Central Dakota MPO Technical Advisory Committee Meeting
Tuesday, April 8, 2025, at 10:30 AM
Public Works Conference Room 3, Public Works (1025 31st St SE)
Any person needing special accommodation for the meeting is requested to notify the City Clerk's office at 857-4752.

1. ROLL CALL

2. APPROVAL OF MINUTES

   2.1. REVIEW AND APPROVAL OF MARCH 11, 2025 MINUTES

   **Suggested Motion: I move to approve the minutes of the March 11, 2025 meeting as presented.**

3. OLD BUSINESS

   3.1. MTP CONSULTANT UPDATE

4. OTHER BUSINESS

   4.1. NDDOT/FHWA/FTA UPDATE, IF ANY

   4.2. OTHER BUSINESS, IF ANY

   4.3. OPPORTUNITY FOR PUBLIC COMMENT

5. ADJOURNMENT

# Central Dakota MPO Technical Advisory Committee Meeting Minutes

Tuesday, March 11, 2025, at 10:30 AM
Public Works Conference Room 3,
Public Works (1025 31st St SE)

John Van Dyke called the meeting to order at 10:30 AM

## 1. ROLL CALL

The following were present:

**Burlington City-** David Anders, Cole Jones
**Minot City-** Brian Horinka, Doug Diedrichsen, Lance Meyer
**Surrey City-** Jesse Berg
**Ward County-** Dana Larsen
**NDDOT-** Korby Seward, Will Hutchings
**MPO Director-** John Van Dyke

Absent: Beth Pietsch, Sarah Karhoff

Others Present: Ranae Tunison(virtual), Kristen Sperry(virtual), Stephen Joersz

## 2. APPROVAL OF MINUTES

### *2.1 REVIEW AND APPROVAL OF THE JANUARY 14, 2025 MINUTES*

Motion to approve the minutes of the February 11, 2025 meeting as presented by Doug Diedrichsen, seconded by Brian Horinka, and favored by all.

## 3. NEW BUSINESS

### *3.1 CENTRAL DAKOTA TRANSIT DEVELOPMENT PLAN – REQUEST FOR PROPOSALS*

Van Dyke reviewed the development plan. He noted that a steering committee will need to be established and could transition to a formal transit subcommittee. Horinka suggested that we include community members in the committee. Hutchings and Horinka also added that we will need to include inter-regional and para-transit studies as well. The board discussed on demand routes verse para routes. The board discussed different funding availabilities. It was discussed that there needs to be creative ways to reach bus riders and encourage public engagement. Van Dyke reviewed the project timeline. Berg suggested adding additional presentations to the city of Surrey to ensure they understand the impact of the changes. Van Dyke suggested virtual options for that involvement

as well. Tentatively August 2026 would be the Surrey presentation of the development plan.

Van Dyke asked for a motion to recommend Policy Board approve the Request for Proposals subject to necessary changes following review by Minot City Transit, NDDOT, and other agencies, as necessary, and inclusive of an additional City of Surrey presentation. So moved by Dana Larsen, seconded by Jesse Berg, and passed unanimously.

### *3.2 2025 UPWP AMENDMENT #1*

Van Dyke discussed the first amendment stems from the Metropolitan Transportation Plan (MTP) work completed in 2024 and reduction in expenses by about $75,000. These funds will be reallocated to other work. He also mentioned the need to collect traffic data at signalized intersections and that they plan to handle 17 intersections this year. Tasks to be completed in 2026 were outlined which would include finishing the transit development plan and data acquisition for pavement data. He discussed the need for the data to inform future planning and project prioritization.

Van Dyke asked for a motion to recommend Policy Board approve Amendment #1 to the 2025 UPWP as presented. So moved by Brian Horinka, seconded by Doug Diedrichsen, and passed unanimously.

## 4. OLD BUSINESS

### *4.1 2026/2027 UPWP DISCUSSIONS CONT.*

Van Dyke reviewed the changes of the UPWP. He also reviewed the 2026 and 2027 projects and cost of projects. The budget for pavement data acquisition was discussed. Signalized intersections calibrating was discussed and Joersz mentioned that certain intersections being calibrated twice would be worth doing. Having a Pavement Condition Index (PIC) is beneficial because the data can be put into the system and help identify future maintenance projects. The remaining unallocated funding in 2026 and 2027 was allocated to pavement data collection and the unspecified corridor study/plan respectively.

## 5. OTHER BUSINESS

### *5.1 NDDOT/FHWA/FTA UPDATE, IF ANY*

Hutchings provided an update about the ND Transportation Conference and the MPO Coordinators quarterly meeting. Horinka mentioned the need for an interim State Transportation Improvement Program (STIP) to be in place until a Transportation Improvement Program (TIP) can be done.

### *5.2 OTHER BUSINESS*

No other business.

### *5.3 PUBLIC COMMENT*

No one from the public is present.

## 6. ADJOURNMENT

Van Dyke asked for a motion to adjourn the meeting. So moved by Brian Horinka, seconded by Dana Larsen, and passed unanimously. Meeting adjourned at 11:36 AM.

# Central Dakota Metropolitan Planning Organization
# 2050 Metropolitan Transportation Plan
# Technical Advisory Committee Meeting
# April 8, 2025

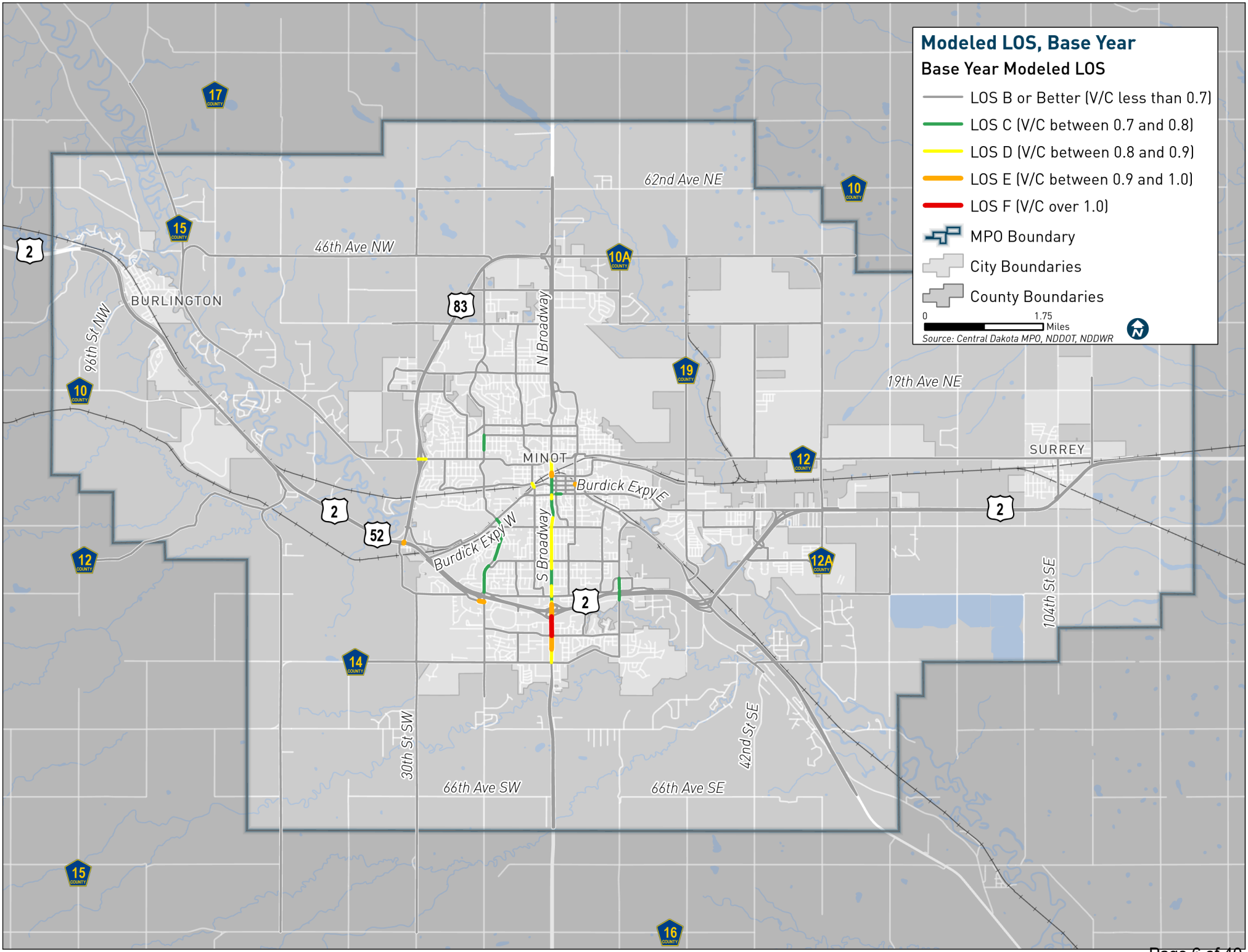
**Agenda**

1. Issues Identification and Future Network Conditions
    a. Travel Demand Model Outputs for Base Year, 2035, and 2050
    b. Request: Information and Discussion

2. Alternatives Analysis
    a. Financial Plan Fiscal Constraint Framework and Overview of Investment Types
    b. Request: Information and Discussion

3. Public Engagement
    a. Phase 2 Engagement Plan Framework and Tools
    b. Request: Information and Discussion

4. Next Steps and Schedule
    a. Upcoming Work Items, Next TAC Meeting Tuesday, May 13, 2025
    b. Request: Information


Modeled LOS, Base Year
Base Year Modeled LOS
LOS B or Better (V/C less than 0.7)
LOS C (V/C between 0.7 and 0.8)
LOS D (V/C between 0.8 and 0.9)
LOS E (V/C between 0.9 and 1.0)
LOS F (V/C over 1.0)
MPO Boundary
City Boundaries
County Boundaries
0
1.75
Miles
Source: Central Dakota MPO, NDDOT, NDDWR
BURLINGTON
MINOT
SURREY
62nd Ave NE
46th Ave NW
19th Ave NE
66th Ave SW
66th Ave SE
96th St NW
N Broadway
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30th St SW
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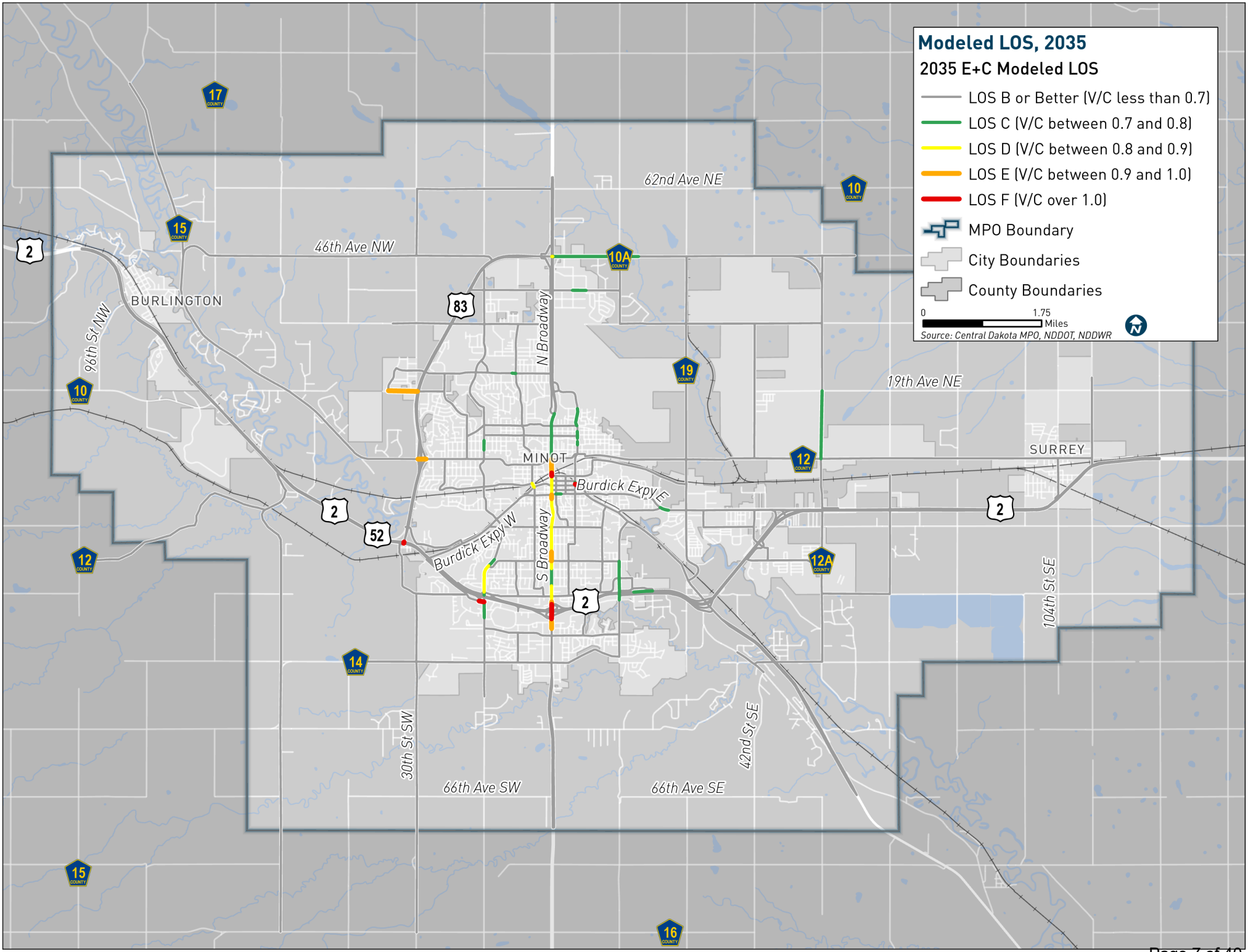
Modeled LOS, 2035
2035 E+C Modeled LOS
LOS B or Better (V/C less than 0.7)
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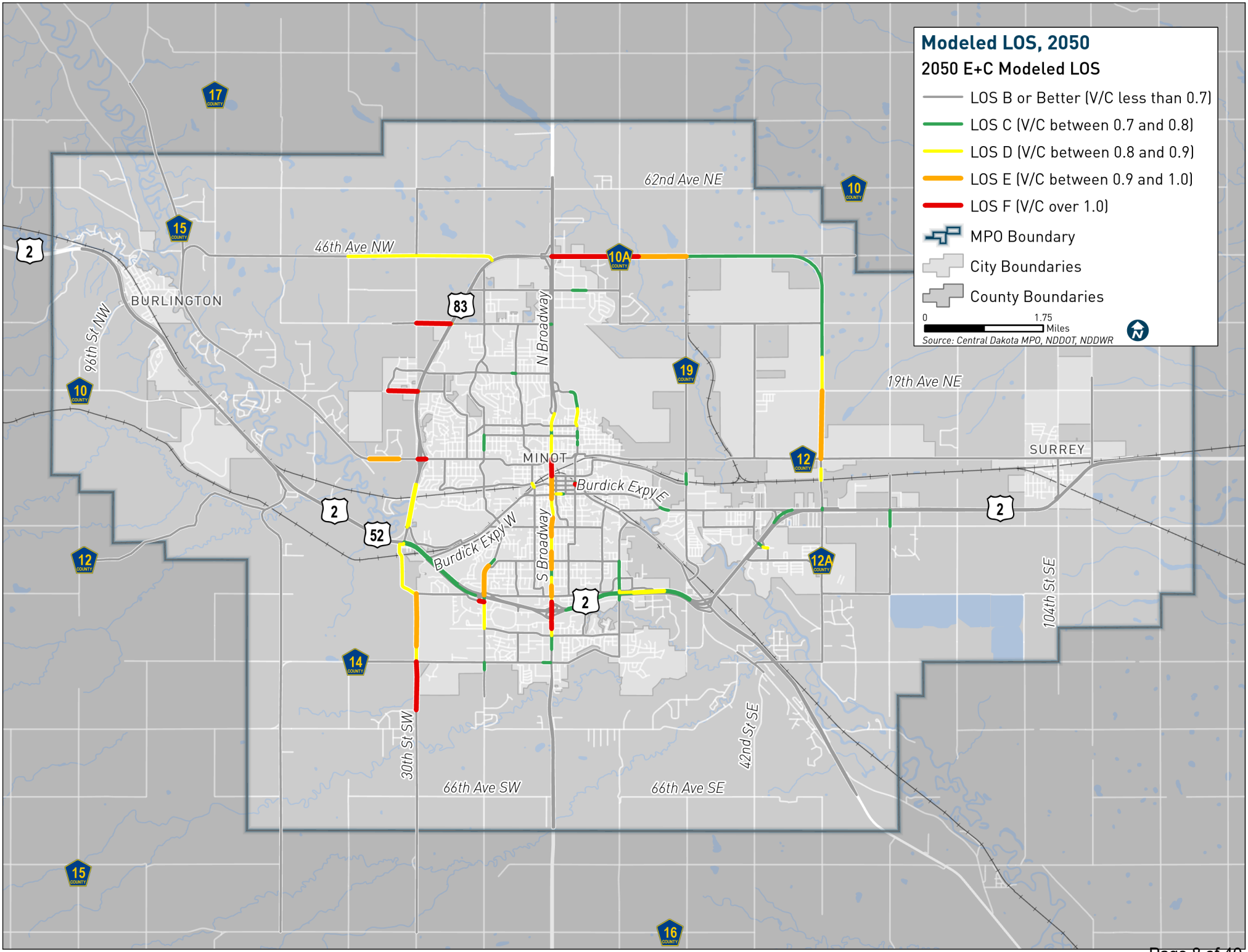
Modeled LOS, 2050
2050 E+C Modeled LOS
LOS B or Better (V/C less than 0.7)
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April 8, 2025

# Technical Advisory Committee Meeting

## Today's Topics

1. Travel Demand Model Outputs
2. Alternatives Analysis
3. Phase 2 Engagement Plan Framework and Tools
4. Next Steps and Schedule

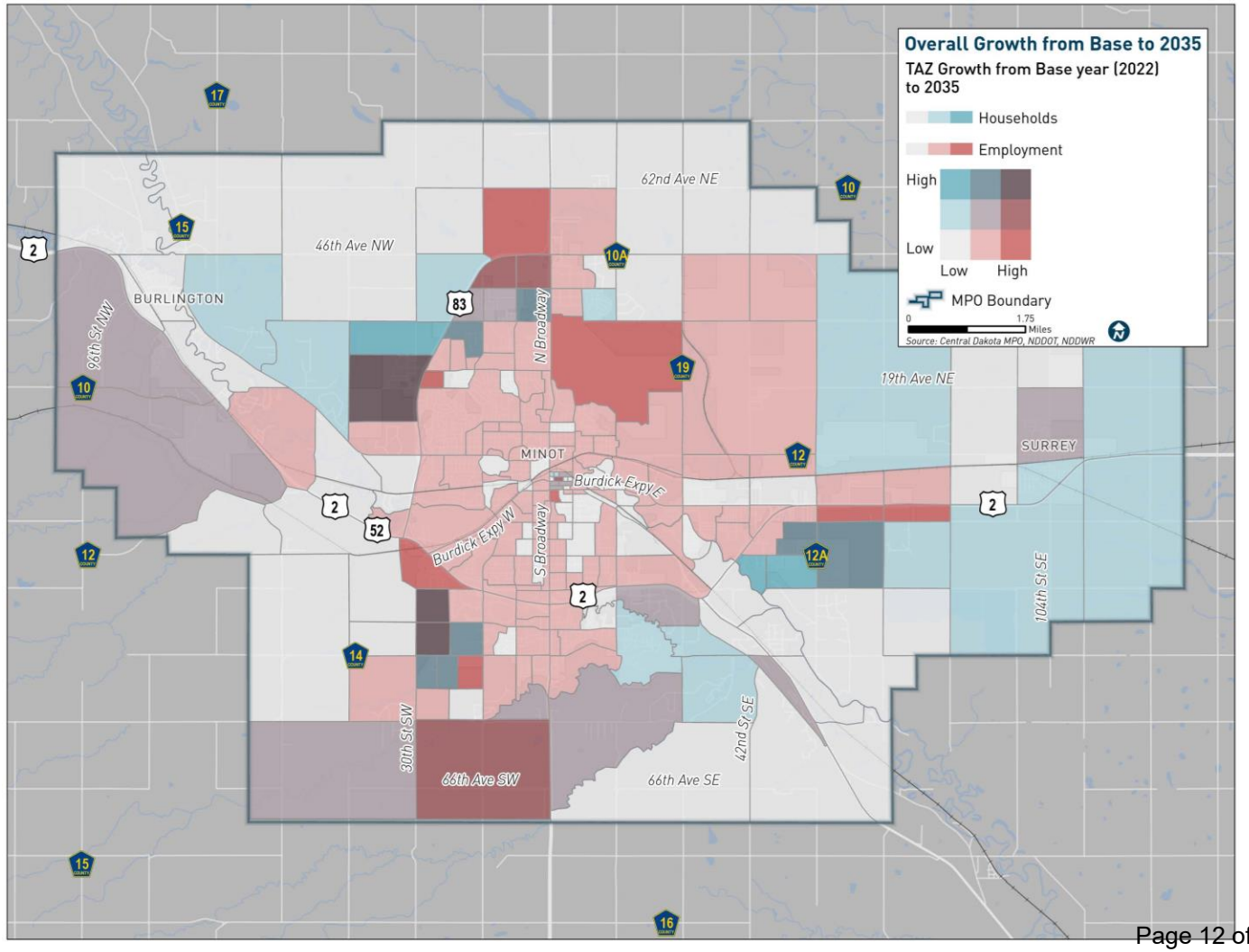
2050 Metropolitan Transportation Plan

Issues Identification and Future Network Conditions

# Travel Demand Model Outputs

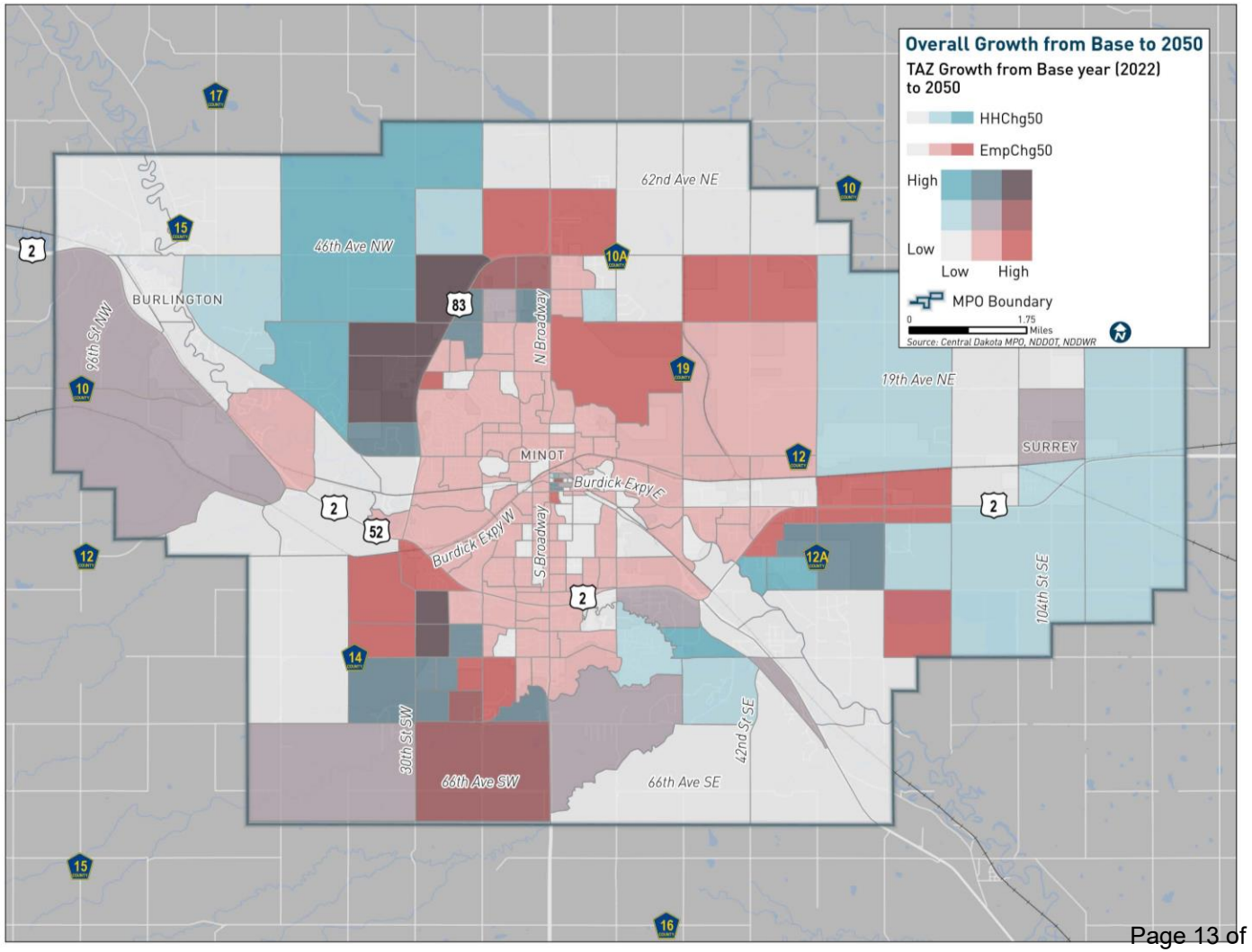
# Understanding TDM Inputs: Overall Growth from Base to 2035

- **2035** forecasted growth by TAZ for households and employment
  - Moderate employment growth within Minot
  - Household growth focused in northwest and east areas of the region
  - Household and employment growth pockets in northwest and southwest development areas



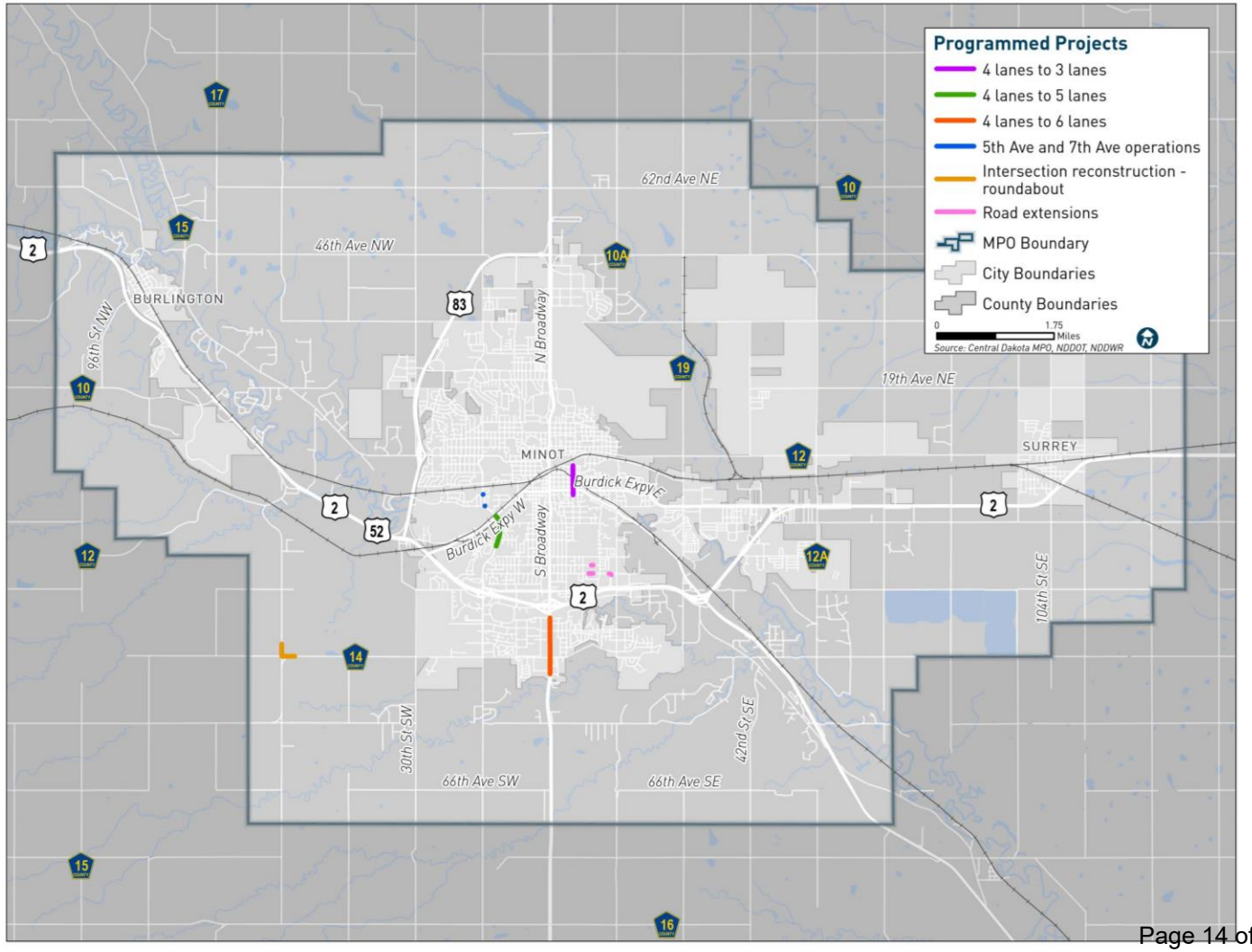
# Understanding TDM Inputs: Overall Growth from Base to 2050

- **2050** forecasted growth by TAZ for households and employment
  - New contiguous growth areas emerge
  - Employment growth in southwest and north central areas of the region
  - Household growth between the three cities
  - Household and employment growth in southwest and northwest Minot



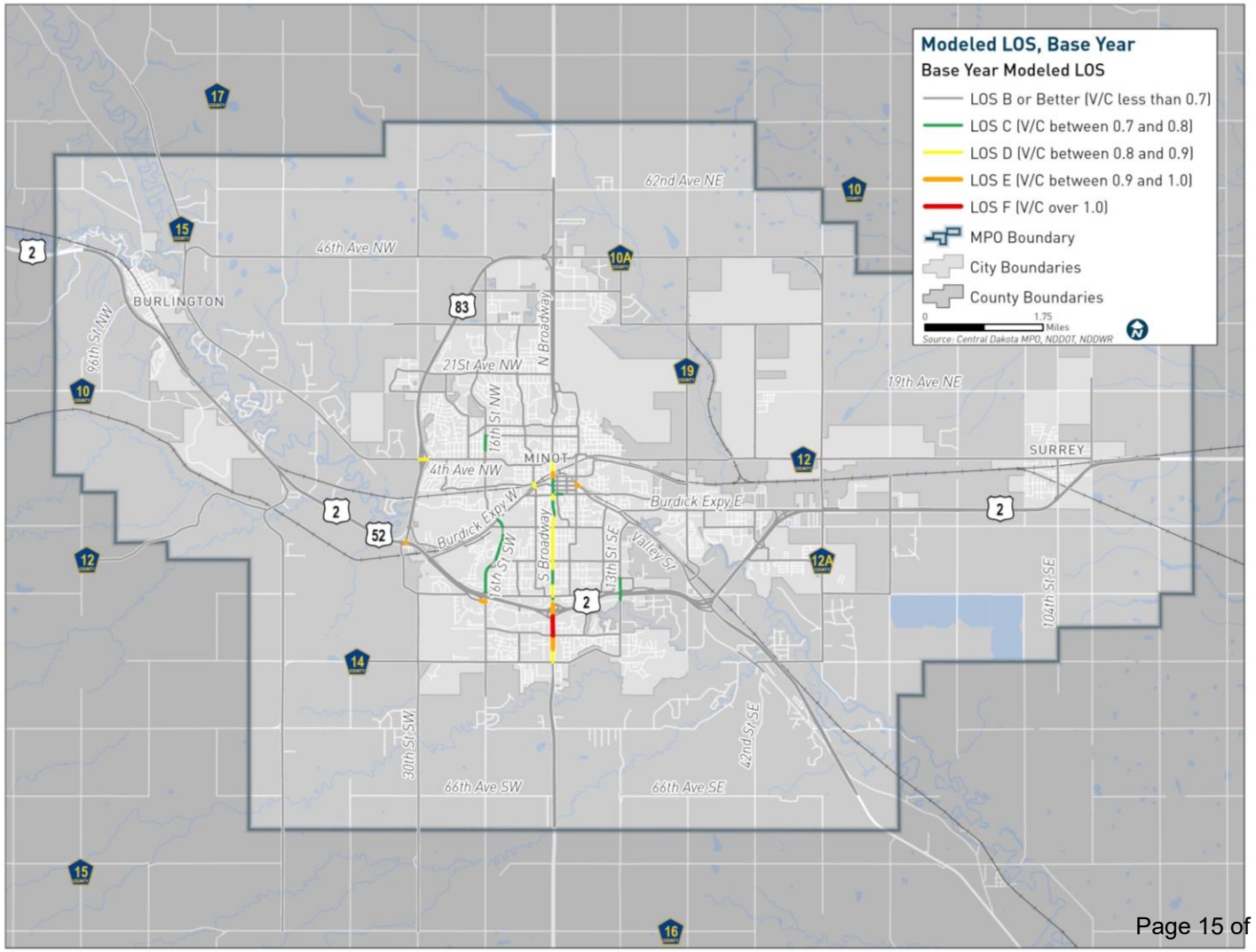
# Understanding TDM Inputs: Existing and Committed Projects (E + C) Network

- Roadway network modeled includes existing and committed projects
  - Road Diet
  - Roadway Expansion
  - Intersection Improvements



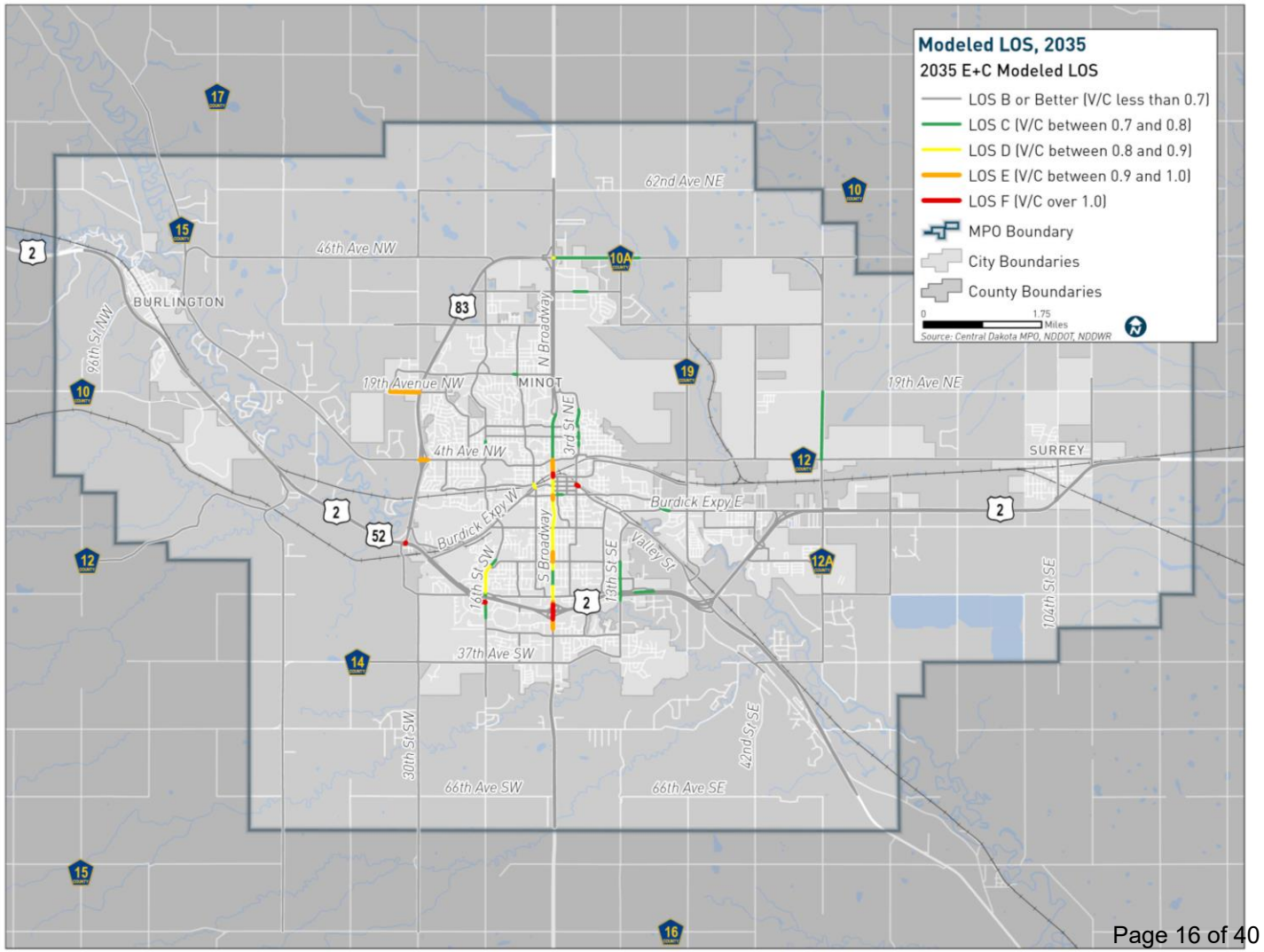
# Base Model Volume to Capacity (V/C) Outputs

- Base year **2022**
- Used planning level volume to capacity thresholds
- Areas of existing congestion
  - S Broadway
  - Interchange zones



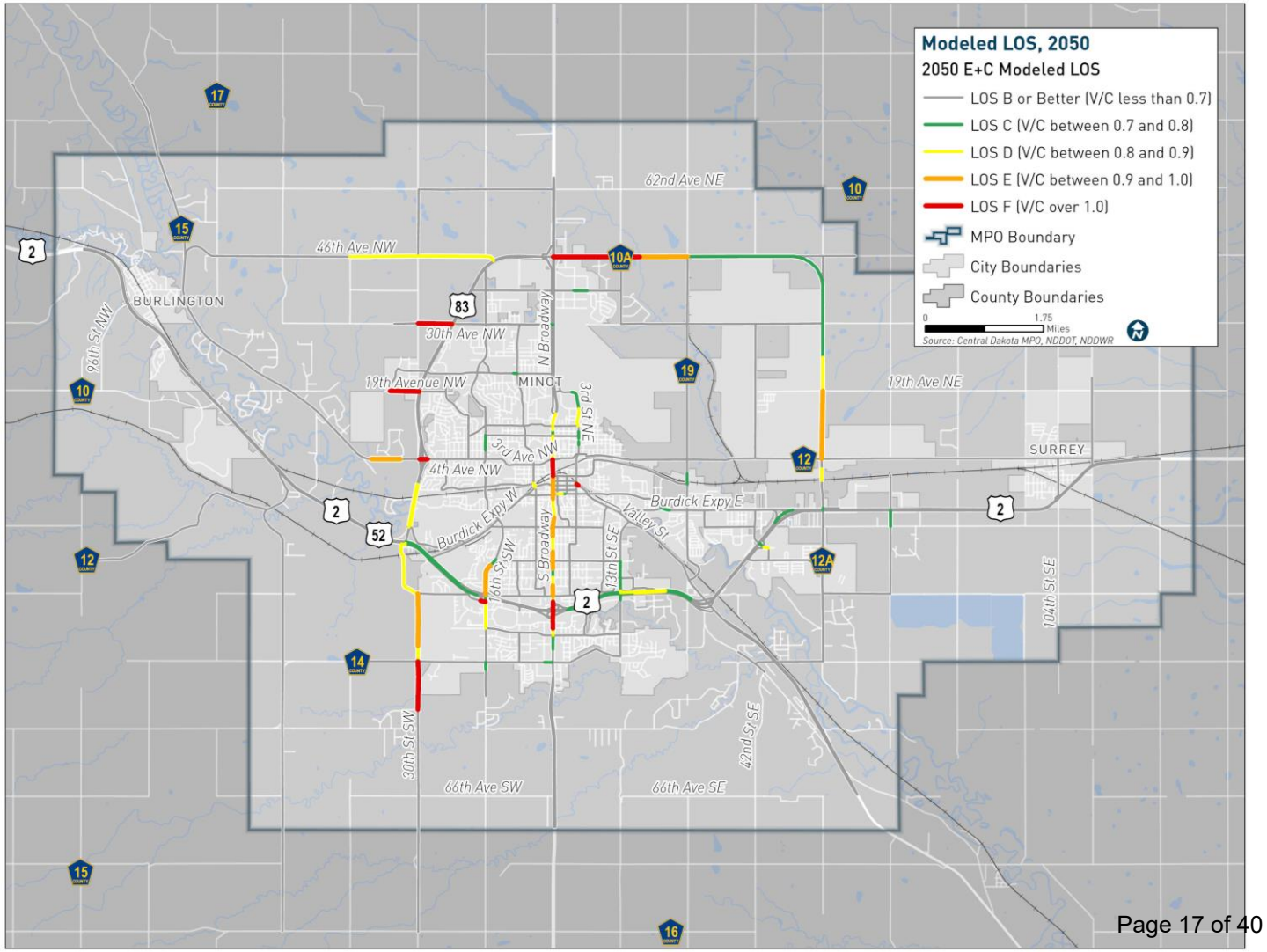
# 2035 Volume to Capacity (V/C) Outputs

- **2035** volume to capacity outputs
  - The level of service declines on Broadway through the center of the region
  - New issues starting to emerge at intersections and with the supporting roadway network



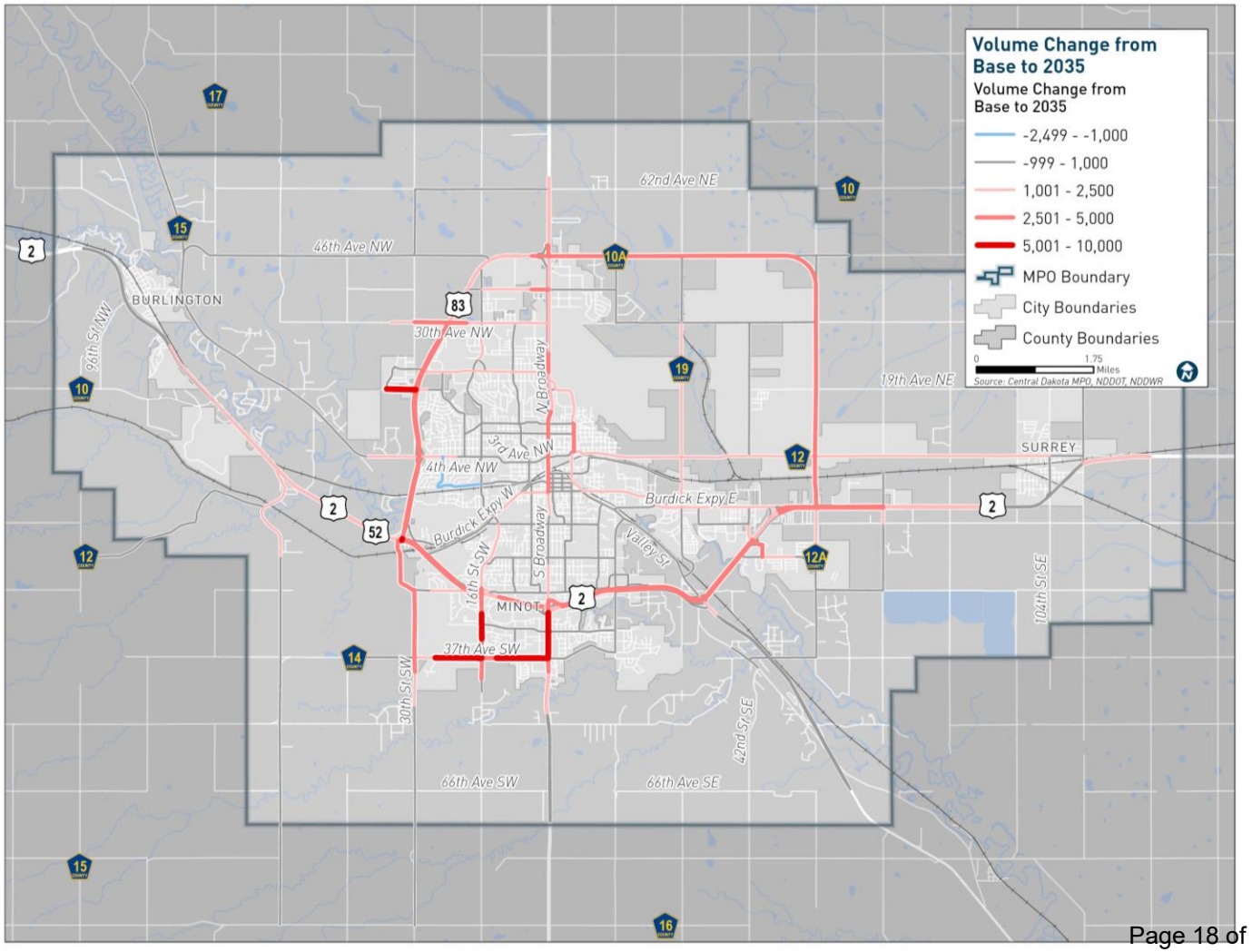
# 2050 V/C Outputs

- **2050** volume to capacity outputs
  - Level of service issues emerge consistent with planned growth areas
    - 46th Ave NE
    - East-west connections to US 83
    - 30th St SW near Trinity Hospital campus
    - 16th St SW
    - 55th St NE
  - Broadway will continue to experience declining levels of service



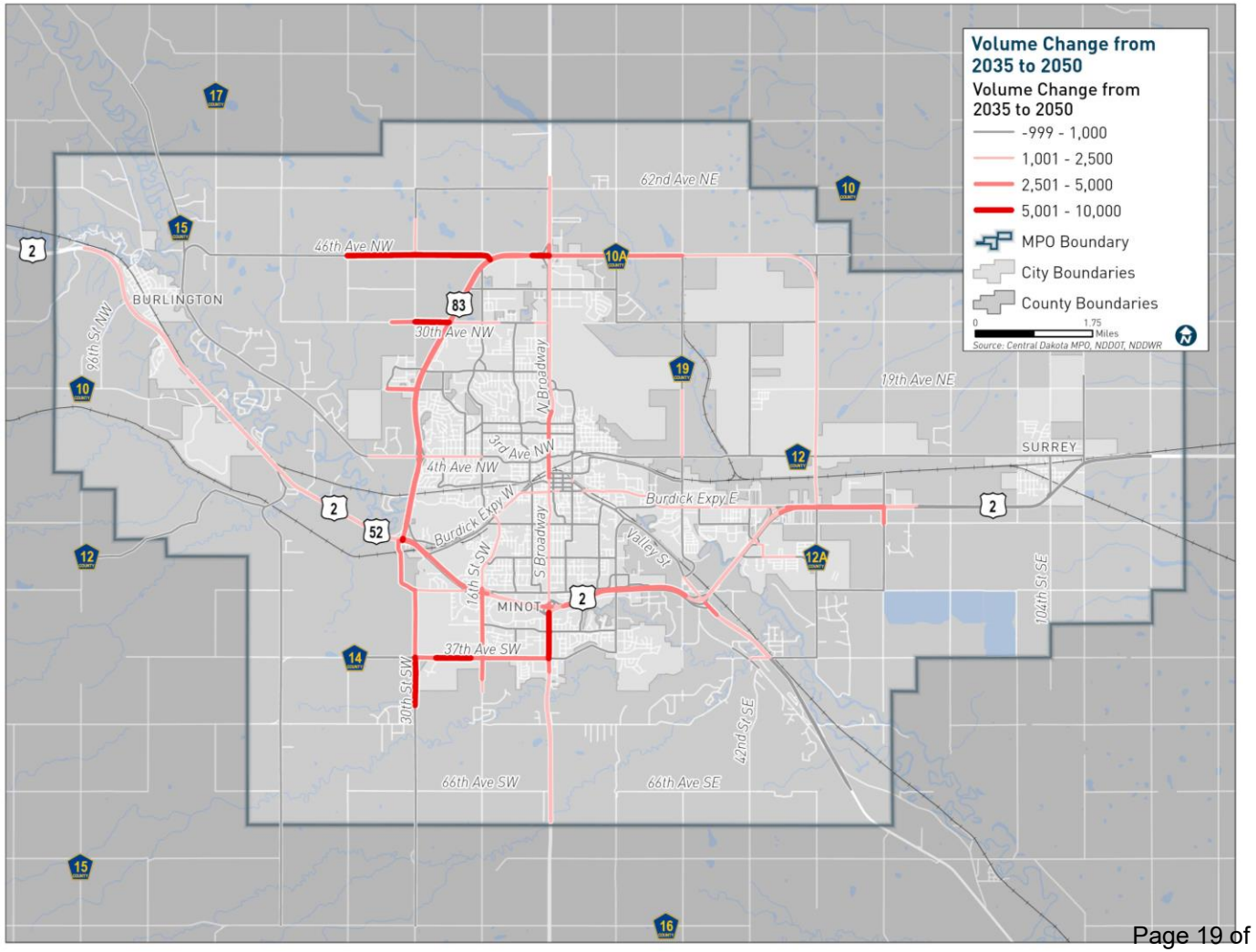
# 2035 Volume Growth: Base to 2035

- Significant growth
  - 37th Ave SW – Trinity Hospital
  - S Broadway
- Outside of Downtown Minot
  - NE Bypass
  - US 83 Bypass
  - US Highway 2/52



# 2050 Volume Growth: 2035 to 2050

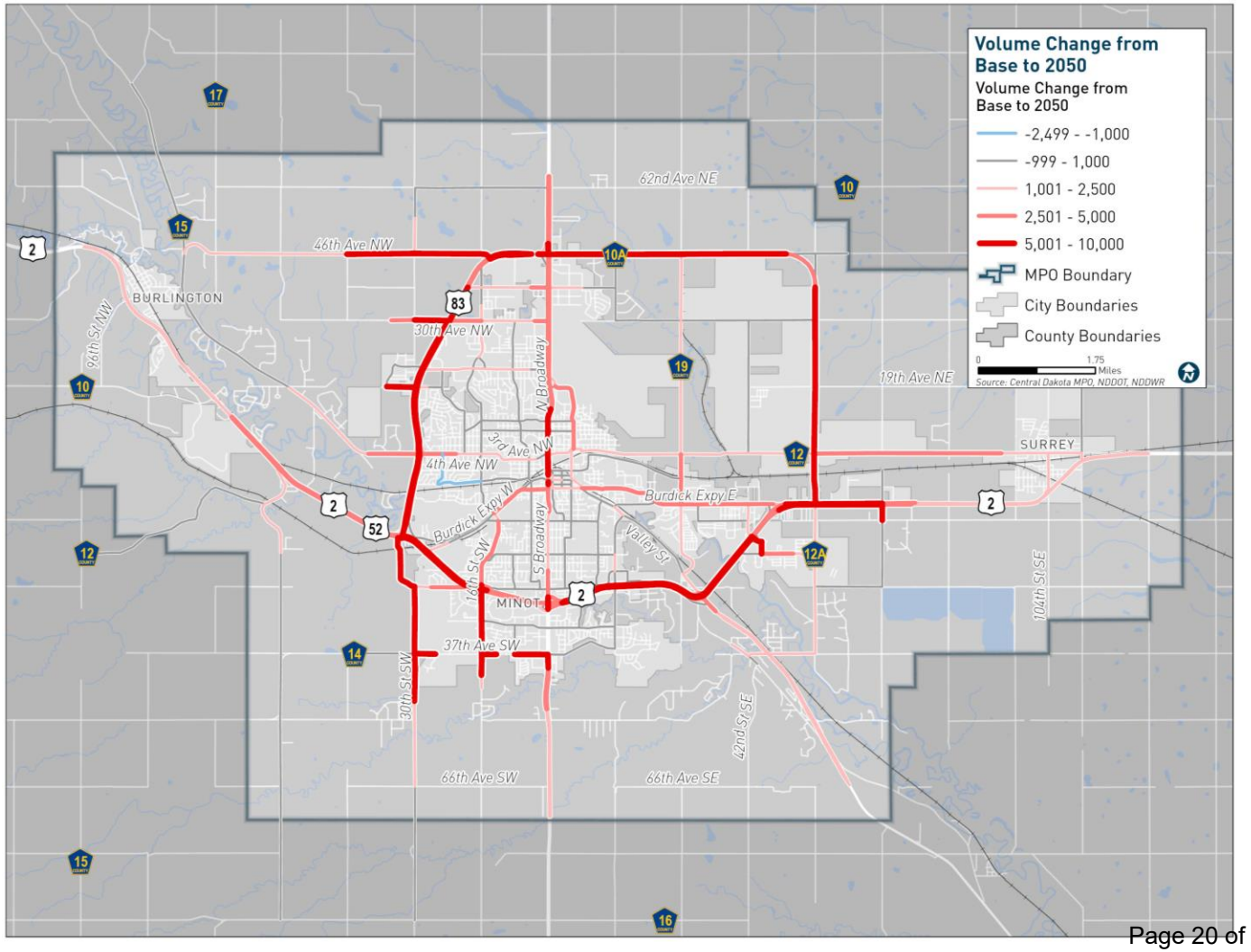
- Volume growth occurring farther from City boundaries
- Continued growth along
  - 37th Ave SW
  - S Broadway
  - US Highway 2/52
- 46th Ave NW west of US 83 Bypass



# 2050 Volume Growth: Base to 2050

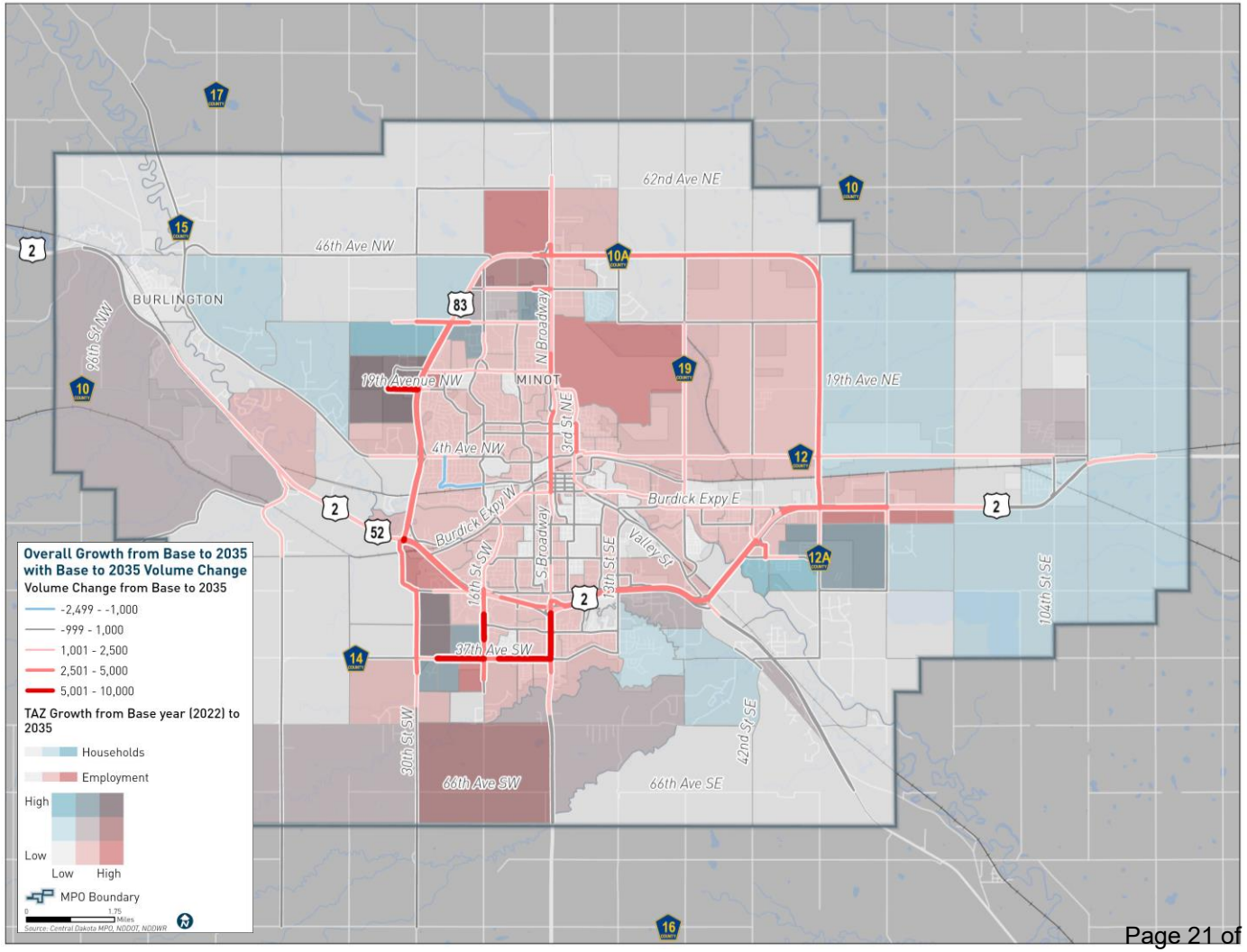
- Significant growth occurring on roadways outside of City centers
- N Broadway will also experience significant growth

- Reduction in traffic along 25th St SW and 2nd Ave SE



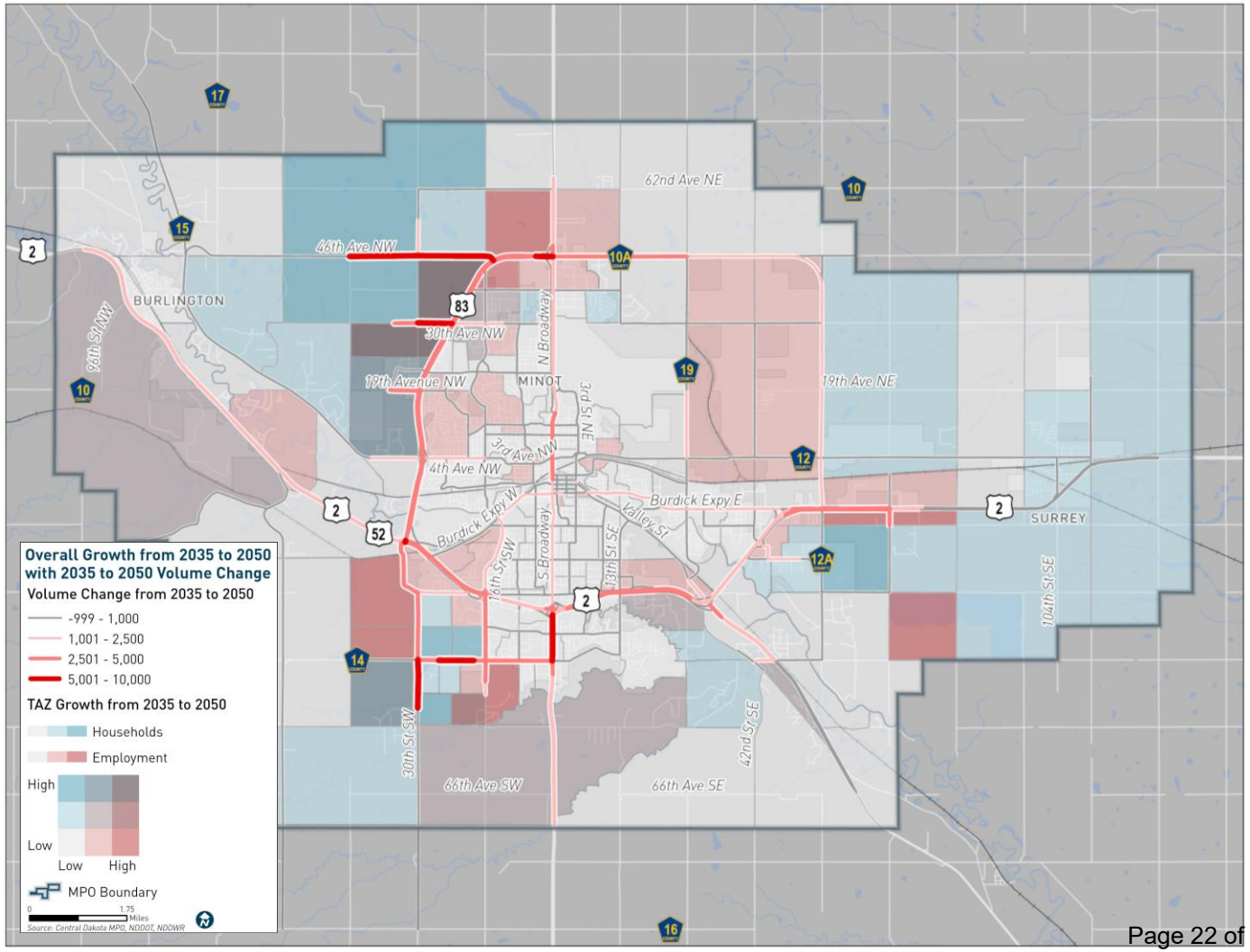
# 2035 Volume Growth: Base to 2035

- Medium and High employment growth throughout the middle of the region
- Mix of growth in the SE region
  - Near 37th Ave SW



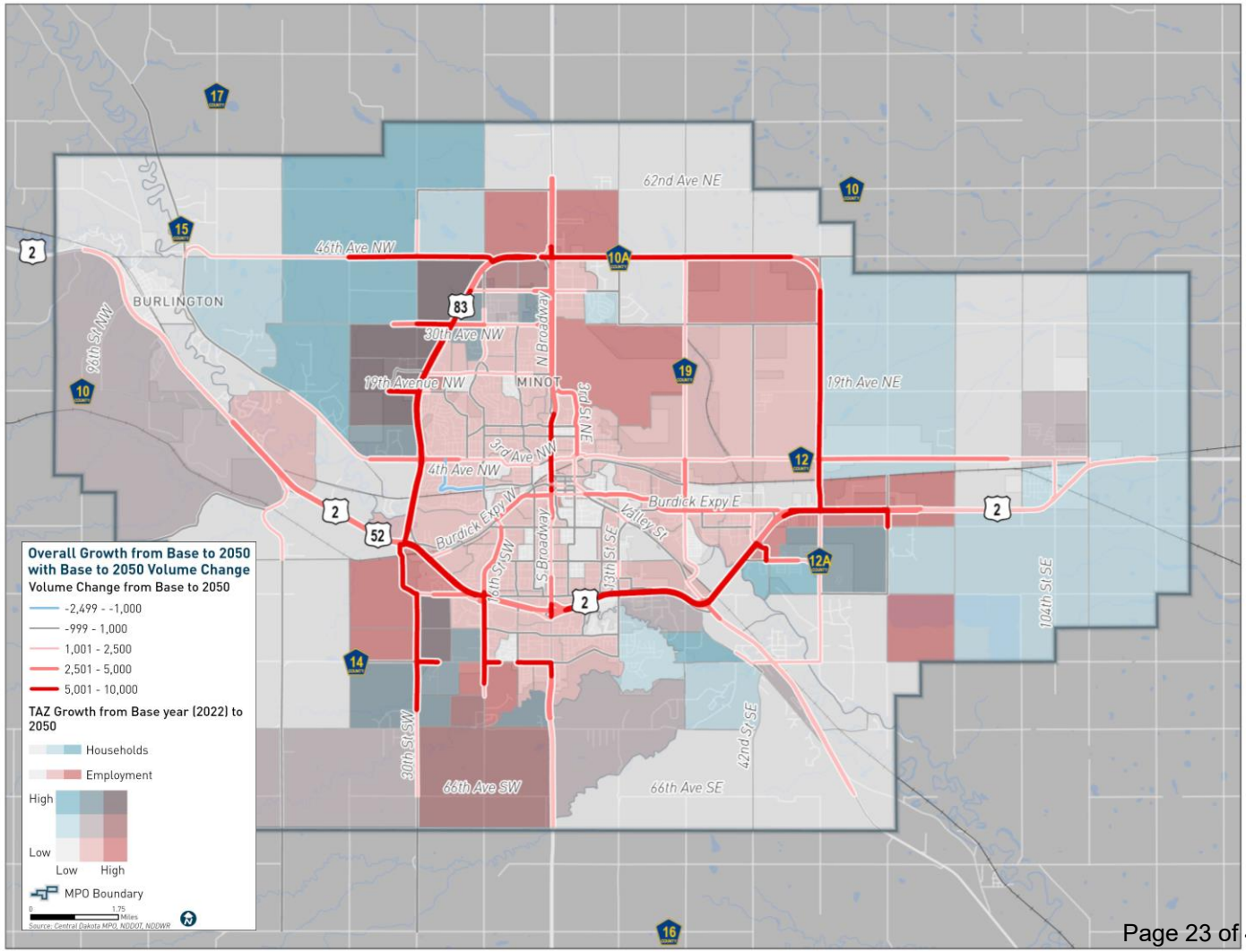
# 2050 Volume Growth: 2035 to 2050

- From 2035 to 2050 more household growth than employment growth
- Mix of growth occurring on the western side of the region
  - Corresponding vehicular volume growth



# 2050 Volume Growth: Base to 2050

- Major employment growth within the central region
- Mix of household and employment growth in the south
- Household growth occurring in and around Surrey and the NW region



# Issues Identification Next Steps

- **Issues Identification Draft Memo will be provided for review at the May TAC meeting**
  - Travel Demand Model results need to be analyzed and incorporated into the draft memo
- **Priority Area Analysis Subcommittee met on March 10, 2025**
  - Incorporated subcommittee feedback
  - Priority Area Analysis will be grouped with Issues Identification memo for review at May TAC meeting

2050 Metropolitan Transportation Plan

# Alternatives Analysis

# Financial Plan Fiscal Constraint Framework

- Final Draft Technical Memo
- Outlines stable local funding sources
- Reasonable assumptions of federal funding (by source)
- Basis of Fiscal Constraint

| Bucket Tier | STBG-Urban | STBGP-Regional | Carbon Reduction (CRP) | Transportation Alternatives (TA) | HSIP | UGP | Total |
|---|---|---|---|---|---|---|---|
| **Short (2026-2030)** | $12,678,765 | $15,260,167 | $1,880,684 | $2,705,115 | $3,850,171 | $6,007,784 | $42,382,686 |
| **Mid (2031-2040)** | $29,453,726 | $35,450,516 | $4,368,970 | $4,076,904 | $11,071,770 | $5,345,169 | $89,767,054 |
| **Long (2041-2050)** | $35,903,927 | $43,213,981 | $5,325,750 | $4,969,724 | $13,496,425 | $6,515,731 | $109,425,538 |
| **TOTAL** | **$78,036,419** | **$93,924,663** | **$11,575,404** | **$11,751,743** | **$28,418,366** | **$17,868,683** | **$241,575,277** |

# Overview of Investment Types

- Investment Types or Project Categorization
  - Rehabilitation
  - Reconstruction
  - Capacity Expansion/Extension
  - Safety
  - Bike & Ped
  - Transit

# Federal Transportation Revenue Sources

- STBGP-U
  - Types of Projects:
    - Rehabilitation, Reconstruction, Capacity, Safety, Bike & Ped, and Transit
  - Flexible funding source to improve infrastructure:
    - Federal-aid system (FFC of Collector or greater)
    - Including National Highway System
    - Bridges
    - Transit capital
    - Bicycle & pedestrian
    - Intercity bus terminal and facilities
  - Solicitation = End of Year
  - Cost Participation (Federal/Local) = 80.93%/19.07%

| Bucket Tier | STBGP-U |
|---|---|
| **Short (2026-2030)** | $12,678,765 |
| **Mid (2031-2040)** | $29,453,726 |
| **Long (2041-2050)** | $35,903,927 |
| **TOTAL** | **$78,036,419** |

# Federal Transportation Revenue Sources

- STBGP-R
  - Types of Projects:
    - Rehabilitation, Reconstruction, Capacity, Safety, Bike & Ped, and Transit
  - Flexible funding source to improve infrastructure on State highways in urban areas.
  - Solicitation = End of Year
  - Cost Participation (Federal/Local) = 80.93%/19.07%

| Bucket Tier | STBGP-R |
|---|---|
| **Short (2026-2030)** | $15,260,167 |
| **Mid (2031-2040)** | $35,450,516 |
| **Long (2041-2050)** | $43,213,981 |
| **TOTAL** | **$93,924,663** |

# Federal Transportation Revenue Sources

- Carbon Reduction Program (CRP)
  - Types of Projects:
    - Bike & Ped and Transit
  - To support projects that reduce transportation-related $CO_2$ emissions:
    - Traffic management
    - Public transportation
    - Bicycle & pedestrian infrastructure
    - Alternative fuel adoption
    - Port electrification
  - Solicitation = End of Year (with
  - Cost Participation (Federal/Local) = 80.93%/19.07%

| Bucket Tier | CRP |
|---|---|
| **Short (2026-2030)** | $1,880,684 |
| **Mid (2031-2040)** | $4,368,970 |
| **Long (2041-2050)** | $5,325,750 |
| **TOTAL** | **$11,575,404** |

# Federal Transportation Revenue Sources

- Transportation Alternatives (TA)
  - Types of Projects:
    - Bike & Ped
  - To support projects that enhance:
    - Pedestrian and bicycle facilities
    - Safe Routes to School programs
    - Safe routes for non-drivers
    - Community improvement efforts
    - Environmental mitigation
  - Solicitation = End of Year
  - Cost Participation (Federal/Local) = 90%/10%

| Bucket Tier | TA |
|---|---|
| **Short (2026-2030)** | $2,705,115 |
| **Mid (2031-2040)** | $4,076,904 |
| **Long (2041-2050)** | $4,969,724 |
| **TOTAL** | **$11,751,743** |

# Federal Transportation Revenue Sources

- Highway Safety Improvement Program (HSIP)
  - Types of Projects:
    - Safety
  - To support projects that relate to the Strategic Highway Safety Plan emphasis areas:
    - Lane departure, intersections, alcohol and/or drug related, unbelted vehicle occupants, speeding/aggressive driving, and young drivers
  - Solicitation = End of Year
  - Cost Participation (Federal/Local) = 90%/10%

| Bucket Tier | HSIP |
|---|---|
| **Short (2026-2030)** | $3,850,171 |
| **Mid (2031-2040)** | $11,071,770 |
| **Long (2041-2050)** | $13,496,425 |
| **TOTAL** | **$28,418,366** |

# Federal Transportation Revenue Sources

- Urban Grant Program (UGP)
  - Types of Projects:
    - Reconstruction, Rehabilitation, Safety, Bike & Ped, and Transit
  - To support projects that enhance federal-aid roadways and state highways focused on:
    - Improving multimodal options such as pedestrian, bicycle, and public transit facilities, particularly in downtown areas.
  - Solicitation = End of Year
  - Cost Participation (Federal/Local) = 80.93%/19.07%

| Bucket Tier | UGP |
|---|---|
| **Short (2026-2030)** | $6,007,784 |
| **Mid (2031-2040)** | $5,345,169 |
| **Long (2041-2050)** | $6,515,731 |
| **TOTAL** | **$17,868,683** |

# Transit Federal Revenue Sources

- FTA Section 5307
  - Types of Projects:
    - Transit
  - To support transit:
    - Operations
    - Design and studies
    - Capital purchases
    - Equipment
    - Maintenance facilities
    - Security
  - Solicitation = End of Year
  - Cost Participation (Federal/Local) = varies by activity, typically 80%/20%

| Bucket Tier | FTA 5307 |
|---|---|
| **Short (2026-2030)** | $3,843,020 |
| **Mid (2031-2040)** | $8,927,626 |
| **Long (2041-2050)** | $10,882,726 |
| **TOTAL** | **$26,653,372** |

# Discussion and Next Steps

- Financial plan estimates by timeframe form the fiscal constraint framework for alternative development
- Next steps
  1. Identify the universe of projects from the issues identification analysis
  2. Project system O&M costs for each timeframe to understand the amount of remaining funding available for new projects
  3. Develop fiscally constrained project alternatives for broader workshop discussion at the May TAC meeting

2050 Metropolitan Transportation Plan
Public Engagement

# Phase 2 Engagement Plan Framework and Tools

# Phase 2 Strategy

- **Engagement Goals**
  - Continue to develop an understanding of regional transportation issues
  - Gain community insight on:
    - Priority projects and investment types
    - Specific project lists

- **Planned Outcomes**
  - Implement proactive public engagement strategies to build consensus
  - Summary of community support for investment alternatives

# Phase 2 Engagement Activities and Tools

**Proposed Phase 2 Engagement Tools**

1. Community Pop-up Event
   - June – July: What is the preferred local event to attend?
2. Virtual Open House
   - Presentation and Q/A
3. Online interactive Storymap with accompanying survey
4. Project website update, social media posts with ads, project article

**Next Steps**

- Detailed Phase 2 Engagement Plan at May TAC meeting

2050 Metropolitan Transportation Plan

# Next Steps and Schedule

# Next Steps

- **April**
  - Develop alternatives based on issues identification analysis and financial framework
- **May 13 TAC meeting**
  - Workshop project alternatives and investment scenarios
- **June 10 TAC meeting**
  - Confirm refined alternatives for public engagement at