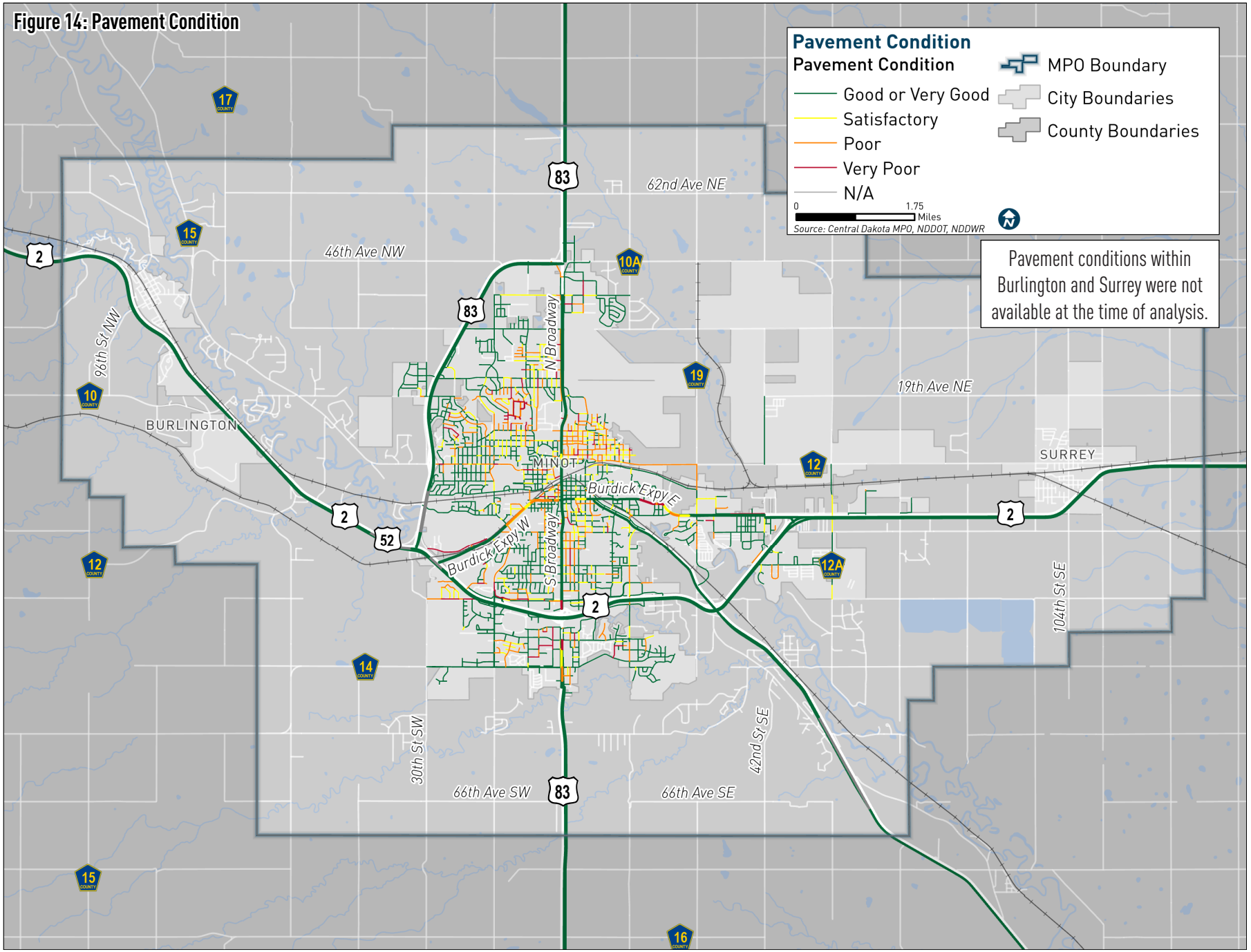
Pavement Condition

NDDOT and the City of Minot maintain an overall inventory of roadway network with a pavement condition index (PCI) numeric rating of 0 to 100, with higher ratings corresponding to higher condition of pavement. As shown in Figure 14, the vast majority of roadway pavement in the area is in a good or satisfactory condition, defined as PCI scores over 60. However, several portions of U.S. Highway 2 Business (Burdick Expressway) are in poor or very poor condition, as is pavement along U.S. Highway 83 (Broadway Avenue) within the City of Minot. Other areas of generally low pavement condition are in the districts of Minot directly south of the airport, adjacent to U.S. Highway 83 (Broadway Avenue).

The other local governments in the region (Ward County, the City of Burlington and the City of Surrey) did not maintain this information at the time of the MTP's development.

These conditions can affect the safety of drivers and have impacts to freight and agricultural traffic, and pavement condition is a useful way to understand where to prioritize use of maintenance funds and efforts.

Figure 14: Pavement Condition



Bridge Conditions

Within the MPO, there are 58 bridges on the National Bridge Inventory (NBI) that receive regular inspections. These structures are either maintained by NDDOT or by the Ward County Department of Transportation. NBI condition ratings are based on a scale of 0-9 and are assigned for each culvert and each bridge deck, superstructure and substructure. Good condition bridges have NBI ratings of 7-9, fair condition bridges have ratings of 5 or 6, and poor condition bridges have ratings of 4 or below.

These ratings are recorded in the National Bridge Inventory (NBI) database. Condition ratings are an important tool for managing bridge assets as they are used to help identify maintenance, preservation, rehabilitation, and replacement needs. Bridges with a score constituting a good rating are usually not considered as major priority needs for intensive repairs or replacement.

Bridges are assigned an overall health index rating that is calculated based on ratings of a bridge's deck, superstructure, substructure, and culvert, and generally higher ratings suggest a higher condition, and ratings of 80 or greater correspond with good-condition ratings from the NBI, but ultimately this condition is tied to the single-digit NBI rating.

Only one structure in the area, a culvert structure over the Puppy Dog Coulee, was listed in poor condition at the time of most recent inspections. This structure is being rebuilt at the time of the plan.

Table 10: Structures by Condition within the MPA Boundary

Poor Condition			
Structure Number	**Location**	**Owner**	**Lowest NBI Rating and Health Rating**
0083-198.473	South of U.S. Hwy 2 at US Highway 83	NDDOT	3 / 35.15
Fair Condition			
Structure Number	**Location**	**Owner**	**Lowest NBI Rating and Health Rating**
51-136-35.0	1 West 1 North Burlington	Ward County DOT	5 / 82.69
51-137-35.1	1 West 1 North Burlington	Ward County DOT	6 / 84.40
0002-138.353 L	5 Southwest of US 52 West	NDDOT	6 / 87.07
0002-144.200 R	2 West U.S. Hwy 83	NDDOT	6 / 98.04
0002-145.343	1 West of U.S. Hwy 83	NDDOT	6 / 92.78
MNOT03	16th Street SW-Minot	City of Minot DOT	5 / 96.55
MNOT22 B	16th Street SW-Minot	City of Minot DOT	6 / 98.01
MNOT01	3rd Avenue-10th Street NW-Minot	City of Minot DOT	6 / 96.47

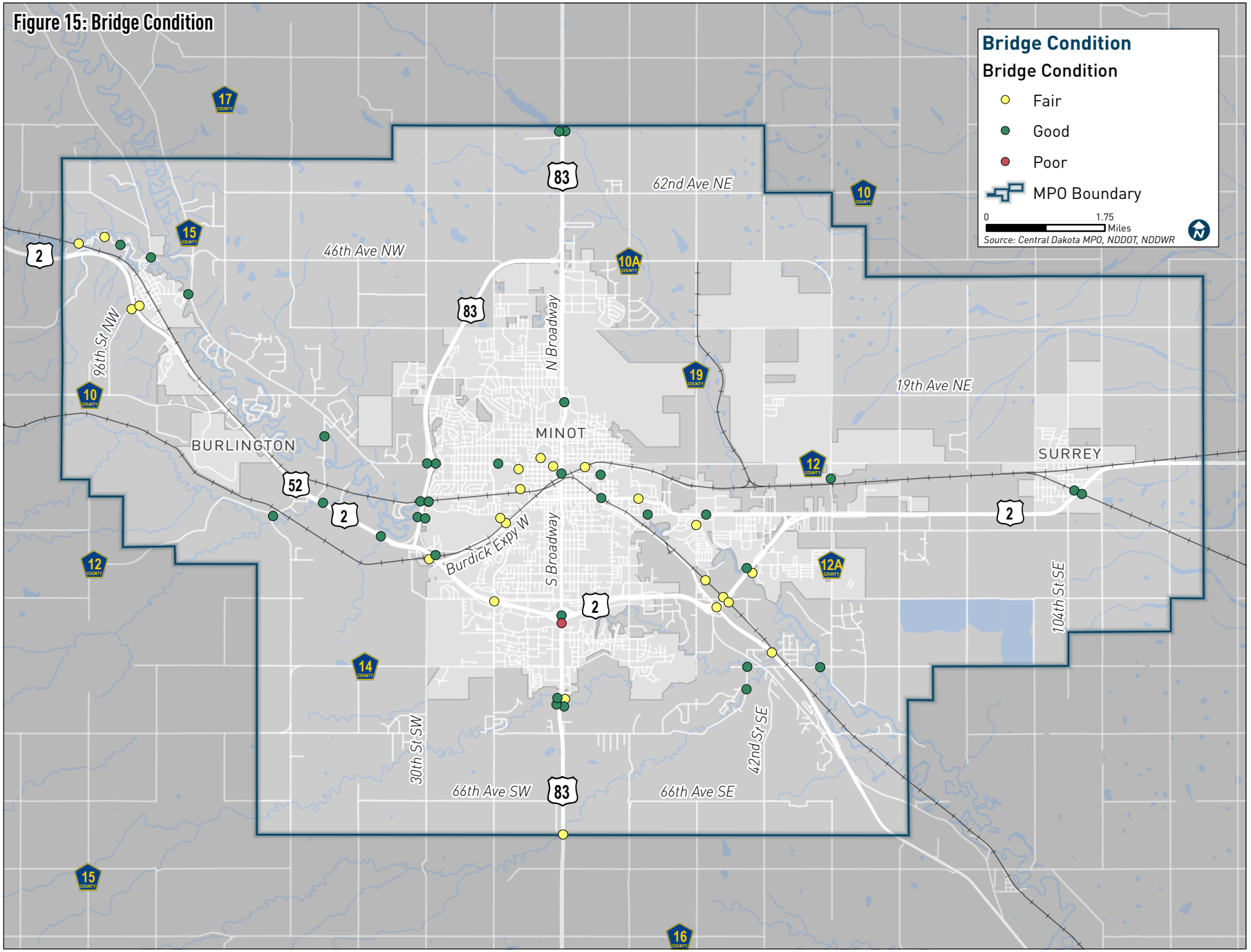
Fair Condition			
Structure Number	**Location**	**Owner**	**Lowest NBI Rating and Health Rating**
MNOT05	2nd Avenue-10th Street SW-Minot	City of Minot DOT	5 / 87.45
MNOT24	6th Street NW-Minot	City of Minot DOT	6 / 97.82
MNOT09	3rd Avenue-4th Street NW-Minot	City of Minot DOT	5 / 93.82
MNOT10	3rd Street NE-Minot	City of Minot DOT	5 / 75.94
0002-907.095	Burdick Expressway East-Minot	NDDOT	6 / 97.84
MNOT21	27th Street SE-Minot	City of Minot DOT	6 / 95.85
MNOT25	27th Street SE-Minot	City of Minot DOT	6 / 99.05
0002-148.930	JCT 2 & 52 East	NDDOT	6 / 90.23
0002-149.111 L	NE JCT U.S. Hwy 2 & 52	NDDOT	6 / 96.39
0002-149.111 R	NE JCT U.S. Hwy 2 & 52	NDDOT	5 / 94.05

Table 11: Structure Condition Summary

Owner	Total Structures	Good Condition	Fair Condition	Poor Condition
NDDOT	36	28	7	1
Non-State	22	11	11	0

Data sources for Bridge Inventory: https://nddot.maps.arcgis.com/apps/MapSeries/index.html?appid=c9251469c0934f94aae31f9fdb979f41

Figure 15: Bridge Condition



Capital Improvement Plans

A Capital Improvement Plan (CIP) is typically a five-year local government (city or county) plan that identifies improvement needs. As a long-range planning document, the CIP reflects the area's policies regarding future physical and economic development. A capital improvement is defined as any expenditure for equipment, buildings, infrastructure, land acquisition, plan or project that exceeds a pre-determined cost and has an estimated useful life greater than one year.

Although considered a best practice, local government agencies in North Dakota are not required to adopt or follow a CIP. Within the Central Dakota MPA, only the Cities of Minot and Burlington develop CIPs. These follow a short-term timeframe and purpose of programming expected transportation funds that is similar to NDDOT's Statewide Transportation Improvement Program (STIP).

City of Minot CIP 2025-2029

Category	Type of Improvement	Engineering Project List	Scoring	Start Year	Finish Year	Total 5-Year Costs
Roadway	Maintenance	Traffic Signal Highway Safety Improvement	93	2026	2026	$1,608,603.00
Roadway	Reconstruction	16th St SW Reconstruction Phase 1	88	2025	2025	$14,655,256.00
Roadway	Maintenance	Traffic Signal Replacements	88	2025	2029	$4,186,000.00
Roadway	Rehabilitation	16th St SW Interchange Rehabilitation	87	2026	2026	$6,151,694.00
Roadway	Maintenance	2028 Highway Safety Improvement	86	2028	2028	$83,600.00
Roadway	Reconstruction	16th St SW Reconstruction Phase 2	85	2026	2028	$12,600,000.00
Roadway	Reconstruction	South Broadway Reconstruction	83	2028	2028	$41,339,115.00
Roadway	Reconstruction	3rd St E and Central Ave Reconstruction	72	2025	2028	$17,846,000.00
Roadway	Rehabilitation	Hiawatha Street Slope Stability	63	2028	2029	$2,559,000.00
Roadway	Rehabilitation	3rd Street NE Bridge Rehabilitation	81	2025	2027	$2,350,000.00
Roadway	Rehabilitation	Shirley Court Street Lighting District	60	2025	2025	$110,000.00
Roadway	New Construction	17th and 18th Ave SE Extensions	49	2026	2027	$900,000.00
Roadway	Maintenance	North Broadway near Airport Street Lighting District	80	2028	2029	$350,000.00

City of Minot CIP 2025-2029 (continued)

Category	Type of Improvement	Engineering Project List	Scoring	Start Year	Finish Year	Total 5-Year Costs
Roadway	Maintenance	Street Light Feed Point Replacement	63	2025	2028	$200,000.00
Roadway	Maintenance	Street Light LED Conversion	56	2025	2028	$625,000.00
Bridge	Reconstruction	Anne Street Bridge	62	2026	2029	$8,450,000.00
Bridge	Rehabilitation	Eastwood Park Bridge Rehabilitation	59	2026	2027	$760,000.00
Bike/Ped	New Construction	16th Avenue SE Sidewalk	80	2027	2028	$359,000.00
Bike/Ped	New Construction	11th Avenue SE Sidewalk	80	2028	2029	$1,038,000.00
Bike/Ped	New Construction	21st Avenue NW Sidewalk Phase 1	77	2025	2026	$467,000.00
Bike/Ped	New Construction	2nd Avenue and Main Street Pocket Park	45	2028	2029	$639,000.00
Bike/Ped	Maintenance	Citywide Wayfinding Signage	35	2025	2025	$398,000.00
Planning	-	2025 Washington Safe Routes to School	83	2025	2025	$790,604.00
Planning	-	Lewis & Clark/Bel Air SRTS	76	2025	2026	$1,891,000.00
Project Totals						**$121,474,872.00**

Ward County CIP 2024 to 2028

2024-2028 Construction Projects	In MPA?	Year	Budget	State & Federal	Other Funds	Project Total
Patching and Overly - Multiuse Path (awarded)	MPA	2024	$142,618	$605,247	-	$747,865
County Road 17 and 14 Intersection - Design	MPA	2024	$180,000	-	-	$180,000
Culvert Replacement on Livingston Coulee & County Road 12	UZA	2025	$1,000,000	-	-	$650,000
Bridge 51-144-35.0 (Eureka Township) ARPA	MPA	2025	$250,000	-	$114,250	$364,250
Micro Surface - County Road 19 (9 miles)	UZA	2025	$1,035,000	-	-	$1,035,000
Microsurfacing (County Road 12)	UZA	2025	$230,000	-	-	$230,000

Ward County CIP 2024 to 2028 (continued)

2024-2028 Construction Projects	In MPA?	Year	Budget	State & Federal	Other Funds	Project Total
Microsurfacing (County Road 10, 15, 17)	MPA	2025	$1,260,000	-	-	$1,260,000
Sliver Widen County Road 12 (east of 55th Street)	UZA	2025	$600,000	-	-	$600,000
Base Stabilization, Paving & RCB - Meadow Brook (2 miles)	MPA	2025	$2,500,000	-	-	$2,500,000
Base Stabilization & Paving - County Road 19 -KHRT (3 miles)	UZA	2025	$2,025,000	-	-	$2,025,000
Sliver Widen, FDR, Paving -County Road 14 (6 miles)	MPA	2026	$4,500,000	-	-	$4,500,000
County Road 17 and 14 Intersection - Construction	MPA	2027	$553,030	$2,346,970	-	$2,900,000
FDR, Paving County Road 12 (east of 55th Street)	UZA	2027	$1,400,000	-	-	$1,400,000
Mill and Overlay NE Bypass (55th and 42nd)	UZA	2027	$2,450,000	-	-	$2,450,000
Construction Totals			**$18,125,648**	**$2,952,217**	**$114,250**	**$20,842,115**

City of Burlington CIP 2021 to 2041

The 2021 to 2041 CIP does not include any transportation-related improvement projects. Three transportation improvement projects are currently in the works but are not programmed for a specific year at the time of writing.

Transportation Priority Project One: Connect Johnson Street to U.S. Highway 52

- Designed and bid in 2016
- Total cost of $550,000 (in 2016 dollars)
- Bid but not awarded

Transportation Priority Project Two: Connect Johnson Street to CR 10

Transportation Priority Project Three: Pedestrian Bridge across U.S. Highway 52

- Previously approved by NDDOT TAP at preliminary stage

Statewide Transportation Improvement Program (STIP) 2024-2027

The MTP began development while this STIP was current, though subsequent annual updates have been developed since that time. Central Dakota MPO will develop its own Transportation Improvement Program subsequent to this MTP, and will coordinate with NDDOT on transfer of federal funding distribution responsibility for projects in a current STIP. This list is provided for reference purposes only.

Category	Type of Improvement	Project List	Location	Estimated Costs
Roadway	Preventative Maintenance	4101 NH	U.S. Hwy 2 – E, 3 miles W of JCT 52 to 1 mile W JCT 83	$3,106,000.00
		4102 NH	U.S. Hwy 2 – E, 55th St E to 1.7 miles E Granville	$4,640,000.00
		4103 NH	U.S. Hwy 2 – W, 3 miles W of JCT 52 to 1 mile W JCT 83	$3,100,000.00
		4105 NH	U.S. Hwy 52 – W, Begin 4 lanes Minot SE to end 4 lanes	$794,000.00
		4215 NHU	U.S. Hwy 2 – E, 1 W of US 83 (16th St SW)	$275,000.00
		4202 NH	U.S. Hwy 2 – W, 3 mile W Surrey to BNRR Overhead	$567,000.00
		4203 NH	U.S. Hwy 2 – W, BNRR Overhead to 2.4 miles W Granville	$2,921,000.00
	Rehabilitation	4302 NH	U.S. Hwy 2 – E, 1 mile W JCT 83 to 55th St	$1,301,000.00
		4303 NH	U.S. Hwy 2 – W, 1 mile W JCT 83 to 55th St	$1,178,000.00
		4319 NH	U.S. Hwy 83 – S Minot to AFB	$2,341,000.00
		4109 NH	U.S. Hwy 83 – S, S of JCT 23 N to Urban Limit	$3,384,000.00
		24033 4224 NHU	U.S. Hwy 2 – E, 1 W of US 83 (16th St SW)	$1,660,000.00
	Reconstruction	23860 4110 SU	ND 989 – N 16th St SW (2nd Av SW-14th Av SW)	$9,626,000.00
	Rehabilitation	24033 4225 SU	ND 989 – N 16th St (Frontage Rd SW-24th Av SW)	$2,820,000.00
	Maintenance	23787 4222 SHEHEU	Minot, Citywide Traffic Signal Revisions	$1,441,000.00

Category	Type of Improvement	Project List	Location	Estimated Costs
Bridge	Rehabilitation	23635 4010 NH	U.S. Hwy 2 – E, NE JCT U.S. Hwy 2 & 52	$468,000.00
		23635 4011 NH	U.S. Hwy 2 – W, NE of JCT 2 & 52	$468,000.00
	Rehabilitation	23900 4111 NH	U.S. Hwy 2 – E, JCT US 2 & US 52 West	$588,000.00
	Rehabilitation	23900 4112 NH	U.S. Hwy 2 – E, JCT 2 & 52 East	$630,000.00
	Rehabilitation	23997 4113 NH	U.S. Hwy 2 Business – Burdick Exprwy East – Minot	$182,000.00
	Preventative Maintenance	23901 4216 NH	U.S. Hwy 2 – E, JCT US 2 & US 52 West	$309,000.00
		23901 4217 NH	U.S. Hwy 2 – E, JCT US 83 & US 2-52	$309,000.00
		23901 4218 NH	U.S. Hwy 2 – E, JCT 2 & 52 East	$309,000.00
		23901 4219 NH	U.S. Hwy 2 Business – E, Burdick Expy, East	$378,000.00
	Reconstruction	22048 4221 NH	U.S. Hwy 83 – N, South of U.S. Hwy 2	$1,755,000.00
Planning	-	23245 4014 TAU	Minot Washington School SRTS	$465,000.00
	-	23915 4016 TAU	Edison Elementary School SRTS	$550,000.00
	-	23916 4115 TAU	Washington Elementary SRTS	$495,000.00
Bike/Ped	New Construction	23943 4015 TAC	Minot to Burlington Multi-Use Path	$748,000.00
Transit	Maintenance	4020 TURB	Minot-Citywide 5307	$1,538,000.00
		4118 TURB	Minot-Citywide 5307	$1,569,000.00
		4223 TURB	Minot-Citywide 5307	$1,600,000.00
		4323 TURB	Minot-Citywide 5307	$1,632,000.00

BICYCLE AND PEDESTRIAN SYSTEM

Existing Network

The bicycle and pedestrian networks of the Minot area consist primarily of sidewalks along streets, though they also include a limited number of off-street trails, shared use paths, and on-street designated bicycle routes. Newer development outside of Minot's urban center as well as the Minot area's two smaller municipalities have historically not had extensive sidewalk coverage. Although sidewalk infill efforts have expanded throughout the City of Minot, through community engagement efforts, gaps in the network remain, as they do in the cities of Burlington and Surrey. Residents in all of these communities wish to see a continued effort to provide sidewalks and trails. (Sidewalk data for the Cities of Burlington and Surrey were not available at the time of analysis.)

In recent years there have been focused planning efforts that recommend improvements to the network, with several of these recommendations implemented through robust community and political support. These include the following:

- In recent years, Minot has implemented enhancement of several downtown streets to focus more on walking and biking.
- Surrey has recently added a multi-use trail along 104th Street/ Pleasant Avenue, connecting residential areas to Surrey High School and provides a safe pedestrian crossing of an active rail line.
- The five-mile Burlington to Minot Trail is currently undergoing rehabilitation efforts to improve its use for pedestrians and bicyclists. The trail starts at the intersection of the US-83 Bypass and 4th Avenue NE within Minot and extends west to the City of Burlington where it connects to Colton Avenue and local parks, one of the only multi-jurisdictional active transportation connections in the Minot region.

The prior section of this chapter on Capital Improvement Plans lists other near-term enhancements to bicycle and pedestrian travel.

Despite these recent and programmed future additions, the bicycle network is still highly fragmented and provides limited connections throughout the region. The sidewalk network, while more connective, suffers from occasional gaps and unsafe crossings of major thoroughfares. Continued expansion and improvement of the bike and pedestrian system will allow residents more options for how they travel and provide more recreational opportunities.

Figure 16: Bicycle Network

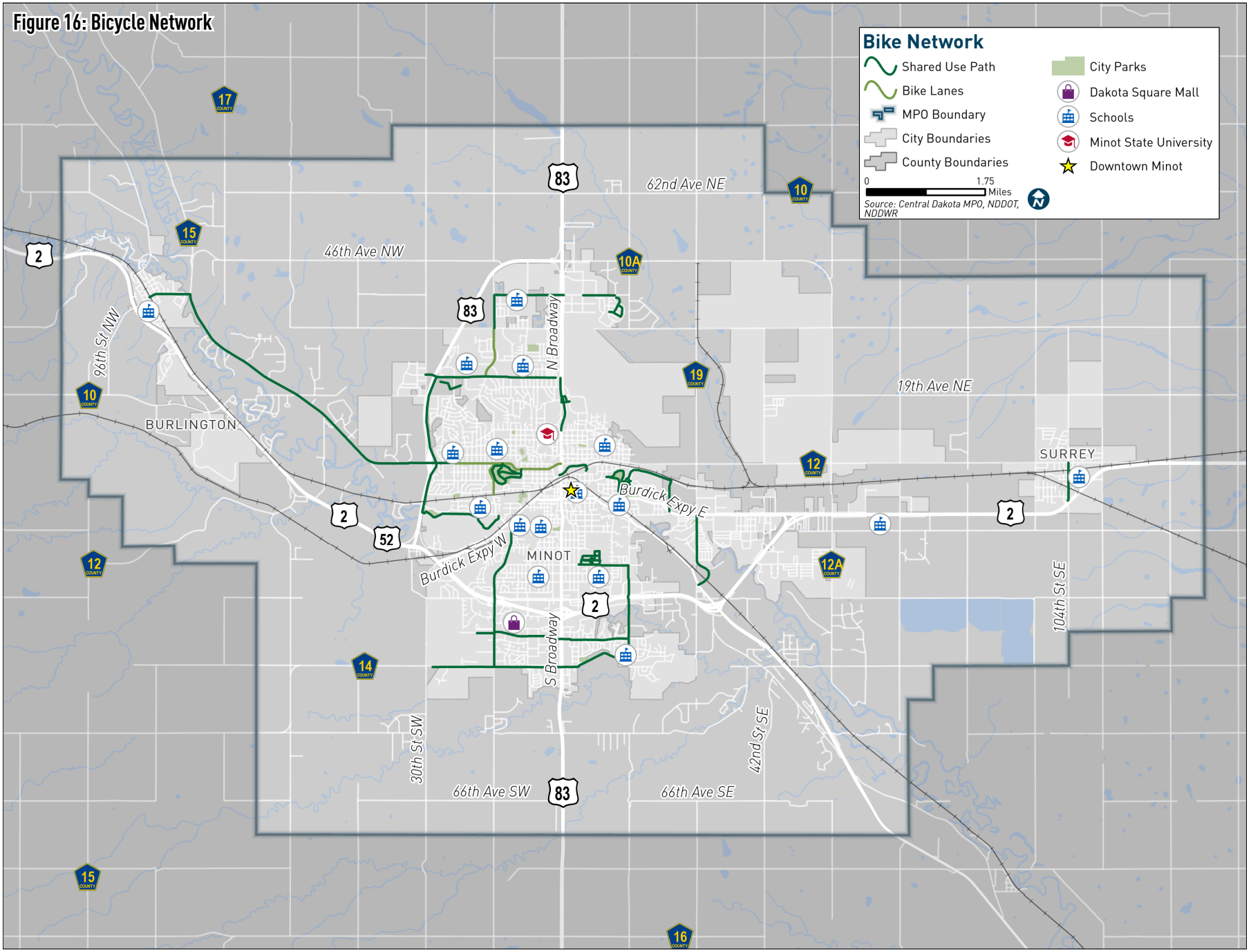
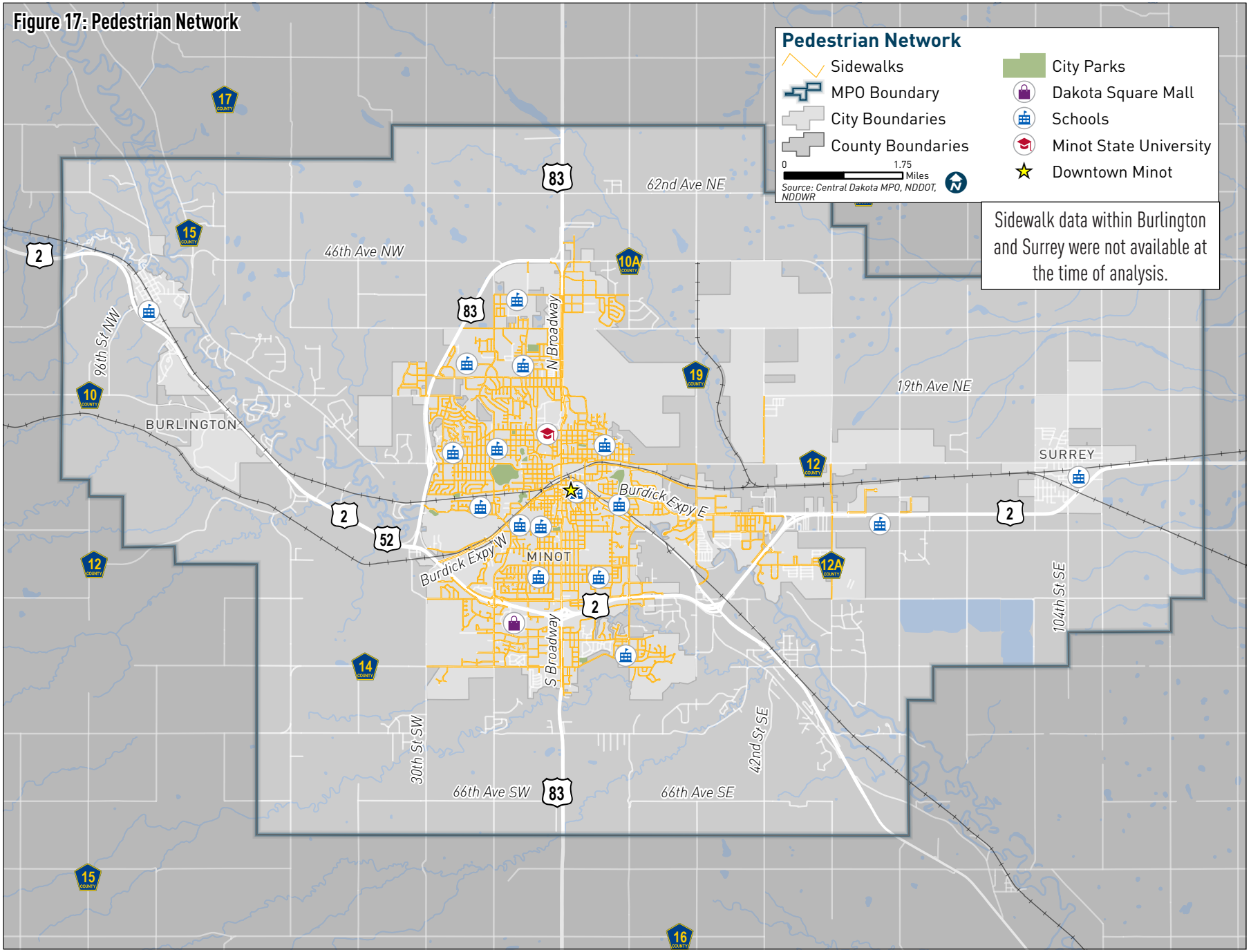


Figure 17: Pedestrian Network



TRANSIT

Transit services in the region are currently provided by Minot City Transit and Souris Basin Transportation. The area offers one of the most active and successful transit systems in the state, having had a strong recovery following the COVID-19 Pandemic that has led to recent service expansion to accommodate growing needs from customers. Public transportation is vitally important to the Minot region. These services improve the quality of life by providing mobility to those who need or choose to use them, connecting commuters to jobs, students to educational facilities, and residents to shopping, recreation, and other services.

Fixed Route Services Summary

Fixed route services are provided by Minot City Transit. There are currently eight routes in operation that run on weekdays from 7 a.m. to 7 p.m. Minot City Transit operates a hub-and-spoke service model, with routes starting and ending their trips at the recently opened Minot City Transit Center. Each route operates at a one-hour frequency and is interlined with another route, completing two 30-minute loops each hour from the main transfer point. A large majority of residents currently live within ¼ mile of existing transit routes, making Minot one of the most accessible transit systems in the state in terms of coverage. The new transit center opened in September 2024 and is located near City Hall and the Renaissance Parking Garage, a more central location that replaced the Minot Municipal Auditorium transfer site.

A comprehensive system analysis was completed in 2013, setting a vision for a complete transit system in the Minot area, with goals focused on accessibility, quality of service, development and land use, environment and air quality, multimodal approaches, transit experience, and funding. A key outcome of the study was setting the stage for a future downtown transit center. The Central Dakota MPO will oversee the next Transit Development Plan update which is expected to start in 2025. This study will also include services provided by Souris Basin Transportation.

Minot City Transit utilizes what is commonly known as a "flag stop" system, meaning buses will stop at any corner along a bus route as long as the operator believes it to be a safe place to stop. Additionally, buses will stop at fire hydrants in the middle of longer blocks. By relying on flag stops, transit riders have the flexibility to board where it is most convenient to them along a route, however, they often lack the necessary infrastructure needed to safely utilize the public transit system.

System Efficiency and Performance

Overall ridership has seen declines following the COVID-19 pandemic, however Minot City Transit has proven to be more resilient than many transit agencies across the United States and has experienced strong growth in recent years. In 2023, total ridership was at 87% of pre-pandemic levels.

Following national trends, Minot City Transit's operating expenses have been on the rise while ridership has seen declines following the Covid-19 pandemic. These trends have resulted in fewer service hours and higher costs per passenger. However, Minot's transit performance metrics are generally starting to get closer to pre-pandemic levels. This is particularly true for passengers per revenue hour, which in 2023 was at 85% of 2019 levels.

Souris Basin Transportation

To meet the Federal Transit Administration's ADA requirements for paratransit service, Minot City Transit has partnered with Souris Basin Transportation. In the Minot area, Souris Basin Transportation provides curb-to-curb services between 7:30 a.m. to 10:00 p.m. on weekdays, 7:30 a.m. to 5:00 p.m. on Saturdays, and 7:30 a.m. to 3:00 p.m. on Sundays. Rides must be scheduled by 2:00 p.m. the day before a ride is needed, or on Friday for weekend trips. Reservations are currently made by calling the Souris Basin Transportation's dispatch office.

System Efficiency and Performance

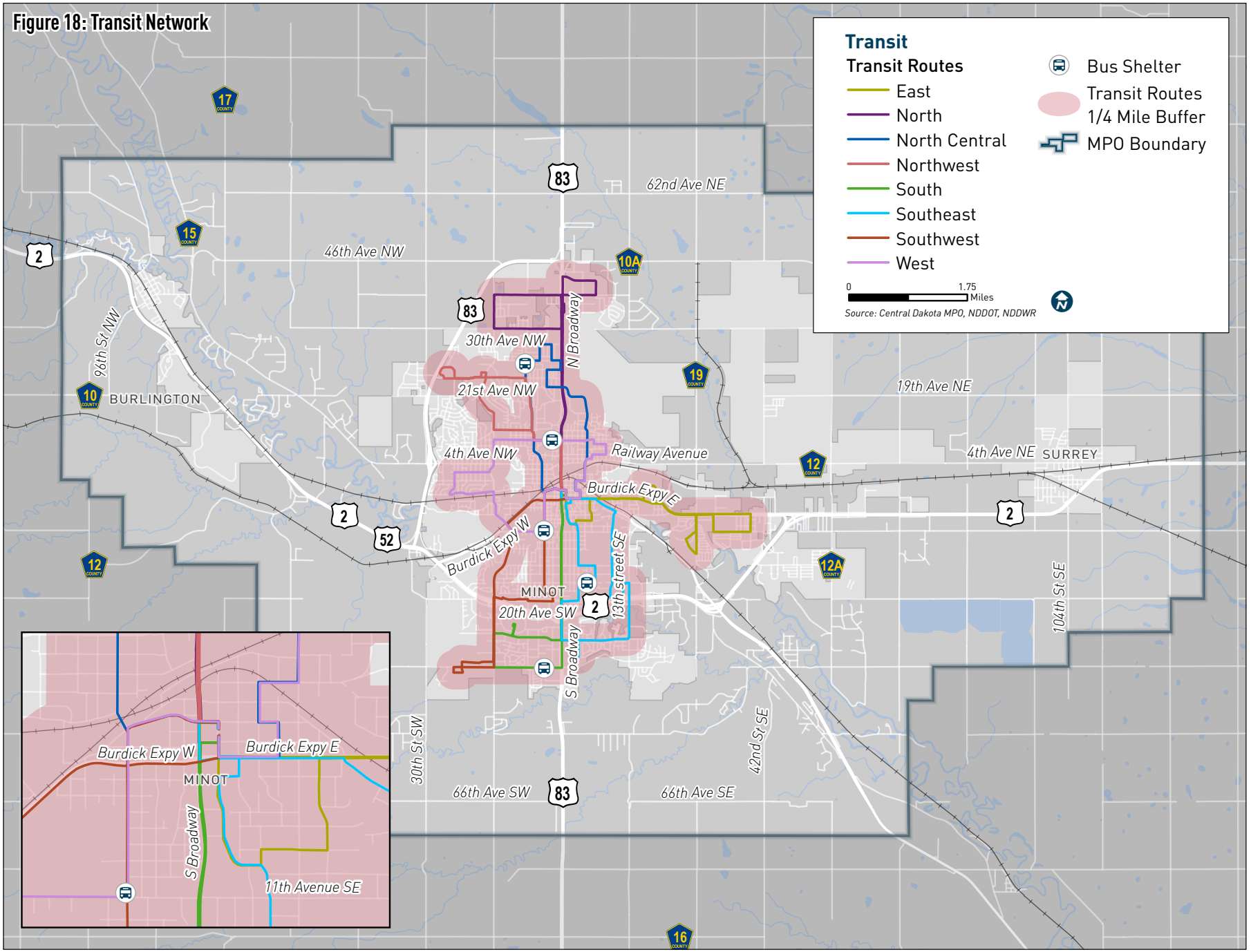
NTD data from 2018-2022 was reviewed for all of Souris Basin Transportation's services (including those outside of Minot), which have proven to be resilient following the COVID-19 pandemic. In 2022, ridership was at 92% of 2019 levels. While costs to operate service have been on the rise, recent trends have been more positive in the Minot area, having seen a reduction in costs per revenue hour and per passenger in 2022 compared to 2021. Passengers per revenue hour have also returned to pre-Covid levels, sitting at 2.6 in 2022.

Summary of Transit Needs

While Minot City Transit's ridership has continued to recover and grow in recent years, it will continue to be important to adapt and modify their systems to keep up with changing needs from their customer base and attract new riders to the system. The current system has a strong network to build on, providing coverage to a large majority of residents, but additional fine tuning and exploration of new technologies and service models (e.g., microtransit, higher frequency service, real-time information, designated stops, etc.) may help keep the momentum going. Since the publication of the Minot 2013 Comprehensive (Transit) System

Souris Basin Public Transit Bus

Figure 18: Transit Network



Analysis, the transit system has drastically changed and will benefit from an updated analysis as part of a separate Transit Development Plan created in tandem with this MTP (and that serves as a supporting complementary document).

The most significant challenge ahead for transit in the Minot region will be obtaining sufficient funding needed to continue operating service as it runs today. With the transition to an urbanized area, Minot City Transit's Section 5311 funding will go away, and Section 5307 allocations won't provide a sufficient amount to cover demand-response services currently being contracted with Souris Basin Transportation. The Transit Development Plan will need to have a focus on funding while balancing system efficiencies and the need to drive ridership growth in the region.

Table 12: Fixed Route Transit Routes

Route	Frequency (Min)	Span	Interlining	Additional Trips when School is in Session
North	60	7:00a - 6:30p	South West	7:30a, 3:30p
North West	60	7:30a - 7:00p	South	
North Central	60	7:00a - 6:30p	South East	7:30a, 3:30p
East	60	7:00a - 6:30p	West	7:30a, 3:30p
West	60	7:30a - 7:00p	East	7:00a, 3:00p
South	60	7:00a - 6:30p	North West	
South East	60	7:30a - 7:00p	North Central	7:00a, 3:00p
South West	60	7:30a - 7:00p	North	7:00a, 3:00p

TRANSIT SYSTEM PERFORMANCE

The figures on the following three pages provide a summary of performance of the transit system. Key themes and takeaways are as follows:

- Minot City Transit's overall ridership declined after the COVID-19 pandemic, as with virtually all transit systems in the United States. However, the system has proven to be more resilient than many of its peers, with 2023 ridership levels (the most recent available at the time of this plan's analysis) back to 87 percent of pre-COVID levels (Figures 19 and 21).
- Souris Basin Transit has similar levels of ridership to Minot City Transit and has seen a comparable level of post-COVID recovery, but due to its service of areas of lower population density, it is less productive and has higher operating costs than Minot City Transit (compare Figures 23 and 26).

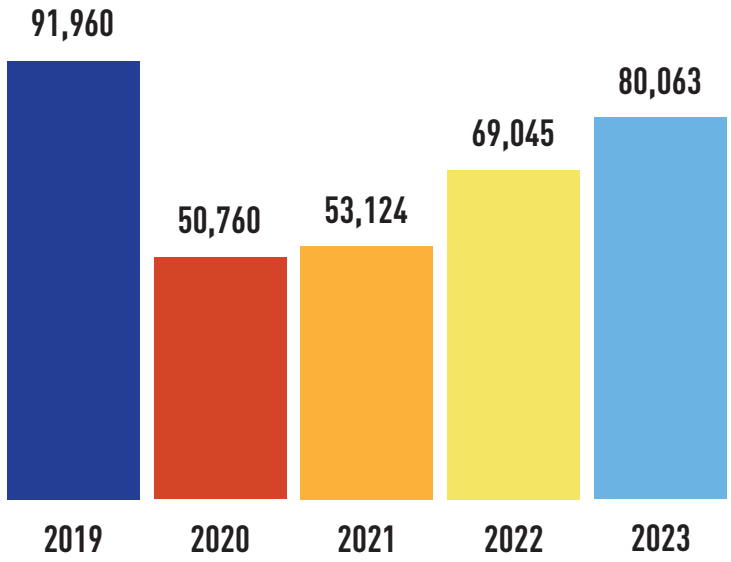


Figure 19: Historical Annual Passenger Count (Minot City Transit)

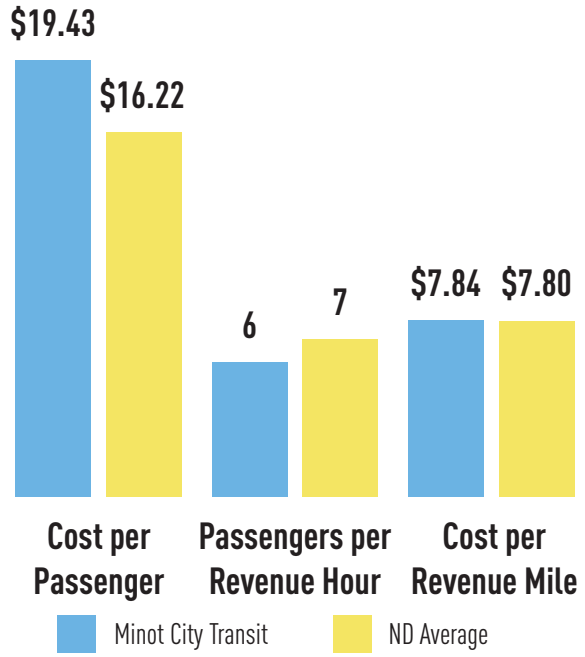


Figure 20: Minot City Transit compared with ND Average

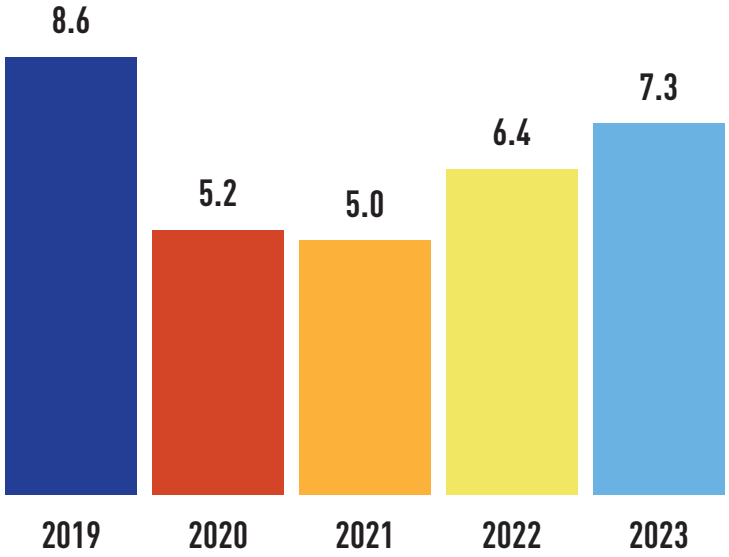


Figure 21: Passengers per Revenue Hour (Minot City Transit)

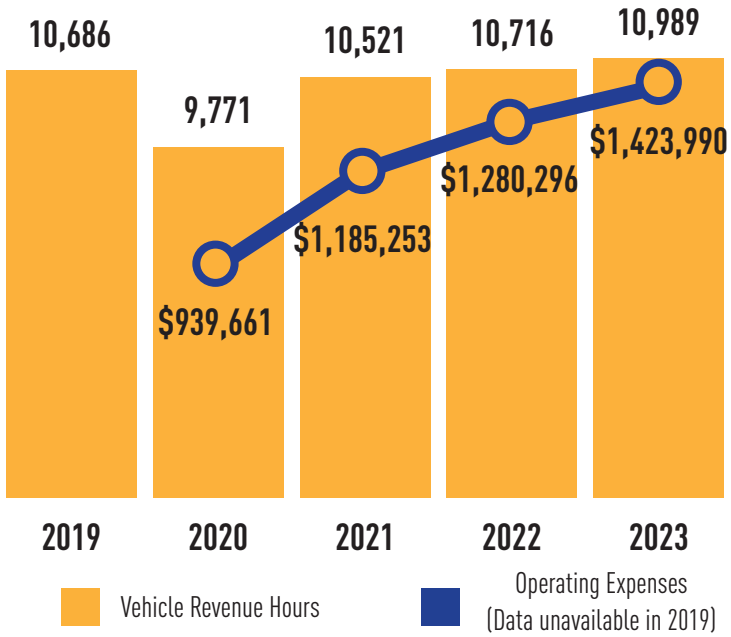


Figure 22: Vehicle Revenue Hours with Operational Expenses (Minot City Transit)

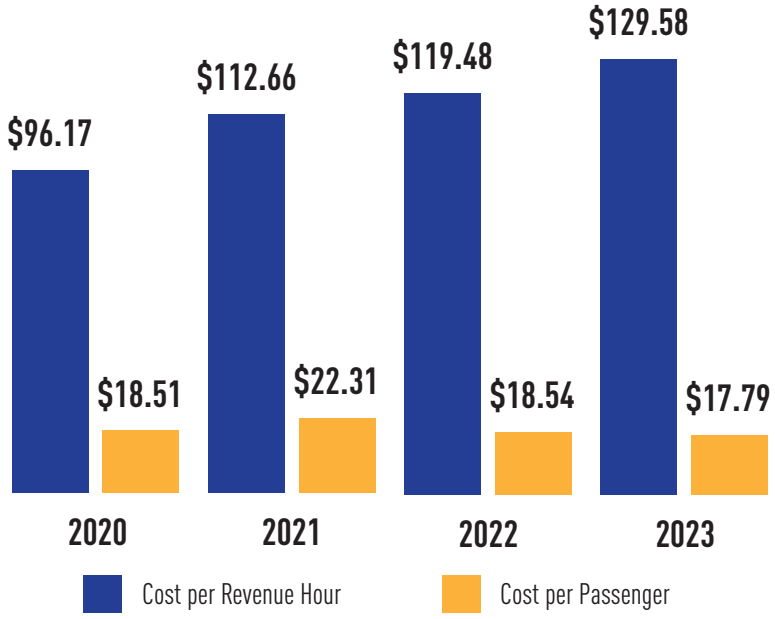


Figure 23: Cost per Revenue Hour and per Passenger (Minot City Transit)

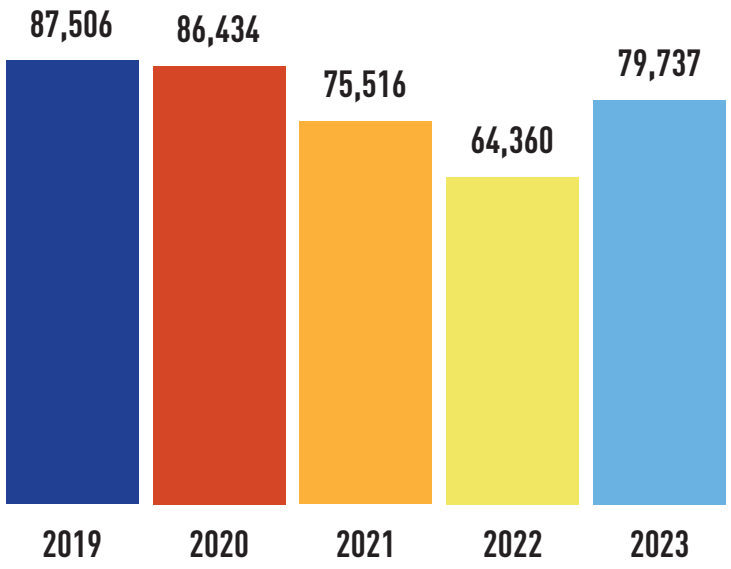


Figure 24: Historical Annual Passenger Count (Souris Basin Transit)

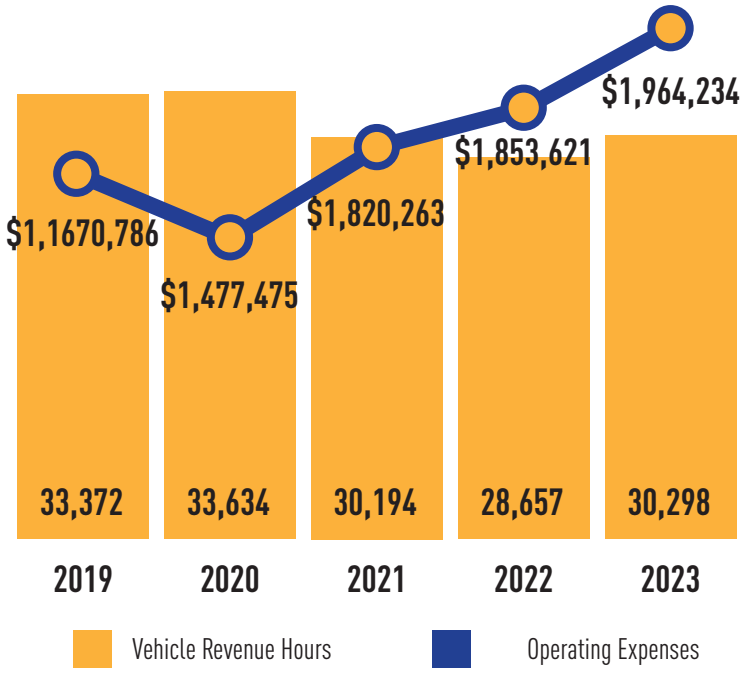


Figure 25: Vehicle Revenue Hours with Operational Expenses (Souris Basin Transit)

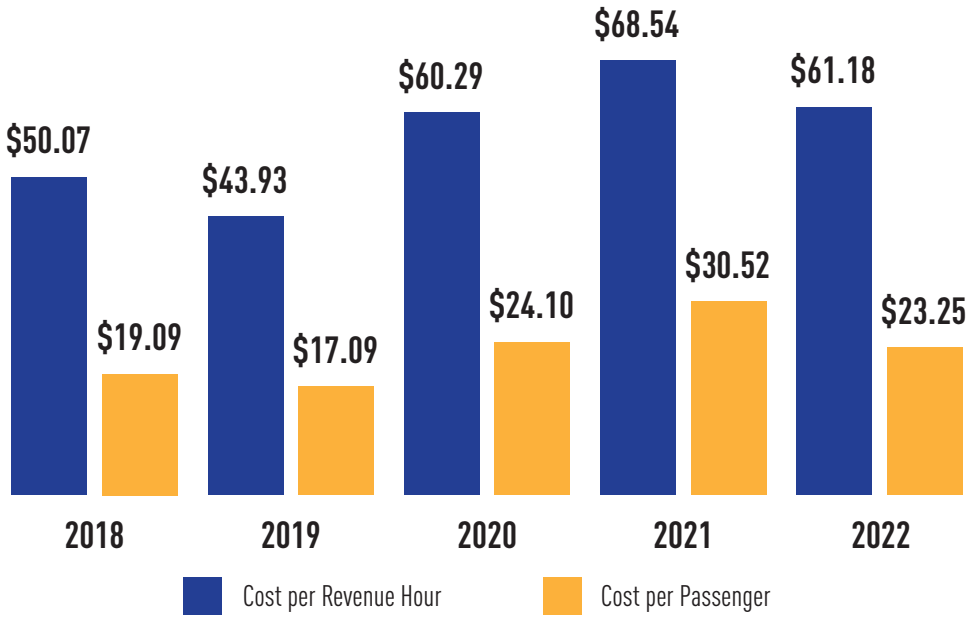


Figure 26: Cost per Revenue Hour and per Passenger (Souris Basin Transit)

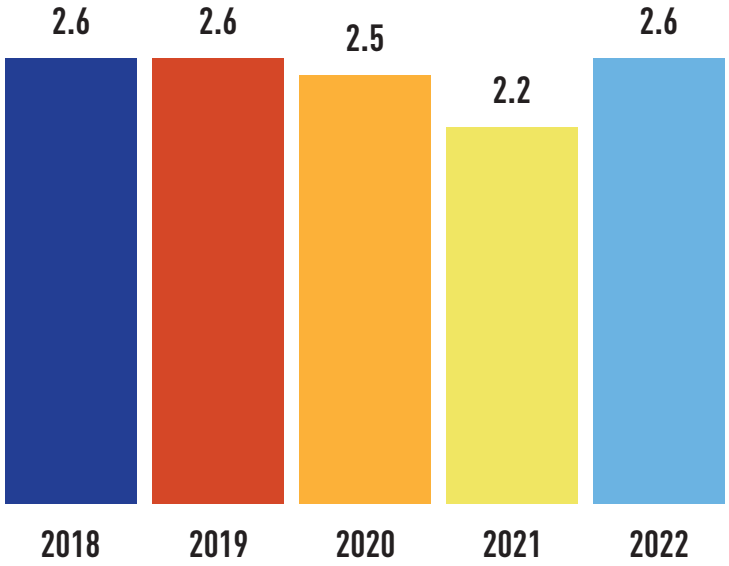


Figure 27: Passengers per Revenue Hour (Souris Basin Transit)

FREIGHT SYSTEMS

North Dakota is unique in that approximately 78 percent of its freight flows are outbound. Agricultural and Petroleum products represent the majority of North Dakota outbound freight and travel most frequently by rail with truck transportation representing approximately a quarter of outbound freight travel. A majority of inbound North Dakota freight demand is served by truck transportation. While truck transportation is paramount to the freight system, rail has become more frequently used due to the opening of the Minot Intermodal Facility. These systems support the local and regional economy and their preservation and upkeep are necessary.

Key Routes

The National Highway System (NHS) includes a variety of road types that are important to the nation's economy, defense, and mobility. The NHS includes the following types of roads:

- Interstates.
- Other Principal Arterials – Highways in rural and urban areas that provide access between an arterial and a major port, airport, or other public transportation facility.
- Strategic Highway Network (STRAHNET) – Highways important to the U.S.'s strategic defense policy and that provide defense access, continuity, and emergency capabilities for defense purposes.
- Major STRAHNET Connectors – Highways that provide access between major military installations and highways that are part of STRAHNET. In the Minot area, this includes US 83 due to its connection with Minot Air Force Base.
- Intermodal Connectors – Highways that provide access between major intermodal facilities and the other four subsystems making up the NHS. Currently, two NHS intermodal connectors are designated in North Dakota.

The NHS is under the jurisdiction of state Departments of Transportation (DOT) with oversight by FHWA. In North Dakota, the NHS comprises the entire Interstate Highway System along with several state highway (designated ND) corridors. The following pass through the MPO boundary:

- U.S. Highway 2
- U.S. Highway 52
- U.S. Highway 83

Facing West on US 52 at 13th St SE (May 2024)
Kroll's Diner

Future SW/SE Connector Corridors

The Connector Corridor was initiated by Ward County to lay the foundation for a future limited access connector route between U.S. Highway 2/52 west of Minot to U.S. Highway 52 east of Minot. Continued population growth along with sustained energy, agricultural, and commercial freight demands in the region have challenged the regional roadway system for decades. A southern connection would provide an alternative route for freight and motorists to alleviate congestion in the urban core including U.S. Highway 2/52 and U.S. Highway 83/Broadway.

U.S. Highway 2

Based on analysis conducted for the SW/SE Connector Corridor Study, it was found that U.S. Highway 2 carries the highest truck traffic volumes of all study area roadways. East of U.S. Highway 52, trucks make up around 10% of vehicles, with daily truck volumes ranging between 800 and 1,200 vehicle per day. Between U.S. Highway 52 and the U.S. Highway 83 Northwest Bypass, trucks are 11-14% of the traffic stream, with daily truck volumes between 2,000 and 2,200 per day. West of the U.S. Highway 83 Northwest Bypass, truck traffic is around 15% of the traffic stream, with around 1,700 trucks per day.

U.S. Highway 83

In the urbanized area just south of U.S. Highway 2, truck traffic is around 4% of traffic, with around 800 trucks a day. Truck traffic is lower north of U.S. Highway 2, with around 300 trucks per day. Truck traffic is a more considerable percentage of the overall traffic stream south of Minot (13-15% of traffic); however, the overall number of trucks is generally similar to the urbanized area, with around 1,000 trucks per day near 54th Avenue South and near County Road 16.

U.S. Highway 52

U.S. Highway 52 carries around 900 trucks per day between U.S. Highway 2 and County Road 16. Truck traffic is around 12% of the total traffic south of U.S. Highway 2 and around 19% of traffic near County Road 16.

Minot Air Force Base Routes

Minot Air Force Base (AFB) is one of only three strategic missile bases in the US. The base supports and maintains numerous missile silos, containing LGM-30G Minuteman intercontinental ballistic missiles (ICBM), which are in multiple locations throughout ND and adjacent states. The 91st Missile Wing is responsible for the security and deployment of the only land-based ICBMs the US operates. The Strategic Highway Network (STRAHNET) and the Strategic Rail Corridor Network (STRACNET) were developed by the U.S. Department of Defense in coordination with FHWA. The STRAHNET and STRACNET are networks of highways and rail lines that support the U.S. military with access, continuity, and emergency capabilities for defense purposes. It is common for the movement of weapons, materials, and supplies to temporarily shut down portion of the U.S. Highway network in the region, below, and shown in Figure 28. Alternative routes, like the SW/SE Connector, would help to increase safety and reliability for AFB operations along with the safety and reliability for the U.S. Highway Network. The state's military installations serve as freight generators, consumer markets, and rely on connectivity to the freight transportation system. The US Department of Defense assists local governments with funding roadway improvements in the STRAHNET roadway network. STRAHNET system includes two interstate highways (I-29 and I-94) and portions of two U.S. highways (U.S. Highway 2/U.S. Highway 2 Business and U.S. Highway 83/U.S. Highway 83 Bypass), the STRACNET includes BNSF lines through Williston, Minot, and Fargo.

Local Truck Routes

Several municipalities have designated truck routes within their jurisdiction. These truck route designations vary but largely exist to restrict trucks to certain highways in urban areas.

In Minot, U.S. Highway 2, 52, 83, and 83 Bypass have a max weight limit of 105,500 pounds of gross vehicle weight (GVW). While these corridors can carry heavy freight, 16th Street SE provides a north/south connection for goods and services to commercial districts south of U.S. Highway 2/52.

Ward County has designated freight routes that include Ward County Northeast Bypass, Highway 10, 10A, 12, 19 and 37th Avenue SE from U.S. Highway 52 to 72nd Street SE. These serve as alternative freight routing outside the U.S. and state highway system. Along U.S. Highway 2 at the 16th Street Southwest interchange there is currently a 16-foot height restriction. Due to the short clearance, large trucks frequently hit the bridge causing delays, damages, and bridge closures. However, over height vehicles traveling this route do not currently have a convenient alternate route for bypassing this height restriction. A lack of alternative roadways creates a negative impact on agriculture products and equipment in the region. The minimum standard height for new bridges in the region is 16.5 feet.

As noted in Figure 28, U.S. Highway 2, U.S. Highway 52, U.S. Highway 83, and U.S. Highway 83 Bypass are Level 1 Strategic

Freight System Routes. These routes are determined to be the most critical freight corridors necessary to sustaining the state's economic growth and competitiveness.

Existing Truck Volumes

While the NDDOT completes numerous traffic counts throughout the metropolitan planning area (MPA), not all roads are captured on a consistent basis. Therefore, data from Replica, a platform providing de-identified travel data, was used to identify concentrations of truck activity and general freight movement trends that impact regional mobility and infrastructure. Replica's modeled trip dataset corresponds to a Thursday in April 2024. By querying the Replica database, all trips were selected that used at least one network link in the MPA and the network links that each trip used. This allowed the project team to calculate the number of trips (by mode) that took place on each network link in the MPA. The resulting dataset includes the Replica modeled daily automobile, truck, bicycle, pedestrian, and bus volumes for every network link in the study area. Figure 29 shows the Replica data volume for trucks only.

External Freight Influences

To help verify the modeled Replica data and better understand general roadway/truck freight patterns influenced by areas outside the MPA and Ward County, freight-specific data sources were reviewed. The Freight Analysis Framework (FAF), produced through a partnership between the Bureau of Transportation Statistics (BTS) and Federal Highway Administration (FHWA), integrates data from a variety of sources to create a comprehensive picture of freight movement among states and major metropolitan areas by all modes of transportation. Starting with data from the 2017 Commodity Flow Survey (CFS) and international trade data from the Census Bureau, FAF version 5 (FAF5) incorporates data from agriculture, extraction, utility, construction, service, and other sectors.

The FAF5 data was extracted for North Dakota in three datasets focusing on freight moving from county to county, county to FAF out-of-state (domestic and foreign/Canada), and FAF out-of-state to county. Ward County was selected as the origin and destination for the subject analysis. Figures 30 to 37 show the top destinations and origins of ND counties, counties from ND and surrounding states, domestic regions/states, and foreign regions. In this database, the freight modes are disaggregated, except for truck and air. In most cases, it is not possible to determine whether a shipment was transported by truck or air. However, given the remote location of the MPA, it can reasonably be assumed that the volume of freight shipped by air is minimal, and that most of this freight is likely transported by truck.

The figures below confirm the modeled Replica data by highlighting key truck traffic patterns in and out of the CDMPO area. Most of the truck traffic is linked to Burleigh and Cass Counties, suggesting heavy use of U.S. Highway 83 and 52. Internationally, Canada is the top destination and origin, indicating significant truck flow northwest along U.S. Highway 2/52 toward Portal, ND, one of three 24-hour U.S. Border Points of Entry on the ND border.

Replica's modeled trip dataset corresponds to a Thursday in April 2024.

Rail Connections

The MPO area is served by two Class 1 freight railroads, Burlington Northern Santa Fe (BNSF) Railway and Canadian Pacific Kansas City Railway (CPKC Rail). North Dakota has four additional regional and short line railroads that connect to BNSF and CPKC lines outside of the study area – Dakota, Missouri Valley & Western Railroad (DMVW), Red River Valley & Western Railroad (RRVW), Dakota Northern Railroad (DNR), and Northern Plains Railroad (NPR). The North Dakota rail network comprises 3,481 route miles. Rail is a critical mode of transportation within the MPO area and helps to deliver goods produced in North Dakota to the rest of the

Figure 28: Freight Routes

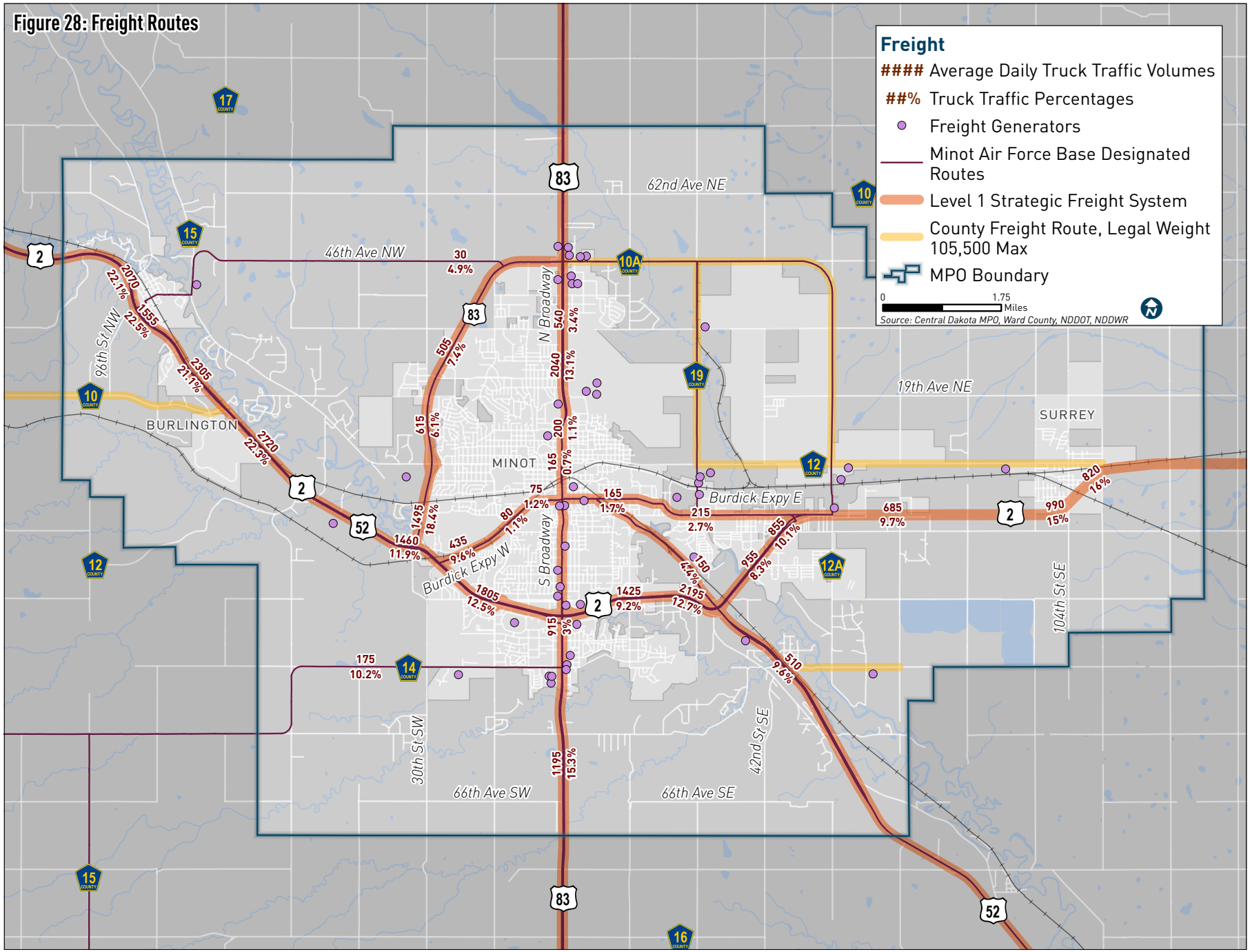


Figure 29: Replica - Thursday, April 2024 Modeled Volume - Truck Only

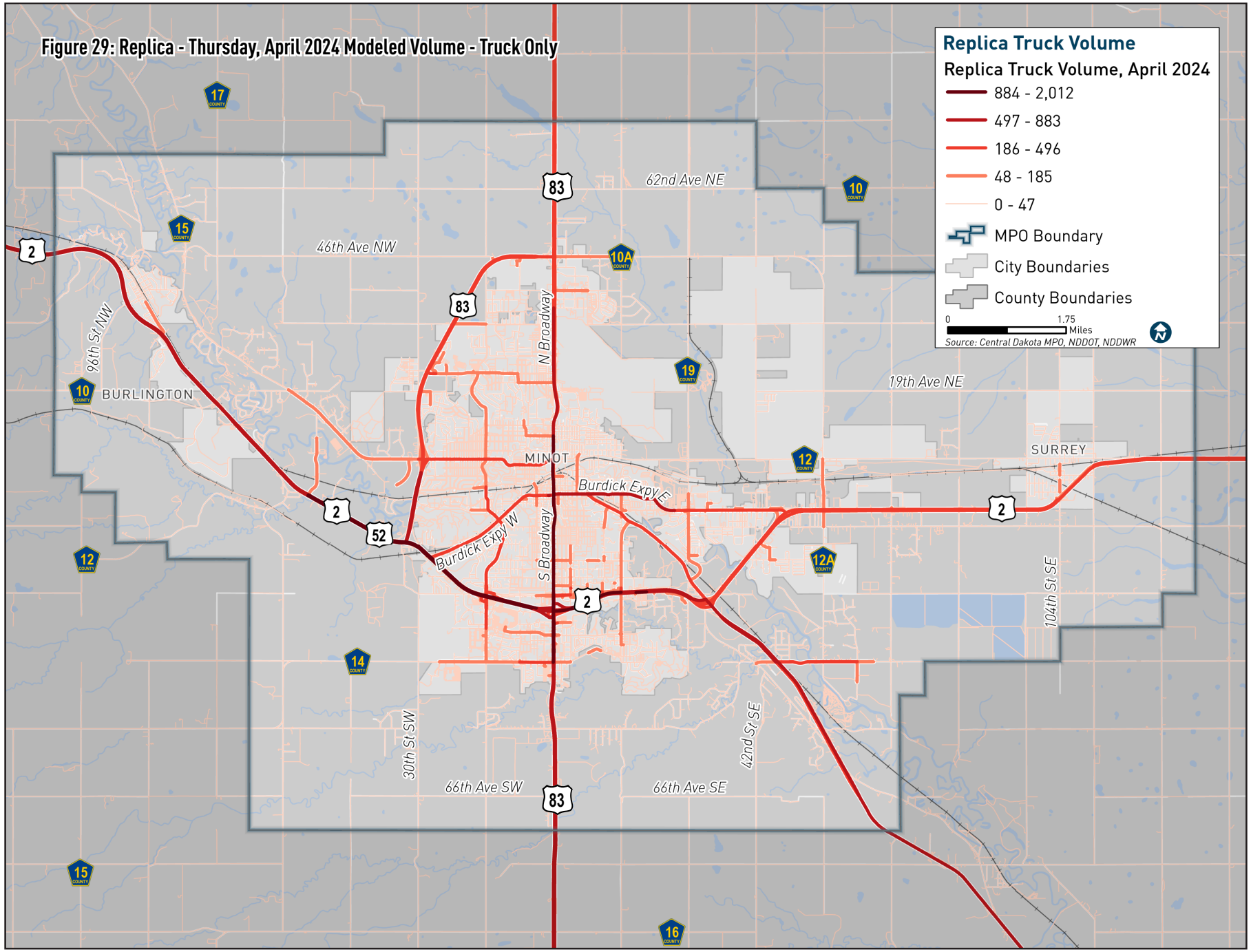
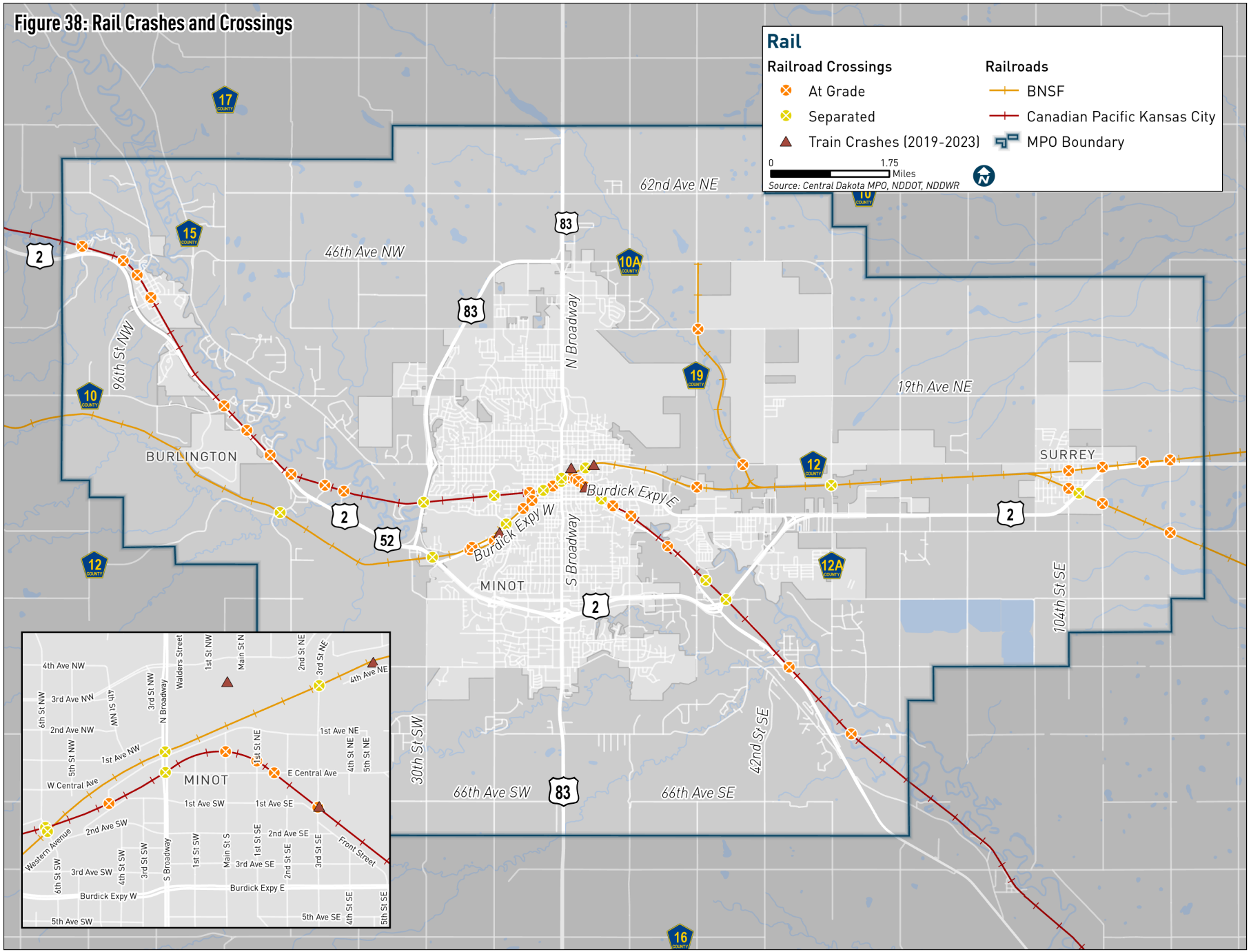


Figure 38: Rail Crashes and Crossings



country and across the world. Figure 38 shows all rail crossings within the MPO boundary as well as crashes involving trains between 2019 and 2023.

BNSF Railway

Burlington Northern Santa Fe (BNSF) is one of the largest railroads in the US, with 32,500 route-miles. The corporation serves 28 states, principally west of the Mississippi River and three Canadian provinces. The rail line provides international access and direct routes to the Pacific Northwest Ports of Seattle and Tacoma, the Port of Oakland, and the southern California Ports of Long Beach and Los Angeles.

In the North Dakota region there exists a 1,632-mile network that serves the Bakken region (the state's agricultural areas and all major population centers). BNSF's international connections ship North Dakota's agricultural and energy exports to Asia; links North Dakota to Latin American markets; and provides outlets for North Dakota's oil reserves as an alternative to pipelines. BNSF's North Dakota network consists of two operating divisions and their respective operating subdivisions.

CPKC Rail

The Canadian Pacific-Kansas City (CPKC) Rail is one of two major Canadian railroads with a system of 14,700 miles of track in six Canadian provinces and 13 U.S. states. CPKC Rail provides North Dakota exporters with access to the Port of Vancouver, the Port of Montreal, and the Ports of New York and New Jersey through trackage rights.

In the North Dakota region, CPKC Rail operates a 520-mile network through its U.S. subsidiary, the Soo Line. CPKC Rail has a single line passing through North Dakota. The line enters the United States at the border city of Portal and proceeds southeast across the state through Minot. CPKC Rail provides North Dakota importers and exporters with alternative rail access to the Twin Cities and Chicago.

Amtrak

Amtrak operates the Empire Builder route that serves stations in Williston, Stanley, Minot, Rugby, Devils Lake, Grand Forks, and Fargo. Two trains per day run through North Dakota in either direction as part of the Empire Builder, with major destinations of Chicago, St. Paul, Seattle, and Portland. Minot is a major stop on the route and serves as a maintenance station. The entire portion of the North Dakota based route is on track owned by the BNSF Railroad. As of the FY 2023 report, Amtrak is currently in the preliminary design stages to provide a new platform at the current station location, accessible walkways to the public right-of-way, and new lighting and signage for the platform and walkways for the Minot station. According to Amtrak's 2023 report, construction will commence in FY 2026 and be completed in FY 2028.

The new Minot City Transfer Point, located on 1st Street SW and 2nd Avenue SW, is approximately a half mile from the Amtrak station located on 1st Avenue SW. However, the entrance to the Amtrak station is not ADA compliant and is located behind an uncontrolled rail crossing. This presents safety and conflict concerns.

Intermodal Facility

The Port of ND began the first intermodal rail service in ND with the intent of reducing shipping costs for moving goods to international ports. It currently services more than 500 independent agricultural producers within a 150-mile radius of the facility.

The success of the Port will simultaneously increase local and regional truck traffic to the Port but reduce the long-haul truck traffic that has historically hauled these products. The Port has shipped more than 20,000 containers (primarily 40-foot containers) since opening. On October 4th, 2024, the 100th train departed the Minot Intermodal Facility where it then traveled to the ports of Seattle and Tacoma in Washington. Its goods will be offloaded onto container ships that will transport them around the world.

The intermodal facility in the northeast Minot area makes regional connections between US Highway 52, US Highway 83, and US Highway 2, providing access to the region's robust industry to the global markets.

In October 2020, North Dakota's first intermodal terminal, located at the 800-acre Logistics Park of North Dakota in Minot, was leased to a new operator, Rail Modal Group (RMG). The facility serves an agriculture supply chain of small lot size, containerized grain shipments, and markets requiring identity-preserved products. Initially, BNSF will provide service as demand requires.

Complementing the intermodal operation is a 386-acre, BNSF-certified logistics site whose purpose is to attract rail-related economic development. Commodities include: barley, corn products, oats, beans/peas/lentils, lubes/oils/waxes, fuels, sand, pipe, limestone, and soybeans.

Rail and Semi Freight Connection Facility near 55th Street NE and 5th Avenue NE intersection

MINOT REGION FREIGHT ACTIVITY

The figures on the following four pages provide a summary of key statistics with freight movement in and out of the Minot region:

- Major freight destinations are other metropolitan areas in North Dakota and the Upper Midwest, including Fargo, Bismarck, and Minneapolis-St. Paul.
- The amount of freight tonnage within Ward County, especially for agricultural goods, is roughly half of that amount going to and from the largest outside markets.
- The region's proximity to the Canadian border underscores the importance of international trade, and significantly more tonnage of freight is imported from Canada than exported to it and all other international destinations combined.

Figure 30: FAF5 Ward County to ND Counties (Tons)
Origin: Ward County - Destination: Top 10 ND Counties

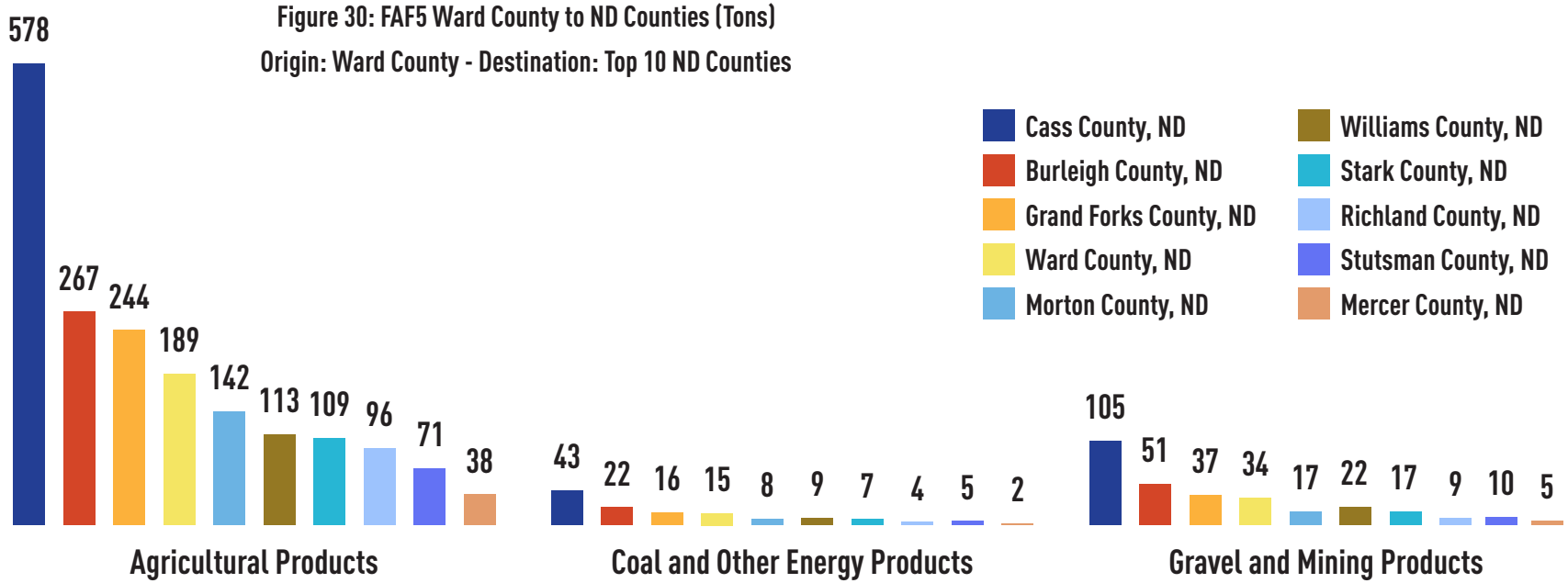


Figure 31: FAF5 ND Counties to Ward County (Tons)
Origin: Top 10 ND Counties - Destination: Ward County

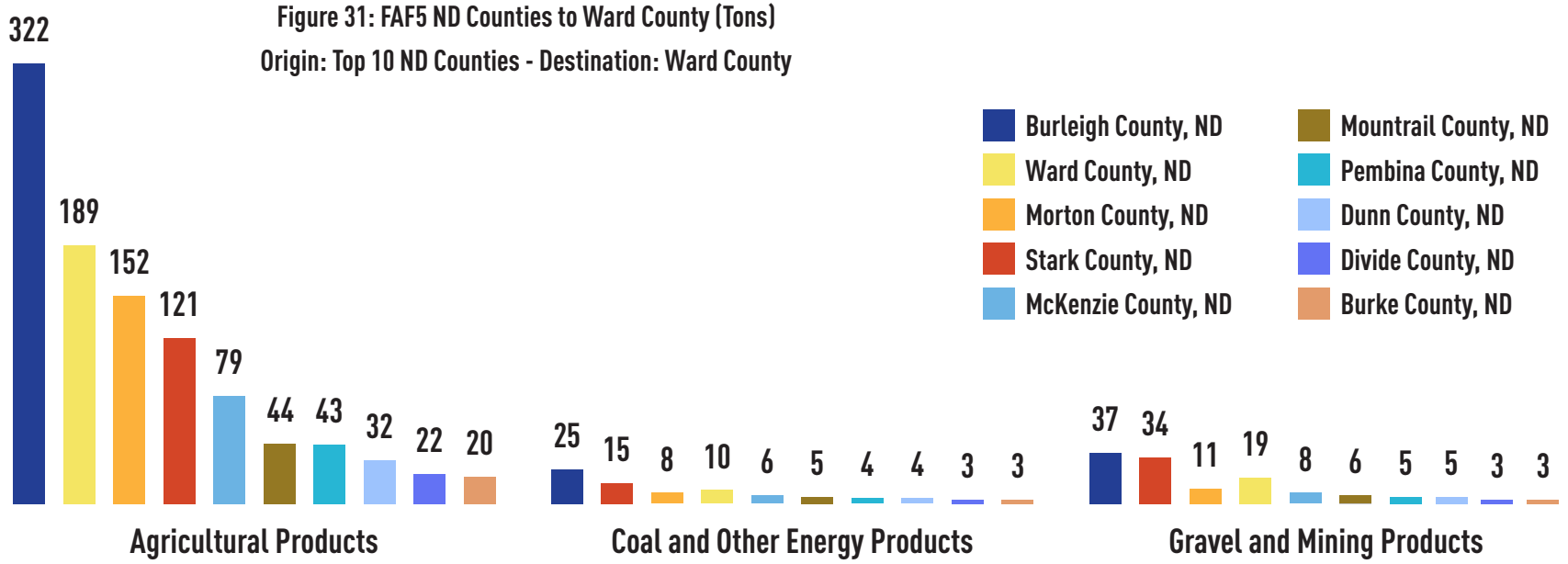


Figure 32: FAF5 Ward County to ND Counties and Surrounding States (Tons)

Origin: Ward County - Destination: Top 2 Counties from Surrounding States (MN, SD, MT)

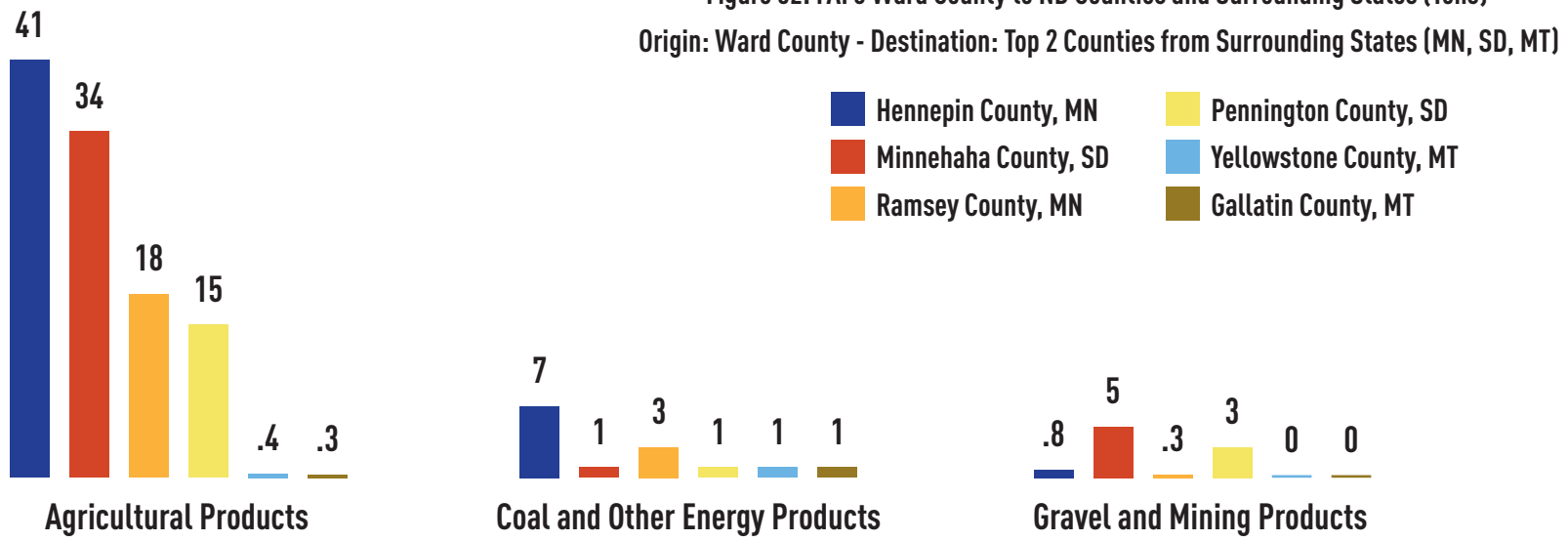


Figure 33: FAF5 ND Counties and Surrounding States to Ward County (Tons)

Origin: Top 2 Counties from Surrounding States (MN, SD, MT) - Destination: Ward County

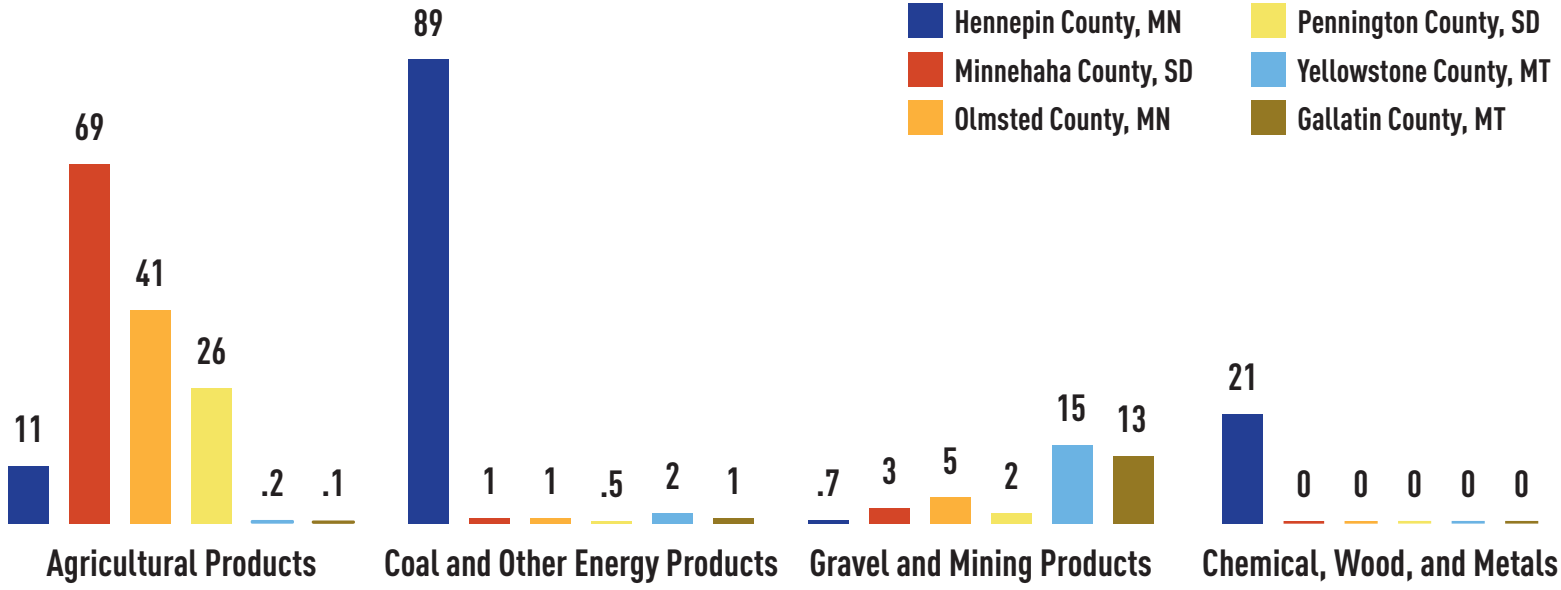


Figure 34: FAF5 Ward County to Foreign Regions (Tons)

Origin: Ward County - Destination: Top 6 Foreign Regions

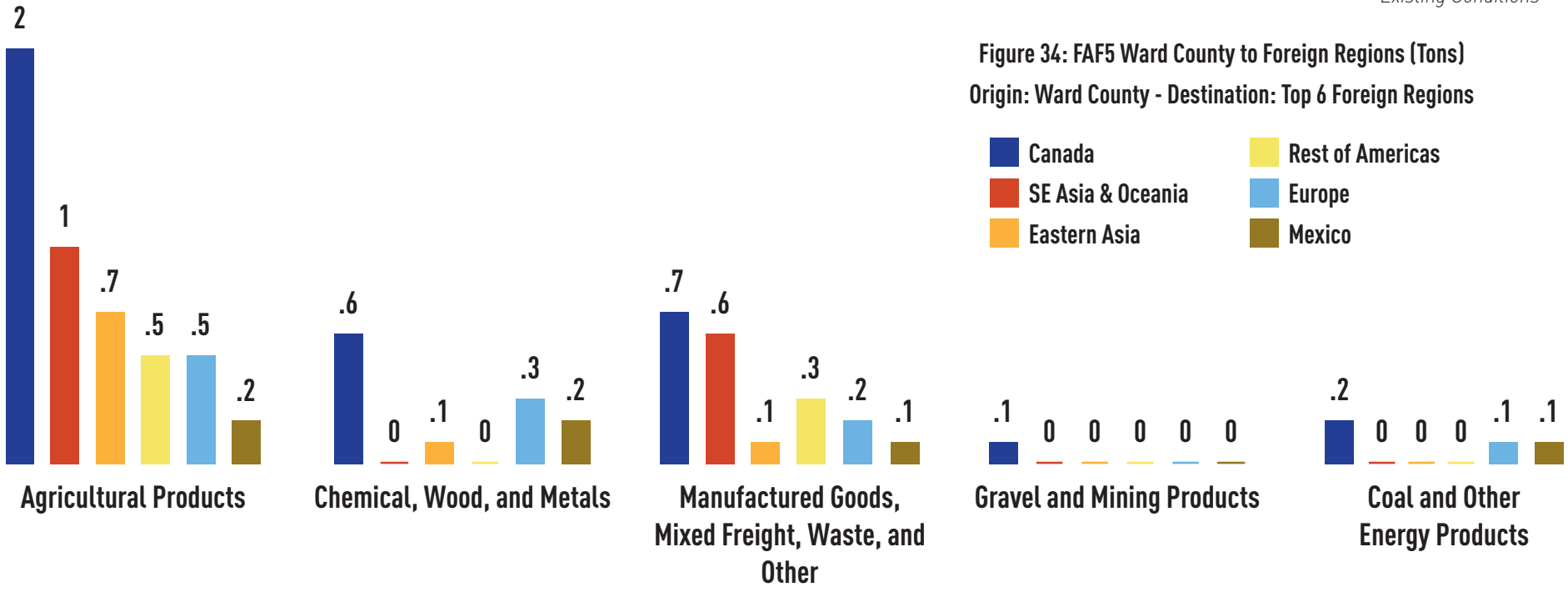


Figure 35: FAF5 Foreign Regions to Ward County (Tons)

Origin: Top 6 Foreign Regions - Destination: Ward County

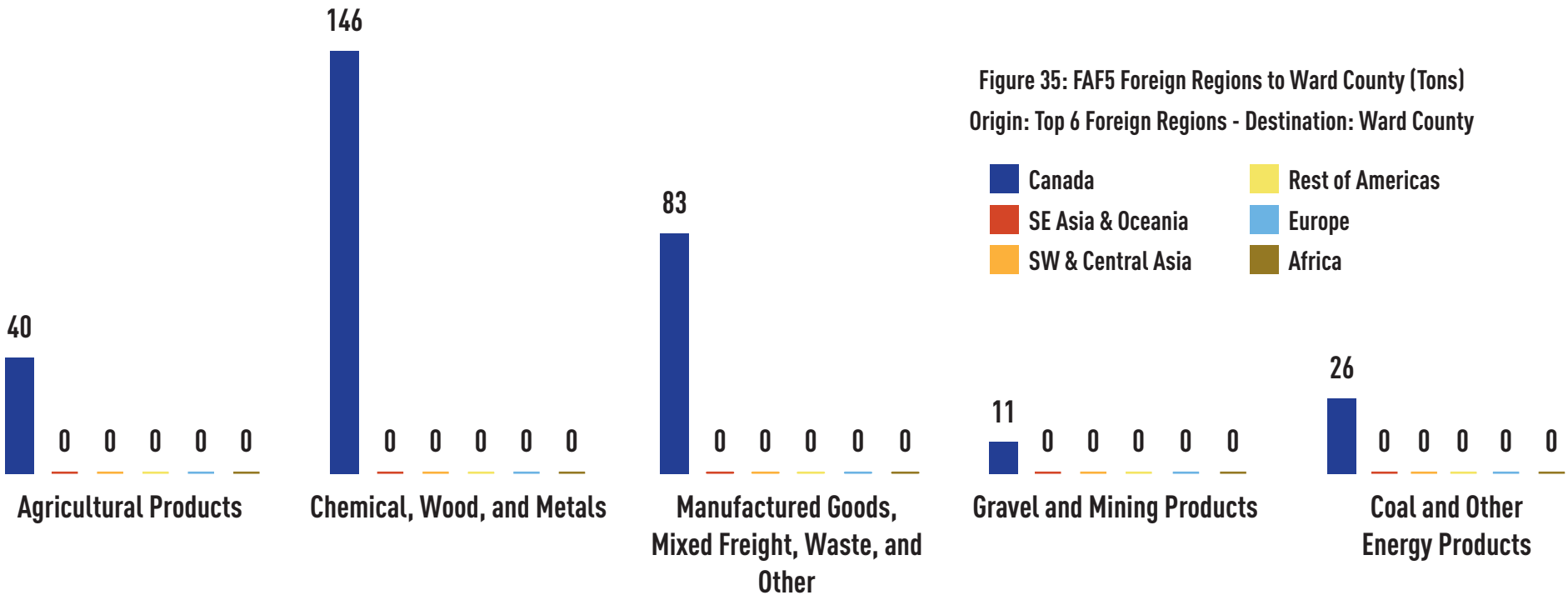


Figure 36: FAF5 Ward County to Domestic Regions/States (Tons)

Origin: Ward County - Destination: Top 6 Domestic Regions/States

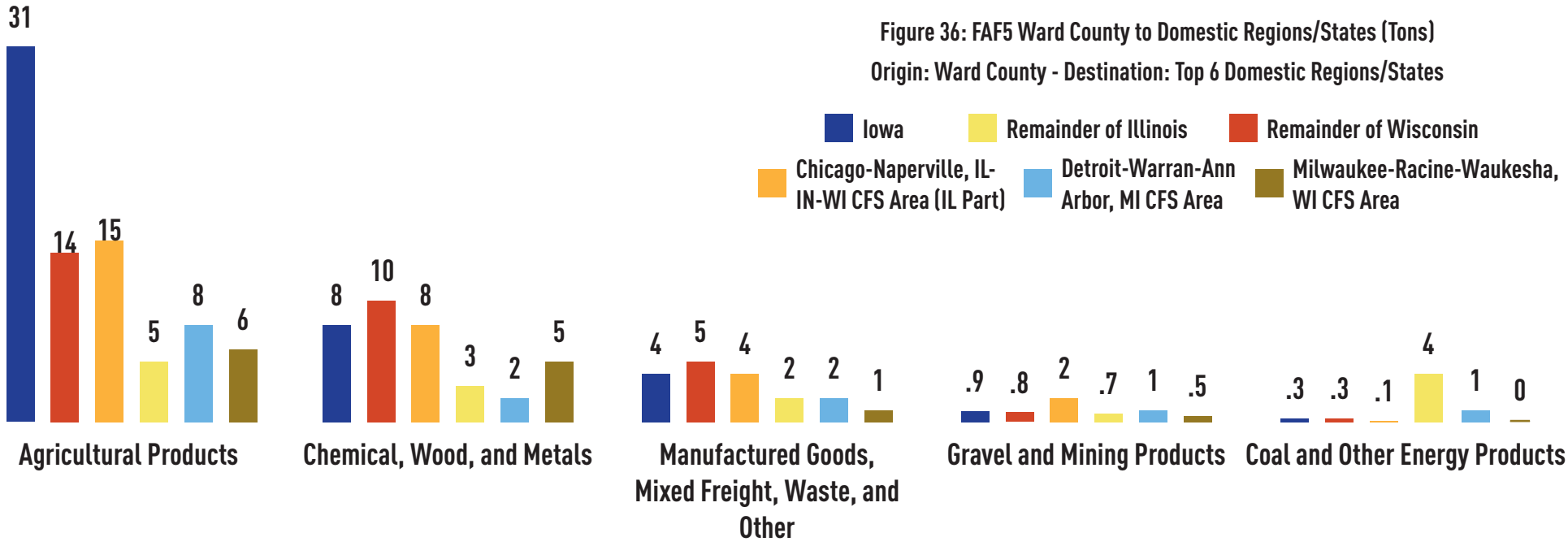
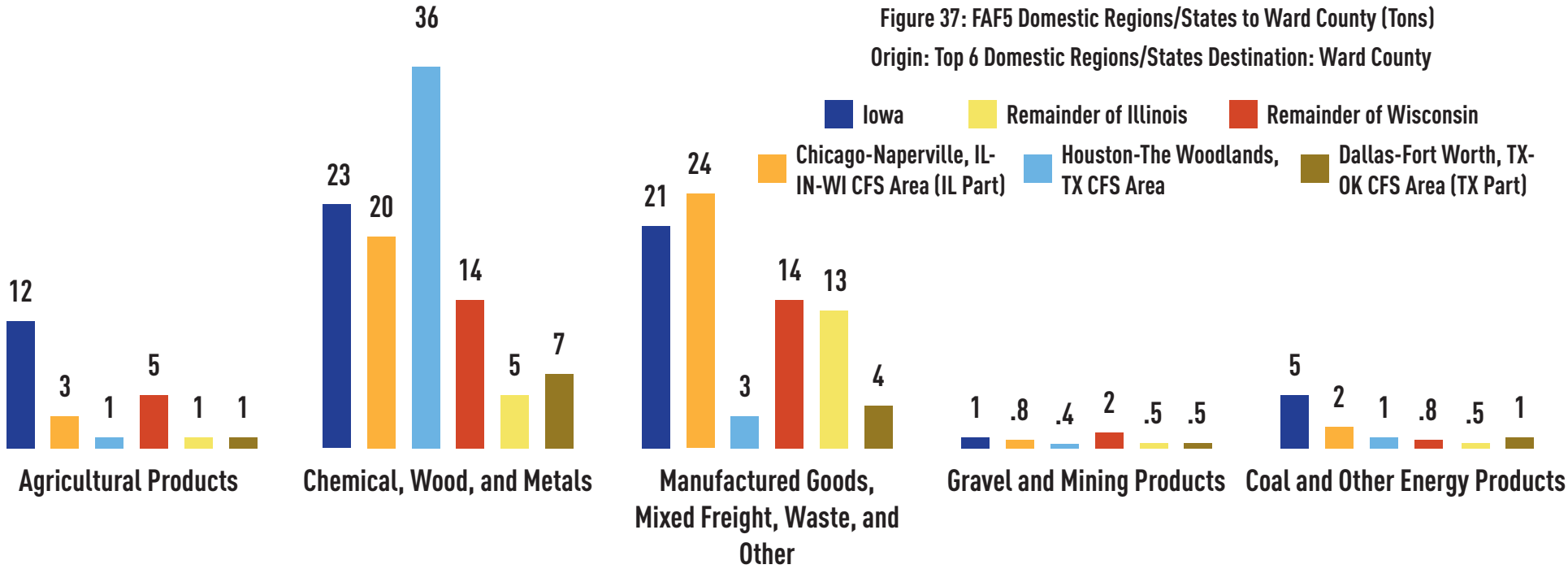


Figure 37: FAF5 Domestic Regions/States to Ward County (Tons)

Origin: Top 6 Domestic Regions/States Destination: Ward County



AIR TRANSPORTATION

Flight Operations

Minot International Airport is located less than two miles north of the Downtown Minot. It is situated with commercial and retail development to the west, agricultural uses to the east and residential properties to the southwest and northwest. The airport serves commercial flights providing scheduled passenger service, overnight cargo, and general aviation services. It is owned by the City of Minot and operated as a city department with an airport advisory committee providing input to the City Council.

Providers

The Minot International Airport is currently served by Allegiant Air, Delta Airlines, and United Airlines. At the time of writing, passengers could fly direct to Minneapolis, MN; Denver, CO; Mesa, AZ; Las Vegas, NV; and Orlando, FL from Minot.

Multimodal Connections

To and from the airport, visitors and residents have multiple transportation options that can be used. Four hotels, Grand Hotel, Hampton Inn, Clarion Hotel, and Hotel Revel, offer shuttle services to and from the airport for guests. Taxis also service Minot and can be called on-demand for pick-up and drop-off as can Uber and Lyft. In addition, the Minot Airport provides rental cars from Alamo, Avis, Enterprise, Hertz, and National.

The airport is also served by the North Central Transit line. The route travels along Airport Road / 3rd Street NE from 20th Avenue NW. The transit system operates on a flag-stop system so riders can be picked up anywhere along the route where the operator deems it safe to stop.

Table 13: Airport Planning Timeline

	Near-Term (0-5 Years)	Mid-Term (6-10 Years)	Long-Term (11-20 Years)
Airfield	Runway 8-26 Rehab	Runway 8 Threshold, Taxiway B & D Realignment, Taxiway F Realignment, Pavement Maintenance	Taxiway C Rehab, Runway 31 Extension, Taxiway B & G Rehab, Pavement Maintenance
Airline Terminal	Rental Car Quick Turn-Around (QTA)	Short-Term Parking Lot Rehab, Expand Employee Lot	Parking Lot Rehab, Passenger Boarding Bridge #5
General Aviation West and Other	Apron Rehab, Rehab Access Road and Parking, Construct Hangar with Demand	Expand Auto Parking, Replace T-Hangars, Construct Hangars with Demand	Hangar Taxilane Extension, New Apron – North East, Construct Hangars with Demand
General Aviation South	Rehab & Expand Cargo Apron, Construct Hangars with Demand	Expand Cargo Apron, Hangar Taxilane Extension, Construct Hangar with Demand	Rehab Hangar Taxilanes, Construct Hangars with Demand
Support	ARFF Reconstruction/ Expansion, Storm Water/ Wildlife Mitigation, Snow Removal Equipment	Snow Removal Equipment	New ATCT, Replace Perimeter Fence, Snow Removal Equipment

Data Sources: Minot International Airport. Summaries available at https://www.motairport.com/155/Ground-Transportation and https://www.motairport.com/DocumentCenter/View/336/Executive-Summary

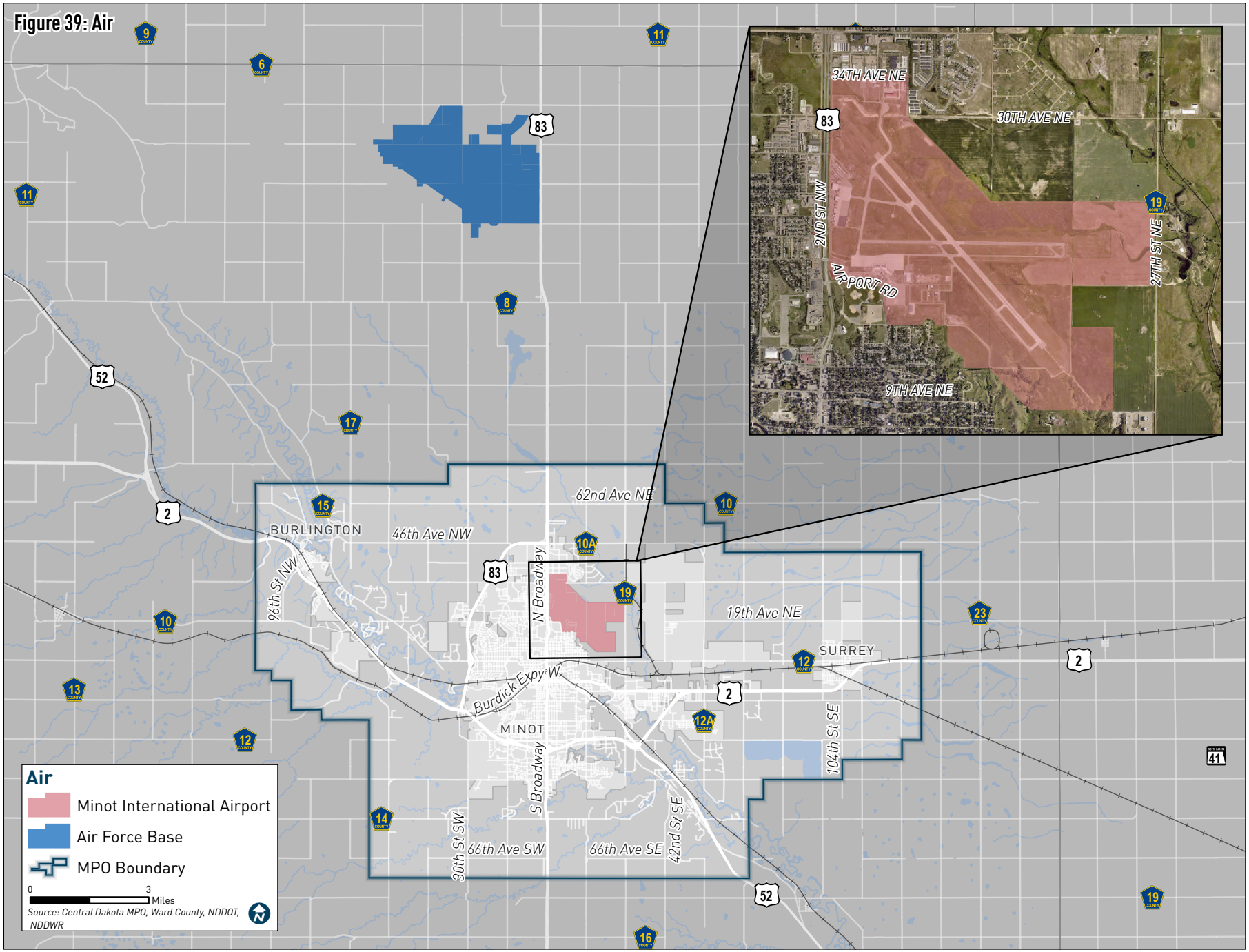


Figure 39: Air
34TH AVE NE
30TH AVE NE
2ND ST NW
27TH ST NE
AIR PORT RD
9TH AVE NE
BURLINGTON
62nd Ave NE
46th Ave NW
96th St NW
N Broadway
19th Ave NE
SURREY
Burdick Expy W
MINOT
S Broadway
104th St SE
30th St SW
66th Ave SW
66th Ave SE
42nd St SE
Air
Minot International Airport
Air Force Base
MPO Boundary
0
3
Miles
Source: Central Dakota MPO, Ward County, NDDOT, NDDWR

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CHAPTER 2. GOALS, OBJECTIVES, AND POLICIES

INTRODUCTION

This section includes Goals, Objectives, and Policies for the Central Dakota Metropolitan Transportation Plan. All have been created according to feedback received from local engagement and to align with federal regulations. Goals and Objectives for this plan are high-level, where Policies are more specific and target specific action items. The project team has tailored all three to the context of Central Dakota Metropolitan Planning Organization, and examples of how this language may be applied to the local transportation system are provided in callouts. Goals have been listed in dark blue and are numbered, objectives are in dark orange and are numbered, and policies are denoted with double arrows.

IMPORTANCE

Goals, Objectives, and Policies guide the development of the projects in later phases of the MTP document. They are also required by the Code of Federal Regulations and are important for several other reasons:

- Criteria for prioritizing transportation projects within the Long-Range Transportation Plan (LRTP) including federal, state, and local funding sources. For example, "Safety" (Goal 1) is a major subject in this document, meaning projects that will improve safety should be given priority over others.
- Help in applications for federal and state grant funds for discretionary transportation funding.
- Goals, Objectives, and Policies not only apply to match-funded projects promoted by local jurisdictions, but also those identified by NDDOT and rail projects within the MPO boundaries. In this way, they help provide for more local control of federal transportation dollars used in the CDMPO area by communicating mutual priorities to all entities responsible for making decisions about roadway, transit, and rail improvements in the CDMPO.

Goal 1: Safety

Achieve a safe and secure transportation system that protects all users and enhances community well-being.

Federal Regulation (See 23 CFR § 450.306 (b) (1) – (10))

Increase the safety and security of the transportation system for motorized and non-motorized users.

Public Input

Safety was emphasized as the top priority across all engagement activities. Participants highlighted the importance of redesigning unsafe road sections and intersections, especially for non-motorized user safety that includes pedestrians and cyclists. Respondents also stressed the need for more connected infrastructure to address current traffic patterns and improve access for first responders. Feedback from the interactive web map, particularly from the Minot area, expressed dissatisfaction with the design and aesthetics of roadways and highlighted a desire for more visually appealing and well-maintained infrastructure.

Objective 1A: By 2050, reduce traffic-related fatalities and serious injuries by 65% from the 2021- 2025 five-year average, with annual progress reviews to ensure measurable reductions over time.

- Policy 1A.1. Transportation investment decisions should align with North Dakota State Highway Safety Plan's "Vision Zero" strategy to move toward zero fatal crashes.
- Policy 1A.2. Utilize the state and federal assistance to help identify and address transportation system deficiencies associated with fatalities and serious injuries.
- Policy 1A.3. Collaborate with local school districts to plan, design, and implement transportation projects that improve safety for students, staff, parents, and community members interfacing with area schools.

The City of Minot has been collaborating with Minot Public Schools for many years to pursue and complete projects that improve safety for students getting to school. In 2025, the City applied for NDDOT Transportation Alternatives grant funds to improve sidewalk connections to Edison Elementary.

- Policy 1A.4. Enhance transit safety by implementing measures to improve passenger security, reduce transit-related crashes, and promote safe operations through driver training, technology upgrades, and system-wide safety audits.

Objective 1B: Develop strategies to ensure transportation assets can facilitate the rapid movement of first responders during emergencies and disasters.

- Policy 1B.1. Strengthen the network of alternative routes to ensure that emergency responders have multiple options for rapid access to affected areas.

During the Souris River flood of 2011, transportation connections throughout the region were severely impaired. Ensuring that the region has a redundant transportation system is important. This Plan supports projects that further this need.

- Policy 1B.2. Enhance connectivity from Surrey and Burlington to medical facilities in Minot to facilitate improved response times during emergencies.
- Policy 1B.3. Establish a rapid response system to quickly address and clear incidents or minor crashes along key transportation routes.

Objective 1C: Establish public education and awareness campaigns surrounding transportation safety.

- Policy 1C.1. Create educational campaigns tailored to specific groups including pedestrians, cyclists, and motorists, noting a high level of effort and resources to create and administer these programs.
- Policy 1C.2. Partner with schools, community groups, and businesses to host safety workshops.

Objective 1D: Enhance community safety through thoughtful transportation improvements that calm traffic and improve aesthetics in appropriate community locations.

- Policy 1D.1. Within street reconstruction and rehabilitation projects, strategically apply context-sensitive design elements, landscaping, and streetscape enhancements to improve safety and functionality for all modes of transportation.
- Policy 1D.2. Implement effective traffic management measures to help integrate different modes of transportation, including clear signage, pedestrian crossings, and lighting, to improve safety for all users of the transportation network.

Especially in community business districts, streetscapes can have a significant effect on how people perceive and interact with their community. If community streetscapes are safe and inviting to pedestrians, people are more likely to walk which can help reduce automobile traffic, improve public health, stimulate local economic activity, and attract residents and visitors to a community (North Central Texas Council of Governments).

Goal 2: Economic Development and Investment

Develop a transportation system that drives economic growth, connects people to jobs and businesses, and supports regional prosperity.

Federal Regulation (See 23 CFR § 450.306 (b) (1) – (10))

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

Enhance travel and tourism.

Public Input

During the open house activity, participants ranked the economy as the second most important project goal out of eight proposed and highlighted its significance in shaping community priorities.

Objective 2A: Prioritize transportation investments that create jobs and stimulate economic activity.

- Policy 2A.1. Promote infrastructure projects that clearly promote job growth and business activity.

When considering transportation projects, it will be important to ask questions like "what employment areas and/or business activity will benefit from the project?"

- Policy 2A.2. Work with regional businesses to ensure transportation investments align with workforce needs and economic development goals.
- Policy 2A.3. Identify transportation projects that enhance access to local tourist/event destinations, driving visitor spending and supporting local economies.

The City of Minot recently completed a wayfinding signage master plan and installed wayfinding signage to direct visitors to destinations important to the local tourism industry. This Plan supports projects like this and others that support local and regional tourism.

Objective 2B: Enhance access to key employment centers, commercial hubs, and regional service areas.

- Policy 2B.1. Ensure sufficient vehicular and freight access to the Logistics Park of North Dakota is provided commensurate with expansion of the Logistics Park.

- Policy 2B.2. Support workforce mobility and employer access to labor through the expansion and diversification of transit services.
- Policy 2B.3. Foster partnerships with Amtrak to create connections and improve access to broader regional job opportunities.

Objective 2C: Develop funding strategies for sustainable transportation systems investment.

- Policy 2C.1. Explore innovative local funding mechanisms to accelerate needed projects and match with state and federal funds.

The MAGIC Fund, using a portion of Minot's city sales tax, supports economic development by creating jobs, expanding the tax base, and enhancing capital investment. It has invested in local transportation infrastructure, making some projects a reality when state and/or federal funding came up short. The fund's flexibility has allowed the city to pursue development initiatives that might otherwise have been delayed or abandoned due to financial shortfalls from traditional funding sources. The fund plays a critical role in ensuring the continuation of transportation projects, providing necessary resources to maintain momentum and deliver long-term infrastructure improvements that benefit the community.

- Policy 2C.2. Advocate for increased federal and state funding for critical transportation infrastructure and operations.
- Policy 2C.3. Ensure the sustainability of local and regional transit systems, recognizing them as an important alternative mode of transportation, especially for vulnerable populations including seniors and students.

Objective 2D: Promote and encourage policy changes with local member jurisdictions that reduce associated costs for development without sacrificing safety, reliability, and capacity.

1. Policy 2D.1. Work with member jurisdictions to evaluate and adjust right of way and street width standards. CDMPO does not control these local regulations but should be working to coordinate with member jurisdictions and help them understand best practice and model guidelines.
2. Policy 2D.2. Assess and monitor usage and adjust off-street parking requirements.
3. Work with member jurisdictions to help them understand and incorporate best practices in access management standards.

Goal 3: Infrastructure Condition and Operations

Maintain and invest in a transportation infrastructure network that supports reliable travel aligning with local and regional activity.

Federal Regulation (See 23 CFR § 450.306 (b) (1) – (10))

Emphasize the preservation of the existing transportation system.

Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

Promote efficient system management and operation.

Public Input

The engagement emphasized the community's concern for improving the quality and appearance of transportation. Participants ranked infrastructure condition as the third most important goal during the open house activity, with a strong focus on better pavement conditions and updated traffic signal timings.

Objective 3A: Prioritize maintenance and rehabilitation of existing infrastructure over capacity expansion and mobility projects.

Capacity expansion and mobility projects expand existing transportation systems to increase mobility, such as converting a signalized intersection into an interchange or adding lanes to a roadway.

- Policy 3A.1. Conduct regular inspections and assessments of transportation system elements, including comprehensive pavement condition assessments every 3-5 year. Assess trails, sidewalks (addressing trip hazards, gaps, crumbling surfaces, and ensuring ADA compliance), bridges, transit facilities, and associated infrastructure such as lighting and signals, in partnership with other agencies as frequently as able.
- Policy 3A.2. Assess and allocate necessary resources for preventive maintenance programs to extend the lifespan of critical assets and consider establishing a local Transportation Asset Management Plan (TAMP) to guide and optimize these efforts.

Objective 3B: Address critical infrastructure deficiencies to support long-term growth.

- Policy 3B.1. When considering the need for capacity expansion or mobility projects, ensure local costs and taxes remain manageable.
- Policy 3B.2. Incorporate resilience measures into infrastructure projects to protect from flooding, landslides, and other conditions of risk.
- Policy 3B.3. Implement transportation projects that align with other local plans and studies.

Studies like the Ward County SE/SW Connector Study and the Broadway Corridor Study were a significant investment of resources that identify how to improve critical regional infrastructure. Projects that stem from or support these efforts are a priority.

Objective 3C: Incorporate data-driven decision-making to optimize system performance and planning.

- Policy 3C.1. Use advanced data analytics to identify trends and guide policy decisions.
- Policy 3C.2. Develop tools to visualize and communicate transportation data effectively to the public and stakeholders.

Goal 4: Mobility and Accessibility

Expand opportunities to ease movement for all users within the MPO and enhance connectivity from point A to point B.

Federal Regulation (See 23 CFR § 450.306 (b) (1) – (10))

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Increase accessibility and mobility of people and freight.

Public Input

The survey's second highest priority was the efficiency of the transportation system, and the related goal of congestion relief was the second highest priority amongst the focus groups. The input around these topics focused on vehicular issues.

The feedback also highlighted the community's strong desire for safer more connected transportation options, especially for pedestrians and cyclists. Participants ranked Alternative Transportation Modes as the fourth most important goal out of eight proposed, with a focus on improving accessibility and bicycle/pedestrian connections. Concerns included a lack of pedestrian and bike infrastructure, with many calling for more sidewalks, shared-use paths, and better bicycle-friendly infrastructure.

Objective 4A: Relieve vehicular congestion and improve system operations.

- Policy 4A.1. Optimize traffic signal timing to match typical traffic patterns and reduce unnecessary stops and delays.
- Policy 4A.2. Enhance rapid response to traffic incidents to minimize disruptions and ensure efficient traffic flow during unexpected events.
- Policy 4A.3. Develop street and intersection typologies to ensure safe, efficient, and functional operations year-round, including provisions for four-season maintenance and seasonal conditions.

Objective 4B: Integrate connections between all modes of travel to provide seamless travel for all users.

- Policy 4B.1. Develop mobility hubs that connect multiple transportation modes, including public transit, walking, and biking.

Mobility hubs are centralized locations that integrate various transportation options, including public transit, walking, biking, and shared mobility services, to provide seamless, convenient, and sustainable connections for travelers.

- Policy 4B.2. Improve coordination between transportation providers to ensure reliable connections, with a focus on enhancing pedestrian access to bus connection points through features like bus turnouts, shelters, and safe pathways.

Objective 4C: Enhance pedestrian and bicycle networks to support active transportation.

- Policy 4C.1. Develop a comprehensive bike and pedestrian system with safe routes connecting key destinations.
- Policy 4C.2. Implement Complete Streets policy to ensure all new projects accommodate diverse transportation modes.
- Policy 4C.3. Prioritize sidewalk maintenance and the elimination of sidewalk gaps, with special focus in residential areas, for safe and continuous pedestrian connectivity.

For the Central Dakota MPO, a Complete Streets policy would mean designing transportation projects that accommodate all users – drivers, pedestrians, cyclists, and transit riders – while addressing the unique needs of rural and urban areas, ensuring safe, accessible, and efficient mobility.

Objective 4D: Support freight mobility and ensure efficient movement of goods and services.

- Policy 4D.1. Modernize and maintain key freight corridors, intermodal facilities, and trucking routes.
- Policy 4D.2. Continue to integrate intelligent transportation systems to enhance the efficiency of freight movement.

NDDOT will be installing an over-height vehicle detection system on US Highway 2 to help address the issue of bridges being struck by oversize vehicles. These incidents can lead to significant damages, safety hazards, and can impair freight movement. This technology will accurately measure oversize vehicles to prevent such occurrences and help keep freight moving on the road.

CHAPTER 3.
ISSUES IDENTIFICATION

INTRODUCTION

The creation of the Central Dakota MPO 2050 Metropolitan Transportation Plan involved significant agency and stakeholder coordination to identify local and regional transportation issues early in the planning process. This engagement was vital to ensuring that the plan's goals, objectives, and recommendations are contextual and responsive to the needs of the Central Dakota MPO region as a place where people live, work, and play.

Qualitative and quantitative processes, including detailed data analysis, were used to identify opportunities and areas of concern for long-range transportation planning. Pavement conditions, roadway safety, especially regarding the rate of fatal and serious injury crashes throughout the roadway system, and multimodal facility level of service were key factors analyzed to ensure a transportation system that serves all modes.

INFRASTRUCTURE CONDITIONS

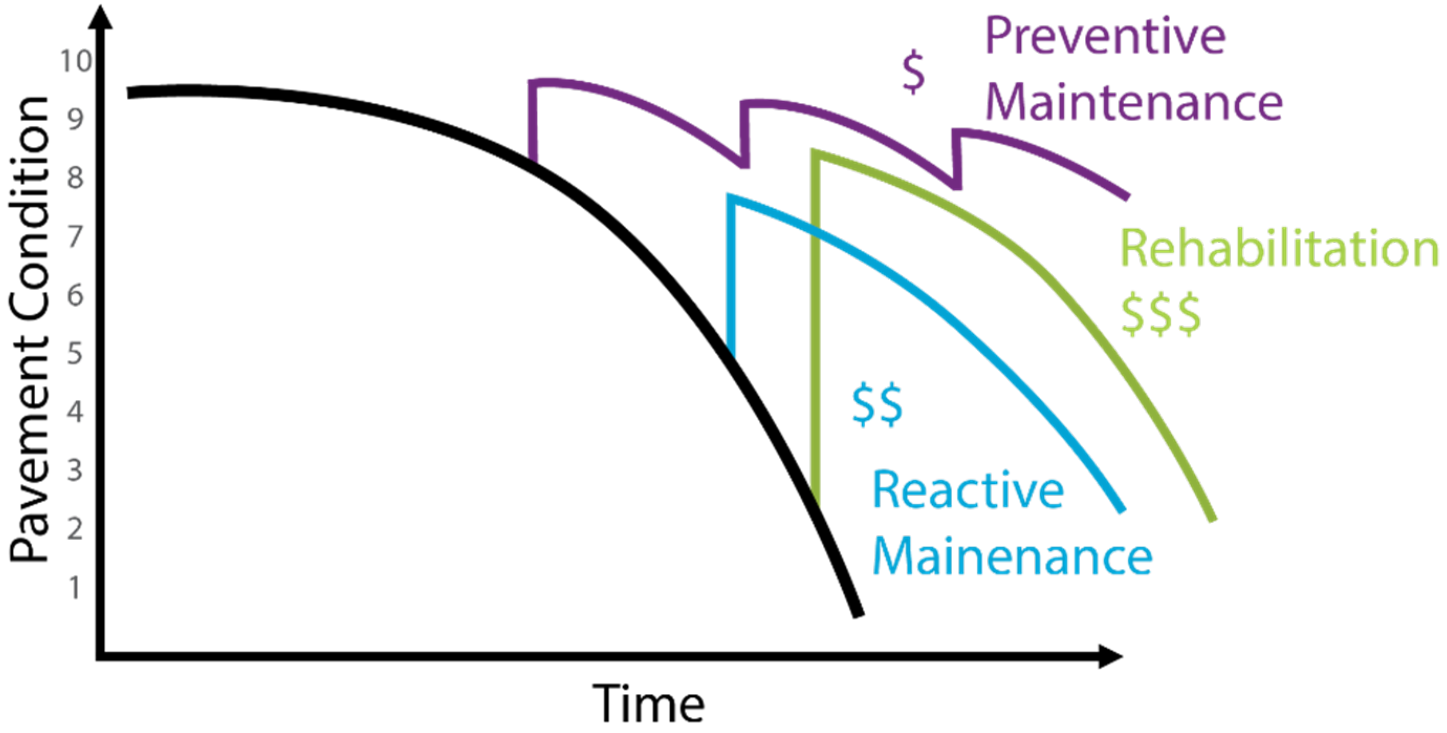
Pavement preservation is one of the most important aspects of transportation system and asset management, as the quality of road surface has impacts on roadway operations, travel time reliability, system safety, vehicle maintenance, and more. While all roads incur future replacement needs, this process can be abated, and roadway service life can be extended through targeted and well-timed maintenance as illustrated in Figure 40.

The foundation of pavement preservation is that it is cheaper to keep good roads in good condition rather than waiting for roads to need full reconstruction. The implementation of a pavement preservation program should be considered to prolong the life of roads while minimizing the overall costs. Generally, pavement preservation follows two key priorities:

- Use proactive preservation strategies to save costs by prolonging roadway life and reducing the need for expensive reconstruction.
- Identify the appropriate life-cycle timing for roadways in the transportation system.

North Dakota DOT facilitates a Pavement Management Program for state owned roadways. The Program has two distinct parts: pavement management and pavement condition data collection. Pavement management uses dTIMS, a software tool that acts as a manager and integrator of asset information. Pavement condition data collection is responsible for collecting, analyzing, and distributing state highway pavement condition and profile data to districts, divisions, and executive management. All 4-lane highways are collected in both directions every year while 2-lane highways alternate directions each year. For non-state-owned facilities, the City of Minot is responsible for driving all roadways within the City limits and updating Pavement Condition Index (PCI) scores. The Cities of Burlington and Surrey, and Ward County, are responsible for their respective systems. The MPO collects data on the functionally classed system. Typically, arterials are driven in both directions while local streets are driven in one direction.

Figure 40: Pavement Preservation versus Rehabilitation Life Cycle Costs Comparison



As road surfaces begin to fail, the rate at which they decline accelerates. Likewise, the cost of addressing these issues with roadway surface rapidly increases as low-cost alternatives such as crack sealing give way to expensive preservation and rehabilitation projects. Regular preventative maintenance like crack sealing, micro surfacing, chip sealing, mill and overlays, and other treatments can preserve pavement condition at acceptable levels more efficiently than reactive maintenance. Preventative maintenance focuses on keeping assets in good working order while reactive maintenance repairs assets that have been damaged or are beyond their useful life.

Based on current PCI scores for all roadways in the region, seen in Figure 41, the worst performing principal arterial roadways are S Broadway (south of U.S. Highway 2/52), Burdick Expressway E, and Burdick Expressway W.

Minor arterials in Poor or Very Poor condition are: 4th Avenue NW and Railway Avenue. There are also several local roads in north Minot that are in the 'Fair' category or below. If conditions continue to worsen, full reconstruction of these roadways will be necessary. Bridge conditions across the region also vary with just over half being in 'Good' condition and the remaining being in 'Fair' condition. One bridge, U.S. Highway 83 over U.S. Highway 52 (functionally classified as a principal arterial) is in 'Poor' condition. As stated above, if left in poor conditions, these roadways will require intensive and expensive rehabilitation or reconstruction. Figure 42 highlights corridors that are in need of rehabilitation.

Table 13: Pavement Condition Mileage by Roadway Authority

	Very Good	Good	Satisfactory	Poor	Very Poor	N/A
NDDOT	12.30	70.59	1.65	1.31	0.53	3.83
Ward County	0.46	0.00	0.51	1.41	0.06	0.00
City of Minot	101.89	50.47	28.77	35.58	9.05	0.00
Township	0.50	0.49	0.00	0.00	0.00	0.00

Figure 41: Existing Pavement Conditions of Roadways

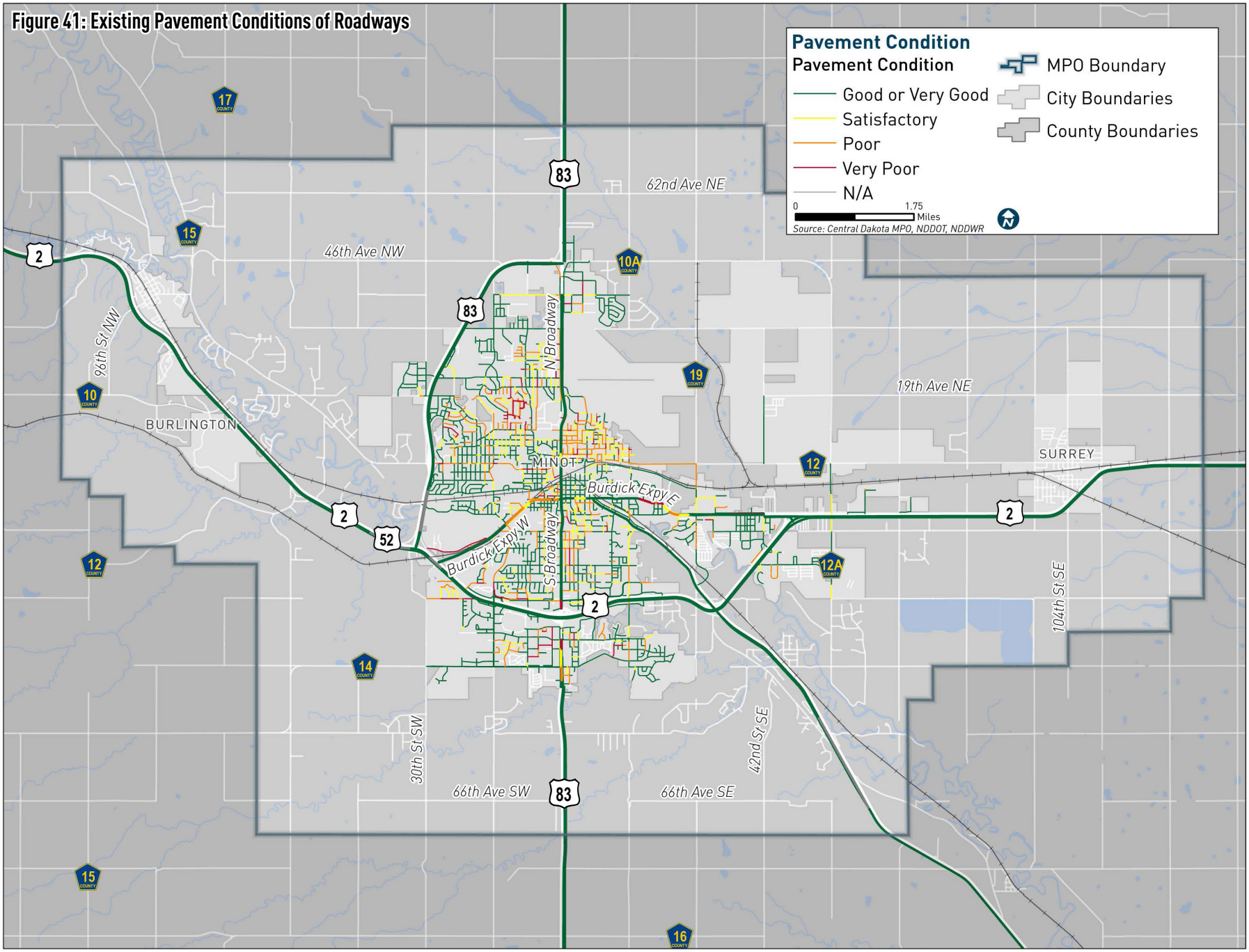


Figure 42: Major Rehabilitation Corridor Needs

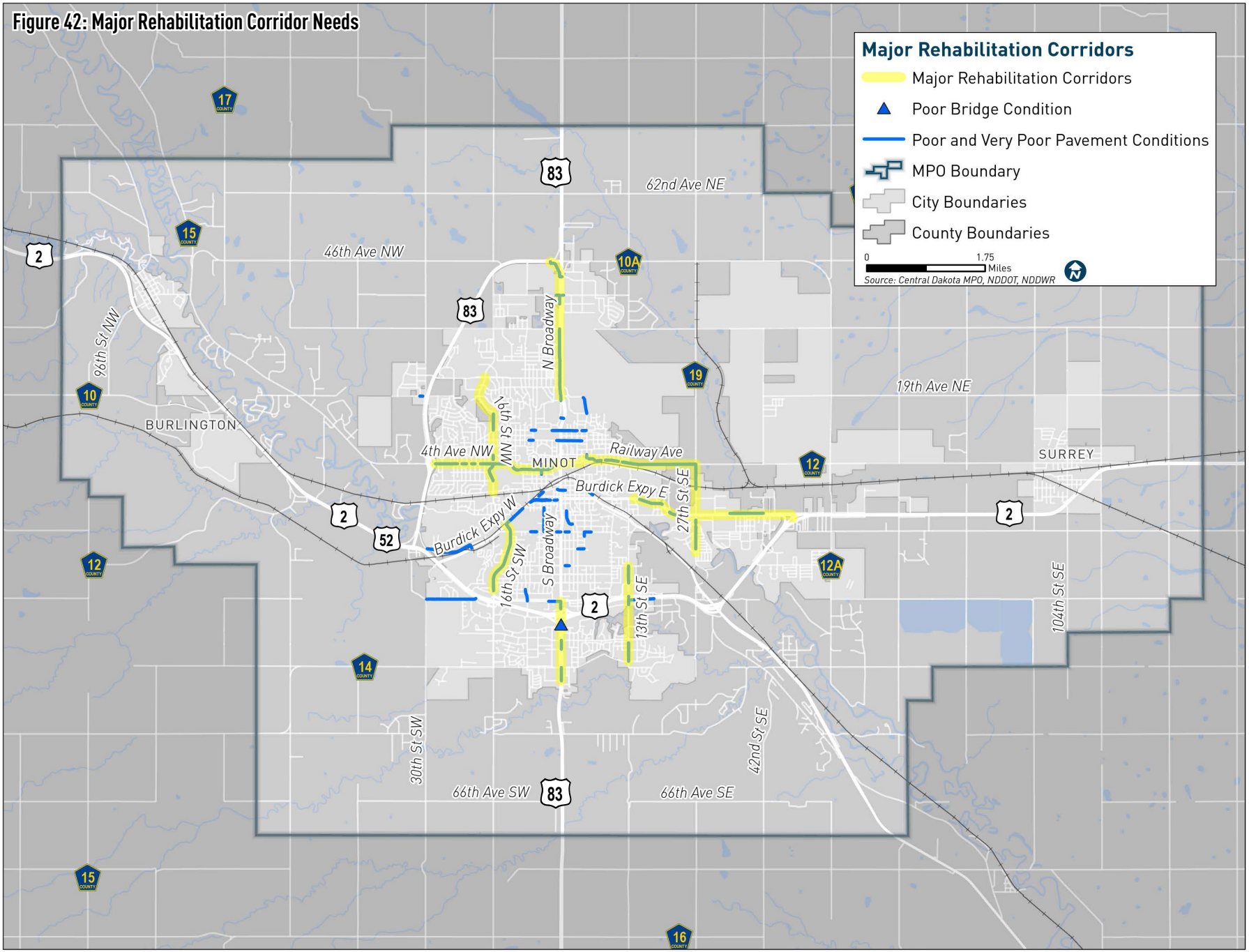
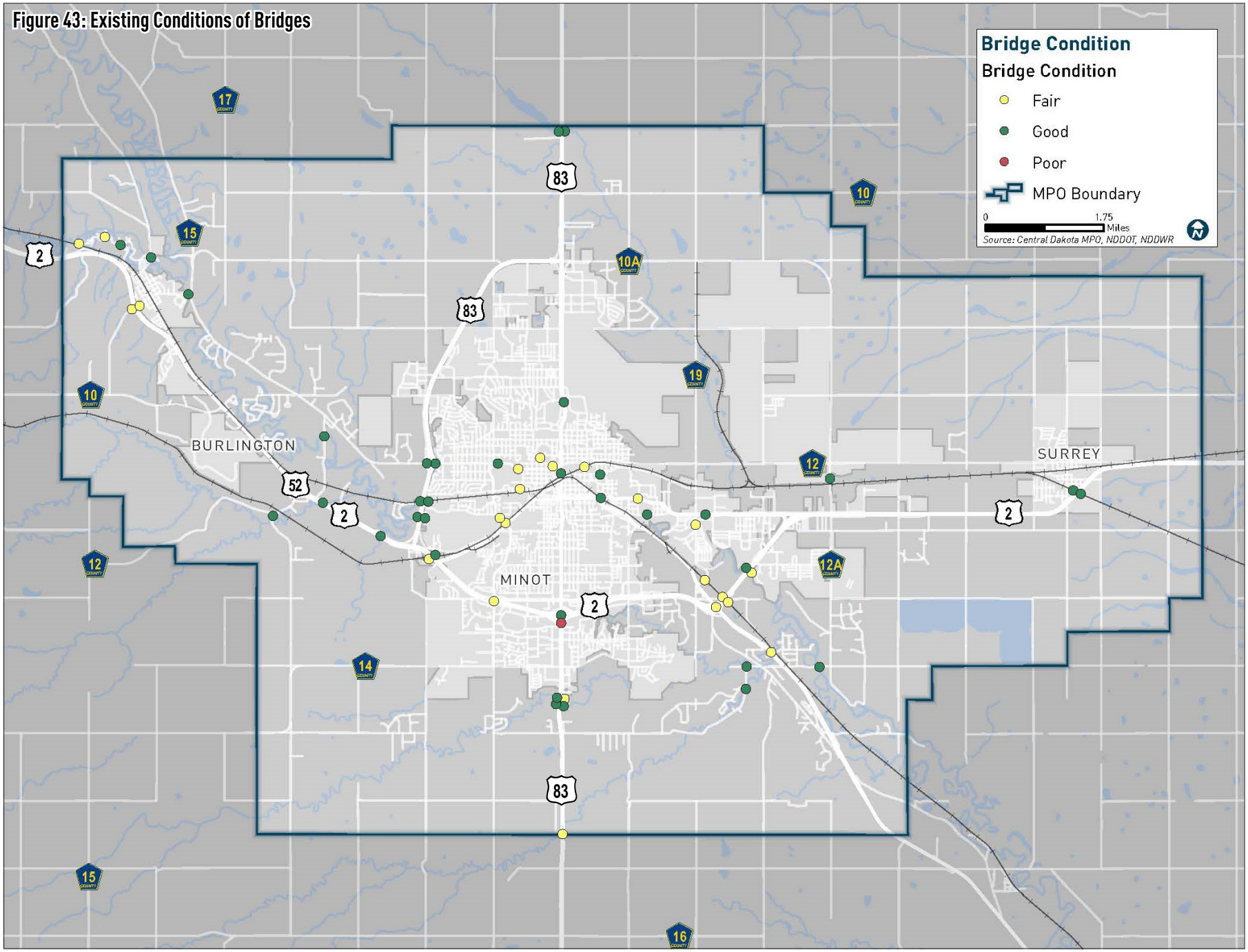


Figure 43: Existing Conditions of Bridges



Safety Analysis

Safety Dashboard

Central Dakota MPO developed a dashboard to support exploration of crash data and crash analysis results. The dashboard features several charts, allows the user to filter data, toggle different datasets on and off, and zoom and pan around the map. Charts enabled viewers to get a more in-depth look at the data, which guided understanding of crash patterns in the area and revealed pieces of data that needed further analysis. Additionally, the ability to zoom and pan around the map meant the project team could explore the crash analysis results more closely than on a static map.

Dashboard Outcomes

Crash Timing

- Significant overall crash reduction post-2020, but the number of serious crashes has remained steady
- A disproportionate number of crashes occur on high access commercial corridors
- Highest crash rates occurred in the winter months while the highest severity crashes occurred during the summer months

Crash Context

- Very high number of nighttime crashes
- Lane departure crashes are common in rural transition areas and on US Highways
- High young driver crash rate

Pedestrian and Bicycle Crashes

- 75% occurred in Historically Disadvantaged Communities (defined as areas with a higher percentage of population of Minorities, Households below the Poverty Line, and Households with at least One Disability)
- 38% were Serious or Fatal Crashes
- 8% were under the age of 14
- 53% of crashes were on roads with over three travel lanes
- 45% of crashes occurred in dark lighting conditions
- 28% of crashes occurred on roads with a speed limit over 30 MPH

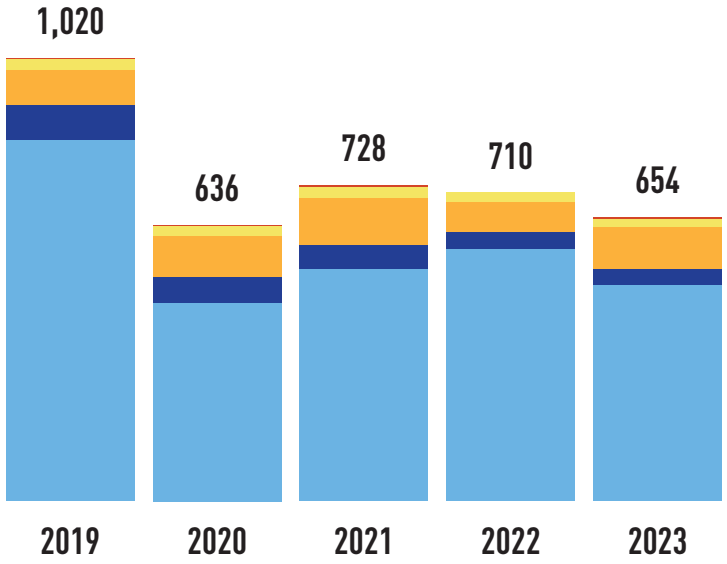


Figure 44: Crashes by Year

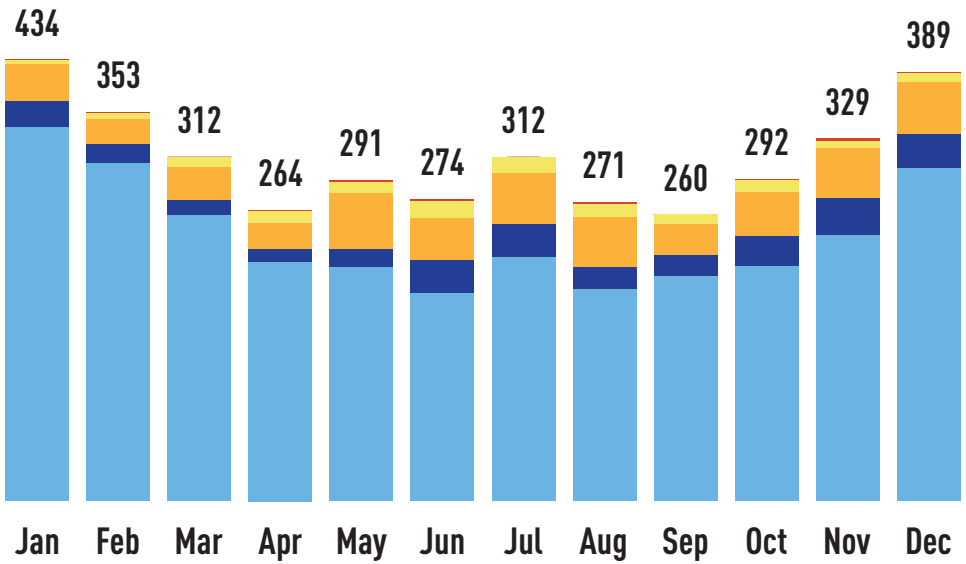


Figure 45: Crashes by Month

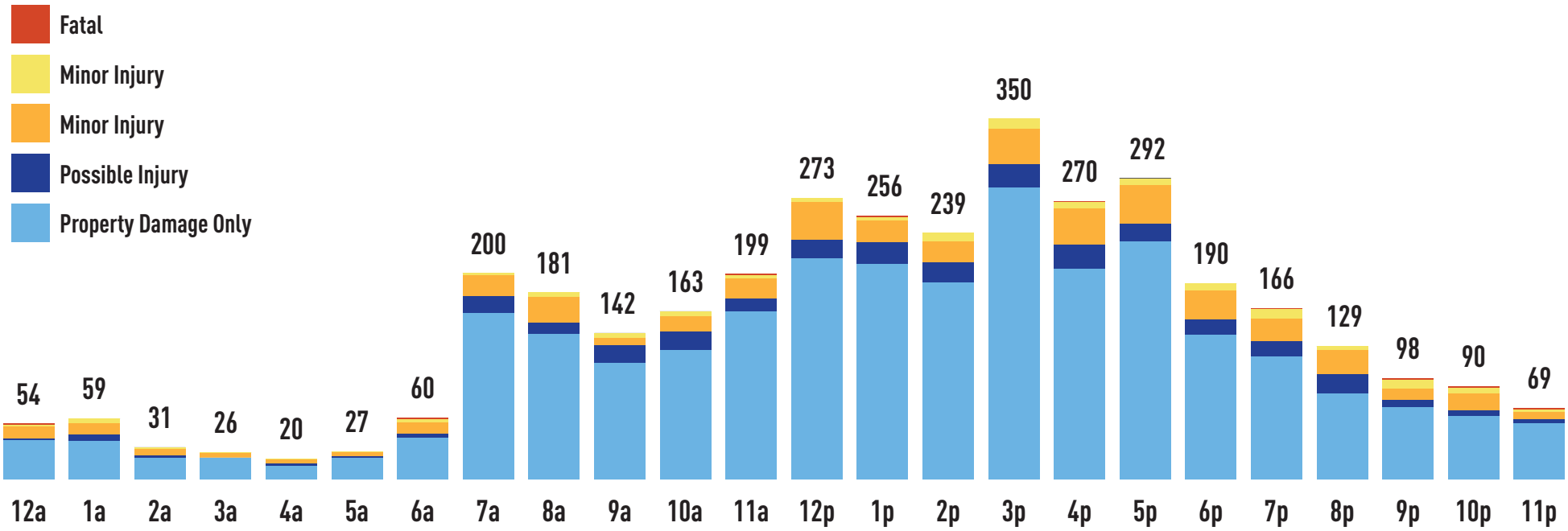


Figure 46: Crashes by Hour

Intersection Crash Rates

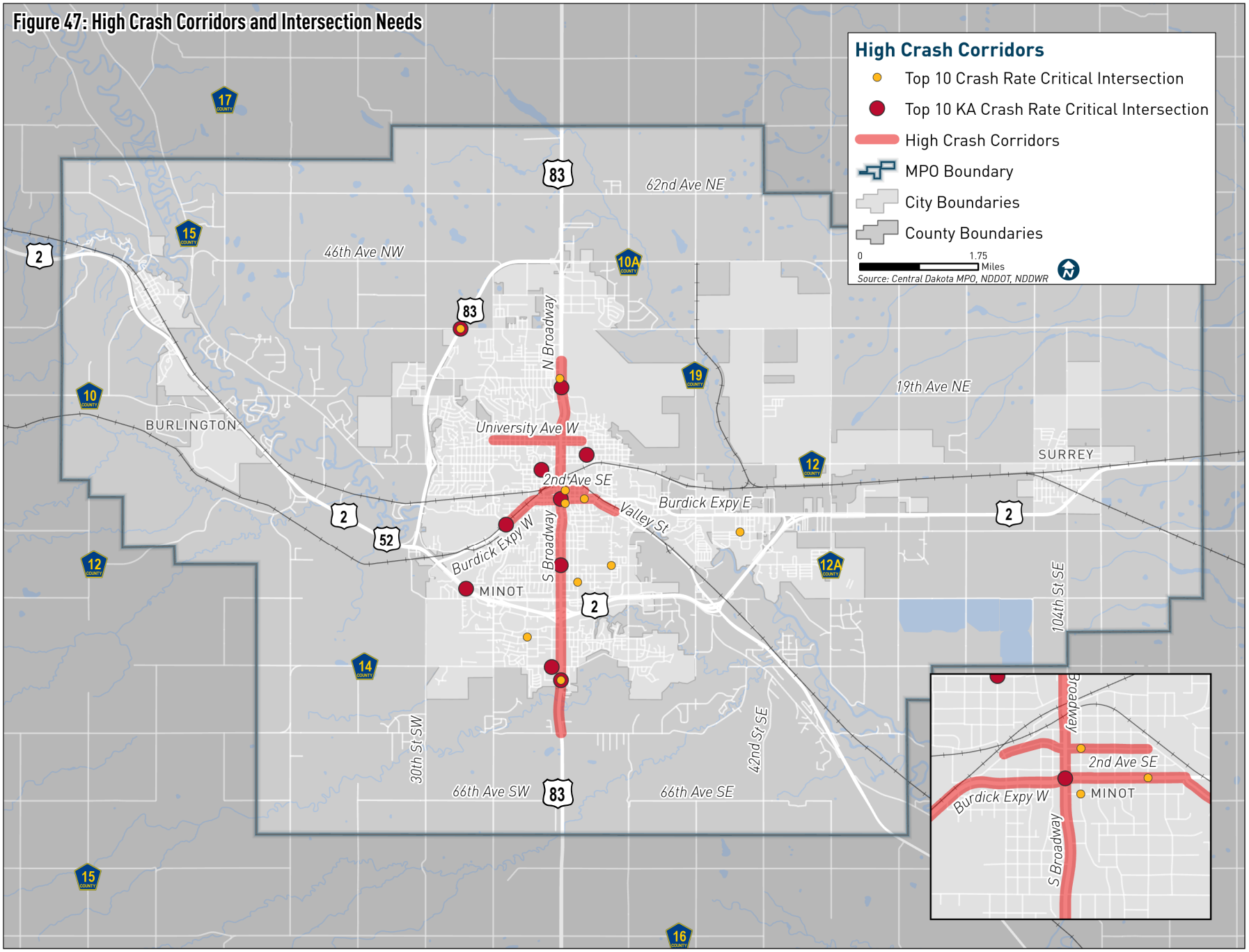
Table 14 lists the top 15 intersections within the MPO boundary that have a critical crash index over 1.50. Figure 47 shows all intersections with a critical crash index over 1 and with more than 1 recorded crash per year. Figure 47 also shows high crash corridors. High crash corridors were defined in order to capture a majority of regional crash issues.

The critical index is a ratio of observed crash rate to the critical crash rate. A critical index of over 1.00 indicates a potential safety concern. (The critical crash rate is a threshold value that allows for a relative comparison among intersections with similar characteristics in a region.)

Table 14: Top Critical Index Intersections

Intersection	Crash Rate	KA Crash Rate
5th Ave SW and 1st St SW	2.98	0
2nd Ave SW and 1st St SW	1.93	0
11th Ave SE and 37th St SE	1.68	0
Burdick Expressway E and 3rd St SE	1.22	0
Broadway and 40th Ave SW	1.19	9.14
21st Ave NW and Frontage Road	1.16	0
31st Ave SW and 10th St SW	1.10	0
18th Ave SE and 2nd St SE	0.97	0
16th Ave SE and Hiawatha St SE	0.97	0
US 83 Bypass and 30th Ave NW	0.87	36.25
Burdick Expressway and 16th St SW	0.70	2.79
3rd Ave NW and 6th St NW	0.67	4.78
US 2/52 and Evergreen Ave	0.65	5.63
Broadway and Burdick Expressway	0.62	3.18
6th Ave NE and 3rd St NE	0.53	5.33
37th Ave SW and 4th St SW	0.51	4.66
Broadway and 16th Ave SW	0.42	1.84
20th Ave NW and Airport Rd and Broadway	0.25	2.76

Figure 47: High Crash Corridors and Intersection Needs

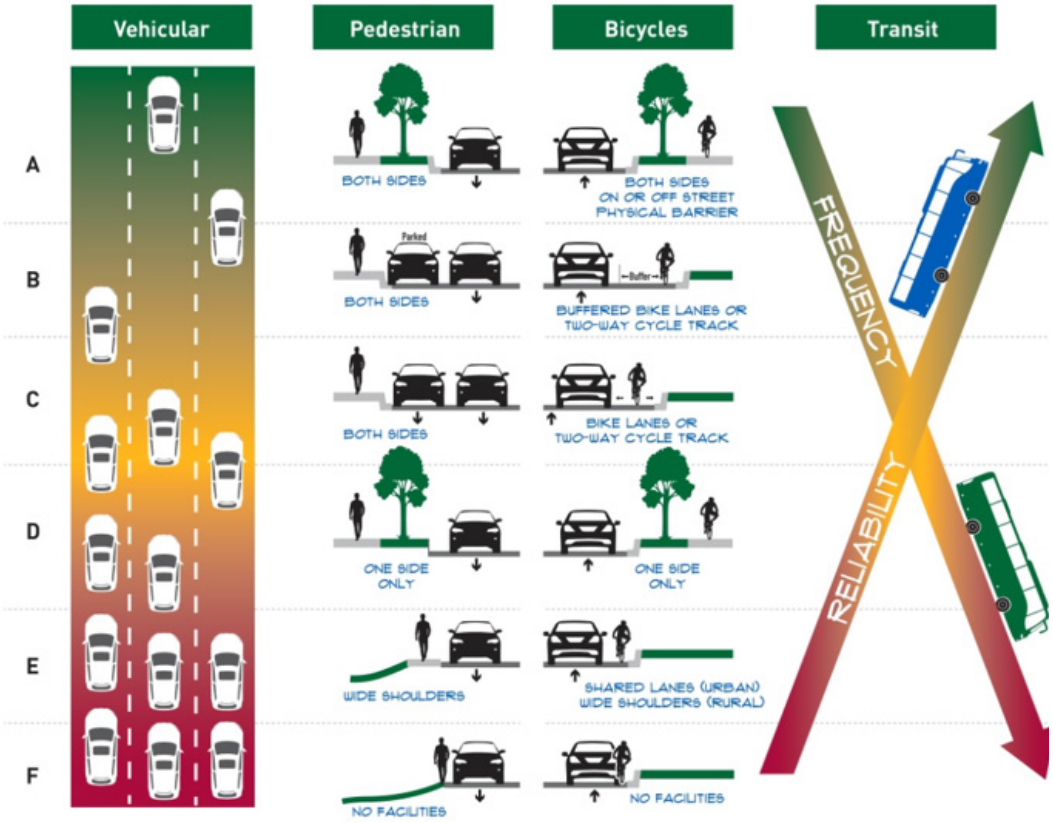


MULTIMODAL LEVEL OF SERVICE

Process

Level of service analysis was conducted for vehicular traffic, pedestrians, bicyclists, and transit. Each analysis had unique inputs that are further described below. Figure 48 provides a brief overview of the level of service for each transportation mode.

Figure 48: Level of Service Summary



Vehicular Level of Service

Vehicular level of service was determined based on the Transportation Demand Model hosted by the NDSU Advanced Traffic Analysis Center. Three growth scenarios were run to determine existing and future conditions of the roadway including the base year (2022), 2035, and 2050 all with the existing plus committed roadway network. The base year (2022) to 2035, 2035 to 2050, and base year to 2050 roadway volume change maps are shown in Figure 49, 50, and 51. These figures indicate where roadway volumes are expected to grow throughout the region based on planned growth for different time periods.

The projected volume to capacity ratio for the base year (2022), 2035, and 2050 with the existing plus committed roadway network are shown in Figures 52, 53, and 54. These models show how traffic conditions may change in the future and identify where there may be future operation and reliability issues, allowing roadway projects to be adequately planned for to accommodate new conditions. Increases in projected roadway operation and reliability issues can be attributed to a rise in population and a growth in jobs throughout the area.

Volume Change from Base (2022) to 2035

From the base year (2022) to 2035, significant growth within Minot along 37th Avenue SW (Trinity Hospital) and S Broadway, south of US 2/52 is expected. Outside of Downtown Minot, the NE Bypass, US 83 Bypass, and US Highway 2/52 all experience large increases in traffic as well. Some growth is expected on each end of US 2 in the MPO boundary near Burlington and Surrey.

Volume Change from 2035 to 2050

From 2035 to 2050, volume growth occurs farther outside of City boundaries with continued growth along 37th Avenue SW, S Broadway, and US Highway 2/52. 46th Avenue NW, west of US 83 Bypass, also begins to experience increases in traffic. Growth is also seen on US 2/52 through Burlington.

Volume Change from Base (2022) to 2050

From the base year of 2022 to 2050, significant growth is predicted to occur on roadways outside of municipality centers. The growth is concentrated on the ring roads around Minot, but growth is also seen throughout Burlington and Surrey. N Broadway will also experience significant growth through the Downtown Core. However, 25th Street SW and 2nd Avenue SE are expected to see decreases in traffic.

Figure 49: Volume Change from Base (2022) to 2035

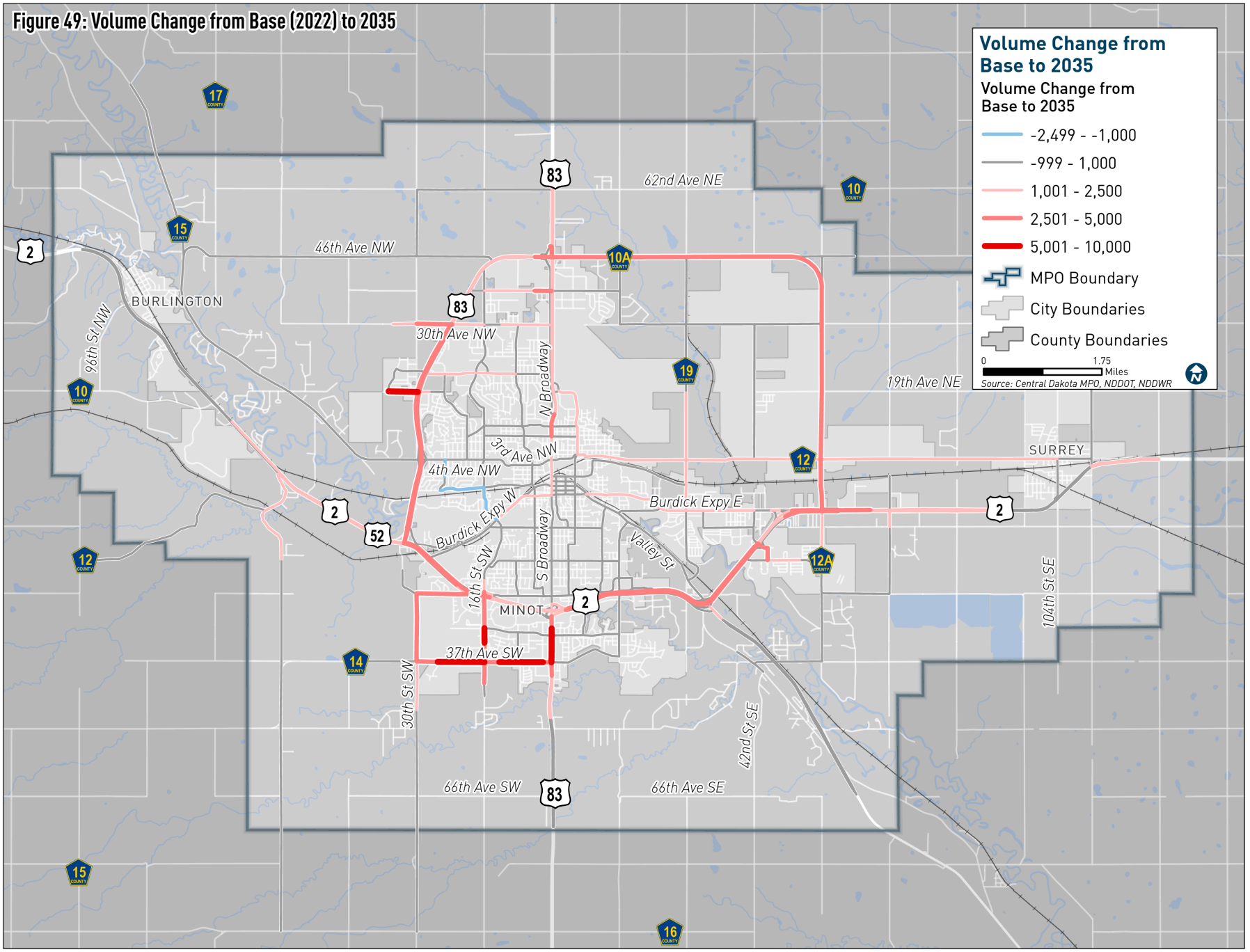


Figure 50: Volume Change from 2035 to 2050

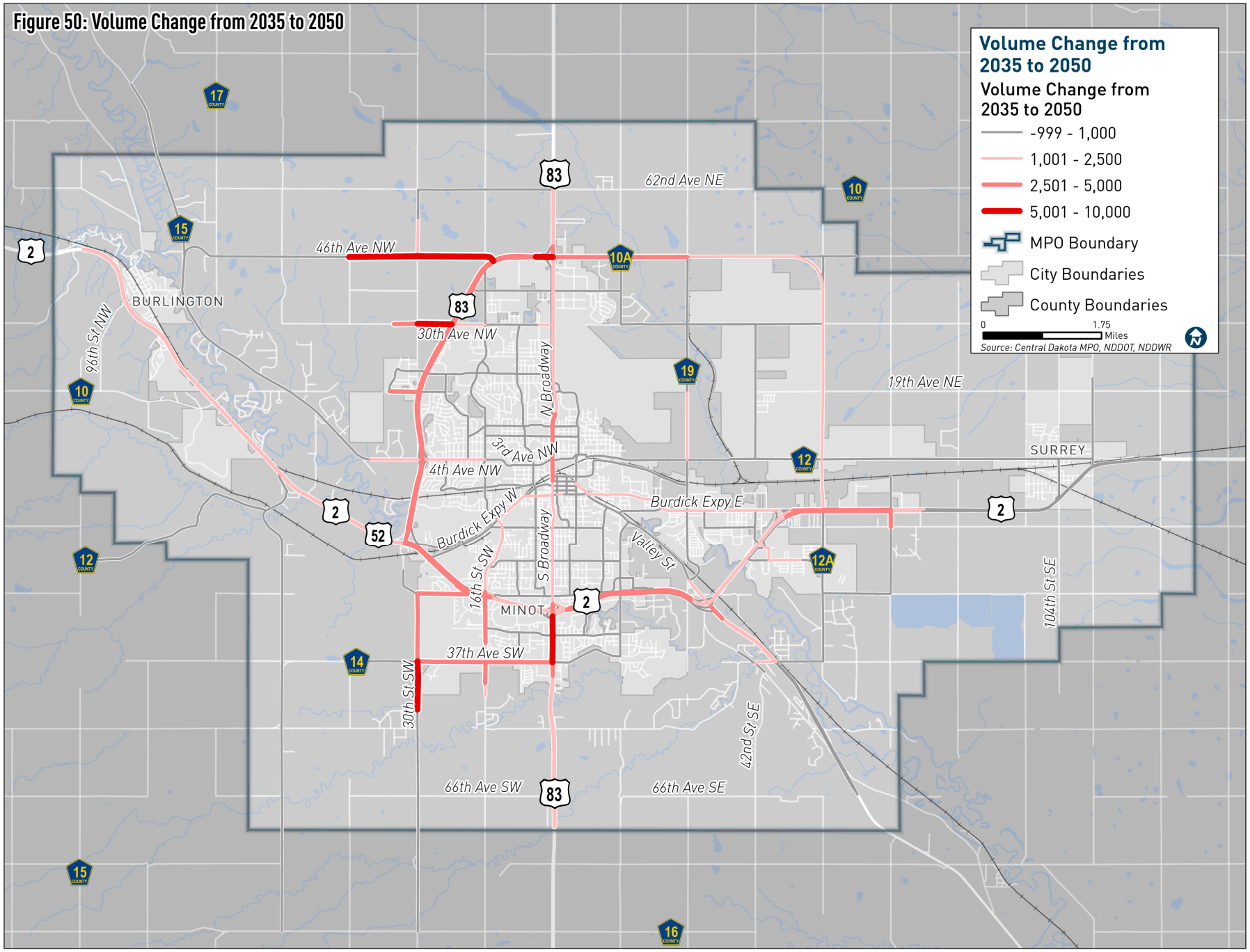
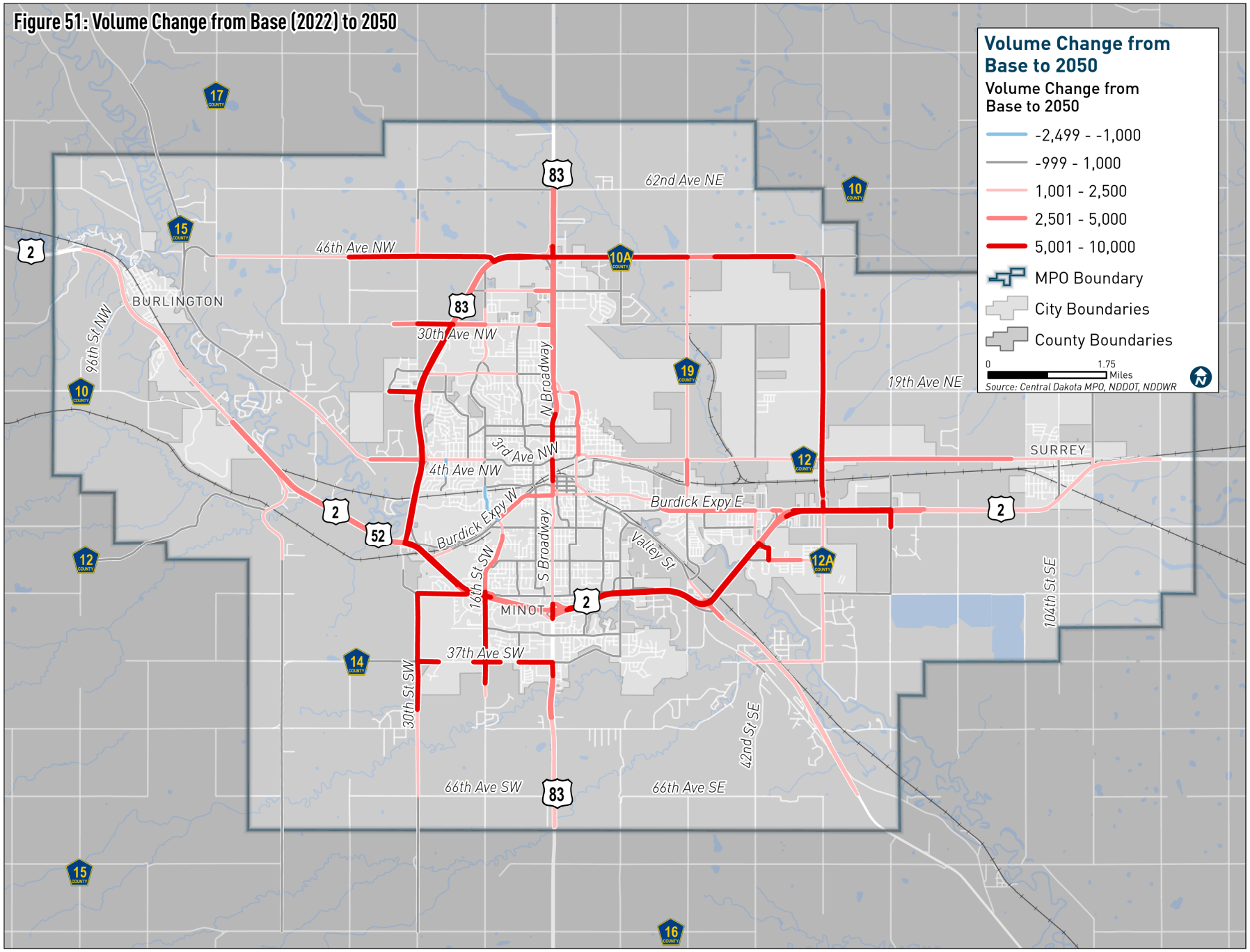


Figure 51: Volume Change from Base (2022) to 2050



Based on the Travel Demand Model analyses, the level of service decreases with an increase in traffic along the current roadway network. Higher functional class roadways, such as US Highways or those with more lanes, have a greater capacity to accommodate additional traffic, whereas lower functional class roadways or those with only one lane each direction do not. This means that larger amounts of traffic have a greater impact on the level of service on more local roadways compared to U.S. Highways.

A volume to capacity ratio is used to understand how projected increases in volume impact the future operational function of a roadway. The volume to capacity ratio divides the existing or projected volume, depending on the relevant growth scenario, by a planning level capacity threshold. The planning level volumes that were used for this exercise come from the Highway Capacity Manual and were calibrated to North Dakota travel conditions to establish daily capacities. Level of service E and F typically represent a congestion and a capacity issue with the Level of service D approaching capacity.

The level of service significantly decreases on S Broadway between U.S. Highway 2/52 and Burdick Expressway by 2050, as well as on perimeter roadways around Minot where development is expected. While S Broadway was built to handle larger amounts of traffic than carried today, the number of access points and surrounding land uses complicates its efficiency. When drivers slow to make turns or are forced to wait for a gap in oncoming traffic to make a turn, traffic behind them is also impacted, causing congestion and lower levels of service.

Figures 52, 53, and 54 illustrate the areas where congestion is forecasted based on the existing roadway characteristics and planned growth indicated by the horizon year for each figure: base year (2022), 2035, and 2050. Figure 55 highlights key corridors based on this analysis to identify future reliability and operational transportation projects to plan for and improve the long-term operational function of the highway network.

Figure 52: Modeled LOS, Base Year (2022)

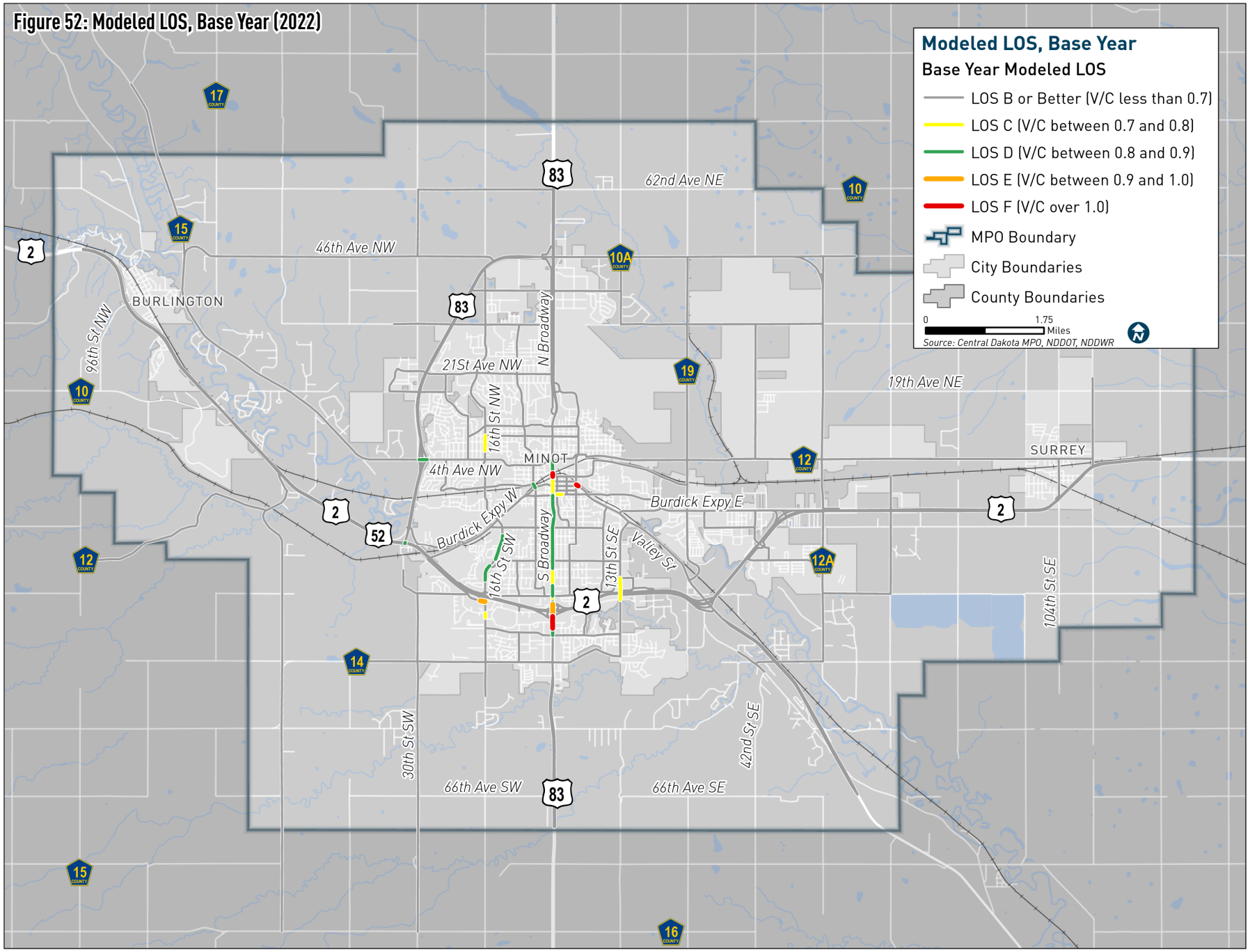


Figure 53: Modeled LOS, 2035

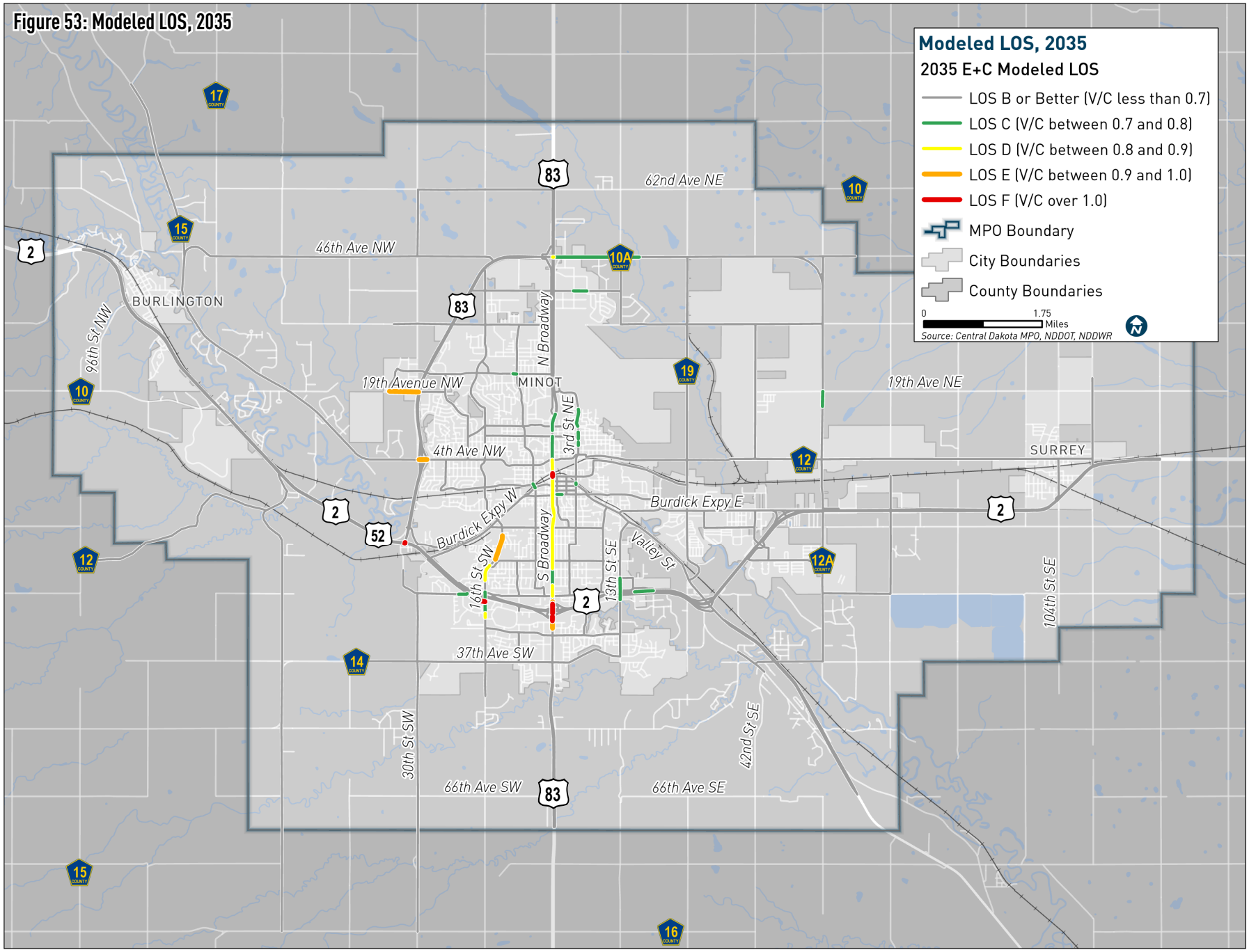


Figure 54: Modeled LOS, 2050

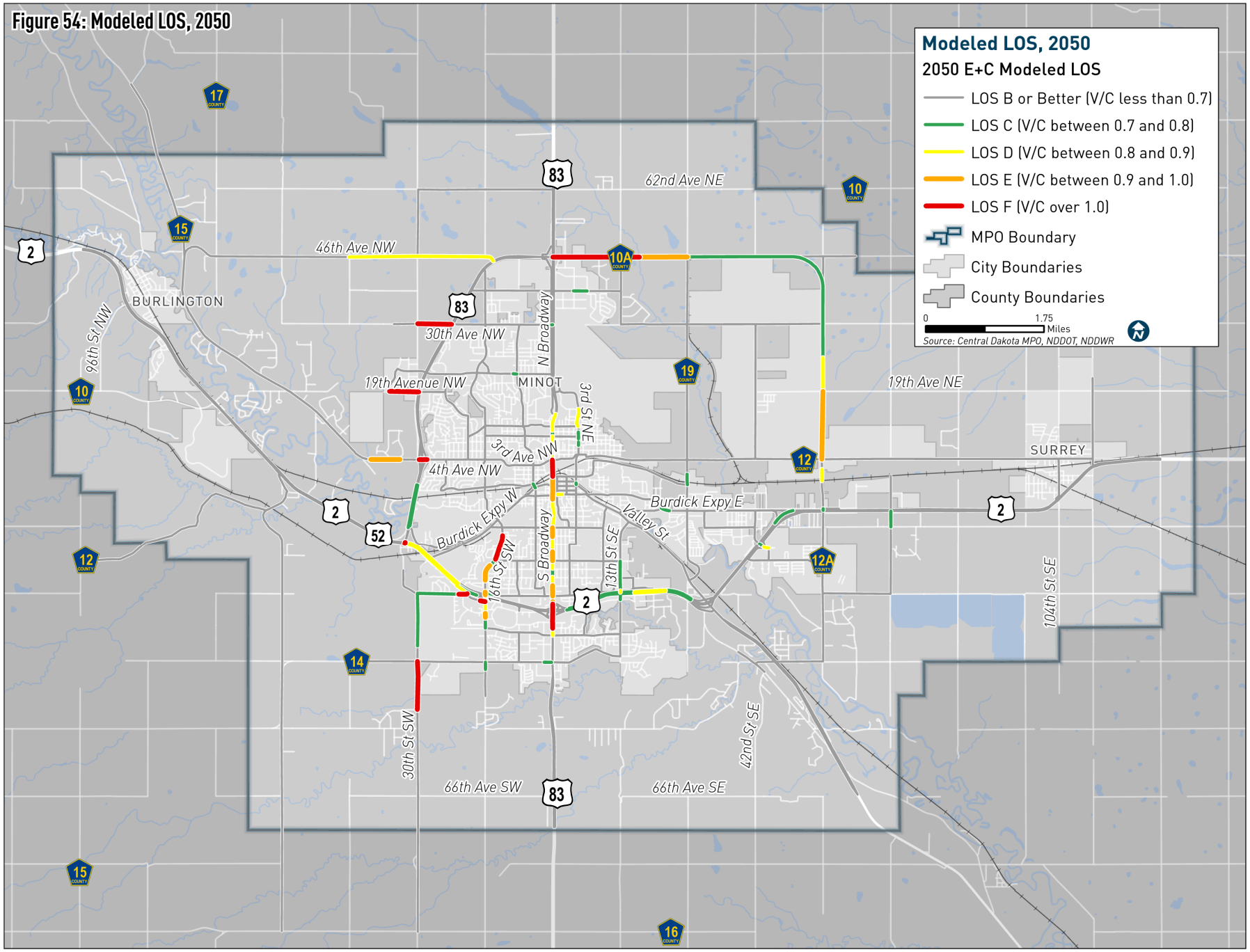
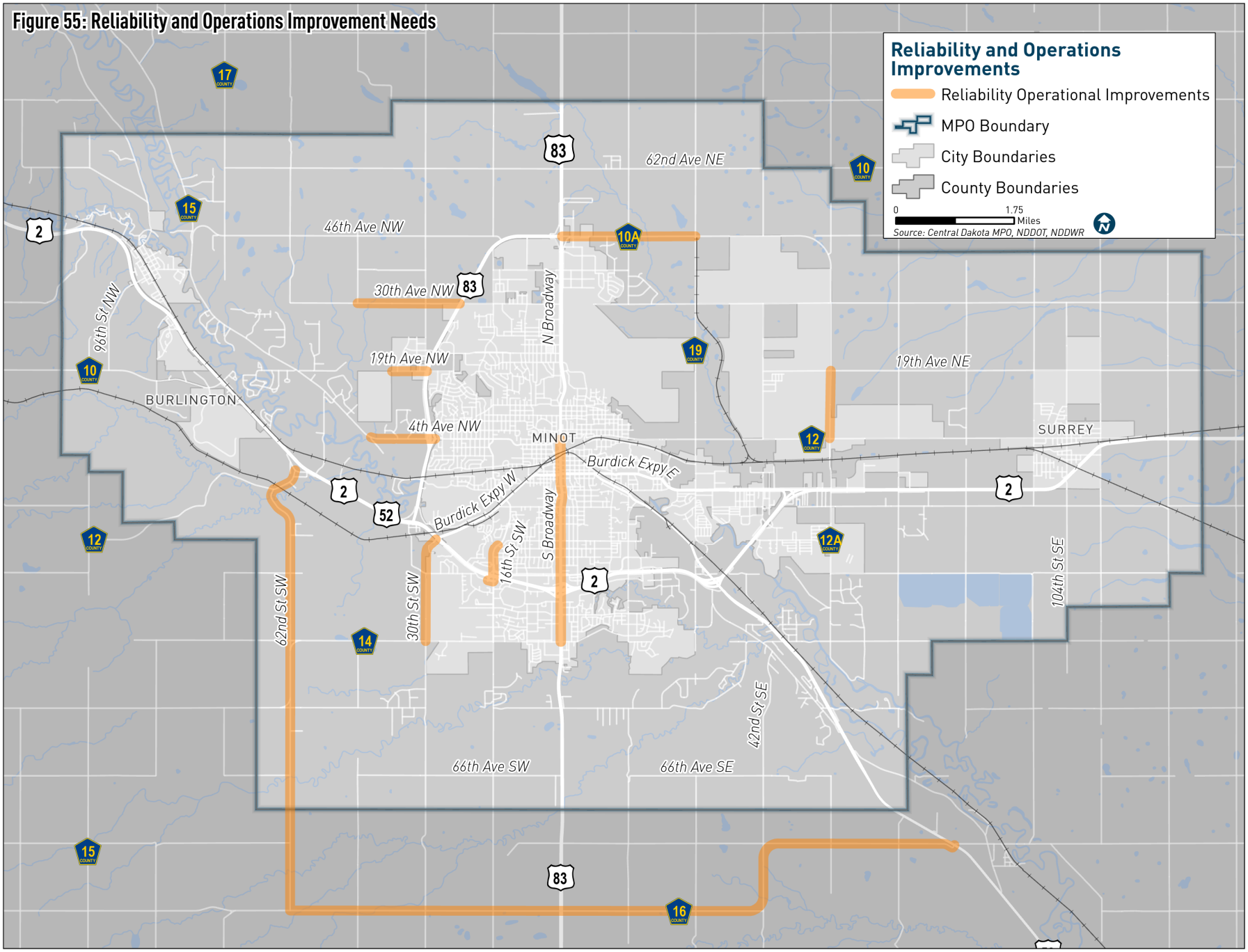


Figure 55: Reliability and Operations Improvement Needs



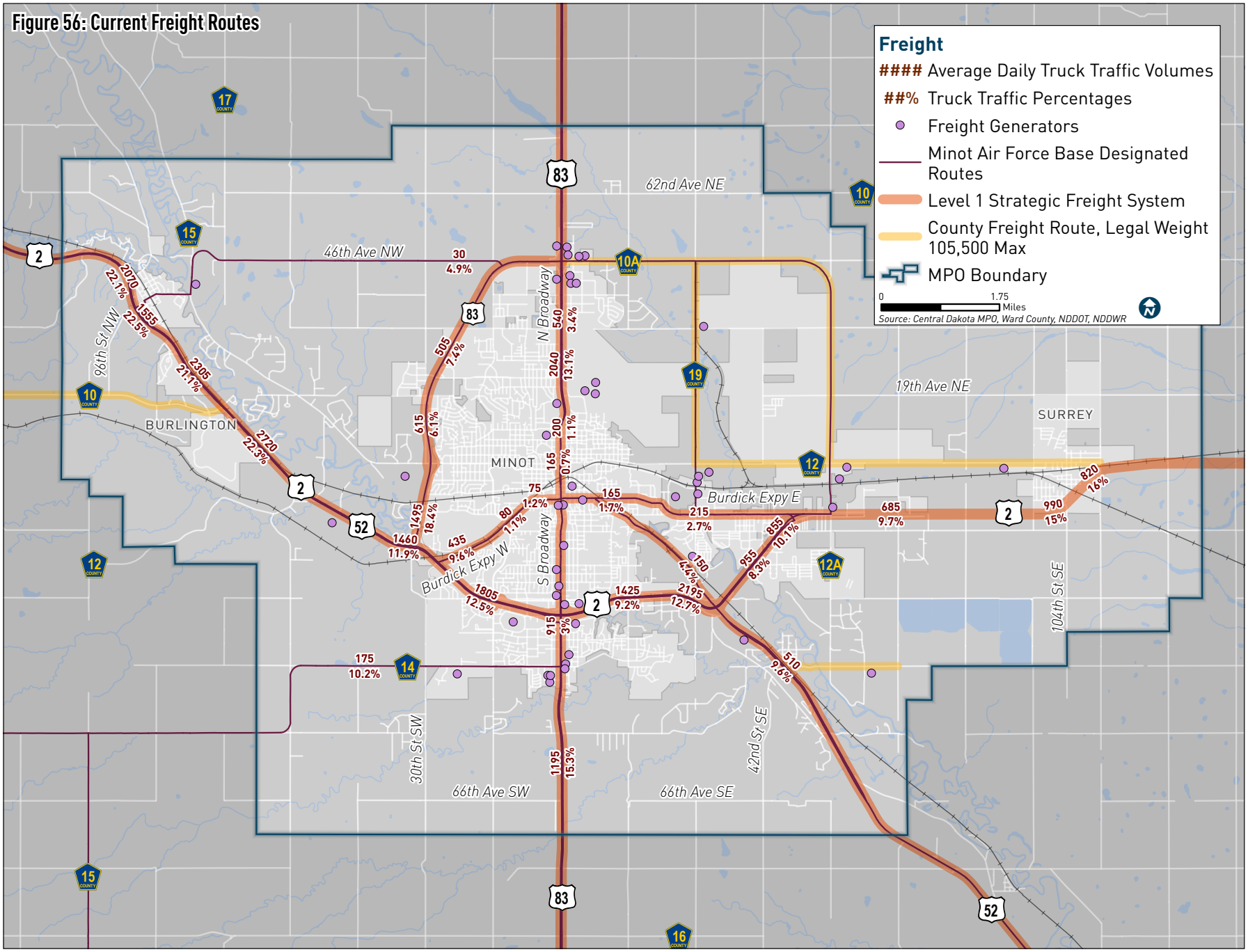
Commercial Systems

Several municipalities have designated truck routes within their jurisdictions. These truck route designations vary but largely exist to restrict trucks to certain highways in urban areas.

In Minot, U.S. Highway 2, 52, and 83, and 83 Bypass have a max weight limit of 105,500 pounds of gross vehicle weight (GVW). While these corridors can and do carry heavy freight, 16th Street SW provides a north/south connection for goods and services to commercial districts south of US 2/52.

Ward County has designated freight routes that include Ward County Northeast Bypass, State Highway 10, 10A, 12, 19 and 37th Avenue SE from U.S. Highway 52 to 72nd Street SE. These serve as alternative freight routing outside the U.S. and state highway system. Along U.S. Highway 2 at the 16th Street Southwest interchange there is currently a 16-foot height restriction. Due to the short clearance, large trucks frequently hit the bridge causing delays, damages, and bridge closures. However, over height vehicles traveling this route do not currently have a convenient alternate route for bypassing this height restriction. A lack of alternative roadways creates a negative impact on agriculture products and equipment in the region. The minimum standard height for new bridges in the region is 16.5 feet.

Figure 56: Current Freight Routes



Forecasted Roadway / Truck Freight

The Travel Demand Model (TDM) data from NDSU's Advanced Traffic Analysis Center (ATAC) was used along with Replica Data to calculate the data represented in the graphics below. The estimated truck annual average daily traffic (AADT) for 2035 and 2050, shown in the figures over the following pages, was calculated using the 2024 Replica percentage of truck traffic by roadway segment multiplied by the CDMPO TDM estimated AADT in 2035 and 2050 (note that this is drawn from 2024 as a starting year, and thus base-year projections for truck volumes use 2024 and not the CDMPO TDM's scenario base year of 2022). The base data is shown in Figure 57 and 2035 estimates in Figure 58. 2050 estimates shown in Figure 59 also identify four areas of potential concern, that may warrant further analysis.

1. The intersection of U.S. Highway 52 and 37th Avenue SE. The base year map indicates this intersection may be experiencing enough truck through-movements to warrant further review. The intersection is adjacent to residential land use, is a skewed intersection with a four-lane divided highway, and there is an adjacent railway crossing to the east; these elements present potential design concerns for truck movements.

2. Southbound travel on U.S. Highway 2/52 on 13th Street SE and then westbound on 37th Avenue SE to U.S. Highway 83 is a route showing noticeable truck traffic in the base year. This route is through a residential area and next to an elementary school and may already be used on a limited basis to avoid the U.S. Highway 52 / U.S. Highway 83 interchange. This may further support the need for a southeast connection between U.S. Highway 83 and U.S. Highway 2/52 as identified in the Ward County Connector Corridor Study.

3. The intersection at U.S. Highway 2 and 42nd Street SE / 14th Avenue SE (entrance to Butler Machinery and NDDOT Minot District Office) is suitable for truck traffic, but the base year evaluation shows notable truck volumes from this intersection down to and along 16th Avenue SE headed east and then north on 55th Street SE to U.S. Highway 2. Projected truck volumes continue to emphasize this route, as well as the connection from 16th Avenue SE south on 55th Street SE and west on 37th Avenue SE to U.S. Highway 52. Much of this route is adjacent to residential land use as well as a high school, which may be problematic as truck volumes increase.

4. During the TAC meeting on 5/13/2025, there was a discussion about a trail connecting Surrey to Minot along CR 12. It was noted that it would be challenging due to ROW and drainage issues. The base and future maps also show already high and increasing truck volumes, another issue to consider in future trail planning.

Figure 57: Estimated Truck AADT - Base Year (2024)

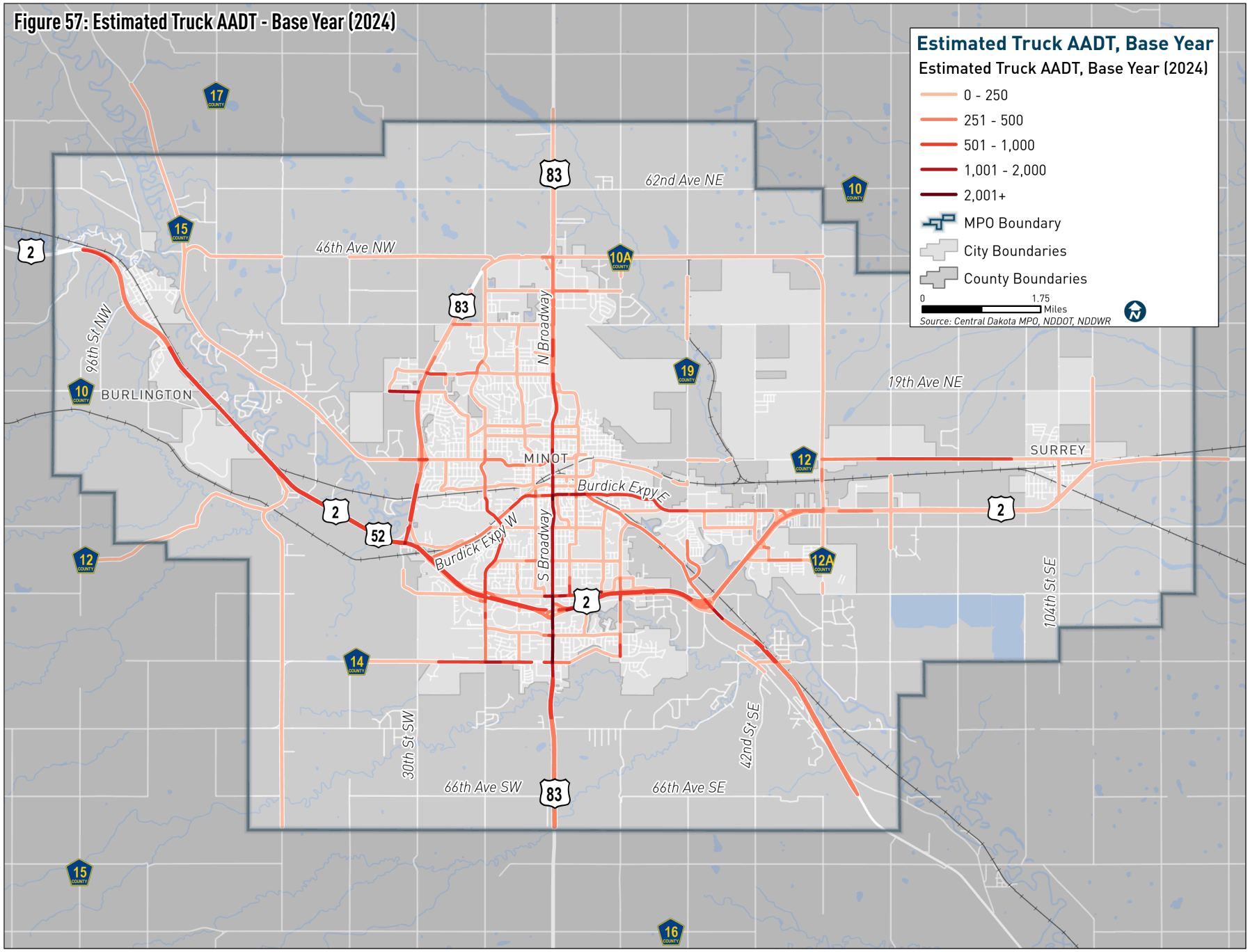


Figure 58: Estimated Truck AADT - 2035

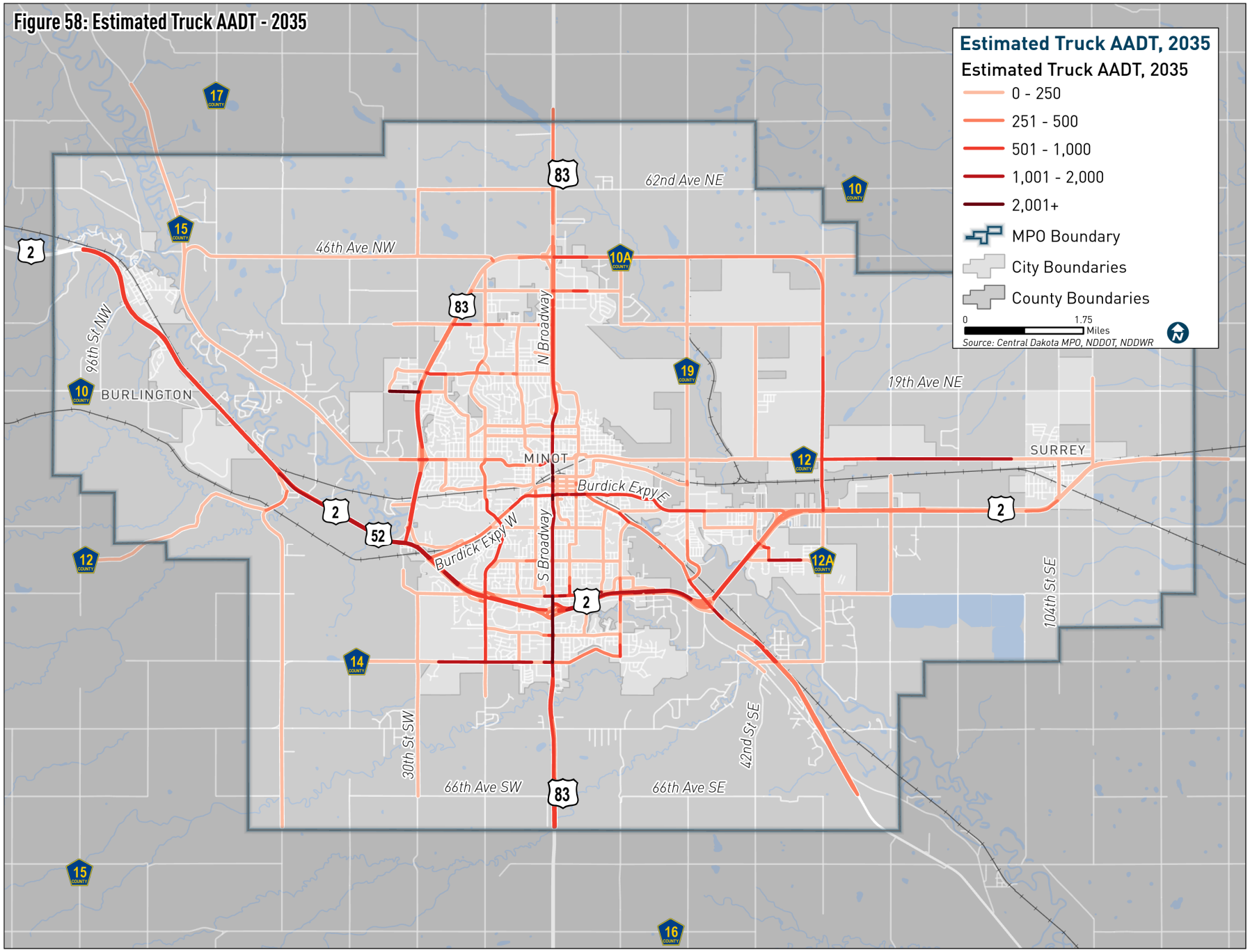
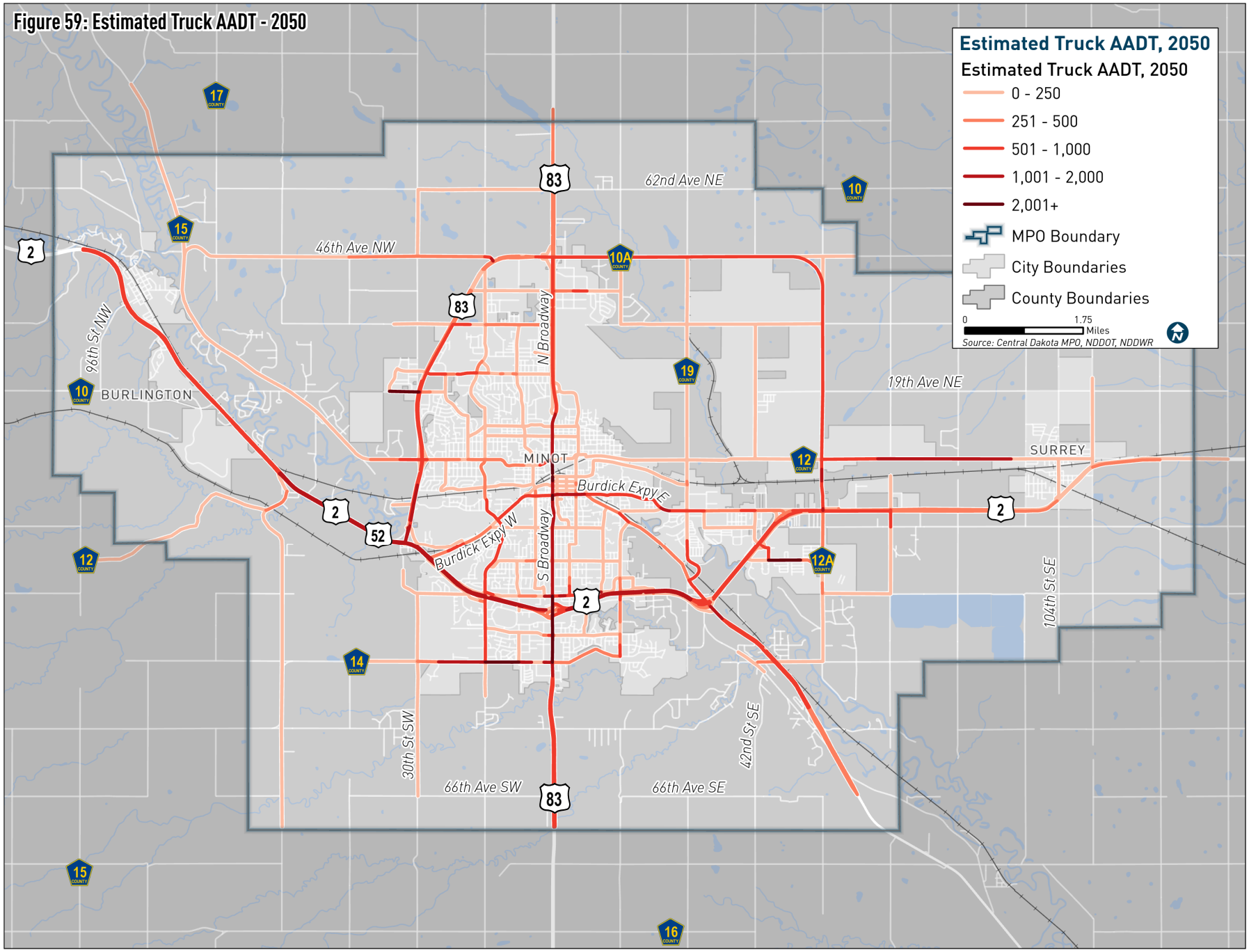


Figure 59: Estimated Truck AADT - 2050



Pedestrian Level of Service

Pedestrian level of service measures the quality of pedestrian facilities and the experience of moving along a corridor. The following data inputs were used to produce a level of service map for the region:

- Sidewalk Availability
- Sidewalk Width
- Sidewalk Buffer
- Traffic Crossing Control
- Traffic Speeds
- Traffic Volumes
- Traffic Crossing Distances

Together, these inputs were analyzed through a Geographic Information System (GIS) process to produce a ranking of major roadways, excluding local roadways, from A to F. A ranking of 'A' means the facility is very comfortable for pedestrians and that the exposure to traffic is minimal. A ranking of 'F' means the facility is very uncomfortable and that most pedestrians would avoid that facility if given another option. For the CDMPO region, there are zero facilities that have an 'A' ranking.

Overall, the system is sporadically connected with a majority of Collector roadways receiving a 'B' or 'C' score. Minor Arterials and Principal Arterials typically have lower scores ('D', 'E', or 'F') due to traffic volumes, traffic speeds, and sidewalk buffer. Local streets were not included in the Pedestrian level of service analysis; however, the availability of sidewalks on these roadways is uncertain. Some local roadways have sidewalks while others do not. Pedestrian facility connectivity is also limited by man-made barriers including railroad tracks and major roadways (such as U.S. Highways, Burdick Expressway, and Broadway). These barriers typically have few safe crossings and require extensive work to construct additional crossings. Roadways that have uncomfortable or no facilities may force pedestrians into unsafe situations, travel via longer, less direct routes, or require them to travel by other means, such as personal vehicle.

Figure 60: Pedestrian Level of Service

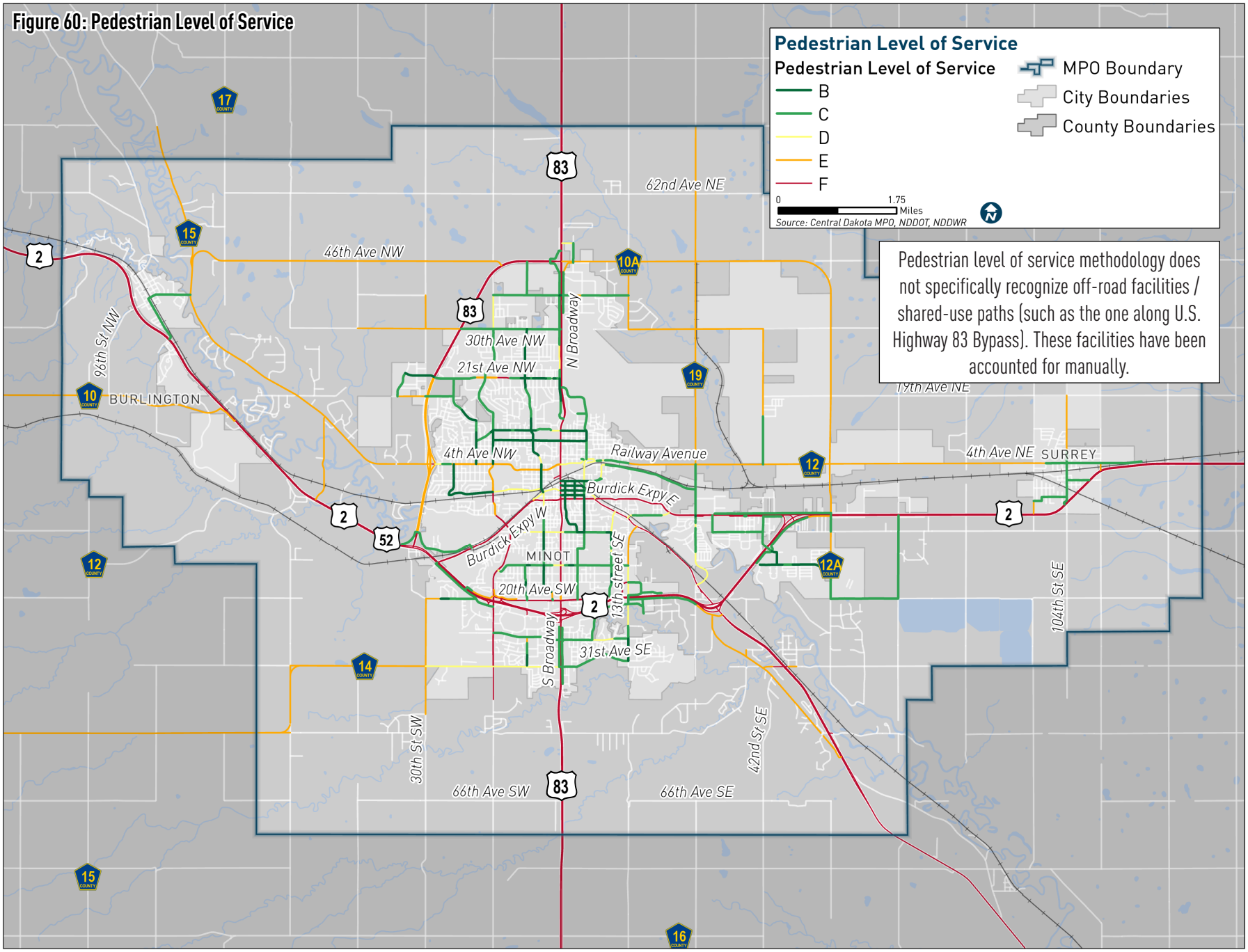
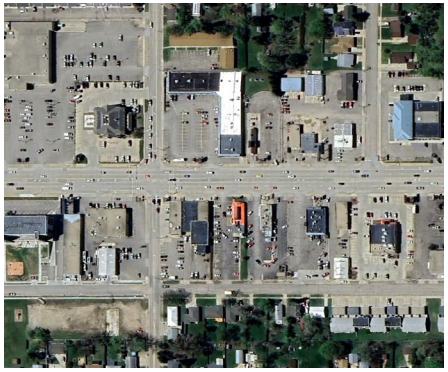


Figure 61: Pedestrian Level of Service Known Problem Locations



Broadway (11th Ave SW to US 2/52)

Lacks Buffers
High Volumes
High Speeds
Dense Access

Burdick Expressway

Missing Links
Lacks Buffers
High Volumes
High Speeds
Few Controlled Railroad Crossings outside of Downtown

16th Street NW (4th Ave NW to US 2/52)

Missing Links
Lack of Buffers
Crossing Control Distances are Large

20th Ave SW

No Facilities

4th Avenue NW

Lack of Buffers
Lack of Crossings
Narrow Back-of-Curb Sidewalks

Bicycle Level of Service (On-Road)

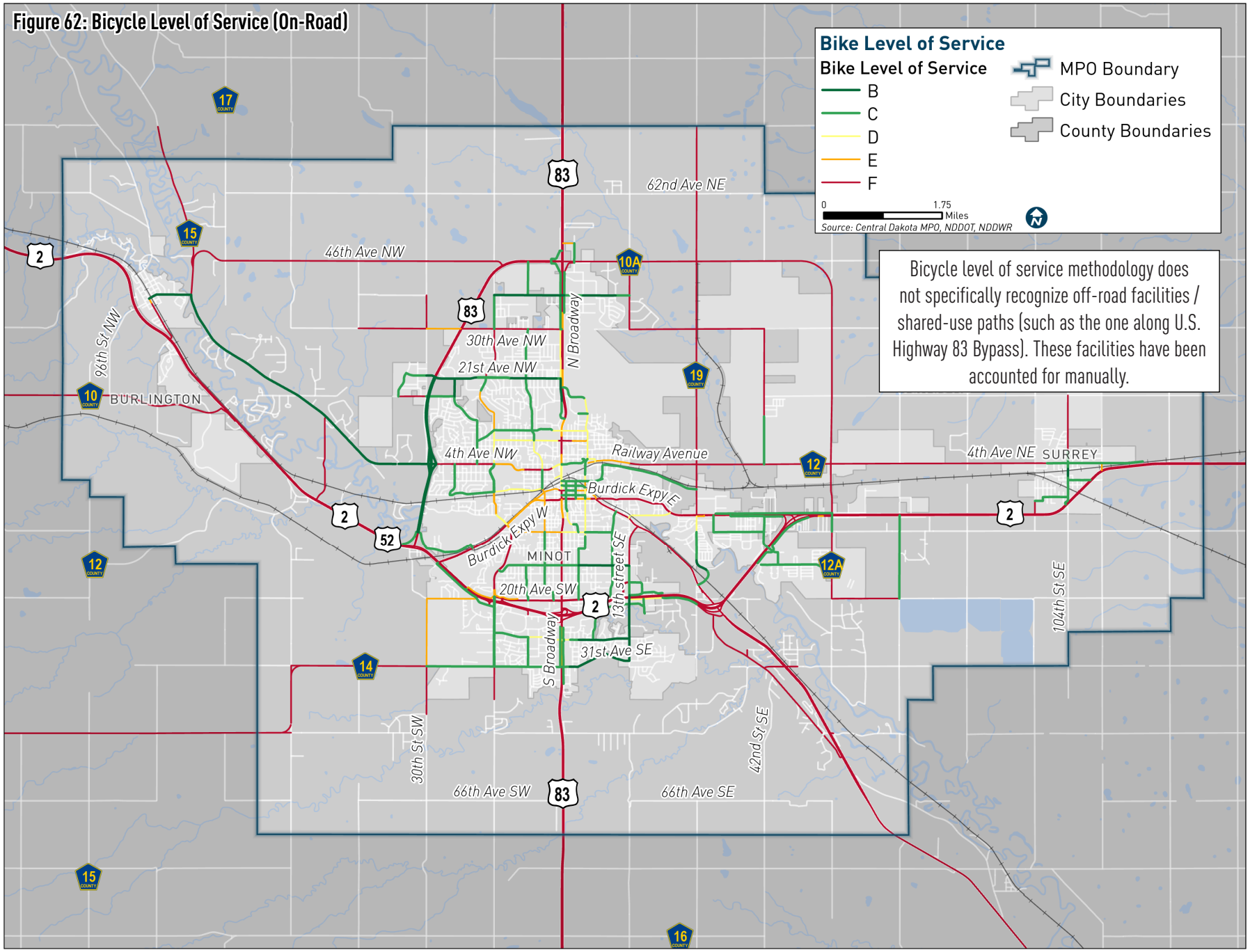
Bicycle level of service measures the comfort and safety of a roadway from a bicyclist's perspective. The following data inputs were used to produce a level of service map for the region:

- Facility Availability (On-Street)
- Pavement Conditions (On-Street)
- Access Density
- Traffic Speeds
- Traffic Volumes
- Traffic Crossing Distances

Together, these inputs were analyzed through a GIS process to produce a ranking of major roadways (excludes local roadways) from A to F. A ranking of 'A' means the facility is very comfortable for bicyclists and that the exposure to traffic is minimal. A ranking of 'F' means the facility is very uncomfortable and that most bicyclists would avoid that facility if given another option. For the CDMPO region, there are zero facilities that have an 'A' ranking.

Facilities are more supportive, and have a higher ranking, for east-west travel in newer areas of the region. (Such as 21st Avenue NW, 31st Avenue SW, 36th Avenue NW, and 37th Avenue SW.) However, bicycle travel is far more challenging within the built core of Minot as right-of-way space is limited and buildings directly front the roadway. For those that do not or are unable to drive, but have the ability to bike, this can pose a variety of mobility and safety concerns as the Downtown Core and businesses in South Minot are large employment centers.

Figure 62: Bicycle Level of Service (On-Road)



Broadway, 16th Street, the NE Bypass, and sections of the NW Bypass all face challenges to providing safe facilities for bicyclists whether this is from traffic speeds, amount of vehicular traffic, intersection crossings, or a complete lack of bicycle facilities. The Broadway Corridor Study identified 3rd Street SE and 6th Street SW as primary candidates for north-south bicycle travel as an alternative to the Broadway corridor (Figure 63). Initial public engagement through the Broadway Study was overwhelmingly supportive of either the west, east, or both routes but they would need further planning and public engagement before implementation.

Similar to the Pedestrian level of service, connectivity is limited by man-made barriers which include railroad tracks and major roadways. As there are very few dedicated bicycle facilities within the MPO area, bicyclists typically ride on the sidewalk or in traffic. While vehicular traffic may expect bicyclists on local roadways, they may not expect them riding through interchanges or busy intersections which poses safety issues for all parties involved.

The safety corridors (Figure 64) were identified by areas with a high number of bicycle and pedestrian crashes. These areas may not have the infrastructure to support multiple modes of transportation, causing conflicts between the modes. Future projects on these corridors could aim to reduce conflicts and minimize the exposure of vehicles to pedestrians and bicyclists.

Figure 63: Alternative Bicycle Routes and Facility Types

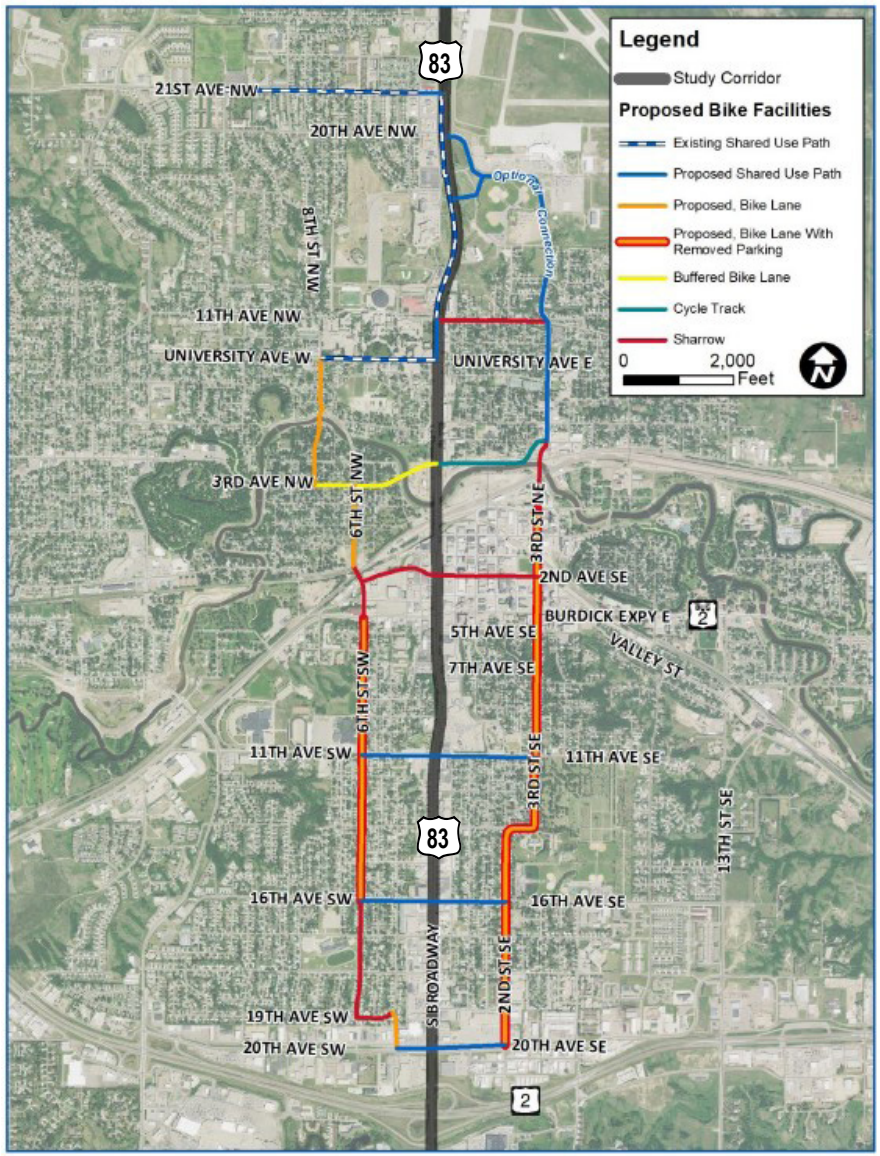
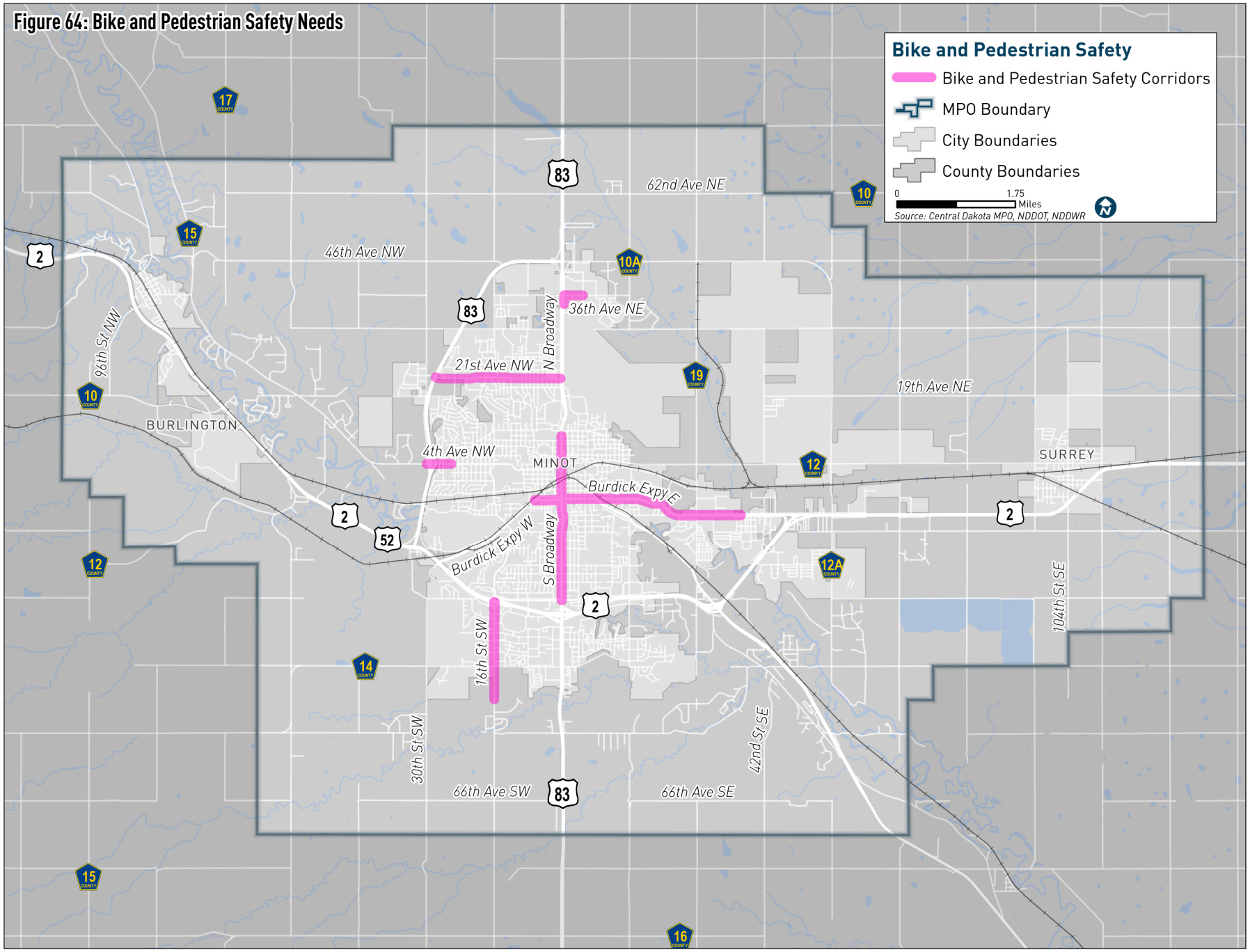


Figure 64: Bike and Pedestrian Safety Needs



Transit Level of Service

Minot City Transit provides fixed-route service throughout the more urbanized areas of the City of Minot (not its annexed areas that remain largely rural or industrial in character) while Souris Basin Transportation provides on-demand service for the public throughout Ward County, meeting the Federal Transit Administration's ADA requirements. To calculate level of service for transit riders, the following three inputs were used based on fixed route services:

- Proximity to any Route
- Proximity to Multiple Routes
- Frequency of Routes

Scoring for transit level of service in the CDMPO region is as follows:

- A - Multiple Routes within 1/8 of a mile
- B - Singular Route within 1/8 of a mile
- C – Multiple Route within ¼ of a mile (but not 1/8 of mile)
- D – Singular Route within ¼ of a mile (but not 1/8 of mile)
- E – Singular Route within ½ Mile
- F – Roadways that do not have transit today but could support it in the future
- No Transit – Roadways that do not have transit today and are not likely to have it in the future (i.e. highways)

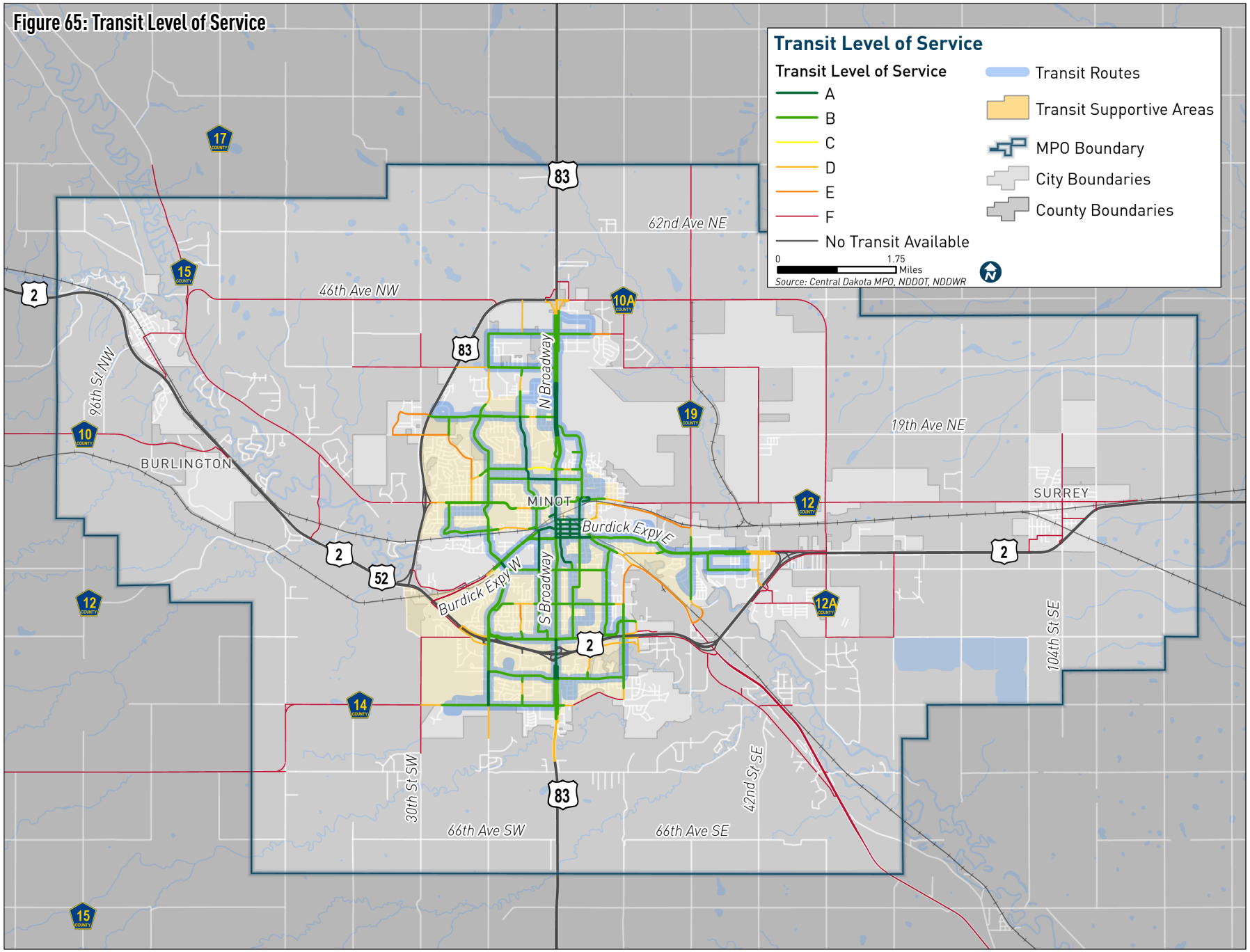
Where there were multiple routes within 1/8th mile of the road segment, that segment received a score of A. Where there was a single route within 1/8th mile of the road segment, that segment received a score of B, and so on. If a segment had a single route within 1/8th mile and multiple routes within 1/4 mile, the segment received the higher LOS score. Roadways that do not have transit today, but could support it in the future, received a score of F while roadways that do not have transit service today, and are unlikely to have it in the future, are labeled as 'No Transit'. Table 15 shows the breakdown of the roadway system (in miles) and the associated score.

With the transition of the region to an urbanized area and a designated Metropolitan Planning Organization, sufficient funding will be needed to continue operating service as it currently exists today. Minot City Transit's historic receipt of Section 5311 funding has been discontinued, and Section 5307 allocation will not provide a sufficient amount to cover demand-response services that are currently being contracted with Souris Basin Transportation. Additionally, adoption of fixed stop system of operations may require extra funding and possible adjustments of the routes. With these possible adjustments, the system has greater opportunity to connect Burlington and Surrey to Minot. Bringing in additional municipalities, and additional riders, may help offset some operating costs.

Table 15: Level of Service Ranking by Mileage

Level of Service Ranking	Mileage (Miles)
A	13.42
B	60.02
C	.43
D	15.64
E	6.54
F	79.00
No Transit	64.60

Figure 65: Transit Level of Service



PRIORITY AREAS

The corridors identified in Figure 66 have been prioritized due to their high crash rates, previous identification of importance, and potential for successful roadway modification. They were also identified by local agency leadership as areas in need. The MPO could consider further study of these corridors for modification as funding and other opportunities present themselves.

The following two-page project sheets highlight the four priority corridors within the Metropolitan Planning Organization's jurisdiction:

- 21st Avenue between U.S. Highway 83 Bypass and U.S. Highway 83/Broadway
- Burdick Expressway between 6th Street SW and Valley Street
- N Broadway from 19th Avenue NW to 21st Avenue NW
- S Broadway from 11th Avenue SW to 20th Avenue SW

The project sheets are divided into front and back pages. The front pages include information about Existing Conditions. Existing Conditions include Vehicular Conditions (including crash types and traffic counts), Alternative Modes (including shared-use paths, sidewalks, and Disadvantaged Block Groups), Key Issues the corridor faces, and roadway distribution by type. The back pages include information about Alternative Solutions. These solutions could include geometric treatments, pedestrian and bicycle facility improvements, and traffic control.

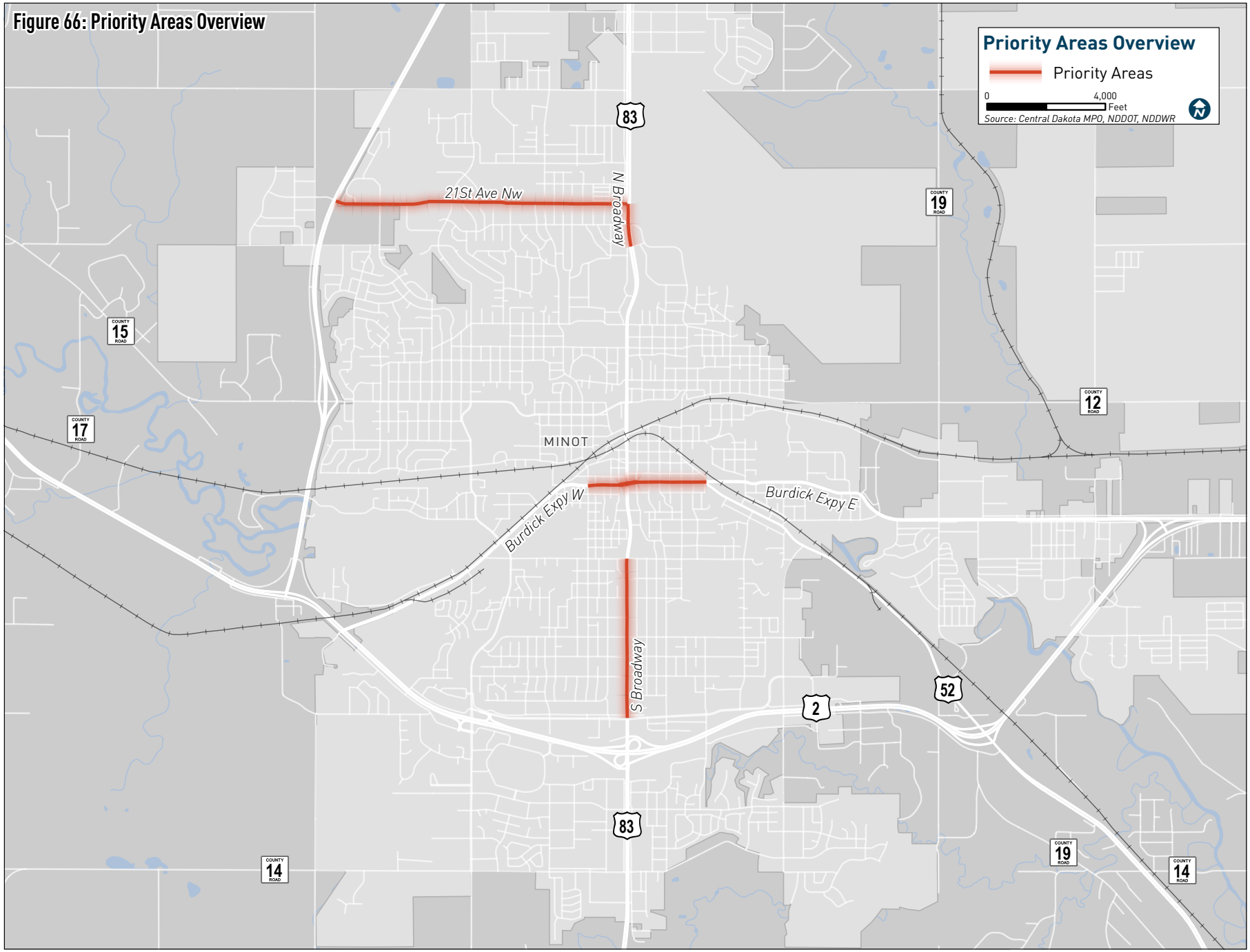
The project sheets also include information about implementation and funding sources that could be leveraged. The goal of the project sheets is not to determine final solutions, but to identify key needs and the sale of improvements to calibrate scoping and programming efforts. All federally funded projects need to follow federal environmental review and NDDOT design processes.

To note, disadvantaged block groups are categorized based on the number of indicators the block group flags for (zero, one, two, and three). Indicators include the percentage of minority population, households with at least one disability, and households below the poverty level.

A concentration of disadvantaged block groups may highlight areas with high percentages of people who do not drive or have a limited ability to drive, underscoring the importance of access to transit and safe pedestrian and bicycle facilities.

The Priority Area Project Sheets are attached as Appendix C.

Figure 66: Priority Areas Overview



Phase One Public Engagement Summary

Phase One of the MTP focused on gathering input from a diverse range of stakeholders, community members, and local organizations to better understand the region's transportation needs, priorities, and challenges. Through a combination of surveys, public meetings, and targeted outreach efforts, this phase aimed to establish a strong foundation of public input to combine with the analyzed data. The detailed results from Phase 1 Public Engagement related to identification of transportation issues can be found in Appendix B.

Common themes around transportation issues emerged from public engagement that are important to consider in the overall issues identification for the regional transportation system:

- Reoccurring issue areas were identified: Intersections such as 16th Street SW and U.S. Highway 2/52, and sections of Broadway, were consistently flagged as areas in need of transportation improvement.
- Snow removal: The need for more consistent snow removal on sidewalks and secondary streets was a concern mentioned from several agency categories including emergency management to underserved populations.
- Lack of transit options: A shared frustration was expressed over the lack of evening and weekend transit services, as well as the difficulty of connecting rural areas to city services.
- Need for unified planning and communication: Several groups and comments emphasized the importance of cohesive communication and planning, whether for snow removal, transit information, or collaboration between agencies.
- Desire for walkability: Many stakeholders expressed a desire for greater investments in pedestrian infrastructure, including safer crossings, well-lit paths, and better-maintained sidewalks.

SUMMARY OF ISSUES IDENTIFICATION

The Issues Identification Overview map integrates the Needs maps presented throughout this document, highlighting areas of overlap and pinpointing where improvements are most needed. Each Needs map identified key areas through data-driven analysis and community engagement responses. This approach enabled the combination of individual project locations into corridors, resulting in the creation of the most impactful projects for consideration during the project alternatives development phase. From Figure 67, Figure 68 was created to smooth corridor extents, add in additional projects identified through stakeholder meetings, and identify the most dangerous intersections.

- Broadway ranks the highest with the most identified needs.
- Burdick Expressway between US 2 and US 2/52 has four identified needs.
- 4th Avenue has three identified needs.

Figure 67: Issues Identification Overview

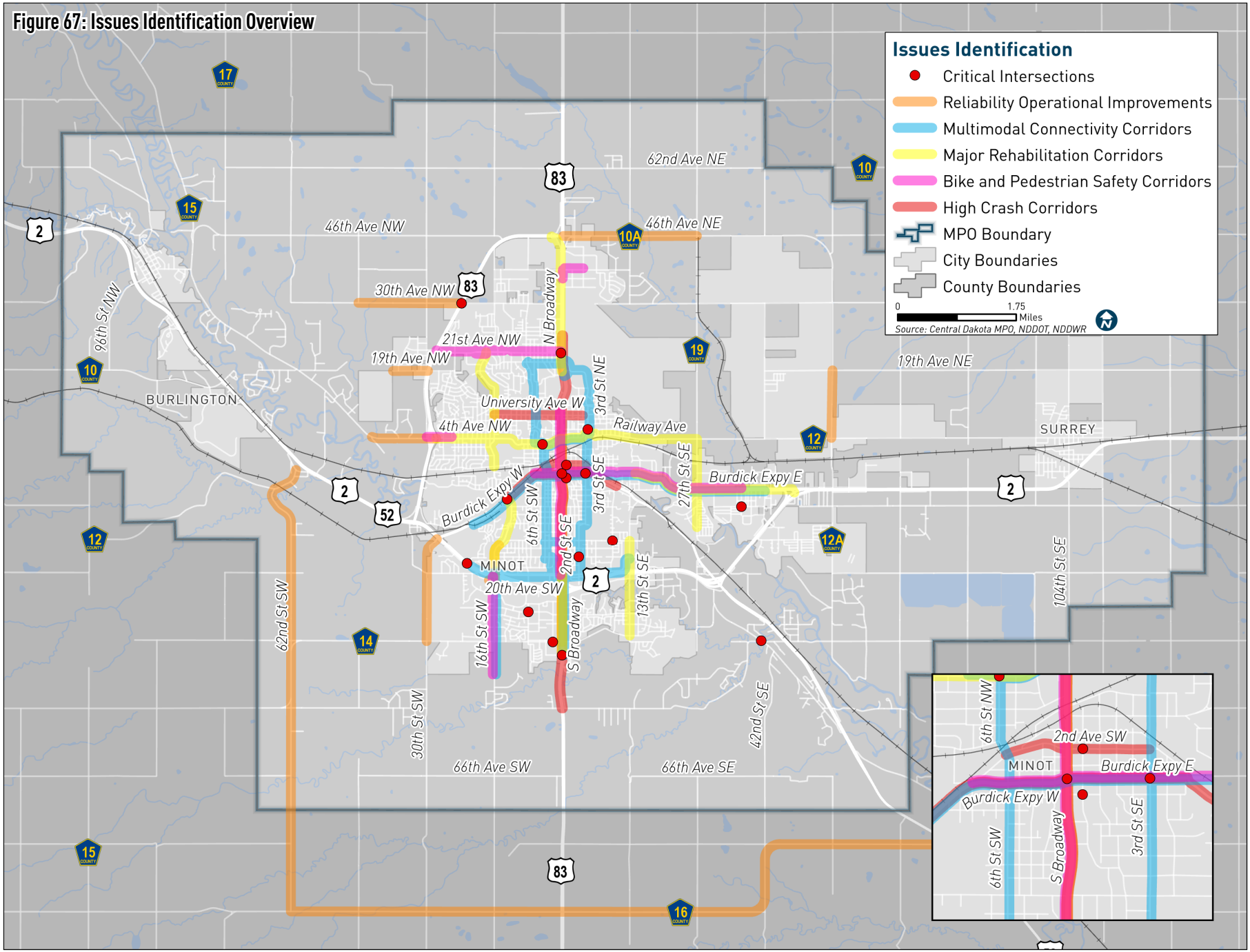
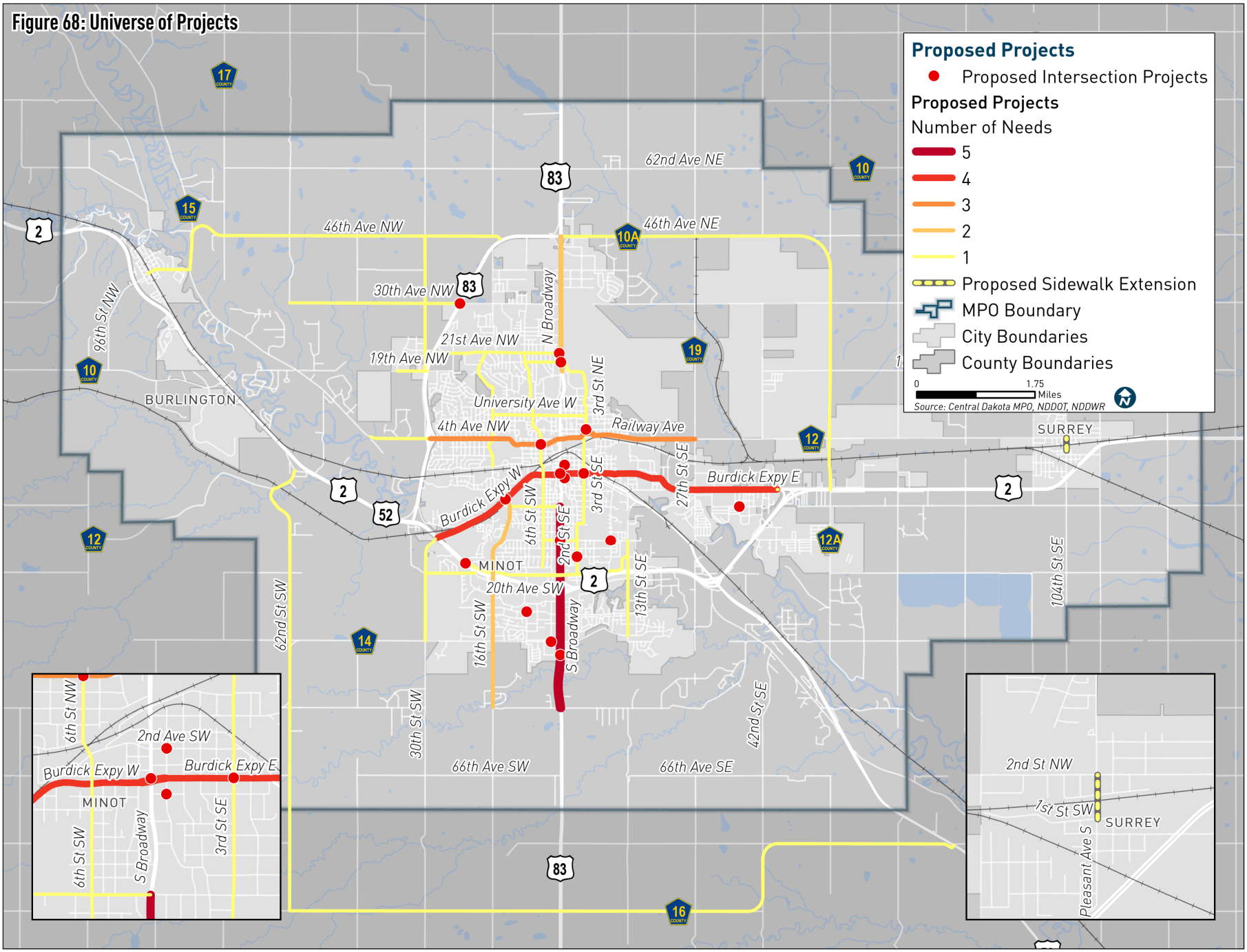


Figure 68: Universe of Projects



CHAPTER 4. FISCALLY-CONSTRAINED PLAN

INTRODUCTION

This section of the plan describes the various projects and programs that were considered for long-range transportation investments. It outlines the method by which projects were selected for a fiscally-constrained plan that allows all projects to be developed relative to forecast available funding.

The previous chapter on existing conditions outlines the overall transportation needs and opportunities that shaped project ideas, and the chapter on Identification of Issues outlines several broad-need categories to which candidate projects would respond.

Project Candidates

The MTP identified over 90 capital projects within public road right-of-way, drawn from previous plans and studies (mostly the Broadway Corridor Study and Southwest-Southeast Connector Study) and from ideas developed in response to the MTP-identified needs. In addition, the plan includes a series of projects identified by NDDOT as maintenance or rehabilitation needs that would be administered directly by NDDOT and not require programming of funds through CDMPO. The combined total cost of these projects is just under $500 million, with a small number of substantially large projects from the Broadway and Southeast-Southwest studies having estimated costs of tens of millions of dollars each, but most projects being significantly smaller in scale and cost.

The projects represent a series of themes or focus areas, including reconstruction and rehabilitation, improvements to mobility and operations, accommodation of multimodal transportation, and transportation safety. Many projects feature overlap between these general categories, although roadway reconstruction and any related changes to the traveled way (the space inside curbs) of a typical cross section were the primary focus of most of the projects that fit within multiple themes.

PROJECT CANDIDATES AT A GLANCE

The MTP's more than 90 project candidates represent a variety of project types and address multiple transportation needs.

- Minot's Broadway corridor includes eight separate project phases with different levels of need and coordination.
- The MAGIC corridor (the Southwest-Southeast Connector) study includes multiple segments, representing the largest single set of investments envisioned for the region.
- The City of Minot seeks to reconstruct 14 local-street corridors in separate projects, with many of these incorporating safety and operational best practices.
- All three cities and Ward County have projects representing priority investments for local communities and leadership.

Agency Partner and Community Project Priorities

The full list of candidate projects includes a series of high priorities for Ward County and the Cities of Minot, Burlington, and Surrey. Because each of these jurisdictions noted these priorities throughout the plan development process, the plan identified a way of recognizing this in its screening of projects.

In addition, Phase 2 of the plan's public outreach process structured a series of questions on overall desires for transportation investment in greater Minot. This included questions in a public survey to understand reconstruction of roads as a priority relative to new investments in mobility (which includes vehicle travel capacity and operations, multimodal options, and improvements to support freight movement and other non-passenger needs). Participants also indicated their own sense of priority for specific projects or corridors, and the broad public sentiment reflected similar priorities to the Cities and County. The Broadway corridor's reconstruction projects were some of the highest priorities among the entire project list.

Major Themes from the Project List

The full candidate project list reflects some key themes as policy priorities and major transportation objectives for the Minot region. Projects underscore the importance of the region's major corridors as continued cornerstones of movement to and throughout the region, especially the Broadway and US 2 corridors through Minot.

Although the Southwest-Southeast corridor study envisions a major investment in a circumferential corridor around Minot's south side, where future growth is expected to bring new travel demand, most projects in the candidate list occur on existing roadways or upgrade roads in a currently rural condition (some of these unpaved) to a standard suitable for urbanized area transportation needs: hard-surface pavement of unpaved roads, additions or expansions of roadway shoulders.

Many other projects, especially in the City of Minot, combine maintenance and asset preservation priorities with best practices in urban street and road design. These include reconstructing streets with undivided four-lane designs as three lanes (two travel lanes and center turn lanes), recognizing that these three lane streets provide better traffic operations and increased safety over the undivided four-lane sections considered obsolete in modern transportation engineering. These projects also seek to increase non-driving travel options with additions of roadside shared use paths, infill of sidewalk gaps along key corridors, and intersection enhancements for bicycle and pedestrian crossing.

The projects reflect a distribution of investment for the Minot region that mirrors its overall population—most projects are located in the City of Minot, but the Cities of Burlington and Surrey also have candidate projects in the list, in addition to several key projects in unincorporated Ward County.

The map and table across the following pages illustrate and provide detail on the full list of candidate projects, grouped by a series of major project categories.

Figure 69: Projects by Type

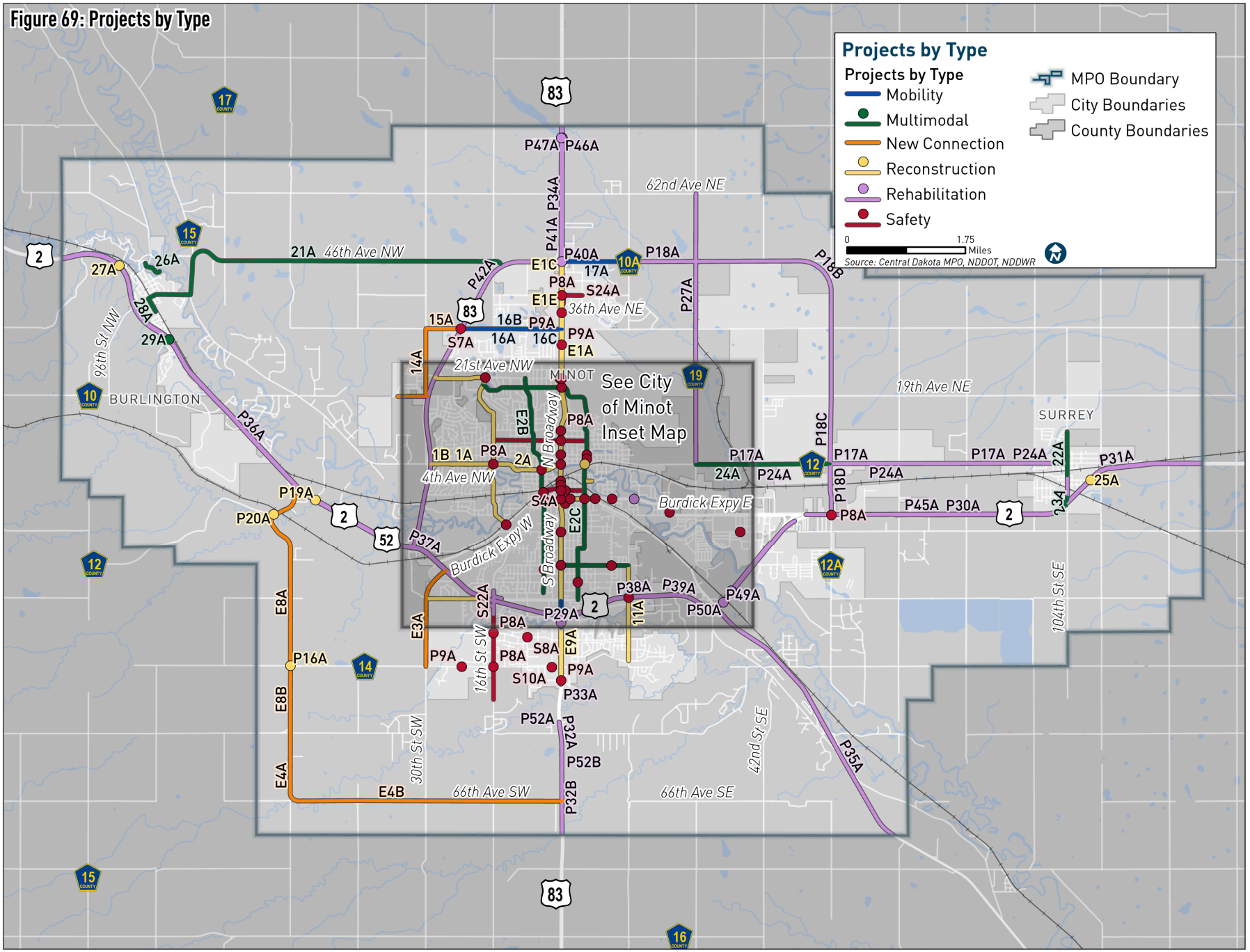
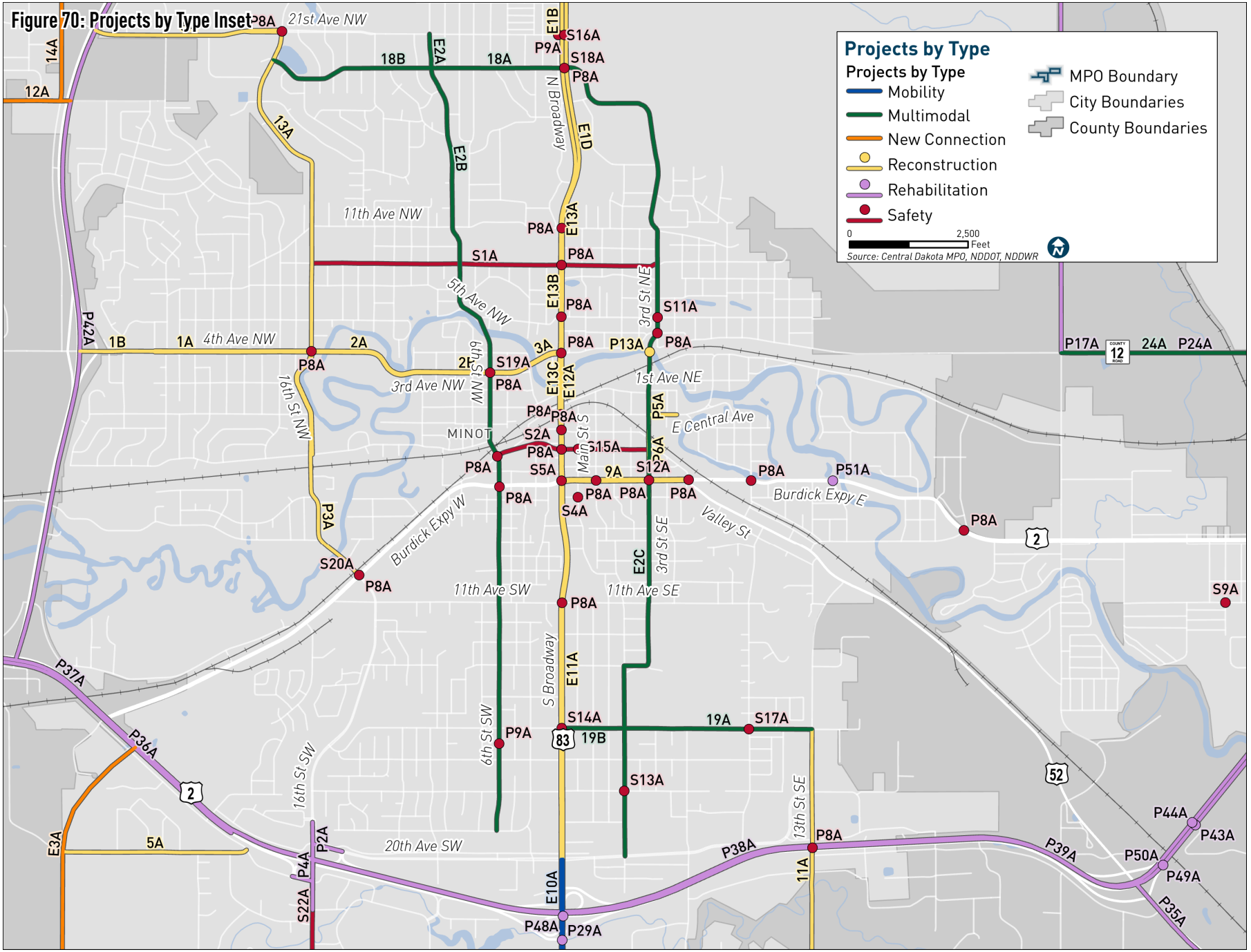


Figure 70: Projects by Type Inset



List of Project Candidates

Projects are grouped in this list, beginning below and on the following pages, by a series of project types and ordered by an identifying project number used for planning purposes only. Each candidate was assigned a unique number to keep projects distinct throughout the process of developing new concepts and incorporating projects from previous plans and studies. Certain concepts and candidates were removed from consideration during the process and their project numbers were not reassigned; this explains why there may be gaps in numbering. The project numbers also use a series of suffixes: P for projects already programmed in NDDOT's STIP or in local government capital improvement programs, and E for project candidates taken from the Broadway and Southwest-Southeast Connector studies.

Projects included in the fiscally-constrained plan, explained in subsequent sections beginning on page 157, are highlighted in gray.

Project Type Categories

Descriptions begin on page

Reconstruction Projects 146
Mobility Projects 149
Multimodal Projects 150
New Street and Road Connections 151
Rehabilitation Projects 152
Safety Project Locations 153

Table 16: Full Candidate Project List

	Project ID	Project Name	Description	Extends from	Extends to	Estimated Cost (at assumed year)*
Reconstruction Projects	1A	4th Ave NW	4th Ave NW would be reconstructed from 20th St NW to 26th St NW. This would include the addition of a trail on one side of the roadway and a sidewalk on the other.	20th St NW	26th St NW	$8,442,720 (2045)
	1B	4th Ave NW	4th Ave NW would be reconstructed from the US 83 Bypass to 26th St NW. This would include urbanization to a three-lane roadway, with the addition of a trail on one side of the roadway and a sidewalk on the other.	26th St NW	US 83 Bypass	$4,570,752 (2045)
	2A	3rd Ave NW - 4th Ave NW	3rd Ave NW/4th Ave NW would be reconstructed from the Souris River Bridge at 10th St NW (east end of Oak Park) to 20th St NW. This would include the addition of a trail on one side of the roadway and a sidewalk on the other.	Souris River (10th St NW)	20th St NW	$15,234,233 (2040)

Reconstruction Projects

Project ID	Project Name	Description	Extends from	Extends to	Estimated Cost (at assumed year)*
2B	3rd Ave NW	3rd Ave NW would be reconstructed between the two crossings of the Souris River (bridges just west of 10th St NW and east of 4th St NW). This would include the addition of a trail on one side of the roadway and a sidewalk on the other.	Souris River (4th St NW)	Souris River (10th St NW)	$7,383,058 (2035)
3A	3rd Ave NW	3rd Ave NW would be reconstructed from the Souris River to Broadway. This would include the addition of a trail on one side of the roadway and a sidewalk on the other.	Souris River (4th St NW)	Broadway	$2,109,019 (2035)
5A	20th Ave SW	20th Ave SW from 30th St SW to Elk Drive/22nd Ave SW would be fully reconstructed from a rural 2-lane roadway into an urban 3-lane roadway in anticipation of future development. A trail would be built on one side with a sidewalk on the other.	30th St SW	Elk Drive/22nd Ave SW	$13,566,506 (2040)
6A	21st Ave NW	21st Ave NW would be reconstructed from the US 83 Bypass to 16th St NW. This would include 2 lane rural to a 3-lane urban urbanization to a three-lane roadway, with a the addition of a trail on one side of the roadway and a sidewalk on the other.	83 Bypass	16th St NW	$16,875,176 (2040)
9A	Burdick Expressway	Burdick Expressway would be reconstructed from S Broadway to Valley St. This would include a 4-to-3-lane conversion with the addition of a trail on one side of the roadway and a sidewalk on the other.	S Broadway	Valley St	$11,274,622 (2040)
11A	13th St SE	13th St SE from 16th Ave SE to 18th Ave SE would be reconstructed as a 3-lane concrete roadway in anticipation of future development.	16th Ave SE	18th Ave SE	$4,085,427 (2040)
13A	16th St NW	16th St NW from 2nd Ave SW to 5th Ave NW would be reconstructed with concrete as a 3-lane section with sidewalks on both sides of the roadway.	2nd Ave SW	5th Ave NW	$10,960,610 (2040)
13B	16th St NW	16th St NW from 5th Ave NW to 21st Ave NW would be reconstructed with concrete as a 3-lane section with sidewalks on both sides of the roadway.	5th Ave NW	21st Ave NW	$28,693,798 (2045)
25A	US 2 and 2nd St SE intersection (Surrey)	The intersection of US 2 and 2nd St SE would be realigned to fix the skew and increase safety of those turning onto and off of the highway.	N/A (intersection project)		$8,176,220 (2040)
27A	US 2-52/Johnson St intersection (Burlington)	The intersection of US 2-52 and Johnson St would be improved to include a traffic signal and additional safety improvements.	N/A (intersection project)		$1,760,422 (2040)
E1A	N Broadway	N Broadway would be rehabilitated to improve driving conditions and address high crash areas between 24th Ave NW and 35th Ave NW.	24th Ave NW	35th Ave NW	$4,251,101 (2035)
E1B	N Broadway	N Broadway would be rehabilitated to improve driving conditions and address high crash areas between 19th Ave NW and 24th Ave NW.	19th Ave NW	24th Ave NW	$2,703,387 (2035)

Reconstruction Projects

Project ID	Project Name	Description	Extends from	Extends to	Estimated Cost (at assumed year)*
E1C	N Broadway	N Broadway would be rehabilitated to improve driving conditions and address high crash areas between 36th Ave NW and 46th Ave NW.	36th Ave NW	46th Ave NW	$2,532,713 (2035)
E1D	N Broadway	N Broadway would be rehabilitated to improve driving conditions and address high crash areas between 11th Ave NW and 19th Ave NW.	11th Ave NW	19th Ave NW	$2,613,394 (2035)
E1E	N Broadway	N Broadway would be rehabilitated to improve driving conditions and address high crash areas between 35th and 36th Avenues (short segment based on particular needs; this would be joined into an adjacent project phase).	35th Ave NW	36th Ave NW	$664,405 (2035)
E9A	S Broadway and Adjoining Minor Arterials	Project includes reconstruction of numerous intersections between 28th Ave SW and 41st Ave SW. This would include improvements to signals, roadway striping, and pedestrian and bicycle facilities.	41st Ave SW	28th Ave SW	$29,449,460 (2035)
E11A	S Broadway	S Broadway from 20th Ave SW to Burdick Expressway would be reconstructed to improve access points, roadway layout, and multi-modal facilities for pedestrians and bicyclists. Additional planning efforts will be needed to determine the final layout.	20th Ave SW	Burdick Expressway	$16,100,000 (2035)
E12A	S Broadway	S Broadway from Burdick Expressway to the Souris River would be reconstructed to improve access points, roadway layout, and multi-modal facilities for pedestrians and bicyclists. Additional planning efforts will be needed to determine the final layout.	Burdick Expressway	Souris River	$1,040,750 (2035)
E13A	N Broadway	N Broadway from the Souris River to 11th Ave NW would be reconstructed to improve access points, roadway layout, and multi-modal facilities for pedestrians and bicyclists. Additional planning efforts will be needed to determine the final layout.	10th Ave NW	11th Ave NW	$515,767 (2035)
E13B	N Broadway		4th Ave NW	10th Ave NW	$2,748,814 (2035)
E13C	N Broadway		Souris River	4th Ave NW	$875,420 (2035)
P3A	16th St. SW from Burdick Expwy W through 2nd Ave SW	Roadway will be partially reconstructed and include a 4-to-3-lane conversion.			$12,507,860 (2026)
P5A	3rd St E and Central Ave Reconstruction	Roadway will be reconstructed and include a 4-to-3-lane conversion. Project will include quiet zone improvements.	1st Ave NE (3rd) 3rd St NE/SE (Central)	2nd Ave SE (3rd)* 4th St NE/SE (Central)	$11,468,950 (2027)

	Project ID	Project Name	Description	Extends from	Extends to	Estimated Cost (at assumed year)*
Reconstruction Projects	**P6A**	P6A - 3rd St SE from 2nd Ave SE through 5th Ave SE	Roadway will be reconstructed and include a 4-to-3-lane conversion.			$9,212,000 (2029)
	P13A	3rd St Bridge Replacement	The 3rd Street Bridge in Minot would be replaced. Preliminary engineering for the project is scheduled for 2026/2027.	Crossing the Souris River east of 4th St NW		$46,000,000 (2030)
	P16	County Road 17 and 14 Intersection - Construction	Roundabout intended to improve user safety by redefining intersection traffic control to accommodate the future increased traffic expected from the north.	N/A (intersection project)		$2,975,000 (2027)
	P19	Intersection Improvement US 2/52 and CR 17	Construct a Continuous T left-turn intersection.	N/A (intersection project)		$5,327,000 (2029)
	P20	Intersection improvement CR 17 and 12	The intersection of CR 17 and CR 12 would be reconstructed to reduce the skew and improve sight lines.	N/A (intersection project)		$4,025,000 (2030)
Mobility Projects	**E10A**	S Broadway/US 2 Interchange	S Broadway and the US 2 interchange would be modified as part of this project. This intersection was initially studied in the Broadway Corridor Study, but would need further planning completed to select the preferred alternative.	28th Ave SW	20th Ave SW	$15,892,703 (2035)
	16A	30th Ave NW	30th Ave NW from the US 83 Bypass to 16th St NW would be urbanized. This would include converting the current 2-lane rural roadway to 3-lanes with a sidewalk on one side and a trail on the other.	US 83 Bypass	16th St NW	$10,497,847 (2045)
	16B	30th Ave NW	30th Ave NW from 16th St NW to 8th St NW would be reconstructed from a 2-lane rural to a 3-lane urban roadway as 3-lanes with a sidewalk on one side and a trail on the other.	16th St NW	8th St NW	$9,269,519 (2045)
	16C	30th Ave NW	30th Ave NW from 8th St NW to Broadway would be reconstructed from a 2-lane rural to a 3-lane urban roadway as 3-lanes with a sidewalk on one side and a trail on the other.	8th St NW	Broadway	$4,353,879 (2045)
	17A	CR 10A	CR 10A from N Broadway to 13th St NE would be expanded to a 3-lane roadway with turn lanes at intersections to accommodate increases in vehicular and freight travel.	N Broadway	13th St NE	$7,914,440 (2040)

Multimodal Projects

Project ID	Project Name	Description	Extends from	Extends to	Estimated Cost (at assumed year)*
18A	20th Ave NW	Fill sidewalk gaps on both sides of 20th Ave NW from 8th St NW to Broadway to increase pedestrian connectivity and mobility.	Broadway	8th St NW	$457,607 (2040)
18B	20th Ave NW	Fill sidewalk gaps on both sides of 20th Ave NW from 16th St NW to 8th St NW to increase pedestrian connectivity and mobility.	16th St NW	8th St NW	$465,793 (2035)
19A	16th Ave SW	Fill sidewalk gaps on both sides of 16th Ave SW to increase pedestrian connectivity and mobility.	2nd St SE	16th St SW	$549,431 (2040)
19B	16th Ave SE/16th Ave SW	Fill sidewalk gaps on both sides of 16th Ave SE/16th Ave SW to increase pedestrian connectivity and mobility.	S Broadway	2nd St SE	$148,773 (2035)
21A	46th Ave NW/CR 10	Widen roadway shoulders on both sides of 46th Ave NW/CR 10 from the US 83 Bypass to Johnson Street to at least 5 feet to provide additional room for pedestrians and cyclists. This would increase connectivity between Minot and Burlington.	US 83 Bypass	Johnson Street	$19,211,801 (2040)
22A	Pleasant Ave S (Surrey)	Add sidewalk one side of Pleasant Ave S from 1st St SW to Surrey Ave to increase multimodal connectivity and mobility.	1st St SW	Surrey Ave	$680,697 (2040)
23A	104th St SE/Pleasant Ave S (Surrey)	Add sidewalk along the east side of 104th St SE (may also be signed as Pleasant Ave S in Surrey) from US 2 to 5th St SW to increase multimodal connectivity and mobility.	US Highway 2	5th St SW	$108,991 (2040)
24A	County Road 12	Roadway shoulders on both sides of CR 12 from 27th St NE/CR 19 to 55th St NE would be widened to at least 5 feet to provide additional room for pedestrians and cyclists. This would increase connectivity between Minot and Surrey.	CR 19 (27th St NE)	55th St NE	$6,513,467 (2040)
26A	Multimodal Trail (Burlington)	A multi-use trail would be added in Burlington from approximately the entrance of Old Settler's Park/Park Rd along the NW side of the levy to Stemen Park. This is a long-term project as there are potential property impacts.	Stemen Park	Old Settlers Park	$488,156 (2040)
28A	Johnson Street Extension (Burlington)	Johnson Street would be extended from its current southern terminus near Hill Top Ct to CR 10. This project would also include the addition of a sidewalk on one side of the roadway.	Southern terminus (near Hill Top Ct)	CR 10	$4,526,223 (2045)
29A	Pedestrian Bridge over US 52 at 29th Ave NW/Johnson St (Burlington)	A pedestrian bridge would be constructed over US 52 at 29th Ave NW/Johnson St in Burlington to facilitate the safe crossing of pedestrians and bicyclists over the highway. A previous application for funds was submitted but was not advanced.	N/A		$4,697,899 (2040)

	Project ID	Project Name	Description	Extends from	Extends to	Estimated Cost (at assumed year)*
Multimodal Projects	E2A	Broadway West Multimodal Corridor (6th and 8th Streets NW/SW)	This corridor was identified as an alternative to Broadway for multimodal facilities. Improving these roadways would increase the connectivity, mobility, and safety for pedestrians and bicyclists.	20th Ave NW	21st Ave NW	$13,536 (2040)
	E2B	Broadway West Multimodal Corridor (6th and 8th Streets NW/SW)	This corridor was identified as an alternative to Broadway for multimodal facilities. The bike-ped corridor on the west side of Broadway is planned for 6th St SW from 19th Ave SW to 3rd Ave NW and on 8th St NW from 3rd Ave NW to 21st Ave NW.	21st Ave NW	19th Ave SW	$310,121 (2040)
	E2C	Broadway East Multimodal Corridor (2nd and 3rd Streets NE/SE)	This corridor was identified as an alternative to Broadway for multimodal facilities. Improving these roadways would increase the connectivity, mobility, and safety for pedestrians and bicyclists.	Broadway-Airport Road	20th Ave SE	$349,093 (2040)
	P11	Edison Safe Routes to School	Safe Routes to School program for Edison Elementary School.	N/A		$1,599,650 (2027)
	P12	Broadway ADA Ramp Improvements	Ramp improvements along Broadway corridor.	N/A		$1,012,000 (2028)
New Street and Road Connections	12A	19th Ave NW	19th Ave NW from the US 83 Bypass to 35th St NW would be modernized. This project would include converting the current roadway from gravel to a 3-lane section with a trail on one side and a sidewalk on the other.	US 83 Bypass	35th St NW	$6,088,630 (2040)
	14A	30th St NW	30th St NW from 19th Ave NW to 30th Ave NW would be modernized. This project would include converting the current roadway from gravel to a 3-lane section.	19th Ave NW	30th Ave NW	$16,867,500 (2040)
	15A	30th Ave NW	30th Ave NW from 30th St NW to the US 83 Bypass would be modernized. This project would include converting the current roadway from gravel to a 3-lane section.	30th St NW	US 83 Bypass	$8,469,213 (2040)
	E3A	30th St SW	As part of SE/SW Connector, 30th St SW from 37th Ave SW to US 2/52 would be reconstructed to accommodate freight traffic.	37th Ave SW	US 2/52	$69,000,000 (2040)
	E4A	62nd St SW	As part of SE/SW Connector, 62nd Street from 54th Ave SW to Broadway would be reconstructed to accommodate freight traffic .	54th Ave SW	66th Ave SW	$32,455,137 (2040)
	E4B	66th Ave SW	As part of SE/SW Connector, 66th Ave from 54th Ave SW to Broadway would be reconstructed to accommodate freight traffic.	62nd St SW	Broadway	$14,093,524 (2040)

	Project ID	Project Name	Description	Extends from	Extends to	Estimated Cost (at assumed year)*
New Street and Road Connections	E8A	CR 17/62nd St SW	As part of SE/SW Connector, CR 17/62nd St SW from 37th Ave SW to US 2/52 would be reconstructed to accommodate freight traffic.	37th Ave SW	US 52/2	$28,750,000 (2040)
	E8B	CR 17/62nd St SW	As part of SE/SW Connector, CR 17/62nd St SW from 54th Ave SW to 37th Ave SW would be reconstructed to accommodate freight traffic.	54th Ave SW	37th Ave SW	$5,750,000 (2040)
	P14A	Johnson St Connection to US 52 (Burlington)	A new roadway would be built to expand Johnson Street from 29th Ave NW to Heights Ave along the northeast side of US 52.	Heights Ave	29th Ave NW	$1,139,075 (2030)
Rehabilitation Projects Led by Local Governments	P2A	16th St SW Interchange Bridge Painting	Bridge Painting project led by the City of Minot.	N/A (intersection project)		$379,500 (2028)
	P4A	16th St SW Interchange Rehabilitation	Interchange Rehabilitation. Funded through STBG-Urban funds in short term.	N/A (intersection project)		$7,705,000 (2027
	P17A	FDR, Paving County Road 12 (east of 55th Street)	Repavement Project			$1,955,000 (2040)
	P18A	Mill and Overlay NE Bypass (46th Ave NE)	Mill and Overlay Project	US 83	27th St NE	$847,682 (2030)
	P18B	Mill and Overlay NE Bypass (46th Ave NE-55th Ave NE)	Mill and Overlay Project	27th St NE	19th Ave NE	$1,629,748 (2030)
	P18C	Mill and Overlay NE Bypass (55th Ave NE)	Mill and Overlay Project	19th Ave NE	5th Ave NE	$429,342 (2030)
	P18D	Mill and Overlay NE Bypass (55th Ave NE)	Mill and Overlay Project	US 2	5th Ave NE	$313,228 (2030)
	P24A	Mill and Overlay - CR 12 (2 miles)	Mill and Overlay Project			$805,000 (2030)
	P27A	Mill and Overlay - CR 19 (4 miles)	Mill and Overlay Project			$1,610,000 (2030)

Safety Projects and Opportunity Locations

In North Dakota's typical practice, Highway Safety Improvement Program (HSIP) funds are not programmed to a series of fiscally constrained projects. This MTP has developed a series of transportation safety need locations that would be defined for further project enhancement or investment once the scope of projects is further developed. HSIP funds thus function as a general source that can be applied as project opportunities arise, although (as presented in the following sections on evaluating projects and determining a fiscally constrained project list), these funds are also applicable to components of many projects not primarily focused on safety as well (such as roadway reconstruction projects that feature safety-improving elements).

The first three projects listed below are programmed projects in North Dakota's STIP and local government capital improvement programs, reflecting actual projects for implementation in the MTP's short term period. The list beginning after this is a full list of identified safety improvement locations.

Safety Projects

Project ID	Project Name	Description	Estimated Cost (at assumed year)*
P28	HSIP Minot School Lighting Improvements	Lighting Improvements. Funding includes a 2029 HSIP award	$1,669,700 (2029)
P8A	Traffic Signal Highway Safety Improvement	Signal enhancements and upgrades. Funding includes 2026 HSIP award of $1,610,000	$1,849,893 (2026)
P9A	2028 Highway Safety Improvement	Funds distributed for intersection enhancements - funding includes 2028 HSIP award of $83,600	$96,140 (2028)

Safety Opportunity Locations

Project ID	Safety Project Opportunity Location	Jurisdiction	Safety Analysis Findings and Planning Considerations
S1A	University Ave W from 16th St NW to 3rd St NE	City of Minot	Segment critical index over 1, crash rate above crash rate average, high access density, intersection critical index over 1 with most frequent crash type of angle crashes at intersection of University Ave NW at 16th St NW
S2A	Western Ave SW/2nd Ave SW/1st Ave SW/1st Ave SE/Front St from 6th St SW to 3rd St SE	City of Minot	Critical index over 1, crash rate above crash rate average
S4A	1st St SW and 5th Ave SW	City of Minot	Critical index over 1, most frequent crash type: angle, frequent winter weather angle crashes, grade issues

Safety Opportunity Locations

Project ID	Safety Project Opportunity Location	Jurisdiction	Safety Analysis Findings and Planning Considerations
S5A	Broadway and Burdick Expressway	NDDOT	Critical index over 1, most frequent crash type: rear end, concept within the Burdick Plan
S7A	US 83 Bypass and US 2 and 30th Ave NW	NDDOT	Critical index over 1, most frequent crash type: angle
S8A	31st Ave SW and 10th St SW	City of Minot	Critical index over 1, most frequent crash type: angle
S9A	11th Ave SW and 2nd Ave SW and 37th St SE	City of Minot	Critical index over 1, most frequent crash type: angle
S10A	37th Ave SW and 4th St SW	City of Minot	Critical index over 1, most frequent crash type: angle
S11A	3rd St NE and 6th Ave NE and Burdick Expressway	NDDOT	Critical index over 1, most frequent crash type: angle, included in Priority Area analysis and recommendations
S12A	Burdick Expressway and 3rd St SE	NDDOT	Critical index over 1, most frequent crash type: angle, included in Priority Area analysis and recommendations
S13A	2nd St SE and 18th Ave SE	City of Minot	Critical index over 1, most frequent crash type: angle
S14A	Broadway and 16th Ave SW	NDDOT	Critical index over 1, included in Priority Area analysis and recommendations
S15A	2nd Ave and 1st St SW and Broadway	NDDOT	Critical index over 1, included in Priority Area analysis and recommendations
S16A	21st Ave NW and 2nd St NW	City of Minot	Critical index over 1
S17A	31st Ave SW and 36th Ave NW and Hiawatha St	City of Minot	Critical index over 1
S18A	Broadway and Airport Road and 20th Ave NW	NDDOT	Critical index over 1, included in Priority Area analysis and recommendations
S19A	3rd Ave NW / 4th Avenue NW and 6th St NW/SW	City of Minot	Critical index over 1
S20A	Burdick Expressway and 16th St SW	NDDOT	Critical index over 1, included in Priority Area analysis and recommendations
S22A	16th St SW from 47th Ave SW to US 52/2	City of Minot/Ward County	Local priority, intersection crash rate above crash rate average
S24A	36th Ave NE from Broadway to 2nd St NE	City of Minot	Local priority, intersection crash rate above crash rate average

NDDOT Rehabilitation Projects

NDDOT will continue to administer certain Federal formula funds for projects meeting certain eligibility criteria, including the STBG Regional program. In addition to the candidate projects noted in this plan, the projects in this table are rehabilitation projects that would be funded primarily through STBG-Regional funds. Other funding sources, such as the National Highway Performance Program, may be available to supplement these STBG funds, but they are not relied on as a sole funding source and are not included in the determination of fiscal constraint.

NDDOT's Minot District office maintains a list of rehabilitation needs, typically through treatments such as mill and overlay or chipseal resurfacing. These projects include portions within the Minot urbanized area, and those are listed here.

Rehabilitation Projects led by North Dakota DOT

Project ID	Location Description	Bounding Route Mileposts		Estimated length of project in Minot UZA	Estimated project cost in UZA
		From	To		
P29	83 N South of U.S. Hwy 2 83198473	198.473	198.473	Project is fully within the Minot UZA	$1,420,150
P30	2 W 3 MI W Surrey to BNRR Overhead	152	154	Project is fully within the Minot UZA	$525,729
P31	2 W BNRR Overhead to 2.4 MI W Granville	154	167	25%	$676,583
P35	52 E E JCT 2 to CO LN - Sawyer	97.052	112	40%	$413,759
P36	2 E 3 MI W of JCT 52 to 1 MI W JCT 83	130	145	50%	$233,461
P37	2 W 3 MI W of JCT 52 to 1 MI W JCT 83	131	145	50%	$232,942
P38	2 W 1 MI W. JCT 83 to 55th St	145	150	Project is fully within the Minot UZA	$1,134,482
P39	2 E 1 MI W JCT 83 to 55th St	145	150.841	Project is fully within the Minot UZA	$1,253,032
P40	83 N NDDOT Responsible	203.342	203.842	Project is fully within the Minot UZA	$118,228
P42	83 N Minot NW Bypass	920	925.419	Project is fully within the Minot UZA	$438,934
P43	2 E NE JCT U.S. Hwy 2 & 52 0002149111 R	149.111	149.111	Project is fully within the Minot UZA	$910,352

Rehabilitation Projects led by North Dakota DOT

Project ID	Location Description	Bounding Route Mileposts		Estimated length of project in Minot UZA	Estimated project cost in UZA
		From	To		
P44	2 W NE of JCT 2 & 52 0002149111 L	149.111	149.111	Project is fully within the Minot UZA	$910,352
P45	2 W 55th St E to E Granville	150.841	170	35%	$1,246,967
P46	83 N 5 N of US 2 Business Loop 0083205756 R	205.756	205.756	Project is fully within the Minot UZA	$886,066
P47	83 S 5 N. US 2 Business Loop 0083205756 L	205.756	205.756	Project is fully within the Minot UZA	$886,066
P48	2 E JCT US 83 & US 2-52 2146366	146.366	146.366	Project is fully within the Minot UZA	$316,769
P49	2 E JCT 2 & 52 East 2148930	148.93	148.93	Project is fully within the Minot UZA	$316,769
P50	2 E JCT 2 & 52 East 2148930	148.93	148.93	Project is fully within the Minot UZA	$621,035
P51	2 E Burdick Expressway East- Minot 2907095	907.095	907.095	Project is fully within the Minot UZA	$179,204

The total estimated cost of these projects or the shares thereof within the CDMPO UZA is approximately $9.6 million, and these appear as a single line-item description under long-term projects in the fiscally constrained plan appendix of this report (Appendix F). NDDOT has not provided information on how these projects would be prioritized relative to other regional priorities, and the MTP has assumed they will be accomplished generally over the mid-term and long-term periods, with distribution of STBG-Regional funds for other projects remaining under NDDOT's determination.

Moving Projects into a Constrained List

The MTP is required by law to be fiscally constrained, meaning that there will be enough revenue from known funding sources to cover the expected spending over the life of the plan. Revenue sources include federal funds from the USDOT, state funds collected from state taxes and other fees, local funds collected primarily from sales taxes, transit fares, private sector property tax assessments, and other sources. For purposes of demonstrating that the plan is fiscally constrained, only existing fund sources which are currently dedicated to or have been historically used for transportation purposes can be assumed.

This involves evaluating and selecting from the full $500 million list of candidate projects to identify projects that would be funded within the approximately $213 million of expected available Federal-aid funds that the Central Dakota MPO would program directly. The following sections explain the methodology used for making these selections.

Short-Term Projects and the Statewide Transportation Improvement Program

As this plan is the Central Dakota MPO's first long-range plan since its formation, projects receiving state or Federal funds were previously included in the Statewide Transportation Improvement Program (STIP) maintained by NDDOT. Any such projects with funding already programmed are considered by default to be part of a short-term set of projects and funds that would comprise the CDMPO's first regional Transportation Improvement Program (TIP). Local government jurisdictions suggested other projects in an early term that would be desirable to complete, but these must fit within the fiscal constraint of that time period.

The STIP also includes a series of funding commitments for early phases of projects that were identified for later stages of implementation in the MTP, especially preliminary engineering for larger projects like the South Broadway improvements identified in the Broadway corridor study.

Project Screening Methodology

The original list of 93 projects included a series of screening criteria intended to prioritize projects with the broadest set of beneficial impacts. While the Minot region faces a greater degree of need than what forecast funds will support, projects that address the greatest complexity of needs or have been identified as high priorities for their communities were identified to advance into a fiscally-constrained plan.

The project selection criteria are as follows:

Local government priority. One point was assigned to any projects identified as priorities to their respective local governments, and for any projects identified with a target implementation of 2035 or earlier, an additional point was assigned to each project. These project receiving two points are understood to have a reasonably certain commitment of local match funds if they have been identified as priorities within the next ten years.

Alignment with public input. The plan's public outreach process included a survey that gathered information on project priorities. Survey participants selected up to five projects representing high priorities, and the aggregate of these different preferences added up to one point to project scores that were within these top-five lists.

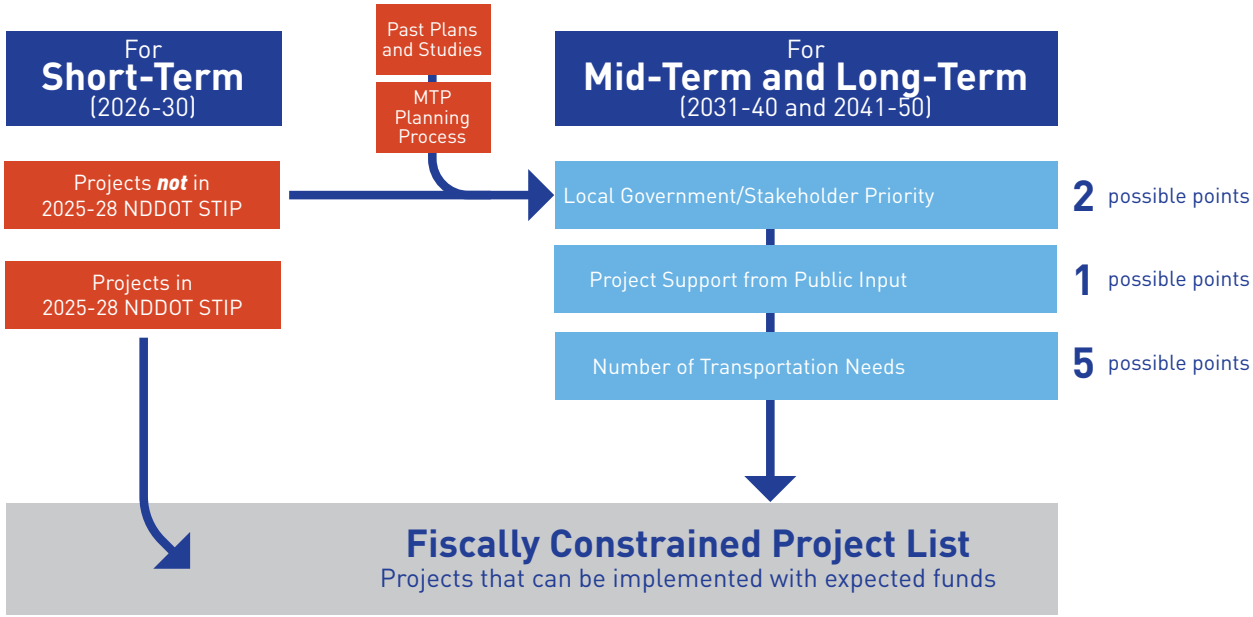
Degree of transportation need. The MTP's section on Identification of Issues outlined a series of transportation needs present in the overall Minot transportation system. These include:

- Reliability and Operational Improvements: roads and corridors experiencing congestion or operational challenges
- Multimodal Connectivity Corridors
- Major Rehabilitation Corridors
- Bike and Pedestrian Safety Corridors
- High Crash Corridors
- Critical Intersections

Although six needs are listed here, no project or portion of a project had more than five concurrent needs present. With one point assigned per individual need in a project segment, this resulted in a maximum score of five points for this criterion.

Other Transportation Needs and Expenditures

Beyond the plan's capital projects, the MTP also guides use of Federal funds for transit service and capital expenditures. Transit in the Minot region is operated by the City of Minot (branded as Minot City Transit), with service consisting of fixed-route buses and paratransit. The City of Minot has historically used Federal Transit Administration (FTA) formula funds administered through the NDDOT, using primarily Section 5311 formula fund grants for transit operating assistance in rural areas. With the designation of the Minot urbanized area and formation of the Central Dakota MPO, this funding transitioned to Section 5307 formula fund grants for urban areas. NDDOT will continue to directly administer two other funding sources: Section 5310 formula funds for transit providers to meet the transportation needs of older adults and people with disabilities, expected to be applied primarily to Minot Transit's paratransit services, and Section 5339 funds for buses and bus



PROJECT SCORING

Projects underwent an evaluation and scoring process that determined how they would be selected for the fiscally constrained plan. Once project scores were identified, the plan considered each project in descending score order and until available funds for each time frame (short-term, medium-term, and long-term) were exhausted.

facilities, including replacement, rehabilitation, and/or purchase of buses, vans, and related equipment.

At present, the overall forecast for the Central Dakota MPO's funding sources includes expected transit revenues as discussed in the MTP's financial plan. Actual potential expenditures are being explored in a parallel MPO-led Transit Development Plan (TDP) that began toward the end of the MTP's planning process. Although final capital and operations recommendations will be made in that plan, known needs for Minot Transit are primarily related to bus replacement: the average age of Minot Transit's fleet is over 12 years as of the end of 2023, suggesting that many of its vehicles are at or nearing the end of typical useful life.

The Minot region is also a crossroads of several North Dakota state highways that are designated on the National Highway System, with US 2, 52, and 83 being the primary routes. NDDOT has a regular program of maintenance on these routes, and the Department both leads these maintenance projects and directly administers the Federal funds supporting these projects (drawn primarily from the STBG-Regional program, though funds may come from other sources as well). These projects have been listed in this MTP and are included in the fiscally constrained plan, but they are not considered in the same pool of candidate projects that would be evaluated on technical criteria listed in the previous section. These maintenance projects were not subject to the same scoring-based analysis as the primary projects considered for the MTP even though the entire list of projects within the Minot UZA is included in the fiscally constrained plan.

Demonstration of Fiscal Constraint

The following sections and tables outline which projects will be included in a fiscally-constrained plan, allowing projects to be funded within projected available revenues.

Fiscal Forecast

The table below provides detail on the funding sources identified in the Financial Plan section of the MTP, summarizing these by principal funding source. As with other MPOs in North Dakota, the Central Dakota MPO will program the following as part of funds available to North Dakota, with some of these funds still administered directly by NDDOT:

- Three primary Federal-aid formula funding sources for roadway and active transportation projects (Surface Transportation Block Grants, Transportation Alternatives, and the Carbon Reduction Program).
- A North Dakota-administered Urban Grants Program using mostly STBG Federal funds.
- Three primary Federal Transit Administration funding sources for transit service (Section 5307 Grants for urbanized areas, Section 5339 for bus purchases, maintenance, and bus facility development, and Section 5310 for transit for older users and users with disabilities).

In addition to these, the MTP also references a series of NDDOT-led maintenance projects on National Highway System (NHS) routes, funded primarily through the National Highway Performance Program fund, although CDMPO will not program and distribute these funds (they will be programmed directly by NDDOT as the formula fund recipient). The plan also notes locations intended for enhancements funded by the Highway Safety Improvement Program (HSIP), although these funds have also been customarily programmed directly by NDDOT and not the state's MPOs.

Multimodal Transportation Funds

Funds Focused on Non-Vehicular Travel

Funds Supporting Transit Service

NDDOT-Managed Funds

Table 17: Forecasts through 2050 by Funding Source

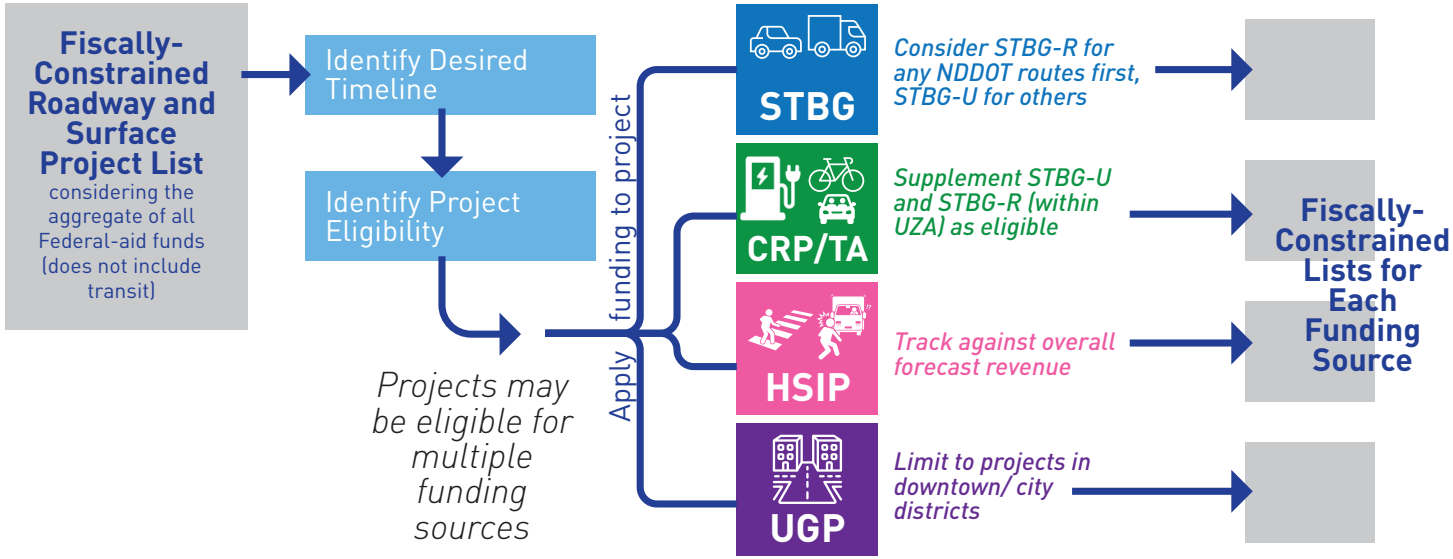
Funding Source	MTP Timelines			
	Short (2026-2030)	Mid (2031-2040)	Long (2041-2050)	TOTAL
STBG-Urban Used on any eligible projects for a variety of applications	$12,678,765	$29,453,726	$35,903,927	$78,036,419
STBG-Regional for projects on NDDOT routes within urbanized areas	$15,260,167	$35,450,516	$43,213,981	$93,924,663
Carbon Reduction (CRP) for projects reducing vehicle-related carbon emissions	$1,880,684	$4,368,970	$5,325,750	$11,575,404
Transportation Alternatives (TA) for capital projects promoting non-driving travel	$2,705,115	$4,076,904	$4,969,724	$11,751,743
FTA 5307 flexible fund for capital purchases, operating assistance, and planning	$9,653,338	$22,425,431	$27,336,475	$59,415,244
FTA 5339 for bus purchases, maintenance, and facility construction/acquisition	$1,949,972	$4,529,932	$5,521,962	$12,001,866
FTA 5310 supports transit service for older users or users with disabilities	$424,650	$986,493	$1,202,530	$2,613,673
Highway Safety Improvement Program (HSIP) for projects and enhancements addressing roadway traffic safety challenges	$3,850,171	$11,071,770	$13,496,425	$28,418,366
Urban Grants Program for downtown and urban streets in ND communities of 5,000+ population	$6,007,784	$5,345,169	$6,515,731	$17,868,683
Total	**$54,410,646**	**$117,708,911**	**$143,486,505**	**$315,606,061**

As noted in the Financial Plan, the fiscal forecast cannot rely on competitive grant programs, even though these may be available to the Central Dakota MPO and its constituent communities to supplement formula Federal funds and non-Federal sources. These have not been included in the calculation of fiscal constraint, but they remain important and potentially catalytic funding sources to advance major projects identified in this MTP. Each successive Federal transportation bill since the Intermodal Surface Transportation Equity Act of 1991 (ISTEA) has introduced changes to the landscape of these competitive grant programs, though in some basic form there have been programs for the last decade or more related to major infrastructure projects promoting economic development and economic recovery (such as the TIGER, BUILD, and RAISE programs), and programs assisting with major infrastructure projects (such as the INFRA program). The Central Dakota MPO will continue to work with its constituent local governments to bring awareness of these grant programs and help with strategic planning and direction on pursuit of them.

Methodology of Determining Fiscal Constraint

As per other MTPs in North Dakota's MPOs, fiscal constraint has been determined by each major formula fund source. This has been done for multiple reasons, such as limitations on 'banking' or rolling over receipts of certain sources from one year to the next, and the approach that NDDOT has used in distribution of STBG Regional funds (they are not guaranteed to CDMPO, especially as they are designated for state routes on which NDDOT would lead projects directly).

However, the MTP's projects reflect a variety of transportation goals and objectives, sometimes even in the same project, and combining funds from different sources based on eligibility will be an important



FISCAL CONSTRAINT

The plan is fiscally constrained by each major funding source, but also relies on mixing funding sources (where they are eligible) on individual projects to maximize opportunity.

way of delivering as many projects within the fiscal constraint as possible. While many projects are assigned one primary funding source, most projects that have components eligible for multiple funding sources used that variety of sources as much as possible.

While there are numerous ways to consider selection of projects to demonstrate fiscal constraint, the MTP used the following as guiding parameters based on how funds would be allocated.

- **STBG-Regional funds** are made available based on NDDOT leading the project and identifying other potential funding sources that may support the same project. Only state highways in urban areas are eligible for this program, but due to a greater forecast for these funds expected based on past-year funding trends than for the STBG-Urban program, the fiscally constrained project list relied on these funds wherever they were eligible, allowing STBG-Urban funds to be used across a broader range of project types.
- **Carbon Reduction Program (CRP)** funds are typically only available on an annual basis and cannot be banked or rolled over between years. This leads to specific breakdowns between funding sources that may vary from one project to another. NDDOT uses the CRP funding within the Urban Program to supplement the Urban Roads and Urban Regional projects that have CRP eligibilities.
- **Urban Grant Program** funds are assumed to follow an annual allocation of around $4.6 million, and any projects that exceed that amount would draw from local sources.

For the reasons noted above, the allocations of funds from each individual source do not fully exhaust it. This is most notable with STBG-Regional funds. This suggests that there may be other funding opportunities for the region in a given year.

Major Themes in the Fiscally Constrained List

Overall, the fiscally constrained project list reflects the preferences and desires of the MPO's constituent local governments as well as the broad sentiment understood through the Phase 2 outreach process. Major project priorities are retained in the fiscally constrained plan, including critical rehabilitation work on the Broadway corridor in the City of Minot. The fiscally constrained list also includes other priorities that reflect both asset management priorities with balancing different forms of travel. These include the following:

- The City of Minot identified several reconstruction projects where a four-lane undivided typical section could be rebuilt as three lanes. This allows room in the existing right-of-way to enhance sidewalks and add a shared use path to support bicycles and other two-wheeled forms of travel.
- Several smaller projects added trails, enhanced pedestrian crossings, and even a pedestrian bridge over a major thoroughfare.

The Broadway corridor in Minot, with numerous needs and candidate projects identified, is mostly represented in the fiscally-constrained list. This is primarily because of the high degree of project needs on this corridor, the high degree of priority that the City of Minot has expressed for the project's implementation, and that it is a project that may be led by NDDOT and eligible for STBG-Regional funds, allowing the more costly components of this overall corridor to advance within the region's level of fiscal constraint.

Table 18: Summary Demonstration of Fiscal Constraint in the Short-Term

Funding Source	Short-Term (2026-2030) Revenue	Short-Term (2026-2030) Expenditures	Notes on Fiscal Constraint
STBG-Urban	$12,678,765	$12,603,179	
STBG-Regional	$15,260,167	$303,600	These are the only STBG-R funds currently programmed for Minot urban area projects in the 2025-28 STIP. NDDOT may apply other funds from this source to short-term projects.
Carbon Reduction (CRP)	$1,880,684	$1,129,247	
Transportation Alternatives (TA)	$2,705,115	$2,319,274	
FTA 5307	$9,653,338	$9,653,338	For transit funds, final expenditures will be determined through CDMPO's Transit Development Plan in progress at the time of the MTP's completion. Given transit needs and trends in levels of local support, it is expected any available transit funds will be fully utilized.
FTA 5339	$1,949,972	$1,949,972	
FTA 5310	$424,650	$424,650	
HSIP	$3,850,171	$3,619,423	Funds may be used on existing projects, though this is currently not programmed from STIP.
UGP	$6,007,784	$6,007,784	
All Federal Funding Sources	$54,410,646	$38,010,467	

Table 19: Summary Demonstration of Fiscal Constraint on Federal Funding Sources in the Mid-Term and Long-Term

	Funding Source	Mid-Term (2031-2040) Revenue	Mid-Term (2031-2040) Expenditures	Long-Term (2041-2050) Revenue	Long-Term (2041-2050) Expenditures	Notes on Fiscal Constraint
	STBG-Urban	$29,453,726	$26,534,269	$35,903,927	$35,867,617	
	STBG-Regional	$35,450,516	$33,945,538	$43,213,981	$43,160,633	Mid-term expenditures based on eligibility of projects for STBG-R.
	Carbon Reduction (CRP)	$4,368,970	$4,358,078	$5,325,750	$4,438,428	Long-term projects reflect eligibility and need to fit within annual revenues.
	Transportation Alternatives (TA)	$4,076,904	$3,953,157	$4,969,724	$4,796,076	
	FTA 5307	$22,425,431	$22,425,431*	$27,336,475	$27,336,475*	For transit funds, final expenditures will be determined through CDMPO's Transit Development Plan in progress at the time of the MTP's completion. Given transit needs and trends in levels of local support, it is expected any available transit funds will be fully utilized.
	FTA 5339	$4,529,932	$4,529,932*	$5,521,962	$5,521,962*	
	FTA 5310	$986,493	$986,493*	$1,202,530	$1,202,530*	
	HSIP	$11,071,770	$7,441,622	$13,496,425	$4,344,653	HSIP funding is distributed through annual solicitation in North Dakota, and may be applied to identified safety needs as defined in this MTP.
	UGP	$5,345,169	$3,827,784	$6,515,731	$4,344,653	
	All Federal Funding Sources	$117,708,911	$108,002,304	$143,486,505	$131,013,026	

Evaluating the Future Network

The fiscally constrained projects are shown in the maps on pages 166 and 167, and would result in a 2050 transportation network that makes minor capacity adjustments while focusing substantially on system preservation and reconstruction of major corridors. As noted previously, many of these reconstructions focused on best-practice approaches to safety and traffic operations in street designs, changing previously four-lane typical cross sections to three-lane sections.

There are twelve of these projects over eight distinct corridors, and these, along with a single capacity-adding project on the 16th Street corridor in southwest Minot, are the only projects reflecting changes to roadway capacity in the overall 2050 network. The planning process updated the Central Dakota MPO's regional travel demand forecasting model to include a **2050 transportation and land use scenario reflecting these project additions,** and compares this to a **scenario reflecting 2050 land use with the existing (2025) transportation network and any projects committed for funding and implementation** through the 2030 short-term timeframe.

The maps on pages 168 and 169 illustrate the results of this modeling exercise by depicting volume over capacity ratios on modeled corridors, using forecast 2050 land use patterns for both scenarios to set a consistent baseline for regional growth and showing different transportation networks to illustrate the estimated changes from building the projects of this fiscally-constrained plan (as opposed to building no projects beyond 2030). Overall, the results of this modeling evaluation reflect reasonably expected patterns in travel throughout the region resulting from the MTP's projects:

- The main changes to capacity in the roadway network come from the eight corridors with four-lane to three-lane reconstruction projects. Many of these are on streets in the established developed areas of Minot inside the US 83 and US 2-52 bypass loop, and more traffic is estimated to use the bypass to move across Minot, presumably in response to capacity reductions on in-town streets.
- Growth in traffic volume on select extents of east-west streets, such as 37th Avenue SW around Trinity Hospital and 46th Avenue NE, is likely from other projects that better link these corridors into the regional network and distribute regional traffic to them in addition to expected land use change in the immediate vicinity of these extents (in model terms, in the traffic analysis zones adjacent to these network links).
- Addition of roadway capacity, such as in the 16th St SW corridor, showed reduction in potential congestion where roadway volume was estimated to be above capacity in a future year.

It is also important to note that, with a first-ever MTP, the Central Dakota MPO's travel demand model is also new and being used for its first applications. The MPO will continue, through its partnership with North Dakota State University's Advanced Traffic Analysis Center, to make refinements to this model to reflect community context and particular dynamics of the transportation network and greater Minot's land use profile. This may result in fringe-area streets and roads on the urban edge being represented with more robust supporting network links in the model, allowing additional ways for the model to estimate travel patterns. Examples of where currently limited network (reflecting a still-emerging buildout of local streets) may result in unusually high traffic volume forecasts are noted in the maps on pages 70 and 71.

Figure 71: Fiscally-Constrained Projects, Final List

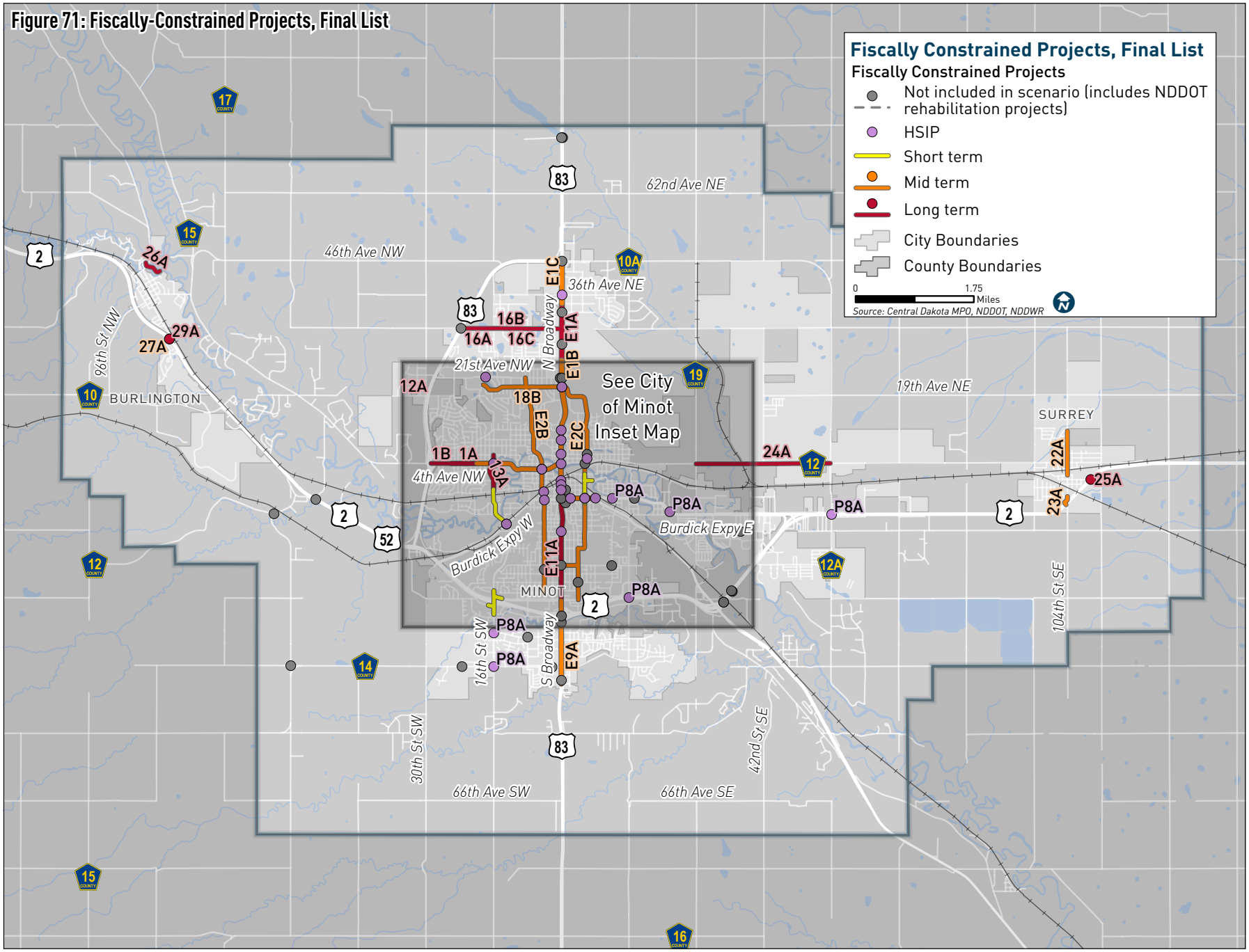


Figure 72: Fiscally-Constrained Projects, Final List Inset

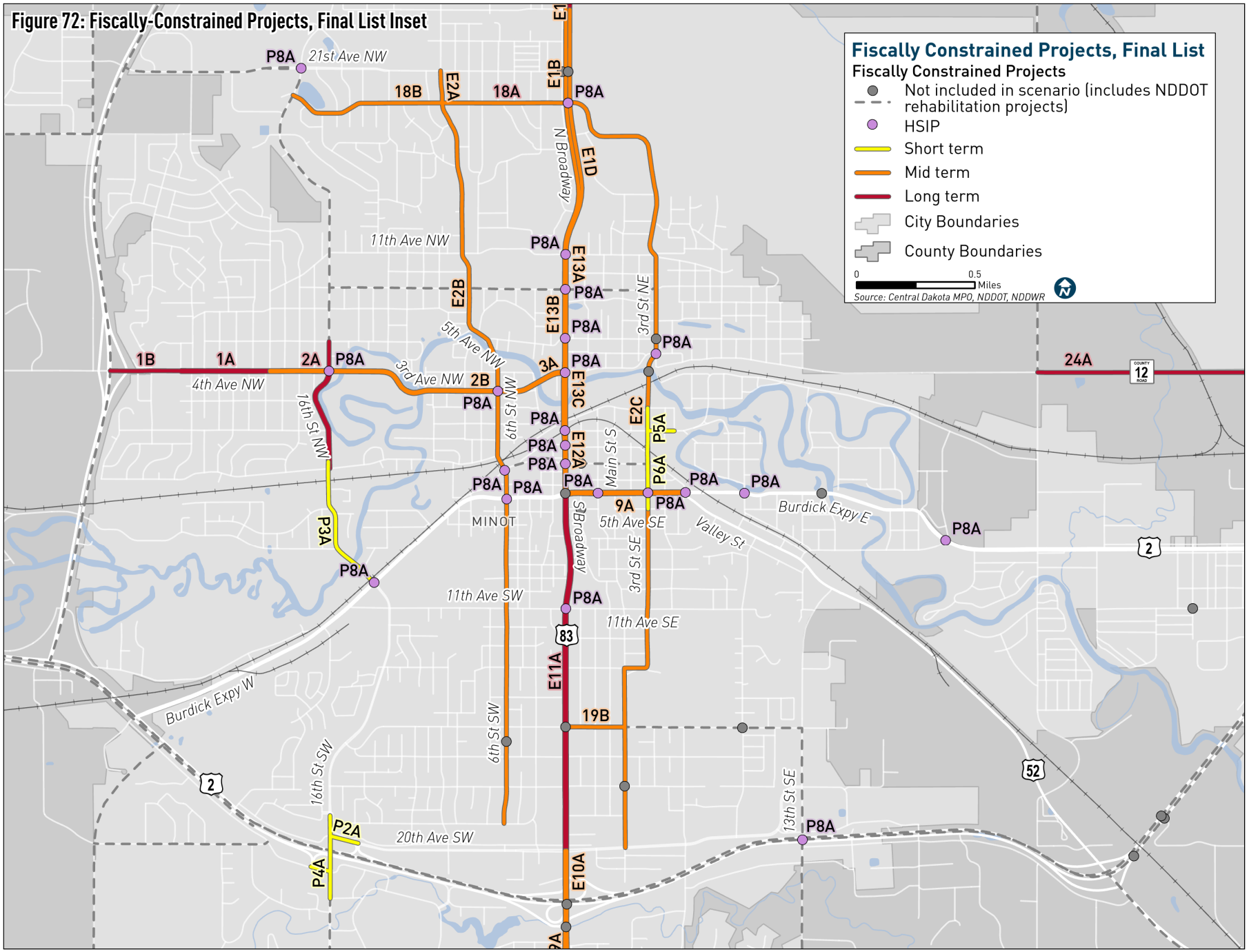


Figure 73: Modeled LOS 2050

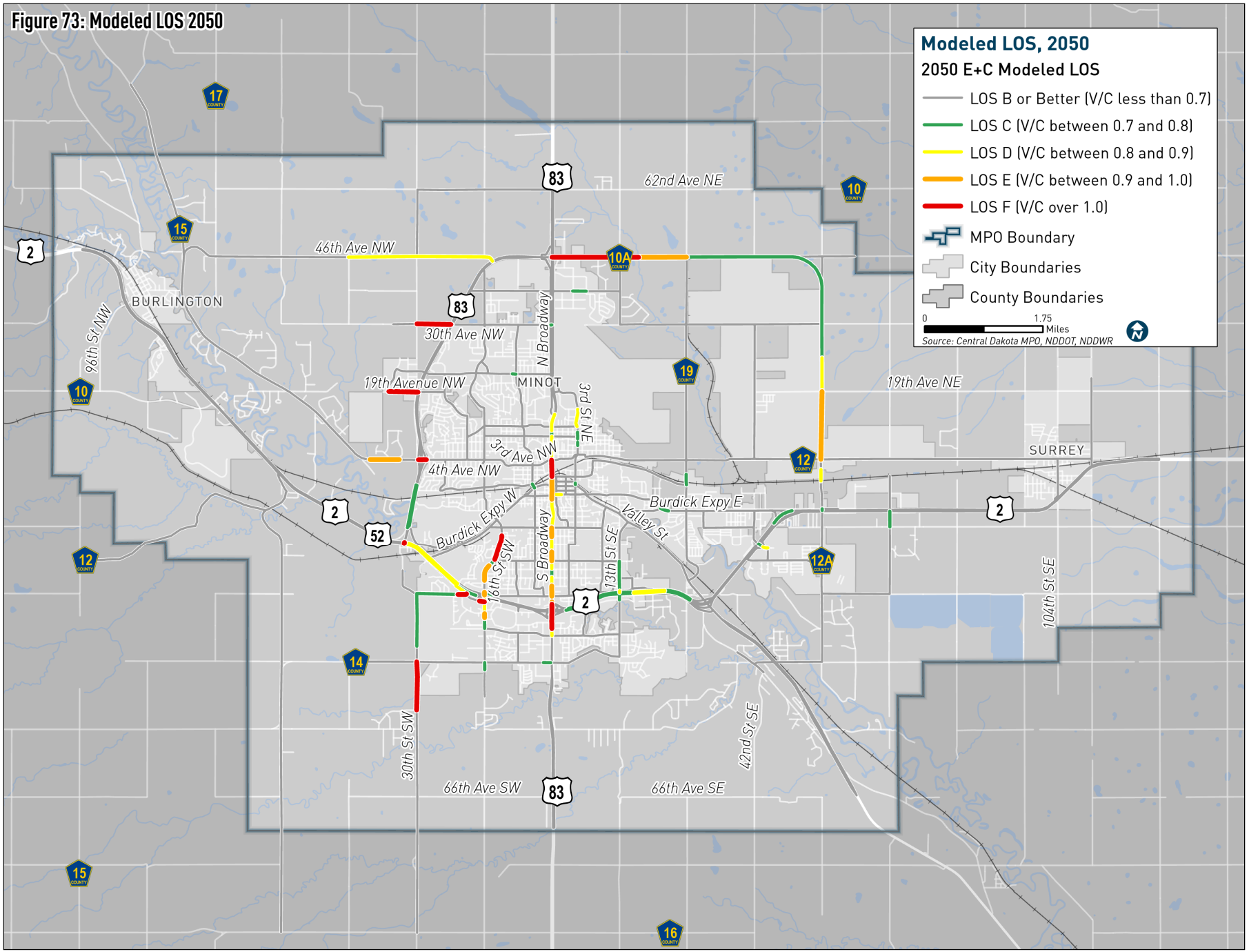
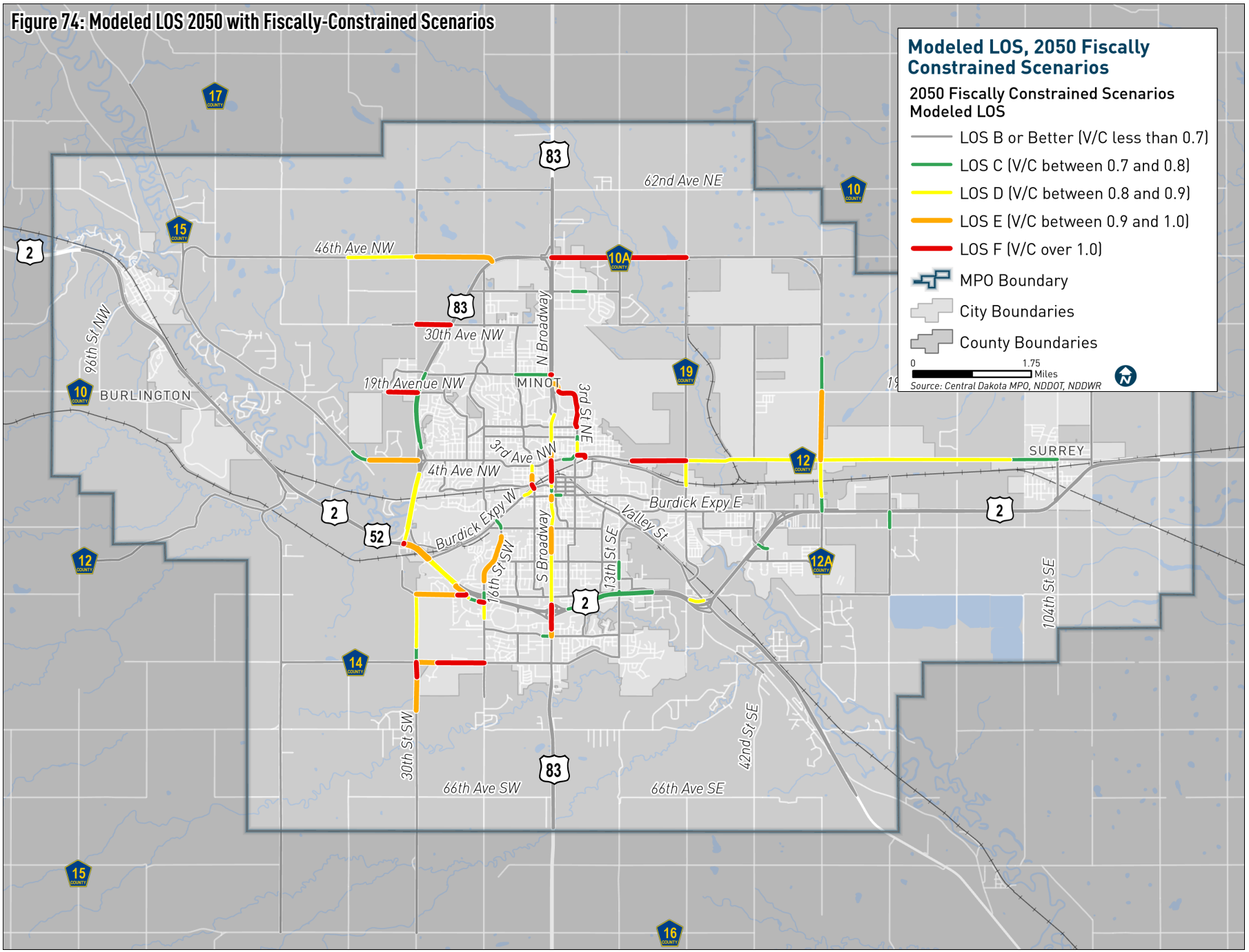


Figure 74: Modeled LOS 2050 with Fiscally-Constrained Scenarios



ILLUSTRATIVE PLAN

The projects not included in the fiscally constrained list are retained in the MTP as an illustrative plan that outlines future transportation needs to be met and envisioned enhancements to the regional system. Keeping this part of the plan is important for multiple reasons:

- **These projects address needs that remain despite the limits of available funds,** even if they are not funded within a current understanding of forecast funding revenue. If opportunities arise to advance these projects, they are included in the region's adopted long-range plan. This is particularly important for discretionary grant programs that are not currently considered as known revenue.
- The projects provide guidance to the Central Dakota MPO and its partner agencies on guiding future plan updates.
- The underlying needs that led to these projects can shape and guide other efforts to address these needs or mitigate challenges in the near term, especially without use of Federal funds. This may extend beyond typical transportation projects, and might include changes to land use and development policy (for example, requiring additional development contributions to infrastructure that can address needs of the unfunded projects), changes to how utility and other capital asset projects are planned and programmed, or additional project concept development or corridor studies that better identify project needs and opportunities.

Of the original 93 projects in the overall list, 27 are included in the Illustrative Plan, although these projects represent approximately half of the estimated cost of the initial project candidates list.

Major Projects in the Illustrative Plan

Of the projects not funded but retained in the MTP's Illustrative Plan, the most significant transportation investments are tied to long-range needs tied to future growth that has not yet happened for Minot. The most notable of these is the complete beltway concept of the Southwest-Southeast Connector Study. The fiscally constrained plan would complete one substantial link of this project, with the remainder not funded. Some links of that study's connector concept currently lie outside the Central Dakota MPO planning area, though these might be eligible for state funds in support of the overall project.

The illustrative plan also includes the estimated $40 million replacement of the 3rd Avenue bridge over the Souris River in central Minot, a project that did not have identified local funding and did not meet levels of transportation need that gave it priority over other projects. Major infrastructure projects such as that bridge are common candidates for other Federal funding programs than the formula funds considered for this plan, and as one of a limited number of bridge-related projects in this MTP, may be a strategic focus for seeking competitive grants.

Figure 75: Illustrative Plan Projects

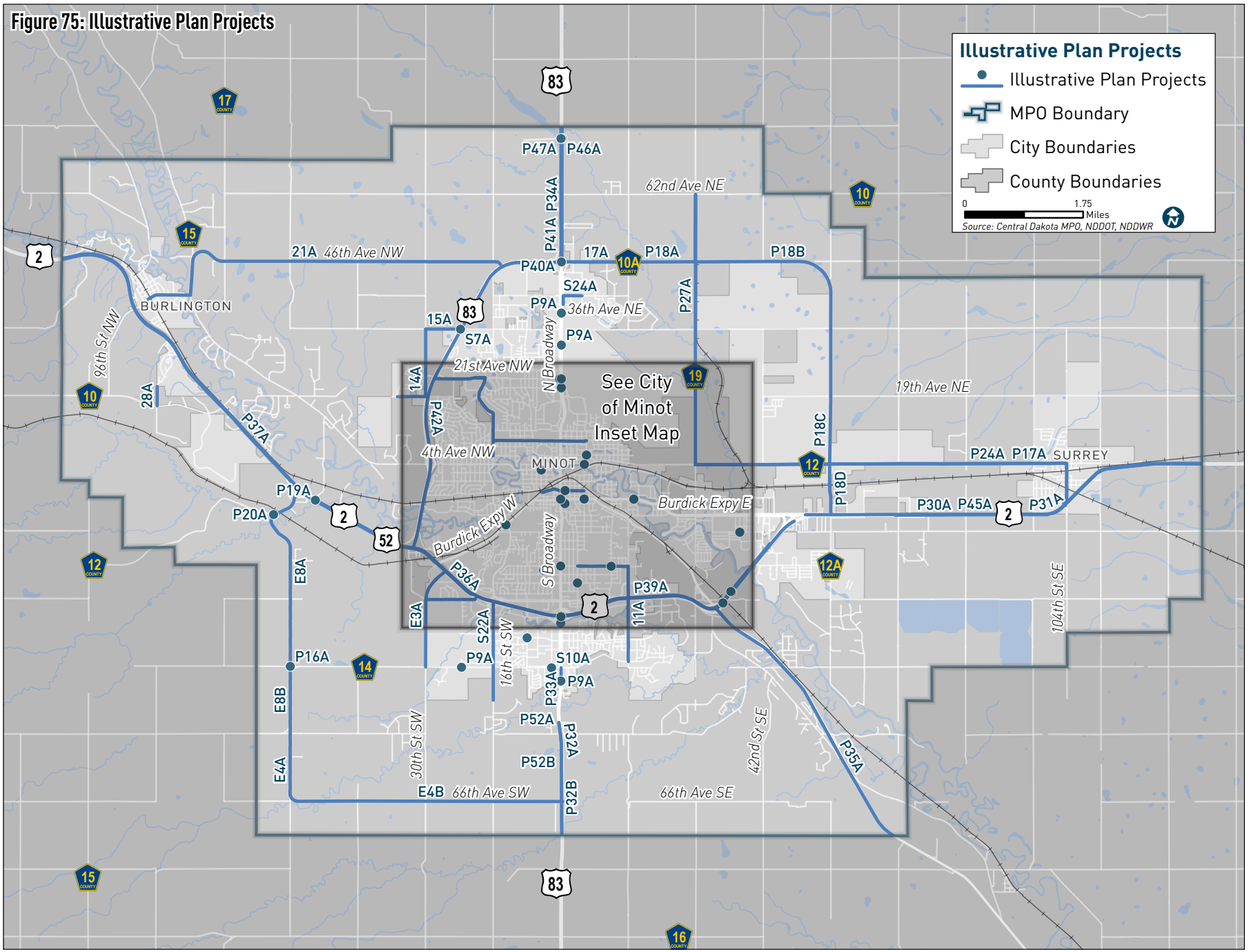
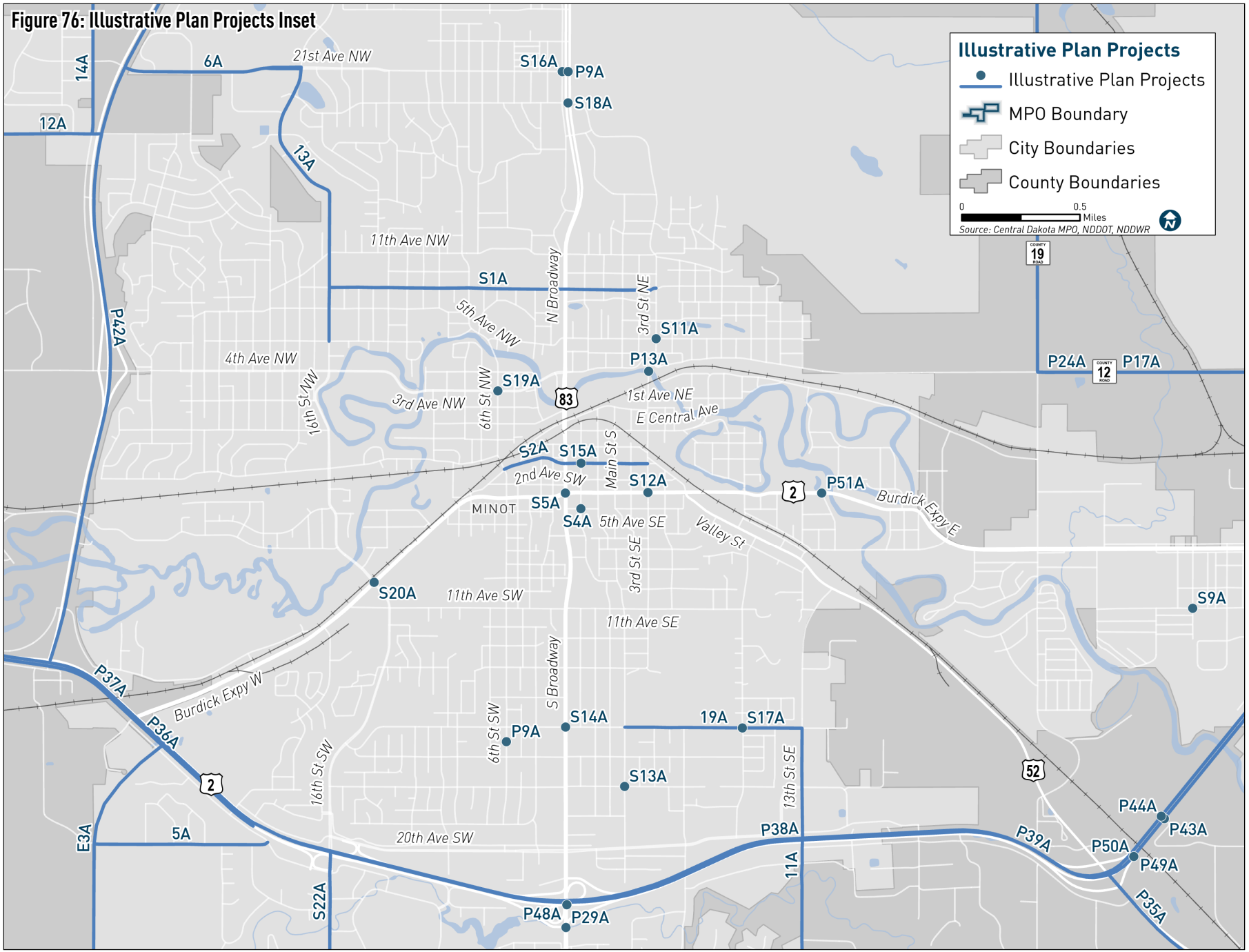


Figure 76: Illustrative Plan Projects Inset



FUTURE PLANNING AND STUDY NEEDS

In addition to the project candidates discussed in this chapter, the Central Dakota MPO is also looking ahead to future needs and opportunities where additional study and information can inform future updates to the MTP and project decisions. This MTP planning process has identified numerous candidates for further plans and studies to advance earlier ideas.

Broadway Project Scoping Studies. Several of the projects identified along the Broadway corridor have a considerable cost and scope, making these projects difficult to undertake without exhausting the overall Minot region's funding resources at the expense of numerous other projects. The project selection process identified select extents or components of some of these projects that addressed a greater concentration of transportation needs than others, but the full extent of these projects remains important to Minot's transportation system.

Central Dakota MPO may consider a variety of approaches in this project scoping, such as one comprehensive study to develop an implementation plan or multiple smaller studies for the discrete components of the project as defined in the 2021 Broadway Corridor Study.

Core System Capacity Study. The Minot metropolitan area's last few decades of growth has generally been based on greenfield expansion on the urban edge, with intown neighborhoods and districts featuring a stable land use profile and little substantial change. This suggests that there is little need to continue expanding capacity in much of the transportation system. Some major corridors that connect urban-edge residential areas with employment, retail, and other destinations may require operational improvements over time, but many thoroughfares within more established districts may have excess capacity beyond what they need.

This study would assess this overall capacity to identify potential candidates for roadway repurposing. This repurposing would accommodate multimodal options, set aside space for resiliency-based measures, and identify where different approaches to corridor management and traffic control might be warranted in future capital improvements and maintenance projects.

Specific Corridor Studies. The Central Dakota MPO may wish to focus more on specific corridors than on the overall capacity of the core system, or combine all of these together. Throughout the course of the plan's development, corridors that were discussed as justifying this additional study include 21st Avenue NW and 4th Avenue NW.

New Streets Master Plan. Minot's street network in its core neighborhoods is generally well connected, with any notable limitations to network connectivity being due to physical barriers such as railroads, topography, or water features. However, there are opportunities for small connections throughout the developed areas of the metropolitan area that might add street network, as well as a broader set of connecting arterial and collector thoroughfares needed with future growth. This study and master plan would define a framework for these system expansions and establish policy parameters by which they could be implemented (either with public funds or with contributions from private development).

Complete Streets Study. While several of the projects in this MTP have added active transportation components, they are still focused heavily on reconstruction and maintenance, with active transportation accommodation typically limited to sidewalks and shared use paths on roadsides. This is common in cold-climate communities like Minot as it keeps roadway surfaces better able to accommodate snow removal, but it may lead to projects not being conceived or pursued when street right-of-way expansion, since preferred designs for multimodal streets cannot be accomplished as easily. However, repurposing existing streets—especially based on opportunities identified in the Core System Capacity Study defined previously—may be one of the most cost-effective and least impactful ways to improve modal options and to make streets more resilient.

This study would develop a more comprehensive approach to complete streets in Minot by understanding local government capacity for maintenance, utility-related issues related to street reconstructions inside existing curb dimensions, and major logistical challenges to achieving different street designs (such as sourcing of materials or resources). The study would also introduce a complete streets policy for Central Dakota member jurisdictions to adopt and use to guide financial and project decision-making.

Multimodal Integration. CDMPO had identified several other planning efforts to undertake early in the lifespan of this MTP, including a transit development plan. A separate study to focus on how transit, active transportation, and other forms of travel may be integrated and considered holistically in the Minot region could help to identify projects qualifying for different funding opportunities, or able to leverage other funding sources (such as parks and recreation funds) to advance transportation objectives..

Regional Freight Plan. The Minot region's proximity to the Bakken oil fields in addition to its location at a crossroads of major highways 2, 52, and 83 makes it an important freight distribution center for the northern plains. With the increases of traffic forecast for major freight and logistics corridors in the region, the MPO should consider a study identifying freight needs and long-term investment opportunities to meet these needs.

Special Events Planning Study. With the North Dakota State Fair held annually in Minot and Minot State University hosting athletic events on its campus, the transportation needs and impacts of these special events should be studied to understand present and potential future management strategies.

FEDERAL COMPLIANCE

This MTP follows the guidelines set by 23 CFR § 450 Metropolitan Transportation Planning and Programming, which details the process for an MTP to be developed. MTPs are federally required to contain an outcome-based and performance-driven approach. This plan followed that approach throughout the planning process and provides objectives and performance measures that adhere to federal, state, and local requirements and goals. This plan incorporated the following federal metropolitan transportation planning factors in developing its goals and objectives:

1. Support economic vitality of the metropolitan area. Projects and policy approaches in the plan emphasize the Minot region's continued economic strength and opportunities for further development.

2. Increase the safety of the transportation system for motorized and non-motorized users. In addition to a series of safety-focused projects, the MTP features several projects that incorporate safer roadway designs into projects.

3. Increase the security of the transportation system for motorized and non-motorized users. The MTP's projects are envisioned with best-practice designs to support security.

4. Increase the accessibility and mobility of people and freight. Projects consider ways to increase movement of freight and goods throughout the Minot region.

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns. The MTP identified projects that respond to growth and development trends in the Minot area and that add modal options for travel.

6. Enhance the integration and connectivity of the transportation system. The MTP's projects include numerous active transportation connections to create a more complete network, as well as key corridor connections providing vehicle mobility to developing parts of the region.

7. Promote efficient system management and operation. Many roadway projects in the MTP have included design concepts based on best practices in more efficient traffic operations, and these actually reduce roadway surfaces that must be repaired and maintained while maintaining efficient operations.

8. Emphasize the preservation of the existing transportation system. The MTP features a plurality of projects (and project spending) focused on roadway reconstruction and preservation.

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. The MTP is focused on adding to the Minot region's travel network, allowing a redundancy of route options that is more resilient to weather events and other exceptional closures.

10. Enhance travel and tourism. Travel to the region, either from roadway access or through air travel into Minot International Airport, is enhanced with improved local surface transportation links between these gateway points and the rest of the region.

CHAPTER 5.
FINANCIAL PLAN

INTRODUCTION

This chapter summarizes the financial plan developed as part of the 2050 MTP planning process. The financial plan includes the following:

- Relevant Funding Programs (Revenue Sources)
- State & Local Revenue Sources
- Revenue Forecast

The components provide a baseline funding plan to support the development of the 2050 MTP's Fiscally Constrained Plan. See Appendix E for a more detailed funding plan.

RELEVANT FUNDING PROGRAMS

Pursuant to the transportation planning requirements provided in 23 CFR 450.324, Central Dakota MPO's MTP includes a financial plan that demonstrates how the 2050 MTP can be implemented. Reasonable expectations of available transportation funding are forecast across the life of the plan and require a demonstration of fiscal constraint. Additionally, the financial plan highlights the ability of Central Dakota MPO and partner jurisdictions to adequately operate and maintain Federal-aid roads and public transportation. The section below identifies relevant funding revenues reasonably expected to be used on transportation projects for the Central Dakota MPO and partner jurisdictions.

Revenues

The funding programs (revenues) comprise key sources of transportation funding for the region. In most cases, specific funding sources can only be used for specific projects or specific types of improvements. Federal programs available to Central Dakota MPO and partner jurisdictions are administered by NDDOT, who allocates federal transportation funding to MPOs statewide for use on eligible transportation projects.

Federal Revenue

Federal funds are administered by NDDOT and come from a range of formula-based programs. In some cases, NDDOT allocates funding to Central Dakota MPO and partner jurisdictions based on statewide formula; however, in most cases, funding will be competitive, as NDDOT administers and balances statewide programs between other MPOs (population 50,000-199,000) and urban areas (population 5,000+) for NDDOT programs. Solicitation for programs identified below typically occurs annually, in the fourth quarter.

Federal funding levels and opportunities are set by the current federal Highway Bill, the Infrastructure Investment and Jobs Act (IIJA), signed into law in November 2021. The current highway bill is set to expire on September 30, 2026. Central Dakota MPO and jurisdictional partners should closely monitor proposed federal legislation authorizing funding for surface transportation, as programs, opportunities, and federal funding levels are subject to change.

Urban Roads Program (STBGP-U)

Urban Roads Program (STBGP-U) funds are formula-based and flexible, providing a consistent funding source for Central Dakota MPO in urban cities greater than 5,000 population and on CMC routes within the UZA. Projects can be used by local public agencies (LPAs) on local streets making up the federal-aid system (Collector, Arterial), including the NHS, bridges, transit capital projects (e.g. bus), and bicycle and pedestrian infrastructure. Central Dakota's Urban Roads funding is distributed by NDDOT through the Urban Roads formula, based on annual statewide funding available in the program. Central Dakota MPO is responsible for prioritizing improvements eligible for the program, and NDDOT will make final selection of projects based on the MPO's prioritization.

In fiscal year (FY) 2025, NDDOT calculated Central Dakota's STBGP-U allocation to be approximately $2.4 million. The funding allocation includes a base amount plus a factor based on each LPA's population compared to the state's total urban population, as derived from the most recent decennial census. Eligible activities that can receive Urban Roads federal funds include preliminary engineering (PE), construction engineering (CE), right-of-way acquisition (ROW), utility relocation, and construction. Funding must be matched as follows:

80.93% Federal/19.07% Local

Urban Regional Program (STBGP-R)

Urban Regional Program (STBGP-R) funds provide funding for State highways (including U.S. highways) in the Urbanized Area. Typical eligible projects include street rehabilitation and reconstruction; however, some flexibility exists for bicycle and pedestrian infrastructure. Central Dakota MPO is responsible for prioritizing improvements eligible for the program, and NDDOT will make final selection of projects.

Between 2014 and 2024, the Central Dakota MPO region received an annual STBGP-R allocation of approximately $2.6 million. Eligible activities that can receive Urban Regional federal funds include PE, CE, ROW, utility relocations, and construction. Funding must be matched as follows, based on the program's two (2) sub-systems:

Primary Regional System: 80.93% Federal/19.07% State

Secondary Regional System: 80.93% Federal/9.07% State/10% Local

Urban Grant Program (UGP)

The Urban Grant Program (UGP) provides competitive funds that enhance the federal-aid system and State highways in the Urbanized Area. The focus of the program is urban downtown and central business districts including bicycle and pedestrian infrastructure, public transit facilities, and other multimodal facilities in urban areas. As part of the Main Street Initiative, NDDOT distributes $4.6 million annually to support eligible projects across the state. Central Dakota MPO is responsible for prioritizing improvements eligible for the program, and NDDOT will make final selection of projects through a competitive process.

Between 2014 and 2024, the Central Dakota MPO region received one UGP award for the entire annual-allocation ($4.6 million).

Eligible activities that can receive UGP federal funds include PE, CE, ROW, utility relocations, and construction. Funding must be matched as follows:

80.93% Federal/19.07% Local

Transportation Alternatives (TA) Program

The Transportation Alternatives (TA) Program provides competitive funds for bicycle and pedestrian infrastructure, safe routes to school programs, safe routes for non-drivers, community improvement efforts, and environmental mitigation projects in urban and rural areas. Transportation Alternatives Program funds are eligible for LPAs and other local or regional entities involved in transportation or recreational trail oversight. Central Dakota MPO is responsible for prioritizing improvements eligible for the program, and NDDOT will make final selection of projects through a competitive process.

Between 2015 and 2026, the Central Dakota MPO region received an annual TA Program allocation of approximately $343,000. Eligible activities are restricted to construction only; PE, CE, ROW, and utility relocations are the responsibility of the LPA or other eligible applicant, as applicable. Funding must be matched as follows:

80.93% Federal/19.07% Local

Carbon Reduction Program (CRP)

The Carbon Reduction Program (CRP) is a formula-based funding source for Central Dakota MPO to use in the Urbanized Area. Funds can be used by local public agencies (LPAs) on local streets making up the federal-aid system for projects that reduce carbon dioxide emissions from on-street/highway and transportation sources. Central Dakota MPO is responsible for coordinating with NDDOT to identify eligible projects; formal solicitation for the program does not exist and eligible project activities must be identified on projects submitted by the MPO for Urban Roads (STBGP-U) and Urban Regional Roads (STBGP-R).

In fiscal year (FY) 2024, NDDOT calculated Central Dakota's CRP allocation to be approximately $350,000. The funding allocation is suballocated by FHWA. Eligible activities that can receive CRP federal funds include those which develop and implement carbon reduction strategies in alignment with the State's Carbon Reduction Strategy. Funding must be matched as follows:

80.93% Federal/19.07% Local

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) provides competitive funds for projects that reduce traffic-related fatalities and serious injuries in urban and rural areas. Highway Safety Improvement Program funds are eligible for LPAs to significantly reduce the occurrence of severe crashes on public streets in alignment with the State's Strategic Highway Safety Plan, also known as Vision Zero. Central Dakota MPO is responsible for prioritizing improvements eligible for the program, and NDDOT will make final selection of projects through a competitive process based on high crash locations across the state and local safety needs identified by LPAs.

Between 2019 and 2026, the Central Dakota MPO region received an average annual HSIP allocation of approximately $3.9 million. Eligible activities that can receive HSIP federal funds include PE, CE, ROW, utility relocations, and constructions for projects located on the State highway system. Eligible activities on the LPA's system are limited to CE and construction. Funding must be matched as follows, based on the program's several sub-systems:

Primary Regional System: 90% Federal/10% State

Secondary Regional System: 90% Federal/5% State/5% Local

Local System: 90% Federal/10% Local

Federal Transit Administration Section 5307 (FTA 5307)

Federal Transit Administration Section 5307 (FTA 5307) funds are formula-based and flexible, providing a consistent funding source for Minot Transit (designated recipient) to use in the Urbanized Area. The Governor of North Dakota designates the small urban transit agencies for FTA 5307 funds each year, and the transit agencies, in this case City of Minot, accept FTA funds directly as a designated recipient. The funds can be used for a variety of transit projects, including capital purchases, operating assistance, and planning activities. Central Dakota's FTA 5307 funding is determined by FTA.

In fiscal year (FY) 2025, Central Dakota's FTA 5307 allocation is estimated to be approximately $1.8 million. Eligible activities that can receive FTA 5307 federal funds include planning, PE, CE, operations & maintenance, and capital purchases. Funding must be matched as follows; however, there are different matching requirements for operations and projects that comply with the Americans with Disabilities Act (ADA) and/or Clean Air Act (CAA):

Operations: 50% Federal/50% Local

Typical: 80.93% Federal/19.07% Local

ADA/CAA: up to 90% Federal/10% Local

FTA Section 5339 (FTA 5339)

Federal Transit Administration Section 5339 (FTA 5339) provides competitive funds to eligible transit providers for buses and bus facilities across the state. Eligible transit providers, such as Minot Transit, typically utilize funds for capital purchases and facility improvements. Central Dakota MPO is responsible for prioritizing improvements eligible for the program, and NDDOT will make final selection of projects through a competitive process.

Between 2019 and 2024, the Central Dakota MPO region received an annual average FTA 5339 allocation of approximately $180,000. Eligible activities that can receive FTA 5339 federal funds include vehicle (bus, van) purchases and related equipment, construction and/or renovation of transit facilities, and technology innovations for vehicles and/or facilities. Funding must be matched as follows; however, there are different matching requirements for operations and projects that comply with ADA and/or CAA:

85% Federal/15% Local (ADA vehicles)

80% Federal/20% Local (other capital)

FTA Section 5310 (FTA 5310)

Federal Transit Administration Section 5310 (FTA 5310) provides formula funds to eligible transit providers across the state to meet the transportation needs of older adults and people with disabilities. In North Dakota, these are administered through a competitive process through NDDOT. Eligible transit providers, such as Minot Transit, may utilize funds for capital purchases, paratransit operating assistance, and mobility management. Central Dakota MPO is responsible for prioritizing improvements eligible for the program, and NDDOT will make final selection of projects through a competitive process.

The CDMPO's ongoing Transit Development Plan (TDP), still in progress at the completion of this MTP, will determine actual needs and requested allocations for future years. For FY 2025, the Central Dakota MPO region used a placeholder FTA 5310 allocation of approximately $80,000, strictly for purposes of establishing a forecast trend for future funding through this program (and this forecast is described in further detail in Appendix E). It is important to note that no funding was requested for FY 2025, and none will be spent.

Eligible activities that can receive FTA 5310 federal funds include vehicle (bus, van) purchases and related equipment, transit-related technology systems, mobility management programs, construction of ADA infrastructure, signage/wayfinding improvements, and acquisition of transportation services under contract. Funding must be matched as follows; however, there are different matching requirements for operations and projects that comply with ADA and/or CAA:

85% Federal/15% Local (ADA vehicles)

80% Federal/20% Local (other capital)

Operations: 50% Federal/50% Local

Other Federal Programs and Funding Revenues

Recreational Trails Program

The recreational trails program provides competitive funding to LPAs, state and federal agencies, and registered non-profits for motorized and non-motorized trail projects. The program is administered by the North Dakota Parks and Recreation Department. Grant awards range from a minimum of $30,000 to a maximum of $250,000. Eligible projects include construction of new recreation trails, restoration of existing trails, development of trailside and trailhead facilities, ROW acquisition, accessibility assessments, and the purchase and lease of trail construction and maintenance equipment. Funding must be matched as follows:

80.93% Federal/19.07% Local

Competitive Grants

The U.S. Department of Transportation (i.e. FHWA, FTA) administers numerous annual, competitive grants for planning, construction, and programming projects. Eligible applicants and activities vary by opportunity, including funding match requirements. The application process can vary from simple, to complicated levels of effort and may be considered by Central Dakota MPO and jurisdictional partners on projects that may be significantly expensive or identified as 'illustrative' projects in the 2050 MTP. Examples of common competitive opportunities include, but are not limited to:

- Better Utilizing Investments to Leverage Development (BUILD)
- Multimodal Project Discretionary Grant (MPDG)
- Safe Streets and Roads for All (SS4A)
- Bridge Investment Program (BIP)
- Strengthening Mobility and Revolutionizing Transportation (SMART)
- FTA Transit-Oriented Development (TOD) Planning Pilot Program
- FTA 5339 Bus and Bus Facilities Competitive Program

County Road Federal-Aid

Ward County owns roads designated as federal aid routes which are eligible for funding. Funding is administered by NDDOT and allocated based on formula. Ward County prioritizes improvement on their federal aid system and coordinates with NDDOT to program available funds for improvements to the County's roads.

Between 2019 and 2026, Ward County's County Road Federal-Aid annual average allocation was approximately $800,000. Funding must be matched as follows:

80.93% Federal/19.07% Local

Bridges

The NDDOT administers specific funding for bridges across the state, including those greater than 20-feet in length (span length) and historic bridges. LPAs are encouraged to coordinate with NDDOT to program improvements, based on funding availability and statewide needs. In addition to the state highway component, there is also a component that counties can leverage.

State Opportunities

The NDDOT administers funding through state revenue sources for transportation projects across the state. The Central Dakota MPO and jurisdictional partners should coordinate with the Local Government Division (NDDOT) and follow State Legislative Sessions to understand potential, valuable funding opportunities which include but are not limited to:

- Flexible Transportation Fund
- Special Road Fund (SRF) Program
- Rail Crossing Program
- Rail Loan Program
- Statewide Transit

State and Local Revenue

State and Local funds are collected through various ways and are considered stable. Reasonable levels of state and local revenue is expected through the life of the 2050 MTP and provide local matching funds. Additionally, state and local revenues are provide for the operation and maintenance of the region's transportation system in a state of good repair.

North Dakota Department of Transportation

A vast majority of the NDDOT's budget is funded by gas tax or motor fuel tax. NDDOT relies on numerous other state revenue sources including, but not limited to, federal funds, motor vehicle registration fees, general funds, and driver's license fees. The State appropriates statewide transportation funds on a biennial basis through State Legislature and there may be subtle changes to how funding is raised through various revenue sources.

State Highway Distribution Tax

The Highway Distribution Tax is a transportation revenue source for the State and LPAs across the state. Funding is collected by the state through taxes on gas or motor fuel and motor vehicle registration fees. Local public agencies receive 35% of the revenue from the Highway Distribution Tax; 60% goes to the State Highway Fund, 3.4% to the Township Highway Aid Fund, and 1.6% to the Public Transportation Fund.

Oil Extraction Tax Distribution

Central Dakota MPO is within an oil and natural gas producing region of North Dakota. The State collects significant annual revenue from oil and natural gas production through taxes and fees. The Oil Extraction Tax Distribution Fund provides additional state funding to LPAs across the state, based on formula. Formula distributions are set on a biennial basis by State Legislature

and there may be subtle changes to how funding is distributed. Transportation funding has been a stable source and component of the Oil Extraction Tax Distribution Fund for various transportation infrastructure projects.

City of Burlington

Based on 2019 to 2026 CIPs, Burlington's annual average local, transportation funding revenue is just over $114,000. Local transportation funding revenues that Burlington uses for transportation include the following:

- **State Highway Distribution Tax:** See State revenue above.
- **State Oil Extraction Tax:** See State revenue above.
- **Local Interest Income:** Interest earned on City savings and/or money market accounts.
- **Street Lights/Sirens Assessments:** Property tax assessments to operate and maintain City street light and warning siren infrastructure.
- **Sale of Equipment:** Revenue earned through sale of obsolete City equipment put up for private sale and/or auction.
- **General Fund:** Transfers from the general fund to the transportation fund include primary sources such as local property tax and sales tax revenue.

City of Minot

Based on 2019 to 2026 CIPs, Minot's annual average local, transportation funding revenue is just over $7.5 million. Local transportation funding revenues that Minot uses for transportation include the following:

- State Highway Distribution Tax: See State revenue above.
- State Oil Extraction Tax: See State revenue above.
- Sales Tax: Local option sales tax includes a voter-approved percentage raised specifically for the transportation fund.
- Property Tax Levy: A portion of taxes levied on property is set aside for the transportation fund.
- Special Assessment: Special taxing districts and property tax assessments for transportation infrastructure.
- Transit Fare & Advertising: Revenue received by Minot Transit from fares for rides and costs to advertise on/in transit vehicles.
- Other: Includes general fund transfers, bonding, and alternative financing activities.

City of Surrey

Based on 2019 to 2026 CIPs, Surrey's annual average local, transportation funding revenue is approximately $87,000. Local transportation funding revenues that Surrey uses for transportation include the following:

- State Highway Distribution Tax: See State revenue above.
- State Oil Extraction Tax: See State revenue above.
- Local Interest Income: Interest earned on City savings and/or money market accounts.
- General Fund: Transfers from the general fund to the transportation fund include primary sources such as local property tax and sales tax revenue.

Average Annual State and Local Revenue (Breakdown of Non-Federal Funds)

Table 20: Local Transportation Revenue by Jurisdiction

Year	Burlington	Minot	Surrey	Ward County	Total
2019	$70,789.72	$549,090.20	**$73,734.62**	$8,125,007.92	$8,818,622
2020	$156,556.99	$11,254,038.00	**$60,000.00**	$7,534,139.72	$19,004,735
2021	**$74,988.84**	$7,371,722.00	**$67,391.19**	$7,621,946.04	$15,136,048
2022	**$69,517.83**	**$16,155,611.00**	**$107,742.05**	**$10,457,519.47**	**$26,790,390**
2023	**$169,623.11**	**$6,422,102.00**	**$122,930.03**	**$14,476,709.46**	**$21,191,365**
2024	**$106,961.00**	**$4,589,936.80**	**$89,400.00**	**$7,558,191.00**	**$12,344,489**
2025	**$151,245.00**	**$8,722,067.15**	**$90,000.00**	**$15,112,400.00**	**$24,075,712**
2026	$131,480.11	**$1,724,451.17**	$80,674.28	**$6,612,400.00**	**$8,549,006**
Annual Average*	**$114,467**	**$7,522,834**	**$87,314**	**$10,843,444**	**$18,590,192**

*For each jurisdiction, the Annual Average local transportation revenue is calculated from dollar amounts in bold and rounded to the nearest whole $.

FUTURE FORECASTED REVENUE LEVELS

Federal regulations require Central Dakota MPO's 2050 MTP to estimate future revenues reasonably expected to be received by the MPO over the life of the plan. Based on historical revenue information and input from jurisdictional partners and MPO staff, future revenue levels were forecasted to reasonably estimate the level of transportation revenues the MPO may receive through year 2050.

Forecast Tiers

Forecasts for Central Dakota MPO are organized into tiers so that future funds can reflect year of expenditure (YOE) values in the 2050 MTP. The forecast informs the development of Central Dakota MPO's 2050 MTP as a fiscally constrained plan. The tiers identified are:

- **Short-Term:** 2026-2030
- **Mid-Term:** 2031-2040
- **Long-Term:** 2041-2050

Revenue Forecasting Methodology

The 2050 MTP includes revenue forecasts tailored to the Central Dakota MPO and jurisdictional partners. Forecasts are provided for most sources including federal, state, and local revenues. Several programs listed above were not forecast as they are federal or state discretionary programs subject to statewide administration and program balancing. Therefore, not every program's funding can reasonably be assumed to be received by Central Dakota MPO and jurisdictional partners nor forecasted reliably.

Revenue Assumptions

Forecast revenues are based on historical budget and grant award information, which is averaged to establish baseline levels; minimums and maximum revenue years were typically excluded to establish baseline funding levels. In some cases, specific baseline revenue values are provided by NDDOT. **All baseline revenue values are forecast through year 2050 by an annual 2% inflationary rate.** See Appendix E for more information.

Expenditure Assumptions

Forecast expenditure or spending for Central Dakota's jurisdictional partners is based on historical CIPs. Historical CIP and budget information is categorized into capital spending, operations & maintenance (O&M) spending, administration spending, etc. to better understand what funding may be available for certain types of transportation projects. Expenditure is averaged by jurisdiction to establish baseline spending levels; minimums and maximum transportation spending years were typically excluded to establish baseline spending levels. **All baseline spending for physical projects (capital and O&M) are forecast through 2050 by an annual short-term 5% inflationary rate through year 2030, and long-term 4% inflationary rate for years 2031 to 2050.**

Expenditure assumptions are critical to highlight that Central Dakota MPO can not only match federal funds with local revenue sources, but that local jurisdictional partners can sustain forecast O&M spending and maintain a regional transportation system in a state of good repair.

Federal Revenue Forecast

Table 21: Federal Revenue Projections by Program (FHWA)

Tier	STBGP-U	STBGP-R	CRP	TA	UGP	HSIP	Total
Baseline	*$2,388,560*	*$2,874,872*	*$347,356*	*$343,975*	*$460,000*	*$934,143*	*$7,348,906*
Short-Term	$12,678,765	$15,260,167	$1,880,684	$2,705,115	$6,007,784	$3,850,171	$42,382,686
Mid-Term	$29,453,726	$35,450,516	$4,368,970	$4,076,904	$5,345,169	$11,071,770	$89,767,054
Long-Term	$35,903,927	$43,213,981	$5,325,750	$4,969,724	$6,515,731	$13,496,425	$109,425,538
Total	$78,036,419	$93,924,663	$11,575,404	$11,751,743	$17,868,683	$28,418,366	**$241,575,277**

*For each jurisdiction, the Annual Average local transportation revenue is calculated from dollar amounts in bold and rounded to the nearest whole $.

Table 22: Federal Revenue Projections by Program (FTA)

Tier	FTA 5307	FTA 5339	FTA 5310	Total
Baseline	*$1,818,598*	*$367,356*	*$80,000*	*$2,265,954*
Short-Term	$9,653,338	$1,949,972	$424,650	$12,027,960
Mid-Term	$22,425,431	$4,529,932	$986,493	$27,941,856
Long-Term	$27,336,475	$5,521,962	$1,202,530	$34,060,967
Total	$59,415,244	$12,001,866	$2,613,672	**$74,030,783**

State and Local Revenue Forecast

Table 23: State and Local Revenue Forecast by Jurisdiction

Tier	Burlington	Minot	Surrey	Ward County	Total
Baseline	*$114,467*	*$7,522,834*	*$87,314*	*$10,843,444*	*$18,568,059*
Short-Term	$698,722	$26,730,579	$433,394	$42,754,278	$70,616,972
Mid-Term	$1,721,709	$68,794,416	$1,190,401	$104,432,010	$176,138,536
Long-Term	$2,274,716	$83,860,009	$1,762,085	$117,047,913	$204,944,723
Total	$4,809,613	$186,907,838	$3,473,194	$275,077,645	**$470,268,290**

Local Cost Participation and Operations and Maintenance Forecast

Table 24: State and Local Revenue Forecast by Jurisdiction

Tier	Federal Revenue	Local Revenue	Local Cost Participation*	O&M Obligation	Revenue Covers Cost Participation and O&M^
Baseline	*$9,614,860*	*$18,568,059*	*$2,403,715*	*$10,902,808*	Yes
Short-Term	$54,410,645.63	$70,616,972	$13,602,661.41	$112,472,026.42	
Mid-Term	$117,708,909.73	$176,138,536	$29,427,227.43	$264,265,404.18	
Long-Term	$143,486,504.15	$204,944,723	$35,871,626.04	$348,960,580.07	
Total	$315,606,059.51	$470,268,290	$78,901,514.88	$725,698,010.67	

*Local cost participation is calculated using a flat 80% federal/20% local funding split. In some cases, there will be NDDOT state required match and/or higher proportions of federal fund, as it varies by program.

^ Even with general local cost participation split, total O&M Obligation is less than Federal and Local Revenue therefore, current Central Dakota MPO local revenue sources are reasonably expected to cover local cost participation and O&M obligations to maintain the regional transportation system in a state of good repair through the life of the plan.

CDMPO MTP Phase 1 Engagement Report

The Central Dakota Metropolitan Planning Organization (CDMPO) is in the process of developing its Metropolitan Transportation Plan (MTP), a comprehensive long-range multimodal transportation plan for the region's transportation system over the next 20 years.

Figure 1: Phase 1 engagement timeline.

Phase 1 of the MTP focused on gathering input from a diverse range of stakeholders, community members, and local organizations to better understand the region's transportation needs, priorities, and challenges. Through a combination of surveys, public meetings, and targeted outreach efforts, this phase aimed to establish a strong foundation of public input to combine with the analyzed data. A key component of this phase was to establish relationships with media partners and organizational leaders to assist in the remainder of the project. This summary highlights the key engagement activities, feedback themes, and initial insights that will shape the next stages of the MTP development process.

Public Engagement Plan

The first phase of the engagement process began in August 2024 with the creation of the Public Engagement Plan (PEP), which helped to outline public engagement activities moving forward, including themes, challenges, scheduling, as well as a contact list of primary project communication partners. The PEP is regularly reviewed as part of the project to provide an assessment of tools to ensure that strategies are reaching project goals.

Figure 2: Public Engagement Plan Document

Project Website and Branding

A feature of the MTP is the creation of a reputable and recognizable brand for the community to recognize current and future work by the CDMPO. This process was a collaborative effort to create an aesthetically pleasing and welcoming brand package to help the CDMPO during this project. Along with the branding, the creation of a broad and accessible repository of project information was also a task to create a project website to be updated during the project.

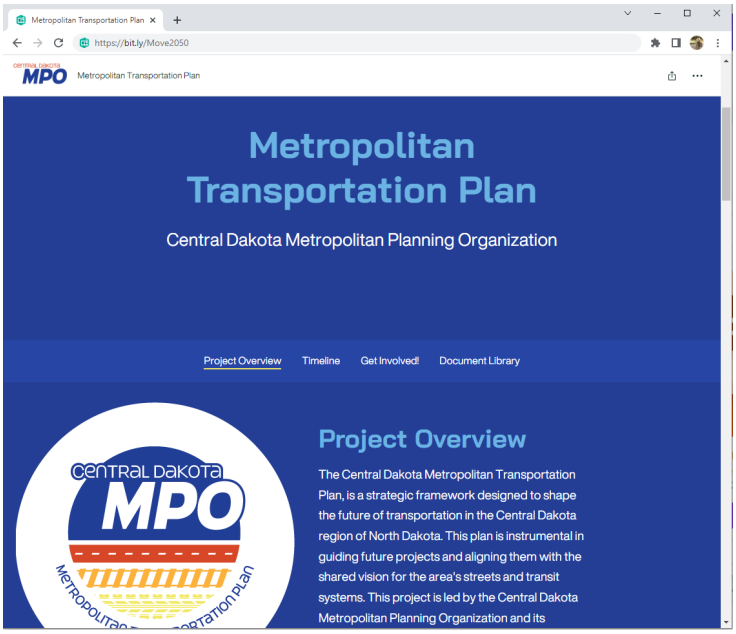


Figure 3: Project Website

Surveys and Interactive Web Map

Engagement tools including a survey and web map were created to bring in public input. These tools were housed on the project website and made available for input at in-person activities. The survey was presented on the project website and printed surveys were made available to gather feedback from late September until the end of November. The digital version of the survey had 116 responses over this time with a high number coming in near the beginning of November. Eight paper surveys were completed during the open houses.

Digital Survey Summary

- Demographics and Transportation Usage
  Most respondents live in Minot (75.89%), with others in Burlington, Surrey, or Ward County. Personal vehicles are the primary transportation mode (85.86%), while public transit usage is minimal, with 86.73% not using it.
- Current Transportation System Conditions
  The majority of street conditions were rated "Good" (44.44%) or "Fair" (41.41). Efficiency and reliability received similar ratings, with most considering the system adequate but in need of improvements.

- Safety Concerns
  Key safety concerns include distracted driving (62.63%) and unsafe intersections (44.44%). Limited pedestrian and bicycle infrastructure was also noted (36.36%), emphasizing the need for safer, more connected non-motorized travel options.
- Goals and Characteristics of the Transportation System
  Respondents prioritized safety (44.44%) and efficiency (43.43%) as key goals. Economic connectivity (37.37%) and enhanced pedestrian and bicyclist infrastructure (31.31%) were also highlighted as important focus areas.
- Improvement Priorities
  Top selected improvements include better pavement conditions (48.48%) and updated traffic signal timings (58.59%). Respondents also called for more sidewalks, shared-use paths, and bicyclist-friendly infrastructure.
- Budget and Future Goals
  Street maintenance (55.56%) and network enhancements (29.29%) were identified as top budget priorities. Key goals include improving safety, accessibility, and reliability, with a focus on safer school zones and better connections for pedestrians and bicyclists.
- Public Transit and Accessibility
  While transit use is low, interest in accessible and reliable options was mentioned. Suggestions include expanding bus routes to outlying areas and increasing awareness of transit services to encourage usage.

In-person Survey Summary

During the open house participants submitted eight surveys. These are the themes from surveys completed in-person at the open houses:

- Demographics: Most respondents live in Minot and rely on personal vehicles.
- Conditions: Street conditions are rated "Fair," with maintenance and efficiency improvements noted as a need.
- Safety: Key concerns include distracted driving and limited pedestrian and bike infrastructure.
- Priorities: Top priorities are street repairs, better pavement conditions, and updated traffic signals. Priority goals are safety, accessibility, and efficiency.

Interactive Web Map (INPUTiD) Summary

An interactive web map was used as a tool to gain insight on concerns and ideas at specific locations from the community. Feedback included identification of areas of likes and dislikes, suggested areas of improvement, as well as potential transportation solutions or ideas. Feedback from residents and people that use the transportation system every day is valuable and informative to the planning process; however, it is important to remember that these comments are not statistically representative of the full community. The goal of this engagement activity was to encourage the public to reflect on their transportation experience and to provide a mechanism for obtaining valuable and insightful feedback in areas that may not be readily apparent through other data sources, such as crash statistics.

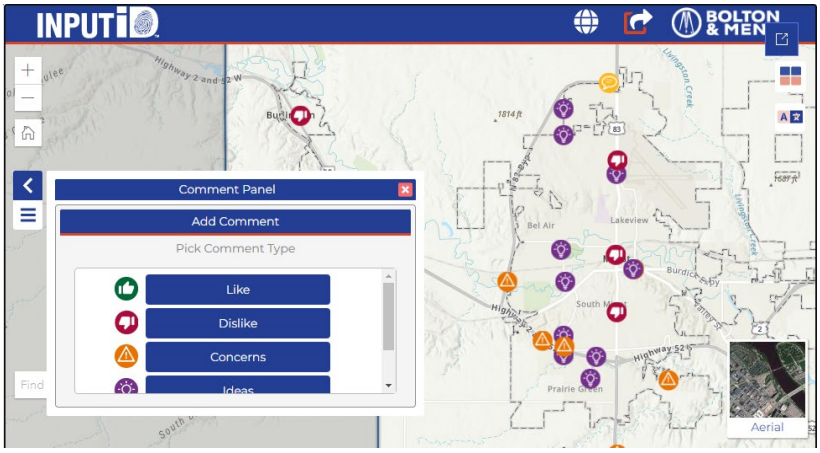


Figure 4: Interactive Web Map

Comments were provided on the interactive web map platform INPUTiD in the form of Likes, Dislikes, Ideas, Concerns, and Others to gather a variety of opinions on the transportation system throughout the planning area of Burlington, Minot, Surrey, and Ward County area. Along with the ability to leave an original comment, participants were able to respond to each other's comments within the web map platform. This interactive approach allowed for a more comprehensive understanding of the community's feedback and preferences.

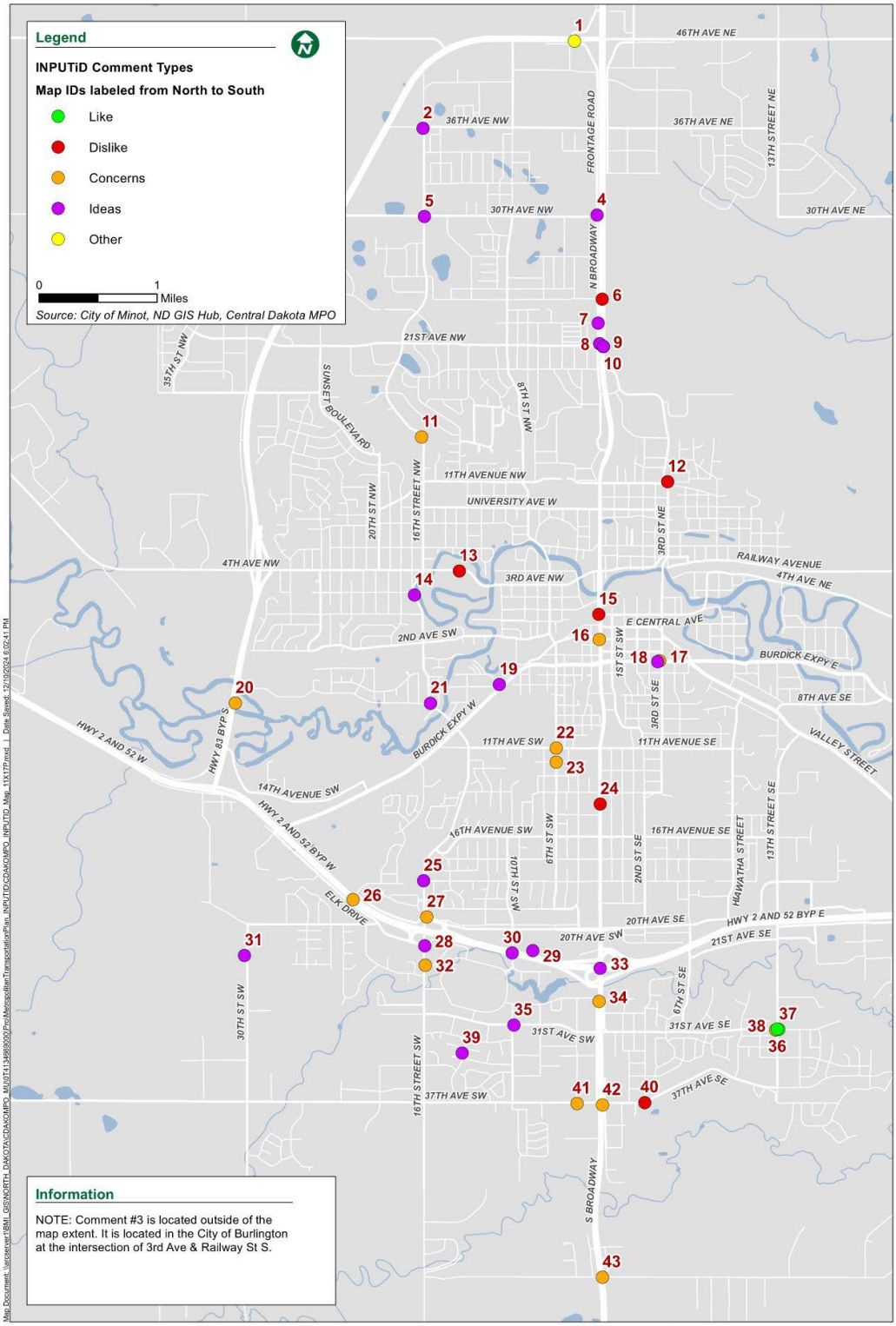
Breakdown of Comments:

- Like: 2
- Dislike: 7
- Concerns: 14
- Ideas: 20
- Other: 1
- Replies: 8

Common Themes for each Category:

- Likes:
    - These comments provided positive feedback on the functionality of roundabouts. Commenters appreciated the efficiency and safety improvements that roundabouts brought to area intersections.
- Dislike:
    - Comments were focused on the design and functionality of intersections (e.g. 11th Ave NE and 3rd St. NE.) as well as the decrease in travel lanes along some roads (e.g. 4th Ave.). Multiple comments were focused on sidewalk gaps and locations that could benefit from additional pedestrian infrastructure elements.
- Concerns:
    - Similar to the dislikes, these comments were mostly focused on bicycle and pedestrian access. Safety was a major theme throughout this category of comments.
- Ideas:

- Many ideas included suggestions for improving traffic flow, paving roads, adding roundabouts, extending shared use paths, beautification projects and creating pedestrian crossings. Many concepts also emphasized the need for aesthetic improvements associated with future projects.



Map Document: \\arcserver18MI_GIS\NORTH_DAKOTA\CDAKOMPO_MIS\07413498\000\Pro\MetropolitanTransportationPlan_INPUTID\CDAKOMPO_INPUTID_Map_11X17.mxd | Date Saved: 12/10/2024 6:02:41 PM

Each comment listed in *Table 1. INPUTiD Comments* corresponds to a specific location on the accompanying map, providing spatial context for the feedback received.

Comment #	Comment	Date Created	Identification Type
1	The shared use path should be extended starting from this point and running up to the light at 36th Ave NW, as of now there is no pedestrian or bicycle infrastructure in place connecting this heavily populated part of town to the city center along broadway.	10/8/2024	Ideas
2	After 21st Ave NW, Broadway becomes a 4-lane divided rural highway, although it wouldn't happen for a long time, broadway should be rebuilt to match the style south of 21st Ave NW as North Hill grows and this area becomes increasingly more populated. If not that then some beautification to the area would be nice, the giant highway, separated businesses, and nothing on the east due to the airport ends up making the area extremely ugly	10/8/2024	Dislike
3	Although construction in this area slowed down after 2015, there has been a heavy increase in development just a few blocks south due to the new high school, these streets should be built to the bypass to improve traffic flow and prepare and encourage future growth (ex. N Washington Ave, Bismarck)	10/8/2024	Ideas
4	In the future, development and road design should avoid coming together to look like this. This section of Broadway is a "stroad" a street that tries to function as a road as well as giving access to businesses, this creates unsafe and very ugly areas.	10/8/2024	Dislike
4 (Reply Comment)	Agree. Broadway is ugly with nothing but concrete and commercials. and impossible for pedestrians to safely cross.	11/4/2024	
5	Shared use path is too close to the highway in this section.	10/15/2024	Concerns
6	Roundabout at 16th St NW and 30th Ave NW	10/15/2024	Ideas
6 (Reply Comment)	Traffic backs up trying to go east/west here in the morning and afternoon.	11/25/2024	
7	It can be really difficult to make an eastbound left-turn to head north at E Burdick and 3rd St SE.	10/15/2024	Concerns
7 (Reply Comment)	Somewhere over burdick in this area where the light up crosswalk is I recommend an overpass for pedestrians. If to costly maybe repurpose the old Trinity one to free up traffic and pedestrians would be more safe	11/3/2024	

8	Accidents have happened here.	10/16/2024	Concerns
9	Why stop signs!	10/16/2024	Dislike
10	Three lanes going both ways are needed for the much heavier traffic flow from the new hospital.	10/19/2024	Ideas
10 (Reply Comment)	This road has already been redone, overpass would have to be replaced, to widen. Too bad such poor planning in permitting Trinity in a area that needs to be completely redesigned to accommodate easy access from other parts of area.	10/21/2024	
11	Please place a left-hand turning lane here. There is plenty of room to expand the road. Maintain the four lanes of traffic due to very limited north south routes throughout town and save $10 million by not having to rework the entire road.	10/19/2024	Ideas
12	Please open up this to four lanes again and get rid of the dangerous bike lanes	10/19/2024	Ideas
13	This intersection needs the traffic light placed back there. It is very dangerous to try to get across the road or make a left-hand turn	10/22/2024	Ideas
13 (Reply Comment)	I agree!	11/19/2024	
14	Please add a left-hand turning lane to the area. It	10/22/2024	Ideas
15	Please get rid of the roundabout at this intersection and just have a four-way stop. It makes it much simpler to cross the road. The people own the houses will be much happier without having vehicles potential crashing into their homes or fences.	10/24/2024	Concerns
15 (Reply Comment)	Roundabouts are the best traffic device created for drivers. They minimize delays and improve traffic flow. More intersections in the city should be converted to roundabouts.	11/27/2024	
16	Somewhere over burdick in this area where the light up crosswalk is I recommend an overpass for pedestrians. If too costly maybe repurpose the old Trinity one to free up traffic and pedestrians would be more safe. Also, some sort of schedule for a bus to stop at the food banks and or kitchens at these churches is another recommendation.	11/3/2024	Ideas
17	for some reason there are street signs here that say “15th St NW” which is actually about where 4th st NW would be. Should probably be fixed	11/3/2024	Other
18	This intersection is dangerous. Multiple accidents crossing the highway. Needs flashing lights at the minimum.	11/3/2024	Concerns

19	There is no pedestrian or bike access from 20th to the bridge. I have to walk up the embankment	11/4/2024	Concerns
19 (Reply Comment)	I think a very wide sidewalk would be much better. No bike paths along the side of the road because they are very dangerous with vehicles going 40 to 50 mph.	11/9/2024	
20	It would be nice to have a bike/walking path along 20th between 16th and Broadway. Also- This swale seems like an ideal place For trees or native plants- it is ugly.	11/4/2024	Ideas
21	The sidewalk ends abruptly on this side and there is not a crosswalk to the other side! If you're just cruising north, you find yourself having to double back or play frogger.	11/4/2024	Dislike
22	The sidewalk here needs to be extended to the apartments 1.5 blocks to the north. About 50-100 people walk this street per day from the apartments to the dog friendly part at the YMCA. It's pretty dangerous for them to be walking in the street, especially at night.	11/15/2024	Ideas
23	This area gets pretty packed in the left turn lane, since 21st Ave is a direct connection to the retail corridor along it, the lights at Airport Rd and Broadway should be relocated up to that intersection, or a new set of lights should be put up here. I believe this will beneficial because as the NW area grows, 21st Ave will become increasingly more desirable as an arterial east-west route to broadway. Another issue caused at this intersection is trying to turn left on to broadway, the median is almost non-existent so there really isn't anywhere safe to sit while waiting for an opening on the northbound side of broadway, a left turn arrow would be very beneficial for traffic flow.	11/15/2024	Ideas
24	This area gets pretty packed in the left turn lane, since 21st Ave is a direct connection to the retail corridor along it, the lights at Airport Rd and Broadway should be relocated up to that intersection, or a new set of lights should be put up here. I believe this will beneficial because as the NW area grows, 21st Ave will become increasingly more desirable as an arterial east-west route to broadway. Another issue caused at this intersection is trying to turn left on to broadway, the median is almost non-existent so there really isn't anywhere safe to sit while waiting	11/15/2024	Ideas

	for an opening on the northbound side of broadway, a left turn arrow would be very beneficial for traffic flow.		
25	I usually see around 5-10 pedestrians a week walking or cycling along this stretch of broadway, there is currently no pedestrian infrastructure in place between 20th and 31st Ave, this has been a known problem for awhile and there should be a effort put into place to provide such facilities, this also creates a large cutoff between the areas that are divided by Hwy 2-52, this would be great as it would give people another option to get around other than car and overall improve the connectivity of our community	11/15/2024	Ideas
26	we should have more roundabouts in town, do not get rid of this one please.	11/15/2024	Like
27	not that there are plans in place for a bike lane along this specific stretch of 16th st, but there should never be one put into place, this is too steep of a hill for it to be safe with cars added to the mix, what should be put into place however, is paths winding down the empty parts of the hill to the west by the church, assuming land can be acquired and used.	11/15/2024	Concerns
28	Along with broadway, some beautification along the frontage roads here would be nice, hate going along this part of broadway, it's just ugly.	11/15/2024	Ideas
29	this intersection seriously needs some re-evaluation and a rebuild, this is one of, if not the worst intersections in town based of off overall build quality and performance, It would be easier to angle the roads differently or to cut them off from 3rd st all together, this intersection isn't really that safe and is also extremely ugly, and by a first glance, can be confusing for new drivers	11/15/2024	Dislike
30	Decreasing 4th Ave to only 2 lanes has been very annoying. A bike path on one side only or widened sidewalks would be so much better	11/16/2024	Dislike
31	The connector corridor study highlighted the need for improvements on 30th St SW and a connection to Hwy 2/52 as an added route to the new hospital from north Minot and areas west of town.	11/18/2024	Ideas
32	The roundabout works just fine. Crossing the street on the path works well with it in place and I rarely see issues with it especially as people get used to it and I live three blocks from it.	11/19/2024	Like
33	The path moves from one side of the street to the other here and it is a very busy road.	11/19/2024	Dislike
34	Really difficult to cross Broadway here	11/19/2024	Concerns

35	Paving this frontage road would help with those looking for a way to get to the stop light north of here, especially when traffic backs up trying to turn north onto 83 from 30th Ave NW	11/25/2024	Ideas
36	Improve markings. Recently turned into a 4-way stop. Drivers are making their own left turn lanes. This is especially true for northbound 6th St approach to intersection. This increases the probability of accident and pedestrian injury.	11/27/2024	Concerns
36 (Reply Comment)	Wrong intersection should be 6th St SW and 11th Ave SW	11/27/2024	
37	Pipedream: I would like to see an overpass put in on 10th St SW to improve access to the mall area. This would reduce traffic flow at 20th Ave SW and S Broadway.	11/27/2024	Ideas
38	Mark 28th Ave SW with no left turns at this intersection. I have on several occasions been prepared to turn left off southbound S Broadway onto 28th Ave SW and had vehicles traveling eastbound on 28th fail to yield and cross Infront of me. This is highly dangerous and will result in a major accident. Please consider this request	11/27/2024	Concerns
39	Add a no turn on red light to eastbound 2d Ave SW at intersection with S Broadway. Papa John's building blocks too much of Broadway to make a safe right turn.	11/27/2024	Concerns
40	The intersection fo 5th Ave SW and Burdick Expy W is no longer viable and should be removed	11/27/2024	Ideas
41	Intersection of 24th Ave SW onto 16th St SW should be right turn only. This intersection completes with the intersection of 22d Ave Sw and 16th St SW for space.	11/27/2024	Concerns
42	This intersection needs to have a protected left turn arrow to improve traffic flow into the Walmart lot.	11/27/2024	Concerns
43	Improve markings. Recently turned into a 4-way stop. Drivers are making their own left turn lanes. This is especially true for northbound 6th St approach to intersection. This increases the probability of accident and pedestrian injury	11/27/2024	Concerns

Table 1. INPUTiD Comments

Open Houses

Open Houses were held in the three CDMPO member cities of Minot, Surrey, and Burlington on Tuesday, October 15, 2024 and Wednesday, October 16, 2024. The open houses focused on information sharing on transportation system existing conditions as well as leveraging the survey and comment engagement tools to gain public input. A total of 23 people attended the open houses. Key conversations were held with residents regarding transit needs and pedestrian

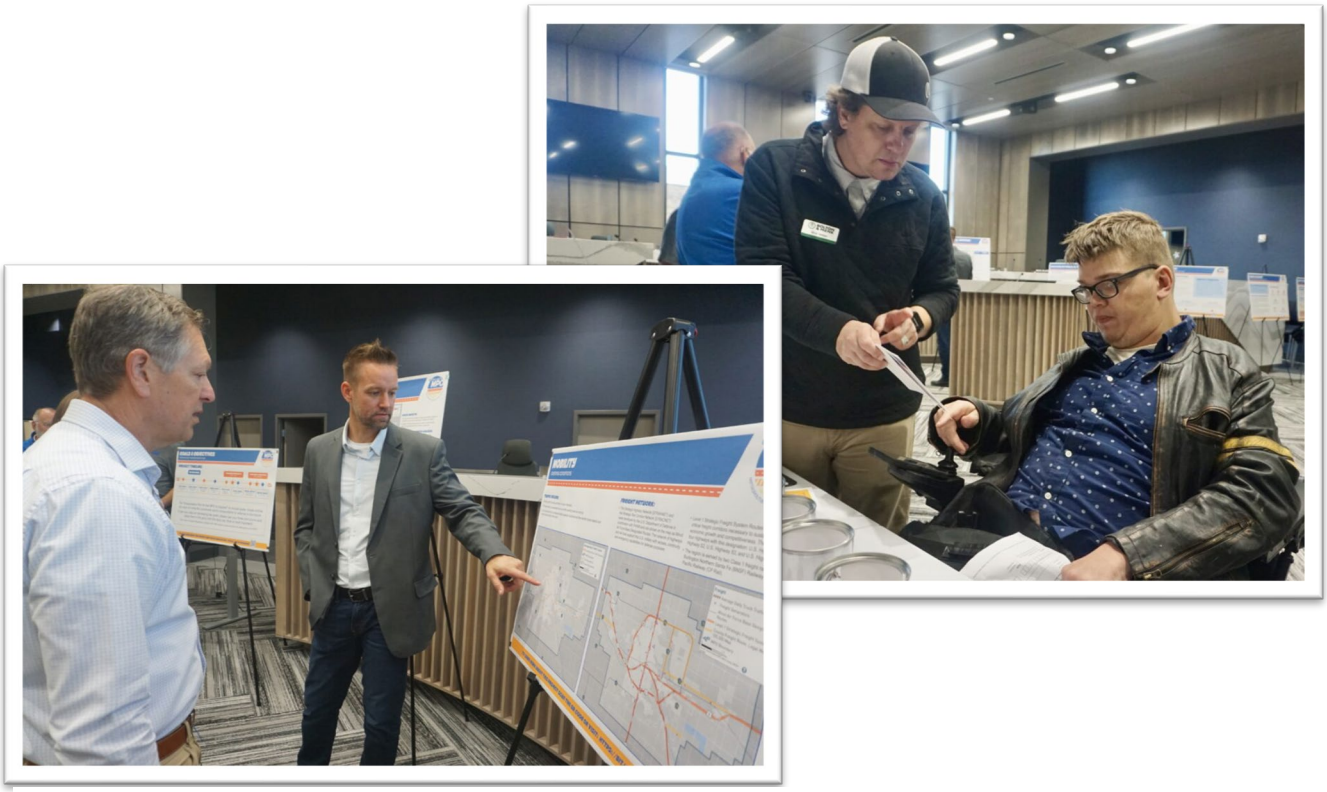


Figure 5: Minot Open House, Photo credit: Jill Schramm, Minot Daily News, October 16, 2024

infrastructure gaps. Specific conversations were also held with agencies including the Minot Chamber EDC, Surrey Public Works, and North Dakota Center for Persons with Disabilities. The open house received positive press coverage from the Minot Daily News in a project write up.

Project Goals Activity

Input was collected as an activity at the open houses to understand and establish project goals via votes of dropping small cotton pom-poms into eight jars labeled with potential goals. The options for these votes were environmental sustainability, congestion relief, social equity, infrastructure condition, economy, alternative modes of travel, innovation, and safety. The following ranking came from open house attendees: **1)Safety 2)Economy 3)Infrastructure Condition.**

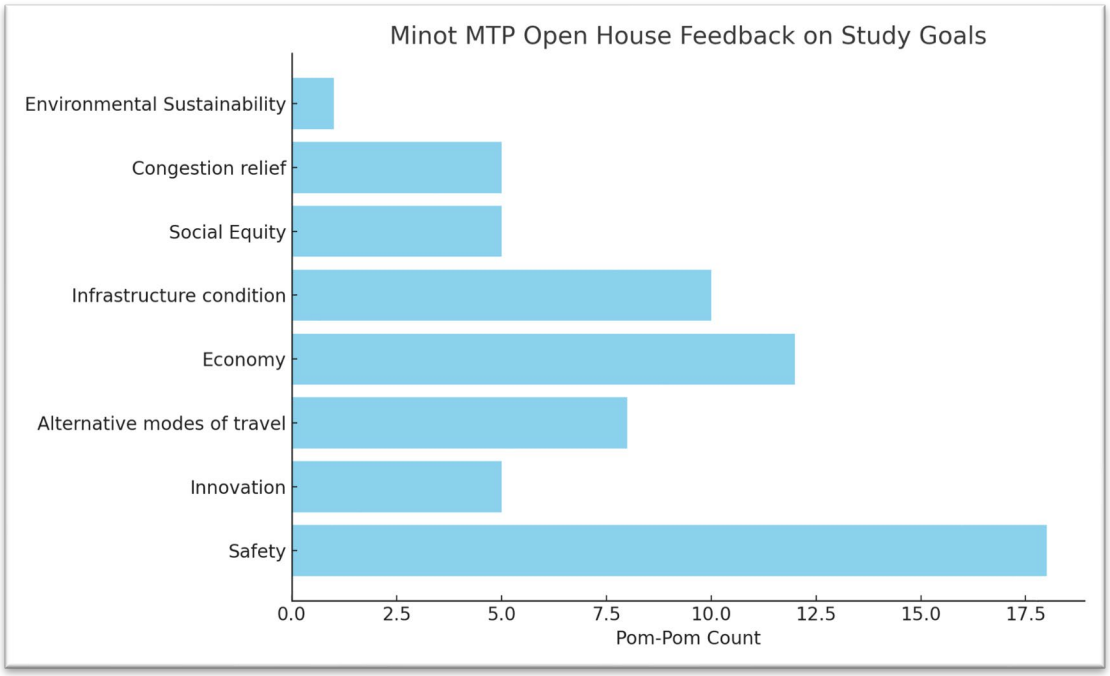


Figure 6: Interactive Voting Results from Open House Participants

Focus Group Listening Sessions

An important component of the public input process for the initial phase of the MTP was getting a diverse set of organizational perspectives on the transportation network within the Minot, Surrey, Burlington, and Ward County area through targeted focus group listening sessions. A list of six organization topic areas was formed to gain insight from a diverse set of organizations and agencies. These categories included Businesses, Community Based Organizations, Freight/Rail, Emergency Management, Underserved Populations, and Major Employers. Once the list of organizations was developed, an additional seventh category of Educational Agencies was added to represent this important group. On December 3 and 4, seven focus group listening sessions were held at Minot Area Chamber Economic Development Corporation (MACEDC). These discussions included education on the Central Dakota Metropolitan Planning Organization and regional transportation planning, an overview of the MTP, transportation network needs, and feedback around the goals to inform future projects. Focus group participants included 27 individuals representing 22 organizations.

Focus Group Listening Session Discussion Summary

1. **Snow Removal and Maintenance:**
    - Frequent concerns were raised about snow removal, especially on sidewalks and secondary streets. This issue was seen as disproportionately affecting vulnerable populations, including pedestrians and transit-dependent individuals.
2. **Transit Accessibility and Coverage:**

- Many participants highlighted gaps in transit service, such as limited hours, lack of connections between key locations (e.g., train station, airport, rural communities), and accessibility challenges for shift workers or elderly populations.

3. **Safety and Infrastructure:**
    - Several locations were repeatedly identified as problematic, including intersections like US 2 & 16th and Broadway. Concerns included poor signal timing, unsafe crossings for pedestrians, and infrastructure not designed to handle current traffic patterns.
4. **Trail and Pedestrian Facilities:**
    - The trail system was identified as a positive asset in the community. There were several comments about the need for better pedestrian connections including safer crossings (especially across Broadway) and improved lighting.
5. **Regional Connections:**
    - Participants discussed the need for better regional transportation options, including connections between Minot, Surrey, and Bismarck. The loss of intercity bus services like Greyhound was highlighted as a significant gap.
6. **Broadway as a Key Corridor:**
    - Broadway was repeatedly mentioned as a critical connector that could benefit from safety, walkability, and access improvements, including overpasses, turn lanes, and better pedestrian infrastructure.

Key Consistencies Through Multiple Meetings

- **Reoccurring Problem Areas:** Intersections such as 16th and US 2, and sections of Broadway, were consistently flagged as areas in need of improvement.
- **Snow Removal:** The need for more consistent snow removal on sidewalks and secondary streets was a concern mentioned from several agency categories from emergency management to underserved populations.
- **Lack of Transit Options:** A shared frustration was expressed over the lack of evening and weekend transit services, as well as the difficulty of connecting rural areas to city services.
- **Need for Unified Planning and Communication:** Several groups emphasized the importance of cohesive communication and planning, whether for snow removal, transit information, or collaboration between agencies.
- **Desire for Walkability:** Many stakeholders expressed a desire for greater investments in pedestrian infrastructure, including safer crossings, well-lit paths, and better-maintained sidewalks.

Goal Activity

The Goal Activity described in the Open House section above was repeated during the Focus Group Listening Sessions. This group also chose ***Safety*** as the highest priority goal area for the regional transportation system. Unlike survey and open house participants, the focus group listening session participants ranked ***Congestion Relief*** as the second highest priority goal area and ***Infrastructure Condition*** as third**.** These goals rankings connected closely to the discussion feedback received from the conversations held during the focus group listening sessions.

Across all phase engagement tools including the open houses, survey, and focus group listening sessions, the top five combined priority goal areas were:

1. Safety (72) – Top Priority Across All Activities
2. Congestion Relief/Efficiency & Reliability (56)
3. Alternative Modes of Travel (43)
4. Economy (38)
5. Accessibility (37)

This feedback will help guide agency discussion regarding transportation goal priorities for the MTP.

Additional Outreach

To further grow relationships as well as guarantee that schedule conflicts were not a barrier to gaining insight from focus groups, calls were made to those unable to attend the organized focus group listening session meetings. These calls were made to 22 organizations, with engagement from 18 individuals regarding their issues and goals for the transportation system. The following were common themes that were brought forward during this engagement:

- **Freight Issues:** Key roadway crossings impact the rail industry in the area of safety and travel time. These are issues that could be resolved through grade separated crossings.
- **Worker transportation:** Some of the key employers in the region face issues of lack of public transit access to their locations. The major issues at hand are timing and locations. This acts as a barrier for some of the industrial park businesses not being able to hire potential workers without vehicles.
- **16th Ave. Corridor:** The US 2 and 16th Ave. interchange was repeatedly referenced as creating a transportation barrier. This includes as a barrier for bikes and pedestrians, primarily those under the age of 16. This corridor was also identified as having poorly timed signals and confusing turning lanes related to pedestrian crossings.
- **Public Transit:** Respondents appreciate the improvements in the transit system compared to the past. The east-west connections, primarily for Burlington and Surrey were identified as lacking access. Many comments also included the understanding of additional costs that would be associated with improvements.
- **Safety:** The US 2 corridor was identified as a corridor with recent improvements that also needs future improvements for better connectivity to adjacent communities. Intersection

improvements were mentioned as well as a desire to improve operations to deter use of local roads to avoid congestion.

In total, 55 organizations were contacted with the majority providing feedback to guide the MTP planning process. This engagement was an excellent opportunity to further engage with the community and gain a better understanding of perceptions and transportation goals for the area. Establishing these relationships will help as the MTP continues through the project lifespan.

Regulatory Engagement Summary

In accordance with 23 CFR 450.316(b), the Central Dakota Metropolitan Planning Organization (CDMPO) conducted a robust engagement process with a series of stakeholders, both government agency and non-governmental, to understand the region's collective needs and objectives for future transportation investments. This included several conversations with economic development agencies, public health and safety agencies, freight rail operators, and community service providers. The outreach process also made attempts to include other major institutional stakeholders, such as the Minot Air Force Base, who declined to participate in the planning process.

In accordance with 23 CFR 450.316(d), the Central Dakota Metropolitan Planning Organization (CDMPO) MPA area does not include Federal public lands, and therefore no coordination with the Bureau of Land Management or other public lands agencies was necessary.

In accordance with 23 CFR 450.316(e), the Central Dakota Metropolitan Planning Organization (CDMPO) leveraged its Policy Board and the Technical Advisory Committee convened for the MTP's planning process to gain regular feedback from state and local government agencies. The Technical Advisory Committee in particular had representation not only from the North Dakota Department of Transportation's central office (its MPO coordinator), but also the District Engineer for NDDOT's Minot district.

In accordance with 23 CFR 450.324(f)(10), the Central Dakota Metropolitan Planning Organization (CDMPO) conducted a robust engagement process to identify potential environmental mitigation activities and areas where such efforts may be most impactful. As most of these mitigation activities have been led by state and local agencies, and the MTP does not set mitigation policies or approaches above the level of individual projects, the engagement process included consultation with Ward County and each of the municipal agencies in the County, largely through the project's technical advisory committee. Feedback from these sessions emphasized the importance of ongoing flood control strategies, especially after the 2011 Souris River flooding, and making sure that any transportation investments through the MTP are coordinated with flood control activities.

To fulfill the requirements of 23 CFR 450.324(g), CDMPO consulted with State and local agencies responsible for land use management, environmental protection, conservation, and historic preservation. This consultation was achieved through a combination of open houses, surveys, and interactive mapping tools. The INPUTiD platform allowed residents and stakeholders to identify specific locations of concern, such as intersections and corridors with safety or infrastructure deficiencies. These interactions came from direct outreach to organizations such as the Ward County Engineering, ND Health and Human Services, as well as the jurisdictional partners on TAC

and Policy Board. These comments were brought to the TAC and Policy board to ensure alignment between transportation planning and environmental stewardship.

In alignment with 23 CFR 450.324(h), the CDMPO MTP integrates priorities and strategies from the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP). Safety emerged as the top priority across all engagement activities, including surveys, open houses, and focus group sessions. Participants consistently identified major corridors, such as Broadway Avenue, as needing operational and infrastructure improvements. These insights directly inform the MTP's safety goals. Additionally, the plan references emergency relief and disaster preparedness strategies, particularly in relation to maintenance of critical infrastructure and transit access for special-needs populations. These considerations support homeland security and safeguard the personal security of all motorized and non-motorized users in the metropolitan planning area.

Contact List Table

Throughout the engagement process, CDMPO and the MTP planning team met with or attempted to meet with numerous stakeholders representing public agencies (at federal, state, or local levels), non-governmental organizations, and private organizations and entities. The table below and over the following pages provides a summary of the individuals contacted for this outreach, along with the manner in which they participated or did not participate in the planning process.

The agency type listed in the last column is one of a series of general categories that reflect the mission and purpose of the organization, especially relative to the role of other organizations in the Minot community. There may be overlap: for instance, groups that focus on activities within the private sector or that represent industries or trade groups may be called 'private groups' even if they are legally organized as non-profit organizations. Groups that are classified as non-profits/NGOs generally serve a public purpose and function that might otherwise be provided by government agencies.

Name	Organization	Contact Information	Participation	Agency Type
Michelle Beavers	Minot Air Force Base	michelle.beavers.2@us.af.mil	Did not participate	Federal
Bryan Hall	Minot Air Force Base	Bryan.l.hall6.civ@mail.mil	Did not participate	Federal
Ron Honstadt	Minot Air Force Base Emergency management	ron.honstadt@us.af.mil	Did not participate	Federal
Nick Gray	Minot YMCA	ngray@ymcaminot.org	Did not participate	Non-Profit/ NGO
Chad Wright	Downtown Business and Professional Association	director@downtownminot.com	Did not participate	Non-Profit/ NGO
Kayla Johnson	Minot Association of Builders	erika@minotab.com	Did not participate	Private Group
Tom Alexander	Minot Housing Authority	tom.alexander@minothousing.com	Did not participate	Local
Christal Halseth	Northern Plains Children's Advocacy Center	christal@northernplainscac.org	Did not participate	Non-Profit/ NGO
Karrie Christensen	Minot Area Homeless Coalition	mahc@srt.com	Did not participate	Non-Profit/ NGO
Ric Gutierrez	Minot Vet Center	Ric.gutierrez@va.gov	Did not participate	Federal

Name	Organization	Contact Information	Participation	Agency Type
Franco Goicochea	AGT Foods	fgoicochea@agtfoods.com	Did not participate	Private Group
Chris Haseleu	Kalix	chris.haseleu@kalixnd.org	Did not participate	Private Group
Matthew Norby	Nedrose School District	matt.norby@k12.nd.us	Did not participate	Local
John Adams	Dixon Fuel Supply	mandan@dixonbrosinc.com	Did not participate	Private Group
Luke Klefstad	The Village Family Service Center	lklefstad@thevillagefamily.org	Did not participate	Private Group
Jennifer Purdue	MARCO Recovery Center	jennifer@marcominot.org	Focus Group	Non-Profit/ NGO
Kelli Kronschnabel	Minot Fire	kelli.kronschnabel@minotnd.gov	Focus Group	Local
Scott Burlingame	Independence, Inc.	scottb@independencecil.org	Focus Group	Private Group
Jill McDonald	Domestic Violence Crisis Center	jill@dvccminot.org	Focus Group	Local
Brekka Kramer	Minot Area Chamber EDC	Brekka@minotchamberedc.com	Focus Group	Private Group
Stephanie Schoenrock	Minot Convention and Visitors Bureau	stephanie@visitminot.org	Focus Group	Private Group
Pam Hopkins	Trinity Health	pamela.hopkins@trinityhealth.org	Focus Group	Private Group
Scott Faul	Minot Public Schools	scott.faul@minot.k12.nd.us	Focus Group	Local
Kevin Howe	Surrey Police Department	surreycityauditor@srt.com	Focus Group	Local
Rianne Kuhn	Aspire Credit Union	riannek@aspire.creditunion	Focus Group	Private Group
Kelly Haugan	Ward County Emergency Management	kelly.haugan@wardnd.com	Focus Group	State
Michael Linnell	Minot State University	michael.linnell@minotstateu.edu	Focus Group	State
Jason Kraft	Ward County Sheriff's Department	Jason.Kraft@wardnd.com	Focus Group	Local
Jackie Darr	North Dakota Highway Patrol	jdarr@nd.gov	Focus Group	Local/ State

Name	Organization	Contact Information	Participation	Agency Type
Ryan Rippley	ND Health and Human Services	ryanrippley@nd.gov	Focus Group	State
Ismael Cuevas	Amtrak	governmentaffairschi@amtrak.com	Phone Call	Federal
Justin Pearson	BNSF Railway	justin.pearson@bnsf.com	Phone Call	Private Group
Peter Hjertstedt	Canadian Pacific Railway	Peiter.Hjertstedt@cpkcr.com	Phone Call	Private Group
Jason Zimmerman	Minot Area Community Foundation	jason@centerforcommunitygiving.com	Phone Call	Private Group
Caisee Sandusky	Minot Police	caisee.sandusky@minotnd.gov	Phone Call	Local
Willy Soderholm	Community Action Program	willy@capminotregion.org	Phone Call	Non-Profit/ NGO
Doug Naze	CHS SunPrarie	doug.naze@chsinc.com	Phone Call	Private Group
Brent Lohnes	Hess Corporation	blohnes@hess.com	Phone Call	Private Group
Keith Crabb	Burlington Police Department	cityburl@midconetwork.com	Phone Call	Local
Karter Lesmann	Burlington Fire Department	cityburl@midconetwork.com	Phone Call	Local
Jordan Mauro	Surrey Fire Department	surreycityauditor@srt.com	Phone Call	Local
Christopher Bachmeier	DLB School District	C.Bachmeier@k12.nd.us	Phone Call	Local
Amanda Shappell	Minot Innkeepers Association/Visit Minot	Minotinnkeepers@gmail.com	Phone Call	Private Group
Briselda Hernandez	Souris Basin Planning Council	info@sourisbasin.org	Phone Call	Local / Regional
Chris Rehder	Rail Modal Group	crehder@railmodal.com	Phone Call	Private Group
Shawn Olstie	Minot Realtors Association	701-839-8217	Phone Call	Private Group
Anita Trana	Surrey City Auditor	surreycityauditor@srt.com	Phone Call	Local
Dana Larsen	Ward County Engineering	larsendana@wardnd.gov	Phone Call	Local

Name	Organization	Contact Information	Participation	Agency Type
Mark Heinert	Youthworks of North Dakota	mheinert@youthworksnd.org	Phone Call	Non-Profit/ NGO
Alan Gohary	North Dakota Small Business Development Center	alan.gohary@und.edu	Phone Call	State
Kacey Heidrich	North Dakota Motor Carriers Association	kacey@ndmca.org	Phone Call	Private Group
Craig Rudland	State Fair	craig@ndstatefair.com	Phone Call	Private Group
Lori Garnes	North Dakota Center for Persons with Disability - MSU	lori.garnes@minotstate.edu	Phone Call	State
Kevin Widmer	North Dakota Farmers Union	kwidmer@ndfu.org	Phone Call	Private Group

Central Dakota MPO – 2050 Metropolitan Transportation Plan Engagement Phases 2 and 3 Summary Report

1. Overview

The Central Dakota Metropolitan Planning Organization (CDMPO) is in the process of developing its Metropolitan Transportation Plan (MTP), a comprehensive long-range multimodal transportation plan for the region's transportation system over the next 20 years.

Through a combination of surveys, a virtual open house, social media posts and news coverage, Phase 2 of the MTP focused on aligning future transportation investments with community needs and the long-term vision for the region. The second phase of engagement for the Central Dakota 2050 Metropolitan Transportation Plan focused on generating public input on how the region should prioritize future transportation projects and investment decisions. This phase built on the foundation laid in the initial engagement phase with the goal to align future investments with the community's evolving needs and long-term vision for transportation investment.

Phase 2 engagement took place between June 27 and July 30, 2025.

2. Engagement Activities/Marketing

The public was asked for feedback on which types of projects should be prioritized for transportation investment to help shape the future transportation system of the region. This survey was marketed in a number of different ways, including boosted social media outreach, virtual open house, the project website, and news coverage on local TV stations.

Boosted Social Media Outreach

Two primary boosted social media posts were used to elevate the profile of the survey on social media, helping to get a large number of eyes on the MTP. These posts were primarily shared on Facebook and were posted by the official Facebook accounts of the City of Minot, the City of Surrey, and the City of Burlington. The boosted posts were also sent out to the Economic Development Corporation listserv and were shared by private Facebook accounts. The boosted social media posts were active from June 23 to August 1, 2025. Engagement data indicate that the posts reached over 23,000 people, had 42,619 impressions, 834 link clicks and 912 engagements.

Virtual Open House

A virtual open house was held on July 17, 2025 from 5-7pm. The goal of the open house was to gather opinions and feedback on project prioritization and was a way for people to voice their opinions in person rather than (or in addition to) the survey. A total of 17 people were registered for the event, with eight people attending outside of the project team. In addition to

the virtual meeting, an in-person option was available, as CDMPO Executive Director John Van Dyke was at Minot City Hall, with one in-person attendee.

Website Traffic

The website was also used to bring attention to the project and included a link to the survey. The website had sections including the project overview, issues identification, plan goals, investment options, the survey, and a document library showcasing draft documents and work completed to date.

The website had 1,205 views during the Phase 2 Engagement period of June 27 to July 30, 2025.

News Coverage

Additionally, there were multiple news reports made about the MTP including on TV with KFYR-TV and KX News and the newspaper with Minot Daily News. Both TV appearances were broadcast on both the 5pm and 10pm news, and included a 30 second spotlight and a 2 minute long news report. The report on KFYR-TV was broadcast on July 2nd, while the report on KX News was on July 15th. On July 17th, an article ran in the Minot Daily News which ran with the title: "No shortage of proposed transportation projects: Public input essential to plan development". The article also directed readers to visit the project website and provide feedback.

3. Key Findings/Survey Summary

For the Phase 2 Engagement the public was asked for feedback on which types of projects should be prioritized for transportation investment – such as reconstruction, mobility, multimodal, or safety – to help shape the region's transportation system future. The survey included eight questions specific to investment priority preferences, three questions about travel behavior, and seven optional demographic questions.

The total survey response received during the engagement period was 157. The summary below includes takeaways to help inform the mid and long-range project investments lists for the plan.

Key Findings

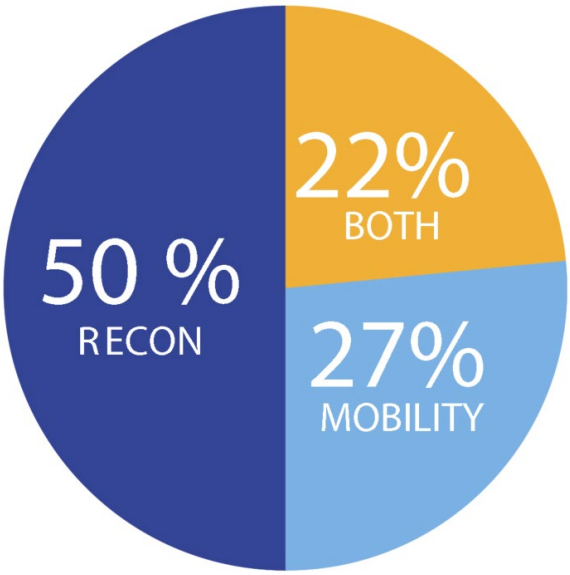
Funding Split Preferences

Participants were asked to indicate their preferred funding split between reconstruction and mobility projects using a slider bar to show a preference between one investment category or the other. The average of all responses showed a desire for investment in both types at about the same rate. Notably, 29 respondents expressed a strong preference for allocating all funding to reconstruction projects, while 9 respondents showed a desire to dedicate all funding to mobility improvements.

Figure 1: Funding priorities evenly split between Reconstruction & Mobility

In a separate question that asked directly how much funding people would like to see directed to between reconstruction and mobility projects, about 50% of the participants indicated a desire for more funding to be directed to reconstruction projects, 27% indicated a desire for more funding to be directed to mobility projects, with 22% indicating a desire for an even spilt.

Figure 2: Funding assigned by the public to reconstruction projects vs mobility projects



Top Projects by Category

The top-ranked projects identified through public and agency engagement were grouped into three categories: Reconstruction, Mobility, and Multimodal improvements.

For reconstruction, the most frequently mentioned corridors included North Broadway, South Broadway, Burdick Expressway, and 16th Street NW highlighting areas with significant infrastructure needs.

In the mobility category, projects such as the South Broadway/US Interchange, 30th Avenue NW, 20th Avenue NW, 19th Avenue NW, and 66th Avenue/62nd Street SW were prioritized by respondents for improving traffic flow and connectivity.

Multimodal project preferences reflected a strong interest in enhancing pedestrian, bicycle, and transit infrastructure, with key corridors including 20th Avenue NW, 8th NW/6th Street NW/6th Street SW, 16th Avenue SW/SE, 3rd Street NW/3rd Street SE/2nd Street SE, and 46th Avenue NW/County Road 10.

Open-Ended Themes

Among the 62 responses to the question about which specific projects should be prioritized for funding, several consistent themes emerged that reflect the community's transportation investment priorities. Bypass projects were mentioned 11 times, with residents expressing interest in improved connectivity through southeast and southwest connectors, and some suggesting that existing routes be upgraded to state highway status to better support regional traffic flow. The Broadway Corridor was also cited 11 times, with concerns focused on congestion, the need for improved turn signal timing, and enhanced pedestrian safety indicating that this is a key area of concern for both drivers and non-motorized users.

Pedestrian infrastructure was mentioned in 6 responses, highlighting the need for safer crossings and more walkable environments. Similarly, intersection improvements were highlighted 6 times, especially near schools and busy corridors, where traffic safety and efficiency are critical. General safety concerns were raised in 5 responses, often in relation to school zones and traffic flow, emphasizing the need for enhanced safety measures in areas commonly used by children and families.

Lastly, 21st Avenue NW was mentioned 5 times, with specific attention given to traffic and pedestrian safety near Minot North High School. This highlights a strong community interest in ensuring safe access to educational facilities and addressing congestion issues during peak school hours.

Travel Behavior

The survey indicated a diverse range of travel behaviors, showing that respondents are not exclusively reliant on personal vehicles. While 97% of participants reported using a personal vehicle as part of their regular travel routine, a notable portion engage in active transportation. Specifically, 27% indicated that they walk, and 18% indicated using bicycles. These responses suggest that while driving remains the dominant mode of transportation, there is significant use of pedestrian and bicycle infrastructure, highlighting the importance of planning for a multimodal transportation network.

Zip Code:

A total of 132 respondents indicated a zip code as part of the survey. The majority of the responses came from Minot, with 116, followed by four from Surrey, and two from Burlington. The remaining 10 responses were distributed among nearby rural locations or other locations, indicating a mix of regional and out-of-state interest in the project.

The table below presents a detailed breakdown of the number of survey responses received by zip code.

Table 1: Number of survey responses received by zip code

Zip Code	# Responses
58701	66
58703	50
58785	4
58722	2
58741	1
58725	1
58791	1
58704	1
59770	1
58792	1
58731	1
59701	1
59703	1
33109	1

Phase 3 Engagement: Review of Draft Plan

The final engagement phase for the Metropolitan Transportation Plan centered on gathering targeted feedback to refine the draft document before adoption. As required by federal statute, the MTP was made available for a 30-day comment period, mostly in October 2025, to solicit comments and feedback from the general public and from partner agencies (especially North Dakota DOT and the Federal Highway and Federal Transit Administrations of the United States Department of Transportation. This review period included submitting the document to Central Dakota MPO's Technical Advisory Committee and Policy Board, composed of representatives from local governments and transportation agencies. The TAC conducted a detailed review and provided technical input on project priorities, policy language, and implementation strategies. Local leadership from the Cities of Minot, Burlington, Surrey, and Ward County also participated, ensuring that the plan's recommendations aligned with community goals and operational realities.

To encourage broad public participation, the draft report was posted on the project webpage, accompanied by an online comment card utility for residents and stakeholders to submit feedback. This outreach was promoted through local media sources to maximize awareness and accessibility. Comments received from the NDDOT, Federal agencies, TAC, local leadership, and the public were considered and incorporated into the final report, resulting in clarifications, adjustments to project descriptions, and refinements to prioritization criteria. This process

helped ensure that the final Metropolitan Transportation Plan reflects both technical rigor and community consensus. In all, the draft MTP received over 250 comments that ranged from potential new project suggestions to questions over funding assignment and details of various funding programs. A summary of these comments and the Central Dakota MPO team's response to them is included in a comprehensive matrix in Appendix H.

PRIORITY AREA EXISTING CONDITIONS | S BROADWAY FROM 11TH AVE SW TO 20TH AVE SW

Central Dakota MPO

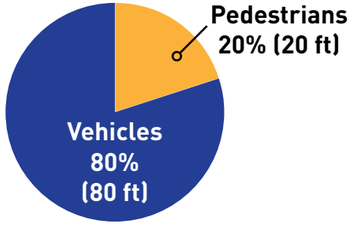
CONTEXT

- Functional Classification: Principal Arterial
- Pavement Condition: Poor
- Speed Limit: 35 mph
- ROW Width (Approx. including sidewalks): 100 feet
- Public Transit: South Route
- Access Points per Mile: 82

KEY ISSUES

- Excessive access points makes turning dangerous for vehicles and pedestrians/bicyclists
- Lack of safe crossings for pedestrians/bicyclists
- Lack of adequate buffer space between the roadway and sidewalk
- High traffic volumes make turning onto and off of the corridor impractical at unsignalized locations
- High traffic speeds make transit stops dangerous for stopping transit buses and passengers
- Continued traffic growth will deteriorate already challenging traffic flow conditions, putting an increased emphasis on safe and orderly corridor design

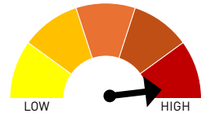
SAFETY & MULTIMODAL TRANSPORT



Typical Right-of-Way Distribution (100 feet)

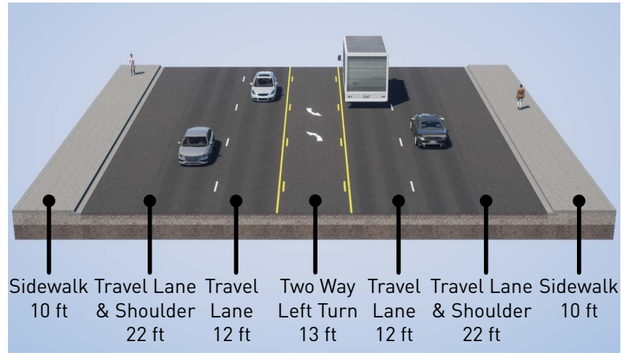
Bus Routes Providing Hourly Service

South Route



Segment Crash Rate compared to MPO Crash Rate for Similar Roadways (1.64 Crash Ratio)

EXISTING ROADWAY SECTION



BROADWAY CORRIDOR STUDY REPORT - FINDINGS

- Increased access management scenarios substantially improve network delay
- Consolidating access to adjacent parcels will reduce conflict points by up to 79%
- Consolidation and closure of access points will be paired with access improvements from adjacent roadways for alternative entry
- Strong public and business support

VEHICULAR CONDITIONS

Existing Average Daily Traffic Counts
2050 Modeled Daily Traffic Counts

Fatal and Incapacitating Crashes (2019-2023)

- Fatal (1)
- Incapacitating Injury (5)

Bike and Pedestrian Crashes (2019-2023)

- Bike
- Pedestrian

Crash Types (2019-2023)

- All Angled Crash Types/Head-On (129)
- Rear-End (95)
- Sideswipe (11)
- Collision with Stationary Object (11)

ALTERNATIVE MODES

- Traffic Signals
- Shared Use Path
- Sidewalks
- Transit Routes
- Parcels

Destinations

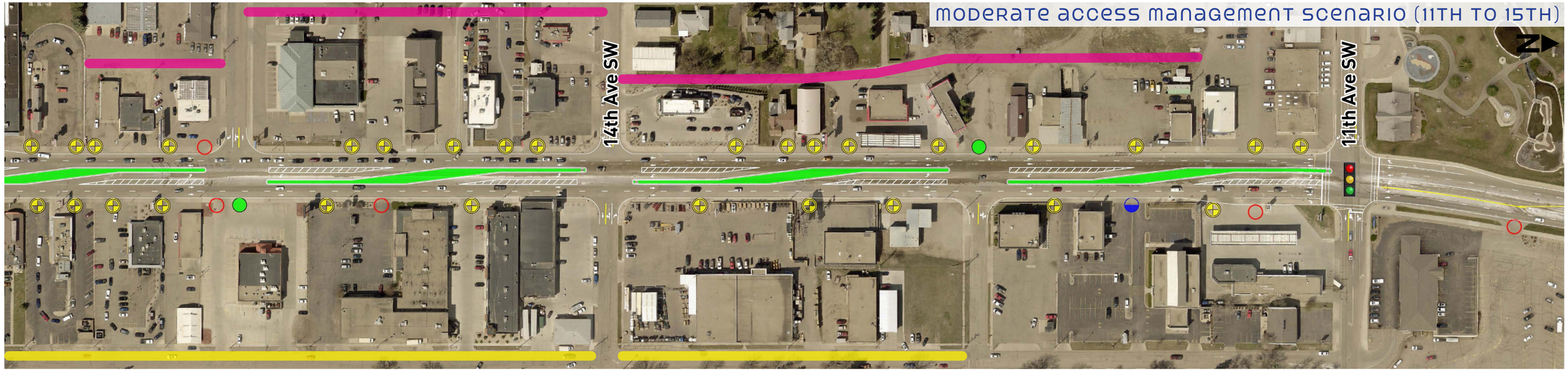
- Park & Recreation
- Medical Facility

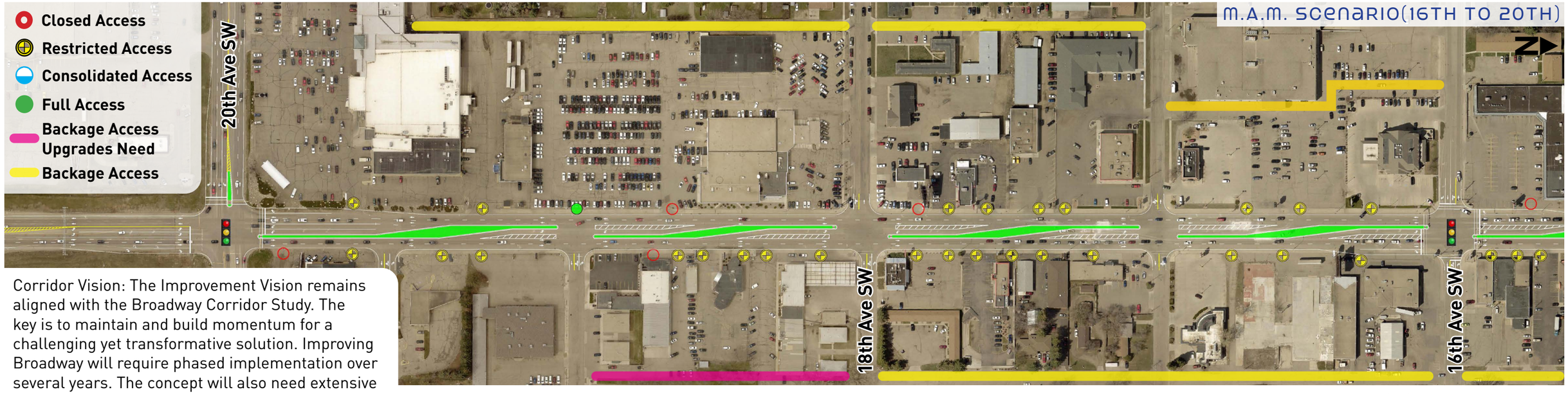
Disadvantaged Block Groups

- 0 Indicators
- 1 Indicator in Top Quartile
- 2 Indicators in Top Quartile
- 3 Indicators in Top Quartile

PRIORITY AREA ALTERNATIVE SOLUTIONS |
S BROADWAY FROM 11TH AVE SW TO 20TH AVE SW

CENTRAL DAKOTA MPO





Corridor Vision: The Improvement Vision remains aligned with the Broadway Corridor Study. The key is to maintain and build momentum for a challenging yet transformative solution. Improving Broadway will require phased implementation over several years. The concept will also need extensive coordination with property owners to ensure proper backage road design, supporting reduced mainline access. Early project development, potentially aided by grant funding, will enhance the feasibility and timely implementation of these improvements.

IMPLEMENTATION OPPORTUNITIES

Given proposed and programmed projects, what are potential funding sources?

- Impacts: Reduced access
- Programmed Projects: City of Minot South Broadway Reconstruction (Long timeline and costly to fund)
- Potential Funding Sources:
  - Highway Safety Improvements Program (HSIP): At intersections to improve pedestrian and bicycle crossings, geometric roadway improvements
  - Infrastructure for Rebuilding America (INFRA): Broadway/US Highway 83 corridor extends to US/Canada border, funds could be used for corridor reconstruction
  - Transportation Alternatives (TA): Pedestrian and bicycle crossing improvements
  - Rural Surface Transportation Grant Program: Corridor reconstruction, pedestrian and bicycle improvements
  - Flexible Transportation Fund Program: Safety improvements for all road users, pedestrian and bicycle improvements, landscaping and streetscape improvements, can be used as a match for USDOT

PRIORITY AREA EXISTING CONDITIONS | N BROADWAY FROM 19TH AVE NW TO 21ST AVE NW

Central Dakota MPO

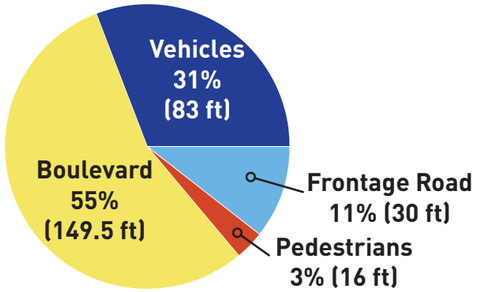
CONTEXT

- Functional Classification: Principal Arterial
- Pavement Condition: Good
- Speed Limit: 40 mph
- Curb-to-Curb Width (Approx.): 90 feet
- ROW Width (Approx.): 270 feet
- Public Transit: North and North Central Routes

KEY ISSUES

- Traffic control locations should be revisited to consider increased demand along 21st Avenue and new development along 19th Avenue
- The combination of high speeds and intersecting traffic have led to the intersections of 20th and 21st to be identified as Critical Crash locations
- Over-representation of angled crashes at the traffic signal requires further investigation of causes at 20th Avenue
- Recent development to the southeast and northwest of the corridor require a review of the most appropriate pedestrian and cyclist routing configuration

SAFETY & MULTIMODAL TRANSPORT

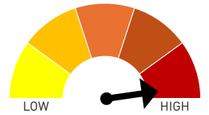


Typical Right-of-Way Distribution (270 feet)

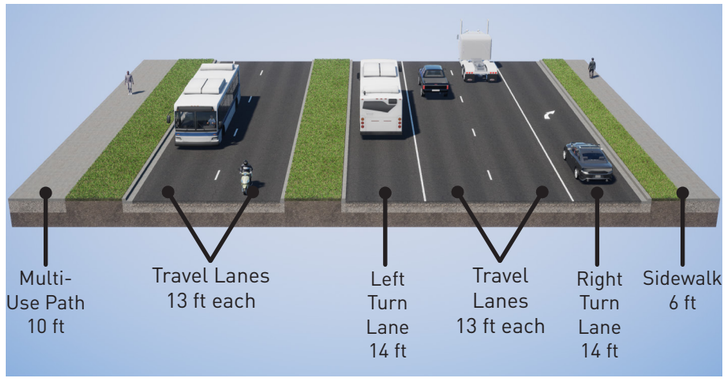
Bus Routes Providing Hourly Service

- North Central Route
- North Route

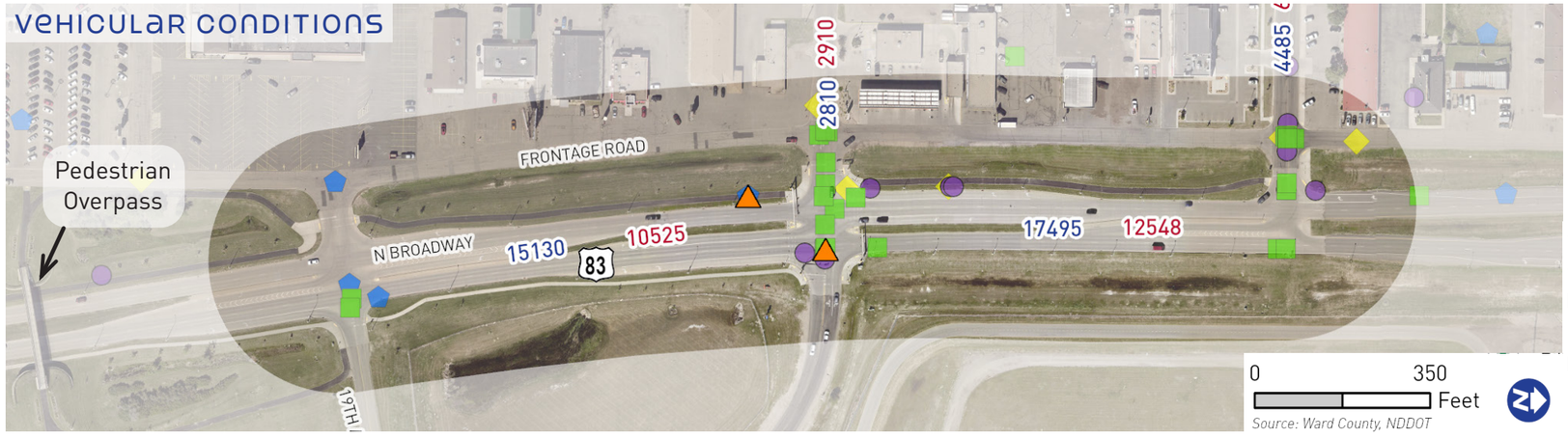
Segment Crash Rate compared to MPO Crash Rate for Similar Roadways (1.9 Crash Ratio)



EXISTING ROADWAY SECTION



VEHICULAR CONDITIONS



Existing Average Daily Traffic Counts

2050 Modeled Daily Traffic Counts

Fatal and Incapacitating Crashes (2019-2023)

- Incapacitating Injury (2)

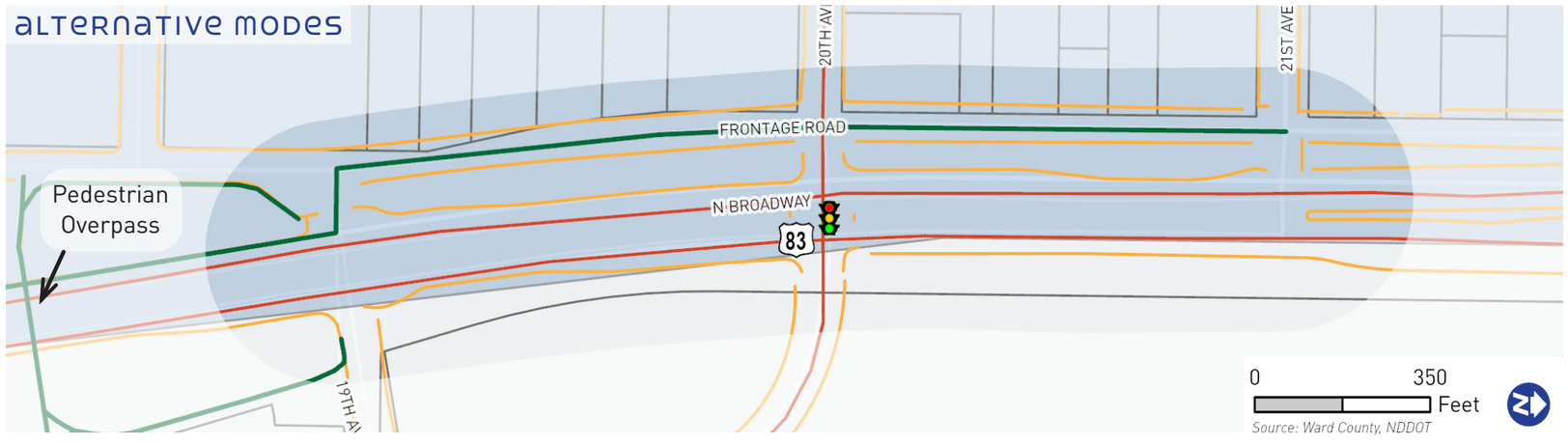
Bike and Pedestrian Crashes (2019-2023)

- Bike
- Pedestrian

Crash Types (2019-2023)

- All Angled Crash Types/Head-On (19)
- Rear-End (8)
- Sideswipe (2)
- Collision with Stationary Object (3)

ALTERNATIVE MODES



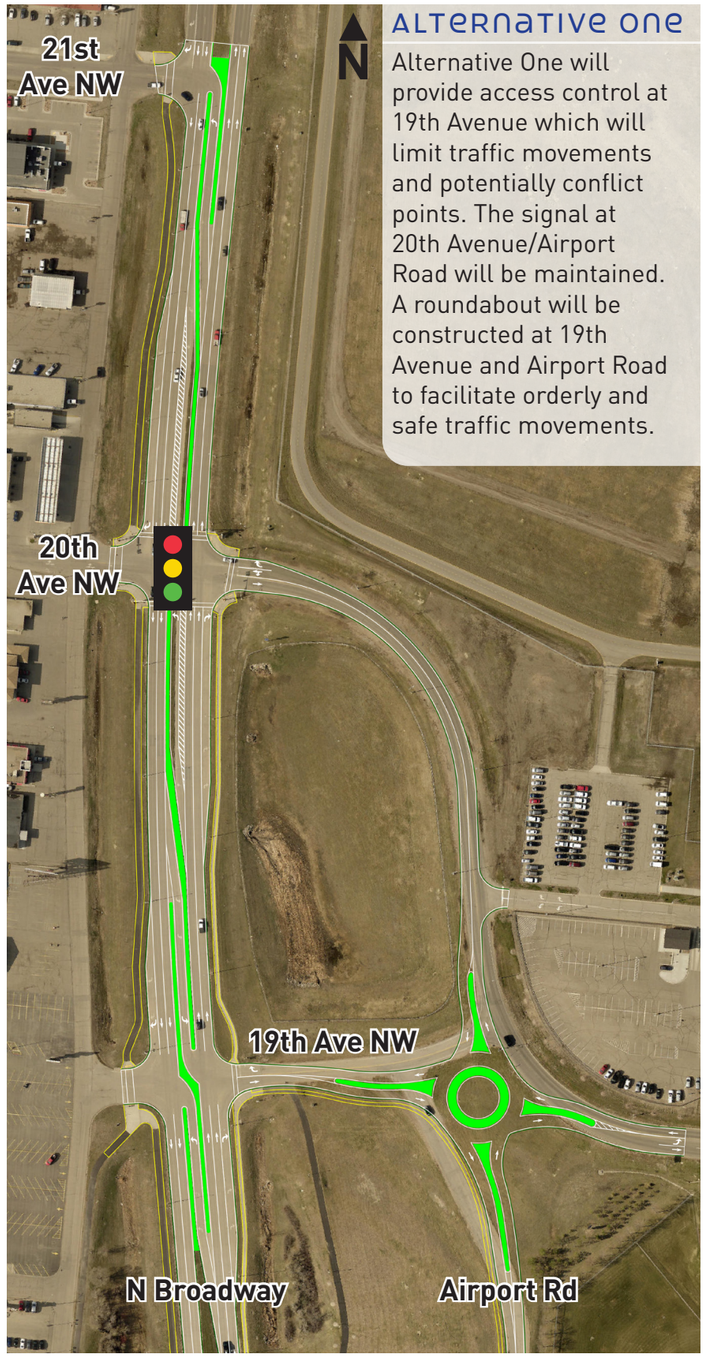
- Traffic Signals
- Shared Use Path
- Sidewalks
- Transit Routes
- Parcels

Disadvantaged Block Groups

- 0 Indicators
- 1 Indicator in Top Quartile
- 2 Indicators in Top Quartile
- 3 Indicators in Top Quartile

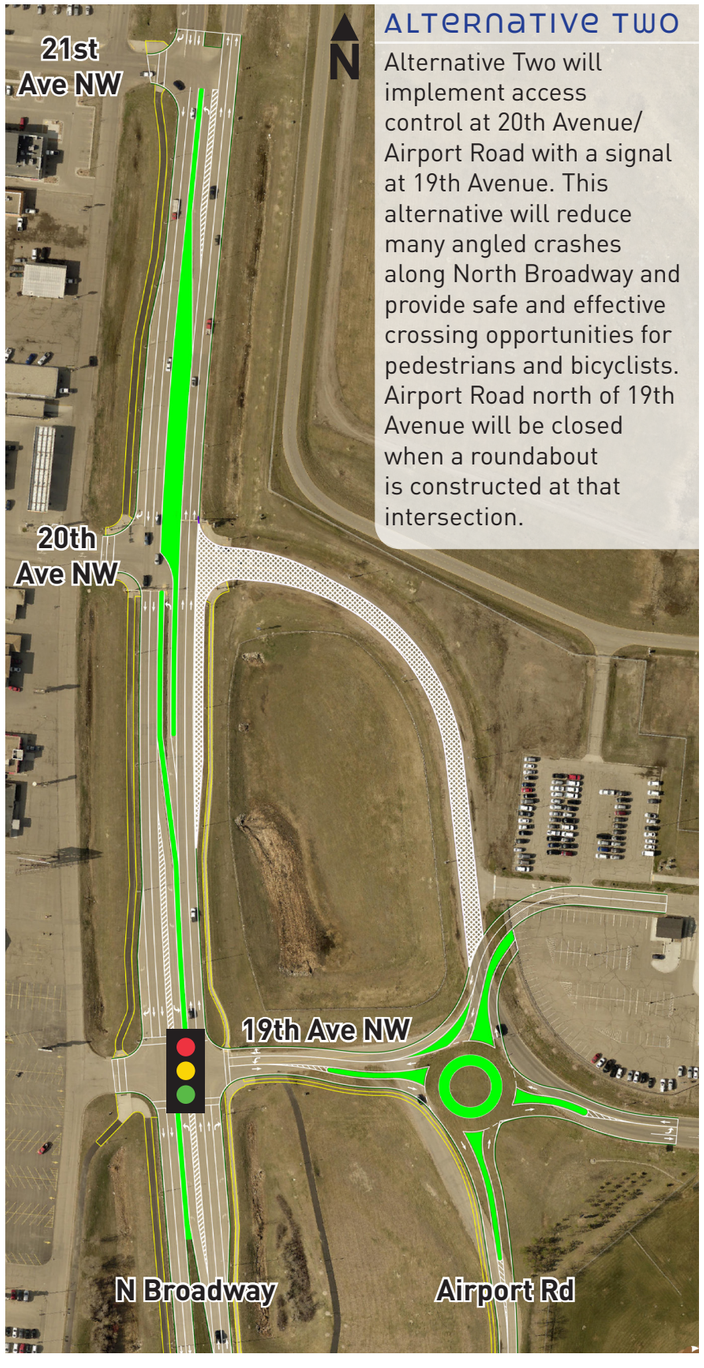
PRIORITY AREA ALTERNATIVE SOLUTIONS |
N BROADWAY FROM 19TH AVE NW TO 21ST AVE NW

CENTRAL DAKOTA MPO



ALTERNATIVE ONE

Alternative One will provide access control at 19th Avenue which will limit traffic movements and potentially conflict points. The signal at 20th Avenue/Airport Road will be maintained. A roundabout will be constructed at 19th Avenue and Airport Road to facilitate orderly and safe traffic movements.



ALTERNATIVE TWO

Alternative Two will implement access control at 20th Avenue/ Airport Road with a signal at 19th Avenue. This alternative will reduce many angled crashes along North Broadway and provide safe and effective crossing opportunities for pedestrians and bicyclists. Airport Road north of 19th Avenue will be closed when a roundabout is constructed at that intersection.

Corridor Vision: Reduce the number of angled crashes by increasing access control and reconfiguring roadways that lead to the Minot International Airport and to the critical 21st Avenue arterial. Modifications will also provide better routing for pedestrians and bicyclists through improved facilities.

IMPLEMENTATION OPPORTUNITIES

Given proposed and programmed projects, what are potential funding sources?

- Impacts: Median curbline alterations and turning movement reductions
- Programmed Projects: City of Minot North Broadway near Airport Street Lighting District
- Potential Funding Sources:
  - Highway Safety Improvements Program (HSIP): Medians to reduce turning movements
  - Infrastructure for Rebuilding America (INFRA): Broadway/US Highway 83 corridor extends to US/Canada border, funds could be used for corridor reconstruction
  - Rural Surface Transportation Grant Program: Corridor reconstruction, pedestrian and bicycle improvements
  - Flexible Transportation Fund Program: Safety improvements for all road users, pedestrian and bicycle improvements, can be used as a match for USDOT grants

COMPARISON OF ALTERNATIVES TO CURRENT CONDITIONS

	Accessibility (How easily people can reach their destinations via the network)	**Safety**	**Multimodal**
Alt 1. Signal at 20th Ave/ Airport Rd and Access Control at 19th and 21st Ave	Worst	Best	Unchanged
Alt 2. Signals at 19th Ave NW and 21st Ave NW	Best	Better	Best
Do Nothing / No Build Scenario	Better	Worst	Unchanged

PRIORITY AREA EXISTING CONDITIONS | 21ST AVENUE FROM 83 BYPASS TO BROADWAY/83

CENTRAL DAKOTA MPO

CONTEXT

- Functional Classification: Minor Arterial
- Pavement Condition: Satisfactory/Good
- Speed Limit:
  - US 83 Bypass to 13th St NW: 30 mph
  - 13th St NW to Broadway: 25 mph
- ROW Width (Approx. including sidewalks):
  - US 83 Bypass to 12th St NW: 90 feet
  - 12th St NW to Broadway: 80 feet
- Public Transit: Northwest and North Central Routes
- Access Points per Mile:
  - US 83 Bypass to 12th St NW: 12
  - 12th St NW to Broadway: 80

KEY ISSUES

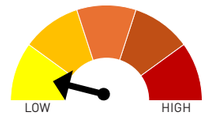
- New high school was recently completed but the corridor lacks continuous pedestrian and bicycle routes
- Lack of safe pedestrian crossings across 21st Avenue and controlled access for existing traffic
- Inconsistent roadway cross-section deviates from two-, four-, and three-lanes as the corridor progresses from west to east
- 21st Avenue NW is one of the primary growth corridors in Minot in the near-term. However, traffic forecasts through 2050 indicate that two-lanes of through capacity will provide acceptable levels of traffic flow.
- Traffic during school pickup and dropoff periods impact mobility throughout the corridor, and particularly at the intersection of 16th Street NW and 21st Avenue NW.

SAFETY & MULTIMODAL TRANSPORT

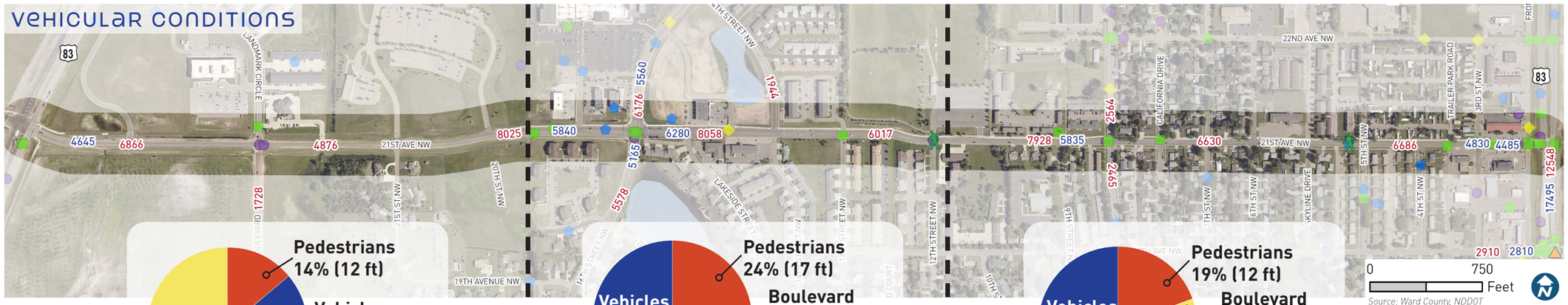
Bus Routes Providing Hourly Service

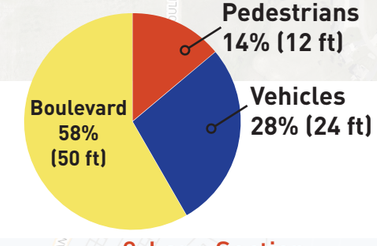
- North Central Route
- Northwest Route

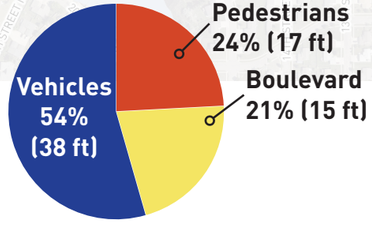
Segment Crash Rate compared to MPO Crash Rate for Similar Roadways (0.58 Crash Ratio)

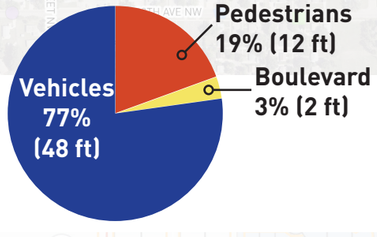


VEHICULAR CONDITIONS









Existing Average Daily Traffic Counts

2050 Modeled Daily Traffic Counts

Fatal and Incapacitating Crashes (2019-2023)

- Incapacitating Injury (0)

Bike and Pedestrian Crashes (2019-2023)

- Bike
- Pedestrian

Crash Types (2019-2023)

- All Angled Crash Types/Head-On (36)
- Rear-End (12)
- Sideswipe (4)
- Collision with Stationary Object (6)

ALTERNATIVE MODES

- Traffic Signals
- Shared Use Path
- Sidewalks
- Transit Routes
- Parcels

Destinations

- Park & Recreation
- Medical Facility
- Place of Worship
- School

Disadvantaged Block Groups

- 0 Indicators
- 1 Indicator in Top Quartile
- 2 Indicators in Top Quartile
- 3 Indicators in Top Quartile

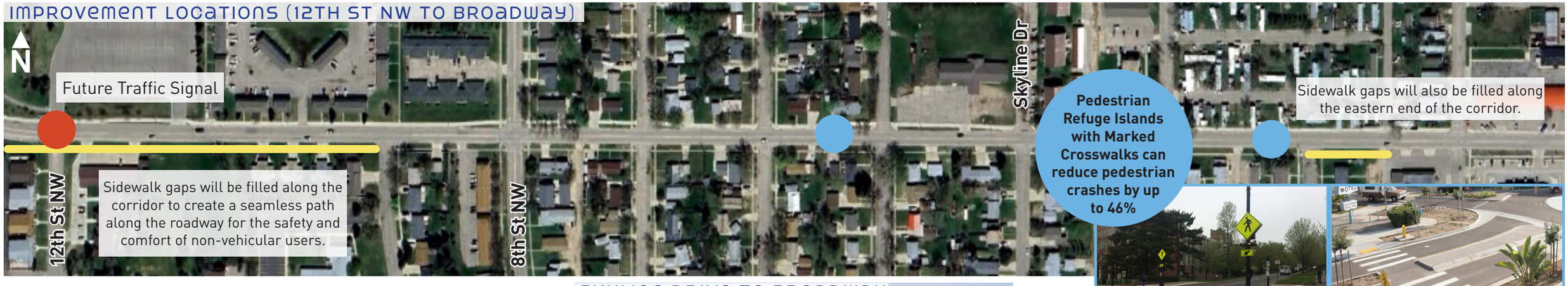
PRIORITY AREA ALTERNATIVE SOLUTIONS | 21ST AVENUE FROM 83 BYPASS TO BROADWAY/83

Corridor Vision: Consolidate the cross section into one-lane in each direction with varying median space availability and usage based on surrounding land use and traffic needs. Pedestrian and bicycle facilities will be improved to ensure safe movements for all users.

IMPROVEMENT LOCATIONS (83 BYPASS TO 12TH ST NW)

Raised medians offer traffic calming benefits, stormwater capture, and beautification

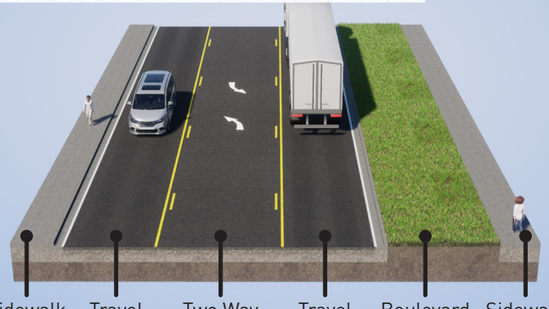
IMPROVEMENT LOCATIONS (12TH ST NW TO BROADWAY)



IMPLEMENTATION OPPORTUNITIES

- Impacts: Potential right-of-way needs on west end of corridor, reduced access
- Programmed Projects: City of Minot 21st Avenue NW Sidewalk Phase 1
- Potential Funding Sources:
  - Transportation Alternatives (TA): Construction of bicycle and pedestrian facilities and traffic calming improvements, Safe Routes to School (SRtS) projects
  - Highway Safety Improvements Program (HSIP): At intersections to improve pedestrian and bicycle crossings, geometric roadway improvements
  - Flexible Transportation Fund Program: Safety improvements for all road users, pedestrian and bicycle improvements, can be used as a match for USDOT grants
  - Better Utilizing Investments to Leverage Development (BUILD): Complete reconstruction of the roadway with pedestrian facilities

SKYLINE DRIVE TO BROADWAY



PROPOSED THREE LANE SECTION

Reconfigure to a three-lane section by removing on-street parking. A separated turn lane will benefit vehicles turning into driveways and local streets as traffic volumes increase. Converting a four-lane roadway to three lanes can reduce crashes by up to 75%.

Raised medians will reduce crash potential by reducing high severity conflict points, funnel traffic to locations that can warrant traffic control devices, serve as snow storage and pedestrian refuge, and offer aesthetic opportunities.

PRIORITY AREA EXISTING CONDITIONS | BURDICK EXPRESSWAY FROM 6TH ST SW TO VALLEY ST

Central Dakota MPO

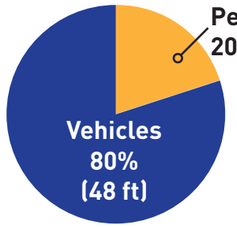
CONTEXT

- Functional Classification: Principal Arterial
- Pavement Condition: Poor
- Speed Limit: 30mph
- ROW Width (Approx. including sidewalks):
  - 6th St SW to Main St: 100 feet
  - Main St to Valley St: 60 feet
- Public Transit: All Minot City Routes connect on Burdick Expressway
- Access Points per Mile: 46

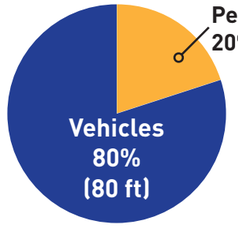
KEY ISSUES

- Sidewalks directly adjacent to fast moving traffic
- No bicycle facilities
- High crash rates due to the lack of a center turn-lane
- Intersection with Broadway is one of the highest crash intersections in the region and this segment of Burdick ranked 17th on NDDOT's High Priority Corridors list
- Multiple Ped/Bike crashes at intersection with Main Street

SAFETY & MULTIMODAL TRANSPORT

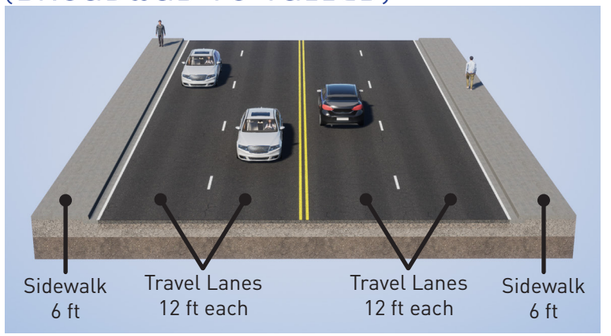


Typical Right-of-Way Distribution (60 feet)

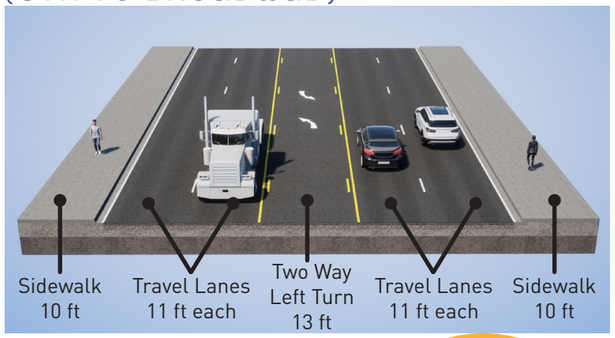


Typical Right-of-Way Distribution (100 feet)

EXISTING SECTION (BROADWAY TO VALLEY)

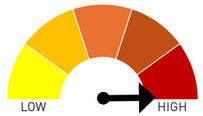


EXISTING SECTION (6TH TO BROADWAY)



Bus Routes Providing Hourly Service

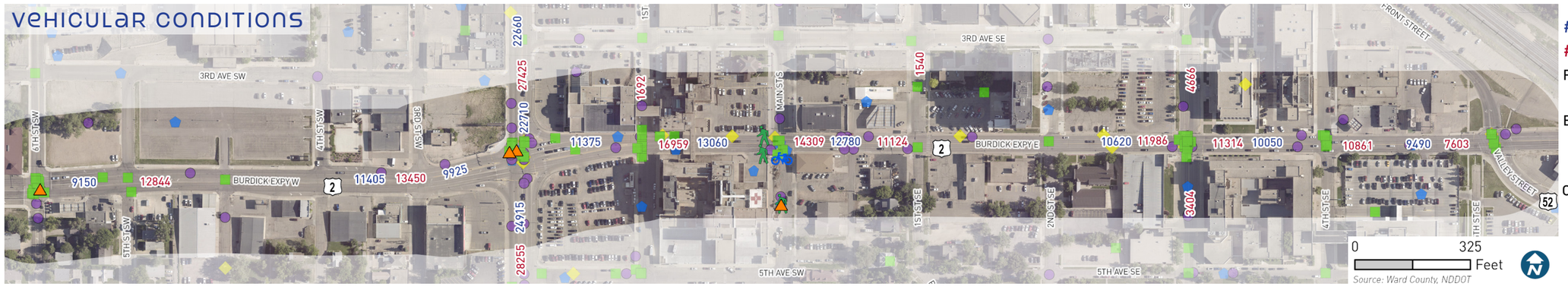
- North Route
- South Route
- East Route
- West Route
- Northwest Route
- North Central Route
- Southeast Route
- Southwest Route



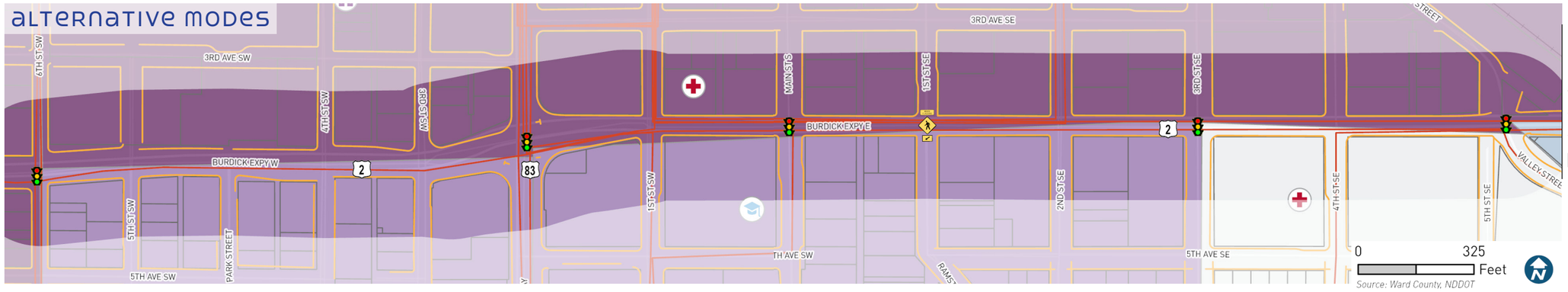
Segment Crash Rate compared to MPO Crash Rate for Similar Roadways (4.58 Crash Ratio)

61 Angle and Rear-End Crashes occurred between 2019 and 2023 east of Broadway on Burdick

VEHICULAR CONDITIONS



ALTERNATIVE MODES



Existing Average Daily Traffic Counts

2050 Modeled Daily Traffic Counts

Fatal and Incapacitating Crashes (2019-2023)

- Incapacitating Injury (3)

Bike and Pedestrian Crashes (2019-2023)

- Bike
- Pedestrian

Crash Types (2019-2023)

- All Angled Crash Types/Head-On (93)
- Rear-End (49)
- Sideswipe (15)
- Collision with Stationary Object (15)

- Traffic Signals
- Pedestrian Beacon
- Shared Use Path
- Sidewalks
- Transit Routes
- Parcels

Destinations

- Higher Education
- Medical Facility

Disadvantaged Block Groups

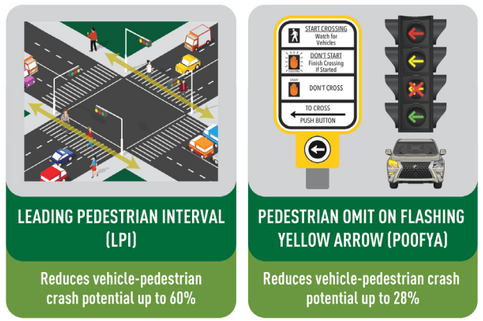
- 0 Indicators
- 1 Indicator in Top Quartile
- 2 Indicators in Top Quartile
- 3 Indicators in Top Quartile

PRIORITY AREA ALTERNATIVE SOLUTIONS | BURDICK EXPRESSWAY FROM 6TH ST SW TO VALLEY ST

Corridor Vision: Reduce the number of crashes along the roadway by implementing a 4 to 3-lane roadway to provide dedicated turn lanes and expand pedestrian and bicycle facilities. These concepts also increase the aesthetic appeal of the corridor.

SHORT-TERM IMPROVEMENTS

1 Signal Crossing Enhancements - Improvements such as leading pedestrian intervals (LPI), protected only on flashing yellow arrow (POOFYA) and no right-turn on red during pedestrian actuation will prioritize pedestrian safety in Minot's downtown area by reducing vehicle-pedestrian crash potential by up to 60%.



2 4-lane to 3-lane Road Diet -

Reducing the roadway from 4-lanes to 3-lanes provides opportunities to increase the safety of the corridor, while meeting its capacity needs. A 3-lane roadway can support traffic volumes of over 18,000 vehicles per day. While on-street bicycle facilities are typically common on a 3-lane road diet, these facilities in conjunction with abundant conflict points, high traffic volumes, and high speeds have not been popular across the city. As an interim solution, striping can be used to delineate lanes and narrow the travel area.

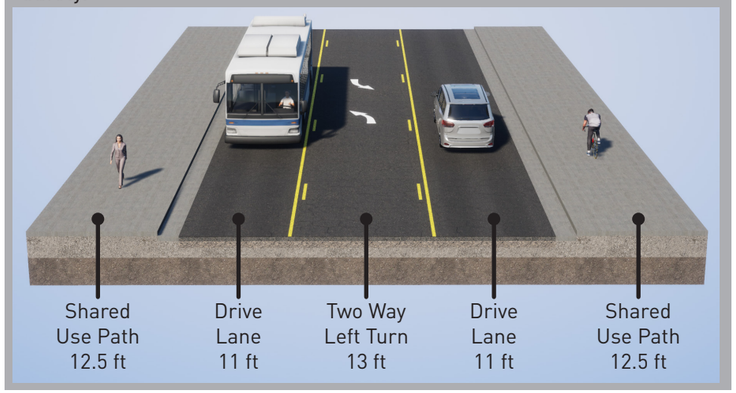
IMPLEMENTATION OPPORTUNITIES

Given proposed and programmed projects, what are potential funding sources?

- Impacts: Median curbline alterations and access restrictions
- Programmed Projects: None
- Potential Funding Sources:
  - Highway Safety Improvements Program (HSIP): Signal Crossing enhancements, geometric roadway improvements
  - Safe Streets and Roads for All (SS4A): Signal Crossing enhancements as part of a Demonstration project
  - Transportation Alternatives (TA): Construction of bicycle and pedestrian facilities and traffic calming improvements
  - Better Utilizing Investments to Leverage Development (BUILD): Complete reconstruction of the roadway with grade-separated facilities

EAST BURDICK LONG-TERM IMPROVEMENTS

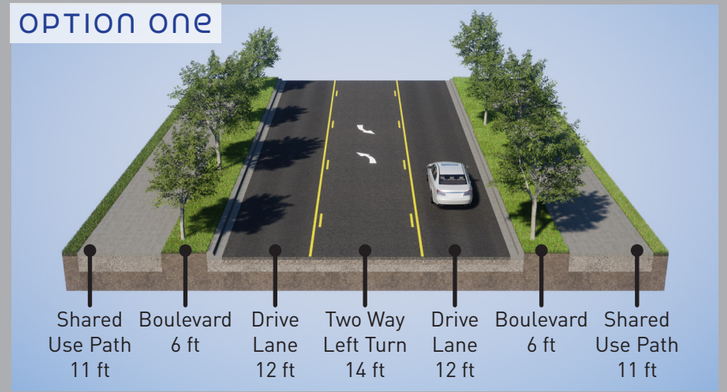
Curb-Separated Facilities - Pedestrian and bicycle facilities will provide comfortable experiences for users while increasing safety. Pedestrian refuge islands can fill the two-way left-turn lane areas at key midblock crossing locations to further enhance multimodal safety.



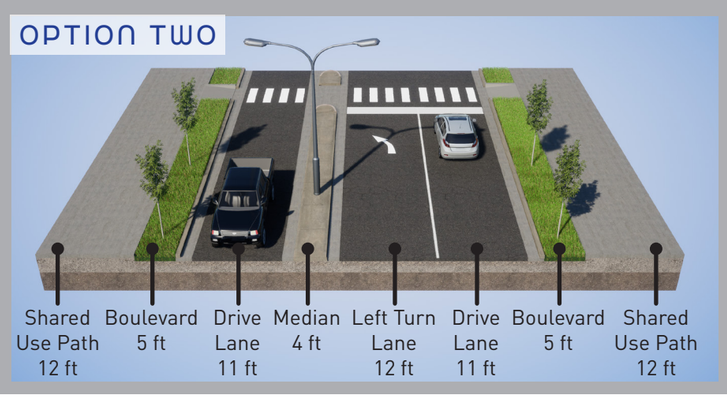
WEST BURDICK LONG-TERM IMPROVEMENT ALTERNATIVES

Two long-term alternatives were evaluated for the west side of Burdick, given the extra space available. The first alternative creates larger boulevards and pedestrian and bicycle areas to enhance the area's aesthetic appeal and provide a buffer for pedestrians and cyclists. The second alternative repurposes some of that space for a raised median to reduce conflicts and improve overall safety, though it would require some access revisions.

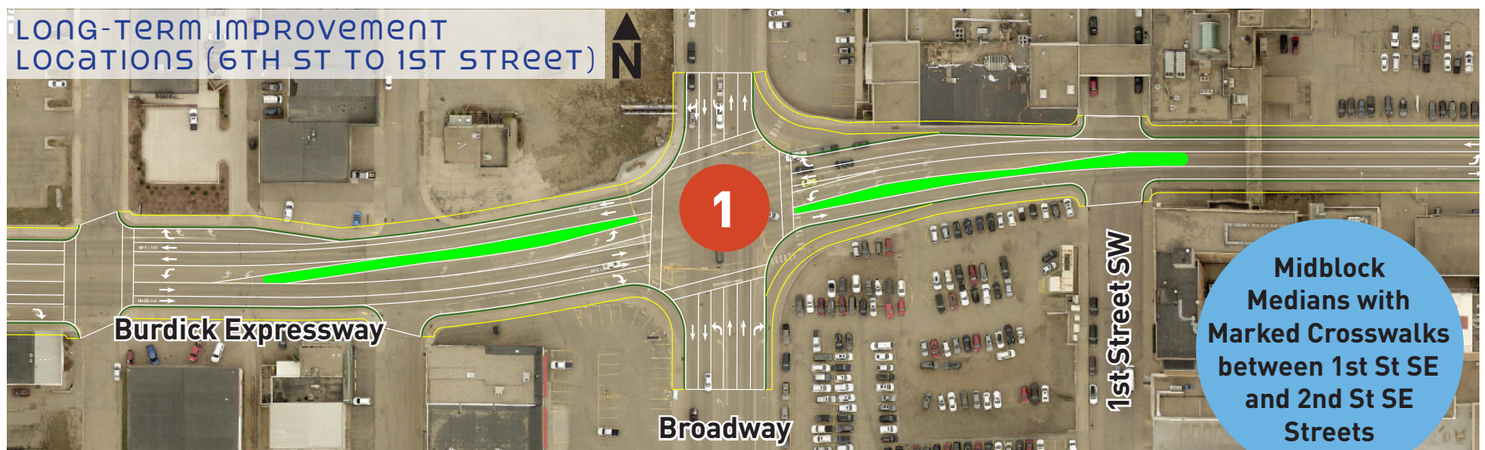
OPTION ONE



OPTION TWO



LONG-TERM IMPROVEMENT LOCATIONS (6TH ST TO 1ST STREET)



Memorandum

To: John Van Dyke, Executive Director
Central Dakota Metropolitan Planning Organization (CDMPO)

From: Sarah Couture and Scott Harmstead, SRF Consulting Group, Inc.

Date: August 12, 2025

Subject: CDMPO MTP – Freight Analysis (Roadway/Trucks)

Introduction

This review presents an overview of roadway/truck freight patterns within the Metropolitan Planning Area (MPA), highlighting key corridors, volumes, and directional flows. The analysis identifies major truck routes, concentrations of truck activity, and general movement trends that impact regional mobility and infrastructure. The data provides insight into areas where freight traffic is most concentrated and where future planning efforts may need to focus to address capacity, safety, or connectivity concerns.

CDMPO Truck-Only Traffic

Existing Truck Volumes

While the NDDOT completes numerous traffic counts throughout the MPA, not all roads are captured on a consistent basis. Therefore, data from Replica's modeled trip dataset corresponding to a Thursday in the Spring (April) of 2024 was collected. By querying the Replica database, all trips were selected that used at least one network link in the study area and the network links that each trip used. The team then calculated the number of trips (by mode) that took place on each network link in the study area. The resulting dataset includes the Replica modeled daily automobile, truck, bicycle, pedestrian, and bus volumes for every network link in the study area. Figure 1 shows the Replica data volume for trucks only.

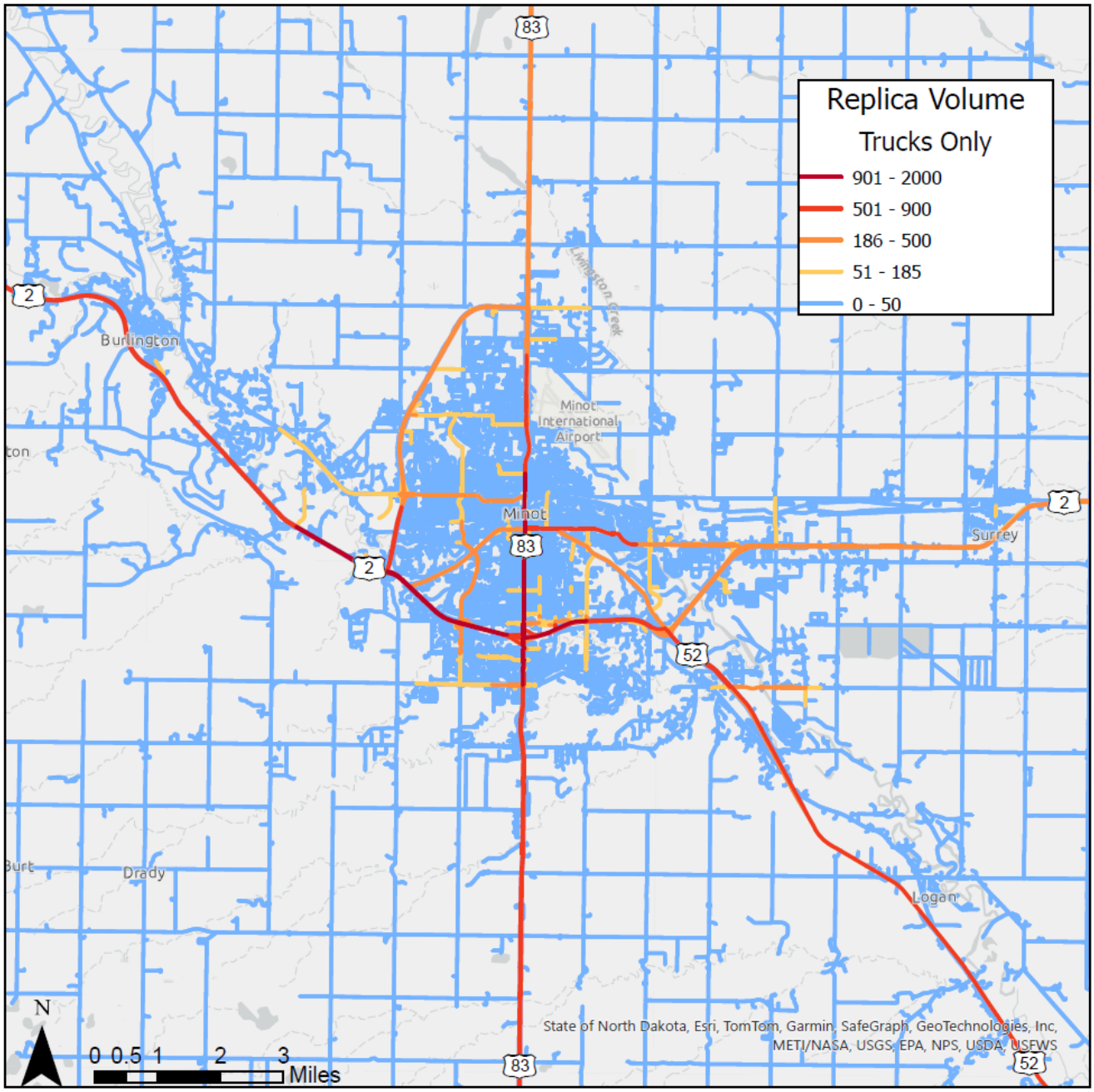


Figure 1: Replica Thursday, April 2024 Modeled Volume - Truck Only

External Freight Influences

To help verify the modeled Replica data and better understand general roadway/truck freight patterns influenced by areas outside the MPA and Ward County, freight-specific data sources were reviewed. The Freight Analysis Framework (FAF), produced through a partnership between the Bureau of Transportation Statistics (BTS) and Federal Highway Administration (FHWA), integrates data from a variety of sources to create a comprehensive picture of freight movement among states and major metropolitan areas by all modes of transportation. Starting with data from the 2017

Commodity Flow Survey (CFS) and international trade data from the Census Bureau, FAF version 5 (FAF5) incorporates data from agriculture, extraction, utility, construction, service, and other sectors.

The FAF5 data was extracted for North Dakota in three datasets focusing on freight moving from county to county, county to FAF out-of-state (domestic and foreign/Canada), and FAF out-of-state to county. Ward County was selected as the origin and destination for the subject analysis. Figures 2 to 9 show the top destinations and origins of ND counties, counties from ND and surrounding states, domestic regions/states, and foreign regions. In this database, the freight modes are disaggregated, except for truck and air. In most cases, it is not possible to determine whether a shipment was transported by truck or air. However, given the remote location of the MPA, it can reasonably be assumed that the volume of freight shipped by air is minimal, and that most of this freight is likely transported by truck.

The graphs below confirm the modeled Replica data by highlighting key truck traffic patterns in and out of the CDMPO area. Most of the truck traffic is linked to Burleigh and Cass Counties, suggesting heavy use of US Highway 83 and 52. Internationally, Canada is the top destination and origin, indicating significant truck flow northwest along Highway 52/2 toward Portal, ND, one of three 24-hour US Border Points of Entry on the ND border.

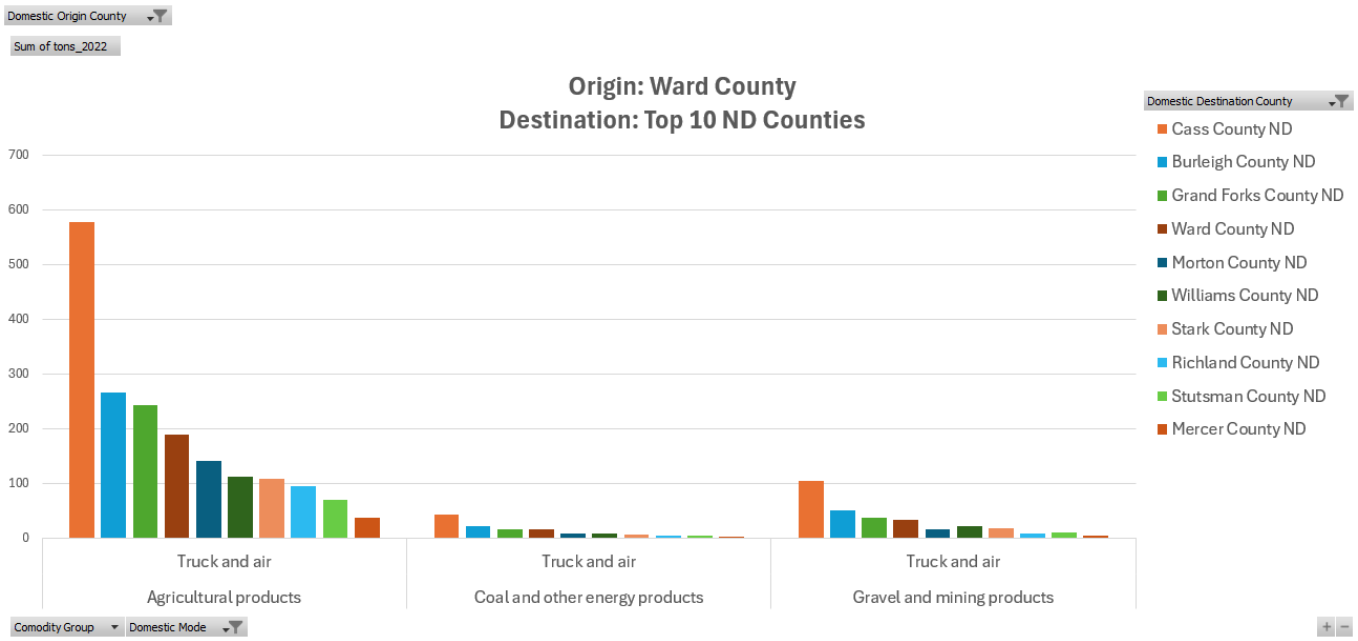


Figure 2: FAF5 Ward County to ND Counties

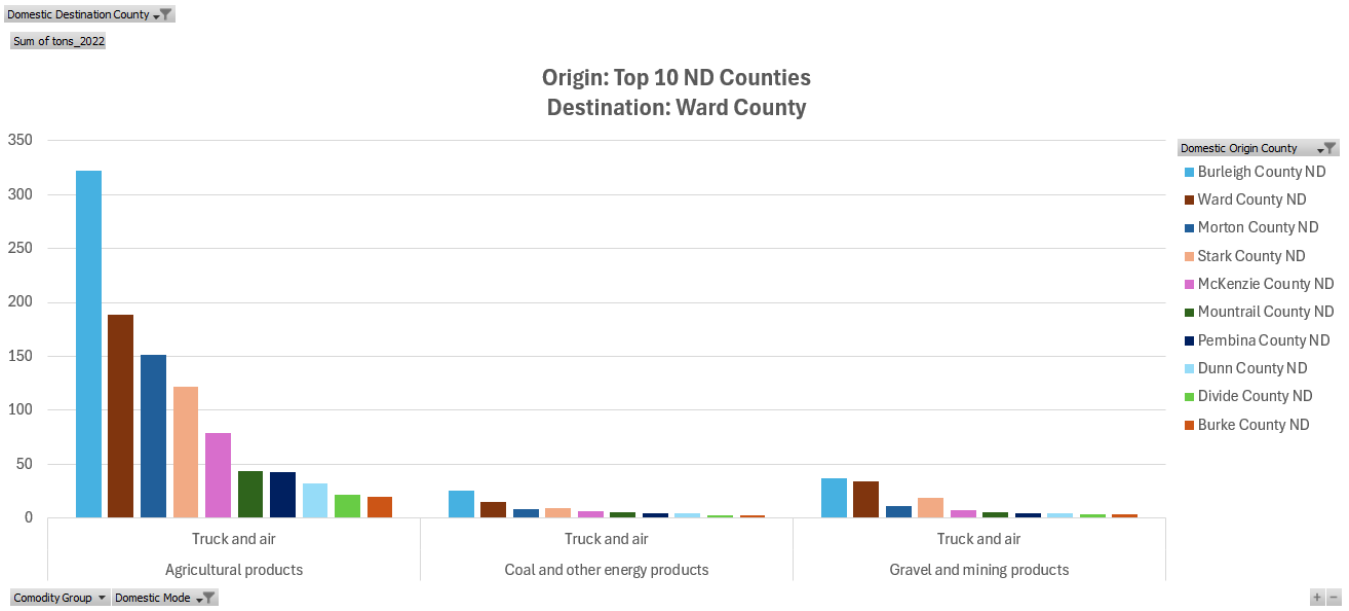


Figure 3: FAF5 ND Counties to Ward County

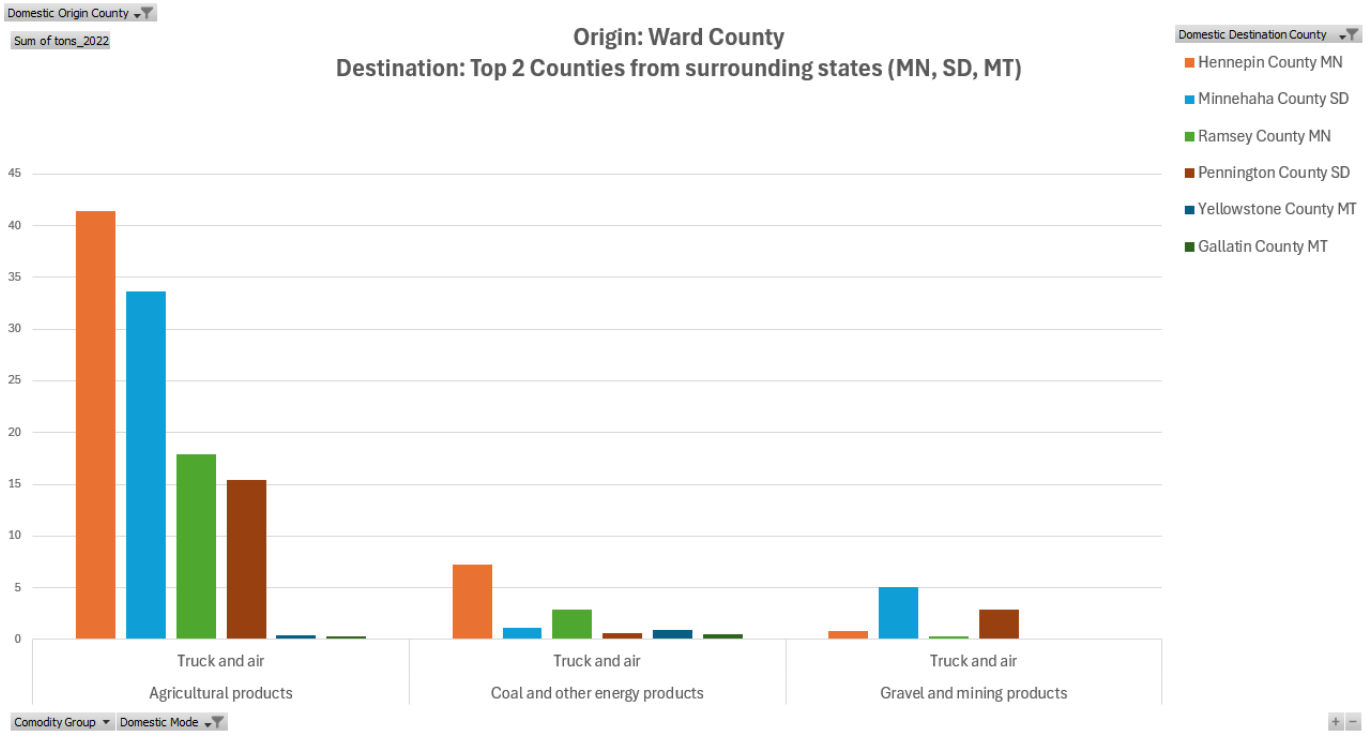


Figure 4: FAF5 Ward County to ND Counties and Surrounding States

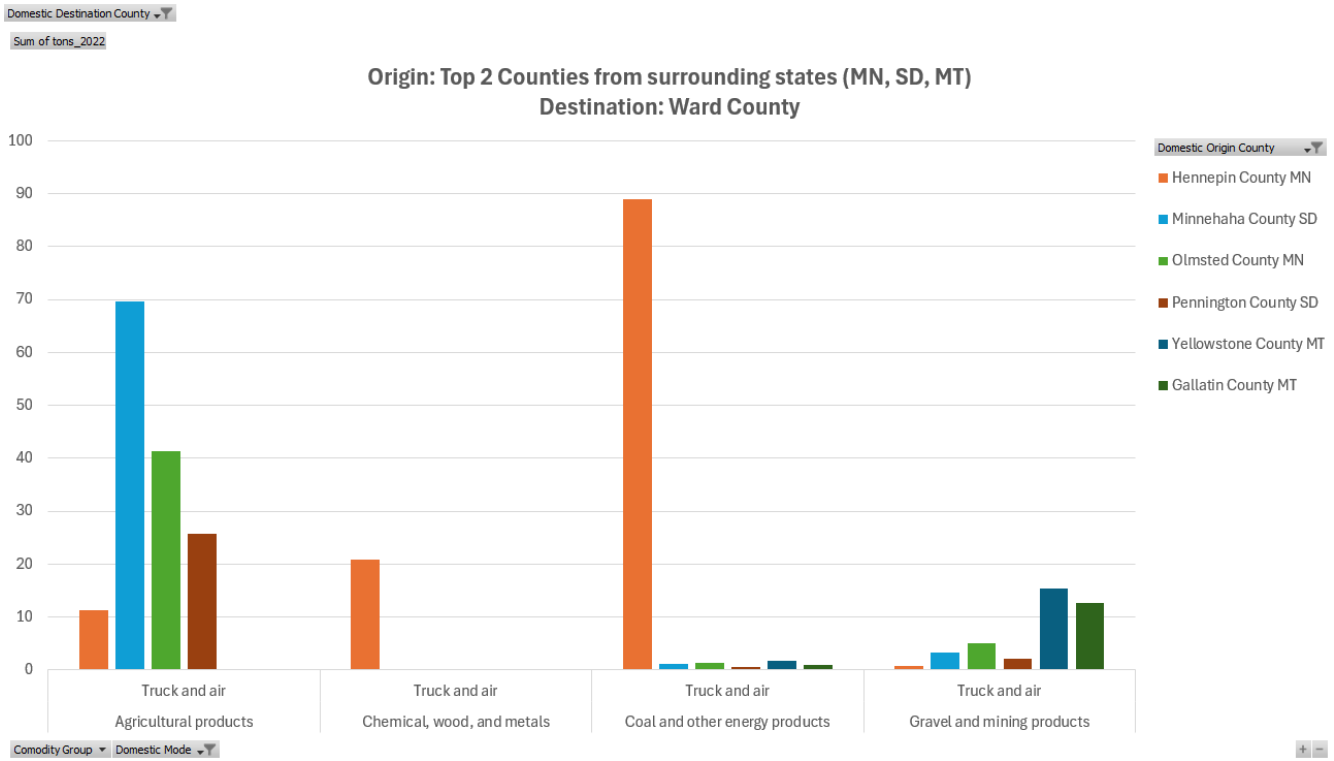


Figure 5: FAF5 ND Counties and Surrounding States to Ward County

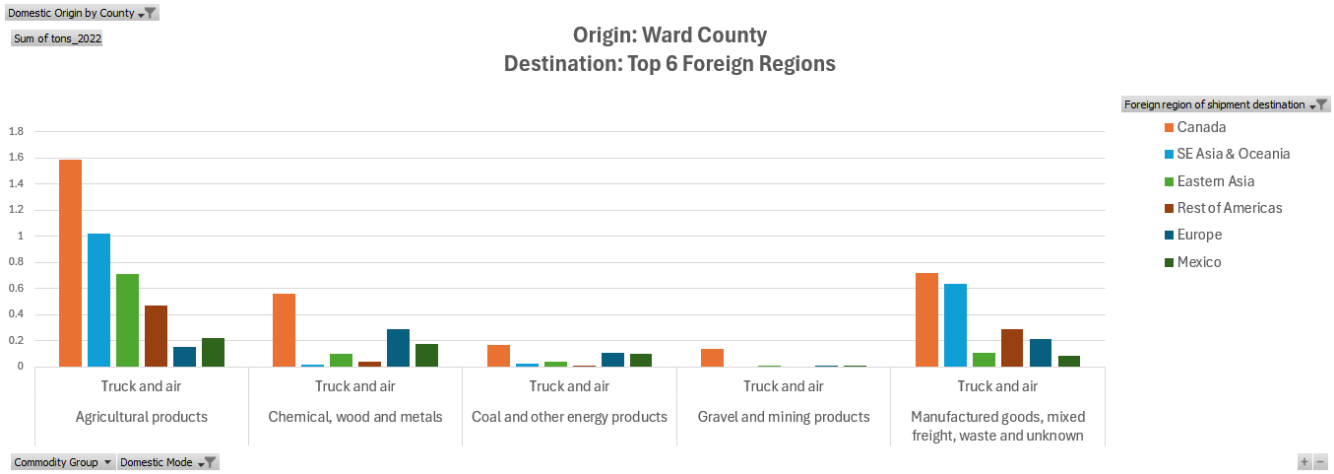


Figure 6: FAF5 Ward County to Foreign Regions

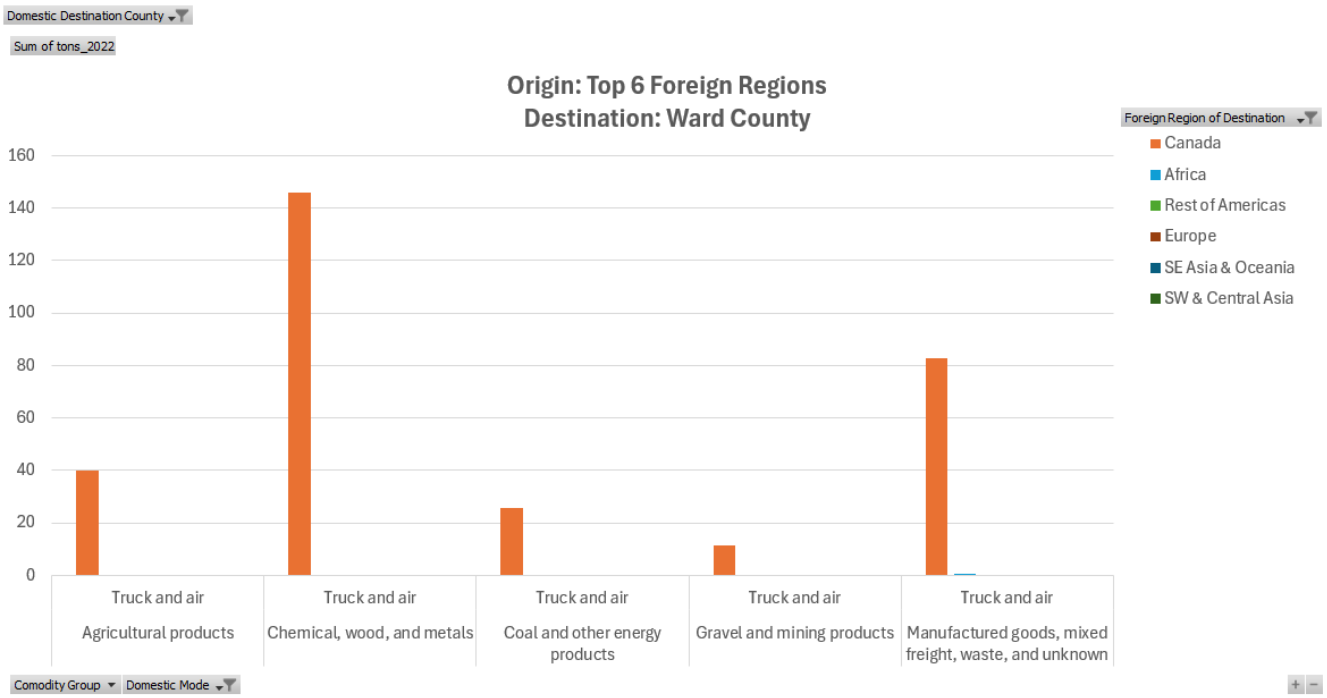


Figure 7: FAF5 Foreign Regions to Ward County

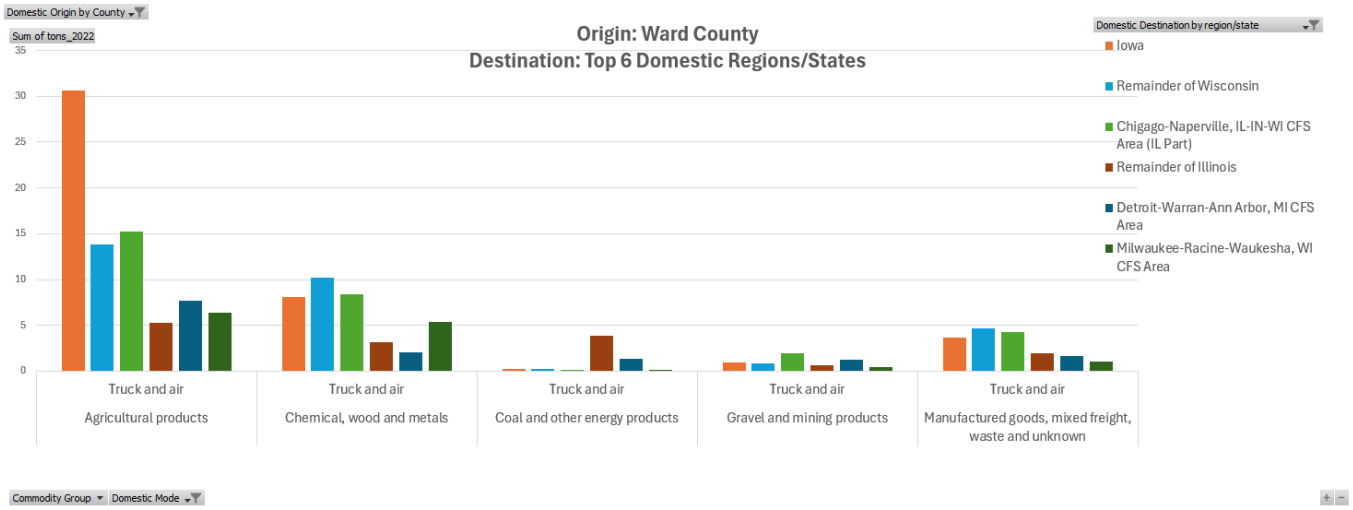


Figure 8: FAF5 Ward County to Domestic Regions/States

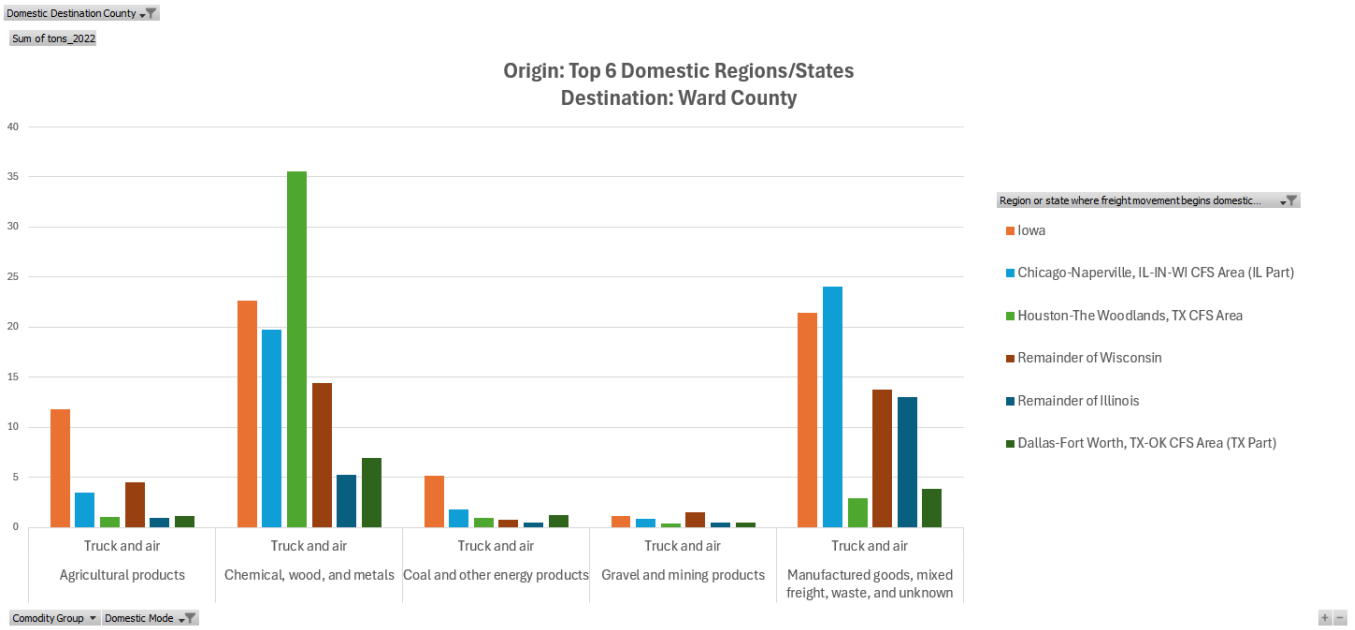


Figure 9: FAF5 Domestic Regions/States to Ward County

Forecasted Roadway/Truck Freight

The Travel Demand Model (TDM) data from NDSU's Advanced Traffic Analysis Center (ATAC) was used along with Replica Data to calculate the data represented in the graphics below. The estimated truck annual average daily traffic (AADT) for 2035 and 2050 was calculated using the 2024 Replica percentage of truck traffic by roadway segment multiplied by the CDMPO TDM estimated AADT in 2035 and 2050. The base data is shown in Figure 10 and 2035 estimates in Figure 11. 2050 estimates shown in Figure 12 also identify four areas of potential concern, that may warrant further analysis.

1. The intersection of US 52 and 37th Ave SE: The base year map indicates this intersection may be experiencing enough truck through-movements to warrant further review. The intersection is adjacent to residential land use, is a skewed intersection with a four-lane divided highway, and there is an adjacent railway crossing to the east; these elements present potential design concerns for truck movements.
2. Heading south of US52/2 on 13th St SE and then west on 37th Ave SE to US 83 is a route showing noticeable truck traffic in the base year. This route is through a residential area and next to an elementary school and may already be used on a limited basis to avoid the US52/83 interchange. This may further support the need for a southeast connection between US 83 and US 52/2 as identified in the Ward County Connector Corridor Study.
3. The intersection at US 2 and 42nd St SE/14th Ave SE (entrance to Butler Machinery and NDDOT Minot District Office) is suitable for truck traffic, but the base year evaluation shows notable truck volumes from this intersection down to and along 16th Ave SE headed east and then north on 55th St SE to US 2. Projected truck volumes continue to emphasize this route, as well as the connection from 16th Ave SE south on 55th St SE and west on 37th

Ave SE to US 52. Much of this route is adjacent to residential land use as well as a high school, which may be problematic as truck volumes increase.

4. During the TAC meeting on 5/13/2025, there was a discussion about a trail connecting Surrey to Minot along CR 12. It was noted that it would be challenging due to ROW and drainage issues. The base and future maps also show already high and increasing truck volumes, another issue to consider in future trail planning.

The future maps (figures 11 and 12) do show how significant investments in the freight system, especially in the NW US 83 Bypass and NE Bypass, are projected to serve their intended function. Continuing to maintain these types of improvements, along with careful land use and transportation planning to protect these corridors, will help to ensure that these projections will be realized.

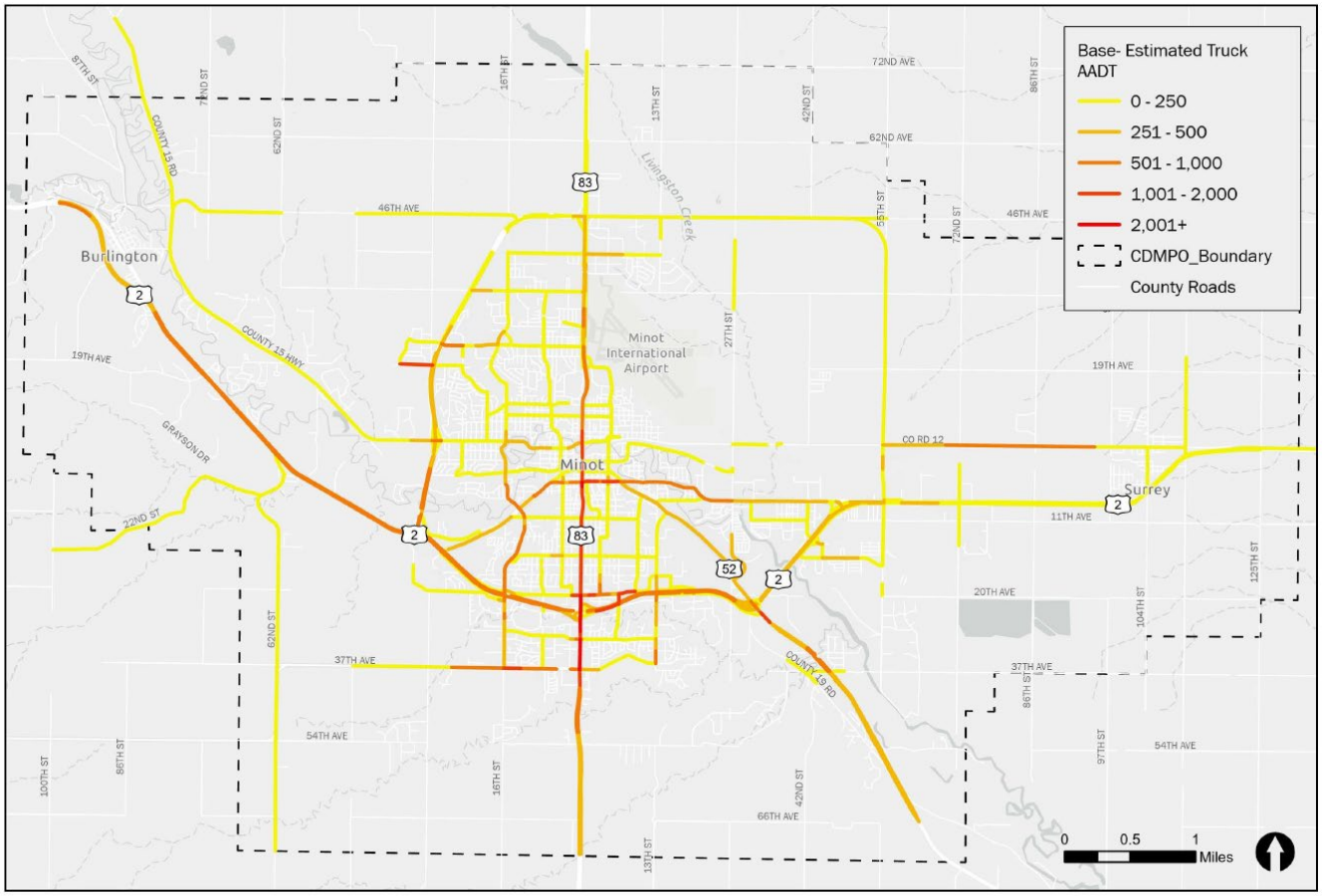
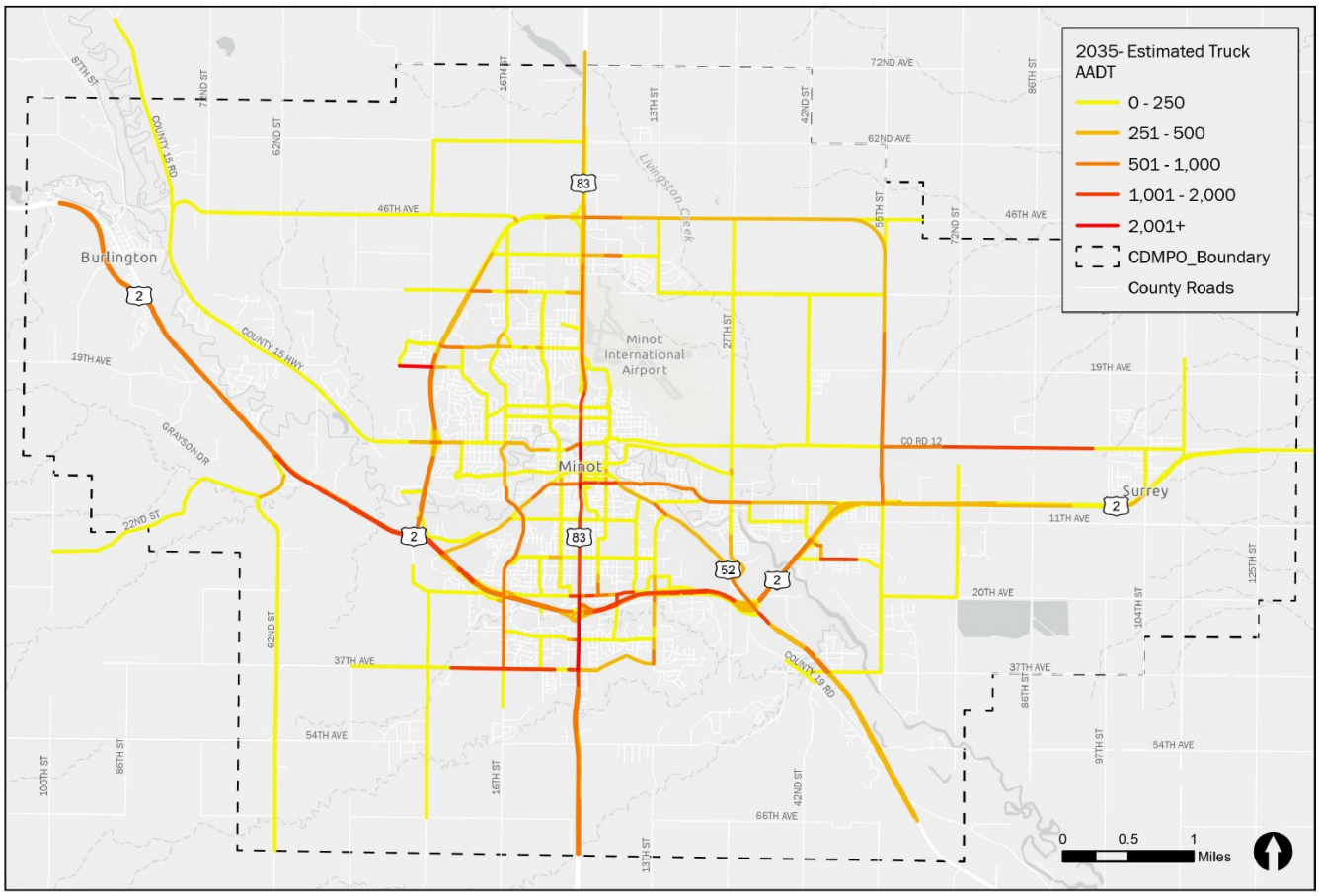


Figure 10: Estimated Truck AADT – Base Year (2024)



SRF

Estimated Truck AADT- 2035
Metro Transportation Plan 2050
Minot, ND

Figure 11: Estimated Truck AADT - 2035

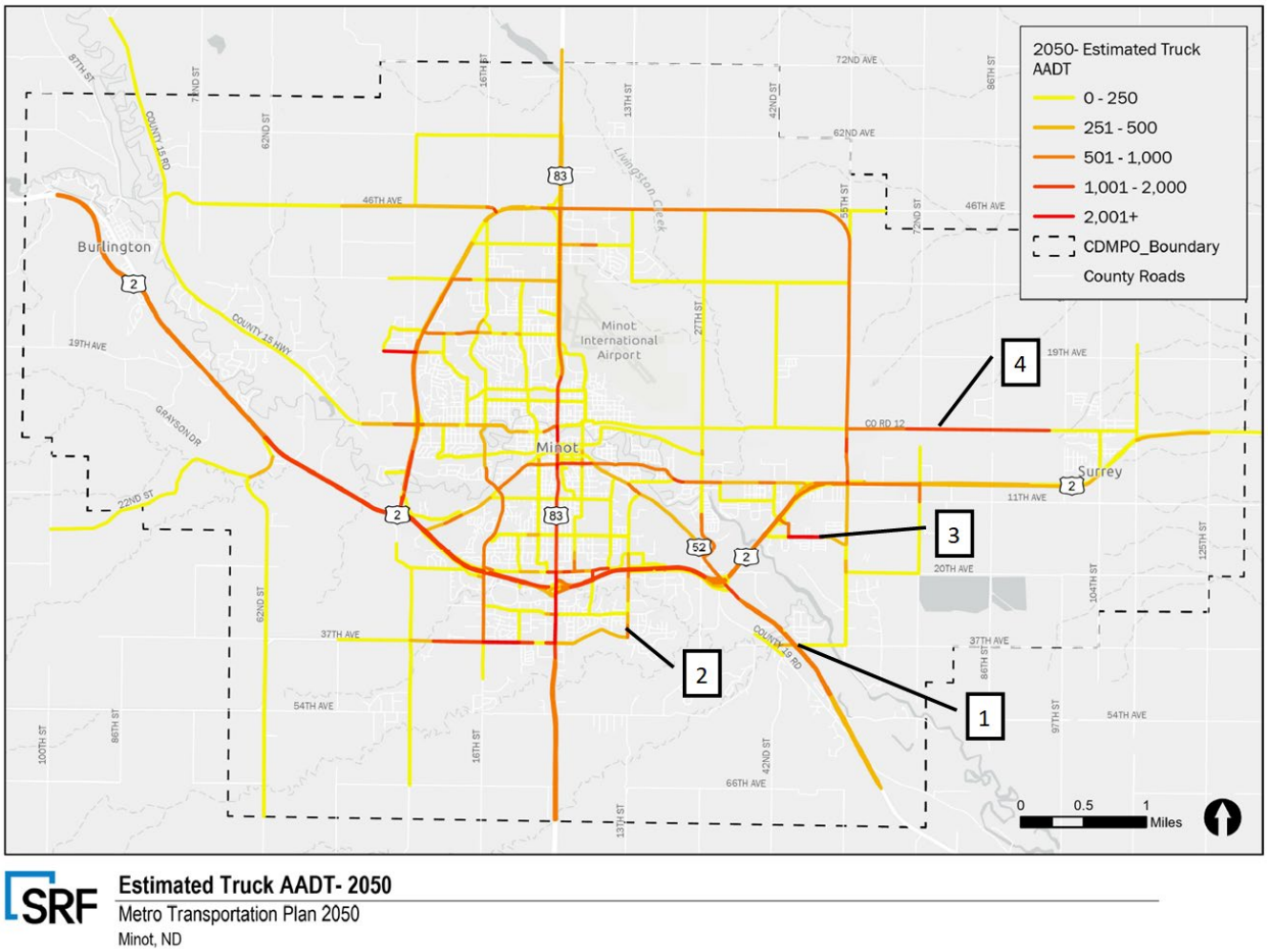


Figure 12: Estimated Truck AADT – 2050, Areas of Potential Concern

Conclusion

This information can support project selection in the MTP by identifying priority corridors for infrastructure improvements and guiding project development that enhances freight/truck mobility and protects sensitive areas/land uses from the negative impacts of heavy truck volumes. However, it is important to note that this is a cursory-level review of truck patterns only. A more in-depth analysis is recommended to fully explore all freight mode patterns and needs across the MPA, including roadway, rail, and air. Further study will help ensure a comprehensive understanding of freight dynamics in the region, better inform long-term transportation planning for freight, and freight-specific project and policy recommendations.

Memorandum

SRF No. 17788

To: John Van Dyke, Executive Director
Central Dakota Metropolitan Planning Organization (CDMPO)

From: SRF Consulting Group, Inc.

Date: August 19, 2025

Subject: Central Dakota MPO 2050 Metropolitan Transportation Plan (MTP) – Financial Plan

Financial Plan

Introduction

The Central Dakota Metropolitan Planning Organization (MPO) is developing the region's first Metropolitan Transportation Plan (MTP), with a planning horizon year of 2050. The MTP examines the regional transportation needs through year 2050 for the Metropolitan Planning Area (MPA), which includes the following partner jurisdictions:

- City of Burlington
- City of Minot
- City of Surrey
- Ward County

Pursuant to the Code of Federal Regulations (CFR)[1], the MTP includes a financial plan that demonstrates how the MPO's adopted transportation plan can be implemented financially. The financial plan is critical to providing the MTP's federal compliance and fiscal constraint.

To support this, the MPO is conducting a comprehensive financial analysis to ensure that anticipated revenues align with the estimated cost or expenditure of identified projects; a process known as fiscal constraint.

The Financial Plan Memorandum (memo) details local, state, and federal funding sources reasonably expected to be available for transportation projects on the regional transportation system. Revenue forecasting methodology and findings illustrate how projected revenues may accommodate investments proposed in the MTP. The financial plan highlights three (3) critical financial components necessary for the implementation strategy proposed in the MTP:

1. Local revenue sources available to cover local match requirements of federal funds,
2. Local revenue sources available to maintain and operate the regional transportation in a state of good repair, and

[1] 23 CFR § 450.324 – Development and content of the metropolitan transportation plan, part (f) subpart (11)

3. Fiscal constraint: the MTP does not program more federal funding for projects than what is reasonably expected to be available in the region.

Transportation projects which do not meet fiscal constraint may only be listed in the MTP as 'Illustrative' projects, indicating that funding has not yet been identified.

Transportation Revenue Sources

All financial data used to inform the financial plan is directly from jurisdictions within the Metropolitan Planning Area (MPA), transportation revenue data is from each jurisdiction's annual budget documents and/or Capital Improvement Program (CIP) documents. Historical and forecast transportation revenue data was obtained for years 2019 through 2026 from data provided in current CIPs.

There are variabilities between jurisdictions due to differences in budget cycle practices, reporting practices, and updates however, all necessary information was received. The documents received from local jurisdictions was used to make reasonable assumptions about future revenues for regional transportation system investment. The historic information provides a foundational baseline of reasonably expected revenues and expenditures, unless noted otherwise by each jurisdiction.

State and Local Funding

As described below, Central Dakota MPO's local jurisdictional partners have reliable local revenue streams to deliver and maintain the MTP's regional transportation program.

North Dakota Department of Transportation (NDDOT)

A majority of the NDDOT's budget is funded by gasoline tax (motor fuel tax). The Department relies on numerous other state revenue sources such as federal funds, motor vehicle revenues (motor vehicle registration fees), general funds, driver licenses fees, among others.[2] The State of North Dakota appropriates state transportation funds on a biennial basis (State Legislature) and there may be subtle changes to how funding is raised through various revenue sources or programs however, transportation funding in the state is reliable and stable.

The NDDOT is one of the smallest (by staff) state departments of transportation in the United States. As such, NDDOT creates efficiencies where possible, to maximize eligibility of activities and projects for federal funding. In the past two legislative sessions, North Dakota's legislative body created[3] and appropriated[4] significant funding to the Flexible Transportation Fund, to provide a stable state revenue source to match federal funding programs and federal discretionary grants.

State funding within Central Dakota MPO's MPA is primarily allocated to the federal system including U.S. Highways, State Highways, and the National Highway System (NHS).

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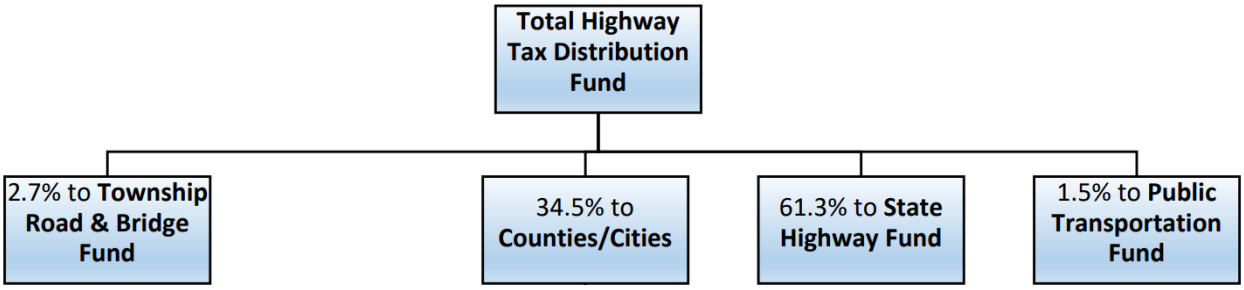
[2] North Dakota Department of Transportation. (2023). Funding the NDDOT.
[3] 68th Legislative Assembly of North Dakota. Senate Bill No. 2113.
[4] 68th Legislative Assembly of North Dakota. House Bill No. 1012

State Highway Distribution Tax

The Highway Distribution Tax is a stable transportation revenue source for not only NDDOT but also for local jurisdictions across North Dakota. The revenue is collected by the State through taxes on gasoline (motor fuel tax) and motor vehicle registration fees. As shown in **Figure 1**, local jurisdictions (counties and municipalities) receive 34.5 percent of the revenue from the Highway Distribution Tax, 61.3 percent goes to the State Highway Fund, 2.7 percent to the Township Road & Bridge Fund, and 1.5 percent to the Public Transportation Fund.

Figure 1. North Dakota State Highway Distribution Tax (Source: NDDOT)



Each local jurisdictional partner of Central Dakota MPO receives Highway Distribution Tax dollars through the state. Local revenue from the Highway Distribution Tax is distributed through formula (based on vehicle registrations and population) to local governments for transportation system maintenance, reconstruction, and construction projects.

Oil Extraction Tax Distribution

The MPA is within an oil and natural gas producing region of North Dakota. The state collects significant annual revenue from oil and natural gas production across the state through taxes and fees. The Oil Extraction Tax Distribution fund provides additional state funding to local jurisdictions across the state, based on formula. The State of North Dakota sets funding distributions on a biennial basis (State Legislature) and there may be subtle changes to how funding from the Oil Extraction Tax Distribution fund splits across various sources or programs however, providing additional funds for transportation infrastructure and projects has been a stable component of the revenue source.

Each local jurisdictional partner of Central Dakota MPO receives Oil Extraction Tax dollars through the state. Local revenue from the Oil Extraction Tax is distributed through formula (based on definition as a Hub City and oil-production/value) to local governments for various infrastructure projects including but not limited to transportation infrastructure projects. Ward County is an oil producing county, and the City of Minot is one of three 'Hub Cities' in the state[5].

[5] North Dakota Century Code. Chapter 57-51, Oil and Gas Gross Production Tax.

City of Burlington

For transportation revenue, the City of Burlington generates transportation revenue from interest income earned on city-held funds or investments, as well as specific fees collected from local property taxpayers for maintaining and operating public infrastructure like streetlights and warning sirens. Additionally, the city supplements its funding and offsets costs through the sale of surplus or obsolete equipment. Between 2017 and 2024, the City of Burlington transferred in money from the general fund to the transportation fund four separate times, to cover a transportation fund revenue shortfall (transportation cost exceeded transportation revenue). City general funds are raised primarily through property tax and sales tax revenues.

Burlington Transportation Revenues: 2021-2025 Average = $114,467 Annually

1. **Revenue from the State**:
    - **Highway Distribution Tax**
    - **Oil Extraction Tax**
2. **Local revenue**:
    - **Interest Income**
    - **Sale of Equipment**
    - **Street Lights/Sirens**
    - **General Fund (transfers)**

Burlington's current transportation revenue sources are considered stable, ensuring financial flexibility for the City to pay for transportation system projects including local match of federal funds. Moving forward, the City of Burlington should reevaluate specific revenue for the transportation fund, to avoid large, unforeseeable transfers from the general fund. The City has the flexibility to cover local revenue costs through both transportation and general funds however, the pattern of transfers into the transportation fund indicate that more revenue may be set aside for transportation moving forward to establish a more realistic expectation and projection of transportation system costs.

City of Minot

The City of Minot has a diverse revenue stream for transportation projects. Local sales tax revenue provides a significant portion of transportation fund revenue, alongside specific property tax levies designated for the transportation fund. The City utilizes special assessments minimally, on properties where owners directly benefit from specific projects. Other revenues include local miscellaneous fees which the City collects. Historically, Minot incorporates federal program revenues, such as Transportation Alternatives (TA), the Surface Transportation Block Grant Program-Urban (STBGP-U), and other federal funds into the city's transportation funding strategy as well.

Minot Transit is also included in transportation fund revenue estimates including Federal Transit Administration (FTA) Section 5307, Section 5339, and Section 5310 sources. Additionally, Minot Transit utilizes transit fare and advertising income as local transit funding revenue.

Minot Transportation Revenues: 2022-2026 Average = $14,921,071 Annually

1. **Federal revenue:**
    - **TA**
    - **STBGP-U**
    - **FTA 5307**
    - **FTA 5339**
2. **State revenue**:
    - **Highway Distribution Tax**
    - **Oil Extraction Tax**
    - **State Aid (Transit)**
3. **Local revenue**:
    - **Sales Tax**
    - **Property Tax Levy**
    - **Special Assessments**
    - **Transit Fare & Advertising Income**
    - **Other**

Minot's current transportation revenue sources are considered reliable and stable for example, the voter-approved local sales tax for infrastructure, including transportation projects, is not set to expire until after the MTP planning horizon year of 2050. Historically, the City of Minot has received federal STBGP-U and TA funds.

Distribution of STBGP-U has changed since the recognition and establishment of the Central Dakota MPO after the 2020 Decennial Census when the urbanized area (UZA) population was greater than 50,000 residents. The change in STBGP-U distribution is most significant to the City of Minot. Before designation of the Central Dakota MPO, the City was the sole recipient of STBGP-U funds, which averaged over two million dollars ($2 million) annually. Now, as part of the MPO, the STBGP-U funds are designated for the entire UZA, not just within Minot's municipal boundaries. Additionally, due to the designation as a UZA, Minot Transit's typical primary funding source changed from FTA Section 5311 (rural) to FTA Section 5307 (urban) funding. The requirements of urban transit require Minot Transit to also provide paratransit service connecting eligible riders to essential, everyday services (i.e. healthcare, groceries, etc.). The costs of providing paratransit service are still unknown. Moving forward, the City of Minot should recognize how changes to the STBGP-U funding formula (administered by NDDOT) and FTA 5307 funding may impact the city's overall transportation program, as part of the regional program described in the MTP. Anticipated Federal revenue sources for Central Dakota MPO's regional program are detailed in the Federal Funding section below.

City of Surrey

The City of Surrey generates transportation revenue from interest income earned on city-held funds or investments, as well as transfers from the general fund. Every year between 2022 and 2025, the City of Surrey identifies transfers from the general fund to the transportation fund, to cover a transportation fund revenue shortfall (transportation cost exceeds transportation revenue). City general funds are raised primarily through property tax and sales tax revenues.

Surrey Transportation Revenues: 2019-2025 Average = $87,314 Annually

1. **State Revenue**:
    - **Highway Distribution Tax**
    - **Oil Extraction Tax**
2. **Local Revenue**:
    - **Interest Income**
    - **General Fund (Transfers)**

Surrey's current revenue sources are considered stable, ensuring financial flexibility for the City to pay for transportation system projects including local match of federal funds. Moving forward, the City of Surrey should reevaluate specific revenue for the transportation fund, to avoid large, unforeseeable transfers from the general fund. The City has the flexibility to cover local revenue costs through both transportation and general funds however, the pattern of transfers into the transportation fund indicate that more revenue should be set aside for transportation moving forward to establish a more realistic expectation and projection of transportation system costs.

Ward County

Ward County has a broad revenue stream for transportation projects. Locally, most of the transportation revenue comes from a recent voter-approved local sales tax. The County utilizes special assessments minimally, on properties where owners directly benefit from specific projects. Other local sources include various smaller revenue streams and service fees. Additionally, Ward County receives revenue from federal programs for county and township roads.

Ward County Transportation Revenues: 2022-2026 Average = $11,285,445 Annually

1. **Federal Revenue:**
    - **County & Township Road Federal-Aid**
2. **State Revenue:**
    - **Highway Distribution Tax**
    - **Oil Extraction Tax**
3. **Local Revenue**:
    - **Sales Tax**
    - **Other**
    - **Special Assessments**

Ward County's current transportation revenue sources are considered reliable and stable for example, the voter-approved local sales tax for transportation projects is not set to expire until year 2041. Ward County's federal aid for County and Township roads did not change after recognition and establishment of the Central Dakota MPO.

Average Annual Revenue & Breakdown of Non-Federal Funds

Table 1. Local Transportation Revenue by Jurisdiction

Year	Burlington	Minot	Surrey	Ward County	Total
2019	$70,789.72	$549,090.20	**$73,734.62**	$8,125,007.92	$8,818,622
2020	$156,556.99	$11,254,038.00	**$60,000.00**	$7,534,139.72	$19,004,735
2021	**$74,988.84**	$7,371,722.00	**$67,391.19**	$7,621,946.04	$15,136,048
2022	**$69,517.83**	**$16,155,611.00**	**$107,742.05**	**$10,457,519.47**	**$26,790,390**
2023	**$169,623.11**	**$6,422,102.00**	**$122,930.03**	**$14,476,709.46**	**$21,191,365**
2024	**$106,961.00**	**$4,589,936.80**	**$89,400.00**	**$7,558,191.00**	**$12,344,489**
2025	**$151,245.00**	**$8,722,067.15**	**$90,000.00**	**$15,112,400.00**	**$24,075,712**
2026	$131,480.11	**$1,724,451.17**	$80,674.28	**$6,612,400.00**	**$8,549,006**
Annual Average*	**$114,467**	**$7,522,834**	**$87,314**	**$10,843,444**	**$18,590,192**

*For each jurisdiction, the Annual Average local transportation revenue is calculated from dollar amounts in **bold** and rounded to the nearest whole $.

Table 2. Breakdown by Revenue Source

Year	Federal*	State	Local
2019	$1,415,017.27	$5,276,337.32	$3,542,285.14
2020	$10,764,008.83	$8,361,355.09	$10,643,379.62
2021	$11,075,407.40	$5,538,660.43	$9,597,387.64
2022	$13,215,315.98	$11,808,882.62	$14,941,507.73
2023	$1,974,650.24	$14,518,900.04	$6,622,464.56
2024	$4,905,305.20	$6,648,301.00	$5,676,187.80
2025	$15,448,689.40	$17,547,571.16	$6,508,140.99
2026	$3,657,231.49	$4,826,594.63	$3,712,462.19
Annual Average	**$7,806,953**	**$9,315,825**	**$7,655,477**

***Federal revenue based upon coding of revenue sources by local jurisdictions in budget and CIP documents, does not match projections shown in Table 4 and Table 5.**

As shown in **Table 2**, between 2019 and 2026, local (non-federal) annual transportation revenues for the region are approximately $18,590,192, on average. Over the same time period, federal annual transportation revenues for the region average approximately $7,806,953 for a total estimated annual transportation revenue of $26,397,145, on average.

Local Revenue Projections

Table 3. Local Revenue Projections by Jurisdiction

Year	Burlington	Minot	Surrey	Ward County	Total
2019	*$70,789.72*	*$549,090.20*	*$73,734.62*	*$8,125,007.92*	**$8,818,622**
2020	*$156,556.99*	*$11,254,038.00*	*$60,000.00*	*$7,534,139.72*	**$19,004,735**
2021	*$74,988.84*	*$7,371,722.00*	*$67,391.19*	*$7,621,946.04*	**$15,136,048**
2022	*$69,517.83*	*$16,155,611.00*	*$107,742.05*	*$10,457,519.47*	**$26,790,390**
2023	*$169,623.11*	*$6,422,102.00*	*$122,930.03*	*$14,476,709.46*	**$21,191,365**
2024	*$106,961.00*	*$4,589,936.80*	*$89,400.00*	*$7,558,191.00*	**$12,344,489**
2025	*$151,245.00*	*$8,722,067.15*	*$90,000.00*	*$15,112,400.00*	**$24,075,712**
2026	**$131,480.11***	*$1,724,451.17*	**$80,674.28***	*$6,612,400.00*	**$8,549,006**
2027	$139,591.95	**$6,349,849.35***	$87,128.22	**$8,093,020.13***	**$14,669,590**
2028	$145,723.49	$6,457,926.34	$94,098.48	$11,254,880.53	**$17,952,629**
2029	$155,232.50	$6,038,788.09	$101,626.35	$8,313,850.00	**$14,609,497**
2030	$161,315.19	$6,159,563.86	$109,756.46	$8,480,127.00	**$14,910,763**
2031	$165,091.16	$6,282,755.13	$114,146.72	$11,649,729.54	**$18,211,723**
2032	$169,988.47	$6,408,410.24	$118,712.59	$8,712,308.40	**$15,409,420**
2033	$174,722.91	$6,536,578.44	$123,461.09	$8,886,554.57	**$15,721,317**
2034	$179,730.66	$6,667,310.01	$128,399.54	$11,951,661.62	**$18,927,102**
2035	$184,450.16	$6,800,656.21	$133,535.52	$9,130,694.85	**$16,249,337**
2036	$189,600.09	$6,936,669.33	$138,876.94	$9,313,308.75	**$16,578,455**
2037	$195,047.43	$7,075,402.72	$144,432.02	$12,499,574.92	**$19,914,457**
2038	$200,624.78	$7,216,910.77	$150,209.30	$9,570,048.89	**$17,137,794**
2039	$206,392.59	$7,361,248.99	$156,217.67	$9,761,449.87	**$17,485,309**
2040	$212,334.72	$7,508,473.97	$162,466.38	$12,956,678.87	**$20,839,954**
2041	$218,546.29	$7,658,643.45	$168,965.03	$10,031,466.40	**$18,077,621**
2042	$224,995.25	$7,811,816.32	$175,723.63	$10,232,095.73	**$18,444,631**
2043	$231,670.19	$7,968,052.64	$182,752.58	$13,436,737.64	**$21,819,213**
2044	$238,591.56	$8,127,413.70	$190,062.68	$10,516,102.78	**$19,072,171**
2045	$245,771.66	$8,289,961.97	$197,665.19	$10,726,424.83	**$19,459,824**
2046	$253,228.67	$8,455,761.21	$205,571.80	$13,940,953.33	**$22,855,515**
2047	$260,965.06	$8,624,876.44	$213,794.67	$11,025,176.24	**$20,124,812**
2048	$268,990.42	$8,797,373.96	$222,346.46	$11,245,679.77	**$20,534,391**
2049	$277,318.64	$8,973,321.44	$231,240.31	$14,333,305.29	**$23,815,186**
2050	$285,962.34	$9,152,787.87	$240,489.93	$11,559,971.39	**$21,239,212**
Total	$5,917,048.75	$234,449,570.79	$4,483,551.72	$335,120,114.95	**$579,970,286**

Local Revenue Projection Methodology

*Local transportation revenue projections vary by jurisdiction, based on historical annual averages as described for each jurisdiction above. All local funding revenues assume a two percent (2%) annual inflationary rate.

Federal Funding

The Financial Plan examines federal funding reasonably expected to be available to Central Dakota MPO and jurisdictional partners. Federal funding comes from a range of formula-based and discretionary programs. Across the country, the U.S. Department of Transportation (USDOT) allocates funds to state departments of transportation. State departments of transportation then carry the responsibility of administering the federal program. As such, the NDDOT issues documents detailing suballocation amounts for MPOs, urbanized areas, municipalities, and counties. Federal funds are allocated according to specific criteria established by formal agreements or legislation therefore, NDDOT has a reasonable expectation of the specific programs available to Central Dakota MPO. The following funding sources are those which are reasonably expected to be available to Central Dakota MPO and the metropolitan transportation program. Together, the federal sources listed below provide the foundation for projections of future federal funding and implementation.

Federal programs are identified as one of two types:

- **Formula Funds** – these are funds provided specifically to NDDOT and then distributed across the state by formula. Funding may still be distributed through a competitive process administered by NDDOT.
- Or **Discretionary Funds** – also known as competitive funds, these programs are not guaranteed year over year (e.g. MPDG, BUILD, SS4A, etc.).

Surface Transportation Block Grant Program – *Formula (Varies)*

The Surface Transportation Block Grant Program (STBGP), administered by NDDOT, provides flexible funding to states and metropolitan planning organizations (MPOs) for a wide range of transportation projects.

The program is appropriated through the current federal highway bill, the Infrastructure Investment and Jobs Act (IIJA), and supports initiatives aimed at improving transportation infrastructure, which includes approximately 1 million miles of Federal-aid highways, bridges on public roads, and transit systems. Funding can be used for projects on the federal-aid system (federal functional classification of Collector or greater), including those on the National Highway System, as well as for bridges, transit capital projects, bicycle and pedestrian infrastructure, and intercity bus terminals and facilities. As far as project eligibility, the STBGP remains one of the most flexible federal transportation funding programs available to Central Dakota MPO.

The STBGP funds available to Central Dakota MPO are broken into two categories, Urban Roads and Urban Regional, as detailed below.

Urban Roads (STBGP-U) – *Formula Funds*

NDDOT estimates Central Dakota's STBGP-U allocation to be approximately $2.4 million in fiscal year (FY) 2025. This funding is flexible, as described above and provides the MPO and jurisdictional partners a consistent federal funding source to implement the MTP. Eligible projects must be on County Major Collector routes within the UZA or on functionally classified routes (collector or higher) within the UZA and within urban cities with a population of 5,000 or greater.

Solicitation – End of Year: NDDOT solicits for STBGP-U projects annually, typically in the fourth quarter of the year. Central Dakota MPO will submit a prioritized list of projects and project applications to NDDOT for funding consideration. As the program administrator, NDDOT will make final project selection based on the MPO's prioritization and consideration of balancing program needs across other MPOs & urban areas with a population between 50,000 and 200,000. The state maintains a formula based on population to allocate STBGP-U funding between the other North Dakota MPOs.

Cost Participation: 80.93% Federal / 19.07% Local

Urban Regional (STBGP-R) – Formula Funds (Competitive Selection)

STBGP-R funds are administered by NDDOT for State highways in urban areas. Between 2014 and 2024, NDDOT has awarded approximately $28.7 million dollars of STBGP-R funds to various rehabilitation and construction projects on U.S. & State Highways in Central Dakota MPO's UZA.

Solicitation – End of Year: NDDOT solicits for STBGP-R projects annually, typically in the fourth quarter of the year. Central Dakota MPO can submit a prioritized list of projects and project applications to NDDOT for funding consideration. As the program administrator, NDDOT will make final project selection considering the MPO's prioritization and balancing program needs across other MPOs & urban areas across the state. The program is competitive, and unlike STBGP-U, STBGP-R funds are not guaranteed to Central Dakota MPO. Eligible projects must be within Central Dakota MPO's UZA and on a State-jurisdictional highway.

Cost Participation: 80.93% Federal/19.07% State (Primary Regional System)
80.93% Federal/9.07% State/10% Local (Secondary Regional System)

Urban Grant Program – *Formula Funds (Competitive Selection)*

The Urban Grant Program (UGP) is a program aimed at improving transportation infrastructure in North Dakota cities with populations of 5,000 or more. Statewide, through competitive selection, the program allocates up to $4.6 million of federal funding annually to support projects that enhance city federal aid roadways and state highways. The focus of the program is on improving multimodal transportation options, such as pedestrian, bicycle, and public transit facilities, particularly in downtown areas. As part of former Governor Burgum's Main Street Initiative[6], the UGP was established to strengthen and reinvest in existing transportation infrastructure within urban areas, rather than promoting outward expansion.

Funding is available for various phases of transportation projects, including engineering, right-of-way acquisition, utility relocation, and construction. Projects must meet the eligibility criteria outlined in Title 23 of the Code of Federal Regulations (CFR) and be located within the existing corporate limits of the city. The program also ensures that local public agencies (LPAs) work in coordination with

[6] Main Street ND. www.nd.gov/living-nd/main-street-nd

NDDOT to outline responsibilities for preconstruction and construction tasks. Any cost overruns or ineligible expenses are the responsibility of the LPA.

In the past 10 years, the Central Dakota MPO region has received one UGP award programming $4.6 million for a FY 2027 project in Minot.

Solicitation – End of Year: Grants are awarded on a competitive basis, and cities must provide matching funds from non-federal sources. Central Dakota MPO can submit a prioritized list of projects and project applications to NDDOT for funding consideration. The Urban Grant Program Committee reviews applications and makes funding recommendations to the NDDOT Director, who makes final project selection considering applications from other MPOs and urban areas across the state. The program is discretionary, and funds are not guaranteed to Central Dakota MPO.

Cost Participation: 80.93% Federal/19.07% Local

Transportation Alternatives – *Formula Funds (Competitive Selection)*

The Transportation Alternatives (TA) program provides funding for a wide range of transportation-related projects such as pedestrian and bicycle facilities, Safe Routes to School programs, safe routes for non-drivers, community improvement efforts, and environmental mitigation projects. The funding is available to a variety of eligible applicants, including city and county governments, transit agencies, public land agencies, school districts, tribal governments, and other local or regional entities involved in transportation or recreational trail oversight.

The funding provided by the TA program is based on the cost estimates submitted with the project application. However, costs associated with preliminary and construction engineering, environmental impact mitigation, right-of-way acquisition, utilities, and certain construction items are not eligible for funding and must be covered entirely by the sponsor. There is no cap on the maximum award however, NDDOT used to cap requests for urban projects at $290,000 and $200,000 for rural projects.

Between FY 2015 and 2026, the Central Dakota MPO region has received or programmed approximately $4.1 million of TA funded projects.

Solicitation – End of Year: NDDOT solicits for TA projects annually, typically in the fourth quarter of the year. Central Dakota MPO can submit a prioritized list of projects and project applications to NDDOT for funding consideration. The Transportation Alternatives Committee reviews applications and makes funding recommendations to the NDDOT Director, who makes final project selection considering the MPO's prioritization and to balance program needs across other MPOs & urban areas across the state. The program is competitive, and funds are not guaranteed. Eligible projects may be anywhere within the MPO's MPA however, each application should be explicit about whether the project or portion thereof is inside the UZA or if it is considered rural (outside the UZA).

Cost Participation: 80.93% Federal/19.07% Local or project sponsor

Carbon Reduction Program – *Formula Funds*

The Carbon Reduction Program (CRP) is a federally funded initiative designed to reduce transportation-related carbon dioxide emissions. The initiative is administered by the Federal Highway Administration and allocates $6.4 billion in formula funding to states over a five-year period. States can use this funding to develop and implement carbon reduction strategies, including projects that focus on traffic management, public transportation, pedestrian infrastructure, alternative fuel adoption, and port electrification. As a formula program, the funds are distributed to states based on a set formula, giving NDDOT considerable flexibility in determining how the funds will be spent. Additionally, NDDOT has the option to transfer these funds to other federal transportation programs.

NDDOT estimates Central Dakota's CRP allocation to be approximately $347,000 in fiscal year (FY) 2024. Eligible projects must be within the MPO's UZA.

Solicitation: NDDOT does not conduct a separate CRP solicitation. Central Dakota MPO will need to identify CRP eligible items on projects submitted for Urban Roads and Urban Regional funding. Eligible items will need to adhere to the NDDOT's Carbon Reduction Strategy. NDDOT makes final project selection and projects must be located within Central Dakota MPO's UZA.

Cost Participation: 80.93% Federal/19.07% Local

Highway Safety Improvement Program – *Formula Funds (Competitive Selection)*

The Highway Safety Improvement Program (HSIP) is a program aimed at addressing roadway traffic safety issues. Statewide, through competitive selection, the program allocates approximately $6 million of federal funding annually to support projects that will provide a significant reduction in traffic fatalities and serious injuries on public roads. North Dakota's HSIP program is based on the state's Strategic Highway Safety Plan (SHSP). Eligible projects for HSIP are expected to align with at least one of the six (6) emphasis areas identified in the SHSP.

Funding is available to cities and counties for project construction. Projects must meet the eligibility criteria outlined in Title 23 of the Code of Federal Regulations (CFR).

In the past 10 years, the Central Dakota MPO region has received several HSIP awards totaling over $31 million.

Solicitation – End of Year: Grants are awarded on a competitive basis, and local public agencies (LPAs) must provide matching funds from non-federal sources. Central Dakota MPO can submit a prioritized list of HSIP projects and project applications to NDDOT for funding consideration. The NDDOT Programming Division reviews applications and makes funding recommendations to the NDDOT Director, who makes final project selection considering applications from other LPAs across the state. The program is discretionary, and funds are not guaranteed to Central Dakota MPO.

Cost Participation: 90% Federal/10% State (Primary Regional System)
90% Federal/5% State/5% Local (Secondary Regional System)
90% Federal/10% Local (typical)

Federal Transit Administration Funds – Formula (Varies)

The Federal Transit Administration (FTA) allocates several funding sources to the State of North Dakota for eligible urban and rural transit operators. In the Central Dakota MPO region, Minot Transit operates fixed-route and paratransit service.

The programs are appropriated through the current federal highway bill, the Infrastructure Investment and Jobs Act (IIJA), and support a wide range of projects including capital purchases, operating assistance, and planning initiatives.

FTA formula funds are administered by NDDOT and are detailed below.

Section 5307 (FTA 5307) – *Formula Funds*

Minot Transit just became eligible for FTA 5307 as part of the UZA/MPO designation. As a designated recipient, Minot Transit's FTA 5307 allocation was approximately $1.8 million in fiscal year (FY) 2025. This funding is flexible and can be used for a variety of transit projects, including capital purchases, operating assistance, and planning activities. Eligible activities include planning, engineering, design, and evaluation of transit projects and other technical transportation-related studies; capital purchases of buses and bus-related activities including overhaul and rebuilding; crime prevention and security; construction and maintenance of passenger facilities; preventative maintenance; and some eligible capital costs associated with ADA paratransit.

Solicitation – End of Year: NDDOT distributes funds through formula to eligible transit providers in urban areas with a population between 50,000 and 200,000. The FTA 5307 distribution formula is set by FTA and considers population and transit performance to allocate FTA 5307 funding between the other urban transit providers in the state.

Cost Participation: 80.93% Federal/19.07% Local (typical, up to 90% Federal for ADA & CAA)
50% Federal/50% Local (Operations)

Section 5339 (FTA 5339) – Formula Funds (Competitive Selection)

FTA 5339 funds are administered by NDDOT for bus and bus facilities across the state. Between 2014 and 2024, Minot Transit was awarded approximately $1 million dollars of FTA 5339 funds for various capital purchases and facility improvements. Eligible activities include replacement, rehabilitation, and/or purchase of buses, vans, and related equipment; construction of bus-related facilities; and technological changes or innovations to modify low or no-emission vehicles or facilities.

Solicitation – End of Year: NDDOT solicits for FTA 5339 projects annually, typically in the fourth quarter of the year. Central Dakota MPO can submit a prioritized list of projects and project applications to NDDOT for funding consideration. As the program administrator, NDDOT will make final project selection considering the MPO's prioritization and consideration of balancing program needs across other transit providers across the state. The program is competitive, and unlike FTA 5307, funds are not guaranteed to Central Dakota MPO.

Cost Participation: 80.93% Federal/19.07% Local (typical)
85% Federal/15% Local (for vehicles that comply with CAA)

90% Federal/10% Local (for low or zero emission vehicles or ADA improvements)

Section 5310 (FTA 5310) – Formula Funds

FTA 5310 funds are administered by NDDOT for transit providers to meet the transportation needs of older adults and people with disabilities. Minot Transit just became eligible for FTA 5310 as part of the UZA/MPO designation. Eligible activities include capital purchases of buses, vans, and related equipment; transit-related information technology systems; mobility management programs; non-emergency medical transportation; and acquisition of transportation services under a contract, lease, or other agreement. Nontraditional projects may also be eligible, such as travel training; volunteer driver programs; construction of ADA infrastructure to transit stops or facilities; and signage/wayfinding improvements.

Solicitation – End of Year: NDDOT solicits for FTA 5310 projects annually, typically in the fourth quarter of the year. Central Dakota MPO can submit a prioritized list of projects and project applications to NDDOT for funding consideration. As the program administrator, NDDOT will make final project selection considering the MPO's prioritization and consideration of balancing program needs across other urban transit providers across the state. The program is competitive, and unlike FTA 5307, funds are not guaranteed to Central Dakota MPO.

Cost Participation: 80.93% Federal/19.07% Local (typical)
50% Federal/50% Local (operations)

Federal Revenue Projections

Federal revenue projections are based upon information received from NDDOT such as specific allocation amounts, if known, and historical award information. **Table 4** (FHWA) and **Table 5** (FTA) below show the historical federal funds and reasonable expectation of federal funds available to Central Dakota MPO through 2050. The federal revenue shown in the table below do no match those shown in Table 2 above. Table 2 includes data received from local jurisdictions, the Table below is directly from NDDOT and should be used as the basis for projecting federal revenue reasonably expected to be available to Central Dakota MPO through 2050.

Table 4. Federal Revenue Projections by Program (FHWA)

Year	STBGP-U	STBGP-R	CRP	TA	UGP	HSIP	Total
2019	*$2,078,478*	*$-*	*$-*	*$393,640*	*$-*	*$3,795,000*	$4,188,640
2020	*$2,331,682*	*$2,714,083*	*$-*	*$-*	*$-*	*$-*	$2,714,083
2021	*$2,338,648*	*$8,665,668*	*$-*	*$-*	*$-*	*$-*	$8,665,668
2022	*$2,073,190*	*$4,209,328*	*$-*	*$290,000*	*$-*	*$2,744,000*	$7,576,928
2023	*$2,089,738*	*$4,133,215*	*$-*	*$548,151*	*$-*	*$24,536,368*	$31,647,881
2024	*$2,646,162*	*$-*	**$347,356***	*$845,719*	*$-*	*$-*	$3,839,237
2025	**$2,388,560***	**$2,874,872***	$354,303	*$605,247*	*$-*	*$-*	$6,222,982
2026	$2,436,331	$2,932,369	$361,389	*$1,287,385*	*$-*	*$-*	$7,017,475
2027	$2,485,058	$2,991,017	$368,617	**$343,975***	*$4,600,000*	***$934,143****	$11,722,809
2028	$2,534,759	$3,050,837	$375,989	$350,854	**$460,000***	$952,826	$7,725,265
2029	$2,585,454	$3,111,854	$383,509	$357,872	$469,200	$971,882	$7,879,771
2030	$2,637,163	$3,174,091	$391,179	$365,029	$478,584	$991,320	$8,037,366
2031	$2,689,907	$3,237,573	$399,003	$372,330	$488,156	$1,011,146	$8,198,113
2032	$2,743,705	$3,302,324	$406,983	$379,776	$497,919	$1,031,369	$8,362,076
2033	$2,798,579	$3,368,370	$415,123	$387,372	$507,877	$1,051,997	$8,529,317
2034	$2,854,550	$3,435,738	$423,425	$395,119	$518,035	$1,073,037	$8,699,903
2035	$2,911,641	$3,504,453	$431,894	$403,021	$528,395	$1,094,497	$8,873,902
2036	$2,969,874	$3,574,542	$440,531	$411,082	$538,963	$1,116,387	$9,051,380
2037	$3,029,272	$3,646,032	$449,342	$419,304	$549,743	$1,138,715	$9,232,407
2038	$3,089,857	$3,718,953	$458,329	$427,690	$560,737	$1,161,489	$9,417,055
2039	$3,151,654	$3,793,332	$467,495	$436,243	$571,952	$1,184,719	$9,605,396
2040	$3,214,687	$3,869,199	$476,845	$444,968	$583,391	$1,208,413	$9,797,504
2041	$3,278,981	$3,946,583	$486,382	$453,868	$595,059	$1,232,582	$9,993,454
2042	$3,344,561	$4,025,514	$496,110	$462,945	$606,960	$1,257,233	$10,193,323
2043	$3,411,452	$4,106,025	$506,032	$472,204	$619,099	$1,282,378	$10,397,190
2044	$3,479,681	$4,188,145	$516,153	$481,648	$631,481	$1,308,026	$10,605,134
2045	$3,549,275	$4,271,908	$526,476	$491,281	$644,111	$1,334,186	$10,817,236
2046	$3,620,260	$4,357,346	$537,005	$501,107	$656,993	$1,360,870	$11,033,581
2047	$3,692,665	$4,444,493	$547,745	$511,129	$670,133	$1,388,087	$11,254,253
2048	$3,766,519	$4,533,383	$558,700	$521,351	$683,536	$1,415,849	$11,479,338
2049	$3,841,849	$4,624,051	$569,874	$531,778	$697,207	$1,444,166	$11,708,925
2050	$3,918,686	$4,716,532	$581,272	$542,414	$711,151	$1,473,049	$11,943,103
Sum 2025 - 2050	$80,424,979	$96,799,535	$11,929,707	$12,356,990	$17,868,683	$59,493,734	$247,798,259

Table 5. Federal Revenue Projections by Program (FTA)

Year	FTA 5307**	FTA 5339	FTA 5310	Total
2019	*$526,545*	*$103,437*	$-	$629,982
2020	*$686,393*	*$367,000*	$-	$1,053,393
2021	*$1,107,985*	*$-*	$-	$1,107,985
2022	*$644,572*	*$-*	$-	$644,572
2023	*$744,239*	*$-*	$-	$744,239
2024	*$2,890,167*	*$610,023*	$-	$3,500,190
2025	***$1,818,598***	***$367,356***	***$80,000***	$2,265,954
2026	$1,854,970	$374,704	$81,600	$2,311,273
2027	$1,892,069	$382,198	$83,232	$2,357,499
2028	$1,929,911	$389,842	$84,897	$2,404,649
2029	$1,968,509	$397,638	$86,595	$2,452,742
2030	$2,007,879	$405,591	$88,326	$2,501,797
2031	$2,048,037	$413,703	$90,093	$2,551,833
2032	$2,088,997	$421,977	$91,895	$2,602,869
2033	$2,130,777	$430,417	$93,733	$2,654,927
2034	$2,173,393	$439,025	$95,607	$2,708,025
2035	$2,216,861	$447,805	$97,520	$2,762,186
2036	$2,261,198	$456,762	$99,470	$2,817,429
2037	$2,306,422	$465,897	$101,459	$2,873,778
2038	$2,352,550	$475,215	$103,489	$2,931,254
2039	$2,399,601	$484,719	$105,558	$2,989,879
2040	$2,447,593	$494,413	$107,669	$3,049,676
2041	$2,496,545	$504,302	$109,823	$3,110,670
2042	$2,546,476	$514,388	$112,019	$3,172,883
2043	$2,597,406	$524,675	$114,260	$3,236,341
2044	$2,649,354	$535,169	$116,545	$3,301,068
2045	$2,702,341	$545,872	$118,876	$3,367,089
2046	$2,756,388	$556,790	$121,253	$3,434,431
2047	$2,811,516	$567,926	$123,678	$3,503,119
2048	$2,867,746	$579,284	$126,152	$3,573,182
2049	$2,925,101	$590,870	$128,675	$3,644,645
2050	$2,983,603	$602,687	$131,248	$3,717,538
Sum 2025 - 2050	$61,233,842	$12,369,223	$2,693,672	$76,296,737

Funds shown in the FTA 5307 column prior to 2025 are the allocations from FTA 5311, the funding program for which the direct recipients of the CDMPO jurisdictions were eligible prior to MPO designation.

*** Funding identified prior to the 2020 Decennial Census and subsequent designation as an Urbanized Area (pop. over 50,000) is FTA Section 5311 funding, which officially switched from FTA 5311 to FTA 5307 in FY 2024.*
Note that these amounts, shown in gray cells in Table 5, are provided for historical reference only for purposes of understanding future trends, and are NOT from the FTA 5307 program.

Federal Revenue Projection Methodology

*Methodology varies by funding program. All federal funding programs assume a best practice, two percent (2%) annual inflationary rate:

STBGP-U: NDDOT provided the FY 2025 funding amount.

STBGP-R: FY 2025 funding amount based upon average annual award history from 2014 to 2024, or 11 years of program history within the region.

CRP: NDDOT provided the FY 2024 funding amount.

TA: FY 2027 funding amount based upon average annual award history from 2015 to 2026, or 12 years of program history within the region.

UGP: FY 2028 funding amount based upon average annual award history from 2018 to 2027, or 10 years of program history within the region.

HSIP: FY 2027 funding amount based upon annual average award history in the region from 2019 to 2026, excluding FY 2023.

FTA 5307: Minot Transit provided background information on historical awards. FTA 5307 projections are based on FY 2025 amount provided to Minot Transit from the FTA.

FTA 5339: FY 2025 amount based upon average annual award history from 2019 to 2024.

FTA 5310: FY 2025 amount based upon anticipated Federal share for a Mobility Manager position at Minot Transit.

Transportation Expenditure Forecasts

Expenditure forecasts highlight federal and local revenue reasonably expected to be available, local cost participation (match for federal funds), and estimated operations and maintenance (O&M) costs. At a high level, O&M and capital costs are expected to grow faster than transportation revenue sources.

Table 6 below, indicates funding levels appear to be sufficient to deliver Central Dakota MPO's metropolitan transportation planning program; however, long-term the MPO and jurisdictional partners will have to balance transportation revenues, capital needs, and O&M obligations.

Table 6. Regional Expenditure Projection

Year	Federal Revenue	Local Revenue	Local Cost Participation*	O&M
2019	$6,897,099.47	$8,818,622.46	$1,724,274.87	$6,672,702.92
2020	$6,099,157.70	$19,004,734.71	$1,524,789.43	$25,552,206.97
2021	$12,112,300.42	$15,136,048.07	$3,028,075.11	$20,454,383.47
2022	$10,294,690.86	$26,750,390.35	$2,573,672.72	$32,178,841.03
2023	$32,392,119.90	$21,141,364.60	$8,098,029.98	$10,788,575.44
2024	$7,339,427.67	$12,324,488.80	$1,834,856.92	$8,491,511.25

Year	Federal Revenue	Local Revenue	Local Cost Participation*	O&M
2025	$8,488,936.25	$24,055,712.15	$2,122,234.06	$25,714,071.21
2026	$9,328,748.04	$8,539,056.82	$2,332,187.01	$8,106,866.11
2027	$14,080,308.07	$14,654,601.49	$3,520,077.02	$17,562,160.71
2028	$10,129,914.23	$17,932,113.22	$2,532,478.56	$42,207,258.09
2029	$10,332,512.52	$14,582,925.10	$2,583,128.13	$21,904,587.84
2030	$10,539,162.77	$14,877,561.64	$2,634,790.69	$22,691,153.68
2031	$10,749,946.02	$18,175,662.55	$2,687,486.51	$23,309,428.33
2032	$10,964,944.95	$15,370,355.56	$2,741,236.24	$23,946,646.55
2033	$11,184,243.84	$15,679,097.34	$2,796,060.96	$24,603,450.31
2034	$11,407,928.72	$18,881,568.54	$2,851,982.18	$25,280,504.98
2035	$11,636,087.30	$16,200,324.79	$2,909,021.82	$25,978,500.17
2036	$11,868,809.04	$16,525,792.21	$2,967,202.26	$26,698,150.67
2037	$12,106,185.22	$19,857,963.40	$3,026,546.31	$27,440,197.40
2038	$12,348,308.93	$17,077,281.53	$3,087,077.23	$28,205,408.42
2039	$12,595,275.11	$17,420,582.49	$3,148,818.78	$28,994,579.93
2040	$12,847,180.61	$20,770,808.41	$3,211,795.15	$29,808,537.41
2041	$13,104,124.22	$18,003,843.41	$3,276,031.05	$30,648,136.67
2042	$13,366,206.70	$18,365,998.31	$3,341,551.68	$31,514,265.06
2043	$13,633,530.84	$21,735,493.32	$3,408,382.71	$32,407,842.65
2044	$13,906,201.45	$18,983,121.53	$3,476,550.36	$33,329,823.48
2045	$14,184,325.48	$19,365,192.23	$3,546,081.37	$34,281,196.88
2046	$14,468,011.99	$22,755,037.64	$3,617,003.00	$35,262,988.83
2047	$14,757,372.23	$20,018,214.06	$3,689,343.06	$36,276,263.33
2048	$15,052,519.68	$20,421,384.40	$3,763,129.92	$37,322,123.92
2049	$15,353,570.07	$23,695,472.43	$3,838,392.52	$38,401,715.13
2050	$15,660,641.47	$21,112,479.21	$3,915,160.37	$39,516,224.12
Total	**$399,229,791.78**	**$578,233,292.77**	**$99,807,447.95**	**$855,550,302.96**

Regional Expenditure Methodology

Central Dakota MPO has projected local revenue streams at the regional level, to cover local match requirements of the federal metropolitan transportation program and projected O&M expenditures. Capital costs are currently excluded from expenditure forecasts, until the MTP project list is assembled.

Federal Revenue: Includes federal revenue from each jurisdiction's annual budget documents and/or CIP documents, and federal revenue identified in **Table 4** and **Table 5.** As described above, federal funds assume an annual inflation rate of two percent (2%).

Local Revenue: Includes local revenue from each jurisdiction as identified in **Table 1** through **3**. As described above, local funds assume an annual inflation rate of two percent (2%).

Local Cost Participation: Assumes 20 percent local cost participation with federal funds (local match); however, local cost participation varies by program.

Operations & Maintenance Cost: Calculated annual average from each jurisdiction's budget documents and/or CIP documents. O&M cost varies by jurisdiction, and include activities associated with operating and maintaining the transportation system. A short-term O&M annual inflation rate of five percent (5%) is used until year 2030. In 2031, a long-term O&M annual inflation rate of four percent (4%) is used. One exception, administrative costs, utilize a two percent (2%) annual inflation rate.

Ward County Jurisdictional Roadways

Central Dakota MPO's MPA boundary does not align with Ward County's jurisdictional boundary therefore, there are portions of the County's jurisdiction outside of the scope of the Metropolitan Transportation Plan. Based upon jurisdictional mileage of Ward's County Road (CR) system there are approximately 25-centerline-miles of roadway within the MPA. Sixteen (16) miles are within the UZA boundary, nine (9) miles outside of the UZA.

The financial plan information above, including revenue sources, and projected O&M reflects Ward County's entire jurisdictional boundary and 720-centerline-miles of county roads, not just the portion within Central Dakota MPO's MPA. As transportation projects are developed, a thorough review must occur of federal program eligibility and Ward County's ability to cover local cost participation without negatively impacting the agency's ability to pay for O&M and other needs to maintain the county-wide transportation system in a state of good repair.

In total, CR mileage within the MPA is approximately 3.5 percent of Ward County's transportation system. There is 2.2 percent of Ward County's transportation system within the UZA. A vast majority, approximately 96.5 percent, of Ward County's projected O&M expenditure is expected to be spent outside of the MPA boundary.

Regional Expenditures – Next Steps

1. Breakout tables for each jurisdiction to calculate ability to cover local cost participation, O&M cost, and capital improvement needs. This must occur when projects and system needs are developed.
2. Ward County – further analysis during project identification to verify eligibility and any potential impact system-wide O&M or other project needs.

Capital Forecasts

Capital Forecasts – Next Steps

1. Capital expenditure forecasts will be included after the MTP project list is assembled.
2. Capital improvement constraint will be examined after the MTP project list is assembled. (e.g. does capital expenditure exceed revenues available to the Central Dakota MPO? Does capital expenditure exceed revenues available to any local jurisdictions?)

Projected Operations & Maintenance Costs

Projected O&M costs through 2050 are based on historical spending by each jurisdiction, not necessarily best practices. See Regional Expenditure Methodology section above for forecast assumptions. These costs include but are not limited to:

- **Routine maintenance**. Activities such as road resurfacing, pothole repair, road inspections, and sidewalk repairs.
- **Bridge and facility maintenance**. Ongoing inspections, repairs, and upgrades to bridges and transportation facilities to maintain safety and operational efficiency.
- **Traffic management and safety**. Operational and/or maintenance of traffic signal systems, safety improvements, and/or roadway lighting.
- **Equipment repair**. General repair and maintenance of equipment necessary to service and operate the transportation system.
- **Administrative costs**. Office supplies, staff pay and benefits, etc. Not every jurisdiction includes administrative costs in O&M.

O&M Forecasts – Next Steps

1. Pavement management and calculating life cycle costs of the regional transportation system may provide a more realistic picture of annual O&M costs by jurisdiction. Pavement material, pavement condition, and system mileage can be used to estimate an annualized O&M value based on current best practices to maintain and operate the regional transportation system in a state of good repair.
2. O&M constraint will be examined after the MTP project list is assembled. (e.g. do O&M expenditures exceed revenues available to the Central Dakota MPO? Do O&M expenditures exceed revenues available to any local jurisdictions?)

Development of Fiscal Constraint

Fiscal constraint will be developed through the MTP, and Central Dakota MPO will not show more federal revenue than reasonably expected to be available.

Fiscal Constraint – Next Steps

1. Fiscal constraint cannot be developed until the MTP project list and candidate projects are assembled.
2. Fiscal constraint must be considered by program. Project eligibility will be considered for each federal program as identified in the Federal Revenue section above.
3. Fiscal constraint may be considered on a short-, mid-, and long-term basis. Annual constraint, and constraint through the horizon year must also be maintained (e.g. not to show full federal revenue forecast spent in the short-term, tied to availability over time).

Summary of Program Expenses

Program Expenses – Next Steps

1. The MTP project list provides the basis for Central Dakota MPO's program. Summary of program expenses will be provided after the MTP project list is assembled.
2. Projects should be listed by typology (i.e. reconstruction, rehabilitation, bike & pedestrian, etc.)
3. Projects should be listed by anticipated program area (i.e. STBGP-U, CRP, TA, etc.)
4. Central Dakota MPO may set targets for federal spending (i.e. 2% of federal revenue spent on bike & pedestrian improvements, etc.)

Central Dakota Metropolitan Planning Organization
2050 Metropolitan Transportation Plan

List of Candidate Projects with Fiscally-Constrained Plan Funding Assumptions

October 2025

									1. Newly Developed Cost Estimates For *new projects* developed in the plan, the team developed new cost estimates and included 4% annual inflation to account for increased future project costs. For *previously-developed project cost estimates* (from local partners), the team used these estimates and indexed original costs to a target construction year (see Column P, Estimated Construction Year, and how this affects cost and phases in Columns Q-T)					***2. Construction Year*** As the team worked through a fiscally constrained scenario for projects, we selected a construction year that would index original construction costs to inflation (see columns K-O)	***3. Project Amounts to be supported with Federal Funding*** For purposes of scoring and evaluating projects, the team subdivided initial projects in some cases. The 'pre-subdivision cost' was the original cost for the full project's construction, indexed to inflation, and the 'subdivision cost' is a share of a full project corridor broken down by its share of overall corridor length.					The team performed high-level screening of projects for what funding sources might apply; these were considered in more detail in the next step.	***4. Share of Project Funding Per Funding Program*** The team assigned out how project cost might be allocated across different funding sources. This was done to track fiscal constraint more closely by individual project source, but acknowledge the same number of projects might not be feasible if a project received funding from only one source. Refer to the draft plan document (specifically Chapter 4, Fiscally Constrained Plan) for explanation of how rules around individual funding sources affect this.						***5. Dollar Amount of Project Funding Per Funding Program*** This is a calculation of the shares in Step 4 applied to the total PE + Construction project costs in Step 3.						***6. Local Match*** This is the amount needed for local contribution.			
	Project ID	**Name**	**From**	**To**	**Roadway Jurisdiction**	**Project Type**	**Public Facing Project Description**	**2030**	**2035**	**2040**	**2045**	**2050**	**Estimated Construction Year**	**Cost Estimate (Pre-Subdivision)**	**Assumed Planning/PE phase cost**	**Construction Cost Estimate (Subdivision)**	**PE + Construction (Total Costs)**	**PE + Construction (Federal Share)**	***Potential* Funding Types (pending eligibility)**	**STBG-U**	**STBG-R**	**CRP**	**TA**	**UGP**	**HSIP**	**STBG-U**	**STBG-R**	**CRP**	**TA**	**UGP**	**HSIP**	**Local/Non-Federal Contribution**	**Original Target Timeframe from Planning**	**Project's Placement in Final Plan**	**Notes on Funding Allocations**
SHORT	No Project ID	Edison Safe Routes to School			City of Minot	Multimodal	Safe Routes to School program for Edison Elementary School							$1,391,000	$208,650	$1,391,000	$1,599,650	$1,287,000	TA	0%	0%	0%	100%	0%	0%	$0	$0	$0	$1,287,000	$0	$0	$303,000	Short	Short	PCN 24408
	No Project ID	Broadway ADA Ramp Improvements			City of Minot	Multimodal	Ramp improvements along Broadway corridor							$880,000	$132,000	$880,000	$1,012,000	$809,600	NDDOT ADA Compliance	0%	0%	0%	0%	0%	0%	$0	$0	$0	$0	$0	$0	$202,400	Short	Short	
	P2A	16th St SW Interchange Bridge Painting			City of Minot	Rehabilitation	Bridge Painting							$330,000	$49,500	$330,000	$379,500	$303,600	Urban Roads	100%	0%	0%	0%	0%	0%	$379,500	$0	$0	$0	$0	$0	$75,900	Short	Short	PCN 23901
	P3A	16th St SW Reconstruction Phase 2			City of Minot	Reconstruction	Roadway reconstruction project							$10,876,400	$1,631,460	$10,876,400	$12,507,860	$5,376,400 due to Federal-aid cap	Urban Roads	97%	0%	3%	0%	0%	0%	$9,964,000	$0	$0	$0	$0	$0	$4,689,000	Short	Short	Adjusted CRP based on annual allocation.
	P4A	16th St SW Interchange Rehabilitation			City of Minot	Rehabilitation	Interchange Rehabilitation							$6,700,000	$1,005,000	$6,700,000	$7,705,000	$6,164,000	Urban Roads	47%	0%	0%	0%	0%	0%	$3,621,350	$0	$0	$0	$0	$0	$1,541,000	Short	Short	
	P5A	3rd St E and Central Ave Reconstruction - Segment 1			City of Minot	Reconstruction	Roadway reconstruction project							$9,973,000	$1,495,950	$9,973,000	$11,468,950	$9,175,160	Urban Grant	0%	0%	0%	0%	40%	0%	$0	$0	$0	$0	$4,600,000	$0	$4,532,000	Short	Short	PCN 24411
	P6A	3rd St E and Central Ave Reconstruction - Segment 2			City of Minot	Reconstruction	Roadway reconstruction project							$9,212,000	$1,381,800	$9,212,000	$10,593,800	$8,475,040	Urban Grant	0%	0%	3%	3%	44%	0%	$0	$0	$317,814	$317,814	$4,600,000	$0	$2,118,760	Short	Short	
HSIP	P8A	Traffic Signal Highway Safety Improvement			City of Minot	Safety	Signal enhancements and upgrades							$1,608,603	$241,290	$1,608,603	$1,849,893	$1,479,915	HSIP	0%	0%	0%	0%	0%	100%	$0	$0	$0	$0	$0	$1,296,000	$145,000	Short	HSIP	PCN 23787
	P9A	2026 Highway Safety Improvement			City of Minot	Safety	Funds distributed for intersection enhancements							N/A	N/A	N/A	$10,000,000	$9,000,000	HSIP	0%	0%	0%	0%	0%	100%	$0	$0	$0	$0	$0	$9,000,000	$1,000,000	Short	HSIP	

Central Dakota Metropolitan Planning Organization
2050 Metropolitan Transportation Plan

List of Candidate Projects with Fiscally-Constrained Plan Funding Assumptions

October 2025

1. Newly Developed Cost Estimates
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For purposes of scoring and evaluating projects, the team subdivided initial projects in some cases. The 'pre-subdivision cost' was the original cost for the full project's construction, indexed to inflation, and the 'subdivision cost' is a share of a full project corridor broken down by its share of overall corridor length.

The team performed high-level screening of projects for what funding sources might apply; these were considered in more detail in the next step.

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The team assigned out how project cost might be allocated across different funding sources. This was done to track fiscal constraint more closely by individual project source, but acknowledge the same number of projects might not be feasible if a project received funding from only one source. Refer to the draft plan document (specifically Chapter 4, Fiscally Constrained Plan) for explanation of how rules around individual funding sources affect this.

5. Dollar Amount of Project Funding Per Funding Program
This is a calculation of the shares in Step 4 applied to the total PE + Construction project costs in Step 3.

6. Local Match
This is the amount needed for local contribution.

	Project ID	Name	From	To	Roadway Jurisdiction	Project Type	Public Facing Project Description	2030	2035	2040	2045	2050	Estimated Construction Year	Cost Estimate (Pre-Subdivision)	Assumed Planning/PE phase cost	Construction Cost Estimate (Subdivision)	PE + Construction (Total Costs)	PE + Construction (Federal Share)	Potential Funding Types (pending eligibility)	STBG-U	STBG-R	CRP	TA	UGP	HSIP	STBG-U	STBG-R	CRP	TA	UGP	HSIP	Local/Non-Federal Contribution	Original Target Timeframe from Planning	Project's Placement in Final Plan	Notes on Funding Allocations
MID	2A	3rd Ave NW-4th Ave NW	10th St NW	20th St NW	City of Minot	Reconstruction	3rd Ave NW would be reconstructed from 10th to 20th Streets. This would include a 4-to-3-lane conversion with the addition of a trail on one side of the roadway and a sidewalk on the other.	$8,542,085	$10,392,753	$12,644,373	$15,383,813	$18,716,761	2035	$10,392,753	$1,134,061	$7,560,408	$8,694,469	$6,955,576	STBG-Urban, TA, Carbon Reduction, UGP	87%	0%	3%	10%	0%	0%	$13,253,783	$0	$457,027	$1,523,423	$0	$0	$1,738,894	Mid	Mid	Adjusted CRP & TA based on CRP annual allocation and estimate of eligible cost. CRP & TA estimate based on $1M/mile trail and $600k/mile sidewalk cost + incidentals.
	2B	3rd Ave NW	10th St NW	Souris River (4th St NW)	City of Minot	Reconstruction	3rd Ave NW would be reconstructed from 10th St NW to the Souris River (the bridge just east of 4th St NW). This would include a 4-to-3-lane conversion with the addition of a trail on one side of the roadway and a sidewalk on the other.	$8,542,085	$10,392,753	$12,644,373	$15,383,813	$18,716,761	2040	$12,644,373	$516,897	$3,445,981	$3,962,878	$3,170,302	STBG-Urban, TA, Carbon Reduction, UGP	74%	0%	11%	15%	0%	0%	$2,932,529	$0	$435,917	$594,432	$0	$0	$792,576	Mid	Mid	Adjusted CRP & TA based on CRP annual allocation and estimate of eligible cost. CRP & TA estimate based on $1M/mile trail and $600k/mile sidewalk cost + incidentals.
	3A	3rd Ave NW	Souris River (4th St NW)	Broadway	City of Minot	Reconstruction	3rd Ave NW would be reconstructed from the Souris River to Broadway. This would include a 4-to-3-lane conversion with the addition of a trail on one side of the roadway and a sidewalk on the other.	$7,131,694	$8,676,796	$10,556,649	$12,843,777	$15,626,419	2035	$8,676,796	$1,301,519	$8,676,796	$9,978,315	$7,982,652	STBG-Urban, TA, Carbon Reduction, UGP	96%	0%	4%	0%	0%	0%	$9,579,183	$0	$399,133	$0	$0	$0	$1,995,663	Mid	Mid	This project length does not match what's in the SRF cost estimates (those are based on a much longer segment). This project might be re-scoped/re-costed.
	9A	Burdick Expressway	S Broadway	Valley St	NDDOT	Reconstruction	Burdick Expressway would be reconstructed from S Broadway to Valley St. This would include a 4-to-3-lane conversion with the addition of a trail on one side of the roadway and a sidewalk on the other.	$6,623,244	$8,058,189	$9,804,019	$11,928,088	$14,512,343	2040	$9,804,019	$1,470,603	$9,804,019	$11,274,622	$9,019,698	STBG-Regional, TA, Carbon Reduction, UGP	56%	0%	4%	0%	40%	0%	$6,313,788	$0	$450,985	$0	$4,509,849	$0	$2,254,924	Mid	Mid	Adjusted CRP & UGP based onannual allocations.
	18A	20th Ave NW	Broadway	8th St NW	City of Minot	Multimodal	Fill sidewalk gaps on both sides of 20th Ave NW from 8th St NW to Broadway to increase pedestrian connectivity and mobility.	$601,731	$732,098	$890,709	$1,083,684	$1,318,468	2040	$890,709	$59,688	$397,919	$457,607	$366,086	TA, Carbon Reduction, UGP	0%	0%	100%	0%	0%	0%	$0	$0	$457,607	$0	$0	$0	$91,521	Mid	Mid	
	18B	20th Ave NW	16th St NW	8th St NW	City of Minot	Multimodal	Fill sidewalk gaps on both sides of 20th Ave NW from 16th St NW to 8th St NW to increase pedestrian connectivity and mobility.	$601,731	$732,098	$890,709	$1,083,684	$1,318,468	2035	$732,098	$60,756	$405,038	$465,793	$372,635	TA, Carbon Reduction, UGP	0%	0%	100%	0%	0%	0%	$0	$0	$465,793	$0	$0	$0	$93,159	Mid	Mid	
	19B	16th Ave SE/16th Ave SW	S Broadway	2nd St SE	City of Minot	Multimodal	Fill sidewalk gaps on both sides of 16th Ave SE/16th Ave SW to increase pedestrian connectivity and mobility.	$429,093	$522,057	$635,162	$772,772	$940,196	2035	$522,057	$19,405	$129,368	$148,773	$119,019	TA, Carbon Reduction, UGP	0%	0%	100%	0%	0%	0%	$0	$0	$148,773	$0	$0	$0	$29,755	Mid	Mid	
	22A	Pleasant Ave S (Surrey)	1st St SW	Surrey Ave	Ward County	Multimodal	Add sidewalk one side of Pleasant Ave S from 1st St SW to Surrey Ave to increase multimodal connectivity and mobility.	$399,874	$486,508	$591,911	$720,150	$876,173	2040	$591,911	$88,787	$591,911	$680,697	$544,558	TA, Carbon Reduction	0%	0%	70%	30%	0%	0%	$0	$0	$476,488	$204,209	$0	$0	$136,139	Mid	Mid	Adjusted CRP based on annual allocation.
	23A	104th St SE (Surrey)	U.S. Highway 2	5th St SW	Ward County/City of Surrey	Multimodal	Add sidewalk along the east side of 104th St SE from US 2 to 5th St SW to increase multimodal connectivity and mobility.	$64,026	$77,898	$94,775	$115,308	$140,290	2040	$94,775	$14,216	$94,775	$108,991	$87,193	TA, Carbon Reduction	0%	0%	100%	0%	0%	0%	$0	$0	$108,991	$0	$0	$0	$21,798	Mid	Mid	Adjusted CRP based on annual allocation.
	27A	US 2/52 and Johnson St intersection (Burlington)			City of Burlington/NDDOT	Reconstruction	The intersection of US 2/52 and Johnson St would be improved to include a traffic signal and additional safety improvements.	$1,034,155	$1,258,208	$1,530,802	$1,862,455	$2,265,961	2040	$1,530,802	$229,620	$1,530,802	$1,760,422	$1,408,338	STBGP - Regional, HSIP	0%	0%	0%	0%	0%	100%	$0	$0	$0	$0	$0	$1,760,422	$352,084	Mid	Mid	
	E1B	N Broadway	19th Ave NW	24th Ave NW	NDDOT	Reconstruction	N Broadway would be rehabilitated to improve driving conditions and address high crash areas between 19th Ave NW and 24th Ave NW.							$11,100,000	$352,616	$2,350,771	$2,703,387	$2,162,709	STBGP-Urban, Federal Funding	84%	0%	16%	0%	0%	0%	$2,270,845	$0	$432,542	$0	$0	$0	$540,677	Mid	Mid	Adjusted CRP based on annual allocation.
	E1C	N Broadway	36th Ave NW	46th Ave NW	NDDOT	Reconstruction	N Broadway would be rehabilitated to improve driving conditions and address high crash areas between 36th Ave NW and CR 10A.							$11,100,000	$330,354	$2,202,359	$2,532,713	$2,026,170	STBGP-Urban, Federal Funding	83%	0%	17%	0%	0%	0%	$2,102,152	$0	$430,561	$0	$0	$0	$506,543	Mid	Mid	Adjusted CRP based on annual allocation.
	E1D	N Broadway	11th Ave NW	19th Ave NW	NDDOT	Reconstruction	N Broadway would be rehabilitated to improve driving conditions and address high crash areas between 11th Ave NW and 19th Ave NW.							$11,100,000	$340,877	$2,272,516	$2,613,394	$2,090,715	STBGP-Urban, Federal Funding	84%	0%	16%	0%	0%	0%	$2,195,251	$0	$418,143	$0	$0	$0	$522,679	Mid	Mid	Adjusted CRP based on annual allocation.
	E1E	N Broadway	35th Ave NW	36th Ave NW	NDDOT	Reconstruction	N Broadway would be rehabilitated to improve driving conditions and address high crash areas between 35th and 36th Avenues (short segment based on particular needs; this would be joined into an adjacent project phase).							$11,100,000	$86,662	$577,744	$664,405	$531,524	STBGP-Urban, Federal Funding	100%	0%	0%	0%	0%	0%	$664,405	$0	$0	$0	$0	$0	$132,881	Mid	Mid	
	E10A	S Broadway/US 2 Interchange	28th Ave SW	20th Ave SW	NDDOT or City of Minot	Mobility	S Broadway and the US 2 Interchange would be modified as part of this project. This intersection was initially studied in the Broadway Corridor Study, but would need further planning completed to select the preferred alternative.							$13,819,741	$2,072,961	$13,819,741	$15,892,703	$12,714,162	STBG-Urban, STBG- Rural, Carbon Reuction, TA, UGP	0%	0%	0%	0%	0%	100%	$0	$0	$0	$0	$0	$15,892,703	$3,178,541	Mid	Mid	
	E12A	S Broadway	Burdick Expressw	Souris (Mouse) River	NDDOT or City of Minot	Reconstruction	S Broadway from Burdick Expressway to the Souris River would be reconstructed to improve access points, roadway layout, and multi-modal facilities for pedestrians and bicyclists. Additional planning efforts will be needed to determine the final layout.							$905,000	$135,750	$905,000	$1,040,750	$832,600	STBG-Urban, STBG- Rural, Carbon Reuction, TA, UGP	90%	0%	0%	10%	0%	0%	$936,675	$0	$0	$104,075	$0	$0	$208,150	Mid	Mid	Eligibe for STBGP-R
	E13A	S Broadway	10th Ave NW	11th Ave NW	NDDOT or City of Minot	Reconstruction	S Broadway from the Souris River to 11th Ave NW would be reconstructed to improve access points, roadway layout, and multi-modal facilities for pedestrians and bicyclists. Additional planning efforts will be needed to determine the final layout.							$3,600,000	$67,274	$448,493	$515,767	$412,613	STBG-Urban, STBG- Rural, Carbon Reuction, TA, UGP	90%	0%	0%	10%	0%	0%	$464,190	$0	$0	$51,577	$0	$0	$103,153	Mid	Mid	Eligibe for STBGP-R
	E13B	S Broadway	4th Ave NW	10th Ave NW	NDDOT or City of Minot	Reconstruction	S Broadway from the Souris River to 11th Ave NW would be reconstructed to improve access points, roadway layout, and multi-modal facilities for pedestrians and bicyclists. Additional planning efforts will be needed to determine the final layout.							$3,600,000	$358,541	$2,390,273	$2,748,814	$2,199,051	STBG-Urban, STBG- Rural, Carbon Reuction, TA, UGP	90%	0%	0%	10%	0%	0%	$2,473,932	$0	$0	$274,881	$0	$0	$549,763	Mid	Mid	Eligibe for STBGP-R
	E13C	S Broadway	Souris River	4th Ave NW	NDDOT or City of Minot	Reconstruction	S Broadway from the Souris River to 11th Ave NW would be reconstructed to improve access points, roadway layout, and multi-modal facilities for pedestrians and bicyclists. Additional planning efforts will be needed to determine the final layout.							$3,600,000	$114,185	$761,235	$875,420	$700,336	STBG-Urban, STBG- Rural, Carbon Reuction, TA, UGP	90%	0%	0%	10%	0%	0%	$787,878	$0	$0	$87,542	$0	$0	$175,084	Mid	Mid	Eligibe for STBGP-R
	E2A	Broadway West Multimodal Corridor - 6th-8th Streets NW/SW	20th Ave NW	21st Ave NW	City of Minot	Multimodal	This corridor was identified as an alternative to Broadway for multimodal facilities. Improving these roadways would increase the connectivity, mobility, and safety for pedestrians and bicyclists.							$585,000	$1,766	$11,770	$13,536	$10,829	STBGP-Urban, TA, Carbon Reduction, UGP	0%	0%	0%	100%	0%	0%	$0	$0	$0	$13,536	$0	$0	$2,707	Mid	Mid	Moved from CRP to TA to balance constraint in mid-term
	E2B	Broadway West Multimodal Corridor - 6th-8th Streets NW/SW	21st Ave NW	19th Ave SW	City of Minot	Multimodal	This corridor was identified as an alternative to Broadway for multimodal facilities. Improving these roadways would increase the connectivity, mobility, and safety for pedestrians and bicyclists.							$585,000	$40,451	$269,670	$310,121	$248,097	STBGP-Urban, TA, Carbon Reduction, UGP	0%	0%	0%	100%	0%	0%	$0	$0	$0	$310,121	$0	$0	$62,024	Mid	Mid	Moved from CRP to TA to balance constraint in mid-term
	E2C	Broadway East Multimodal Corridor - 2nd-3rd Streets NE/SE	Broadway-Airport	20th Ave SW	City of Minot	Multimodal	This corridor was identified as an alternative to Broadway for multimodal facilities. Improving these roadways would increase the connectivity, mobility, and safety for pedestrians and bicyclists.							$585,000	$45,534	$303,560	$349,093	$279,275	STBGP-Urban, TA, Carbon Reduction, UGP	0%	0%	33%	67%	0%	0%	$0	$0	$115,201	$233,893	$0	$0	$69,819	Mid	Mid	Split to balance constraint in mid-term
	E9A	S Broadway and Adjoining Minor Arterials	41st Ave SW	28th Ave SW	NDDOT or City of Minot	Reconstruction	Project includes reconstruction of numerous intersections between 28th Ave SW and 41st Ave SW. This would include improvements to signals, roadway striping, and pedestrian and bicycle facilities.							$25,608,226	$3,841,234	$25,608,226	$29,449,460	$23,559,568	STBG-Urban, STBG- Rural, Carbon Reuction, TA, UGP	89%	0%	11%	0%	0%	0%	$0	$27,387,998	$588,989	$1,030,731	$0	$2,944,946	$5,889,892	Mid	Mid	Using Broadway Corridor Study figure to illustrate project to an ASAP critical path timeline. Federal-aid support will be applied at 80% from that study's estimates, and future MTP updates may consider expanded project scope. Previous working cost estimate was $45,575,374 for CST and $6,836,456 for PE Adjusted CRP & TA based on CRP annual allocation and estimate of eligible

Central Dakota Metropolitan Planning Organization
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	Project ID	Name	From	To	Roadway Jurisdiction	Project Type	Public Facing Project Description	2030	2035	2040	2045	2050	Estimated Construction Year	Cost Estimate (Pre-Subdivision)	Assumed Planning/PE phase cost	Construction Cost Estimate (Subdivision)	PE + Construction (Total Costs)	PE + Construction (Federal Share)	Potential Funding Types (pending eligibility)	STBG-U	STBG-R	CRP	TA	UGP	HSIP	STBG-U	STBG-R	CRP	TA	UGP	HSIP	Local/Non-Federal Contribution	Original Target Timeframe from Planning	Project's Placement in Final Plan	Notes on Funding Allocations
LONG	1A	4th Ave NW	20th St NW	26th St NW	City of Minot	Reconstruction	4th Ave NW would be reconstructed as a road diet from 20th St NW to 26th St NW. This would include a 4-to-3-lane conversion with the addition of a trail on one side of the roadway and a sidewalk on the other.	$4,076,472	$4,959,651	$6,034,174	$7,341,496	$8,932,052	2045	$7,341,496	$1,101,224	$7,341,496	$8,442,720	$6,754,176	STBG-Urban, TA, Carbon Reduction, UGP, HSIP	55%	0%	6%	9%	30%	0%	$4,643,496	$0	$506,563	$759,845	$2,532,816	$0	$1,688,544	Long	Long	Adjusted CRP & TA based on CRP annual allocation and estimate of eligible cost. CRP & TA estimate based on $1M/mile trail and $600k/mile sidewalk cost + incidentals.
	1B	4th Ave NW	US 83 Bypass	26th St NW	City of Minot	Reconstruction	4th Ave NW would be reconstructed from the US 83 Bypass to 26th St NW. This would include a 4-to-3-lane conversion with the addition of a trail on one side of the roadway and a sidewalk on the other.	$2,206,936	$2,685,075	$3,266,804	$3,974,567	$4,835,668	2045	$3,974,567	$596,185	$3,974,567	$4,570,752	$3,656,601	STBG-Urban, TA, Carbon Reduction, UGP, HSIP	63%	0%	37%	0%	0%	0%	$4,067,969	$0	$502,783	$0	$0	$0	$914,150	Long	Long	Adjusted CRP based on annual allocation.
	13A	16th St NW	2nd Ave SW	21st Ave NW	City of Minot	Reconstruction	16th St NW from 2nd Ave SW to 5th Ave NW would be reconstructed with concrete as a 3-lane section with sidewalks on both sides of the roadway.	$3,576,748	$4,351,661	$5,294,461	$6,441,521	$7,837,095	2040	$5,294,461	$794,169	$5,294,461	$6,088,630	$4,870,904	STBG-Urban	88%	0%	8%	4%	0%	0%	$5,357,994	$0	$487,090	$243,545	$0	$0	$1,217,726	Long	Long	Consider rescoping to focus on critical path segments only. According to aerials at least some of the corridor has already been converted to a three-lane section, though presumably still asphalt construction and not yet rehabilitated.
	24A	County Road 12 (Surrey)	CR 19 (27th St N)	55th St NE	Ward County	Multimodal	Roadway shoulders on both sides of of CR 12 from 27th St NE/CR 19 to 55th St NE would be widened to at least 5 feet to provide additional room for pedestrians and cyclists. This would increase connectivity between Minot and Surrey.	$3,826,317	$4,655,300	$5,663,884	$6,890,981	$8,383,932	2040	$5,663,884	$849,583	$5,663,884	$6,513,467	$5,210,773	TA, Carbon Reduction, STBGP - Regional, HSIP	93%	0%	7%	0%	0%	0%	$6,057,524	$0	$455,943	$0	$0	$0	$1,302,693	Mid	Long	Adjusted CRP based on annual allocation. Moved to STBGP-U, not eligible for Regional.
	25A	US 2 and 2nd St SE intersection (Surrey)			NDDOT	Reconstruction	The intersection of US 2 and 2nd St SE would be realigned to fix the skew and increase safety of those turning onto and off of the highway.	$4,803,097	$5,843,701	$7,109,756	$8,650,106	$10,524,176	2040	$7,109,756	$1,066,463	$7,109,756	$8,176,220	$6,540,976	STBGP - Regional, HSIP	0%	0%	0%	0%	0%	100%	$0	$0	$0	$0	$0	$8,176,220	$1,635,244	Mid	Long	
	26A	Multimodal Trail (Burlington)	Stemen Park	Old Settlers Park	Burlington	Multimodal	A multi-use trail would be added in Burlington from approximately the entrance of Old Settler's Park/Park Rd along the NW side of the levy to Stemen Park. This is a long-term project as there are potential property impacts.	$336,161	$408,991	$497,601	$605,407	$736,571	2045	$605,407	$90,811	$605,407	$696,218	$556,975	TA, Carbon Reduction	0%	0%	70%	30%	0%	0%	$0	$0	$487,353	$208,866	$0	$0	$139,244	Long	Long	Adjusted CRP based on annual allocation.
	29A	Pedestrian Bridge over US 52 at 29th Ave NW/Johnson St (Burlington)			City of Burlington or NDDOT	Multimodal	A pedestrian bridge would be constructed over US 52 at 29th Ave NW/Johnson St in Burlington to facilitate the safe crossing of pedestrians and bicyclists over the highway. A previous application for funds was submitted but was not advanced.	$2,268,328	$2,759,767	$3,357,679	$4,085,130	$4,970,185	2045	$4,085,130	$612,769	$4,085,130	$4,697,899	$3,758,320	TA, Carbon Reduction	0%	89%	11%	0%	0%	0%	$0	$4,181,131	$516,769	$0	$0	$0	$939,580	Mid	Long	Adjusted CRP based on annual allocation.
	16A	30th Ave NW	US 83 Bypass	16th St NW	Township/City of Minot	Mobility	30th Ave NW from the US 83 Bypass to 16th St NW would be modernized. This would include converting the current roadway to 3-lanes with a sidewalk on one side and a trail on the other.	$5,068,767	$6,166,930	$7,503,013	$9,128,563	$11,106,293	2045	$9,128,563	$1,369,284	$9,128,563	$10,497,847	$8,398,278	STBG-Urban, TA, Carbon Reduction, UGP	92%	0%	5%	3%	0%	0%	$9,658,020	$0	$524,892	$314,935	$0	$0	$2,099,569	Mid/Long	Long	Adjusted CRP & TA based on CRP annual allocation and estimate of eligible cost. CRP & TA estimate based on $1M/mile trail and $600k/mile sidewalk cost + incidentals.
	16B	30th Ave NW	16th St NW	8th St NW	Township/City of Minot	Mobility	30th Ave NW from 16th St NW to 8th St NW would be reconstructed as 3-lanes with a sidewalk on one side and a trail on the other.	$4,475,683	$5,445,352	$6,625,103	$8,060,451	$9,806,772	2045	$8,060,451	$1,209,068	$8,060,451	$9,269,519	$7,415,615		91%	0%	6%	3%	0%	0%	$8,435,262	$0	$556,171	$278,086	$0	$0	$1,853,904	Mid/Long	Long	Adjusted CRP & TA based on CRP annual allocation and estimate of eligible cost. CRP & TA estimate based on $1M/mile trail and $600k/mile sidewalk cost + incidentals.
	16C	30th Ave NW	8th St NW	Broadway	Township/City of Minot	Mobility	30th Ave NW from 8th St NW to Broadway would be reconstructed as 3-lanes with a sidewalk on one side and a trail on the other.	$1,727,873	$2,102,221	$2,557,674	$3,111,801	$3,785,982	2050	$3,785,982	$567,897	$3,785,982	$4,353,879	$3,483,103		81%	0%	13%	6%	0%	0%	$3,526,642	$0	$666,004	$261,233	$0	$0	$870,778	Long	Long	Adjusted CRP & TA based on CRP annual allocation and estimate of eligible cost. CRP & TA estimate based on $1M/mile trail and $600k/mile sidewalk cost + incidentals.
	E1A	N Broadway	24th Ave NW	35th Ave NW	NDDOT	Reconstruction	N Broadway would be rehabilitated to improve driving conditions and address high crash areas between 24th Ave NW and 35th Ave NW.							$11,100,000	$554,491	$3,696,610	$4,251,101	$3,400,881	STBGP-Urban, Federal Funding	100%	0%	0%	0%	0%	0%	$4,251,101	$0	$0	$0	$0	$0	$850,220	Mid	Long	
	E11A	S Broadway	20th Ave SW	Burdick Expressway	NDDOT or City of Minot	Reconstruction	S Broadway from 20th Ave SW to Burdick Expressway would be reconstructed to improve access points, roadway layout, and multi-modal facilities for pedestrians and bicyclists. Additional planning efforts will be needed to determine the final layout.							$14,000,000	$2,100,000	$14,000,000	$16,100,000	$12,880,000	STBG-Urban, STBG- Rural, Carbon Reuction, TA, UGP	0%	90%	0%	10%	0%	0%	$0	$14,490,000	$0	$1,610,000	$0	$0	$3,220,000	Mid	Long	
	P30A - P52A	NDDOT Rehabilitation Program			NDDOT	Rehabilitation/ Maintenance	This single line item covers the projects in NDDOT's rehabilitation list, identified in the primary plan report in Chapter 4, pages 149-150. These projects have not been prioritized individually by NDDOT but would be funded primarily with STBG-R funds.							Not available (not provided by NDDOT)			$9,594,398	$7,675,518		0%	100%	0%	0%	0%	0%	$0	$7,675,518	$0	$0	$0	$0	$1,918,880	N/A (Varies)	Long	

Central Dakota Metropolitan Planning Organization
2050 Metropolitan Transportation Plan

List of Candidate Projects with Fiscally-Constrained Plan Funding Assumptions

October 2025

ILLUSTRATIVE

1. Newly Developed Cost Estimates
For *new projects* developed in the plan, the team developed new cost estimates and included 4% annual inflation to account for increased future project costs.
For *previously-developed project cost estimates* (from local partners), the team used these estimates and indexed original costs to a target construction year (see Column P, Estimated Construction Year, and how this affects cost and phases in Columns Q-T)

2. Construction Year
As the team worked through a fiscally constrained scenario for projects, we selected a construction year that would index original construction costs to inflation (see columns K-O)

3. Project Amounts to be supported with Federal Funding
For purposes of scoring and evaluating projects, the team subdivided initial projects in some cases. The 'pre-subdivision cost' was the original cost for the full project's construction, indexed to inflation, and the 'subdivision cost' is a share of a full project corridor broken down by its share of overall corridor length.

The team performed high-level screening of projects for what funding sources might apply; these were considered in more detail in the next step.

4. Share of Project Funding Per Funding Program
The team assigned out how project cost might be allocated across different funding sources. This was done to track fiscal constraint more closely by individual project source, but acknowledge the same number of projects might not be feasible if a project received funding from only one source. Refer to the draft plan document (specifically Chapter 4, Fiscally Constrained Plan) for explanation of how rules around individual funding sources affect this.

5. Dollar Amount of Project Funding Per Funding Program
This is a calculation of the shares in Step 4 applied to the total PE + Construction project costs in Step 3.

6. Local Match
This is the amount needed for local contribution.

Project ID	Name	From	To	Roadway Jurisdiction	Project Type	Public Facing Project Description	2030	2035	2040	2045	2050	Estimated Construction Year	Cost Estimate (Pre-Subdivision)	Assumed Planning/PE phase cost	Construction Cost Estimate (Subdivision)	PE + Construction (Total Costs)	PE + Construction (Federal Share)	*Potential* Funding Types (pending eligibility)	STBG-U	STBG-R	CRP	TA	UGP	HSIP	STBG-U	STBG-R	CRP	TA	UGP	HSIP	Local/Non-Federal Contribution	Original Target Timeframe from Planning	Project's Placement in Final Plan	Notes on Funding Allocations
5A	20th Ave SW	30th St SW	Elk Drive/22nd Ave SW	City of Minot	Reconstruction	20th Ave SW from 30th St SW to Elk Drive/22nd Ave SW would be fully reconstructed from a 2-lane roadway into a 3-lane roadway in anticipation of future development. A trail would be built on one side with a sidewalk on the other.	$7,969,604	$9,696,242	$11,796,961	$14,352,807	$17,462,385	2040	$11,796,961	$1,769,544	$11,796,961	$13,566,506	$10,853,204	STBG-Urban, TA, Carbon Reduction, UGP	92%	0%	3%	5%	0%	0%	$12,481,185	$0	$406,995	$678,325	$0	$0	$2,713,301	Mid	Illustrative	Adjusted CRP & TA based on CRP annual allocation and estimate of eligible cost. CRP & TA estimate based on $1M/mile trail and $600k/mile sidewalk cost + incidentals.
6A	21st Avenue	83 Bypass	16th St NW	City of Minot	Reconstruction	21st Ave would be reconstructed from the US 83 Bypass to 16th St SW. This would include a 4-to-3-lane conversion with the addition of a trail on one side of the roadway and a sidewalk on the other.	$8,147,988	$9,913,273	$12,061,013	$14,674,066	$17,853,245	2045	$14,674,066	$2,201,110	$14,674,066	$16,875,176	$13,500,141	STBG-Urban, TA, Carbon Reduction, UGP	92%	0%	3%	5%	0%	0%	$15,525,162	$0	$506,255	$843,759	$0	$0	$3,375,035	Long	Illustrative	Adjusted CRP & TA based on CRP annual allocation and estimate of eligible cost. CRP & TA estimate based on $1M/mile trail and $600k/mile sidewalk cost + incidentals.
11A	13th St SE	16th Ave SE	18th Ave SE	City of Minot	Reconstruction	13th St SE from 16th Ave SE to 18th Ave SE would be rehabilitated as a 3-lane correte roadway in anticipation of future development.	$2,399,972	$2,919,933	$3,552,545	$4,322,214	$5,258,635	2040	$3,552,545	$532,882	$3,552,545	$4,085,427	$3,268,342	STBG-Urban, TA, Carbon Reduction, UGP	89%	0%	11%	0%	0%	0%	$3,636,030	$0	$449,397	$0	$0	$0	$817,085	Long/Mid	Illustrative	Adjusted CRP based on annual allocation.
12A	19th Ave NW	US 83 Bypass	35th St NW	City of Minot	New Connection	19th Ave NW from the US 83 Bypass to 35th St NW would be modernized. This project would include converting the current roadway from gravel to a 3-lane section with a trail on one side and a sidewalk on the other.	$3,576,748	$4,351,661	$5,294,461	$6,441,521	$7,837,055	2040	$5,294,461	$794,169	$5,294,461	$6,088,630	$4,870,904	STBG-Urban, TA, Carbon Reduction, UGP	88%	0%	8%	4%	0%	0%	$5,357,994	$0	$487,090	$243,545	$0	$0	$1,217,726	Mid/Long	Illustrative	Is project eligible for federal funds? Would this be classified as a local? Adjusted CRP & TA based on CRP annual allocation and estimate of eligible
13B	16th St NW	5th Ave NW	21st Ave NW	City of Minot	Reconstruction	16th St NW from 5th Ave NW to 21st Ave NW would be reconstructed with concrete as a 3-lane section with sidewalks on both sides of the roadway.	$13,854,476	$16,856,088	$20,508,009	$24,951,128	$30,356,863	2050	$24,951,128	$3,742,669	$24,951,128	$28,693,798	$22,955,038	STBG-Urban, TA, Carbon Reduction, UGP	100%	0%	0%	0%	0%	0%	$28,693,798	$0	$0	$0	$0	$0	$5,738,760	Long	Illustrative	
14A	30th St NW	19th Ave NW	30th Ave NW	Township/City of Minot	New Connection	30th St NW from 19th Ave NW to 30th Ave NW would be modernized. This project would include converting the current roadway from gravel to a 3-lane section.	$9,908,764	$12,055,527	$14,667,391	$17,845,124	$21,711,322	2040	$14,667,391	$2,200,109	$14,667,391	$16,867,500	$13,494,000	STBG-Urban, TA, Carbon Reduction, UGP	97%	0%	3%	0%	0%	0%	$16,361,475	$0	$506,025	$0	$0	$0	$3,373,500	Mid/Long	Illustrative	Adjusted CRP based on annual allocation.
15A	30th Ave NW	30th St NW	US 83 Bypass	Township/City of Minot	New Connection	30th Ave NW from 30th St NW to the US 83 Bypass would be modernized. This project would include converting the current roadway from gravel to a 3-lane section.	$4,975,215	$6,053,109	$7,364,533	$8,960,081	$10,901,308	2040	$7,364,533	$1,104,680	$7,364,533	$8,469,213	$6,775,370	STBG-Urban, TA, Carbon Reduction, UGP	94%	0%	6%	0%	0%	0%	$7,961,060	$0	$508,153	$0	$0	$0	$1,693,843	Long	Illustrative	Adjusted CRP based on annual allocation.
17A	CR 10A	N Broadway	13th St NE	Ward County	Mobility	CR 10A from N Broadway to 13th St NE would be expanded to a 3-lane roadway with turn lanes at intersections to accommodate increases in vehicular and freight travel.	$4,649,315	$5,656,602	$6,882,122	$8,373,153	$10,187,221	2040	$6,882,122	$1,032,318	$6,882,122	$7,914,440	$6,331,552	STBGP - Regional	0%	100%	0%	0%	0%	0%	$0	$7,914,440	$0	$0	$0	$0	$1,582,888	Long	Illustrative	Not eligble for STBGP-R
19A	16th Ave SE/16th Ave SW	2nd St SE	13th St SE	City of Minot	Multimodal	Fill sidewalk gaps on both sides of 16th Ave SE/16th Ave SW to increase pedestrian connectivity and mobility.	$429,093	$522,057	$635,162	$772,772	$940,196	2040	$635,162	$71,665	$477,766	$549,431	$439,545	TA, Carbon Reduction, UGP	0%	0%	100%	0%	0%	0%	$0	$0	$549,431	$0	$0	$0	$109,886	Mid	Illustrative	
21A	46th Ave NW/CR 10	US 83 Bypass	Johnson Street	Ward County	Multimodal	Widen roadway shoulders on both sides of 46th Ave NW/CR 10 from the US 83 Bypass to Johnson Street to at least 5 feet to provide additional room for pedestrians and cyclists. This would increase connectivity between Minot and Burlington.	$11,285,917	$13,731,044	$16,705,914	$20,325,299	$24,728,834	2040	$16,705,914	$2,505,887	$16,705,914	$19,211,801	$15,369,441	TA, Carbon Reduction, STBGP - Regional, HSIP	97%	0%	3%	0%	0%	0%	$18,635,447	$0	$576,354	$0	$0	$0	$3,842,360	Mid	Illustrative	Adjusted CRP based on annual allocation. Not eligible for STBGP-R
28A	Johnson Street Extension (Burlington)	Southern terminu	CR 10	City of Burlington	Multimodal	Johnson Street would be extended from its current southern terminus near Hill Top Ct to CR 10. This project would also include the addition of a sidewalk on one side of the roadway.	$2,185,436	$2,658,917	$3,234,979	$3,935,846	$4,788,559	2045	$3,935,846	$590,377	$3,935,846	$4,526,223	$3,620,979	TA, Carbon Reduction	15%	0%	0%	5%	0%	0%	$678,934	$0	$0	$226,311	$0	$0	$905,245	Mid	Long	Extensions aren't typically eligible unless the road is already functioning as a collector and classified as such. Leaving a little balance here because I never know with NDDOT, maybe there are some eligible items here.
E3A	30th St SW	37th Ave SW	US 2/52	Township	New Connection	As part of SE/SW Connector, 30th St SW from 37th Ave SW to US 2/52 would be reconstructed to accommodate fright traffic traveling around Downtown Minot.							$60,000,000	$9,000,000	$60,000,000	$69,000,000	$55,200,000	STBGP - Regional	0%	100%	0%	0%	0%	0%	$0	$69,000,000	$0	$0	$0	$0	$13,800,000	Mid	Illustrative	
E4A	62nd St SW	54th Ave SW	66th Ave SW	Township/Ward County	New Connection	As part of SE/SW Connector, 66th Ave from 54th Ave SW to Broadway would be reconstructed to accommodate fright traffic traveling around Downtown Minot.							$40,000,000	$4,233,279	$28,221,859	$32,455,137	$25,964,110	STBGP - Regional	0%	100%	0%	0%	0%	0%	$0	$32,455,137	$0	$0	$0	$0	$6,491,027	Mid	Illustrative	
E4B	66th Ave SW	62nd St SW	Broadway	Township/Ward County	New Connection	As part of SE/SW Connector, 66th Ave from 54th Ave SW to Broadway would be reconstructed to accommodate fright traffic traveling around Downtown Minot.							$40,000,000	$1,838,286	$12,255,239	$14,093,524	$11,274,820	STBGP - Regional	0%	100%	0%	0%	0%	0%	$0	$14,093,524	$0	$0	$0	$0	$2,818,705	Mid	Illustrative	
E8A	CR 17/62nd St SW	37th Ave SW	US 52/2	Ward County	New Connection	As part of SE/SW Connector, CR 17/62nd St SW from 37th Ave SW to US 2/52 would be reconstructed to accommodate fright traffic traveling around Downtown Minot.							$25,000,000	$3,750,000	$25,000,000	$28,750,000	$23,000,000		0%	100%	0%	0%	0%	0%	$0	$28,750,000	$0	$0	$0	$0	$5,750,000	Mid	Illustrative	
E8B	CR 17/62nd St SW	54th Ave SW	37th Ave SW	Ward County	New Connection	As part of SE/SW Connector, CR 17/62nd St SW from 54th Ave SW to 37th Ave SW would be reconstructed to accommodate fright traffic traveling around Downtown Minot.							$5,000,000	$750,000	$5,000,000	$5,750,000	$4,600,000		0%	100%	0%	0%	0%	0%	$0	$5,750,000	$0	$0	$0	$0	$1,150,000	Mid	Illustrative	
	79th Ave SE	US 52	Broadway	Township/Ward County	New Connection	As part of SE/SW Connector, 79th Ave SE from US 52 to Broadway would be reconstructed to accommodate fright traffic traveling around Downtown Minot.							$40,000,000	$0		$0	$0	STBGP - Regional	0%	100%	0%	0%	0%	0%	$0	$0	$0	$0	$0	$0	$0	Mid	Illustrative	
P13A	3rd St Bridge Replacement			City of Minot	Reconstruction	The 3rd Street Bridge in Minot would be replaced to extend the facility's lifespan and improve its condition. Preliminary engineering for the project is currently in progress.							$40,000,000	$6,000,000	$40,000,000	$46,000,000	$36,800,000	STBG - Urban	100%	0%	0%	0%	0%	0%	$46,000,000	$0	$0	$0	$0	$0	$9,200,000	Mid	Illustrative	
P14A	Johnson St Connection to US 52 from Heights Ave to 29th Ave NW			City of Burlington	New Connection	A new roadway would be built to expand Johnson Street from 29th Ave NW to Heights Ave along the northeast side of US 52.							$990,500	$148,575	$990,500	$1,139,075	$911,260	STBG - Regional	0%	100%	0%	0%	0%	0%	$0	$1,139,075	$0	$0	$0	$0	$227,815	Mid	Illustrative	
P16A	County Road 17 and 14 Intersection - Construction			Ward County	Reconstruction	Intersection Project							$2,900,000	$435,000	$2,900,000	$3,335,000	$2,668,000	STBG - Regional	0%	100%	0%	0%	0%	0%	$0	$3,335,000	$0	$0	$0	$0	$667,000	Short	Illustrative	
P17A	FDR, Paving County Road 12 (east of 55th Street)			Ward County	Rehabilitation	Repavement Project							$1,700,000	$255,000	$1,700,000	$1,955,000	$1,564,000	STBG - Regional	0%	100%	0%	0%	0%	0%	$0	$1,955,000	$0	$0	$0	$0	$391,000	Short	Illustrative	
P18A	Mill and Overlay NE Bypass (46th Ave NE)	US 83	27th St NE	Ward County	Rehabilitation	Mill and Overlay Project							$2,800,000	$110,567	$737,115	$847,682	$678,145	STBG - Regional	0%	100%	0%	0%	0%	0%	$0	$847,682	$0	$0	$0	$0	$169,536	Short	Illustrative	
P18B	Mill and Overlay NE Bypass (46th Ave NE - 55th Ave NE)	27th St NE	19th Ave NE	Ward County	Rehabilitation	Mill and Overlay Project							$2,800,000	$212,576	$1,417,172	$1,629,748	$1,303,798	STBG - Regional	0%	100%	0%	0%	0%	0%	$0	$1,629,748	$0	$0	$0	$0	$325,950	Short	Illustrative	
P18C	Mill and Overlay NE Bypass (55th Ave NE)	19th Ave NE	5th Ave NE	Ward County	Rehabilitation	Mill and Overlay Project							$2,800,000	$56,001	$373,341	$429,342	$343,474	STBG - Regional	0%	100%	0%	0%	0%	0%	$0	$429,342	$0	$0	$0	$0	$85,868	Short	Illustrative	
P18D	Mill and Overlay NE Bypass (55th Ave NE)	US 2	5th Ave NE	Ward County	Rehabilitation	Mill and Overlay Project							$2,800,000	$40,856	$272,372	$313,228	$250,583	STBG - Regional	0%	100%	0%	0%	0%	0%	$0	$313,228	$0	$0	$0	$0	$62,646	Short	Illustrative	
P19A	Intersection Improvement US 2/52 and CR 17			Ward County	Reconstruction	Intersection improvement project							$4,000,000	$600,000	$4,000,000	$4,600,000	$3,680,000	STBG - Regional	0%	100%	0%	0%	0%	0%	$0	$4,600,000	$0	$0	$0	$0	$920,000	Short	Illustrative	
P20A	Intersection improvement CR 17 and 12			Ward County	Reconstruction	The intersection of CR 17 and CR 12 would be reconstructed to reduce the skew and improve sight lines.							$3,500,000	$525,000	$3,500,000	$4,025,000	$3,220,000	STBG - Regional	0%	0%	0%	0%	0%	100%	$0	$0	$0	$0	$0	$4,025,000	$805,000	Mid	Illustrative	
P24A	Mill and Overlay - CR 12 (2 miles)			Ward County	Rehabilitation	Mill and Overlay Project							$700,000	$105,000	$700,000	$805,000	$644,000	STBG - Regional	0%	100%	0%	0%	0%	0%	$0	$805,000	$0	$0	$0	$0	$161,000	Short	Illustrative	
P27A	Mill and Overlay - CR 19 (4 miles)			Ward County	Rehabilitation	Mill and Overlay Project							$1,400,000	$210,000	$1,400,000	$1,610,000	$1,288,000	STBG - Regional	0%	100%	0%	0%	0%	0%	$0	$1,610,000	$0	$0	$0	$0	$322,000	Short	Illustrative	
	HSIP Minot School Lighting Improvements			City of Minot	Safety	Lighting Improvements							$1,451,913	$217,787	$1,451,913	$1,669,700	$1,335,760	HSIP	0%	0%	0%	0%	0%	100%	$0	$0	$0	$0	$0	$1,669,700	$333,940	Short	Illustrative	

NDSU UPPER GREAT PLAINS TRANSPORTATION INSTITUTE

ATAC ADVANCED TRAFFIC ANALYSIS CENTER

Central Dakota 2025 BASE TRAVEL DEMAND MODEL DEVELOPMENT AND CALIBRATION

DRAFT REPORT

To the Central Dakota MPO

February, 2025

Diomo Motuba, PhD & Baishali Rahman (PhD Candidate)
Advanced Traffic Analysis Center

Upper Great Plains Transportation Institute

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Fargo, North Dakota 58102

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1. INTRODUCTION

The Central Dakota MPO, which includes the cities of Minot, Surrey, and Burlington, has been developing a Travel Demand Model (TDM) to incorporate new data, reflect current travel patterns, and integrate advancements in transportation modeling techniques. The updated model is based on 2024 data, ensuring that it accurately represents the region's transportation system.

The model follows the four-step TDM process, which includes trip generation, trip distribution, mode choice (modal split), and trip assignment. Each step is calibrated to reflect real-world travel behavior, allowing for accurate forecasts of traffic demand. The model update process involves adjusting key input parameters and validating the model's outputs against observed traffic data to ensure alignment with actual conditions.

Model calibration is an iterative process, as shown in Figure 1, where parameters are refined in multiple stages until the model meets acceptable accuracy standards. This approach ensures that the model is not only a reliable representation of current conditions but also a powerful tool for forecasting future transportation needs and supporting informed decision-making.

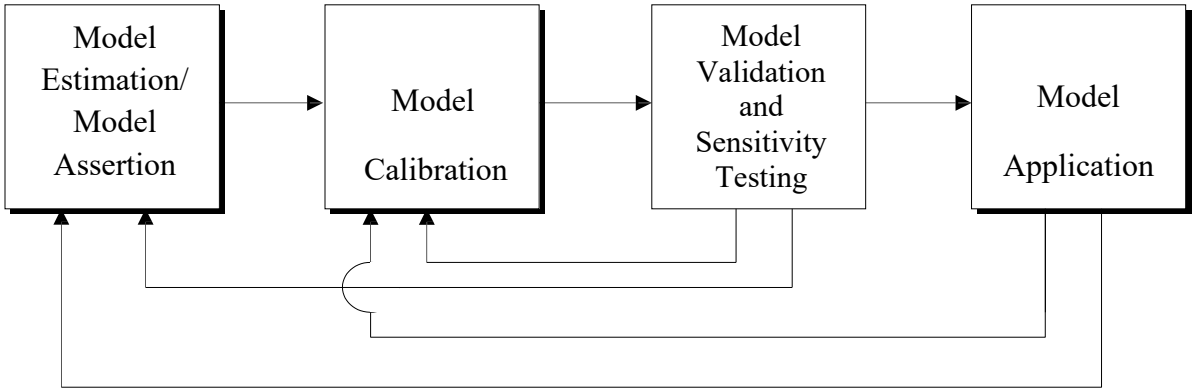

Figure 1 Central Dakota TDM Calibration Flow Chart

The rest of this document describes the model update process including the data, methods, and models that were used to develop the model. Chapter 2 discusses the development of the 2024 TDM; Chapter 3 discusses the capacity calculation methodology; Chapter 4 discusses the input data used in the model; Chapter 5 summarizes the trip generation models and methods; Chapter 6 discusses the trip distribution step; Chapter 7 discusses the trip assignment step; Chapter 8 discusses the model calibration, validation, and output.

2. MODEL INPUT DATA

The main data used as input to the model are the network and socioeconomic data. The two datasets were developed through a collaborative effort between MPO staff and ATAC. These data are discussed next.

2.1.Transportation Network Data

The transportation network is an abstract representation of the transportation system that has essential data describing the available transportation supply. The network is maintained in GIS as a geodatabase that contains four feature classes. These feature classes included: links that represent the roadway, nodes that represent intersections, centroids which are the trip origin/destination points for transportation analysis zones (TAZs), and external centroids which are external loading trip points. The network was updated by ATAC and the MPO to represent 2022 base year conditions.

The main attributes of the network that are used in the model include the network geometries (number of lanes and turn lanes), posted and Free Flow Speeds, functional classification, length of links, link ADTs (passenger and truck counts), link location area type and the intersection controls.

2.1.1. Distribution of Modeled Network by Functional Classifications

Table 1 shows the percentage of centerline miles by functional class.

Table 1 Centerline Miles Distribution by Functional Classification

Functional Class	Centerline Miles	Percentage
Freeway	30.23	14.08%
Expressway	18.91	8.81%
Principal Arterial	10.70	4.98%
Minor Arterial	45.02	20.97%
Collectors	41.40	19.28%
Local Roads	0.84	0.39%
Ramps	3.62	1.69%
Centroid Connectors	63.96	29.79%
Total	214.68	100%

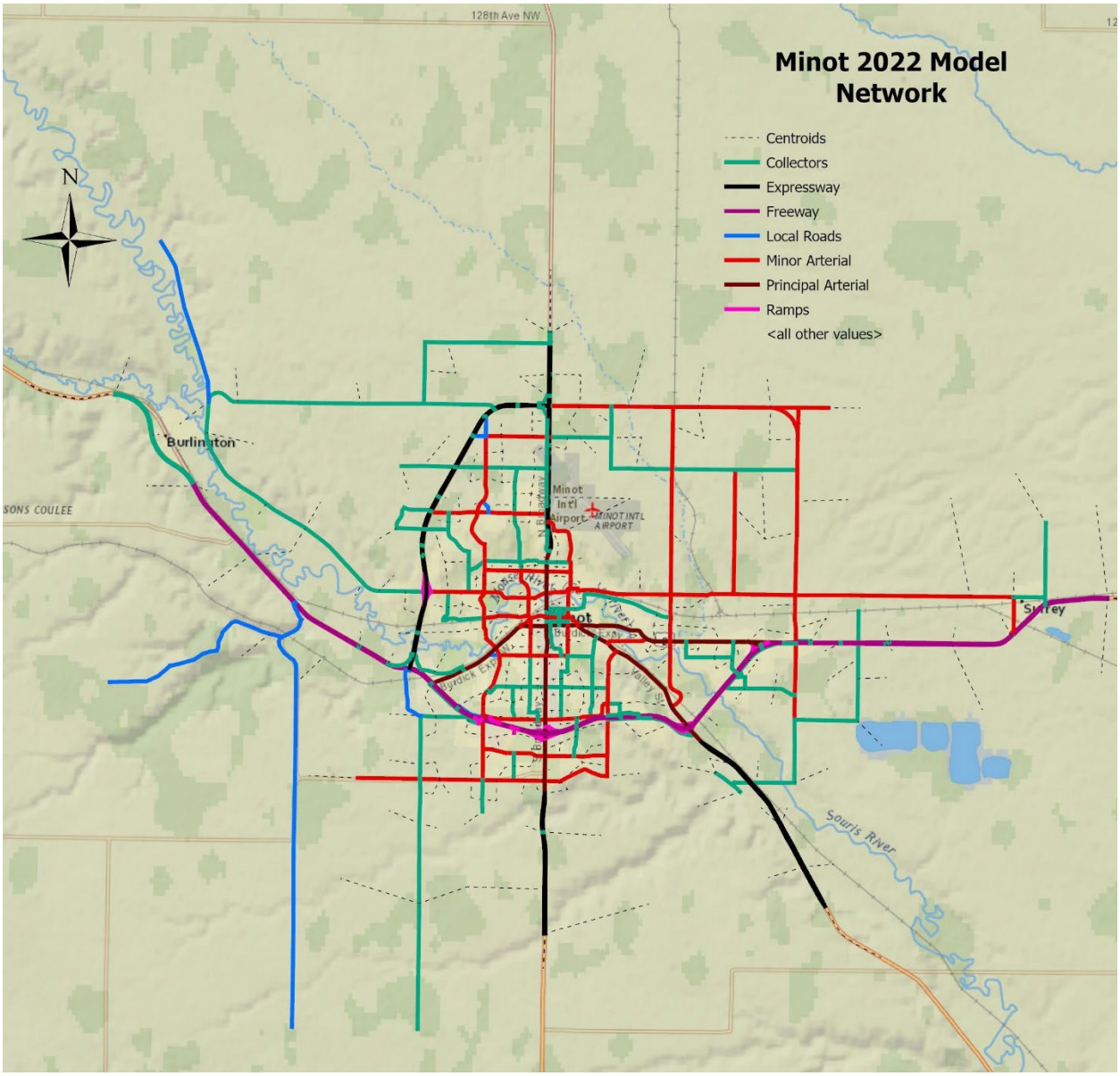

Figure 2 Minot 2022 Model Network

Figure 2 shows the modeled network distribution by functional class with centroid connectors.

2.2.Socioeconomic Data

Socioeconomic data are used to generate the total number of trips produced and attracted by each TAZ in the TDM. The TAZ geographies were developed by a collaborative effort between MPO staff and the ATAC. The socioeconomic data included within each TAZ were collected from a third-party vendor named Data Axle. The gaps in the socio-economic data (especially the household numbers) were mitigated by collaborative efforts between MPO staff and ATAC. The socioeconomic data that was used in the model is described next.

2.2.1. TAZ Geography files:

A total of 232 internal TAZs were used for the 2022 model. Several TAZs were modified (split or merged) based on input from both the MPO and ATAC.

2.2.2. Socioeconomic Data TAZ Attributes

The socioeconomic data within the TAZ contained the following fields

2.2.2.1. Number of Persons per household in each TAZ according to the following categories (attributes)

1. # of single-family households
2. # of multi-family households
3. Total number of households

2.2.2.2. School-age children per household in each TAZ in four categories[1]

1. # of Grade school-age children
2. # of Middle age school children
3. # of High school age children
4. # of College age (20-24)

2.2.2.3. Employment data (# for each TAZ)[2]

1. Manufacturing/Industrial (NAICS 31-33)
2. Construction and resources/Commercial (NAICS 21, 23)
3. Retail/Office (NAICS 44-45)
4. Service (NAICS 52,53,55,56,56,51,62,71,81,99)
5. Education (NAICS 61) with the following additional fields
    a. Elementary school enrollment for each TAZ

[2] Data has been disaggregated (Previously, it included retail, other and service jobs)

b. Middle school enrollment for each TAZ

c. High school enrollment for each TAZ

2.2.2.4. Enplanements

4. Yearly enplanements borrowed from Piedmont Triad Regional Model NC, sourced from Minnesota/St. Paul region observed data from the airport.

2.2.2.5. Special generators

5. Special generator TAZS for Minot airport.

2.2.2.6. ADT at external locations

Used as estimates of trips with at least one trip ending outside the MPO area.

3. TRIP GENERATION

Trip generation is the first step in the Travel Demand Model (TDM) and is responsible for estimating the number of trips originating from and destined for each Traffic Analysis Zone (TAZ). This process utilizes the socioeconomic data outlined in Chapter 4, combined with regression parameters, to determine trip production and attraction levels for each TAZ.

Typically, trip production is influenced by household characteristics within a given TAZ, while trip attraction is primarily driven by employment levels in the zone. A key enhancement in this model is the incorporation of long-haul freight movements, which adds greater accuracy to trip estimates.

The following sections provide a detailed explanation of the trip generation methodologies applied in this model, along with a discussion of the results.

3.1.Internal-Internal Passenger Vehicle Trip Purposes

Internal-Internal (II) passenger vehicle trips refer to trips that both originate and terminate within the **Metropolitan Planning Organization (MPO)** area for Passenger Vehicles. These trips are categorized based on their purpose into six primary classifications:

- **Home-Based Work (HBW)** – Trips between home and workplace.
- **Home-Based Shopping (HB-Shop)** – Trips originating from home for shopping purposes.
- **Home-Based Other (HBO)** – Trips from home to various non-work, non-shopping destinations (e.g., recreation, personal errands).
- **Home-Based School K-12 (HB-School K-12)** – Trips from home to primary and secondary schools.
- **Home-Based University (HBU)** – Trips from home to universities and colleges.
- **Non-Home-Based (NHB)** – Trips that do not originate or end at home, such as work-to-shop or work-to-recreation trips.

3.1.1. Trip Productions

Table 2 presents the trip generation equations used to develop the II trip production table showing the regression parameters applied in these equations. These parameters were initially derived from NCHRP Report 716, a widely used reference for trip generation methodologies.

The model parameters obtained from NCHRP 716 served as the initial basis for trip production estimates. However, these equations were further refined during the calibration process to account for variations in travel behavior across different area types (e.g., urban, suburban, rural). Adjustments were made to ensure that the final trip generation estimates aligned with observed

traffic counts from the trip assignment step, improving the accuracy of the model in reflecting real-world conditions.

Table 2 Internal-Internal Trip Generation Equations

Purpose	Single-Family Households	Multi-Family Households	Overall
HBW	**2.76**	**2.33**	**2.55**
HBS	**1.16**	**0.82**	**0.99**
HBR	**1.54**	**1.11**	**1.33**
HBO	**2.28**	**1.11**	**1.70**
NHB	**4.01**	**2.76**	**3.39**

3.1.2. Trip Attractions

Trip attractions represent the number of trips drawn to each Traffic Analysis Zone (TAZ) based on various factors, primarily employment levels and institutional size (such as school enrollments). These estimates are essential for understanding travel demand patterns, as they help define where trips are likely to end within the model area in Table 3. While the socioeconomic dataset initially contained a variety of job classifications, these were aggregated into broader employment categories to streamline the modeling process. The categories used for trip attraction estimates are summarized in Table 3 which were derived from NCHRP Report 718, a key reference for travel demand modeling.

As with trip production, the initial trip attraction estimates were refined through model calibration to reflect observed travel patterns accurately. Adjustments were made to account for variations in trip-making behavior across different land-use types and geographic areas. These refinements ensured that the trip assignment step produced traffic volumes that closely matched real-world traffic counts, improving the overall reliability of the model.

Table 3 Trip Attraction Rates

Purpose	Industry	Commercial	Office	Service
HBW	2.26	1.65	0.58	1.97
HBS	-	3.09	-	-
HBR	-	2.37	-	-
HBO	0.0	1.56	0.52	1.65
NHB	0.4	4.88	1.45	1.23

School trip attraction rates play a critical role in accurately estimating travel demand associated with educational institutions. These rates help determine the number of trips attracted to schools based on factors such as student enrollment and facility size.

Table 4 presents the school trip attraction rates per student used in the model, which were sourced from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. The ITE manual is a widely recognized resource that provides empirically derived trip generation rates for various land uses, including K-12 schools, colleges, and universities.

Table 4 School Trip Attraction Rates per student

School	Rate
Elementary	1.05
Middle	1.05
High	1.05

3.2. Total Productions and Attractions

3.2.1. Internal Productions and Attractions

The total number of trip productions and attractions provides a summary of travel demand within the model area, categorized by trip purpose. These values represent the total trips estimated by the model and serve as the foundation for subsequent steps in the travel demand forecasting process, including trip distribution, mode choice, and assignment.

Since trip productions and attractions must be balanced for internal trips within the study area, the values for each purpose are equal. These totals were derived from the calibrated trip generation model and ensure that the demand estimates align with observed travel patterns. Table 5 shows the total trip productions and attractions according to trip purposes generated from the model for internal trips.

Table 5 Total Internal Trip Productions and Attractions

Purpose	Trip Production	Trip Attraction
HBW	45,945	45,945
HBS	18,394	18,394
HBR	24,543	24,543
HBO	33,270	33,270
NHB	63,158	63,158

3.2.2. External Productions and attractions

External trips—those originating from or destined for locations outside the model area—were estimated based on observed traffic counts at external locations**.** These external trips provide insight into regional connectivity and external influences on the transportation network. Traffic counts were used to validate the external trip estimates, ensuring that model projections align with observed travel volumes. The external stations with nonzero trip productions and attractions represent key regional access points, contributing to both commuter and freight movement. Table 6 shows the total trip productions and attractions that occurred at the external zones (external trips).

Table 6 Total External Trip Productions and Attractions

TAZ Number	External Location	Trip Production	Trip Attraction	Traffic Counts
280	**US 83 North**	5,468	5,468	10935
281	**CR 10**	0	0	0
282	**US 2 East**	2,463	2,463	4925
283	**US 52 East**	2,273	2,273	4555
284	**US 83 South**	3,913	3,913	7825
285	**62nd St SW**	175	175	350
286	**US 2 West**	3,638	3,638	7275
287	**22nd St SW**	0	0	0
288	**16th St SW**	460	460	920
289	**CH15**	80	80	160

The outputs from the trip generation step serve as the foundation for the next stage of the travel demand modeling process: trip distribution. In this step, the total trip productions and attractions estimated for each Traffic Analysis Zone (TAZ) are used to determine the likely origins and destinations of trips within the model area.

4. TRIP DISTRIBUTION

The trip distribution step takes the trip productions and attractions developed in the trip generation step and assigns them between Origin-Destination pairs. This step helps establish travel patterns by predicting where trips will go based on various influencing factors. For the Central Dakota MPO, the gravity model was used to distribute trips.

This method is based on the principle that trip interaction between two zones is directly proportional to the number of trip productions and attractions and inversely proportional to the travel impedance or travel distance or time between them. The gravity model assigns trips based on the number of productions, attractions, a friction factor (F), and a scaling factor (K).

The friction factor i represents the resistance to travel between two zones. It is inversely proportional to travel distance, time, or cost, meaning that as travel impedance increases, the likelihood of a trip occurring between those two zones decreases. Friction factors are typically derived from observed travel behavior data and can be calibrated using trip length frequency distributions to ensure realistic trip interactions in the model.

The gravity model formulation used in this travel demand model follows the standard structure, with calibrated friction factors and K-factors applied to refine trip distribution. Equation 1 shows the gravity model formulation used in the model.

Equation 1 Gravity Model Used for Trip Distribution

$$T_{ij} = P_i \frac{K_{ij} A_j F_{ij}}{\sum K_{ij} A_j F_{ij}}$$

Tij = Number of trips assigned between Zones i and

j;

Pi = Number of Productions in Zone i;

Aj = Number of Attractions in Zone

j; Fij = Friction Factor; and

Kij = Scaling factor used in calibration to influence specific ij pairs

The typical output of the trip distribution step in TDMs is a matrix showing the origins and destination of each trip. The gravity model uses the trip generation outputs (production and attractions by trip purpose for each zone), a measure of travel impedance between each zonal pair (travel time), and socioeconomic/area characteristic variables ("K-factor") variables as input. The K-factor is used to account for the effects of variables other than travel impedance in the model. The OD data were used to develop K-factor matrices imputed in the trip gravity model that was used for distributing IE/EI trips. For the TDM, trips were distributed separately for the different periods.

For K-12 school trip distribution, school zones were used to assign trips for Minot Public Schools. The gravity model was used to distribute private school trips.

The output from the trip distribution step is an Origin-Destination matrix showing the number of trips between origins and destinations for each trip purpose. The OD for each trip purpose is summed together to produce a daily OD matrix which is then used to assign trips between each OD pair in the trip assignment step.

5. TRIP ASSIGNMENT

Trip assignment is the final computational step in the travel demand modeling process. This step determines the specific routes that trips will take within the transportation network based on the origin-destination (O-D) matrix derived from the trip distribution step. By assigning trips to specific paths, the model can estimate traffic volumes on roadway links, helping planners evaluate network performance and congestion levels. The model assigns trips separately for automobile and truck travel, reflecting their distinct characteristics and operational behaviors. To account for the larger size and different operating conditions of trucks, a Passenger Car Equivalent (PCE) factor of 1.5 was applied to truck trips. This adjustment ensures that truck traffic has an appropriate impact on congestion and roadway capacity calculations.

The User Equilibrium (UE) traffic assignment method was implemented in the model. Under this method, road users independently select the route that minimizes their own travel cost or time, without considering the overall system efficiency. This behavior results in a traffic pattern where no traveler can reduce their travel time by switching routes, leading to what is known as a Wardrop User Equilibrium condition.

The travel cost formulation used in the equilibrium assignment method accounts for key factors influencing route choice, including link travel time**,** perceived distance cost, and congestion effects. These factors ensure that assigned trips realistically reflect how road users make routing decisions under varying traffic conditions and are shown in Equation 2. It takes into account the link travel time, the value of travel time, and the link distance.

Equation 2 Trip Assignment Cost Equation

$$TC = TIME + DISTANCE * 0.35$$

Where:

TC = Link Travel

TIME= Congested travel time

$Distance * 0.35$ = Link length times a perception factor of length compared to travel time, which represents how travelers weigh distance relative to travel time when making routing decisions.

5.1. Congested Travel Time Calculations

The Bureau of Public Roads (BPR) function is a widely used formula in traffic assignment models to estimate how congestion affects travel time on roadway links. It accounts for the relationship between traffic volume and roadway capacity, helping simulate real-world congestion and its impact on travel behavior.

The BPR function is expressed as:

Equation 3 Trip Assignment Cost Equation

$$T_c = T_f \left[1 + \alpha \left(\frac{V}{C}\right)^{\beta}\right]$$

Where:

T_c= Congested travel time (the actual time required to travel a roadway segment under current traffic conditions).

T_f = Free-flow travel time (the time required to travel the segment under ideal, uncongested conditions).

V = Traffic volume on the roadway segment.

C = Capacity of the roadway segment (i.e., the maximum number of vehicles the road can accommodate).

α, β = Calibration parameters that determine how congestion affects travel time (varies by roadway functional class).

5.2. Capacity Calculations

Capacity is a fundamental component of Travel Demand Modeling (TDM) as it directly impacts both Level of Service (LOS) calculations and trip assignment procedures. In the assignment step, traffic is allocated based on the Volume-to-Capacity (V/C) ratio of each roadway link. As congestion increases (higher V/C values), excess traffic is redistributed to alternative routes to reflect realistic traffic conditions. The Transportation Research Board 2010 defined capacity as follows: "The capacity of a system element is the maximum sustainable hourly flow rate which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given period under prevailing roadway, environmental, traffic, and control conditions. Capacity analysis examines roadway elements under uniform traffic, roadway, and control conditions."

NCHRP 716 defined on the other hand "Capacity" in a traffic engineering sense is not necessarily the same as the capacity variable used in travel demand model networks. In early travel models, the capacity variable used in such volume-delay functions as the BPR formula represented the volume at Level of Service (LOS) C; whereas, in traffic engineering, the term "capacity" traditionally referred to the volume at LOS E."

5.2.1. Hourly Capacity Calculations for Lanes

The formulas for calculating the hourly capacities for lanes are shown next:

1. Base Saturation Flow Rate, So

Following the HPMS procedure, the base saturation flow rate was set at 2,200 for functional class Freeway, 1,400 for Expressway, 1,100 for Principal Arterial, 700 for Minor Arterial, 650

for Collector, 600 for Local, 1300 for Ramp, 600 for Frontage Road passenger car per hour per lane (pcphpl).

5.2.2. Hourly Capacity Calculation

After estimating the saturation flow rate for each lane group, the hourly capacity for each functional class is calculated. This calculation is done by multiplying the saturation flow rate by the lanegroup of each functional class. The hourly capacity of each lane group is added to calculate the total hourly capacity. Equation 4 is used for the calculation.

Equation 4

$$H_{SI} = \sum Si * Li$$

Where H_{SI} is hourly capacity,

S_i represents the saturation flow rate for lane group i and

Li represents the lane group for functional class i.

5.3.Daily Capacity Calculations for Lanes

The daily capacity of a roadway is derived by multiplying hourly capacity by 8 hours, assuming peak-hour demand represents approximately 8 hours of daily traffic.

Equation 5

$$D_{SI} = H_{SI} * 8$$

Where D_{SI} is hourly capacity,

H_{SI} is hourly capacity.

By integrating capacity calculations into the TDM framework**,** the model provides a realistic representation of traffic flow, congestion, and roadway performance, supporting data-driven transportation planning and decision-making**.**

6. VALIDATION AND CALIBRATION

Model calibration is a critical step in the travel demand modeling process, ensuring that the model accurately represents real-world travel behavior for a designated base year. The goal of calibration is to fine-tune the model by adjusting input parameters until the model's outputs closely match observed data.

Calibration involves modifying key parameters, including:

- Trip Generation Rates – Adjusting production and attraction values to reflect actual travel demand.
- Node Delays – Refining intersection and control delays to match observed congestion levels.
- Free-Flow Speeds – Ensuring roadway speeds align with field-measured speeds under uncongested conditions.
- K-Factors – Adjusting scaling factors in trip distribution to capture regional travel patterns and observed trip flows.
- Friction Factors – Refining impedance factors in the gravity model to ensure realistic trip length distributions.

Figure 3 shows the calibration and validation flow chart that was used for the model. It was an iterative process that involved adjusting the model parameters until a certain level of confidence in the model's replication of real-world data was achieved.

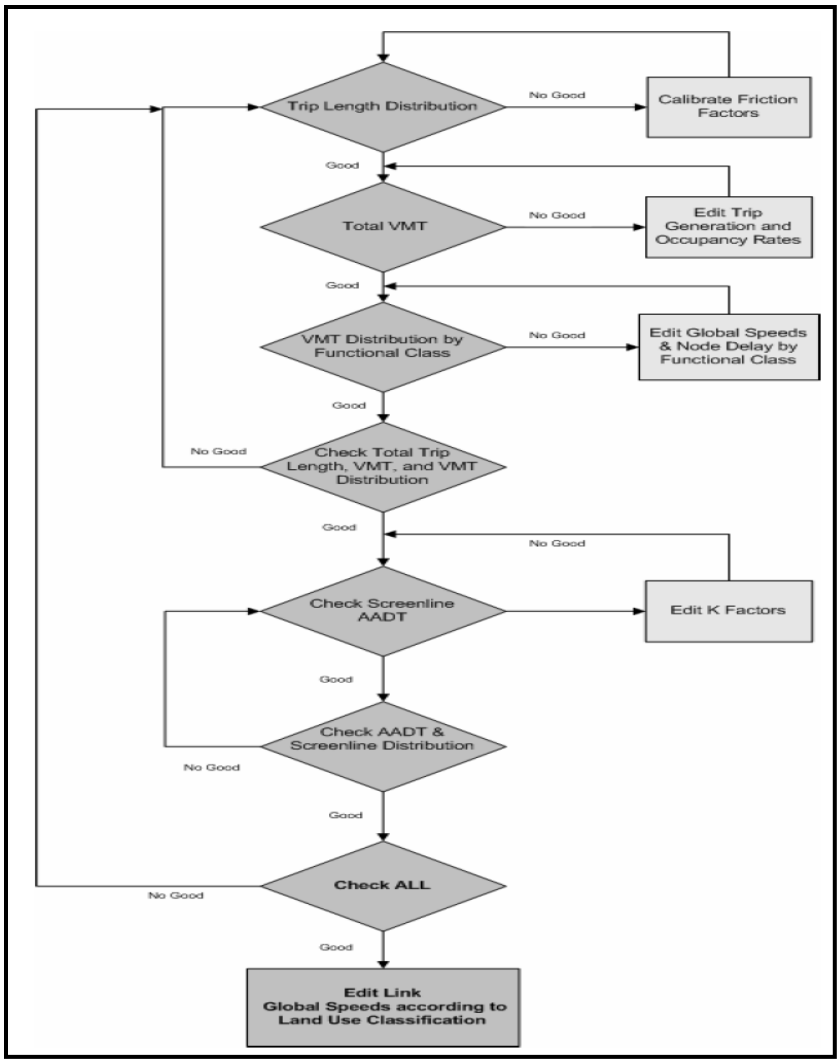

Figure 3 Calibration Flow Chart

Once the model has been calibrated, the validation process compares the base year calibrated model outputs to independent observed datasets. Validation helps confirm whether the model is accurately predicting travel demand and network conditions. Ideally, validation should be performed using data sets that were not used in the calibration process to ensure the model's predictive robustness. However, in some cases, this is not feasible due to the limited availability of independent data sources. Consequently, calibration and validation often proceed in parallel, forming an iterative process that refines model parameters until an acceptable level of accuracy is reached. The next sections describe the different model parameters that were used for model calibration and validation.

6.1.Trip Length Frequency Calibration and Validation

Trip length frequency distributions illustrate how sensitive travelers are to travel time, varying by trip purpose. These distributions help determine the likelihood of making shorter vs. longer trips based on real-world travel behavior. Steeper trip length frequency curves indicate that travelers are highly sensitive to travel time, meaning they are less likely to take long trips. Flatter curves suggest travelers are less sensitive to travel time and are more willing to make longer trips.

6.1.1. Friction Factors

The gamma function was used to develop the friction factor for this model and is shown in Figure 4.

Equation 6 Friction Factor Equation

$$\mathbf{F_{ij}^{p} = a * t_{ij}^{b} * exp(c * t_{ij})}$$

Where,

F_{ij}^{p} = Friction factor for purpose p (HBW, HBO, NHB)

t_{ij}^{b} = travel impedance between zones i and j,

a, b, and c are gamma function scaling factors.

The friction factors were calibrated by adjusting the b and c parameters until the desirable trip length frequency distribution for Home Based Work Travel times was reached. The gamma function allows for a more realistic representation of traveler behavior compared to simpler impedance functions, as it can accommodate different travel sensitivities across trip purposes. Only trips up to 25 minutes were considered with the assumption that 25 minutes was the highest possible travel time between any two points within the metro area. The friction factors in the gravity model were calibrated by adjusting the bbb and ccc parameters in the gamma function until the modeled trip length frequency distribution for Home-Based Work (HBW) travel times aligned with observed data. To ensure accuracy in trip distribution, the desired average trip lengths for other trip purposes were set as proportions of the HBW average trip length, reflecting observed travel behavior differences.

Figure 4 shows the friction factors used in the model plotted against travel time (in minutes). These factors determine the probability of trips occurring over various travel times for different

trip purposes. The model applies these friction factors within the gravity model to simulate realistic trip distribution patterns.

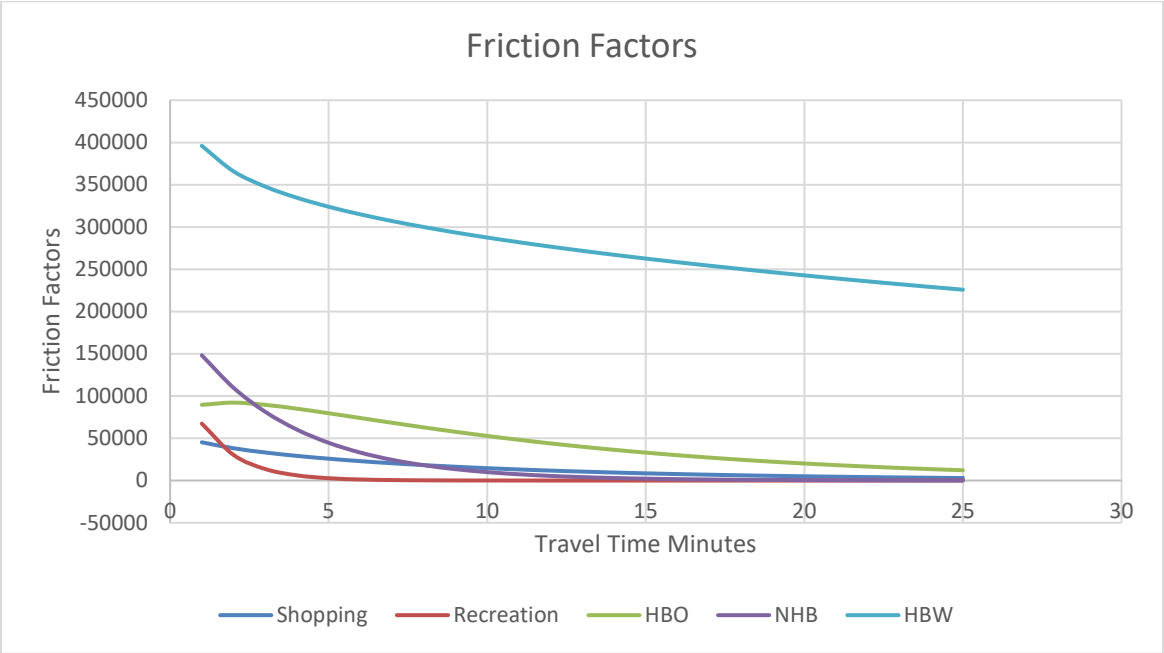

Figure 4 Friction Factors

Home-based work (HBW) trips exhibit the highest friction factors across all travel times, indicating that commuters are generally more willing to travel longer distances for work compared to other trip purposes. The gradual decline in friction factors suggests that while most work trips occur within shorter time frames, longer commutes remain common. Home-Based Other (HBO) trips show moderate sensitivity to travel time, meaning that while travelers prefer closer destinations for errands or social activities, they are occasionally willing to travel further. The curve for HBO trips declines more sharply than HBW trips, reinforcing that trip-makers prioritize shorter travel times for discretionary trips.

Non-home-based (NHB) trips begin with relatively high friction factors, which reflects a mix of short business-related and service trips that typically occur within a constrained geographic area. As travel time increases, the friction factor declines steadily, suggesting that while some NHB trips extend over longer distances, most are completed within 10 to 15 minutes. Shopping trips exhibit a steep initial decline in friction factors, indicating a strong preference for nearby retail locations. The lower friction factors at longer travel times suggest that long-distance shopping trips are uncommon, except for specialized stores or major commercial centers.

Recreation trips display the highest travel time sensitivity among all trip categories, with friction factors dropping sharply within the first few minutes. This pattern suggests that most people prefer

recreational activities close to home, with only a small portion willing to travel further for special events or destination-based leisure activities such as regional parks or sporting events.

Overall, the friction factor trends confirm that different trip purposes have distinct sensitivities to travel time. Steeper declines indicate a preference for shorter trips, as seen in shopping and recreation trips, while flatter curves suggest that trips are more dispersed over longer distances, as observed with work and non-home-based travel. These calibrated friction factors were refined through an iterative process to ensure that the model accurately reflects observed trip length frequency distributions.

6.1.2. Trip Length Frequency Distributions

Figure 5 shows the trip length frequencies for the total HBW, HBS, HBR, HBO, and NHB trips, and for the total Internal-External Trips. For all the trip purposes, there is a sharp increase in the number of trips in 0 to 5 minutes, and a sharp decline in trips occurs between 10 to 15 minutes.

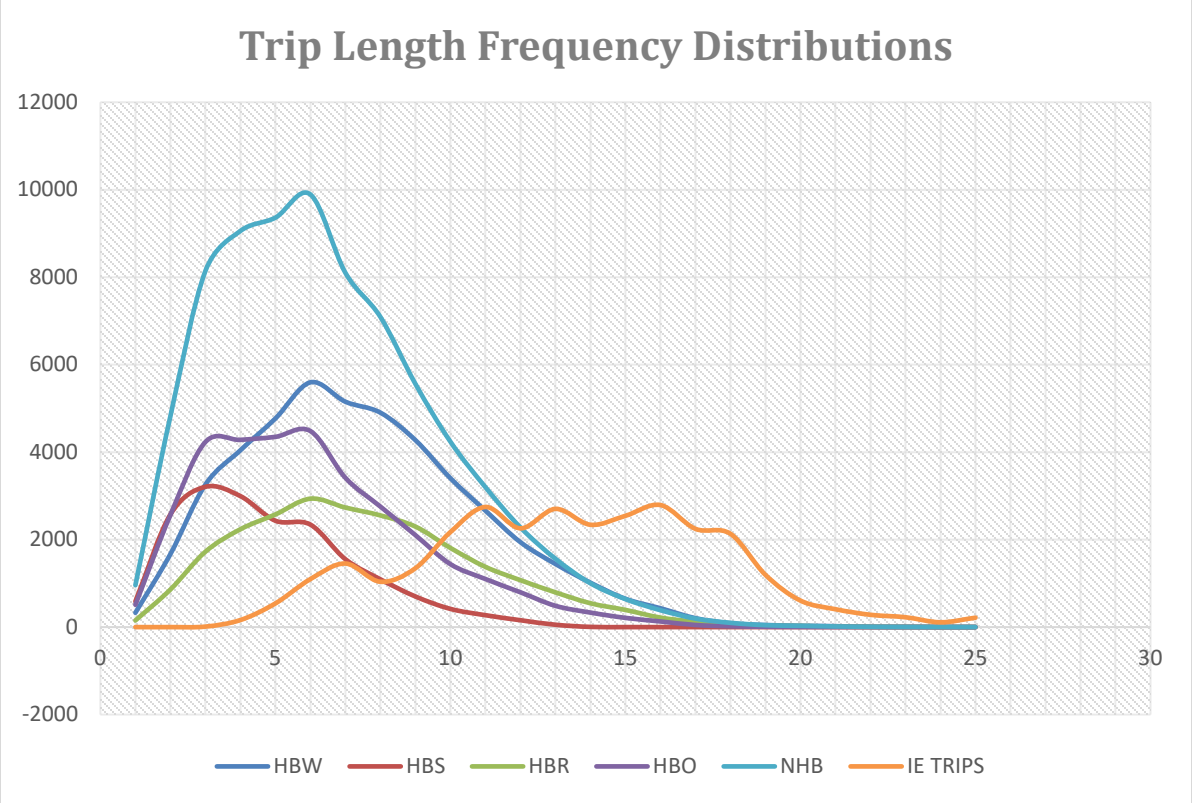

Figure 5 Trip Length Frequency Distributions by Trip Purposes

6.1.3. Average Trip Length by Trip Purpose

Since observed trip length data was only available for Home-Based Work (HBW) trips, the average trip lengths for other trip purposes were estimated as a percentage of the HBW trip length. This approach ensures consistency in modeling trip distribution while aligning with expected travel behavior patterns.

Table 7 presents the targeted average trip lengths as a percentage of HBW trip length, along with the modeled average trip lengths in minutes for each trip purpose.

Table 7 Target Average Trip Length and Modeled Average Trip Length

Trip Purpose	Target Average Trip Length (% of HBW Trip Length)	Modeled Average Trip Length (minutes)
Home-Based Work (HBW)	100.00%	7.78 min
Home-Based School (HBS)	62.60%	4.87 min
Home-Based Recreation (HBR)	98.84%	7.69 min
Home-Based Other (HBO)	78.79%	6.13 min
Non-Home-Based (NHB)	85.48%	6.65 min

The results indicate that school trips (HBS) have the shortest average travel times, reflecting the tendency for students to attend schools near their homes. Recreational trips (HBR) closely match HBW trips in length, suggesting that some recreation trips, such as visits to parks or entertainment venues, involve travel distances similar to commutes. Non-Home-Based (NHB) and Home-Based Other (HBO) trips fall between these categories, as they include a mix of short and medium-distance trips for various purposes, such as shopping, errands, and business-related travel.

These trip length estimates were carefully calibrated to align with expected travel behavior, ensuring that the model accurately represents trip distribution patterns across different trip purposes.

6.2.Modeled ADT Comparison to Observed ADT

Comparing the modeled Average Daily Traffic (ADT) to the observed ADT provides a critical assessment of how well the model replicates real-world traffic conditions. The MPO provided traffic counts for a set of roadway links, which were compared to the model's estimated ADTs. Two levels of comparison were conducted: one by functional classification and another by volume ranges.

6.2.1. Observed ADT vs Modeled ADT Comparison by Functional Class

Table 8 shows the comparison of modeled and observed ADTs by functional classification. Overall, the model demonstrates a reasonable performance, replicating over 73% of observed traffic counts. However, because the number of links used for comparison is relatively small, higher deviations are expected, particularly for specific functional classifications where limited sample sizes may contribute to variability.

Table 8 shows the comparison of the modeled and observed ADTs by functional classification. Overall, the model performs reasonably replicating over 73% of observed counts.

Table 8 Comparison of Modeled and Observed ADTS by Functional Classification

Functional Classification	Links	Modeled ADT	Observed ADT	Model/Count %	Typical % Deviation
Freeway	40	262,704	238,797	10.01	+/- 10
Expressway	36	215,329	187,760	14.68	+/- 10
Principal Arterial	56	817,204	784,095	4.22	+/- 10
Minor Arterial	125	761,387	717,315	6.14	+/- 15
Major Collector	99	197,666	209,395	-5.40	+/- 30
Total	382	2,301,091	2,178,805	5.61	

TDM models typically perform better on higher functional classifications such as freeways and expressways, where traffic flows are more predictable, but show slightly higher deviations for collectors and minor arterials, which tend to have more localized variations in traffic patterns. Given the relatively small sample size of links used for validation, these deviations are expected and do not necessarily indicate fundamental model inaccuracies.

The deviations shown in Table 8 account for variations in traffic volumes caused by real-world conditions that cannot be fully captured by the model, such as signal timing variations, roadway incidents, seasonal fluctuations, and local behavioral factors. Freeways and expressways typically exhibit lower allowable deviations (±10%) because they experience high and stable traffic volumes, making them easier to model with greater precision. Principal arterials also fall within this range as they serve major urban corridors with consistent travel patterns.

For minor arterials, a slightly higher deviation of ±15% is generally acceptable due to the presence of more signalized intersections, variable congestion patterns, and local access points that introduce more variability. Collectors, which serve a mix of local and arterial functions, are subject to greater variation in traffic patterns, leading to a higher allowable deviation of ±25%. Local roads, where trip generation is highly variable and traffic counts are less frequent, can have deviations exceeding ±30%.

6.2.2. Modeled Vs Observed Volume by Volume Range Comparison

Table 9 shows the comparison of modeled and Observed ADTs by volume range. The FHWA criterion sets limits to the deviations between observed and modeled ADTs. Comparing the modeled Average Daily Traffic (ADT) to observed traffic counts is a key step in assessing the accuracy and reliability of the travel demand model. The comparison is conducted across different traffic volume ranges, allowing for a more detailed evaluation of how well the model performs in replicating real-world traffic conditions.

Overall, the model achieves a reasonable level of accuracy, with an aggregate deviation of 4.66% across all volume ranges, indicating that it effectively captures regional travel demand patterns. However, performance varies across different traffic volume categories, which is expected due to the inherent variability in traffic data at different ADT levels.

The model performs well across all volume ranges, with deviations remaining within the acceptable limits for each category. The highest accuracy is observed in the mid-range and high-volume categories, indicating that the trip distribution and assignment processes are well-calibrated for arterials and highways. In contrast, the greatest deviation occurs in the low-volume road category (ADT 0-1,000), which is expected due to the inherent variability in traffic patterns and data collection challenges associated with these roads. Additionally, the slight underestimation in the highest ADT category suggests that minor refinements in network capacity or trip assignment could enhance accuracy for major corridors and freeways.

Overall, the model demonstrates a strong ability to replicate real-world traffic conditions, with a total deviation of 4.66% across all ADT categories. This level of accuracy supports the model's reliability for transportation planning and policy decisions. Future refinements could

focus on improving precision in low-volume road classifications while maintaining the strong performance observed in higher-volume categories.

Table 9 Comparison of Modeled and Observed ADT by Volume Range

ADT Range	Links	Model ADT	Count ADT	Model/Count %	Acceptable %
ADT 0-1000	45	71,568	28,680	149.4	200
1,001 TO 2,500	68	149,204	120,433	23.89	47
2,501 TO 5,000	106	384,568	375,590	2.39	36
5,000 TO 10,000	120	886,866	839,997	5.58	29
>10000	43	788,046	814,105	-3.20	15
Total	382	2,280,253	2,178,805	4.66	

6.3.Scatter Plots, R Squares of Model, and Observed Traffic

Scatter plots comparing modeled traffic volumes to observed traffic counts are an effective way to assess the model's overall fit and accuracy. Figure 6 shows the scatter plot of modeled traffic volumes versus observed counts. The plot suggests that the amount of error in the modeled volumes is proportional to the observed traffic counts, which is an indication of a good fit between the model and real-world traffic conditions.

A key statistical measure displayed in the figure is the R-squared (R^2) value, also known as the coefficient of determination. This metric quantifies the proportion of variation in observed traffic counts that can be explained by the modeled traffic volumes. A higher R^2 value indicates a stronger relationship between the two variables.

In this case, the modeled R^2 value of 0.80 suggests a strong linear correlation between modeled and observed traffic counts, meaning that the model can capture a significant portion of the variation in actual traffic patterns. While some discrepancies are expected due to localized variations in traffic flow, data collection limitations, or minor calibration adjustments, the overall trend suggests that the model performs well in replicating observed traffic volumes.

spread in the scatter plot.

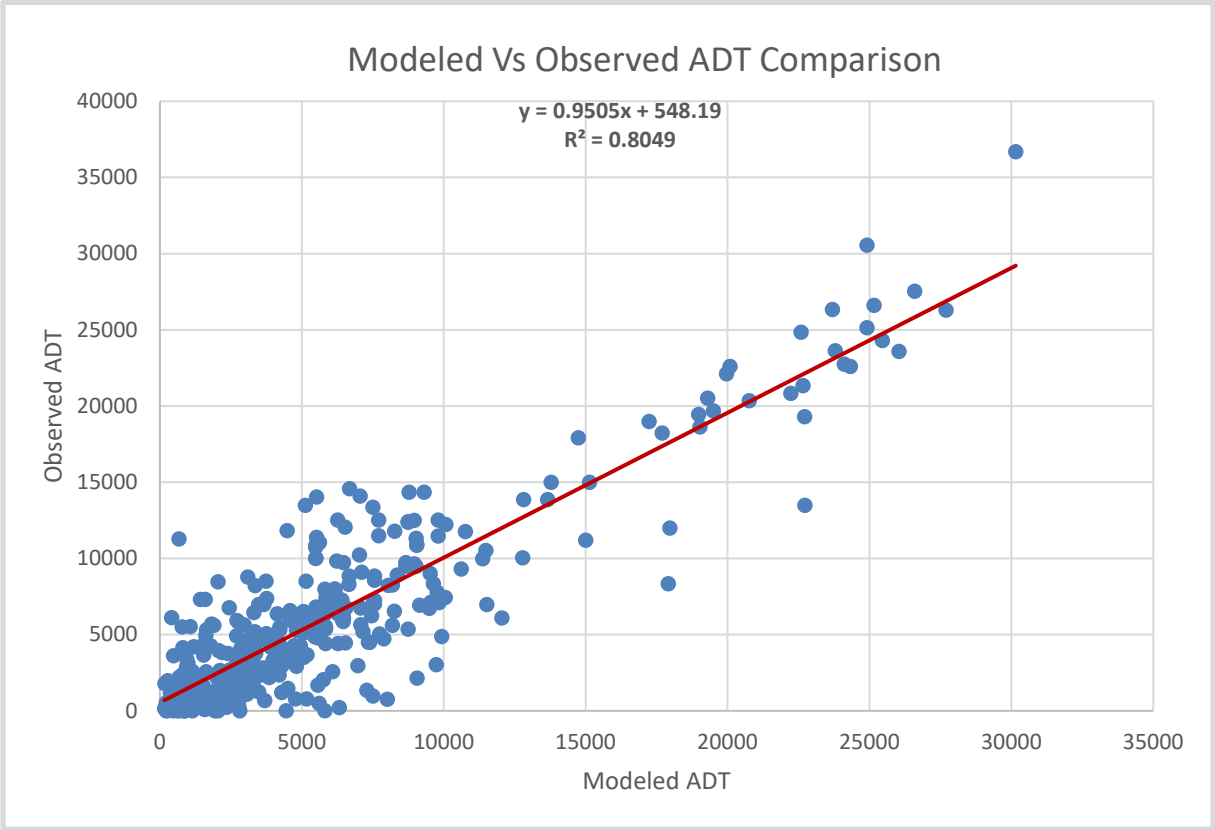

Figure 6 Scatter Plot of Modeled and Observed ADTS

7. CONCLUSIONS

This document details the development, calibration, and validation of the Central Dakota MPO 2022 base-year Travel Demand Model (TDM). The model follows the standard four-step modeling process, consisting of trip generation, trip distribution, mode choice (if applicable), and trip assignment, to estimate travel patterns within the MPO region.

The trip generation step establishes the number of trips produced and attracted to each Traffic Analysis Zone (TAZ) using socioeconomic data and calibrated trip production and attraction rates. The trip distribution step applies a gravity model with calibrated friction factors to allocate trips between origins and destinations, ensuring that modeled trip length distributions align with observed travel behavior. The trip assignment step assigns these trips to the transportation network using a User Equilibrium (UE) approach, where travelers select routes that minimize their perceived travel time. The assignment process considers volume-delay functions, roadway capacities, and congestion effects, leading to realistic traffic flow estimations.

The model was successfully calibrated and validated using traffic count data provided by the MPO. A comparison of modeled and observed traffic volumes indicates that the model performs within typically accepted deviation limits across different functional classifications and volume ranges. The scatter plot analysis confirms a strong correlation ($R^2 = 0.80$) between modeled and observed ADTs, demonstrating the model's ability to replicate real-world travel patterns accurately.

With this level of accuracy, the Central Dakota MPO TDM serves as a reliable tool for forecasting future traffic conditions, evaluating potential infrastructure improvements, and assessing the impacts of policy changes on the regional transportation system. While future refinements may improve model precision—particularly on lower-volume roads—the model provides a solid foundation for data-driven transportation planning and decision-making.

Appendix H - Comment Matrix

Summary of Comments and Responses
(Phase 3 Public Engagement)

Comment Number	Commentator	Received via:	Date received	Page	Comment	Comment Category	Response to Comment and Edits Required
1	Janet Parton	Email	10/2/2025	N/A	My only "red flag" comment would be the proposal of a stoplight on 19th Ave and Broadway. For traffic traveling North, they may be stopped on a hill at peak traffic times. In the winter, icy conditions could create new crash opportunities when people can't get moving after a stop. Looking forward to the improvement suggested, especially the green/natural elements.	Public Feedback	Comment is noted and taken under advisement. Projects as defined in a long-range transportation plan typically treat entire corridors (at least for significant segments) in a comprehensive manner. While traffic control may be part of these, it can also be addressed outside of these larger projects, and is typically considered as part of an agency's regular day-to-day operations. Not including a signal in this plan does not mean it would not be added independently, and the corridor projects on Broadway that are in this plan may include this in their project scope.
2	Tim Baumann	Email	10/2/2025	N/A	I appreciate the work on multi-modal route development. It is exciting to see alternative pathways to get around town that will be safer for walkers and bikers. My lowest priority projects would be the development or expansion of the SW bypass. While good in theory, this will push development and traffic to the fringes of the community and reduce density in the community.	Public Feedback	This comment did not request any change, and the breakdown of projects within the MTP's fiscally constrained plan is consistent with this. The SW/SE Connector project only has a portion in the fiscally constrained plan.
3	Erin Anderson	Email	10/2/2025	N/A	I've been looking at the plan and it doesn't show any changes for the intersection where Burdick Expy meets Hwy 52. This is a very busy and congested intersection a certain times of the day. I always think how dangerous it is with no stop light. I'm surprised it isn't a part of the future changes. Can you let me know why?	Public Feedback	As it serves a regional scale, project changes in this plan have taken a look at entire corridors, though sometimes specific intersections are also included. This intersection may seem dangerous to motorists or other travelers today, but if no instance of crash patterns suggests that its risk is systematic, agencies tend not to make improvements.
4	Larry Kirks	Email	10/3/2025	N/A	Would like a bike path from minot to the AFB similar to the one from minot to burlington. With the increase of ebikes, scooters and e-unicycles, i think folks would use that for travel or commutes.	Public Feedback	Comment is noted as an idea to be incorporated for future plan changes.
5	C	Email	10/21/2025	N/A	I'm not certain if there will be a separate comment period for the Transit Development Plan. Our door-to-door bus system (Souris Basin Transit) has been providing needed transportation for the public for a long time. This past year there was the threat of that service not being available to those who don't meet the ADA qualifications. There is at least one segment of the population that is in dire need of this service but many can't quite meet those qualifications. Much of the elderly population has low vision, trouble walking and hearing impairment. It is dangerous for those people to be waiting on a city street corner for the Minot City Transit. Some can't see the destination information on the bus, some can trip off the curb, etc. Quite a few have all those impairments but aren't disabled enough to meet ADA criteria. It would be a shame that now we are a "metropolitan", we may not be providing this service to our elderly population. At the same time our surrounding rural communities can do so.	Public Feedback	No edits required. Sent to John but he wanted to keep it in the public input appendix.
6	NDDOT	Agency Review	10/27/2025	2	Steering Committee? City and County Staff? (engineering/planning)(auditor). Is the plan to list names or just titles - if titles than why is Johns name shown, If planning to do both consider that their has been a change in Minot elected officials.	Simple Text Edit	Acknowledgments page has been updated to include individuals from NDDOT, Federal agencies, and member jurisdisctions. Other stakeholder participation is included by listing participating agencies only. Some agencies were invited to participate but declined, such as the Minot Air Force Base.
7	NDDOT	Agency Review	10/27/2025	2	How were the acknowledgments determined? I am curious because I know there were more from NDDOT part of this study.	Simple Text Edit	Please refer to the response to Comment 7.
8	NDDOT	Agency Review	10/27/2025	2	Any coordination with the Base? I am aware the actual base is outside the MPO boundary but it has significant impact on transportation into, out of and within the City of Minot community.	Simple Text Edit	There was coordination with Minot AFB and this is documented in the public outreach summary.
9	NDDOT	Agency Review	10/27/2025	2	Need disclaimer - about federal funding and , ownership of the final plan (CDMPO+NDDOT) however does not necessarily constitute the opinions of either. John - this was on the handout provided during the midyear reviews.	Simple Text Edit	Updated with text provided by CDMPO, and this disclaimer is on the acknowledgements page.
10	NDDOT	Agency Review	10/27/2025	3	Will you be developing an Executive Summary. The existing conditions is nearly half of the overall length (excl. appendices). If no executive summary, consider retaining the most relevant in terms of influencing plan goals, objectives an recommendations from Existing Conditions in the main body of the plan.	Simple Text Edit	The Existing Conditions section of the report is being augmented with a Community and Plan Background section.

Appendix H - Comment Matrix

Comment Number	Commentator	Received via:	Date received	Page	Comment	Comment Category	Response to Comment and Edits Required
11	NDDOT	Agency Review	10/27/2025	3	Where is the list of figures, exhibits, tables, etc.	Added Text Sections	The Table of Contents includes detailed breakdown of chapters by sub-section headers and will guide readers to specific topic areas.
12	NDDOT	Agency Review	10/27/2025	4	I found the background difficult to read because each paragraph seemed to slightly restate at least a statement from a previous paragraph.	Simple Text Edit	Noted, and this is reflected in revised text.
13	NDDOT	Agency Review	10/27/2025	4	Gov. Burgum "designated" the area as an MPO, but the 2020 Census provided the urbanized area of over 50,000. I know it may seem trivial, but Census results told us we needed an MPO which then required the Governor to designate/approve the planning area.	Simple Text Edit	Language updated to reflect this overall thinking.
14	NDDOT	Agency Review	10/27/2025	4	census established urbanized areas (add map reference - but could be to a map on a future page)	Simple Text Edit	Accepted this change and reworded accordingly.
15	NDDOT	Agency Review	10/27/2025	4	First instance of an acronym without the full name.	Simple Text Edit	MPO was defined in the first sentence. It should not need to be spelled out again.
16	NDDOT	Agency Review	10/27/2025	4	provisions of 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 and/or 23 CFR 450.300 (which lists all of the abovbe.	Simple Text Edit	Accepted this change and reworded accordingly. Referred to 23 CFR 450.300.
17	NDDOT	Agency Review	10/27/2025	4	is	Simple Text Edit	Comment accepted and change made
18	NDDOT	Agency Review	10/27/2025	4	has been/was	Simple Text Edit	Accepted this change and reworded accordingly.
19	NDDOT	Agency Review	10/27/2025	4	It seems this would make more sense after the statement that notes the MTP needs to be a fiscally constrained document. If I didn't know why this was the case, I would have questioned if it was a requirement or not.	Simple Text Edit	This paragraph has generally been rearranged in response to this and other comments.
20	NDDOT	Agency Review	10/27/2025	4	This is the background of the MTP, so are these other documents going to be explained also?	Simple Text Edit	This paragraph has generally been rearranged in response to this and other comments.
21	NDDOT	Agency Review	10/27/2025	4	I believe these should be capitalized since they are what makes up the 3-C's in the parenthesis that follow.	Simple Text Edit	Indicated with bold italic text.
22	NDDOT	Agency Review	10/27/2025	4	expected? (Check CFR language on this one0	Simple Text Edit	Accepted this change and reworded accordingly.
23	NDDOT	Agency Review	10/27/2025	4	I believe the CFR lanaguage is "reasonalby expected"	Simple Text Edit	Accepted this change and reworded accordingly.
24	NDDOT	Agency Review	10/27/2025	4	First use of acronym without associated full name. Also may be good to amend this to say NDDOT and other state agencies.	Simple Text Edit	This paragraph has generally been rearranged in response to this and other comments.
25	NDDOT	Agency Review	10/27/2025	4	and other agencies involved with transportation systems support and/or development (freight, Chamber of Commerce, University Facility planning, non-profits (can apply for RTP and TAP grants)	Simple Text Edit	This paragraph has generally been rearranged in response to this and other comments.
26	NDDOT	Agency Review	10/27/2025	5	Would it make more sense to use this map to show the MPA and UZA? There didn't appear to be a map that would show that in the rest of the document. The legend also only shows 2 gray colors, but the map has 3. I realize that the county is gray outside the boundaries. I would suggest not calling it "County Boundaries" in the legend because the county boundaries are not shown on this map.	Map or Graphics Edit	UZA boundaries have been added to this and multiple other maps, especially where important to distinguish between UZA and MPO.
27	NDDOT	Agency Review	10/27/2025	5	some corresponding text for this map + high level overview of where the CDMPO is located in relation to the state, what cities make up the MPO and a brief description of the geographic characteristics of the area (lies within and above the Souris River Valley, Minot and Surrey streets primarily follow a N-S/E-W orientation, Burlington street are primarily along an angle that are parallel or perpendicular to the River, Railroad and Highway 2 in NW/SE orientation, The area is marked by many hills and coulees and creeks, extensive urban tree canopy and natural tree canopies and woodlands along the river and in the couleess along creeks.. Not only does this introduce the plan but could be the source for language the MPO includes when developing an RFP and detailing an "About the MPO" section	Added Text Sections	This map added a callout text box identifying selected information from this comment that is pertinent to a high-level regional overview. Other details of this comment have been taken into consideration and applied at other relevant places throughout the MTP chapters.
28	NDDOT	Agency Review	10/27/2025	5	Add UZA MPO Boundary more commonly and in CFRs referred to as MPA (Metropolitan Planning Area).	Simple Text Edit	UZA boundaries have been added to this and multiple other maps, especially where important to distinguish between UZA and MPO.
29	NDDOT	Agency Review	10/27/2025	5	Is this Label in the right area? I thought it was where the cluster of streets in the area to the NW of this label. If this is also part of Burlington perhaps highlight in text.	Map or Graphics Edit	Label revised accordingly.
30	NDDOT	Agency Review	10/27/2025	5	Why isn't 83 labeled?	Map or Graphics Edit	Labels added to maps.
31	NDDOT	Agency Review	10/27/2025	7	Per my map comment, consider adding something prior to this to provide a overview of the MPO.	Added Text Sections	Added text in this section.
32	NDDOT	Agency Review	10/27/2025	7	*Strikethrough Text*	Simple Text Edit	Accepted this change and reworded accordingly.
33	NDDOT	Agency Review	10/27/2025	7	*Strikethrough Text*	Simple Text Edit	Accepted this change and reworded accordingly.
34	NDDOT	Agency Review	10/27/2025	7	this makes it sound like we are doing this study "just in case" something happens.	Simple Text Edit	Change to language obviated this comment.
35	NDDOT	Agency Review	10/27/2025	7	will	Simple Text Edit	Accepted this change and reworded accordingly.
36	NDDOT	Agency Review	10/27/2025	7	MPO is not a census recognized Geography. If including all of Ward county that would be far greater area. Based on table below that does not appear to be the case. Is this the urbanized area populationj	Simple Text Edit	Noted, and this is reflected in revised text and tables.
37	NDDOT	Agency Review	10/27/2025	7	the MPO population as defined by Census was 50,925. The Census is only concerned with the the population inside the UZA.	Simple Text Edit	Noted, and this is reflected in revised text and tables.
38	NDDOT	Agency Review	10/27/2025	7	there is only one MPO boundary. Technically that is called the Metropolitan Planning Area or MPA	Simple Text Edit	Noted, and this is reflected in revised text and tables.

Appendix H - Comment Matrix

Comment Number	Commentator	Received via:	Date received	Page	Comment	Comment Category	Response to Comment and Edits Required
39	NDDOT	Agency Review	10/27/2025	7	To add to Wayne's comment; recommend adding a fourth line to this table noted as the UZA and just have a population number for the 2020 column.	Simple Text Edit	Added fourth line as suggested
40	NDDOT	Agency Review	10/27/2025	8	Consider having the UZA boundaries as defined by Census included on these maps	Simple Text Edit	UZA boundaries have been added to multiple maps, especially where important to distinguish between UZA and MPO.
41	NDDOT	Agency Review	10/27/2025	8	Shouldn't this list include Census Bureau American Community Survey	Simple Text Edit	Updating legends to include references to the ESRI Living Atlas data service, which provides access to US Census data
42	NDDOT	Agency Review	10/27/2025	9	What is the data source for all these? I see later their is a table of sources but that does not appear to capture all - only those with a superscript number. Recommend checking all maps, tables, graphs etc to identify source and if US Census Bureau signify if its from Decennial or American Community Survey along with the year or years respectively.	Map or Graphics Edit	Data sources noted throughout
43	NDDOT	Agency Review	10/27/2025	9	Multiple continued references here to the MPO Boundary population, Not sure what source is being used but I do know that an MPA is not a geographic boundary available to used by the Census Bureau. Is this a tabulation of census blocks in the MPO that are wholly or partially in the MPA, or referring to the UZA.	Simple Text Edit	This has been clarified throughout this part of the document. Analysis refers to the Census Tracts that intersect with the MPA (wholly or partially within the UZA).
44	NDDOT	Agency Review	10/27/2025	9	Good to list source and data year but no consistent throughout this document.	Simple Text Edit	Data sources changed to be listed under individual tables.
45	NDDOT	Agency Review	10/27/2025	9	Consider adding the leader line to this and the "white alone" to be consistent with the others since the labels are not inside the chart.	Map or Graphics Edit	Comment accepted and change made to this graphic.
46	NDDOT	Agency Review	10/27/2025	9	missing leaders	Map or Graphics Edit	Comment accepted and change made to this graphic.
47	NDDOT	Agency Review	10/27/2025	9	*Line*	Map or Graphics Edit	Comment accepted and change made to this graphic. This pertains to comment 46.
48	NDDOT	Agency Review	10/27/2025	9	*Line*	Map or Graphics Edit	Comment accepted and change made to this graphic. This pertains to comment 46.
49	NDDOT	Agency Review	10/27/2025	9	Most people don't understand how Hispanic Origin differs from Race. Maybe good to frame this with a sentence to clarify the purpose of the asterisks	Simple Text Edit	Added to the text below the graphic explaining this in greater detail.
50	NDDOT	Agency Review	10/27/2025	9	There is not an asterisk on the pie chart, which is how I would take this call out.	Simple Text Edit	Removed the asterisk on the footnote.
51	NDDOT	Agency Review	10/27/2025	9	*Line*	Simple Text Edit	Comment accepted and change made to this graphic. This pertains to comment 46.
52	NDDOT	Agency Review	10/27/2025	10	Again how did you get this?	Simple Text Edit	Corrected to accurate description of geographic area.
53	NDDOT	Agency Review	10/27/2025	10	where are these footnotes or what are these numbers to represent?	Simple Text Edit	Footnotes/endnotes removed, and data source citations are provided consistently below each table throughout the document now.
54	NDDOT	Agency Review	10/27/2025	10	If these amounts derived from the Census Bureaus Micropolitan Statistical Area please note that also would include an area much larger because they factor in areas people drive for work and commute for shopping (spend money) so can and often will include the entire population of the county as well as other counties that people travel from to work/shop.	Supporting Data Revision	Corrected to accurate description of geographic area.
55	NDDOT	Agency Review	10/27/2025	10	name brand - TM or C needed?	Simple Text Edit	Added text to clarify
56	NDDOT	Agency Review	10/27/2025	10	From here on out when I see first instance of acronyms without an associated full name I am just going to circle them in blue. Also it would be: US Census Bureau - American Community Survey or ACS	Simple Text Edit	Acronym expanded for this comment.
57	NDDOT	Agency Review	10/27/2025	10	*Circle*	Simple Text Edit	Acronym expanded for this comment. This referred to Comment 56.
58	NDDOT	Agency Review	10/27/2025	10	I assume this is following the top 3 occupation types. This statement just seems to have been thrown in at the end without context, consider moving ahead of the unemployment statement.	Simple Text Edit	Noted, and this is reflected in revised text.
59	NDDOT	Agency Review	10/27/2025	10	*Rectangle*	Simple Text Edit	This comment seemed to be an erroneous figure on the page. It is located in the margin and does not have a clear relationship to any text or figures.
60	NDDOT	Agency Review	10/27/2025	11	*Rectangle*	Simple Text Edit	Corrected to accurate description of geographic area.
61	NDDOT	Agency Review	10/27/2025	11	How were the numbers in this column determined because they don't make sense when you look at the other columns. As an example, bike to work is 0.5% here, but 0.0% everywhere else. To pile on, the MPO Boundary is not a geographic boundary available to use to analyze data.	Supporting Data Revision	Corrected to revise supporting data
62	NDDOT	Agency Review	10/27/2025	12	*Circle*	Simple Text Edit	MPO has already been defined by this point. No change made here.

Appendix H - Comment Matrix

Comment Number	Commentator	Received via:	Date received	Page	Comment	Comment Category	Response to Comment and Edits Required
63	NDDOT	Agency Review	10/27/2025	12	these do not appear to be in order unless they are suppose to be on each page footer - which argument for and against) are not in order unless	Simple Text Edit	Endnotes have been converted to footnotes, and the order generally reworked throughout the document.
64	NDDOT	Agency Review	10/27/2025	12	25% constitutes a majority?	Simple Text Edit	This paragraph has generally been rearranged in response to this and other comments.
65	NDDOT	Agency Review	10/27/2025	12	this % started the statement off.	Simple Text Edit	This paragraph has generally been rearranged in response to this and other comments.
66	NDDOT	Agency Review	10/27/2025	12	Circling these from here forward.	Simple Text Edit	Corrected to accurate description of geographic area.
67	NDDOT	Agency Review	10/27/2025	13	MPA - Check entire DOCUMENT	Simple Text Edit	Corrected to accurate description of geographic area.
68	NDDOT	Agency Review	10/27/2025	13	transit?	Simple Text Edit	Replaced carpooling with transit to support statement's intent of non-driving travel.
69	NDDOT	Agency Review	10/27/2025	13	I don't recall this previously defined or why it would be important, so may need to be careful that this statement doesn't cause unintended issues. I am not saying it is wrong, but we are still under existing conditions. Maybe add reference to the chapter.	Simple Text Edit	This text was removed from this section because the Priority Areas have not yet been introduced or discussed.
70	NDDOT	Agency Review	10/27/2025	13	This is the first mention of a flood. Consider adding the year and in MPO About/Overview section I recommended above, you could mention the area is prone to and has experienced significant flooding.	Simple Text Edit	Revised caption text to provide more information on the flood.
71	NDDOT	Agency Review	10/27/2025	13	Again how did you get this?	Simple Text Edit	Corrected to accurate description of geographic area.
72	NDDOT	Agency Review	10/27/2025	14	is this suppose to be in the next section under plans and studies	Simple Text Edit	This paragraph has generally been rearranged in response to this and other comments.
73	NDDOT	Agency Review	10/27/2025	14	Currently in 2025 STIP soon to be 2026	Simple Text Edit	This paragraph has generally been rearranged in response to this and other comments. Reference to specific STIP and CIP have been removed.
74	NDDOT	Agency Review	10/27/2025	16	after the comp plan most are just listing themes, issues and plan recommendations.	Simple Text Edit	This paragraph has generally been rearranged in response to this and other comments.
75	NDDOT	Agency Review	10/27/2025	16	area	Simple Text Edit	Change accepted and text revised accordingly.
76	NDDOT	Agency Review	10/27/2025	16	have been or were	Simple Text Edit	This paragraph has generally been rearranged in response to this and other comments.
77	NDDOT	Agency Review	10/27/2025	16	planning and development industry jargon - can just say "new"	Simple Text Edit	Change accepted and text revised accordingly.
78	NDDOT	Agency Review	10/27/2025	18	I am assuming these priority areas are from the Broadway Corridor Study and not necessarily the MTP; is that correct? I am asking more because the school analysis also references priority areas.	General Question (not requesting changes)	That is correct, and header text has been revised to clarify this.
79	NDDOT	Agency Review	10/27/2025	18	similar corridors where City, state, country? This comment carries forward in various locations in the other priority areas.	Simple Text Edit	Similar corridors in North Dakota (with same functional classification and in similar land use contexts). Text has been amended to clarify this.
80	NDDOT	Agency Review	10/27/2025	19	Might want to add that this would the plan equivalent to the MTP prior to the area becoming an MPO.	Simple Text Edit	Comment accepted and text revised accordingly.
81	NDDOT	Agency Review	10/27/2025	19	Is there a reason this formatting was changed for the "Recommendations" from the other priority areas?	Simple Text Edit	Comment accepted and text revised/formatted accordingly.
82	NDDOT	Agency Review	10/27/2025	20	should this be "northwest" instead? This is the first reference to NE growth; everything else had been NW.	Simple Text Edit	It is northeast (mostly east). Added language to clarify location.
83	NDDOT	Agency Review	10/27/2025	21	year?	Simple Text Edit	Added year 2019.
84	NDDOT	Agency Review	10/27/2025	21	I understand that this is recapping a previous study, but internal movements doesn't necessarily constitute regionally significant.	Simple Text Edit	This paragraph has generally been rearranged in response to this and other comments.
85	NDDOT	Agency Review	10/27/2025	24	Add: Out of XX goals and associated policies detailed in the plan, the following ## are relevant to the MTP:	Simple Text Edit	This paragraph has generally been rearranged in response to this and other comments.
86	NDDOT	Agency Review	10/27/2025	24	we may want to reference "Goal A" even if it doesn't apply to this document because currently it seems like something is missing.	Simple Text Edit	This paragraph has generally been rearranged in response to this and other comments. Noted that Goal A had to do with intergovernmental coordination.
87	NDDOT	Agency Review	10/27/2025	25	year	Simple Text Edit	Added year 2022
88	NDDOT	Agency Review	10/27/2025	25	Something weird is happening wiht the PDF Page numbering., currently shows as A25	Simple Text Edit	Page numbering revised and corrected.
89	NDDOT	Agency Review	10/27/2025	26	PDF page number now drops the A and continues numerically from here	Simple Text Edit	Page numbering revised and corrected.
90	NDDOT	Agency Review	10/27/2025	28	There is also a statewide bike and ped plan and of course the state transportation plan	Simple Text Edit	
91	NDDOT	Agency Review	10/27/2025	29	The opening paragraph for strategies 2-4 are the same; is that the intent or was it a copy/paste issue that needs to be revised?	Simple Text Edit	Text corrected with appropriate strategy headers.
92	NDDOT	Agency Review	10/27/2025	29	This is the same for Strategies 2-4 and is difficult to find the differences. Could this be the main heading and then the strategies with the different part as the main bullets with the solutions as sub-bullets?	Simple Text Edit	Added clarifying text as appropriate.

Appendix H - Comment Matrix

Comment Number	Commentator	Received via:	Date received	Page	Comment	Comment Category	Response to Comment and Edits Required
93	NDDOT	Agency Review	10/27/2025	33	Similar to Wayne's earlier comment; please add the UZA boundary to this figure. There are several stub routes shown, assuming those end at the UZA.	Map or Graphics Edit	UZA boundaries have been added to multiple maps, especially where important to distinguish between UZA and MPO.
94	NDDOT	Agency Review	10/27/2025	33	*Circle*	Simple Text Edit	Unclear what the comment refers to - it does not note any text or graphics.
95	NDDOT	Agency Review	10/27/2025	33	*Rectangle*	Map or Graphics Edit	Unclear what the comment refers to, other than MPA boundary
96	NDDOT	Agency Review	10/27/2025	35	Might want two more similar maps 1. Map of National Highway System routes 2. Defense Access Road Program (considering the base and some of the upcoming Minute Man updates). update I do see that these are detailed under Freight. COnsider moving them since each of these have been depicting the various roadway designations.	Map or Graphics Edit	Maps moved to be closer to Freight System narrative.
97	NDDOT	Agency Review	10/27/2025	35	Why no Highway 83 labels	Map or Graphics Edit	
98	NDDOT	Agency Review	10/27/2025	36	I found this statement difficult to read because it makes it sound like safety isn't a top priority on other ND Highways. Maybe consider revising this statement to something like "Roadway safety is a top priority for the MPO and its jurisdictions."	Simple Text Edit	Comment accepted and text revised accordingly.
99	NDDOT	Agency Review	10/27/2025	36	*Added a drawing*	Simple Text Edit	This paragraph has generally been rearranged in response to this and other comments.
100	NDDOT	Agency Review	10/27/2025	36	The median was installed after the fatal crash, but the way this is worded it almost seems to imply there was another around the time the median was installed.	Simple Text Edit	This paragraph has generally been rearranged in response to this and other comments.
101	NDDOT	Agency Review	10/27/2025	37	These 2 colors are very close together and difficult to separate at a glance. could they be more contrasted since these are the only crash types on this page? agree, As a red-green colorblind person I did not notice there are two different colors. if not for your comment I wouldn't have.	Map or Graphics Edit	Changes have been made to this map to bring additional contrast to colors.
102	NDDOT	Agency Review	10/27/2025	37	*Arrow*. similar color - took me a sec. to realize that this is not a huge section of land with evenly sparsed crash densities	Map or Graphics Edit	Changes have been made to this map to bring additional contrast to colors.
103	NDDOT	Agency Review	10/27/2025	38	urban	Simple Text Edit	Comment accepted and text revised accordingly.
104	NDDOT	Agency Review	10/27/2025	40	Is there a verifiable correlation that can be made. As is this sounds like a (non-scientific) theory without anything to back it up. Knowing access/low access management recommendations are often appealed consider expanding to emphasize.	Simple Text Edit	We cannot make a verifiable correlation with the limited data available, although the intent of this comment is understood and has been incorporated into the text. The tension between access management as a safety approach and expectations of access for commercial properties is well understood and has been noted here.
105	NDDOT	Agency Review	10/27/2025	42	What defines a bike/ped crash? Crashed with a car? with another bike/ped? crashed by walking/riding into utility pole? doing crazy bmx/parkour tricks. what defines it as a crash? property damage? bodily damage (and if so severe, incapacitatiing...)	Simple Text Edit	Added text for clarity.
106	NDDOT	Agency Review	10/27/2025	43	Does the orange line need to be added to the legend?	Map or Graphics Edit	Noted, and added to the legend as a sidewalk layer.
107	NDDOT	Agency Review	10/27/2025	44	how was this determined or where did the data come from? What is the criteria?	Simple Text Edit	Added text and technical definitions of criteria for clarity.
108	NDDOT	Agency Review	10/27/2025	46	city- or county-level	Simple Text Edit	Comment accepted and text revised accordingly.
109	NDDOT	Agency Review	10/27/2025	46	Although, it is considered a best practice, there is no requirement for local government agencies to have or follow a CIP. Of the CDMPO local jurisdiction, only the Cities of Minot, and Burlington develop a CIP. NDDOT develops a similar short-horizon list of transportation projects known as the STIP.	Simple Text Edit	Comment accepted and text revised accordingly.
110	NDDOT	Agency Review	10/27/2025	48	Consider noting that this is US 2/52 because the Hwy may be dually designated, but commonly known as US 2. I had to look up to see if dually designated. US 52 separates from US 2 west of the MPO.	Simple Text Edit	Added text for clarity.
111	NDDOT	Agency Review	10/27/2025	50	Why was such an old STIP used?	General Question (not requesting changes)	This existing conditions summary was initially developed as a standalone document prior to the full plan. At the time of its development, the 2024-27 STIP was still current.
112	NDDOT	Agency Review	10/27/2025	50	The 2025-2028 STIP has been out for almost 1 year and will be replaced with the 2026-29STIP soon. By then this list will be really outdated.	Simple Text Edit	This existing conditions summary was initially developed as a standalone document prior to the full plan. At the time of its development, the 2024-27 STIP was still current.

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Comment Number	Commentator	Received via:	Date received	Page	Comment	Comment Category	Response to Comment and Edits Required
113	NDDOT	Agency Review	10/27/2025	50	This project is now FY2029	Simple Text Edit	The MPO will revise this list, and all other reassignments of funding years for Comments 113-123, if NDDOT can provide a version of the 2026-29 STIP that can be referenced. CDMPO will not make updates using the 2025-28 STIP if these are about to be superseded, only to make additional changes once the new STIP is adopted.
114	NDDOT	Agency Review	10/27/2025	50	This project is now FY2026	Simple Text Edit	Refer to response to Comment 113.
115	NDDOT	Agency Review	10/27/2025	50	This project is now FY2026	Simple Text Edit	Refer to response to Comment 113.
116	NDDOT	Agency Review	10/27/2025	50	FY2028	Simple Text Edit	Refer to response to Comment 113.
117	NDDOT	Agency Review	10/27/2025	50	FY2028	Simple Text Edit	Refer to response to Comment 113.
118	NDDOT	Agency Review	10/27/2025	50	FY2026	Simple Text Edit	Refer to response to Comment 113.
119	NDDOT	Agency Review	10/27/2025	50	FY2027	Simple Text Edit	Refer to response to Comment 113.
120	NDDOT	Agency Review	10/27/2025	50	FY2027	Simple Text Edit	Refer to response to Comment 113.
121	NDDOT	Agency Review	10/27/2025	51	2029	Simple Text Edit	Refer to response to Comment 113.
122	NDDOT	Agency Review	10/27/2025	51	2029	Simple Text Edit	Refer to response to Comment 113.
123	NDDOT	Agency Review	10/27/2025	51	PCN 23901 projects now in FY2028	Simple Text Edit	Refer to response to Comment 113.
124	NDDOT	Agency Review	10/27/2025	52	Consider adding definition of good, fair, poor.	Simple Text Edit	Added text for clarity.
125	NDDOT	Agency Review	10/27/2025	52	I assume this is Puppy Dog Coulee and that is being replaced currently,	Simple Text Edit	Added a reference to this project underway.
126	NDDOT	Agency Review	10/27/2025	53	Check the numbers for "Fair Condition" structures. The list shown above and the list on the previous page indicates 10 NDDOT and 11 Non-State.	Supporting Data Revision	Revised numbers in the table to add correctly.
127	NDDOT	Agency Review	10/27/2025	55	This first part of the statement seems to make the rest of the paragraph difficult to read because second part of the statement switches to Surrey and then the next couple statements are about Surrey followed by a couple focused on Burlington. Why wasn't Burlington brought into this statement also and then expanding on each of the updates in recent years?	Simple Text Edit	This paragraph has generally been rearranged in response to this and other comments.
128	NDDOT	Agency Review	10/27/2025	57	consider placing labels directly over cities of Surrey and Burlington. I didn't realize this was here the first time I reviewed this map and left a (now deleted) comment to suggest noting why non shown in these communities	Simple Text Edit	In the mapping, these labels are placed automatically and fit within the areas of least conflict with other map features. If this is a critical need, we can revise.
129	NDDOT	Agency Review	10/27/2025	58	Is public transportation only provided in Minot? remember that this study is for then entire MPO area, so it needs to be clear.	Simple Text Edit	Revised this text to strengthen references to the Minot region.
130	NDDOT	Agency Review	10/27/2025	59	Similar Color	Map or Graphics Edit	Comment accepted and graphic revised accordingly.
131	NDDOT	Agency Review	10/27/2025	60	COVID (all caps)	Simple Text Edit	Comment accepted and text revised accordingly.
132	NDDOT	Agency Review	10/27/2025	63	Add mention that Souris provides a Minot to Bismarck ride service. Although that may not belong here and better under a group of other inter-state/city public transportation options	Simple Text Edit	Comment accepted and text revised accordingly.
133	NDDOT	Agency Review	10/27/2025	64	Are these figures just the paratransit service or do they also include the demand response service provided by Souris Basin in the Minot area?	Simple Text Edit	Detail added to figures to specify which agency.
134	NDDOT	Agency Review	10/27/2025	65	Other Transit providers for intercity - Jefferson Lines?	Simple Text Edit	We do not have information or data on other providers, and they have not been added in this draft.
135	NDDOT	Agency Review	10/27/2025	65	this has started	Simple Text Edit	Comment accepted and text revised accordingly.
136	NDDOT	Agency Review	10/27/2025	67	as noted earlier a map of these routes would be helpful. In full honestly although related, I would not have necessarily subset the NHS and STRAHNET corridor under the freight system analysis. The graphs at the end of this section are great but lack any summarization of what they mean. If there is a place where most of these could be listed that would be good. Other freight considerations perhaps worth noting include Fedex, UPS, USPS, and Amazon distribution centers or any other major freight generators. Considerations could detail feasibility of freight vehicle movements to and from those facilities and areas of town where freight transport is challenging/unsafe.	Added Text Sections	Added a summary before the graphs that introduces some key takeaway points for the freight statistics.
137	NDDOT	Agency Review	10/27/2025	82	I recently read an article about recently completed improvements for empire builder stations in ND that stated these issues were fixed.	Simple Text Edit	Based on information available to us, we have not seen official statements from Amtrak about this update. Comment taken under advisement.
138	NDDOT	Agency Review	10/27/2025	82	consider reordering so that this comes right after transit, followed by freight overview, freight rail, the other freight still may want to consideration of moving the NHS and STRAHNET up toward front	Simple Text Edit	Moved this section of the document. Please note resulting changes to page numbering in this general section of the document.
139	NDDOT	Agency Review	10/27/2025	90	match-funded projects	Simple Text Edit	Not clear where or how the comment was to be applied, but text has been revised accordingly.

Comment Number	Commentator	Received via:	Date received	Page	Comment	Comment Category	Response to Comment and Edits Required
140	NDDOT	Agency Review	10/27/2025	91	i thought they rejected this	Simple Text Edit	The initial draft of this document was developed prior to Minot taking that action. This has been updated to remove this reference.
141	NDDOT	Agency Review	10/27/2025	92	or share (local, state, federal and other reputable sources)	Simple Text Edit	Comment accepted and text revised accordingly.
142	NDDOT	Agency Review	10/27/2025	92	Note it takes a lot of effort, talent and/or $ to create these.	Simple Text Edit	Comment accepted and text revised accordingly.
143	NDDOT	Agency Review	10/27/2025	92	Thinking video slots or digibillboards, or social media campaigns. The reason I ask is the cost of video - both in terms of production as well as difficulty getting local stations to air them.	General Question (not requesting changes)	Comment taken under advisement, though it is not clear that any changes to document are needed.
144	NDDOT	Agency Review	10/27/2025	94	Anything needed to support the trans-loading facility? Airport? AFB,? Hospital?	General Question (not requesting changes)	Comment taken under advisement, though it is not clear that any changes to document are needed.
145	NDDOT	Agency Review	10/27/2025	94	Work with member jurisdictions to .... since the MPO does not control these local rules but should be working to coordinate with them and help them understand best practice and model guidelines.	Simple Text Edit	Comment accepted and text revised accordingly.
146	NDDOT	Agency Review	10/27/2025	94	acess management standards	Simple Text Edit	Comment accepted and text revised accordingly.
147	NDDOT	Agency Review	10/27/2025	97	*Added a drawing*	Simple Text Edit	Comment accepted and text revised accordingly.
148	NDDOT	Agency Review	10/27/2025	101	no mention of other assets- bridges, culverts, sidewalks, trails. There is more on bridges on the following page but section opening seems to make this all about pavement only.	Simple Text Edit	Added introductory text to enhance this section.
149	NDDOT	Agency Review	10/27/2025	109	Data source & date would be helpful	Simple Text Edit	Data source added.
150	NDDOT	Agency Review	10/27/2025	109	May want to consider noting if the intersection is also on the State High Crash locations. It appears that Minot has 2 rural intersections in the State's 2020-2024 Rural High Crash locations (sent to John 8/4/25 from Justin Schlosser). #16 - US 83 & 54th Ave SW. #25 - US 2 & Ward Co 17 (54th St NW)	Simple Text Edit	We do not have a list of the high crash locations in the urban area but will make this reference if NDDOT can provide this list. Ideally, NDDOT can provide a GIS dataset so this may be added to maps.
151	NDDOT	Agency Review	10/27/2025	115	The gravity TDM is definitely doing its job here; pushing all traffic to the State highways....was there any sensitivity testing done to see what would happen if drivers used more of the local system?	General Question (not requesting changes)	Comment taken under advisement, though it is not clear that any changes to document are needed. CDMPO developed the travel demand model in conjunction with NDSU ATAC.
152	NDDOT	Agency Review	10/27/2025	115	The City and NDDOT have invested a good amount of federal funding into 37th Ave SE, 31st Ave SE and 13th St SE; seems odd that there is no change from the baseline on these roads out to 2050??	General Question (not requesting changes)	Comment taken under advisement, though it is not clear that any changes to document are needed. CDMPO developed the travel demand model in conjunction with NDSU ATAC.
153	NDDOT	Agency Review	10/27/2025	123	on the following page	Simple Text Edit	Comment accepted and text revised accordingly.
154	NDDOT	Agency Review	10/27/2025	124	Why is this base year 2024?? Others have been 2022...	Simple Text Edit	This is explained in the text with use of Replica travel pattern sample data as a basis for truck movements, and it has a different base year than the CDMPO regional model (2024 vs. 2022). Text has been enhanced to add clarity to this distinction.
155	NDDOT	Agency Review	10/27/2025	127	Was there any analysis of sidewalk quality? Broken, chipped or spalled surface, heaved (trip hazards)	General Question (not requesting changes)	Comment taken under advisement. Comprehensive data was not available for this analysis.
156	NDDOT	Agency Review	10/27/2025	131	are all of these for on-street bike lanes? or just roadways in general	General Question (not requesting changes)	The analysis accounts for roadways in general, not only those with bicycle lanes or other dedicated facilities.
157	NDDOT	Agency Review	10/27/2025	132	how much? is this 51% or is it 99% lack bike facilities?	Simple Text Edit	Text revised to be more general about the route and corridor.
158	NDDOT	Agency Review	10/27/2025	134	how much?	Simple Text Edit	Text revised to be more general about the service area.

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159	NDDOT	Agency Review	10/27/2025	143	PM and Minor rehab projects on state/US highways within the UZA are funded through the Urban Regional program and need to be part of the MTP and fiscal constraint.	Technical Eligibility	This comment has been received without any apparent precedent, nor does it seem that there is precedent for this type of arrangement with the state's other MPOs. We will add language to the plan document emphasizing that STBG-R remains largely managed by the state and the funds are not guaranteed to CDMPO, but CDMPO has developed a fiscally constrained plan that has selected project candidates from a technical evaluation process that did not include these projects. NDDOT, neither through its Central Office representation on the MPO TAC nor through its Minot District representation, offered guidance on how to incorporate these projects into the same competitive scoring process used for projects advanced by member jurisdictions. Our edits to the document will indicate that the fiscally constrained plan is subject to STBG-R funding availability to the MPO, but that up to $42 million (the approximated cost of these mill and overlay projects within the MPA) may be reserved by NDDOT to prioritize those projects instead.
160	NDDOT	Agency Review	10/27/2025	144	suggestion add a paragraph about potential amendments to the list of candidate projects, whether to the elevate (and subsequently demote) a project among the phases, or amend the plan to include projects not previously identified in the fiscal constrained list (less important for the list of candidate projects). Further even if this is in the PPP, you may want to list the criteria/evaluation process that will be used to evaluate whether amendments will be accepted or not. For example will the goals and objectives be used to weigh each proposed amendment.	Simple Text Edit	Our recommendation is that an amendment process would need to be developed in partnership with member jurisdictions, NDDOT, and FHWA. At this stage, without adequate opportunity for this coordination and the closure of a public comment period, we recommend that the MPO address this issue in subsequent efforts as a matter of its regular operations.
161	NDDOT	Agency Review	10/27/2025	145	Urban Program funding is limited to eligible areas within the UZA, not the MPA. Consider adding the UZA to this map	Map or Graphics Edit	Noted, and map edited accordingly.
162	NDDOT	Agency Review	10/27/2025	156	NHPP funds are part of the apportionment used by the Urban Regional program if a route is eligible, it is not a separate program. All federal aid roadway projects on state and US highways within the UZA are funded through the Urban Regional program so these needs must be included in the fiscally constrained project list.	Technical Eligibility	Refer to the response to Comment 162.
163	NDDOT	Agency Review	10/27/2025	158	2024-2027 or 2025-2028 (newest would be ideal. 2026 is in draft status as well	Simple Text Edit	Text added to note that we used the STIP made available at the time of the existing conditions report development (in 2024). If NDDOT wishes to update this to the 2026-29 STIP, please provide a copy of that. The MPO prefers not to update to the 2025-28 STIP that is about to be superseded around the same time the MTP is adopted, and prefers not to update this document twice.
164	NDDOT	Agency Review	10/27/2025	160	Per my prior comment, if these are federal aid eligible PM or rehab projects, they would be funded through the Urban Regional program. There is not another fund source.	Technical Eligibility	Comment accepted and text revised accordingly.
165	NDDOT	Agency Review	10/27/2025	160	Again, this needs to be revised as this is incorrect.	Simple Text Edit	Comment accepted and text revised accordingly.
166	NDDOT	Agency Review	10/27/2025	162	change word to competitive	Simple Text Edit	Comment accepted and text revised accordingly.
167	NDDOT	Agency Review	10/27/2025	162	competitive	Simple Text Edit	Comment accepted and text revised accordingly.
168	NDDOT	Agency Review	10/27/2025	162	CRP is used within the Urban Program to supplement the Urban Roads and Urban Regional projects that have CRP eligibilities.	Simple Text Edit	Comment accepted and text in the graphic revised accordingly.
169	NDDOT	Agency Review	10/27/2025	163	*Strikethrough Text*	Simple Text Edit	Removed struck-through text.
170	NDDOT	Agency Review	10/27/2025	163	NDDOT uses the CRP funding within the Urban Program to supplement the Urban Roads and Urban Regional projects that have CRP eligibilities.	Technical Eligibility	Comment accepted and text revised accordingly.
171	NDDOT	Agency Review	10/27/2025	163	The annual allocation for UGP is $4.6 million. Any costs over the grant award are local costs.	Funding Adjustment (alignment with current Statewide Plan/STIP)	Comment accepted and text revised accordingly.
172	NDDOT	Agency Review	10/27/2025	164	Incorrect	Simple Text Edit	Comment accepted and text revised accordingly.

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173	NDDOT	Agency Review	10/27/2025	165	There is an annual solicitation for HSIP projects but it is good to identify potential HSIP needs in the MTP.	Simple Text Edit	Comment accepted and text revised accordingly.
174	NDDOT	Agency Review	10/27/2025	171	competitive	Simple Text Edit	Comment accepted and text revised accordingly.
175	NDDOT	Agency Review	10/27/2025	174	Future	Simple Text Edit	Comment accepted and text revised accordingly.
176	NDDOT	Agency Review	10/27/2025	174	ning	Simple Text Edit	Comment accepted and text revised accordingly.
177	NDDOT	Agency Review	10/27/2025	174	y	Simple Text Edit	Comment accepted and text revised accordingly.
178	NDDOT	Agency Review	10/27/2025	174	NEEDS. Reason for suggested change - I first read this as additional plans to look at for other potential project candidates needs.	Simple Text Edit	Comment accepted and text revised accordingly.
179	NDDOT	Agency Review	10/27/2025	179	NDDOT uses the NHPP apportionment as applicable within the Urban Program and other rural and interstate programs. This section should be removed.	Simple Text Edit	Comment accepted and text removed.
180	NDDOT	Agency Review	10/27/2025	179	in urban cities greater than 5,000 population and on CMC routes within the UZA	Simple Text Edit	Comment accepted and text revised accordingly.
181	NDDOT	Agency Review	10/27/2025	179	for NDDOT Programs.	Simple Text Edit	Comment accepted and text revised accordingly.
182	NDDOT	Agency Review	10/27/2025	180	*Strikethrough Text*	Simple Text Edit	Comment accepted and text removed.
183	NDDOT	Agency Review	10/27/2025	180	*Strikethrough Text*	Simple Text Edit	Comment accepted and text removed.
184	NDDOT	Agency Review	10/27/2025	180	*Strikethrough Text*	Simple Text Edit	Comment accepted and text removed.
185	NDDOT	Agency Review	10/27/2025	180	*Strikethrough Text*	Simple Text Edit	Comment accepted and text removed.
186	NDDOT	Agency Review	10/27/2025	180	*Strikethrough Text*	Simple Text Edit	Comment accepted and text removed.
187	NDDOT	Agency Review	10/27/2025	180	State highway bridges in the UZA are currently funded through the Bridge program.	Simple Text Edit	Comment accepted and text removed.
188	NDDOT	Agency Review	10/27/2025	180	*Strikethrough Text*	Simple Text Edit	Comment accepted and text removed.
189	NDDOT	Agency Review	10/27/2025	180	*Strikethrough Text*	Simple Text Edit	Comment accepted and text removed.
190	NDDOT	Agency Review	10/27/2025	181	*Strikethrough Text*	Simple Text Edit	Comment accepted and text removed.
191	NDDOT	Agency Review	10/27/2025	181	suballocated by FHWA	Simple Text Edit	Comment accepted and text revised accordingly.
192	NDDOT	Agency Review	10/27/2025	182	5307 funds are determined by FTA	Simple Text Edit	Comment accepted and text revised accordingly.
193	NDDOT	Agency Review	10/27/2025	182	*Strikethrough Text*	Simple Text Edit	Comment accepted and text removed.
194	NDDOT	Agency Review	10/27/2025	182	85% federal/15% local ADA vehicles, 80% federal/20% local other capital	Simple Text Edit	Comment accepted and text revised accordingly.
195	NDDOT	Agency Review	10/27/2025	183	85% federal/15% local ADA vehicles, 80% federal/20% local other capital	Simple Text Edit	Comment accepted and text revised accordingly.
196	NDDOT	Agency Review	10/27/2025	184	This program is administered by FHWA, Central Federal Lands Division.	Simple Text Edit	Comment accepted and text removed.
197	NDDOT	Agency Review	10/27/2025	184	There is the state highway component to this program and also a component that counties can leverage.	Simple Text Edit	Comment accepted and text revised accordingly.
198	NDDOT	Agency Review	10/27/2025	185	35%	Simple Text Edit	Comment accepted and text revised accordingly.
199	NDDOT	Agency Review	10/27/2025	185	60%	Simple Text Edit	Comment accepted and text revised accordingly.
200	NDDOT	Agency Review	10/27/2025	185	3.4% township highway aid fund	Simple Text Edit	Comment accepted and text revised accordingly.
201	NDDOT	Agency Review	10/27/2025	185	1.60%	Simple Text Edit	Comment accepted and text revised accordingly.
202	NDDOT	Agency Review	10/27/2025	186	Transit	Simple Text Edit	Comment accepted and text revised accordingly.
203	NDDOT	Agency Review	10/27/2025	189	Check	Simple Text Edit	Comment taken under advisement. Forecast basis is correct.
204	NDDOT	Agency Review	10/27/2025	189	Check commnets left in Appendix that may alter the projections shown here	Simple Text Edit	Comment taken under advisement. Forecast basis is correct.
205	FHWA	Agency Review	10/20/2025	4	This is a reference to FTA, should also include 23 USC 134(i) for FHWA.	Simple Text Edit	Comment 16 made a similar request and suggested reference to 23 CFR 450.300. Accepted this change and reworded accordingly. Referred to 23 CFR 450.300.
206	FHWA	Agency Review	10/20/2025	5	MPA or UZA?	Simple Text Edit	Generally changing legends to refer to MPA
207	FHWA	Agency Review	10/20/2025	49	MPA and UZA are used here but not in other areas. Should explain the difference. MPA is defined on page 73.	Simple Text Edit	Comment accepted and text revised accordingly.
208	FHWA	Agency Review	10/20/2025	50	Are these within the cities or counties or just within the Minot District?	Simple Text Edit	Comment accepted and text revised accordingly.
209	FHWA	Agency Review	10/20/2025	52	Monitored by the state or the bridge owners? Monitored for what?	Simple Text Edit	Comment accepted and text revised accordingly.
210	FHWA	Agency Review	10/20/2025	52	Are they maintained by NDDOT and the county even if City of Minot is the owner?	General Question (not requesting changes)	We understand this to be the case.
211	FHWA	Agency Review	10/20/2025	67	Highway 83 is a Major STRAHNET Connector: https://www.fhwa.dot.gov/planning/national_highway_system/nhs.pdf and https://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/north_dakota/nd_northdakota.pdf	Map or Graphics Edit	Note that reordering of these sections has changed page numbering (now 69).
212	FHWA	Agency Review	10/20/2025	68	Is there a footnote to go with this?	Simple Text Edit	Footnote reference removed
213	FHWA	Agency Review	10/20/2025	91	The City of Minot decided to not move forward with the grant and declined to accept the grant.	Simple Text Edit	Also reflected in Comment 140. Reference has been removed.
214	FHWA	Agency Review	10/20/2025	159	Minot is now a designated recipient of FTA 5307 funds, the Governor of North Dakota designates the small urbans to receive 5307 funds. Historically NDDOT receives 5311 funds directly from FTA and then passes through the funds to their rural recipients, like Minot was prior to the 2020 Census designation.	Simple Text Edit	Comment accepted and text revised for clarity.

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215	FHWA	Agency Review	10/20/2025	179	Urban areas are 50,000 or more under federal definitions.	Simple Text Edit	This refers to NDDOT's definition for their urban programs, as noted in other comments.
216	FHWA	Agency Review	10/20/2025	182	The Governor of North Dakota designates the small urban transit agencies for FTA 5307 funds each year, and the transit agencies, in this case City of Minot come in for the FTA funds directly as a designated recipient.	Simple Text Edit	Supplements comment 192; language changed per comment.
217	FHWA	Agency Review	10/20/2025	182	*Highlighted Text*	Simple Text Edit	Supplements comment 192; language changed per comment.
218	FHWA	Agency Review	10/20/2025	183	FTA 5310 Program funds are formula funds, not competitive. Maybe this is referring to the competitive process the small urbans go through NDDOT. Maybe reword this to make sure the FTA program funds are formula and not competitive. Also, 5310 funds can be used for paratransit operating assistance as well.	Simple Text Edit	Language updated to add clarity and make this distinction.
219	FHWA	Agency Review	10/20/2025	184	Suggest adding FTA's 5339 Bus and Bus Facilities competitive program as well.	Simple Text Edit	Reference added to the list in this section.
220	FHWA	Agency Review	10/20/2025	186	Transit	Simple Text Edit	Corrected with another comment.
221	NDDOT	Agency Review	10/27/2025	A1	should all current tense references be updated to past tense?	Simple Text Edit	For prior documents and deliverables in the planning process, these will remain as reference appendices but not be updated for verb tense.
222	NDDOT	Agency Review	10/27/2025	A43	Eligible projects must be on CMC routes within the UZA or on functionally classified routes (collector or higher) within the UZA and within urban cities with a population of 5000 or greater.	Simple Text Edit	Updated text based on suggested change.
223	NDDOT	Agency Review	10/27/2025	A49	*Strikethrough Text*	Simple Text Edit	Updated text based on suggested change.
224	NDDOT	Agency Review	10/27/2025	A49	CRP allocation began in 2024	Simple Text Edit	Updated text based on suggested change and removed previous years.
225	NDDOT	Agency Review	10/27/2025	A49	Was this one large project? If so, a large, rare project shouldn't be considered as part of revenue that can reasonably be expected to be available. Receiving funding for a very large project is not typical.	Simple Text Edit	This is one large project (passing lanes on US 52), but this large total was not used to set the trendline for future forecasts as it is clearly an outlier.
226	NDDOT	Agency Review	10/27/2025	A50	*Strikethrough Text*	Simple Text Edit	Updated text based on suggested change.
227	NDDOT	Agency Review	10/27/2025	A50	*Strikethrough Text*	Simple Text Edit	Updated text based on suggested change.
228	NDDOT	Agency Review	10/27/2025	A50	*Strikethrough Text*	Simple Text Edit	Updated text based on suggested change.
229	NDDOT	Agency Review	10/27/2025	A50	*Strikethrough Text*	Simple Text Edit	Updated text based on suggested change.
230	NDDOT	Agency Review	10/27/2025	A50	5307 funding allocation began in 2024	Simple Text Edit	Updated text based on suggested change; added footnote at the bottom of the table to indicate that previous years to 2024 were FTA 5311.
231	NDDOT	Agency Review	10/27/2025	A56	Why is local match not shown? Local match makes up part of the total cost and is needed for fiscal constraint.	Funding Adjustment (alignment with current Statewide Plan/STIP)	Added a column for local match. This reflects actual programmed amounts from 2025-28 STIP and a 20 percent match (or 10 percent for projects fully funded with HSIP) for any mid- or long-term projects.
232	NDDOT	Agency Review	10/27/2025	A56	Short term projects that are already programmed in the STIP should show the same costs and funding sources as what is programmed in the STIP.	Funding Adjustment (alignment with current Statewide Plan/STIP)	Edits have been made to this appendix to match current STIP allocations.
233	NDDOT	Agency Review	10/27/2025	A56	*Strikethrough Text*	Simple Text Edit	Updated figure in this table based on suggested change.
234	NDDOT	Agency Review	10/27/2025	A56	*Strikethrough Text*	Simple Text Edit	Updated figure in this table based on suggested change.
235	NDDOT	Agency Review	10/27/2025	A56	*Strikethrough Text*	Simple Text Edit	Updated figure in this table based on suggested change.
236	NDDOT	Agency Review	10/27/2025	A56	*Strikethrough Text*	Simple Text Edit	Updated figure in this table based on suggested change.
237	NDDOT	Agency Review	10/27/2025	A56	*Strikethrough Text*	Simple Text Edit	Updated figure in this table based on suggested change.
238	NDDOT	Agency Review	10/27/2025	A56	This project is not funded through the Urban Regional program. It is funded with dollars set aside for and in accordance with the NDDOT ADA transition plan.	Simple Text Edit	Updated figure in this table based on suggested change.
239	NDDOT	Agency Review	10/27/2025	A56	*Strikethrough Text*	Simple Text Edit	Updated figure in this table based on suggested change.
240	NDDOT	Agency Review	10/27/2025	A56	STBG-U	Simple Text Edit	Noted, and corrected accordingly.
241	NDDOT	Agency Review	10/27/2025	A56	STBG-U	Simple Text Edit	Noted, and corrected accordingly.
242	NDDOT	Agency Review	10/27/2025	A56	This project is Urban Roads funding	Simple Text Edit	Noted, and corrected accordingly.
243	NDDOT	Agency Review	10/27/2025	A56	The federal aid for this project is capped at $5,376,400	Funding Adjustment (alignment with current Statewide Plan/STIP)	Noted, and corrected accordingly.
244	NDDOT	Agency Review	10/27/2025	A56	0	Simple Text Edit	Noted, and corrected accordingly.
245	NDDOT	Agency Review	10/27/2025	A56	0	Simple Text Edit	Noted, and corrected accordingly.

Appendix H - Comment Matrix

Comment Number	Commentator	Received via:	Date received	Page	Comment	Comment Category	Response to Comment and Edits Required
246	NDDOT	Agency Review	10/27/2025	A56	This project was awarded $4,600,000 federal UGP	Funding Adjustment (alignment with current Statewide Plan/STIP)	Noted, and corrected accordingly.
247	NDDOT	Agency Review	10/27/2025	A56	Max UGP award is $4,600,000	Funding Adjustment (alignment with current Statewide Plan/STIP)	Noted, and corrected accordingly.
248	NDDOT	Agency Review	10/27/2025	A56	NDDOT uses CRP apportionment within the Urban Roads and Urban Regional programs.	Technical Eligibility	Noted, and corrected accordingly.
249	NDDOT	Agency Review	10/27/2025	A56	Urban Roads - Eligible projects must be on CMC routes within the UZA or on functionally classified routes (collector or higher) within the UZA and within urban cities with a population of 5000 or greater.	Technical Eligibility	Noted, and corrected accordingly.
250	NDDOT	Agency Review	10/27/2025	A59	Review and adjust according to Stacey's past comments.	Technical Eligibility	Noted, and corrected accordingly.

COMMENT MATRIX RESPONSES – CITY OF BURLINGTON

To: Jerick Hedges, Policy Board Member, Sarah Karhoff, Auditor, David Anders, Public Works Director, Patrick Samson, Contract Engineer

From: John Van Dyke, Executive Director

Date: October 31, 2025

Subject: 2050 Metropolitan Transportation Plan – Response to Comments

All,

The following provides a response to comments received by City of Burlington in a memo dated October 24, 2025 regarding Agency Review and Support of Central Dakota MPO 2050 Metropolitan Transportation Plan (MTP). The responses will be included within the final version of the MTP in a comment matrix. It is provided to City of Burlington in advance of a full compilation and response to comments received.

We thank you for your involvement throughout the process and look forward to continued joint efforts in effecting positive change toward the transportation network in City of Burlington and throughout the region.

ADMINISTRATIVE COMMENTS

- Page 7 - 2000 census data: revise from 2,000 to 1,096

Response – Table 1. Historical Population Counts has updated the 2000 Census Population number for City of Burlington from 2,000 to 1,096.

- Page 48 - Add Burlington CIP Project #4: Second access to Highlands Ranch via US 2/52

Response – This project is located on an unimproved local road serving an individual residential subdivision. It is not presently located on the functionally classified road system and is not expected to be reclassified to be located on the functionally classified road system within the planning horizon of the 2050 MTP.

Given that these factors make the project ineligible to receive federal funding, the project has not been added to the fiscally constrained or illustrative project list.

- Page 166 - Figure 71- corrections to project locations per the attached.

Response – There are two Johnson St./US Hwy 2 intersections in Burlington. The map reflected the intersection to the NW. Following concurrence by Dana Larsen, Ward County Engineer; Korby Seward, Minot District Engineer, NDDOT; and Patrick Samson, contract engineer for City of

Burlington, the map has been updated to reflect the project's being located at the SE intersection of Johnson St./US Hwy 2. Further, the project description has been updated to clarify the same.

CONTENT COMMENTS

- Replace Project 27A with Project P-14A on the Fiscally Constrained Plan

Response – Independently of this comment, the MPO received separate comment and direction from NDDOT noting that for the Surface Transportation Block Grant Urban formula funding program, *eligible projects must be on a County Major Collector (CMC) within the Urbanized Area (UZA) or on a functionally classified roadway (collector or higher) within the UZA and within incorporated cities with a population of 5,000 or greater.* Neither project P-14A nor 28A meet these criteria at this time. Therefore, project P-14A will remain in the illustrative plan and project 28A will be moved from the fiscally constrained plan to the illustrative plan, understanding that two criteria will need to be met in the future: 1) the UZA is expanded to include Burlington; and 2) redefinition of eligible roads to include all roadways within the UZA, regardless of the population of the local government jurisdiction.

Keeping the projects in the illustrative list will ensure the projects remain identified as City of Burlington priority road projects, allowing Central Dakota MPO to highlight its inclusion within a formal planning document and provide support for alternative funding sources should they be identified (especially discretionary funding sources and NDDOT sources not currently programmed along with other Federal formula funds in the MTP).

Project 27A is eligible for multiple potential funding sources, though its focus on safety enhancements allowed the fiscally constrained plan to apply Highway Safety Improvement Program (HSIP) funds to cover its entire Federal cost share. Project P-14A does not feature the same safety-focused improvements and is assumed to rely on the more general Surface Transportation Block Grant Urban (STBG-U) program, subject to the restrictions noted in the MPO's comments from NDDOT in the first part of this response. Therefore, replacement of project 27A with P-14A is not possible. The comment to replace project 27A with P-14A is not considered to indicate that project 27A is unimportant to the City of Burlington; only that project P-14A is of higher priority to City of Burlington at this time. As with Project 28A noted above, retaining the project in the illustrative plan memorializes this priority and makes the project eligible for non-formula fund sources not known currently known to the MPO.

Project 27A will remain in the fiscally constrained plan.

- Addition of project to add a second Access to Highlands Ranch to the Fiscally Constrained Plan

Response – This project is located on an unimproved local road serving an individual residential subdivision. It is not presently located on the functionally classified road system and is not expected to be reclassified to be located on the functionally classified road system within the planning horizon of the 2050 MTP.

Given that these factors make the project ineligible to receive federal funding, the project has not been added to the fiscally constrained or illustrative project list.

Best Regards,

John Van Dyke

John Van Dyke, AICP
Executive Director
Central Dakota Metropolitan Planning Organization