



Central Dakota MPO Technical Advisory Committee Meeting

Tuesday, September 9, 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 AUGUST 12, 2025 MINUTES

Suggested Motion: I move to approve the minutes of the August 12, 2025 meeting as presented.

3. OLD BUSINESS

3.1. NOVEMBER 2025 TAC MEETING DATE AMENDMENT

Suggested Motion: I move to approve the amendment to the November 2025 TAC meeting date as presented.

3.2. 2026-2027 UPWP

Suggested Motion: I move to recommend Policy Board approve the 2026-2027 UPWP as presented.

3.3. MTP CONSULTANT UPDATE

Suggested Motion: I move to approve initiating open comment and review for the DRAFT Metropolitan Transportation Plan.

4. OTHER BUSINESS

4.1. OTHER BUSINESS, IF ANY

4.2. OPPORTUNITY FOR PUBLIC COMMENT

5. ADJOURNMENT



Central Dakota MPO Technical Advisory Committee Meeting Minutes

Tuesday, August 12, 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- Sarah Karhoff
Minot City- Doug Diedrichsen, Lance Meyer
Surrey City- Jesse Berg
Ward County- Dana Larsen, Beth Pietsch
NDDOT- Korby Seward (virtual), Will Hutchings
MPO Director- John Van Dyke

Absent: Brian Horinka, David Anders

Others Present: Angie Stenson (virtual), Joel Mann (virtual), John Forman (virtual), Luke Champa (virtual)

2. APPROVAL OF MINUTES

2.1 REVIEW AND APPROVAL OF THE JUNE 10TH, 2025 MINUTES

Motion to approve the minutes of the June 10, 2025 meeting as presented by Doug Diedrichsen, seconded by Lance Meyer, and favored by all.

3. OLD BUSINESS

3.1 2025 UPWP – AMENDMENT #2

Dana Larsen & Jesse Berg arrived at 10:32am.

John Van Dyke reviewed the UPWP Amendment clarifying that it was strictly just moving staff hours around. There will be hours removed from the Metropolitan Transportation Plan (MTP), CenDak Signalized Intersections Traffic Data Collection and Planning Work Program to the Program Support & Administration - Executive Director & Transit Development Plan (TDP) sections. There is no monetary change with this amendment.

Motion the recommend Policy Board approve the 2025 UPWP Amendment #2 as presented by Lance Meyer, seconded by Dana Larson, and favored by all.





3.2 MTP CONSULTANT UPDATE

The consultants gave a presentation for the project lists. The total future projects is 93, this includes 21 safety projects. They reviewed all the projects and used a screening approach with a point system including local government priority, public input and identified transportation needs to create the project list. The higher pointed projects were at the top of the list. After this, they ran two scenarios. Scenario A is 60% reconstruction & 40% mobility. Scenario B is 40% reconstruction & 60% mobility. Each scenario includes high priority projects for each jurisdiction.

Scenario A focuses more on Broadway and parallels. Scenario B has more of an overall balance. Projects are numbered and broke down into terms for both scenarios.

Lance Meyer explained that under any scenario the Broadway Corridor needs to remain the mid-terms #1 project. He explained that it will have to be broke into multiple phases to hopefully still be able to do other projects during that time period, but Broadway Corridor needs to be done as soon as possible. He also informed the consultants and the board that BNSF is wanting to apply for a rail study to be done to build an overpass at 27th and the tracks. Dana Larsen and Lance Meyer discussed that a SW Corridor would better connect all regions.

Phase 2 Engagement went great. They had 1,205 website views and 157 survey responses. The responses from the survey help with the overall project list.

Beth Pietsch left at 11:39am.

Comments from TAC will need to be given to the consultants by August 19th to be able to remain on schedule for the September meeting.

The September meeting will review the implemented plan, discuss the draft plan and bring approval for the 30-day public comment period.

4. OTHER BUSINESS

4.1 NDDOT/FHWA/FTA UPDATE, IF ANY

No update.

4.2 OTHER BUSINESS

No other business.





5.3 PUBLIC COMMENT

No public present.

5. ADJOURNMENT

Van Dyke moved to adjourn the meeting and passed unanimously. Meeting adjourned at 11:54 PM.





2025 MEETING DATES TECHNICAL ADVISORY COMMITTEE (TAC) & POLICY BOARD

In general, the Central Dakota MPO Technical Advisory Committee (TAC) meets the second Tuesday of each month in Conference Room #3 at the City of Minot Public Works building located at 1025 31st St SE, Minot, ND.

The Policy Board generally meets the fourth Thursday of each month in the Minot City Hall Executive Conference Room (third floor) located at 10 3rd Ave. SW, Minot, ND.

Adjustments to meeting dates and locations are made to accommodate known scheduling conflicts and/or holidays.

The following table provides proposed meeting dates for 2025 and incorporates known holiday and other conflicts. The following meetings dates are subject to change as more information becomes known about potential scheduling conflicts.

Technical Advisory Committee (TAC)	Policy Board (PB)
January 14, 2025	January 23, 2025
February 11, 2025	February 27, 2025
March 11, 2025	March 27, 2025
April 8, 2025	April 24, 2025
May 13, 2025	May 22, 2025
June 10, 2025	June 26, 2025
July 8, 2025	July 24, 2025
August 12, 2025	August 28, 2025
September 9, 2025	September 25, 2025
October 14, 2025	October 23, 2025
November 4 <u>18</u> , 2025*	November 20, 2025*
December 9, 2025	December 18, 2025*

*Denotes change from regularly scheduled meeting date to accommodate holiday or other scheduling conflict





2025 MEETING DATES

TECHNICAL ADVISORY COMMITTEE (TAC)

&

POLICY BOARD

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October 14, 2025	October 23, 2025
November 18, 2025*	November 20, 2025*
December 9, 2025	December 18, 2025*

*Denotes change from regularly scheduled meeting date to accommodate holiday or other scheduling conflict





CENTRAL DAKOTA

MPO

2026-2027

**UNIFIED PLANNING
WORK PROGRAM**

ADOPTED DATE: MONTH DAY, 2025





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DRAFT



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INTRODUCTION

The Central Dakota Metropolitan Planning Organization (CDMPO) was established in 2023 as a result of the 2020 US Census. The Census identified the Cities of Minot and Surrey and areas of Ward County within the urbanized area. Collectively, these entities included the City of Burlington to be a part of the Metropolitan Planning Area, but not part of the urbanized area.

CDMPO is represented by the following political subdivisions:

- City of Burlington
- City of Minot
- City of Surrey
- Ward County

POLICY BOARD

The CDMPO is governed by a seven (7) member Policy Board. Current members of the Policy Board include:

Table 1. Central Dakota MPO Policy Board Members

Political Subdivision	Representative Name, Member Jurisdiction Title (MPO Chair/Vice Chair)
Ward County	John Fjeldahl, Chairman
Ward County	Jim Rostad, Vice Chairman
City of Surrey	Michael Thiesen, Mayor (MPO Vice Chair)
City of Burlington	Jerick Hedges, City Council Vice President
City of Minot	Lisa Olson, City Council Vice President
City of Minot	Mark Jantzer, City Council President (MPO Chair)
City of Minot	Harold Stewart Tom Joyce, Interim City Manager

Each political subdivision may have one alternate member in the event an appointed member is unable to attend the Policy Board meeting. The current alternate members include:

Table 2. Central Dakota MPO Alternate Policy Board Members

Political Subdivision	Representative Name, Member Jurisdiction Title
Ward County	Ron Merritt, County Commissioner
City of Surrey	Steve Fennewald, Council Member
City of Burlington	Kelsey Flick Reed Opland, Commissioner
City of Minot	Paul Pitner, Alderman

The Policy Board generally meets the fourth Thursday of each month, subject to adjustments stemming from holidays or known scheduling conflicts. The Policy Board has been meeting in the Executive Conference Room on the 3rd floor of Minot City Hall, located at 10 3rd Ave SW, Minot, ND at 4:30pm.

TECHNICAL ADVISORY COMMITTEE

The Policy Board is advised by the Technical Advisory Committee comprised with staff employed or contracted to perform work involved in engineering, planning, or overall administration of the member political subdivisions. Those members include the following positions, whether directly employed or contracted, to provided services in such capacity:

Table 3. Technical Advisory Committee Member Agency and Corresponding Job Title

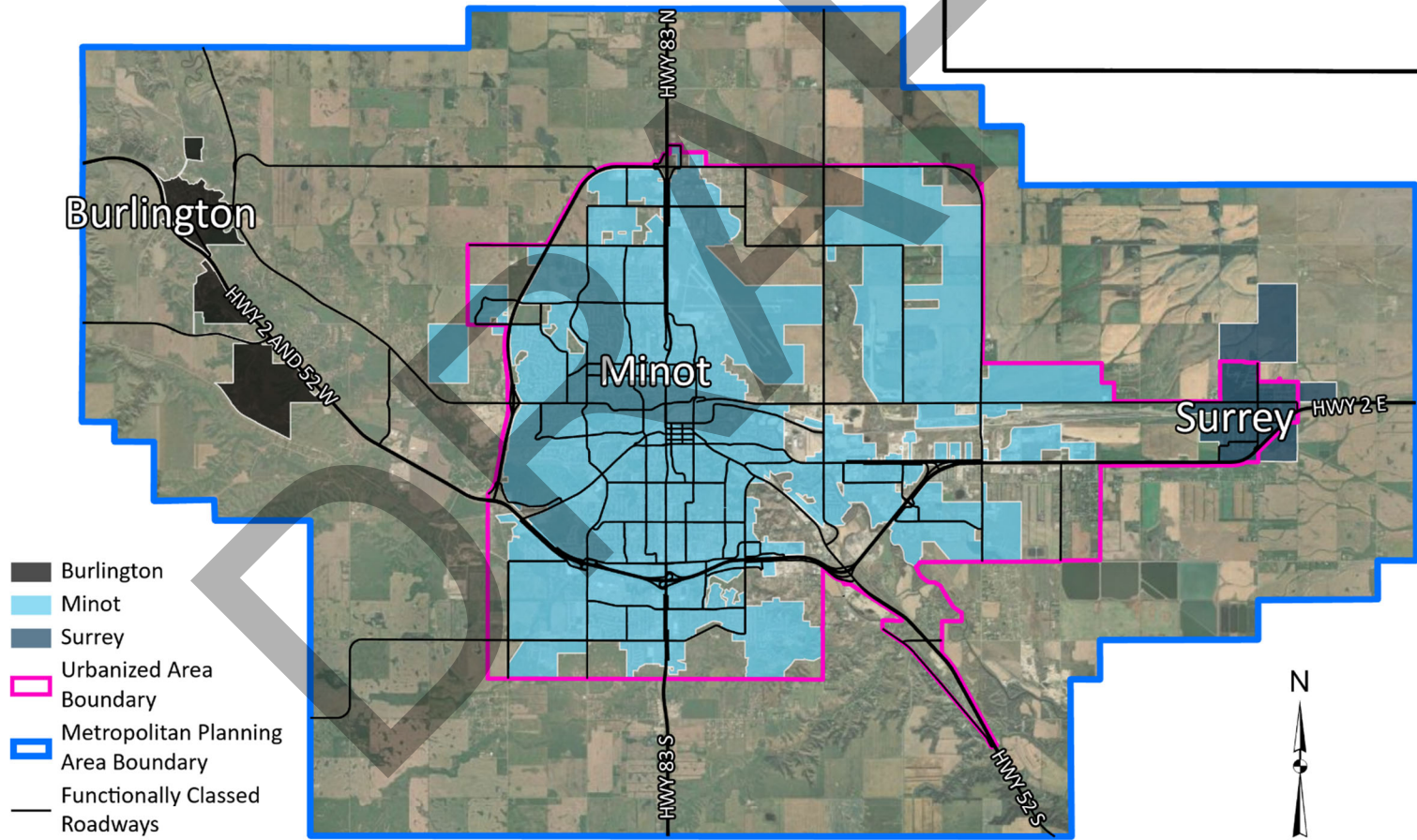
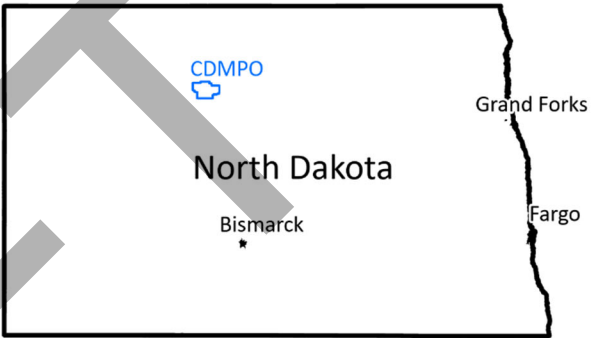
Agency	Title
Central Dakota MPO	Executive Director
City of Burlington	City Auditor
City of Burlington	Public Works Director
City of Minot	City Engineer
City of Minot	Principle Planner
City of Minot	Transit Superintendent
City of Surrey	City Engineer
Ward County	County Engineer
Ward County	Planning & Zoning Administrator
NDDOT	Minot District Engineer
NDDOT	MPO Coordinator

The Technical Advisory Committee generally meets the second Tuesday of each month, subject to adjustments stemming from holidays or known scheduling conflicts. The Technical Advisory Committee has been meeting at 10:30am in Conference Room #3 of the City of Minot Public Works Building, located at 1025 31st St. SE, Minot, ND.



MAP OF CDMPO

Central Dakota Metropolitan Planning Organization (CDMPO)
Boundary Map
Burlington, Minot, Surrey, and Portions of Ward County, ND



0 1.5 3 6 Miles

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

PURPOSE OF UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program (UPWP) is required to be produced annually and must be approved by the CDMPO Policy Board. Following approval by the CDMPO Policy Board, the North Dakota Department of Transportation (NDDOT) and Federal Transit Administration (FTA) review and provide a recommendation to the Federal Highway Administration (FHWA). The FHWA provides final approval of the UPWP.

The UPWP provides a detailed description of all transportation related planning activities anticipated by the CDMPO during the calendar year. It also provides detailed work activities and budget information including local, state, and federal funding shares, to allow the state to document the requirements for planning grants distributed through the Federal Government.

METROPOLITAN PLANNING FACTORS

Federal planning statutes specify the scope of the planning process to be followed by the CDMPO in ten planning factors. According to federal planning statutes, the planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
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;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

CDMPO's work program elements are shown in Table 3. with the corresponding Metropolitan Planning Factors each element addresses.

Table 4. Work Program Sections and Associated Planning Factors

Work Program Element	Planning Factor									
	1	2	3	4	5	6	7	8	9	10
Task 100 - Program Support and Administration										
100.1 Staff Activities	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
100.2 Training and Travel	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Section 200 - Plans, Studies, and Data Acquisitions										
200.1 Transit Development Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
200.2 Signalized Intersections Traffic Data Collection	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
200.3 Pavement Data Acquisition	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
200.4 Bicycle and Pedestrian Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
200.5 Unspecified Corridor Study/Plan/Data Acquisition Resulting from MTP	*	*	*	*	*	*	*	*	*	*
Section 300 - Overhead and ATAC Annual Fee										
300.1 Overhead	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
300.2 ATAC Annual Fee	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

*Planning Factors will be specified upon ~~project~~ identification of the specific corridor study, plan, or data acquisition following adoption of the Metropolitan Transportation Plan (MTP). This table will be updated through ~~when~~ the necessary UPWP Amendment at that time ~~that identifies the project occurs~~.

2025 ACCOMPLISHMENTS

2025 saw the Central Dakota MPOs inaugural Metropolitan Transportation Plan (MTP) near-finalized. As part of the MTP, a travel demand model was also developed, along with assemblage of numerous datasets across the region.

The Central Dakota Transit Development Plan (TDP) also kicked off in the middle of the year. The TDP is expected to be completed in Fall 2026 and will provide area decision-makers with sufficient information and guidance to ensure long-term operational viability of the transit system. The Signalized Intersections Traffic Data Collection project, which aims to establish passive vehicle and pedestrian counts at all signalized intersections in the area, started with seventeen intersections. This information will help optimize traffic flows through the adjustment of signal timings based on the data collected. Over the next several years, the remaining signalized intersections in the area will be outfitted with this technology, which will be utilized in the travel demand model for the next MTP and any corridor or other studies that may benefit from the use of this data.

Other efforts included transitioning to a two-year UPWP for the 2026-2027 timeframe, work on the organization's administrative policy manual, attendance at the AMPO conference in Rhode Island, establishment of a new job description for the Transportation Specialist, and continued refinement and branding of existing administrative documentation to continue establishing the effectiveness, identity, and independence of the organization.

2026/2027 PLANNED WORK ACTIVITY SUMMARY

While 2026 Consolidated Planning Grant (CPG) funding estimates have been provided for 2026, 2027 is estimated to follow prior year increases between years even though the Infrastructure Investment and Jobs Act is only active through the end of 2026. It is assumed a transportation bill will be adopted that provides a similar funding level in subsequent years. Therefore, all projects and the associated budget estimate for 2027 is illustrative.

Moving to a rolling two-year UPWP that will be updated annually allows more flexibility in planning work activities that are likely to be conducted across calendar years. Where one project may experience delay, another may be capable of moving forward ahead of schedule, thereby ensuring that over a two-year period the intended work is able to be accomplished from a budgetary standpoint. It also ensures that members are thinking well enough in advance so that the specific corridor study(ies), plan(s), or data acquisition(s) ~~planning projects~~ selected provide the most value toward the organizational effort.

Table 25. outlines the plans, studies, and data acquisitions to be accomplished over the next two years.

Table 5. 2026-2027 Plans, Studies, and Data Acquisition Expenses

Project	2026	2027	Total (2026 & 2027)
TDP	\$105,571.47	\$0.00	\$105,571.47
Bike/Ped Plan	\$77,928.83	\$88,071.17	\$166,000.00
Pavement Data Acquisition	\$107,287.91	\$0.00	\$107,287.91
Unspecified Corridor Study/Plan/Data Acquisition Resulting from MTP	\$0.00	\$217,567.11	\$217,567.11
Traffic Signal Setup	\$30,500.00	\$12,000.00	\$42,500.00
Total Cost of Plans, Studies, and Data Acquisitions	\$321,288.21	\$317,638.28	\$638,926.49

2027 shows an unspecified corridor study/plan/data acquisition resulting from the Metropolitan Transportation Plan (MTP). In discussions with the TAC, it was determined that waiting on guidance from the MTP was the most reasonable approach to finalizing programming in 2027. Given the MTP will be adopted near the end of 2025, the unspecified corridor study/plan/data acquisition will be replaced through an amendment to the 2026-2027 UPWP with an identified corridor study/plan/data acquisition and included in the 2027-2028 UPWP.

Another significant change from prior years is the addition of a Transportation Specialist position to begin in 2026. This position will be responsible for a myriad of tasks, one of the most important is overseeing the Transportation Improvement Program (TIP). Once established, the Transportation Specialist will ~~be responsible for~~ assist with receipt of transportation project applications, review for compliance with the MTP, and facilitating amendments as necessary. Other tasks ~~will~~ may include updating the website, managing social media and other public outreach, overseeing data acquisition project(s), and providing assistance as-needed elsewhere. The goal will be to continue to establish an organizational identity and increase familiarity with the MPO, as it is new and still relatively unknown.

2026/2027 PLANNED WORK ACTIVITY DETAIL

The following provides a detailed explanation of work planned to be accomplished over the next two years. Section 100 includes all of the work to be performed by Central Dakota MPO staff, while Section 200 includes all work to be performed by consultants. Section 300 includes all overhead and the ATAC annual fee.

The Central Dakota MPO includes two full-time staff – an Executive Director and Transportation Specialist – and one part-time Accountant provided by the City of Minot to support the organization with financial reporting. The Transportation Specialist is a new position to begin in 2026. Table 56 provides the number of hours to be performed by the respective position over the course of each year.

Table 6. Central Dakota MPO Staffing and Associated Hours

Staff Position	Number of Hours per Year
Executive Director	2,080
Transportation Specialist	2,080
Accountant (part-time/City of Minot Support)	240

Central Dakota MPO staff are technically employed by the City of Minot. Through a Memorandum of Understanding between the City of Minot and the Central Dakota MPO, Central Dakota MPO staff receive guidance and direction from the Policy Board, ensuring regional influence over the organization. This optimizes production by reducing the amount of expenses that would otherwise be allocated toward HR, IT, and other organizational infrastructure necessary to function.

SECTION 100 – PROGRAM SUPPORT AND ADMINISTRATION

Section 100 – Program Support and Administration includes a breakdown of all work to be performed by Central Dakota MPO staff. Costs in this section are comprised of Central Dakota MPO staff wages, benefits, and training and travel expenses.

100.1 STAFF ACTIVITIES

GENERAL ADMINISTRATION

General Administration includes many elements that occur by most, if not all, MPOs throughout the country. They are often conducted as needed. All activities will be completed by December 31, 2027.

New/Modification of Existing Agreements/Contracts

Central Dakota MPO staff periodically work on the creation of new, or modification of existing, agreements/contracts to clarify/effect the interoperability between the City of Minot and the CDMPO and obtain services to effect other Sections of this work program. This may include updates to the lease agreement or memorandum of understanding between the City of Minot and Central Dakota MPO, and updates to the legal services contract or creation or amendment of ~~another~~ contracts to provide professional services.

Annual Audit/Mid-year Review

Annually, the Central Dakota MPO receives a mid-year review of activities. This review focuses on areas that may be improved to ensure compliance with federal and state regulatory/policy requirements, better facilitate coordination between levels of government, and further communication between Central Dakota MPO and its overseeing agencies (NDDOT, FHWA, and FTA). ~~is audited.~~ As part of this mid-year review, staff will prepare documentation, assemble data/information, and attend meetings as needed to successfully accomplish the mid-year review auditing process.

Data Collection and GIS Mapping

Regionally relevant data will be collected as it is released, organized, cleaned, and mapped, where applicable. The Central Dakota MPO strives to provide consultants, member jurisdictions, and the public a convenient location for data and information relevant to transportation in the region. This effort will ensure that Central Dakota MPO staff remain informed of changes across various metrics and datasets.

Reimbursement Requests

The Central Dakota MPO produces reimbursement requests for eligible expenses related to accomplishment of the UPWP. The reimbursement requests are produced monthly, at a minimum.

Document Branding

Central Dakota MPO staff will work on previously created documents to apply branding standards, which were adopted in late 2024. This will ensure that all documentation maintains consistency and is identifiable at first glance as a product of the Central Dakota MPO.

Holidays and Paid-Time-Off (PTO)

Holidays and Paid-Time-Off (PTO) are provided as part of the overall compensation package provided to the Executive Director and Transportation Specialist positions. Holidays occur throughout the year and PTO is taken as requested and approved by the respective staff member following the process as outlined in the Administrative Policy Manual.

TAC, POLICY BOARD, AND OTHER MPO COORDINATION MEETINGS

Keeping TAC and Policy Board apprised of information and capable of making informed recommendations and decisions is a primary responsibility of Central Dakota MPO staff. This involves record keeping, drafting documents, scheduling and attending meetings, presentations, and providing options and corresponding recommendations to both bodies. Meetings of the TAC and Policy Board occur most months, although special meetings may be scheduled as needed or the regularly scheduled meeting canceled due to a lack of necessary action. ~~monthly.~~

Other meetings occur with the North Dakota MPO Director's, both with and without NDDOT, and internal meetings with staff and individual TAC, Policy Board, or other agency representatives. These meetings are necessary to exchange information to ensure the seamless continuation of Central Dakota MPO activities throughout the year. Meetings generally occur one-to-two times per month or as-needed and as availability allows.

This activity will be completed at the end of 2027.

CENTRAL DAKOTA WEBSITE AND SOCIAL MEDIA

The Central Dakota MPO purchased the centraldakotampo.org domain in 2024 with the intention of creating a standalone website to house information related to Central Dakota MPO. Presently, the Central Dakota MPO utilizes a webpage on the City of Minot webpage for this purpose. Work, primarily conducted by the Transportation Specialist, will be conducted to establish the standalone Central Dakota MPO website, with the goal to make it useful to consultants, member jurisdictions, and the general public.

The Central Dakota MPO relies on member jurisdiction social media accounts to push pertinent information related to projects and public engagement opportunities. Work, primarily conducted by the Transportation Specialist, will be conducted to establish a social media presence, with the goal to bring awareness to the organization, reach the public, and generate it's own following related to transportation issues and activities in the region.

This work will be ongoing throughout 2026 and 2027 and completed on December 31, 2027.

PLANS, STUDIES, AND DATA ACQUISITION PROJECT SUPPORT

Central Dakota MPO staff will support each plan, study, and data acquisition projects as outlined in Section 200 of this UPWP. Staff activities include creation of request for proposals, consultant selection activities, attendance at project meetings, assistance with respective project public engagement efforts, and coordination with member jurisdictions to compile data and information to ensure the consultant is able to continue production of the respective plan, study, or data acquisition.

The Executive Director will be primarily responsible for managing consultants across all plan, study, and data acquisition projects. However, the Transportation Specialist will assist with all projects and may play a leading role in data acquisition projects depending on the background of the individual hired in 2026.

Following adoption of the Transit Development Plan in Fall 2026 and Pedestrian and Bicycle Plan in Fall 2027, subcommittees or another form of group oversight are planned to be established to provide organizational direction, associated project prioritization, and plan implementation. The CDMPO will be involved as-needed to assist in these activities. This activity will be completed on December 31, 2027.

MEMBER JURISDICTION TRANSPORTATION PLANNING SUPPORT AND COORDINATION

The Central Dakota MPO staff will coordinate with member jurisdictions, agencies, and other organizations to provide input, guidance, and overall involvement on development proposals, transit planning, and other planning-related initiatives. These activities occur throughout the year on an as-needed basis, revolving around transportation policy and transportation in general as it relates to the built environment.

This activity will be completed on December 31, 2027.

CORE PRODUCTS

Each MPO is required to create and maintain four (4) core products – Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP). Central Dakota MPO staff will work to create, if

not yet created, and maintain each of these four (4) core products. Work will occur throughout 2026 and 2027, completing on December 31, 2027.

Metropolitan Transportation Plan (MTP)

Staff will work to implement the Metropolitan Transportation Plan (MTP). Activities include amendments as may be necessary from time to time, transportation project and land use development review for alignment with the MTP, and utilizing other information/guidance contained therein to inform member-jurisdiction staff, residents, and decision-makers.

Due to time constraints incurred toward the end of 2025 in creating the inaugural MTP, this activity may include final TAC and Policy Board presentation of the MTP for adoption and corresponding follow-up presentations to member-jurisdictions to be adopted via resolution in early 2026. No consultant expenses are expected to be incurred as part of this activity; only staff labor costs.

Transportation Improvement Program (TIP)

Staff will prepare the Transportation Improvement Program (TIP) annually on a four-year rolling cycle. The TIP will be developed, adopted, and distributed in compliance with all federal, state, and local requirements. The TIP shall include all federal-aid ~~or~~ and regionally significant transportation improvements planned by the participating agencies within the MPO area for the four-year period. TIP modifications and amendments are included in this effort and will be processed, as necessary.

Work will include drafting the inaugural TIP, which includes all introductory and other required language, maps, tables, and any other information pertinent to the creation of the TIP document. Other work will include discussion with member jurisdictions surrounding project submission processes, solicitation for public input in compliance with the PPP, and evaluation and summary of public comments received. Work will also include coordination, review of projects submitted, including ranking, providing support and/or approval of solicited project applications for federal funding, reconciliation of project lists with NDDOT, and the development of associated processes to facilitate these activities.

Unified Planning Work Program (UPWP)

Unified Planning Work Program activities include creation of the 2027-2028 rolling two-year UPWP, which will include refinement of 2027 activities and anticipation of 2028 activities. It will also include any associated amendments and administrative modifications to the 2026-2027 UPWP. Further, it will include all quarterly, semi-annual, and annual reporting that may be required. Finally, it will include creation of the corresponding 2028-2029 rolling two-year UPWP.

Public Participation Plan (PPP)

This component will focus on processing any amendments to the Public Participation Plan meeting minimum federal requirements for public participation of the various MPO work products, optimizing public engagement efforts to ensure the public receives adequate opportunities to participate meaningfully and conveniently, and streamlining the public engagement effort where possible. This activity will occur as-needed.

~~SUBSECTION 100.2~~ TRAINING AND TRAVEL

Training and Travel includes all costs to attend MPO director's meetings, workshops, conferences, and other professional development activities. The primary expense will be out-of-state travel to the annual conference provided by the Association of Metropolitan Planning

Organizations (AMPO). However, scheduling conflicts may prohibit attendance at this specific conference and another conference, such as the Transportation Research Board Tools of the Trade or similar transportation-focused conference, may be identified that provides an equivalent educational opportunity for both the Executive Director and Transportation Specialist.

Training and travel will be identified to support the newly established Transportation Specialist position. Specific needs will be dependent on the background of the individual hired and may include more skills-based, such as GIS, or theory/practice, such as provided at a conference as noted in the preceding paragraph.

The Advanced Traffic Analysis Center (ATAC) provides several training opportunities as part of the master agreement as outlined in Section 300 (See 300.2 ATAC Annual Fee). These are sometimes provided in-person and this subsection covers the associated travel costs.

Other training opportunities, such as those provided through North Dakota Local Technical Assistance Program (NDLTAP), North Dakota Planning Association (NDPA), and similarly relevant organizations, may be utilized to help support educational and training needs.

This subsection also covers the associated training and travel costs of other meetings and conferences, such as the quarterly in-person meetings with NDDOT and the other ND MPOs or the annual North Dakota Transportation Conference.

Training and travel will occur throughout each respective year. This activity will be complete at the end of 2027.

SECTION 200 – PLANS, STUDIES, and DATA ACQUISITIONS

Plans, Studies, and Data Acquisitions includes all professional consultant services and data/capital acquisitions necessary to plan the region's transportation system and inform the prioritization of projects.

200.1 TRANSIT DEVELOPMENT PLAN (2026)

The Transit Development Plan (TDP) kicked-off Summer 2025, with an expected completion of Fall 2026. The TDP will help inform Minot City Transit, which is responsible for providing fixed-route and paratransit services for the area, for the next five-to-ten years as the transit operator continues to adjust from a transition from rural to urban funding formulae. The primary goal of the TDP is to perform a holistic evaluation of the existing transit system and identify areas of improvement, resulting in increased ridership, rider satisfaction, and operational efficiencies to ensure sustainability of the transit system in the region.

Complete Streets funding for 2026 in the amount of \$10,148.13 (\$2,029.62 local/\$8,118.51 federal) will be utilized to accomplish this plan. The following Complete Streets planning activities will be accomplished as part of this plan (see BIL § 11206(c) (3) (B) & (D) below):

(B) Integrate active transportation facilities with public transportation service or improve access to public transportation;

(D) Increase public transportation ridership;

200.2 SIGNALIZED INTERSECTIONS TRAFFIC DATA COLLECTION (2026-2027)

The Signalized Intersections Traffic Data Collection project began in 2025, with 17 signals being set up to passively collect pedestrian and traffic counts and vehicle turning movements. This will allow for optimization of signal timings to better accommodate seasonal fluctuations and special events, such as the ND State Fair or due to inclement weather. Each year, more of the 48 signalized intersections will be connected to the Advanced Traffic Analysis System. The goal is to collect traffic counts to better inform the Transportation Demand Model as part of the 2055 Metropolitan Transportation Plan that will kick off in 2029.

At this time, 13 signals are planned to be set up in 2026 and an additional five in 2027. The work is conducted offsite by the Advanced Traffic Analysis Center (ATAC), which will occur throughout the respective calendar year.

200.3 PAVEMENT DATA ACQUISITION (2026)

Pavement data collection for functionally classed roadways within the region will be conducted in mid-2026 as part of a four-year data collection cycle. This data will help identify needs, contribute toward asset management, and overall help to prioritize road projects. Member jurisdictions may choose to simultaneously collect data on their local roadway system through a separate agreement not utilizing CPG funding. The goal is to have a complete assessment of the pavement condition throughout the MPO region, where presently only the City of Minot routinely collects this information. This activity will be started and completed in 2026 during the months when the roadways are free of snow and ice, likely late spring through early fall.

200.4 BICYCLE AND PEDESTRIAN PLAN (2026-2027)

A bicycle and pedestrian plan will kick-off in mid-2026, with expected completion in mid-to-late 2027. The effort will look at the pedestrian and bicycle network to identify gaps, areas for expansion, and improve overall connectivity and mobility for these modes of transportation. The plan will also help member jurisdictions apply best practice through the establishment/adoption of policies supportive of bicycle and pedestrian infrastructure. Up to four (4) pedestrian and bicycle counters will be purchased to assist with collection of data to help inform plan creation with a total estimated cost of \$16,000.

Complete Streets funding for 2027 in the amount of \$10,351.52 (\$2,070.30 local/\$8,281.22 federal) will be utilized to accomplish this plan. The following Complete Streets planning activities will be accomplished as part of this plan (see BIL § 11206(c) (3) (A), (B), (C), and (E) below):

- (A) Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;
- (B) Integrate active transportation facilities with public transportation service or improve access to public transportation;
- (C) Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities;

(E) Improve the safety of bicyclists and pedestrians.

200.5 UNSPECIFIED CORRIDOR STUDY/PLAN/DATA ACQUISITION RESULTING FROM MTP (2027)

An unspecified corridor study/plan/data acquisition resulting from the Metropolitan Transportation Plan (MTP) is planned for 2027. In discussions with the TAC, it was determined that waiting on guidance from the MTP was the most reasonable approach to finalizing programming in 2027. Given the MTP will be adopted near the end of 2025, the unspecified corridor study/plan/data acquisition will be replaced through an amendment to the 2026-2027 UPWP with an identified corridor study/plan/data acquisition and included in the 2027-2028 UPWP.

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SECTION 300 – OVERHEAD AND ATAC ANNUAL FEE

Activities in this section focus on necessary expenses to keep the Central Dakota MPO operational.

300.1 OVERHEAD

Overhead is considered all costs necessary to maintain the Central Dakota MPO office, purchase public engagement materials and pay for public noticing expenses, and obtain necessary services to support the general operation of the organization. This activity will be complete as of December 31, 2027.

Professional Legal Services

The Central Dakota MPO receives professional legal services through a contracted firm. The number of hours of legal services required fluctuates throughout the year, with specific timing being dependent on when contracts or other documents require review. The contracted firm also answers questions as they arise.

Department Equipment, Materials, and Supplies

The Central Dakota MPO purchases computer hardware, such as a computer or monitor, and software, such as Adobe InDesign, as needed. In addition, other materials, such as office furniture and equipment, copier and printer supplies, office supplies, and all other ordinary and necessary expenses are included in this component of overhead.

Books, Subscriptions, Memberships, and Associations

The Central Dakota MPO may purchase written materials, data, or information on a subscription basis for educational or other purposes. This component of overhead also includes membership to the Association of Metropolitan Planning Organizations (AMPO) and American Planning Association (APA), as well as annual fees related to professional certifications such as the American Institute for Certified Planners (AICP).

Postage, Shipping, and Public Engagement Expenses

Expenses specifically related to postage and shipping are included in this component of overhead. Also included are any public engagement expenses, such as poster boards, printing costs for public engagement materials, venue rental costs for in-person public engagement activities, if any, and advertising of public engagement opportunities, such as newspaper publications, social media pushes, and other mediums to bring awareness of opportunities for public participation.

Office Rent

The Central Dakota MPO entered into a lease agreement with the City of Minot effective in early-to-mid 2024 for the Executive Director. The lease agreement will be updated in the near future to accommodate the Transportation Specialist. Should the City of Minot be unable to accommodate both the Executive Director and Transportation Specialist, Ward County has indicated willingness to provide space for a comparable expense. These expenses are included in this component of overhead.

300.2 ATAC ANNUAL FEE

The Central Dakota MPO and the other MPOs throughout North Dakota entered a three-year contract with the Advanced Traffic Analysis Center (ATAC) that provides the following services:

- 1) Facilitate MPO joint modeling, ITS and traffic operations discussions and high-level training on an annual basis through quarterly steering committee meetings. The Spring and Fall meetings will be in-person (if possible) joint meetings with all participating Agencies. The Winter and Summer meetings will be conducted through video conferencing and may be conducted directly with ATAC and individual MPOs.
- 2) Review, develop, and administer addendums and contracts as requested by partner agencies. Also consider requests from the partner agencies in regards to other Transportation Planning activities such as performance measures, transit planning support, and others as determined by the Steering Committee. These requests would only be performed by addendum as noted below and may involve other Centers and Programs within UGPTI.
- 3) Include available MPO traffic data as part of any statewide traffic web mapping portals or dashboards as developed through other contracts with UGPTI.
- 4) Store and provide most recent agreed upon versions of MPO Travel Demand Models as provided by the MPOs and/or their consultants to third parties as requested and approved by the MPOs.

The annual fee is paid to ATAC through the end of the contract. Additional services may be negotiated with ATAC, such as the Signalized Intersection Traffic Data Collection project (See 200.2).

The contract is effective through December 31, 2027.

UPWP REVENUE AND EXPENDITURE SUMMARY

The following section provides a summary of revenues by funding source and expenditure by Section for 2026 and 2027. Funding levels for 2027 are estimated.

REVENUE SUMMARY

Revenue for CDMPO comes from a combination of federal and local funds. The total local funding is a 20 percent match of the federal funding. Each local political subdivision allocates match based on the latest decennial census. The local match breakdown is as follows: Burlington 2%, Surrey 2%, Ward County 27%, and Minot 69%.

Table 7. Summary of Revenues by Funding Source

Funding Source	2026		2027	
	Amount	Percentage of Total	Amount*	Percentage of Total
Authorized Federal Funds (80%)*	\$ 506,734.43	80.0%	\$ 514,356.65	80.0%
—ND-PL	\$ 408,874.61	64.5%	\$ 414,539.64	64.5%
—ND-CS	\$ 8,118.51	1.3%	\$ 8,281.22	1.3%
—FTA-ND	\$ 89,741.31	14.2%	\$ 91,535.80	14.2%
Local Funds (20%)	\$ 126,683.60	20.0%	\$ 128,589.16	20.0%
Burlington Local Match (2%)	\$ 2,533.67	0.4%	\$ 2,571.78	0.4%
Minot Local Match (69%)	\$ 87,411.69	13.8%	\$ 88,726.52	13.8%
Surrey Local Match (2%)	\$ 2,533.67	0.4%	\$ 2,571.78	0.4%
Ward County Local Match (27%)	\$ 34,204.57	5.4%	\$ 34,719.07	5.4%
Total Revenue	\$ 633,418.03	100.0%	\$ 642,945.81	100.0%

*Estimated. 2027 amounts determined by applying same percentage increases from 2025 to 2026 for each funding source.

EXPENDITURE SUMMARY

Total expenditures are expected to remain relatively stable across major categories between 2026 and 2027. The primary change between 2026 and 2027 relates to labor cost assumptions, where wages are assumed to increase by three percent (3%) and benefits are assumed to increase by ten percent (10%). This conservative approach ensures that plans, studies, or data acquisitions are not overly programmed.

Table 8. Total Expenditures by Section

Expenditure Category	Amount		
	2026	2027	2026/2027 Change
Section 100 - Program Support and Administration	\$277,629.82	\$290,807.54	\$13,177.72
Section 200 - Plans, Studies, and Data Acquisitions	\$321,288.21	\$317,638.28	-\$3,649.93
Section 300 - Overhead and ATAC Annual Fee	\$34,500.00	\$34,500.00	\$0.00
Total	\$633,418.03	\$642,945.82	\$9,527.79



2026 ANNUAL WORK PROGRAM BUDGET

Table 9. 2026 Revenue and Expenditure Detail

Activity	Funding Source						
	Total Budgeted	Federal Share	Local Share	Burlington	Minot	Ward County	Surrey
Section 100 - Program Support and Administration	\$277,629.82	\$222,103.86	\$55,525.96	\$1,110.52	\$38,312.92	\$14,992.01	\$1,110.52
100.1 Staff Activities	\$267,629.82	\$214,103.86	\$53,525.96	\$1,070.52	\$36,932.92	\$14,452.01	\$1,070.52
100.2 Training and Travel	\$10,000.00	\$8,000.00	\$2,000.00	\$40.00	\$1,380.00	\$540.00	\$40.00
Section 200 - Plans, Studies, and Data Acquisitions	\$321,288.21	\$257,030.57	\$64,257.64	\$1,285.15	\$44,337.77	\$17,349.56	\$1,285.15
200.1 Transit Development Plan*	\$105,571.47	\$84,457.18	\$21,114.29	\$422.29	\$14,568.86	\$5,700.86	\$422.29
<i>Portion Funded via Complete Streets (CS)</i>	<i>\$10,148.13</i>	<i>\$8,118.51</i>	<i>\$2,029.62</i>	<i>\$40.59</i>	<i>\$1,400.44</i>	<i>\$548.00</i>	<i>\$40.59</i>
200.2 Signalized Intersections Traffic Data Collection	\$30,500.00	\$24,400.00	\$6,100.00	\$122.00	\$4,209.00	\$1,647.00	\$122.00
200.3 Pavement Data Acquisition	\$107,287.91	\$85,830.33	\$21,457.58	\$429.15	\$14,805.73	\$5,793.55	\$429.15
200.4 Bicycle and Pedestrian Plan	\$77,928.83	\$62,343.06	\$15,585.77	\$311.72	\$10,754.18	\$4,208.16	\$311.72
200.4.1 Consultant Fees	\$61,928.83	\$49,543.06	\$12,385.77	\$247.72	\$8,546.18	\$3,344.16	\$247.72
200.4.2 Bike/Ped Counters	\$16,000.00	\$12,800.00	\$3,200.00	\$64.00	\$2,208.00	\$864.00	\$64.00
200.5 Unspecified Corridor Study/Plan/Data Acquisition Resulting from MTP	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Section 300 - Overhead and ATAC Annual Fee	\$34,500.00	\$27,600.00	\$6,900.00	\$138.00	\$4,761.00	\$1,863.00	\$138.00
300.1 Overhead	\$24,500.00	\$19,600.00	\$4,900.00	\$98.00	\$3,381.00	\$1,323.00	\$98.00
300.2 ATAC Annual Fee	\$10,000.00	\$8,000.00	\$2,000.00	\$40.00	\$1,380.00	\$540.00	\$40.00
Program Totals	\$633,418.03	\$506,734.42	\$126,683.60	\$2,533.67	\$87,411.69	\$34,204.57	\$2,533.67

*Complete Streets funding will be utilized to accomplish this plan (See Section 200.1 for Complete Streets planning activity detail)





2027 ANNUAL WORK PROGRAM BUDGET

Table 10. 2027 Revenue and Expenditure Detail

Task	Funding Source						
	Total Budgeted	Federal Share	Local Share	Burlington	Minot	Ward County	Surrey
Section 100 - Program Support and Administration	\$290,807.54	\$232,646.03	\$58,161.51	\$1,163.23	\$40,131.44	\$15,703.61	\$1,163.23
100.1 Staff Activities	\$280,807.54	\$224,646.03	\$56,161.51	\$1,123.23	\$38,751.44	\$15,163.61	\$1,123.23
100.2 Training and Travel	\$10,000.00	\$8,000.00	\$2,000.00	\$40.00	\$1,380.00	\$540.00	\$40.00
Section 200 - Plans, Studies, and Data Acquisitions	\$317,638.28	\$254,110.62	\$63,527.66	\$1,270.55	\$43,834.08	\$17,152.47	\$1,270.55
200.1 Transit Development Plan	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
200.2 Signalized Intersections Traffic Data Collection	\$12,000.00	\$9,600.00	\$2,400.00	\$48.00	\$1,656.00	\$648.00	\$48.00
200.3 Pavement Data Acquisition	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
200.4 Bicycle and Pedestrian Plan*	\$88,071.17	\$70,456.94	\$17,614.23	\$352.28	\$12,153.82	\$4,755.84	\$352.28
<i>Portion Funded via Complete Streets (CS)</i>	<i>\$10,351.52</i>	<i>\$8,281.22</i>	<i>\$2,070.30</i>	<i>\$41.41</i>	<i>\$1,428.51</i>	<i>\$558.98</i>	<i>\$41.41</i>
200.4.1 Consultant Fees	\$88,071.17	\$70,456.94	\$17,614.23	\$352.28	\$12,153.82	\$4,755.84	\$352.28
200.4.2 Bike/Ped Counters	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
200.5 Unspecified Corridor Study/Plan/Data Acquisition Resulting from MTP	\$217,567.11	\$174,053.69	\$43,513.42	\$870.27	\$30,024.26	\$11,748.62	\$870.27
Section 300 - Overhead and ATAC Annual Fee	\$34,500.00	\$27,600.00	\$6,900.00	\$138.00	\$4,761.00	\$1,863.00	\$138.00
300.1 Overhead	\$24,500.00	\$19,600.00	\$4,900.00	\$98.00	\$3,381.00	\$1,323.00	\$98.00
300.2 ATAC Annual Fee	\$10,000.00	\$8,000.00	\$2,000.00	\$40.00	\$1,380.00	\$540.00	\$40.00
Program Totals	\$642,945.82	\$514,356.65	\$128,589.16	\$2,571.78	\$88,726.53	\$34,719.07	\$2,571.78

*Complete Streets funding will be utilized to accomplish this plan (See Section 200.4 for Complete Streets planning activity detail)





ADOPTION

The Central Dakota Metropolitan Planning Organization has adopted the 2026-2027 Unified Planning Work Program on _____, 2025.

Policy Board Chair

Date

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CENTRAL DAKOTA

MPO

2026-2027

**UNIFIED PLANNING
WORK PROGRAM**

ADOPTED DATE: MONTH DAY, 2025





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INTRODUCTION

The Central Dakota Metropolitan Planning Organization (CDMPO) was established in 2023 as a result of the 2020 US Census. The Census identified the Cities of Minot and Surrey and areas of Ward County within the urbanized area. Collectively, these entities included the City of Burlington to be a part of the Metropolitan Planning Area, but not part of the urbanized area.

CDMPO is represented by the following political subdivisions:

- City of Burlington
- City of Minot
- City of Surrey
- Ward County

POLICY BOARD

The CDMPO is governed by a seven (7) member Policy Board. Current members of the Policy Board include:

Table 1. Central Dakota MPO Policy Board Members

Political Subdivision	Representative Name, Member Jurisdiction Title (MPO Chair/Vice Chair)
Ward County	John Fjeldahl, Chairman
Ward County	Jim Rostad, Vice Chairman
City of Surrey	Michael Thiesen, Mayor (MPO Vice Chair)
City of Burlington	Jerick Hedges, City Council Vice President
City of Minot	Lisa Olson, City Council Vice President
City of Minot	Mark Jantzer, City Council President (MPO Chair)
City of Minot	Tom Joyce, Interim City Manager

Each political subdivision may have one alternate member in the event an appointed member is unable to attend the Policy Board meeting. The current alternate members include:

Table 2. Central Dakota MPO Alternate Policy Board Members

Political Subdivision	Representative Name, Member Jurisdiction Title
Ward County	Ron Merritt, County Commissioner
City of Surrey	Steve Fennewald, Council Member
City of Burlington	Reed Opland, Commissioner
City of Minot	Paul Pitner, Alderman

The Policy Board generally meets the fourth Thursday of each month, subject to adjustments stemming from holidays or known scheduling conflicts. The Policy Board has been meeting in the Executive Conference Room on the 3rd floor of Minot City Hall, located at 10 3rd Ave SW, Minot, ND at 4:30pm.



TECHNICAL ADVISORY COMMITTEE

The Policy Board is advised by the Technical Advisory Committee comprised with staff employed or contracted to perform work involved in engineering, planning, or overall administration of the member political subdivisions. Those members include the following positions, whether directly employed or contracted, to provided services in such capacity:

Table 3. Technical Advisory Committee Member Agency and Corresponding Job Title

Agency	Title
Central Dakota MPO	Executive Director
City of Burlington	City Auditor
City of Burlington	Public Works Director
City of Minot	City Engineer
City of Minot	Principle Planner
City of Minot	Transit Superintendent
City of Surrey	City Engineer
Ward County	County Engineer
Ward County	Planning & Zoning Administrator
NDDOT	Minot District Engineer
NDDOT	MPO Coordinator

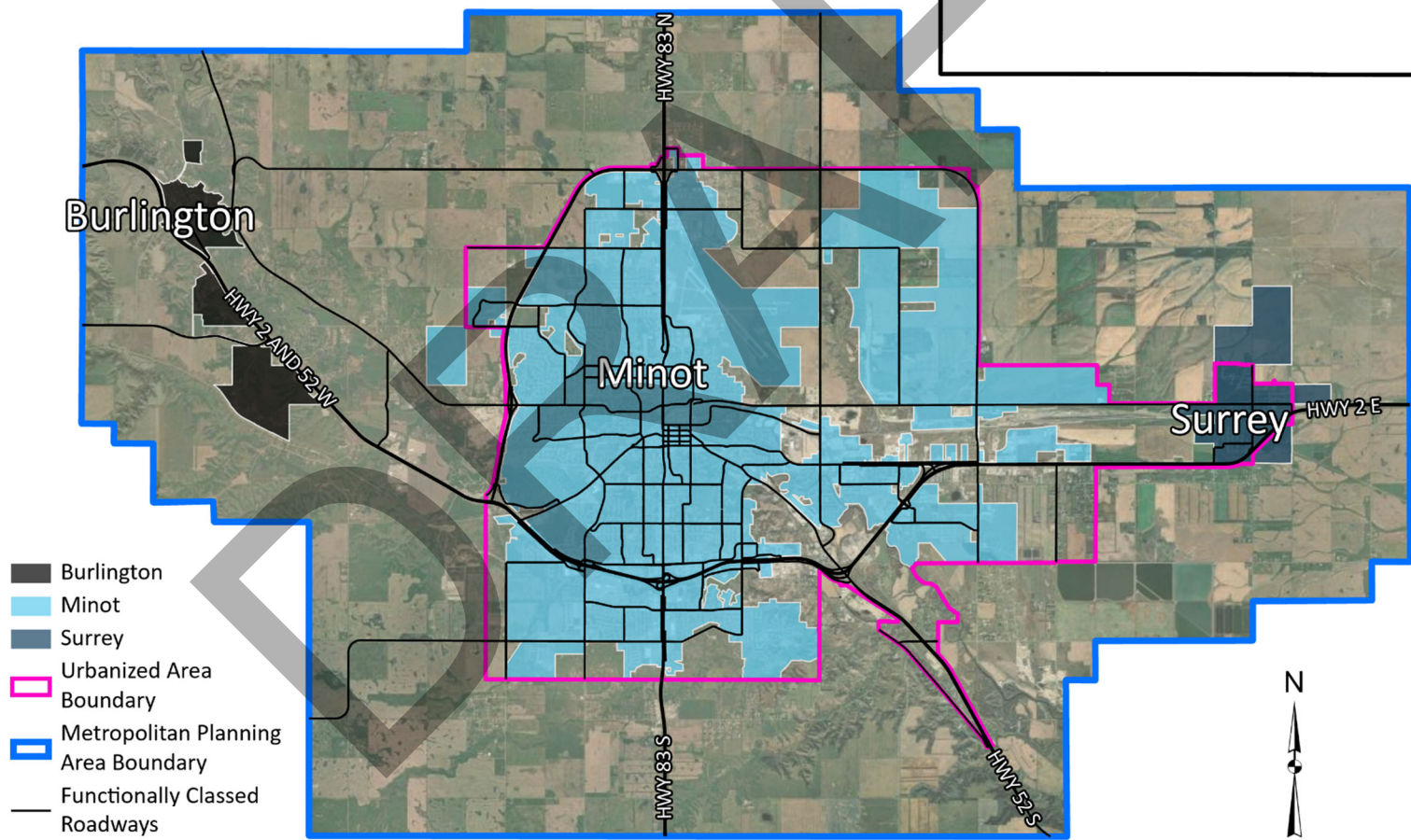
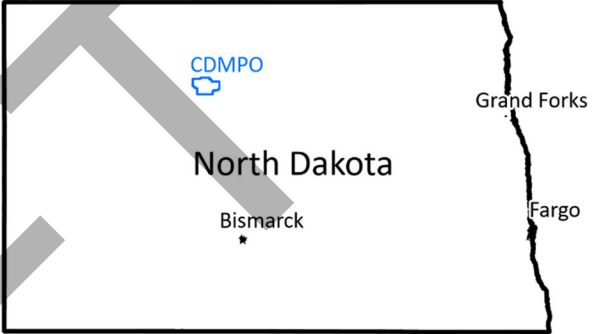
The Technical Advisory Committee generally meets the second Tuesday of each month, subject to adjustments stemming from holidays or known scheduling conflicts. The Technical Advisory Committee has been meeting at 10:30am in Conference Room #3 of the City of Minot Public Works Building, located at 1025 31st St. SE, Minot, ND.





MAP OF CDMPO

Central Dakota Metropolitan Planning Organization (CDMPO)
Boundary Map
Burlington, Minot, Surrey, and Portions of Ward County, ND



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

PURPOSE OF UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program (UPWP) is required to be produced annually and must be approved by the CDMPO Policy Board. Following approval by the CDMPO Policy Board, the North Dakota Department of Transportation (NDDOT) and Federal Transit Administration (FTA) review and provide a recommendation to the Federal Highway Administration (FHWA). The FHWA provides final approval of the UPWP.

The UPWP provides a detailed description of all transportation related planning activities anticipated by the CDMPO during the calendar year. It also provides detailed work activities and budget information including local, state, and federal funding shares, to allow the state to document the requirements for planning grants distributed through the Federal Government.

METROPOLITAN PLANNING FACTORS

Federal planning statutes specify the scope of the planning process to be followed by the CDMPO in ten planning factors. According to federal planning statutes, the planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
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;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

CDMPO's work program elements are shown in Table 3. with the corresponding Metropolitan Planning Factors each element addresses.

Table 4. Work Program Sections and Associated Planning Factors

Work Program Element	Planning Factor									
	1	2	3	4	5	6	7	8	9	10
Task 100 - Program Support and Administration										
100.1 Staff Activities	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
100.2 Training and Travel	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Section 200 - Plans, Studies, and Data Acquisitions										
200.1 Transit Development Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
200.2 Signalized Intersections Traffic Data Collection	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
200.3 Pavement Data Acquisition	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
200.4 Bicycle and Pedestrian Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
200.5 Unspecified Corridor Study/Plan/Data Acquisition Resulting from MTP	*	*	*	*	*	*	*	*	*	*
Section 300 - Overhead and ATAC Annual Fee										
300.1 Overhead	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
300.2 ATAC Annual Fee	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

*Planning Factors will be specified upon identification of the specific corridor study, plan, or data acquisition following adoption of the Metropolitan Transportation Plan (MTP). This table will be updated through the necessary UPWP Amendment at that time.

2025 ACCOMPLISHMENTS

2025 saw the Central Dakota MPOs inaugural Metropolitan Transportation Plan (MTP) near-finalized. As part of the MTP, a travel demand model was also developed, along with assemblage of numerous datasets across the region.

The Central Dakota Transit Development Plan (TDP) also kicked off in the middle of the year. The TDP is expected to be completed in Fall 2026 and will provide area decision-makers with sufficient information and guidance to ensure long-term operational viability of the transit system. The Signalized Intersections Traffic Data Collection project, which aims to establish passive vehicle and pedestrian counts at all signalized intersections in the area, started with seventeen intersections. This information will help optimize traffic flows through the adjustment of signal timings based on the data collected. Over the next several years, the remaining signalized intersections in the area will be outfitted with this technology, which will be utilized in the travel demand model for the next MTP and any corridor or other studies that may benefit from the use of this data.

Other efforts included transitioning to a two-year UPWP for the 2026-2027 timeframe, work on the organization's administrative policy manual, attendance at the AMPO conference in Rhode Island, establishment of a new job description for the Transportation Specialist, and continued refinement and branding of existing administrative documentation to continue establishing the effectiveness, identity, and independence of the organization.

2026/2027 PLANNED WORK ACTIVITY SUMMARY

While 2026 Consolidated Planning Grant (CPG) funding estimates have been provided for 2026, 2027 is estimated to follow prior year increases between years even though the Infrastructure Investment and Jobs Act is only active through the end of 2026. It is assumed a transportation bill will be adopted that provides a similar funding level in subsequent years. Therefore, all projects and the associated budget estimate for 2027 is illustrative.

Moving to a rolling two-year UPWP that will be updated annually allows more flexibility in planning work activities that are likely to be conducted across calendar years. Where one project may experience delay, another may be capable of moving forward ahead of schedule, thereby ensuring that over a two-year period the intended work is able to be accomplished from a budgetary standpoint. It also ensures that members are thinking well enough in advance so that the specific corridor study(ies), plan(s), or data acquisition(s) selected provide the most value toward the organizational effort.

Table 5. outlines the plans, studies, and data acquisitions to be accomplished over the next two years.

Table 5. 2026-2027 Plans, Studies, and Data Acquisition Expenses

Project	2026	2027	Total (2026 & 2027)
TDP	\$105,571.47	\$0.00	\$105,571.47
Bike/Ped Plan	\$77,928.83	\$88,071.17	\$166,000.00
Pavement Data Acquisition	\$107,287.91	\$0.00	\$107,287.91
Unspecified Corridor Study/Plan/Data Acquisition Resulting from MTP	\$0.00	\$217,567.11	\$217,567.11
Traffic Signal Setup	\$30,500.00	\$12,000.00	\$42,500.00
Total Cost of Plans, Studies, and Data Acquisitions	\$321,288.21	\$317,638.28	\$638,926.49

2027 shows an unspecified corridor study/plan/data acquisition resulting from the Metropolitan Transportation Plan (MTP). In discussions with the TAC, it was determined that waiting on guidance from the MTP was the most reasonable approach to finalizing programming in 2027. Given the MTP will be adopted near the end of 2025, the unspecified corridor study/plan/data acquisition will be replaced through an amendment to the 2026-2027 UPWP with an identified corridor study/plan/data acquisition and included in the 2027-2028 UPWP.

Another significant change from prior years is the addition of a Transportation Specialist position to begin in 2026. This position will be responsible for a myriad of tasks, one of the most important is overseeing the Transportation Improvement Program (TIP). Once established, the Transportation Specialist will assist with receipt of transportation project applications, review for compliance with the MTP, and facilitating amendments as necessary. Other tasks may include updating the website, managing social media and other public outreach, overseeing data acquisition project(s), and providing assistance as-needed elsewhere. The goal will be to continue to establish an organizational identity and increase familiarity with the MPO, as it is new and still relatively unknown.

2026/2027 PLANNED WORK ACTIVITY DETAIL

The following provides a detailed explanation of work planned to be accomplished over the next two years. Section 100 includes all of the work to be performed by Central Dakota MPO staff, while Section 200 includes all work to be performed by consultants. Section 300 includes all overhead and the ATAC annual fee.

The Central Dakota MPO includes two full-time staff – an Executive Director and Transportation Specialist – and one part-time Accountant provided by the City of Minot to support the organization with financial reporting. The Transportation Specialist is a new position to begin in 2026. Table 6. provides the number of hours to be performed by the respective position over the course of each year.

Table 6. Central Dakota MPO Staffing and Associated Hours

Staff Position	Number of Hours per Year
Executive Director	2,080
Transportation Specialist	2,080
Accountant (part-time/City of Minot Support)	240

Central Dakota MPO staff are technically employed by the City of Minot. Through a Memorandum of Understanding between the City of Minot and the Central Dakota MPO, Central Dakota MPO staff receive guidance and direction from the Policy Board, ensuring regional influence over the organization. This optimizes production by reducing the amount of expenses that would otherwise be allocated toward HR, IT, and other organizational infrastructure necessary to function.

SECTION 100 – PROGRAM SUPPORT AND ADMINISTRATION

Section 100 – Program Support and Administration includes a breakdown of all work to be performed by Central Dakota MPO staff. Costs in this section are comprised of Central Dakota MPO staff wages, benefits, and training and travel expenses.

100.1 STAFF ACTIVITIES

GENERAL ADMINISTRATION

General Administration includes many elements that occur by most, if not all, MPOs throughout the country. They are often conducted as needed. All activities will be completed by December 31, 2027.

New/Modification of Existing Agreements/Contracts

Central Dakota MPO staff periodically work on the creation of new, or modification of existing, agreements/contracts to clarify/effect the interoperability between the City of Minot and the CDMPO and obtain services to effect other Sections of this work program. This may include updates to the lease agreement or memorandum of understanding between the City of Minot and Central Dakota MPO, and updates to the legal services contract or creation or amendment of contracts to provide professional services.

Mid-year Review

Annually, the Central Dakota MPO receives a mid-year review of activities. This review focuses on areas that may be improved to ensure compliance with federal and state regulatory/policy requirements, better facilitate coordination between levels of government, and further communication between Central Dakota MPO and its overseeing agencies (NDDOT, FHWA, and FTA). As part of this mid-year review, staff will prepare documentation, assemble data/information, and attend meetings as needed to successfully accomplish the mid-year review process.

Data Collection and GIS Mapping

Regionally relevant data will be collected as it is released, organized, cleaned, and mapped, where applicable. The Central Dakota MPO strives to provide consultants, member jurisdictions, and the public a convenient location for data and information relevant to transportation in the region. This effort will ensure that Central Dakota MPO staff remain informed of changes across various metrics and datasets.

Reimbursement Requests

The Central Dakota MPO produces reimbursement requests for eligible expenses related to accomplishment of the UPWP. The reimbursement requests are produced monthly, at a minimum.

Document Branding

Central Dakota MPO staff will work on previously created documents to apply branding standards, which were adopted in late 2024. This will ensure that all documentation maintains consistency and is identifiable at first glance as a product of the Central Dakota MPO.

Holidays and Paid-Time-Off (PTO)

Holidays and Paid-Time-Off (PTO) are provided as part of the overall compensation package provided to the Executive Director and Transportation Specialist positions. Holidays occur throughout the year and PTO is taken as requested and approved by the respective staff member following the process as outlined in the Administrative Policy Manual.

TAC, POLICY BOARD, AND OTHER MPO COORDINATION MEETINGS

Keeping TAC and Policy Board apprised of information and capable of making informed recommendations and decisions is a primary responsibility of Central Dakota MPO staff. This involves record keeping, drafting documents, scheduling and attending meetings, presentations, and providing options and corresponding recommendations to both bodies. Meetings of the TAC and Policy Board occur most months, although special meetings may be scheduled as needed or the regularly scheduled meeting canceled due to a lack of necessary action.

Other meetings occur with the North Dakota MPO Director's, both with and without NDDOT, and internal meetings with staff and individual TAC, Policy Board, or other agency representatives. These meetings are necessary to exchange information to ensure the seamless continuation of Central Dakota MPO activities throughout the year. Meetings generally occur one-to-two times per month or as-needed and as availability allows.

This activity will be completed at the end of 2027.

CENTRAL DAKOTA WEBSITE AND SOCIAL MEDIA

The Central Dakota MPO purchased the centraldakotampo.org domain in 2024 with the intention of creating a standalone website to house information related to Central Dakota MPO. Presently, the Central Dakota MPO utilizes a webpage on the City of Minot webpage for this purpose. Work, primarily conducted by the Transportation Specialist, will be conducted to establish the standalone Central Dakota MPO website, with the goal to make it useful to consultants, member jurisdictions, and the general public.

The Central Dakota MPO relies on member jurisdiction social media accounts to push pertinent information related to projects and public engagement opportunities. Work, primarily conducted by the Transportation Specialist, will be conducted to establish a social media presence, with the goal to bring awareness to the organization, reach the public, and generate it's own following related to transportation issues and activities in the region.

This work will be ongoing throughout 2026 and 2027 and completed on December 31, 2027.

PLANS, STUDIES, AND DATA ACQUISITION PROJECT SUPPORT

Central Dakota MPO staff will support each plan, study, and data acquisition projects as outlined in Section 200 of this UPWP. Staff activities include creation of request for proposals, consultant selection activities, attendance at project meetings, assistance with respective project public engagement efforts, and coordination with member jurisdictions to compile data and information to ensure the consultant is able to continue production of the respective plan, study, or data acquisition.

The Executive Director will be primarily responsible for managing consultants across all plan, study, and data acquisition projects. However, the Transportation Specialist will assist with all projects and may play a leading role in data acquisition projects depending on the background of the individual hired in 2026.

Following adoption of the Transit Development Plan in Fall 2026 and Pedestrian and Bicycle Plan in Fall 2027, subcommittees or another form of group oversight are planned to be established to provide organizational direction, associated project prioritization, and plan implementation. The CDMPO will be involved as-needed to assist in these activities. This activity will be completed on December 31, 2027.

MEMBER JURISDICTION TRANSPORTATION PLANNING SUPPORT AND COORDINATION

The Central Dakota MPO staff will coordinate with member jurisdictions, agencies, and other organizations to provide input, guidance, and overall involvement on development proposals, transit planning, and other planning-related initiatives. These activities occur throughout the year on an as-needed basis, revolving around transportation policy and transportation in general as it relates to the built environment.

This activity will be completed on December 31, 2027.

CORE PRODUCTS

Each MPO is required to create and maintain four (4) core products – Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP). Central Dakota MPO staff will work to create, if

not yet created, and maintain each of these four (4) core products. Work will occur throughout 2026 and 2027, completing on December 31, 2027.

Metropolitan Transportation Plan (MTP)

Staff will work to implement the Metropolitan Transportation Plan (MTP). Activities include amendments as may be necessary from time to time, transportation project and land use development review for alignment with the MTP, and utilizing other information/guidance contained therein to inform member-jurisdiction staff, residents, and decision-makers.

Due to time constraints incurred toward the end of 2025 in creating the inaugural MTP, this activity may include final TAC and Policy Board presentation of the MTP for adoption and corresponding follow-up presentations to member-jurisdictions to be adopted via resolution in early 2026. No consultant expenses are expected to be incurred as part of this activity; only staff labor costs.

Transportation Improvement Program (TIP)

Staff will prepare the Transportation Improvement Program (TIP) annually on a four-year rolling cycle. The TIP will be developed, adopted, and distributed in compliance with all federal, state, and local requirements. The TIP shall include all federal-aid and regionally significant transportation improvements planned by the participating agencies within the MPO area for the four-year period. TIP modifications and amendments are included in this effort and will be processed, as necessary.

Work will include drafting the inaugural TIP, which includes all introductory and other required language, maps, tables, and any other information pertinent to the creation of the TIP document. Other work will include discussion with member jurisdictions surrounding project submission processes, solicitation for public input in compliance with the PPP, and evaluation and summary of public comments received. Work will also include review of projects submitted, including ranking, providing support and/or approval of solicited project applications for federal funding, reconciliation of project lists with NDDOT, and the development of associated processes to facilitate these activities.

Unified Planning Work Program (UPWP)

Unified Planning Work Program activities include creation of the 2027-2028 rolling two-year UPWP, which will include refinement of 2027 activities and anticipation of 2028 activities. It will also include any associated amendments and administrative modifications to the 2026-2027 UPWP. Further, it will include all quarterly, semi-annual, and annual reporting that may be required. Finally, it will include creation of the corresponding 2028-2029 rolling two-year UPWP.

Public Participation Plan (PPP)

This component will focus on processing any amendments to the Public Participation Plan meeting minimum federal requirements for public participation of the various MPO work products, optimizing public engagement efforts to ensure the public receives adequate opportunities to participate meaningfully and conveniently, and streamlining the public engagement effort where possible. This activity will occur as-needed.

100.2 TRAINING AND TRAVEL

Training and Travel includes all costs to attend MPO director's meetings, workshops, conferences, and other professional development activities. The primary expense will be out-of-state travel to the annual conference provided by the Association of Metropolitan Planning

Organizations (AMPO). However, scheduling conflicts may prohibit attendance at this specific conference and another conference, such as the Transportation Research Board Tools of the Trade or similar transportation-focused conference, may be identified that provides an equivalent educational opportunity for both the Executive Director and Transportation Specialist.

Training and travel will be identified to support the newly established Transportation Specialist position. Specific needs will be dependent on the background of the individual hired and may include more skills-based, such as GIS, or theory/practice, such as provided at a conference as noted in the preceding paragraph.

The Advanced Traffic Analysis Center (ATAC) provides several training opportunities as part of the master agreement as outlined in Section 300 (See 300.2 ATAC Annual Fee). These are sometimes provided in-person and this subsection covers the associated travel costs.

Other training opportunities, such as those provided through North Dakota Local Technical Assistance Program (NDLTAP), North Dakota Planning Association (NDPA), and similarly relevant organizations, may be utilized to help support educational and training needs.

This subsection also covers the associated training and travel costs of other meetings and conferences, such as the quarterly in-person meetings with NDDOT and the other ND MPOs or the annual North Dakota Transportation Conference.

Training and travel will occur throughout each respective year. This activity will be complete at the end of 2027.

SECTION 200 – PLANS, STUDIES, and DATA ACQUISITIONS

Plans, Studies, and Data Acquisitions includes all professional consultant services and data/capital acquisitions necessary to plan the region's transportation system and inform the prioritization of projects.

200.1 TRANSIT DEVELOPMENT PLAN (2026)

The Transit Development Plan (TDP) kicked-off Summer 2025, with an expected completion of Fall 2026. The TDP will help inform Minot City Transit, which is responsible for providing fixed-route and paratransit services for the area, for the next five-to-ten years as the transit operator continues to adjust from a transition from rural to urban funding formulae. The primary goal of the TDP is to perform a holistic evaluation of the existing transit system and identify areas of improvement, resulting in increased ridership, rider satisfaction, and operational efficiencies to ensure sustainability of the transit system in the region.

Complete Streets funding for 2026 in the amount of \$10,148.13 (\$2,029.62 local/\$8,118.51 federal) will be utilized to accomplish this plan. The following Complete Streets planning activities will be accomplished as part of this plan (see BIL § 11206(c) (3) (B) & (D) below):

(B) Integrate active transportation facilities with public transportation service or improve access to public transportation;

(D) Increase public transportation ridership;

200.2 SIGNALIZED INTERSECTIONS TRAFFIC DATA COLLECTION (2026-2027)

The Signalized Intersections Traffic Data Collection project began in 2025, with 17 signals being set up to passively collect pedestrian and traffic counts and vehicle turning movements. This will allow for optimization of signal timings to better accommodate seasonal fluctuations and special events, such as the ND State Fair or due to inclement weather. Each year, more of the 48 signalized intersections will be connected to the Advanced Traffic Analysis System. The goal is to collect traffic counts to better inform the Transportation Demand Model as part of the 2055 Metropolitan Transportation Plan that will kick off in 2029.

At this time, 13 signals are planned to be set up in 2026 and an additional five in 2027. The work is conducted offsite by the Advanced Traffic Analysis Center (ATAC), which will occur throughout the respective calendar year.

200.3 PAVEMENT DATA ACQUISITION (2026)

Pavement data collection for functionally classed roadways within the region will be conducted in mid-2026 as part of a four-year data collection cycle. This data will help identify needs, contribute toward asset management, and overall help to prioritize road projects. Member jurisdictions may choose to simultaneously collect data on their local roadway system through a separate agreement not utilizing CPG funding. The goal is to have a complete assessment of the pavement condition throughout the MPO region, where presently only the City of Minot routinely collects this information. This activity will be started and completed in 2026 during the months when the roadways are free of snow and ice, likely late spring through early fall.

200.4 BICYCLE AND PEDESTRIAN PLAN (2026-2027)

A bicycle and pedestrian plan will kick-off in mid-2026, with expected completion in mid-to-late 2027. The effort will look at the pedestrian and bicycle network to identify gaps, areas for expansion, and improve overall connectivity and mobility for these modes of transportation. The plan will also help member jurisdictions apply best practice through the establishment/adoption of policies supportive of bicycle and pedestrian infrastructure. Up to four (4) pedestrian and bicycle counters will be purchased to assist with collection of data to help inform plan creation with a total estimated cost of \$16,000.

Complete Streets funding for 2027 in the amount of \$10,351.52 (\$2,070.30 local/\$8,281.22 federal) will be utilized to accomplish this plan. The following Complete Streets planning activities will be accomplished as part of this plan (see BIL § 11206(c) (3) (A), (B), (C), and (E) below):

- (A) Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;
- (B) Integrate active transportation facilities with public transportation service or improve access to public transportation;
- (C) Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities;

(E) Improve the safety of bicyclists and pedestrians.

200.5 UNSPECIFIED CORRIDOR STUDY/PLAN/DATA ACQUISITION RESULTING FROM MTP (2027)

An unspecified corridor study/plan/data acquisition resulting from the Metropolitan Transportation Plan (MTP) is planned for 2027. In discussions with the TAC, it was determined that waiting on guidance from the MTP was the most reasonable approach to finalizing programming in 2027. Given the MTP will be adopted near the end of 2025, the unspecified corridor study/plan/data acquisition will be replaced through an amendment to the 2026-2027 UPWP with an identified corridor study/plan/data acquisition and included in the 2027-2028 UPWP.

DRAFT

SECTION 300 – OVERHEAD AND ATAC ANNUAL FEE

Activities in this section focus on necessary expenses to keep the Central Dakota MPO operational.

300.1 OVERHEAD

Overhead is considered all costs necessary to maintain the Central Dakota MPO office, purchase public engagement materials and pay for public noticing expenses, and obtain necessary services to support the general operation of the organization. This activity will be complete as of December 31, 2027.

Professional Legal Services

The Central Dakota MPO receives professional legal services through a contracted firm. The number of hours of legal services required fluctuates throughout the year, with specific timing being dependent on when contracts or other documents require review. The contracted firm also answers questions as they arise.

Department Equipment, Materials, and Supplies

The Central Dakota MPO purchases computer hardware, such as a computer or monitor, and software, such as Adobe InDesign, as needed. In addition, other materials, such as office furniture and equipment, copier and printer supplies, office supplies, and all other ordinary and necessary expenses are included in this component of overhead.

Books, Subscriptions, Memberships, and Associations

The Central Dakota MPO may purchase written materials, data, or information on a subscription basis for educational or other purposes. This component of overhead also includes membership to the Association of Metropolitan Planning Organizations (AMPO) and American Planning Association (APA), as well as annual fees related to professional certifications such as the American Institute for Certified Planners (AICP).

Postage, Shipping, and Public Engagement Expenses

Expenses specifically related to postage and shipping are included in this component of overhead. Also included are any public engagement expenses, such as poster boards, printing costs for public engagement materials, venue rental costs for in-person public engagement activities, if any, and advertising of public engagement opportunities, such as newspaper publications, social media pushes, and other mediums to bring awareness of opportunities for public participation.

Office Rent

The Central Dakota MPO entered into a lease agreement with the City of Minot effective in early-to-mid 2024 for the Executive Director. The lease agreement will be updated in the near future to accommodate the Transportation Specialist. Should the City of Minot be unable to accommodate both the Executive Director and Transportation Specialist, Ward County has indicated willingness to provide space for a comparable expense. These expenses are included in this component of overhead.

300.2 ATAC ANNUAL FEE

The Central Dakota MPO and the other MPOs throughout North Dakota entered a three-year contract with the Advanced Traffic Analysis Center (ATAC) that provides the following services:

- 1) Facilitate MPO joint modeling, ITS and traffic operations discussions and high-level training on an annual basis through quarterly steering committee meetings. The Spring and Fall meetings will be in-person (if possible) joint meetings with all participating Agencies. The Winter and Summer meetings will be conducted through video conferencing and may be conducted directly with ATAC and individual MPOs.
- 2) Review, develop, and administer addendums and contracts as requested by partner agencies. Also consider requests from the partner agencies in regards to other Transportation Planning activities such as performance measures, transit planning support, and others as determined by the Steering Committee. These requests would only be performed by addendum as noted below and may involve other Centers and Programs within UGPTI.
- 3) Include available MPO traffic data as part of any statewide traffic web mapping portals or dashboards as developed through other contracts with UGPTI.
- 4) Store and provide most recent agreed upon versions of MPO Travel Demand Models as provided by the MPOs and/or their consultants to third parties as requested and approved by the MPOs.

The annual fee is paid to ATAC through the end of the contract. Additional services may be negotiated with ATAC, such as the Signalized Intersection Traffic Data Collection project (See 200.2).

The contract is effective through December 31, 2027.

UPWP REVENUE AND EXPENDITURE SUMMARY

The following section provides a summary of revenues by funding source and expenditure by Section for 2026 and 2027. Funding levels for 2027 are estimated.

REVENUE SUMMARY

Revenue for CDMPO comes from a combination of federal and local funds. The total local funding is a 20 percent match of the federal funding. Each local political subdivision allocates match based on the latest decennial census. The local match breakdown is as follows: Burlington 2%, Surrey 2%, Ward County 27%, and Minot 69%.

Table 7. Summary of Revenues by Funding Source

Funding Source	2026		2027	
	Amount	Percentage of Total	Amount*	Percentage of Total
Authorized Federal Funds (80%)*	\$ 506,734.43	80.0%	\$ 514,356.65	80.0%
Local Funds (20%)	\$ 126,683.60	20.0%	\$ 128,589.16	20.0%
Burlington Local Match (2%)	\$ 2,533.67	0.4%	\$ 2,571.78	0.4%
Minot Local Match (69%)	\$ 87,411.69	13.8%	\$ 88,726.52	13.8%
Surrey Local Match (2%)	\$ 2,533.67	0.4%	\$ 2,571.78	0.4%
Ward County Local Match (27%)	\$ 34,204.57	5.4%	\$ 34,719.07	5.4%
Total Revenue	\$ 633,418.03	100.0%	\$ 642,945.81	100.0%

*Estimated. 2027 amounts determined by applying same percentage increases from 2025 to 2026 for each funding source.

EXPENDITURE SUMMARY

Total expenditures are expected to remain relatively stable across major categories between 2026 and 2027. The primary change between 2026 and 2027 relates to labor cost assumptions, where wages are assumed to increase by three percent (3%) and benefits are assumed to increase by ten percent (10%). This conservative approach ensures that plans, studies, or data acquisitions are not overly programmed.

Table 8. Total Expenditures by Section

Expenditure Category	Amount		
	2026	2027	2026/2027 Change
Section 100 - Program Support and Administration	\$277,629.82	\$290,807.54	\$13,177.72
Section 200 - Plans, Studies, and Data Acquisitions	\$321,288.21	\$317,638.28	-\$3,649.93
Section 300 - Overhead and ATAC Annual Fee	\$34,500.00	\$34,500.00	\$0.00
Total	\$633,418.03	\$642,945.82	\$9,527.79



2026 ANNUAL WORK PROGRAM BUDGET

Table 9. 2026 Revenue and Expenditure Detail

Activity	Funding Source						
	Total Budgeted	Federal Share	Local Share	Burlington	Minot	Ward County	Surrey
Section 100 - Program Support and Administration	\$277,629.82	\$222,103.86	\$55,525.96	\$1,110.52	\$38,312.92	\$14,992.01	\$1,110.52
100.1 Staff Activities	\$267,629.82	\$214,103.86	\$53,525.96	\$1,070.52	\$36,932.92	\$14,452.01	\$1,070.52
100.2 Training and Travel	\$10,000.00	\$8,000.00	\$2,000.00	\$40.00	\$1,380.00	\$540.00	\$40.00
Section 200 - Plans, Studies, and Data Acquisitions	\$321,288.21	\$257,030.57	\$64,257.64	\$1,285.15	\$44,337.77	\$17,349.56	\$1,285.15
200.1 Transit Development Plan*	\$105,571.47	\$84,457.18	\$21,114.29	\$422.29	\$14,568.86	\$5,700.86	\$422.29
<i>Portion Funded via Complete Streets (CS)</i>	<i>\$10,148.13</i>	<i>\$8,118.51</i>	<i>\$2,029.62</i>	<i>\$40.59</i>	<i>\$1,400.44</i>	<i>\$548.00</i>	<i>\$40.59</i>
200.2 Signalized Intersections Traffic Data Collection	\$30,500.00	\$24,400.00	\$6,100.00	\$122.00	\$4,209.00	\$1,647.00	\$122.00
200.3 Pavement Data Acquisition	\$107,287.91	\$85,830.33	\$21,457.58	\$429.15	\$14,805.73	\$5,793.55	\$429.15
200.4 Bicycle and Pedestrian Plan	\$77,928.83	\$62,343.06	\$15,585.77	\$311.72	\$10,754.18	\$4,208.16	\$311.72
200.4.1 Consultant Fees	\$61,928.83	\$49,543.06	\$12,385.77	\$247.72	\$8,546.18	\$3,344.16	\$247.72
200.4.2 Bike/Ped Counters	\$16,000.00	\$12,800.00	\$3,200.00	\$64.00	\$2,208.00	\$864.00	\$64.00
200.5 Unspecified Corridor Study/Plan/Data Acquisition Resulting from MTP	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Section 300 - Overhead and ATAC Annual Fee	\$34,500.00	\$27,600.00	\$6,900.00	\$138.00	\$4,761.00	\$1,863.00	\$138.00
300.1 Overhead	\$24,500.00	\$19,600.00	\$4,900.00	\$98.00	\$3,381.00	\$1,323.00	\$98.00
300.2 ATAC Annual Fee	\$10,000.00	\$8,000.00	\$2,000.00	\$40.00	\$1,380.00	\$540.00	\$40.00
Program Totals	\$633,418.03	\$506,734.42	\$126,683.60	\$2,533.67	\$87,411.69	\$34,204.57	\$2,533.67

*Complete Streets funding will be utilized to accomplish this plan (See Section 200.1 for Complete Streets planning activity detail)





2027 ANNUAL WORK PROGRAM BUDGET

Table 10. 2027 Revenue and Expenditure Detail

Task	Funding Source						
	Total Budgeted	Federal Share	Local Share	Burlington	Minot	Ward County	Surrey
Section 100 - Program Support and Administration	\$290,807.54	\$232,646.03	\$58,161.51	\$1,163.23	\$40,131.44	\$15,703.61	\$1,163.23
100.1 Staff Activities	\$280,807.54	\$224,646.03	\$56,161.51	\$1,123.23	\$38,751.44	\$15,163.61	\$1,123.23
100.2 Training and Travel	\$10,000.00	\$8,000.00	\$2,000.00	\$40.00	\$1,380.00	\$540.00	\$40.00
Section 200 - Plans, Studies, and Data Acquisitions	\$317,638.28	\$254,110.62	\$63,527.66	\$1,270.55	\$43,834.08	\$17,152.47	\$1,270.55
200.1 Transit Development Plan	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
200.2 Signalized Intersections Traffic Data Collection	\$12,000.00	\$9,600.00	\$2,400.00	\$48.00	\$1,656.00	\$648.00	\$48.00
200.3 Pavement Data Acquisition	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
200.4 Bicycle and Pedestrian Plan*	\$88,071.17	\$70,456.94	\$17,614.23	\$352.28	\$12,153.82	\$4,755.84	\$352.28
<i>Portion Funded via Complete Streets (CS)</i>	<i>\$10,351.52</i>	<i>\$8,281.22</i>	<i>\$2,070.30</i>	<i>\$41.41</i>	<i>\$1,428.51</i>	<i>\$558.98</i>	<i>\$41.41</i>
200.4.1 Consultant Fees	\$88,071.17	\$70,456.94	\$17,614.23	\$352.28	\$12,153.82	\$4,755.84	\$352.28
200.4.2 Bike/Ped Counters	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
200.5 Unspecified Corridor Study/Plan/Data Acquisition Resulting from MTP	\$217,567.11	\$174,053.69	\$43,513.42	\$870.27	\$30,024.26	\$11,748.62	\$870.27
Section 300 - Overhead and ATAC Annual Fee	\$34,500.00	\$27,600.00	\$6,900.00	\$138.00	\$4,761.00	\$1,863.00	\$138.00
300.1 Overhead	\$24,500.00	\$19,600.00	\$4,900.00	\$98.00	\$3,381.00	\$1,323.00	\$98.00
300.2 ATAC Annual Fee	\$10,000.00	\$8,000.00	\$2,000.00	\$40.00	\$1,380.00	\$540.00	\$40.00
Program Totals	\$642,945.82	\$514,356.65	\$128,589.16	\$2,571.78	\$88,726.53	\$34,719.07	\$2,571.78

*Complete Streets funding will be utilized to accomplish this plan (See Section 200.4 for Complete Streets planning activity detail)





ADOPTION

The Central Dakota Metropolitan Planning Organization has adopted the 2026-2027 Unified Planning Work Program on _____, 2025.

Policy Board Chair

Date

DRAFT





Central Dakota Metropolitan Planning Organization

2050 Metropolitan Transportation Plan

Technical Advisory Committee Meeting

September 9, 2025

Agenda

1. Fiscally Constrained Plan
 - a. Project candidates
 - b. Project prioritization to a constrained list
 - c. Demonstration of fiscal constraint
 - d. Evaluating the future network
 - e. Illustrative plan
 - f. Additional plans and studies
 - i. Requested Action: Review new information and provide feedback by Tuesday, September 16th
2. Draft 2050 Metropolitan Transportation Plan
 - a. Plan components
 - i. Requested Action: Review draft document and provide feedback by Tuesday, September 16th
3. Phase 3 Public and Agency Engagement
 - a. Review and Approval Process
 - b. 30-day Public Comment Period
 - i. Suggested Motion: Move to approve initiating open comment and review for the DRAFT Metropolitan Transportation Plan
4. Next Steps and Schedule
 - a. Next TAC Meeting: Tuesday, November 18, 2025



September 9, 2025

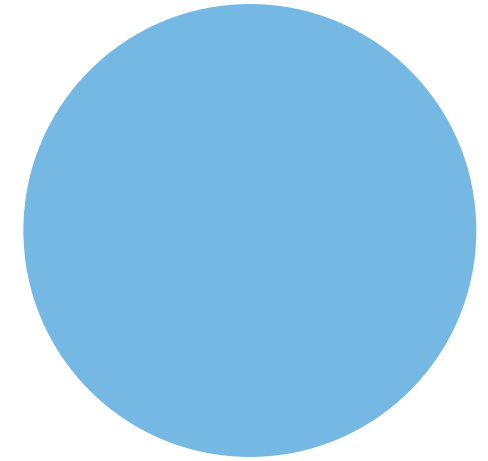
TECHNICAL ADVISORY COMMITTEE

FISCALLY CONSTRAINED PLAN AND REQUEST FOR 30-DAY COMMENT PERIOD

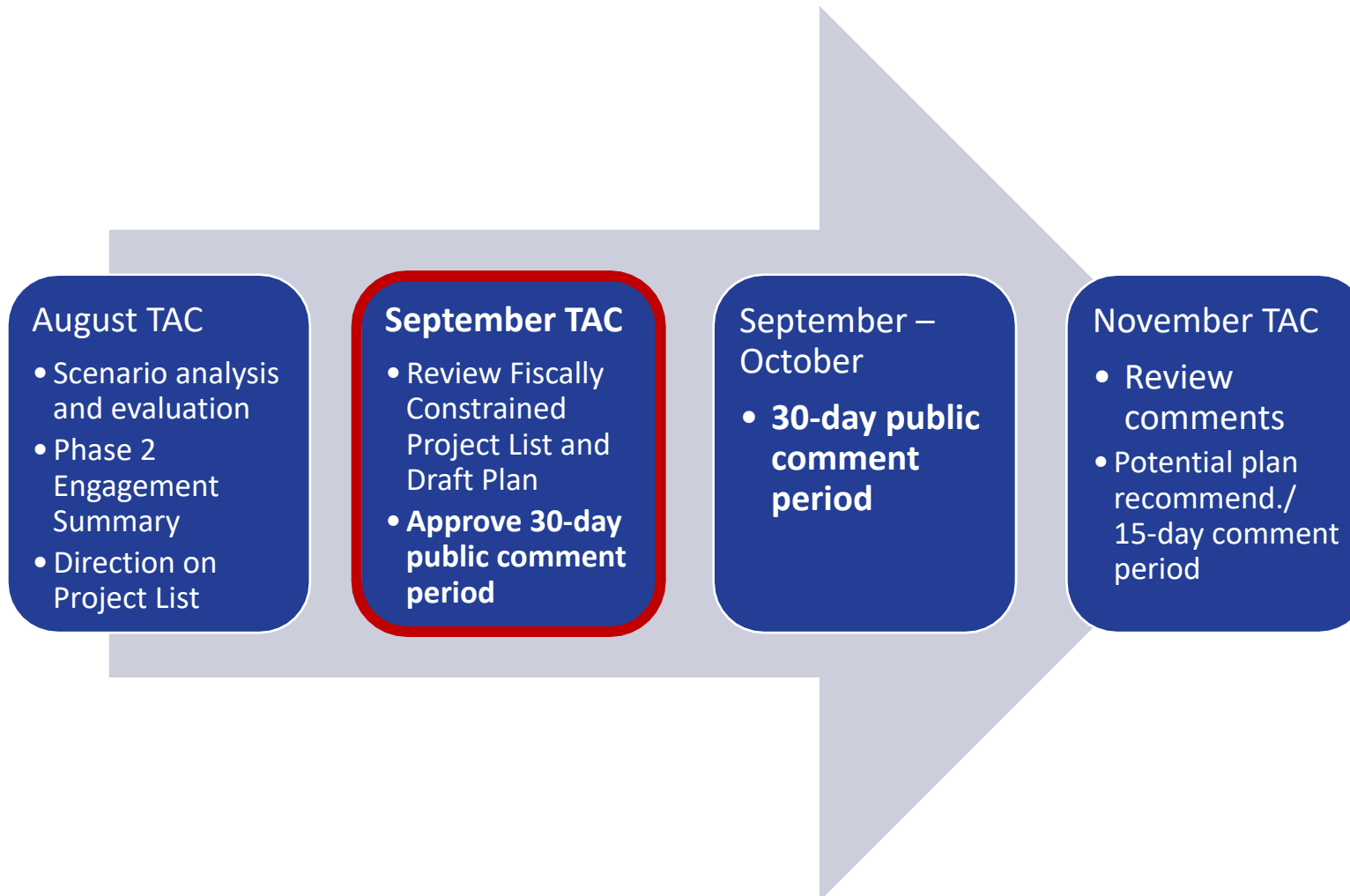


Today's Topics

1. Fiscally Constrained Plan
 - a. Project candidates
 - b. Project prioritization to a constrained list
 - c. Demonstration of fiscal constraint
 - d. Evaluating the future network
 - e. Illustrative plan
 - f. Additional plans and studies
2. Draft 2050 MTP
 - a. Plan components
3. Phase 3 Public and Agency Engagement
 - a. Public review and approval process
 - b. 30-day public comment period
4. Next Steps and Schedule



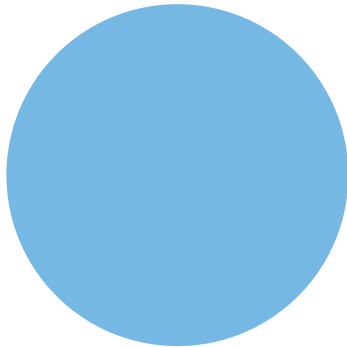
MTP Schedule: Where we are



2050 Metropolitan Transportation Plan



FISCALLY CONSTRAINED PLAN



Project Candidates

- Identifies over **90 capital projects**
- Nearly **\$500 million**
- Represents variety of **project types**
- Addresses multiple **transportation needs**
- Includes projects from **previous studies and plans**
- Reflects **agency partner** priorities
- Incorporates **public feedback** on investment type

Project type categories

Reconstruction Projects



Mobility Projects



Multimodal Projects



New Street and Road Connections



Rehabilitation Projects



Safety Project Locations



Project Candidates

Project candidates at a glance

- Minot's Broadway corridor
 - 12 separate projects with different levels of need and coordination
- The MAGIC corridor (the Southwest-Southeast Connector) study
 - multiple segments, representing the largest single set of investments
- City of Minot reconstruction projects
 - 14 corridors projects with safety and operational improvements
- Projects located in all three cities and Ward County
 - Represents priority investments for local communities and leadership



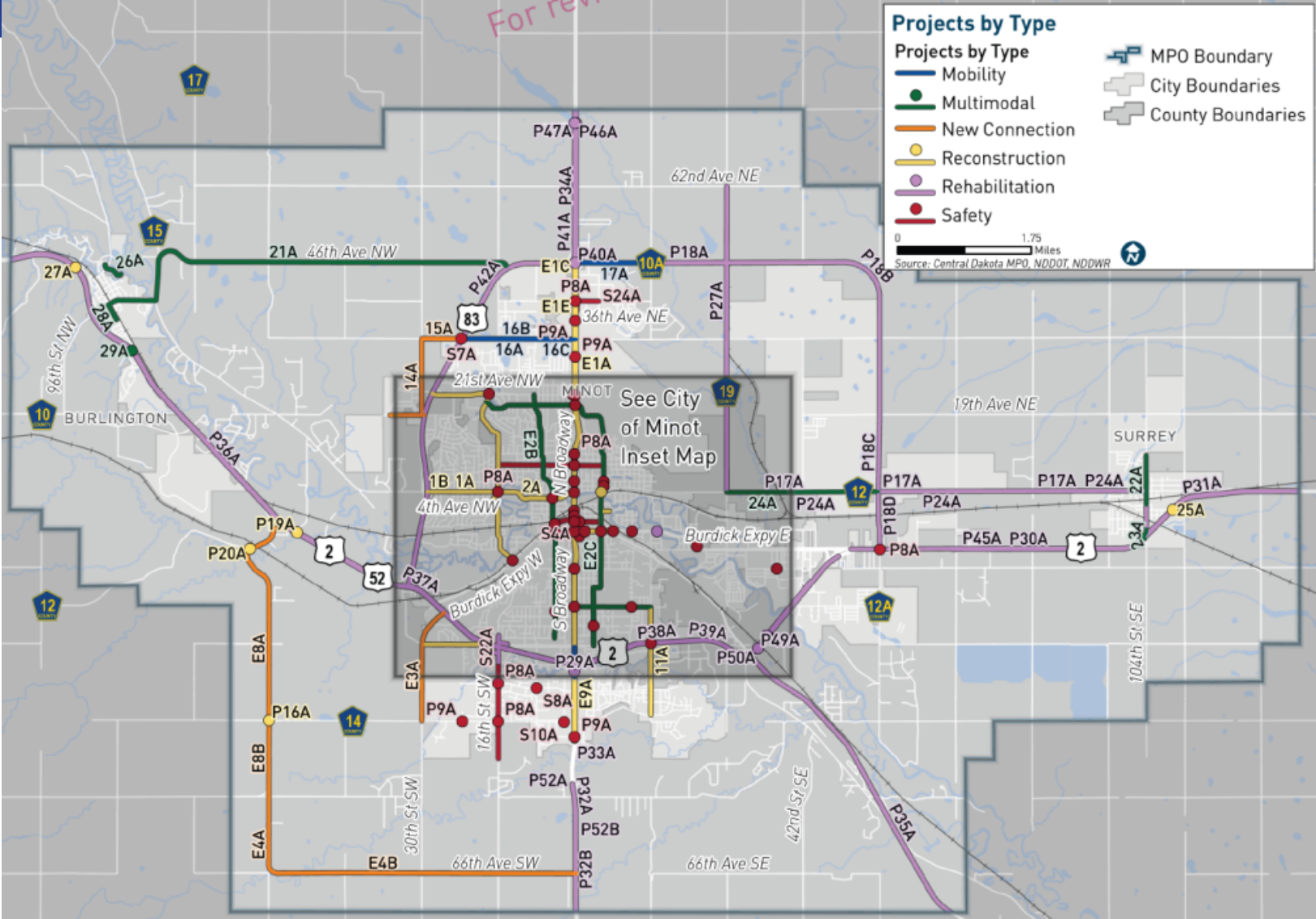
Reconstruction Projects



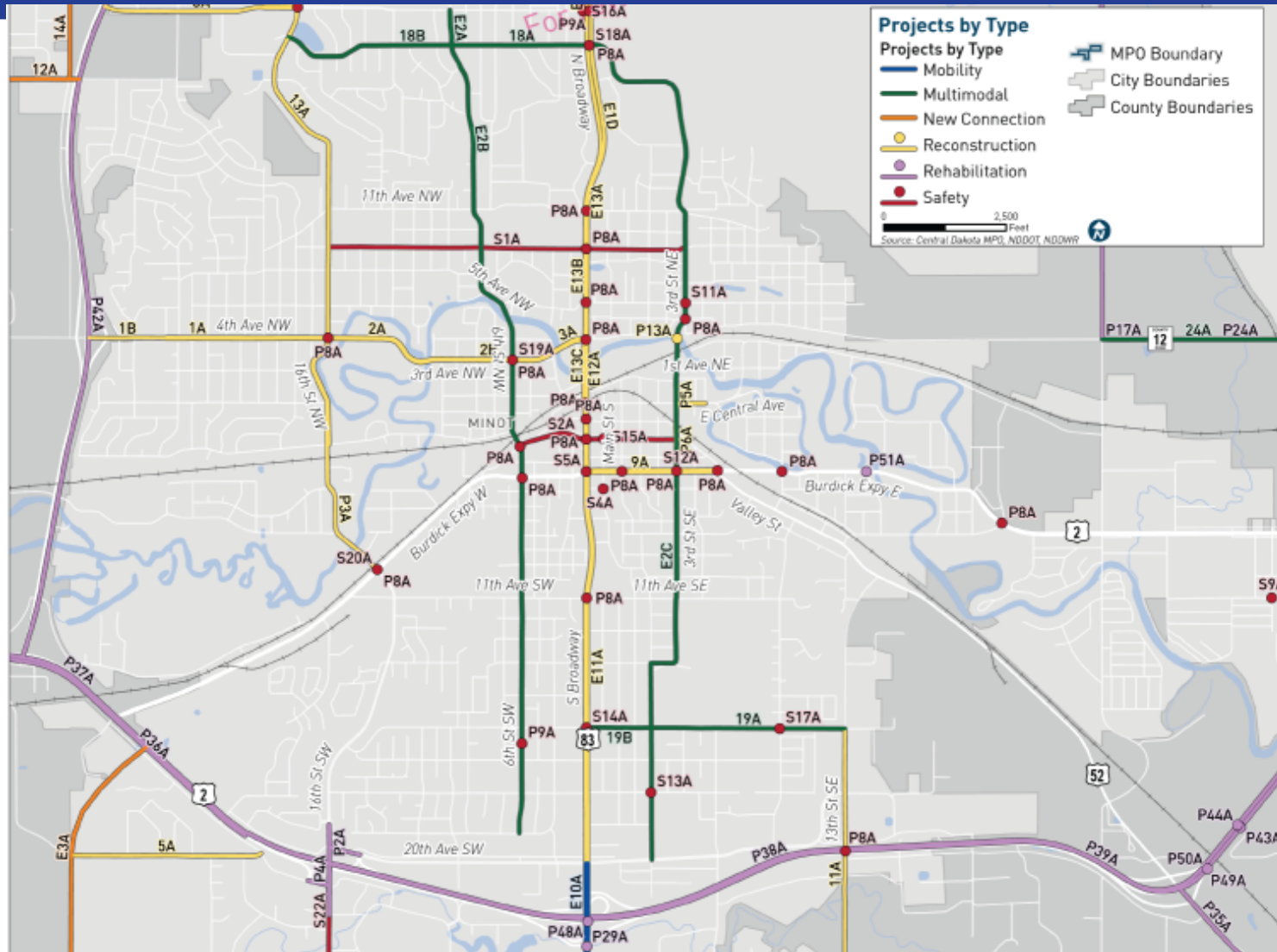
Geographic Balance



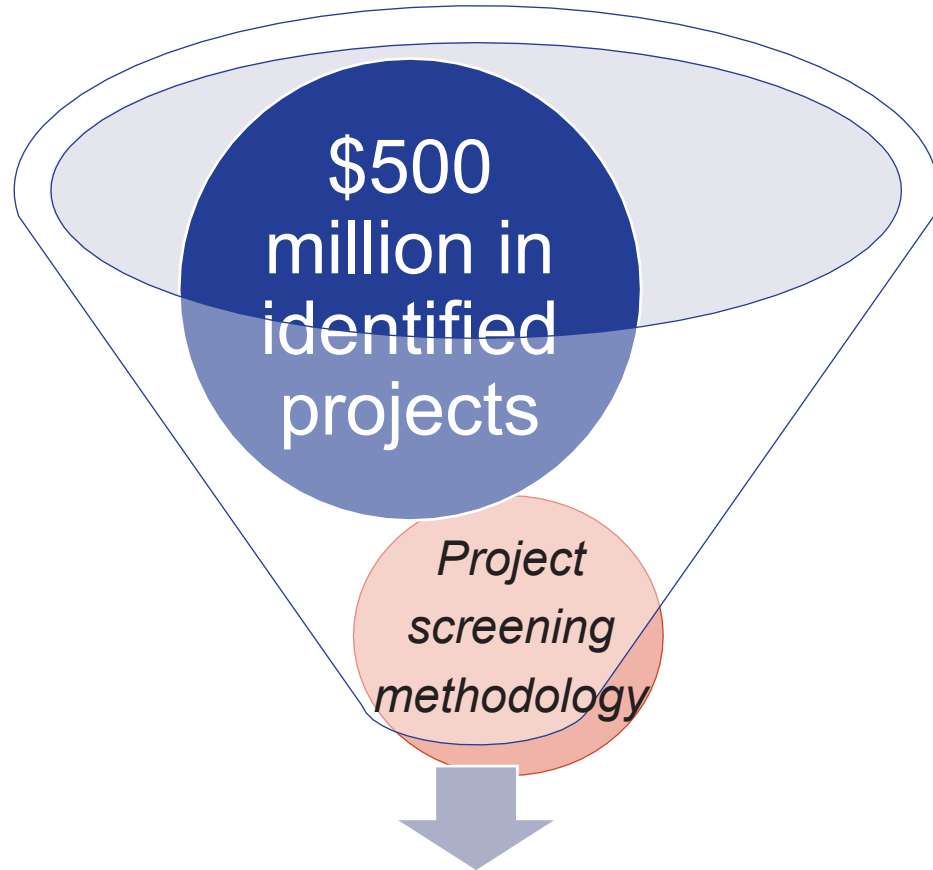
Project Candidates



Project Candidates



Project Prioritization to a Constrained List



\$213 million in Federal-aid funds

- *directly programmed by the CDMPO*

Project screening methodology

Local government priority



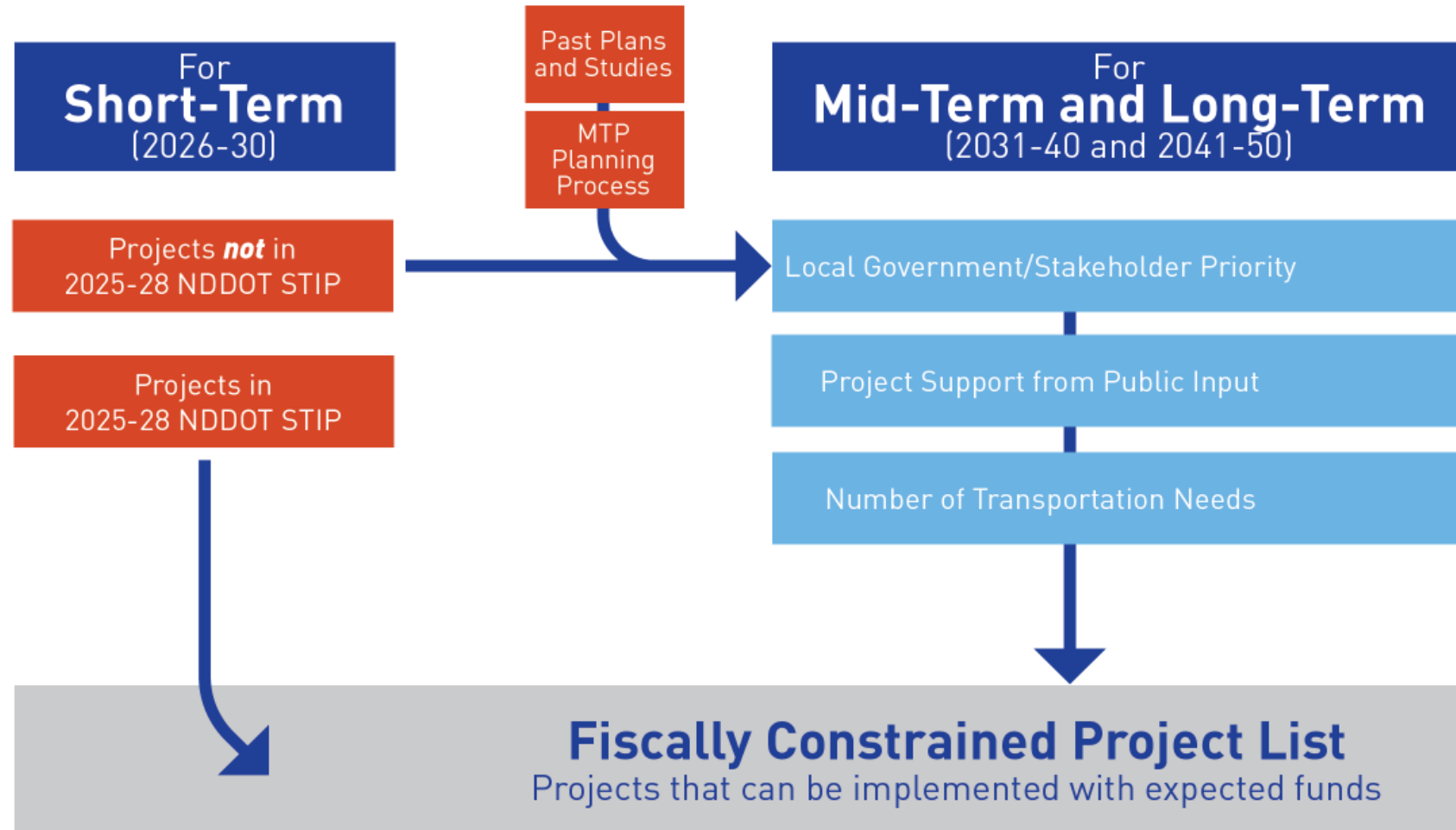
Alignment with public input



Degree of transportation need



Project Prioritization to a Constrained List



Demonstration of Fiscal Constraint



- Three primary **Federal-aid formula funding sources** for roadway and active transportation projects
 - Surface Transportation Block Grants, Transportation Alternatives, 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).

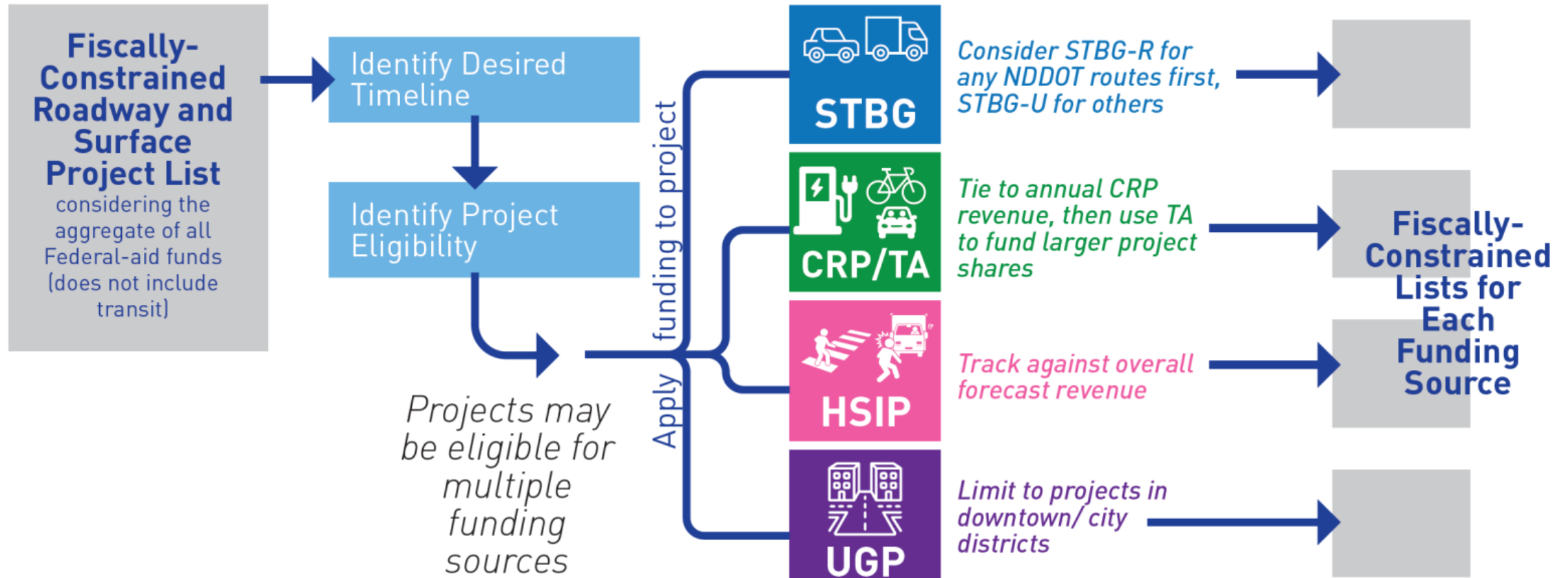


- **NDDOT-led maintenance projects** on National Highway System (NHS) route
 - Funded primarily through the National Highway Performance Program fund

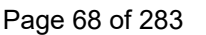
All Funding Sources

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

Demonstration of Fiscal Constraint

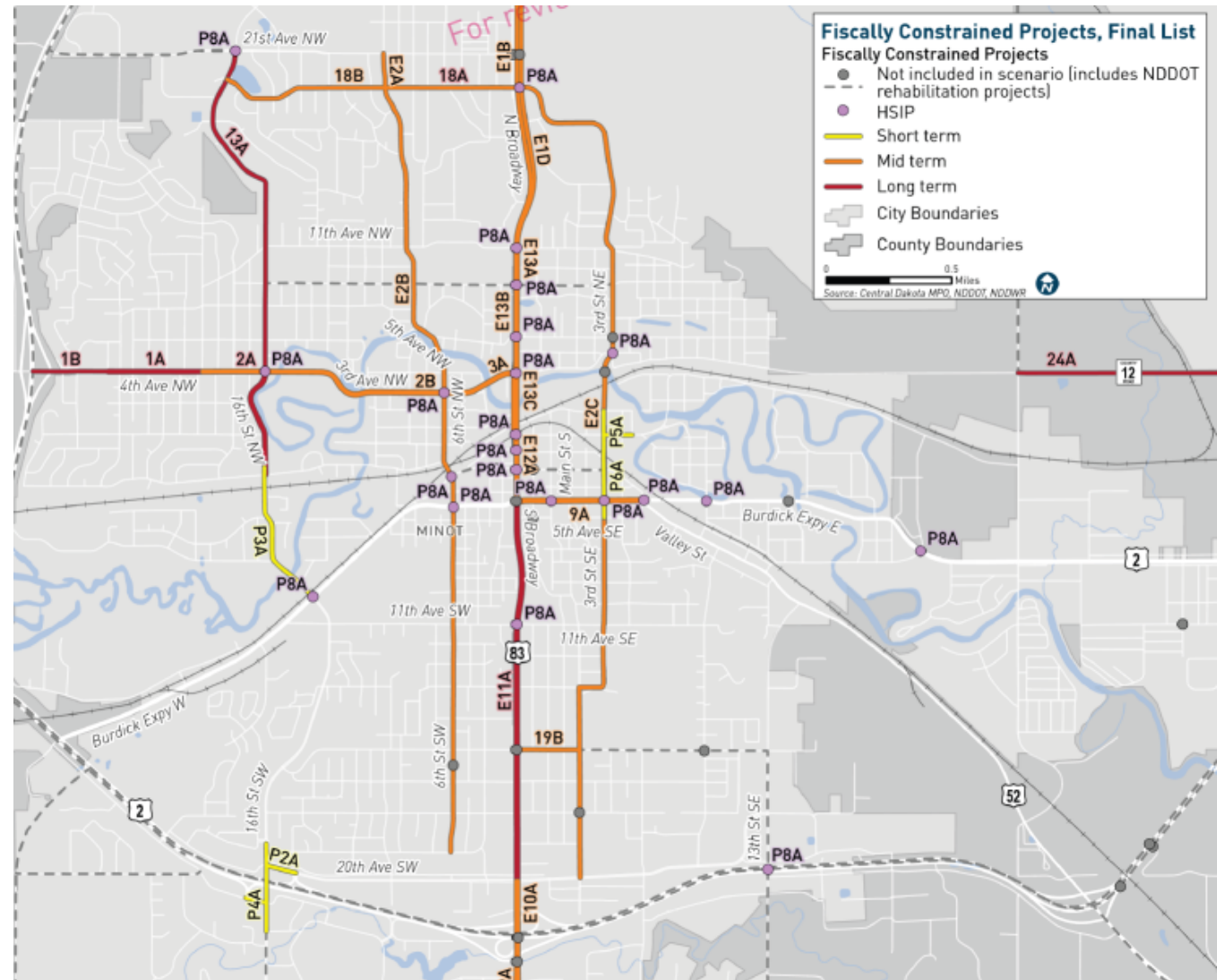


Final List of Fiscally Constrained Projects

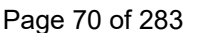


Evaluating the Future Network

Final List of Fiscally Constrained Projects

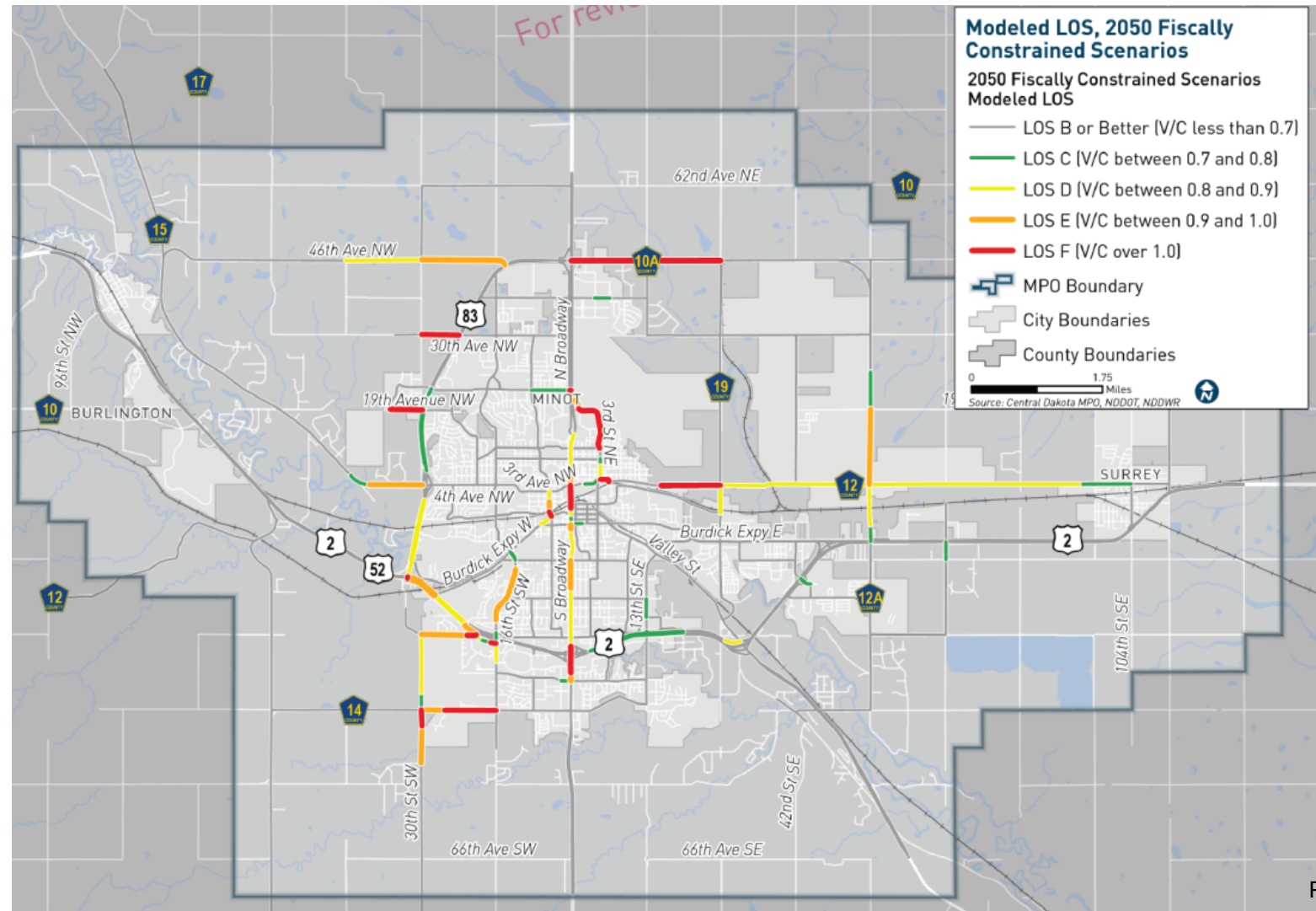


Travel Demand
Model
2050 Existing +
Committed
Projects
Projected Level of
Service
*(without new
projects)*



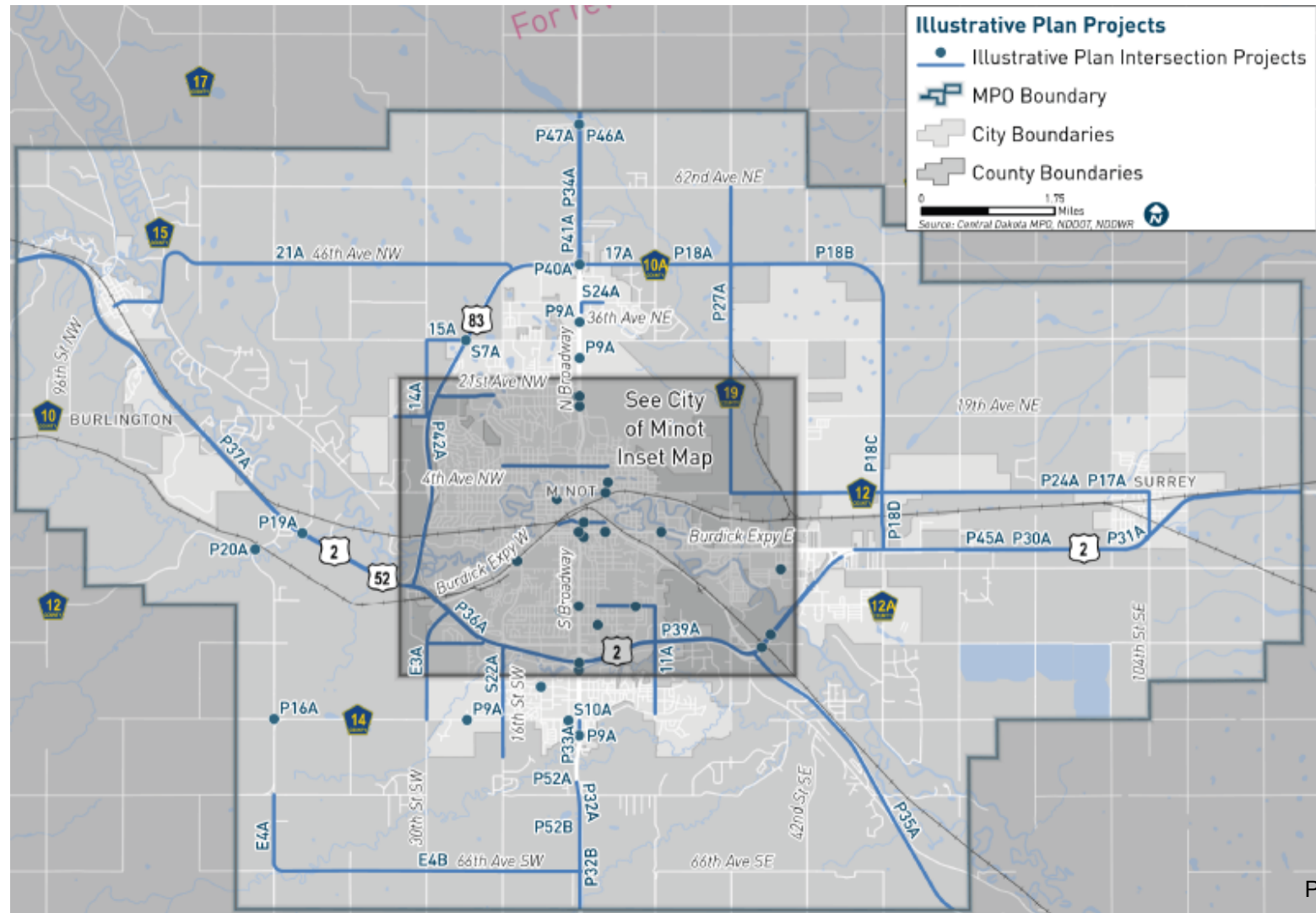
Evaluating the Future Network

Travel Demand
Model
2050 Fiscally
Constrained
Project List
Projected Level of
Service



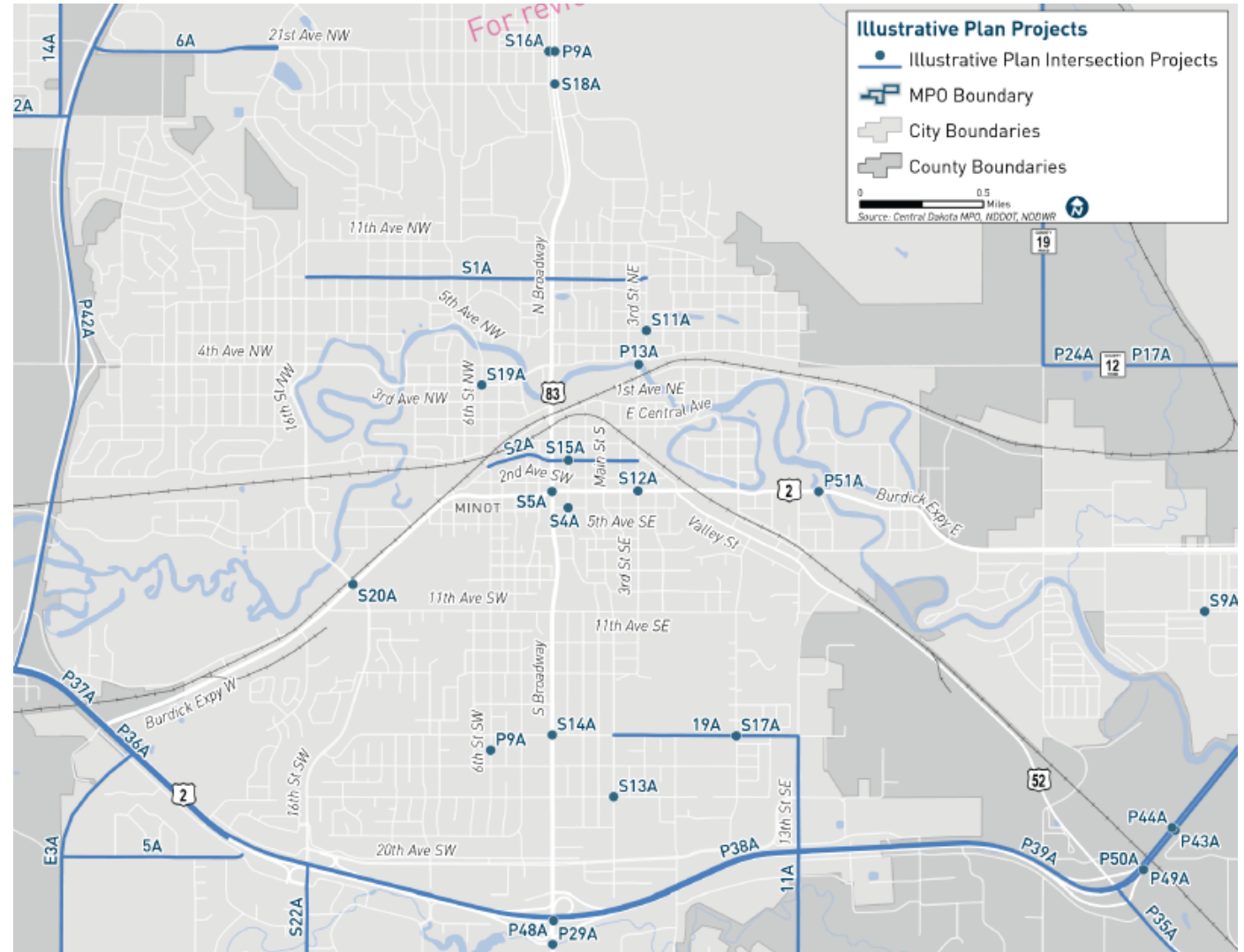
Illustrative Plan

Illustrative Plan Project List (unfunded projects)



Illustrative Plan

Travel Demand
Model
2050 Fiscally
Constrained
Project List
Projected Level of
Service



Additional (Future) Plans and Studies

Broadway Project Scoping Studies

- Detailed implementation plan for Broadway corridor

Core System Capacity Study

- Assess roadway capacity for potential repurposing

Specific Corridor Studies

- Focus on 21st Ave NW

New Streets Master Plan

- Identify and prioritize future roadway connections

Complete Streets Study

- Develop comprehensive approach to implementation
- Explore regional policy

Multimodal Integration

- Transit Development Plan
- Bicycle Plan
- Safe Streets and Roads for All

Regional Freight Plan

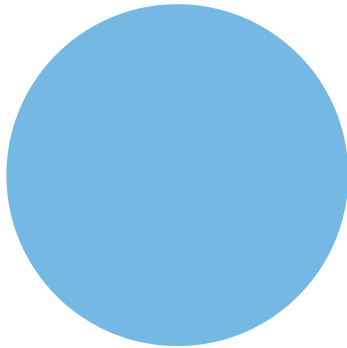
- Define freight needs and long-term investments

Special Events Planning Study

- North Dakota State Fair
- Minot State University events

Data Acquisitions

- Travel Demand Model Inputs
- Freight Data
- Origin-Destination Data



DRAFT 2050 METROPOLITAN TRANSPORTATION PLAN

Plan Components

- Full draft 2050 Metropolitan Transportation Plan available for review
- **Review and provide feedback by Tuesday, September 16th**



Existing Conditions

- TAC reviewed draft chapter November 2024

Goals and Objectives

- TAC reviewed draft chapter February 2025

Financial Plan

- TAC reviewed draft chapter February 2025

Issues Identification

- TAC reviewed draft chapter May 2025

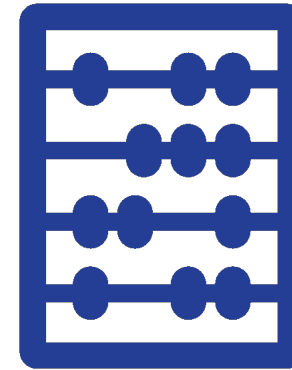
Fiscally Constrained Plan

- Information presented at June and August 2025 TAC meetings
- **New draft chapter for review**

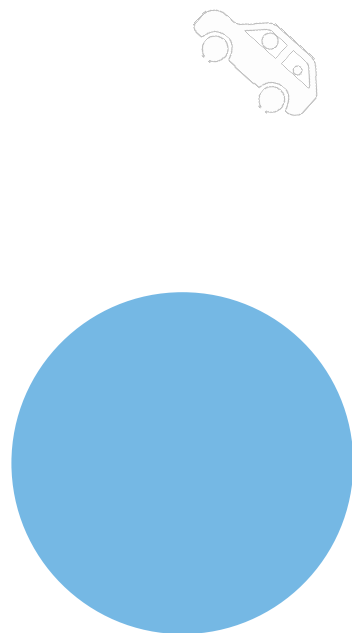
Plan Components

Appendices

- A. Phase 1 Public Engagement Report
- B. Phase 2 Public Engagement Report
- C. Phase 3 Public Comment Report (future)
- D. Freight Analysis Memo
- E. Financial Plan Technical Memo
- F. Project Candidate List with Prioritization
- G. Fiscally Constrained Plan Project List with Funding Assumptions
- H. Illustrative Project List
- I. Travel Demand Model Technical Report



Provided for review through Tuesday, September 16th



2050 Metropolitan Transportation Plan

PHASE 3

PUBLIC AND

AGENCY

ENGAGEMENT

Public Review and Approval Process

What's next?

- 30-day review period from **September 26th – October 27th**
- Public meeting on **October 23rd, 2025** in coordination with the Policy Board meeting
- **Agency meeting presentations**
 - City of Burlington: Monday, October 6th
 - City of Surrey: Monday, October 6th
 - City of Minot: Monday, October 20th
 - Ward County: Tuesday, October 21st
 - NDDOT: Monday, September 29th

30-day Public Comment Period *September-October*

- Public open house at Policy Board meeting October 23rd
- Agency meeting presentations
- Website update
- Comment form

TAC Considers Public Comment *November*

- Meeting moved to November 18th
- TAC considers public comments for incorporation into plan
- Regulatory decision on additional 15-day public comment period

Public Review and Approval Process

30-day Public Comment Period *September-October*

- Public open house at Policy Board meeting October 23rd
- Agency meeting presentations
- Website update
- Comment form

TAC Considers Public Comment *November*

- Meeting moved to November 18th
- TAC considers public comments
- Regulatory decision on additional 15-day public comment period

15-day Public Comment Period *(if needed)*

15-day Comment Period from
December 1st-
December 15th

Public meeting at
December 9th TAC
meeting

Presentation at
December 18th
Policy Board
meeting

**Approval at
January 2026
meetings**

No added review period

Incorporate
recommended
administrative
changes

**Approval at
December 2025
meetings**

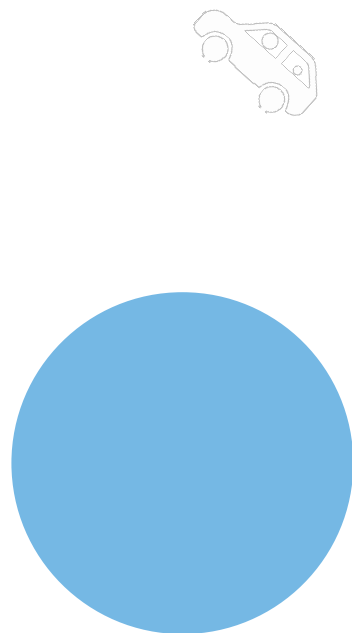
TAC considers
recommendation at
December 9th
meeting

Policy Board
considers plan
adoption at
December 18th
meeting

30-Day Public Comment Period

Suggested Motion: Move to approve initiating open comment and review for the DRAFT Metropolitan Transportation Plan.





2050 Metropolitan Transportation Plan

NEXT STEPS and SCHEDULE

Requested Feedback and Next Steps

Review and provide feedback by Tuesday, September 16th

- Comments on Draft Fiscally Constrained Project List and Draft Plan

30-day Public Comment Period from September 26th-October 27th

Next TAC Meeting November 18th

- Review and consider public comments





2050

**METROPOLITAN
TRANSPORTATION
PLAN**

ACKNOWLEDGEMENTS

Consultant Team

Names

Steering Committee

Names



CONTENTS

< Contents Page >

BACKGROUND OF THE MTP

The Central Dakota Metropolitan Planning Organization (MPO) was authorized by North Dakota Governor Doug Burgum on November 23, 2023, with the region eclipsing 50,000 in population, 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 49 USC 5303(i) 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, NDDOT, and public transit operators. Metropolitan Planning Organizations are responsible for creating these plans, which must address the mobility needs of people and freight, support economic growth, and consider environmental impacts.

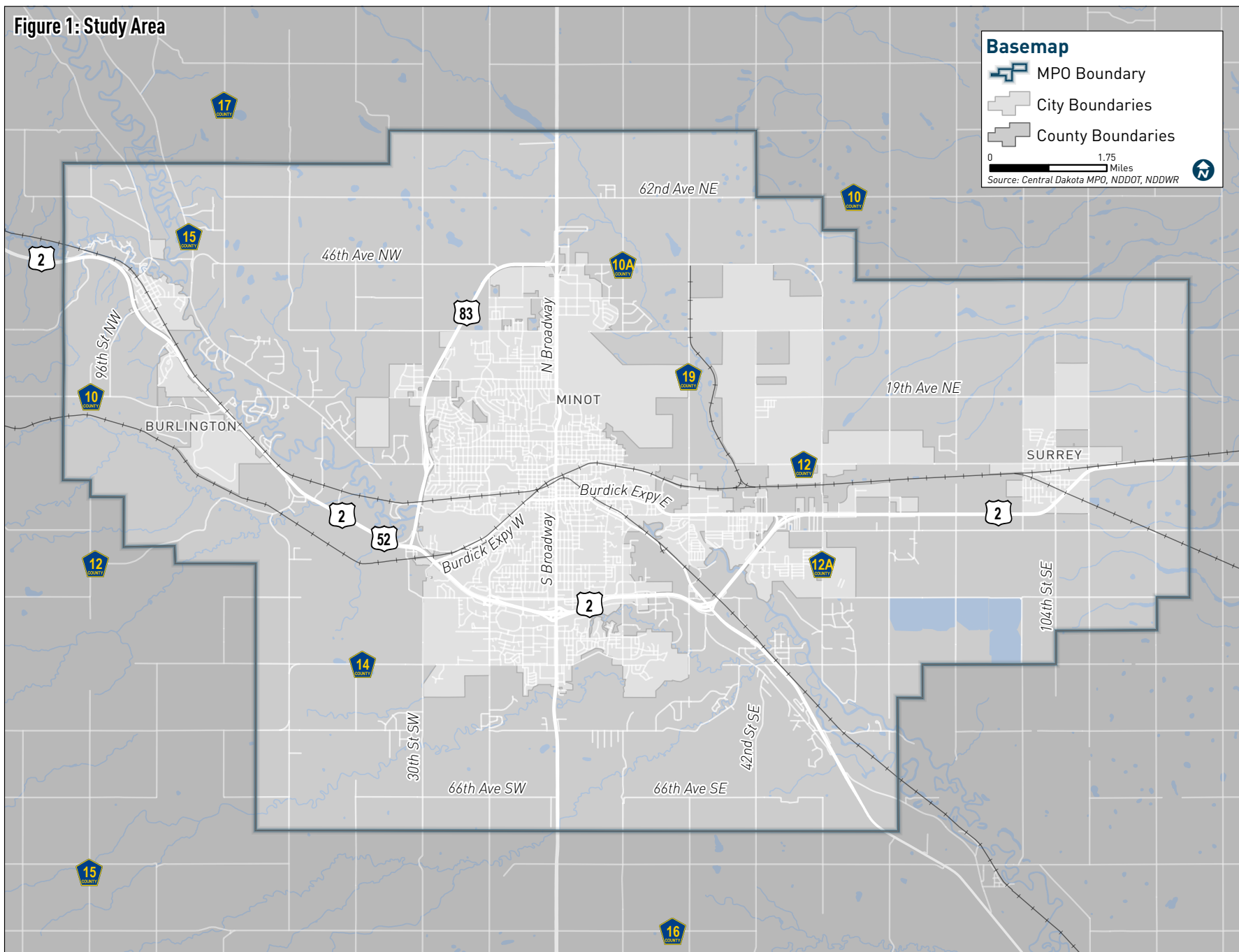
A Metropolitan Transportation Plan is a critical component of the organization's efforts. It typically covers a 20-year planning horizon and will outline Central Dakota's vision for its transportation system. The value of an MTP lies in its ability to guide decision-making and prioritize investments 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.

Metropolitan transportation plans encompass all modes of transportation, including vehicles, freight, transit, railways, air transport, bicycles, and pedestrians. Each mode has its unique advantages and disadvantages. The current status and future of these transportation networks will be examined within this document. The safety, mobility, and connectivity of each mode will be analyzed to develop objective measures for future investments.

Transportation improvements in a fiscally constrained plan are funded through a combination of federal, state, and local sources. 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 available revenue 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.



REGIONAL TRENDS

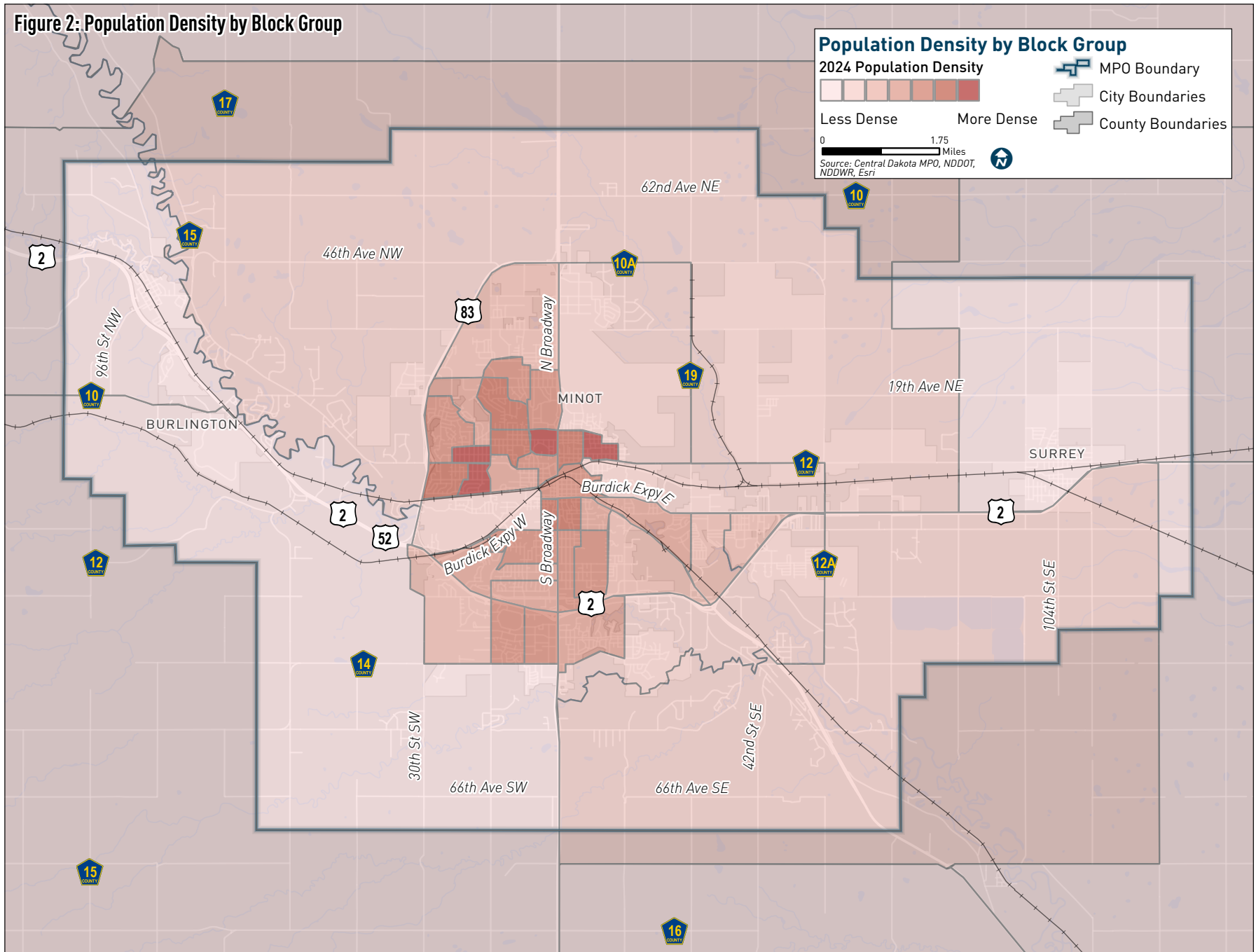
As the Central Dakota area continues to grow, the accompanying demographic changes could have an influence on how the regional transportation system operates in the future. Continued growth in population and employment could intensify the need to provide a variety of modal options that match the needs of all residents living and working in the region. This section provides an overview of historical trends in the regions.

Population

The population for the Central Dakota MPO is estimated to be 58,000. Below is a breakdown of individual place Census populations within the MPO boundaries for 2000, 2010, and 2020. Ward County is included in the MPO but is not entirely encompassed by it. In Figure 2, Population Density by Block Group is displayed.

Table 1: Historical Population Counts

	2000 Census Population	2010 Census Population	2020 Census Population
City of Surrey	920	900	1,350
City of Burlington	2,000	1,060	1,300
City of Minot	36,600	40,900	48,400
Ward County	58,800	61,700	69,900



Population by Age

Between the 2010 and 2020 census, the population of the MPO area grew by approximately 8,000 people. 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 MPO area's population based on 2020 U.S. Census Bureau data.

Figure 4: Race and Ethnicity

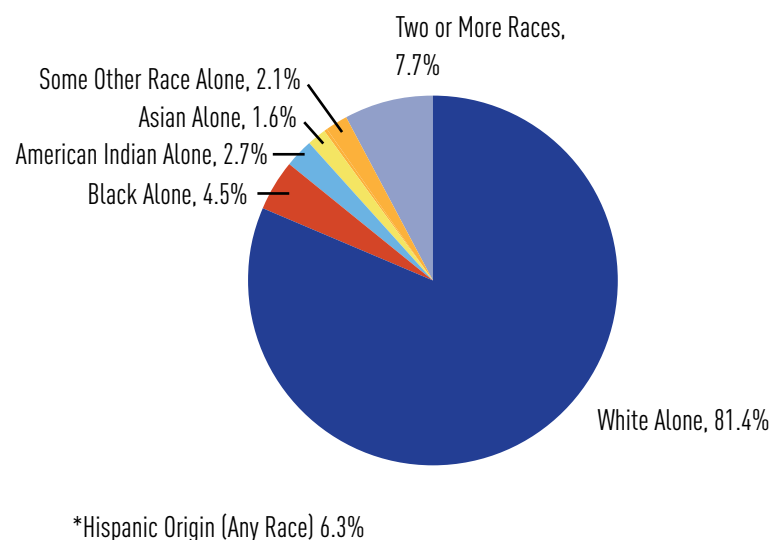
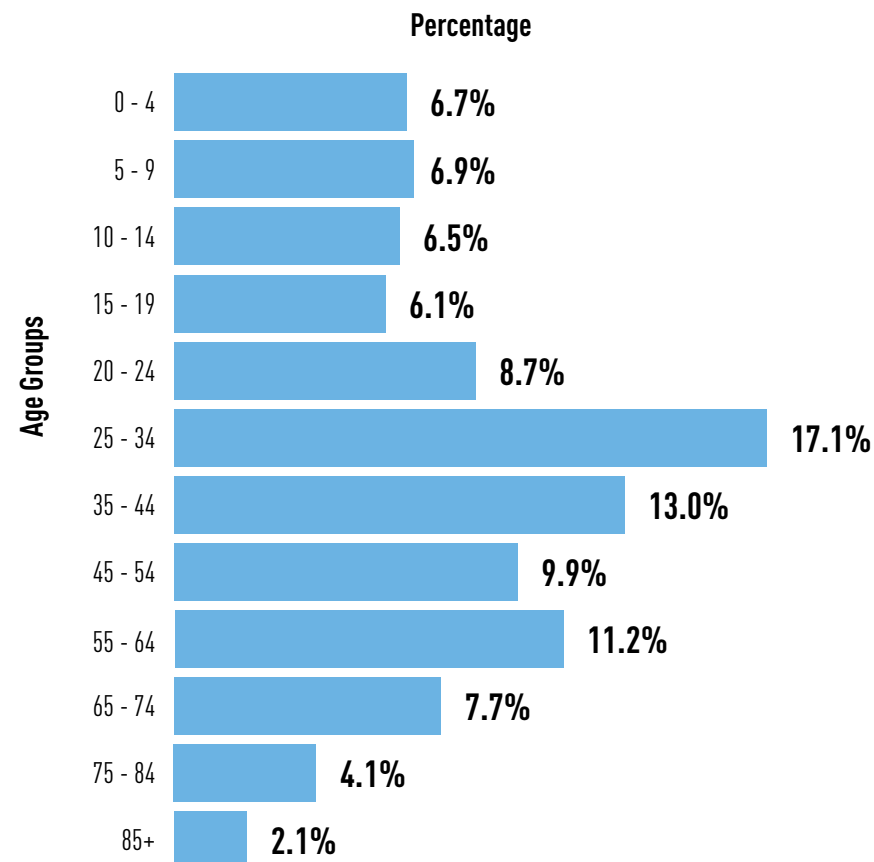


Figure 3: Population by Age



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 ¹¹	City of Burlington ¹²	City of Minot ¹³	Ward County ¹⁴	MPO Boundary ¹⁵
\$100,104	\$87,417	\$75,545	\$72,370	\$79,602

Employment

According to Esri and ACS Data, there are approximately 2,800 businesses in the MPO area with 37,400 employees in the workforce. Almost 60% of the workforce hold a typical White-Collar career, while 20% work a typical Blue-Collar career, and approximately 20% work in Services. The top three occupation types are Management (12% of the labor force), Office/Administration (10.9%), and Sales (10.3%). The MPO has a very low unemployment rate of just under 2%. Following the top three are Transportation/Moving, Education/Library, and Health Practices.

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

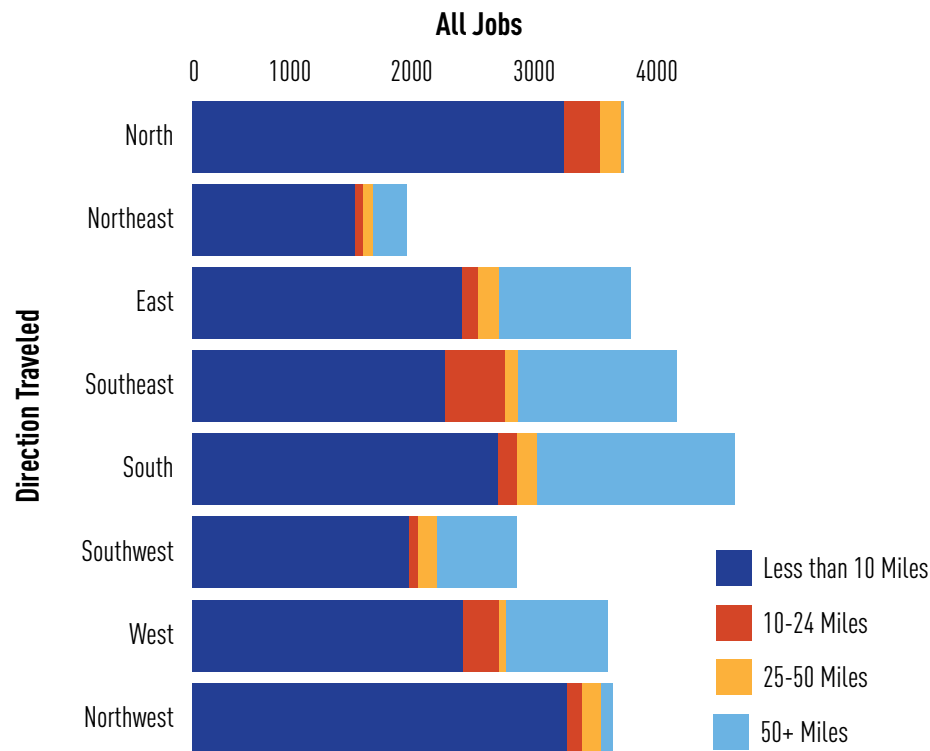


Table 3: Travel by Mode

*2017-2021 Transportation to Work, Age 16+

	City of Surrey	City of Burlington	City of Minot	Ward County	MPO Boundary
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%	0.5%
Took Public Transportation	0%	0%	0.2%	0%	0.5%

Housing

Of approximately 25,000 households, 60% of households own their home while 40% rent. The median home value within the MPO boundary is \$250,000 which is lower than the North Dakota average of \$270,000. For those who do not own their place of residence, 20% of all rentable units are priced at an average rent of \$1000 to \$1249 per month.

Most of the housing in the area was built between 2010 and 2019 (25%) which accompanied a large spike in the population. This spike can be attributed to the North Dakota oil boom in the nearby Bakken region beginning in 2006. In addition, in the summer of 2011

the Souris River crested at approximately 1,500 feet above sea level, which is the highest recorded in Minot’s history¹. Approximately, 26,900 cubic feet per second flowed through the River during the peak phase of the flood².Unfortunately, the most impacted area of the Souris River Valley was downtown, the most developed land and the majority of Minot’s affordable housing stock. Overall, approximately 4,100 structures were impacted in Minot alone. Outside of the 2010 to 2019 period, about 15% of homes were built between 1970 and 1979 (15%). 40% of owner-occupied housing is a two-person household while 50% of renter-occupied housing is a one-person household.

Table 4: Household Statistics¹⁶

	City of Surrey	City of Burlington	City of Minot	Ward County	MPO Boundary
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

Schools and Education

Within the MPO Boundary, 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 utilize districtwide busing and instead encourage students to take alternative modes of transportation, such as biking, walking, and carpooling. Of note, two Minot Schools fall within areas of priority area analysis in the MTP. Minot North High School is located near the US 83 Bypass at 21st Avenue NW and Central Middle School is located downtown in the former Minot High Central Campus location.

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 the flood

Table 5: Level of Education

	City of Surrey	City of Burlington	City of Minot	Ward County	MPO Boundary
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%
Bachelor's/Graduate/Professional Degree	29%	25%	32%	31%	30%

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. Then in 2021, grant funding was applied for to install sidewalks in priority areas through the North Dakota Department of Transportation's Transportation Alternatives Program. Three elementary schools received new sidewalks in 2024 in their area of influence: Bel Air Elementary School, Washington Elementary School, and Edison Elementary School³.

Numerous Safe Routes to School Plans are identified in the Statewide Transportation Improvement Program (STIP) 2024-2027 and the City of Minot CIP 2025-2029. These efforts 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.





Plan and Policy Review

This section includes a review of plans and policies and their relevance to the MPO boundary. The purpose, goals, and recommendations of the following plans and policies will be used to inform 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 greenfield 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 pooling, 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.

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.

- » 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.
 - » 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.

- 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 creates 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)

The 2035 plan was approved in January 2015 by the City of Minot. The plan is 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. 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 continues to account for much of the traffic growth and congestion in the northeast.

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

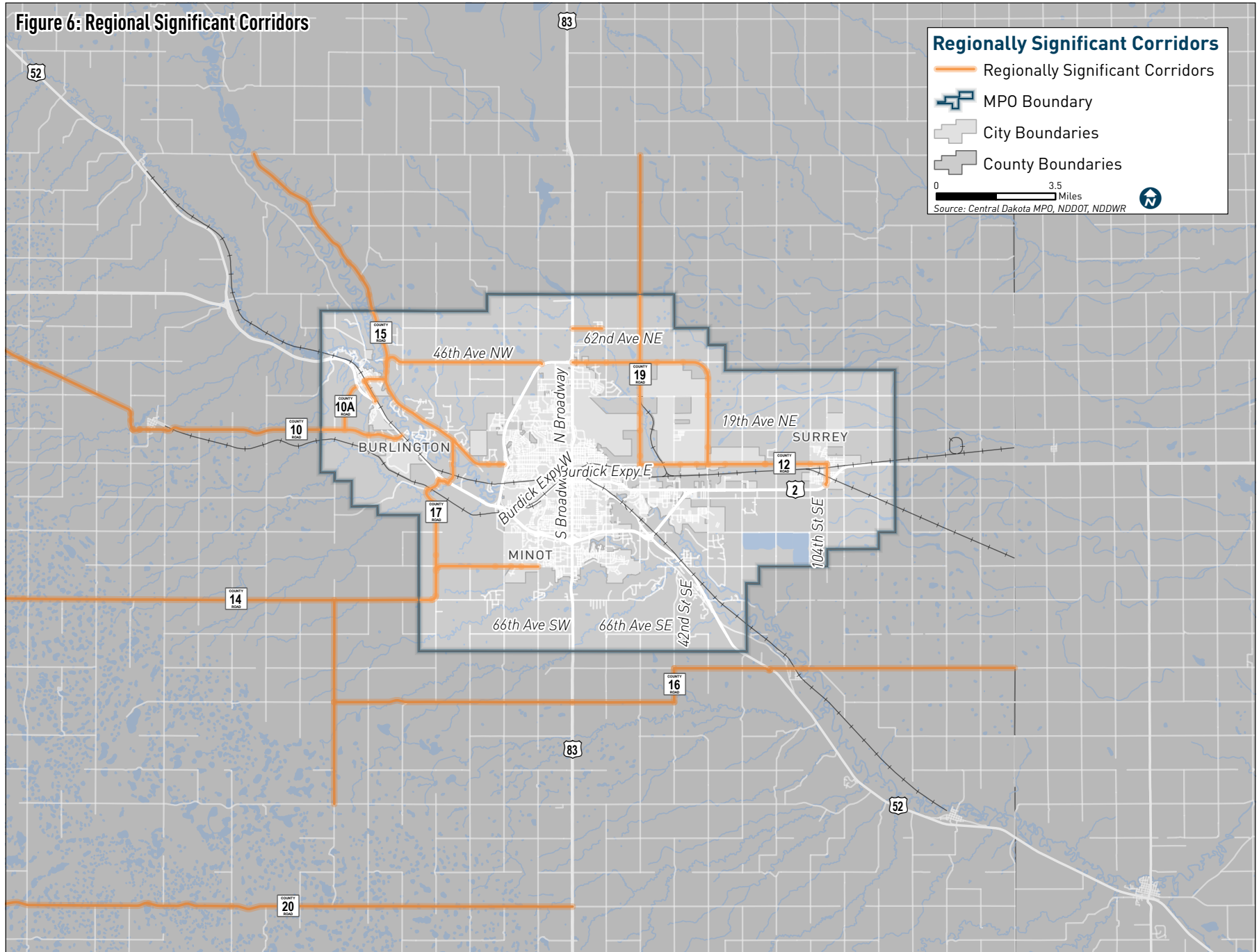
The County maintains approximately 715 miles of roadway and 72 bridges within a geographic area of 2,056 square miles. The goal of establishing the Transportation Plan is to provide the capacity to move people, materials, and goods with maximum efficiency, comfort, and safety.

The plan concludes with several Transportation System Recommendations.

Regionally Significant Corridors (RSC) – These corridors provide routes that are significant to internal movements of traffic within Ward County and the MPO Boundary. (RSC 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 more broader significance.) Regionally significant corridors within the MPO boundary include:

Table 6: Regionally Significant Corridors

Roadway	Length (mi)	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		



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

Several goals and policies have been developed to support the efficient implementation of key findings and recommendations of the Transportation chapter of this plan. These 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.

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



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.

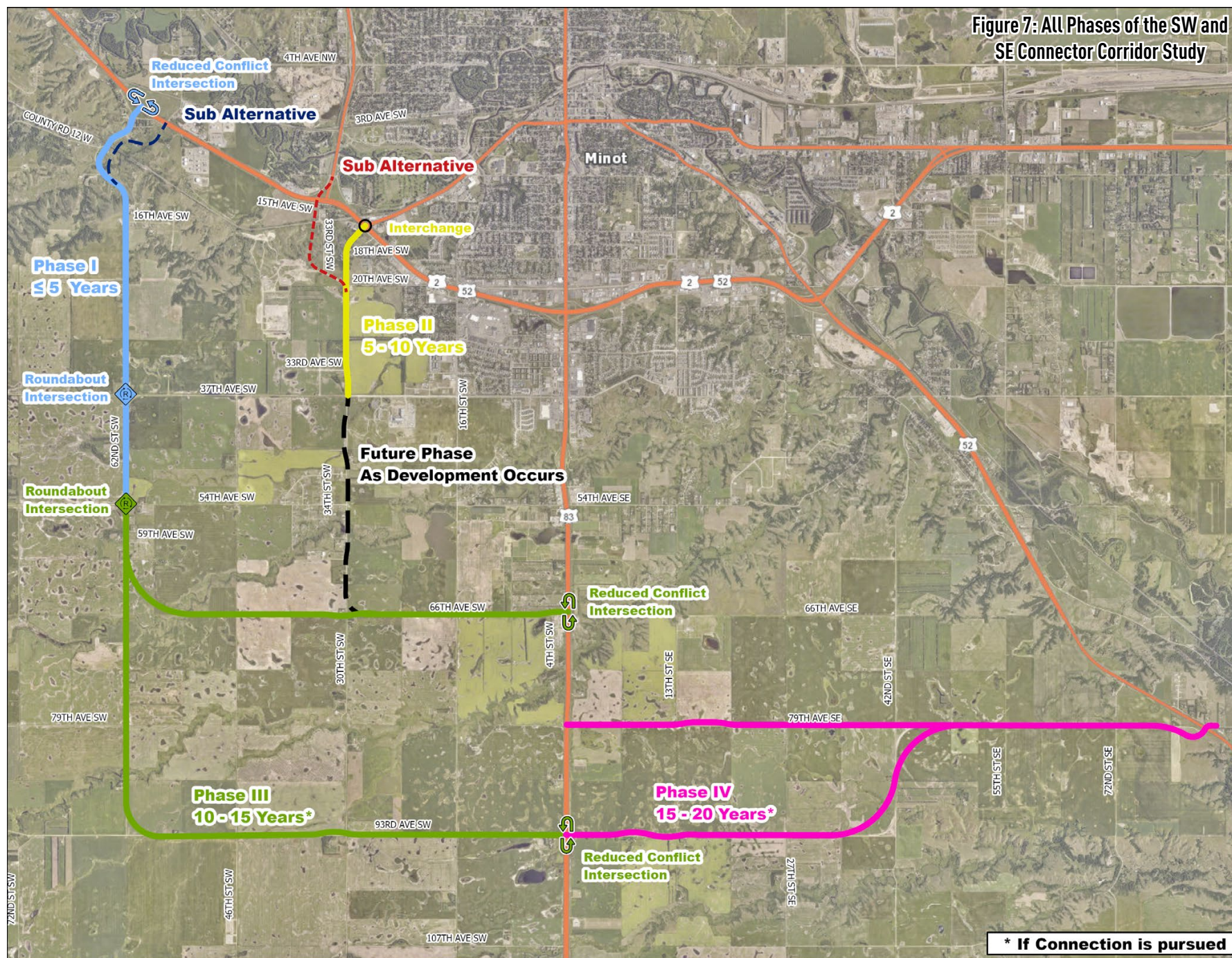
Phase Two

- 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



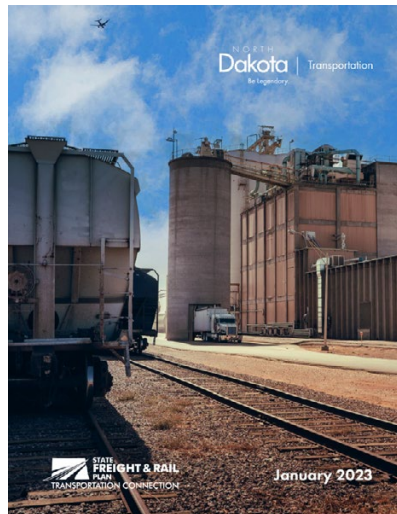
Phase Four

- 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)

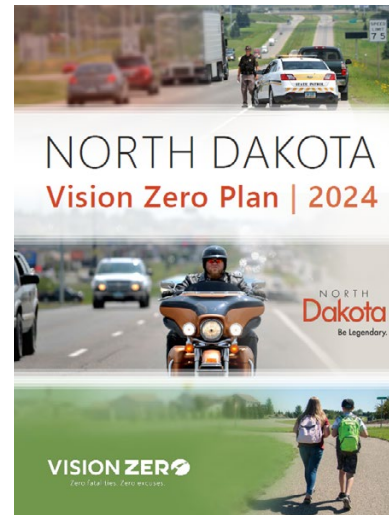


The NDDOT State Freight & Rail Plan serves as a modal plan designed to support *Transportation Connection*, the NDDOT Long-Range Transportation Plan (LRTP). Within the plan, existing conditions are analyzed and documented, and issues and needs are identified. The plan concludes with recommendations and 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.
- Install reduced conflict intersections.
- Remove turning movement at intersections.
- Conduct sight distance reviews at intersections.

Strategy 3: Implement proven safety countermeasures and conduct research on emerging and innovative safety countermeasures to improve VRU visibility and driver awareness of VRUs

- 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 separate VRUs from adjacent motor-vehicle traffic.

- Install ADA compliant sidewalks and walkways.
- Install medians and pedestrian refuge islands.
- Install multi-use pathways.
- Install protected bicycle lanes.
- Widen shoulders.

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.



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

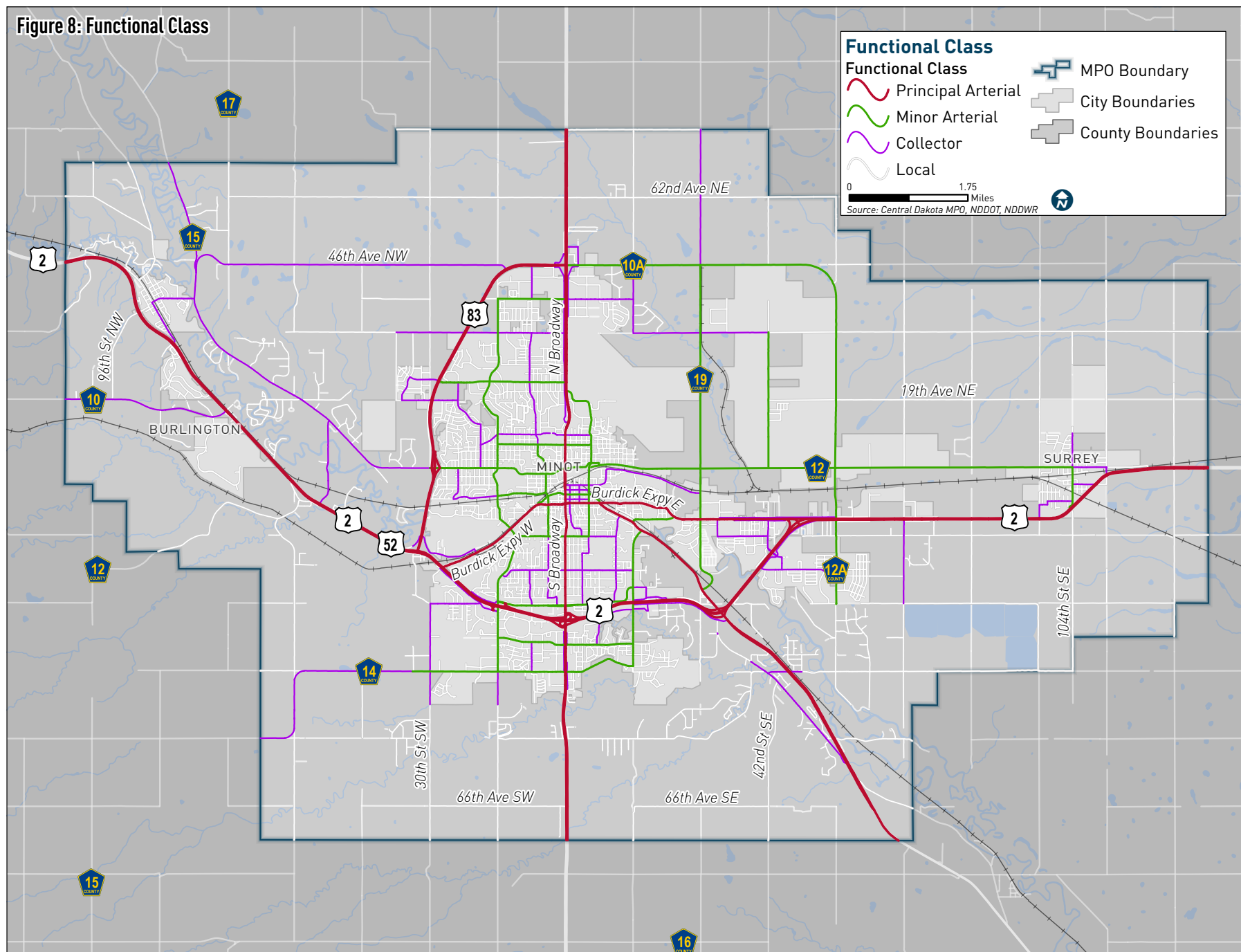
Minor Arterial

- 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



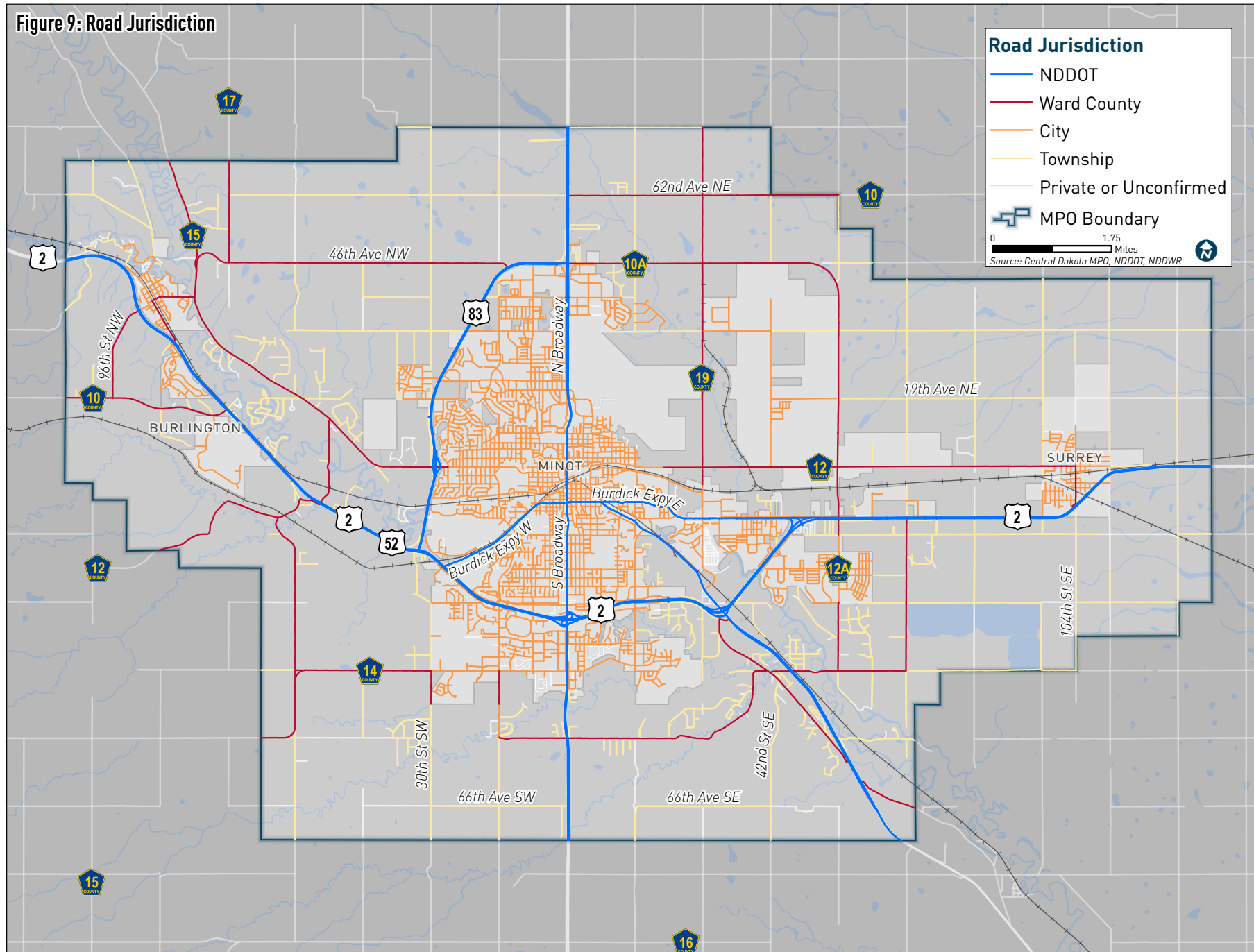
Jurisdictional Classification

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



TRAFFIC SAFETY

Safety on North Dakota roadways is a top priority for the Metropolitan Transportation Planning Organization and the communities that reside within it. Intersection, roadway segment, and pedestrian and bicycle crashes are analyzed within this chapter.

Crash Summary

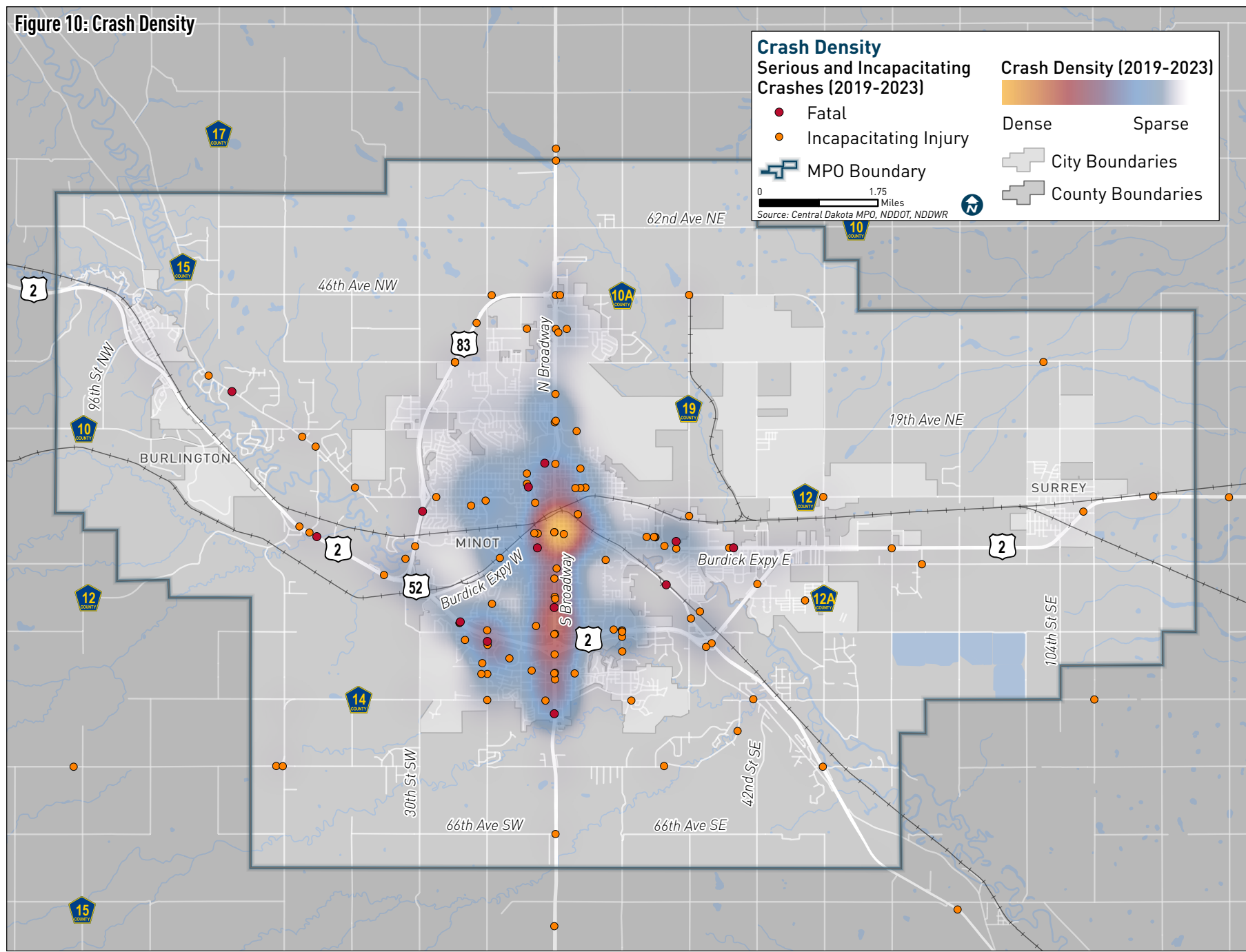
Crash data from 2019 to 2023 was analyzed. The result of this analysis is shown below in Figures 10, 11, and 12. In Figure 10, fatal and incapacitating injuries are shown in red and orange, respectively. Density of all crashes is also shown in this figure. Fatal and incapacitating injuries are concentrated 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 late 2023, median was added to the intersection of Broadway and 40th Avenue SW near the Walmart Superstore. The median creates a right-in-right-out traffic flow, preventing drivers from turning left into oncoming traffic. In early 2023, a fatal crash occurred at this intersection. Since the installation of the median, and fatal crash, 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

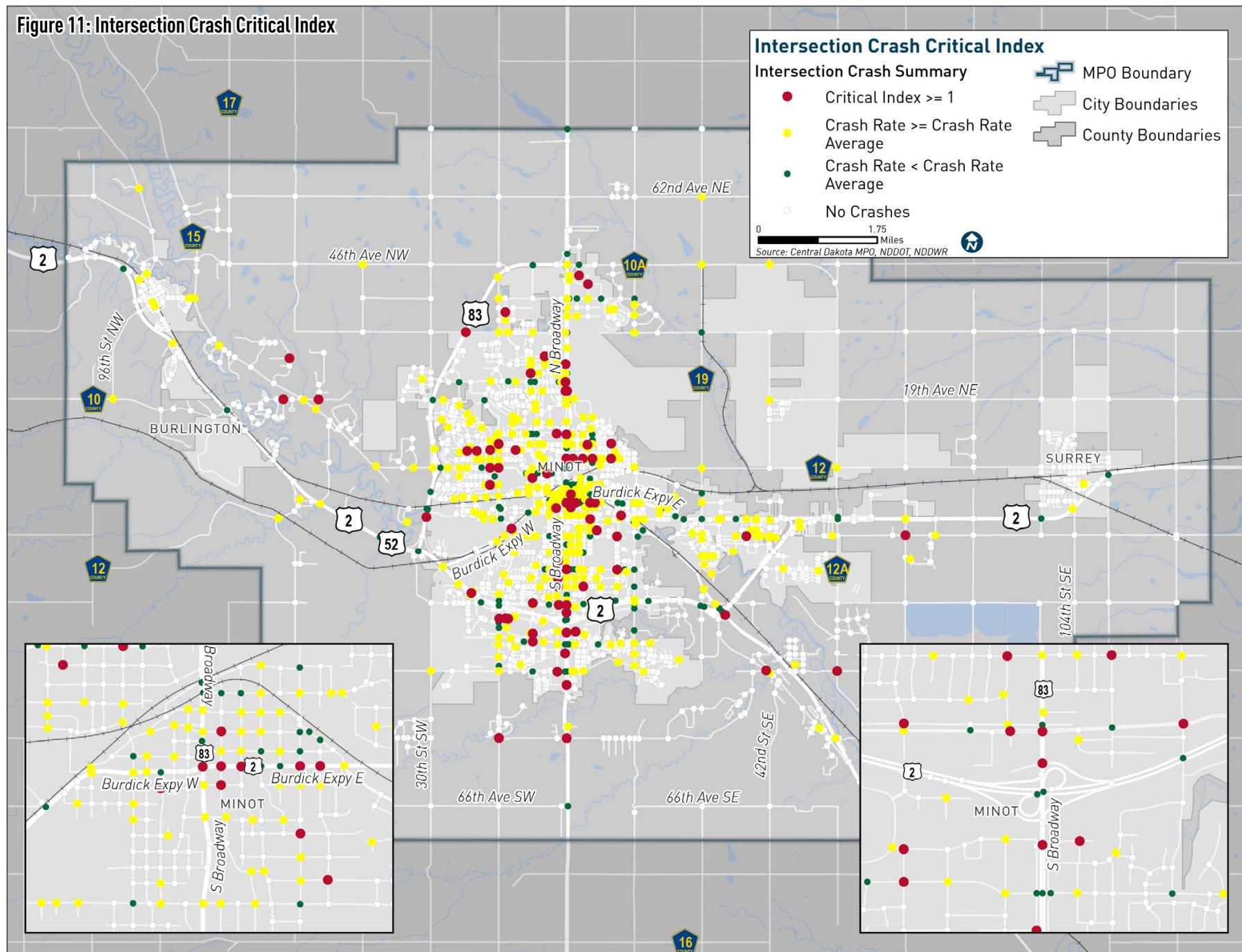
Intersection crash data was obtained from the North Dakota Department of Transportation for the years 2019 to 2023. The intersection crash rate for the MPO area is compared to the crash rate average of the state of North Dakota for similar intersections. For intersections labeled in red (Critical Index ≥ 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

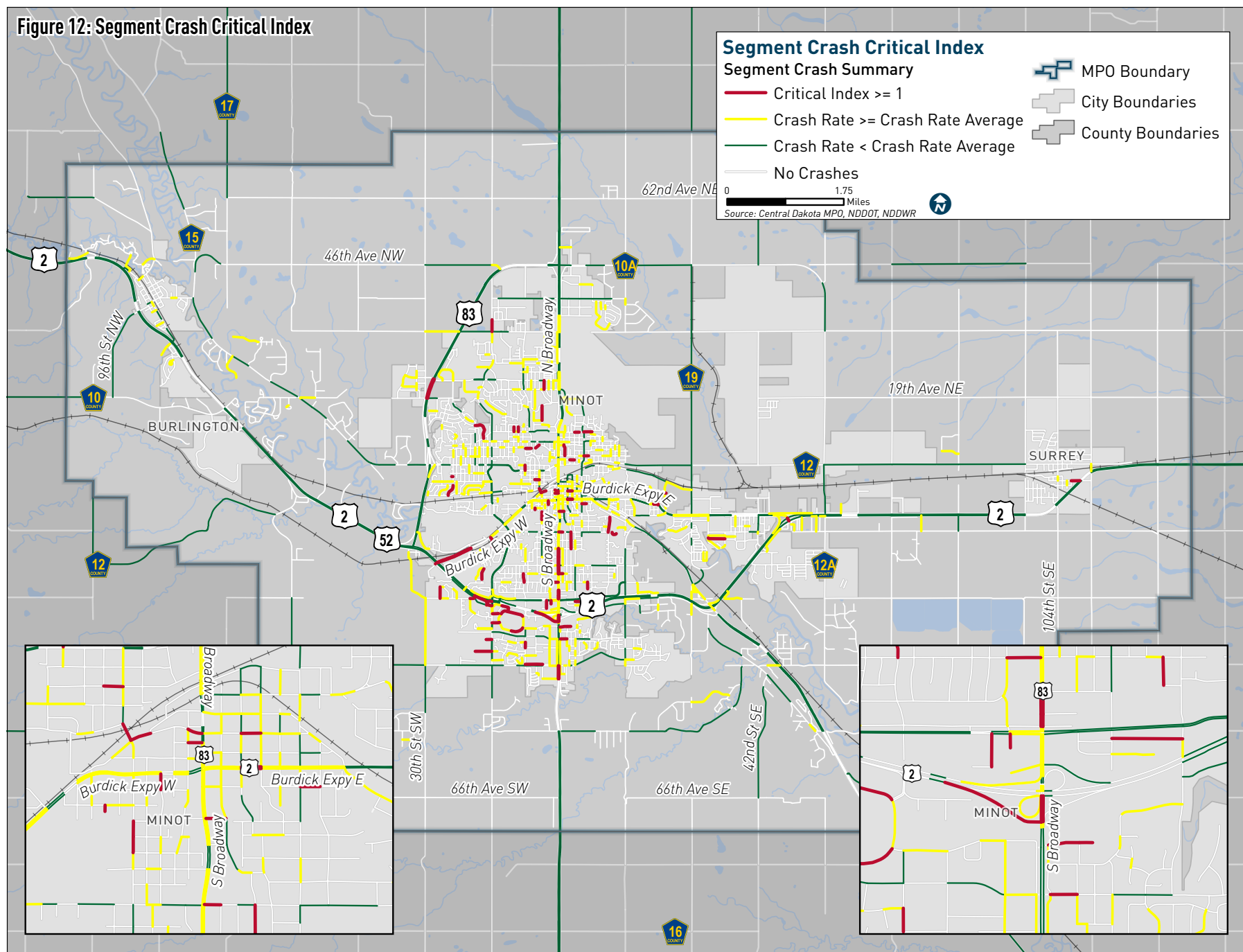
Like intersections, many roadway segments in the MPO have a crash rate that is greater than or equal to the crash rate average for the state. This is especially prominent along north-south corridors in Minot such as Broadway, where large amounts of access to adjacent parcels may create ample opportunities for crashes. The roadways

around Dakota Square Mall also experience crash rates above the state average. U.S. Highways in the area generally have crash rates below the 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

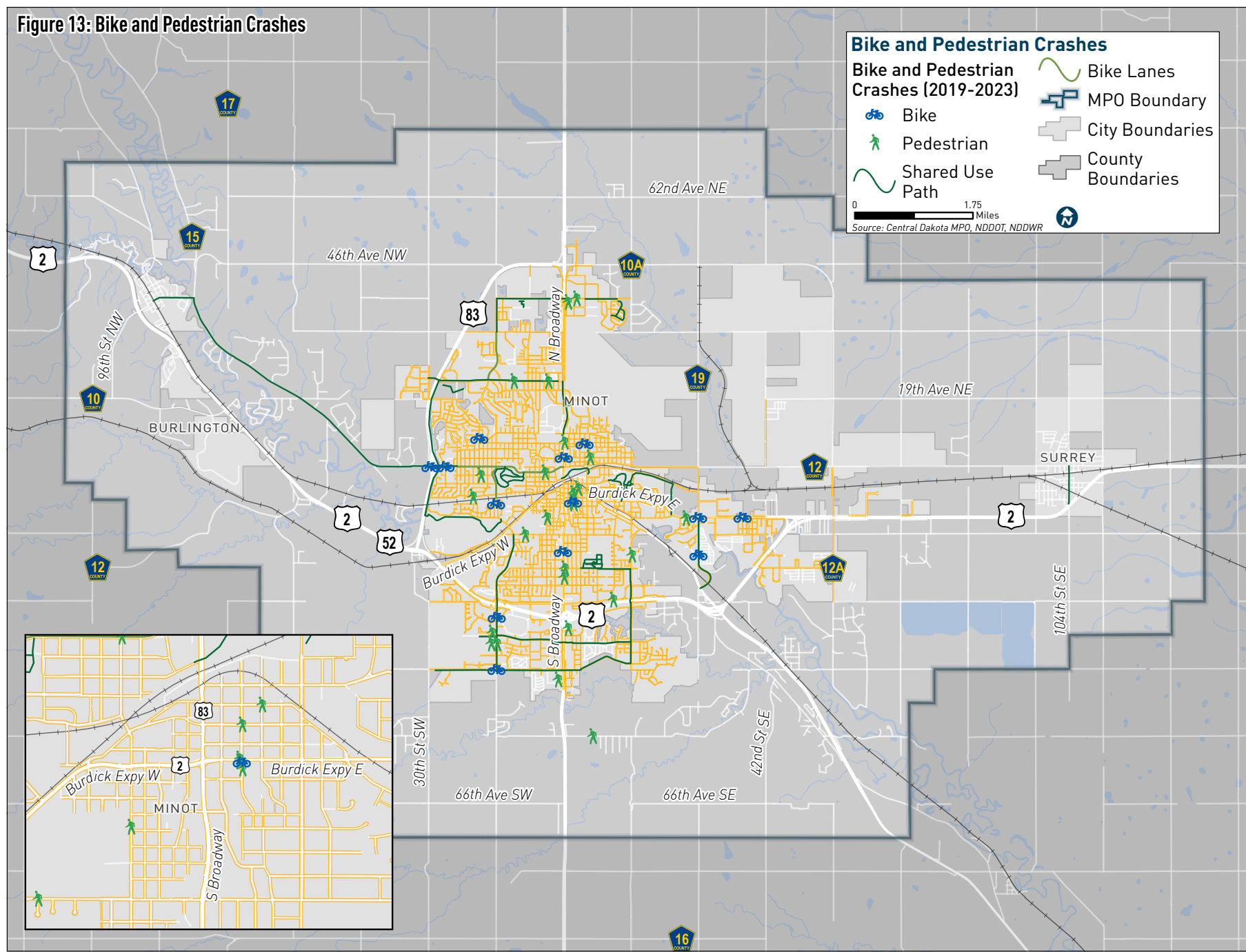
Figure 12: Segment Crash Critical Index



Bike and Pedestrian Crashes

Between 2019 and 2023, there were a total of twenty-six pedestrian crashes and thirteen bicyclist crashes. 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



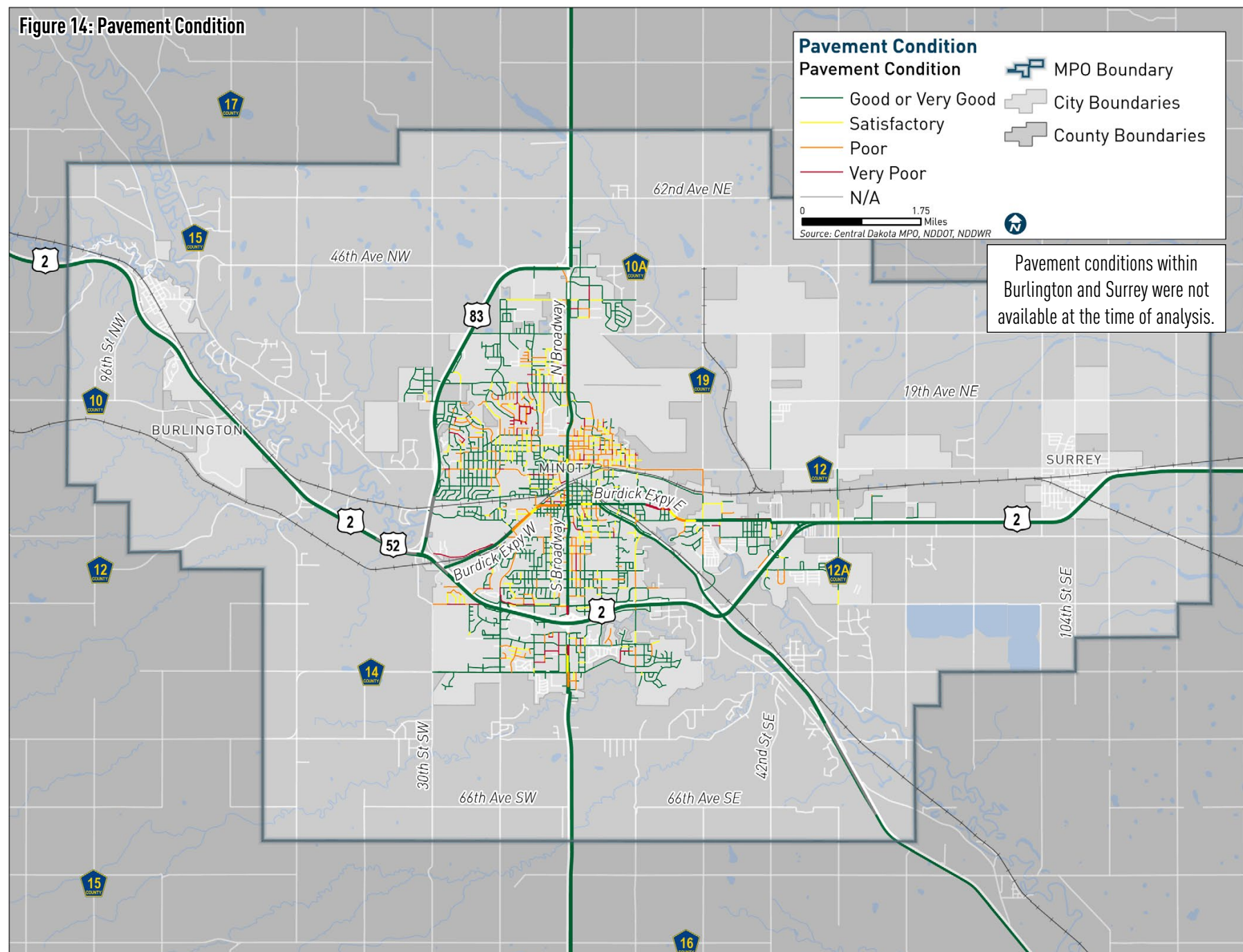
TRANSPORTATION SYSTEM CONDITION

Pavement Condition

As shown in Figure 14, the vast majority of roadway pavement is in a good or satisfactory conditions. However, U.S. Highway 2 Business (Burdick Expressway) is in Poor or Very Poor Condition. Additionally, pavement along U.S. Highway 83 (Broadway Avenue) is in Poor or Very Poor Condition within the City of Minot. Roadway conditions are also Poor or Very Poor in the neighborhood directly south of the airport, adjacent to U.S. Highway 83 (Broadway Avenue).

These conditions can affect the safety of drivers and have impacts to freight and agricultural traffic. Pavement conditions within the Cities of Burlington and Surrey were not available at the time of analysis.

Figure 14: Pavement Condition



Capital Improvement Plans

A Capital Improvement Plan (CIP) is typically a five-year 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.

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
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

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

Ward County CIP 2024 to 2028

2024-2028 Construction Projects	MPO	Year	Budget	State & Federal	Other Funds	Project Total
Patching and Overlay - 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
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

Statewide Transportation Improvement Program (STIP) 2024-2027

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, 55 th 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 (16 th 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 55 th St	\$1,301,000.00
		4303 NH	U.S. Hwy 2 – W, 1 mile W JCT 83 to 55 th 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 (16 th St SW)	\$1,660,000.00
	Reconstruction	23860 4110 SU	ND 989 – N 16 th St SW (2 nd Av SW-14 th Av SW)	\$9,626,000.00
	Rehabilitation	24033 4225 SU	ND 989 – N 16 th St (Frontage Rd SW-24 th Av SW)	\$2,820,000.00
	Maintenance	23787 4222 SHEHU	Minot, Citywide Traffic Signal Revis	\$1,441,000.00

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

Bridges in MPO Area

Within the MPO, there are fifty-eight bridges that are monitored. These structures are either maintained by the North Dakota Department of Transportation or by the Ward County Department of Transportation.

Table 10: Poor and Fair Condition Structures within the MPO Boundary¹⁹

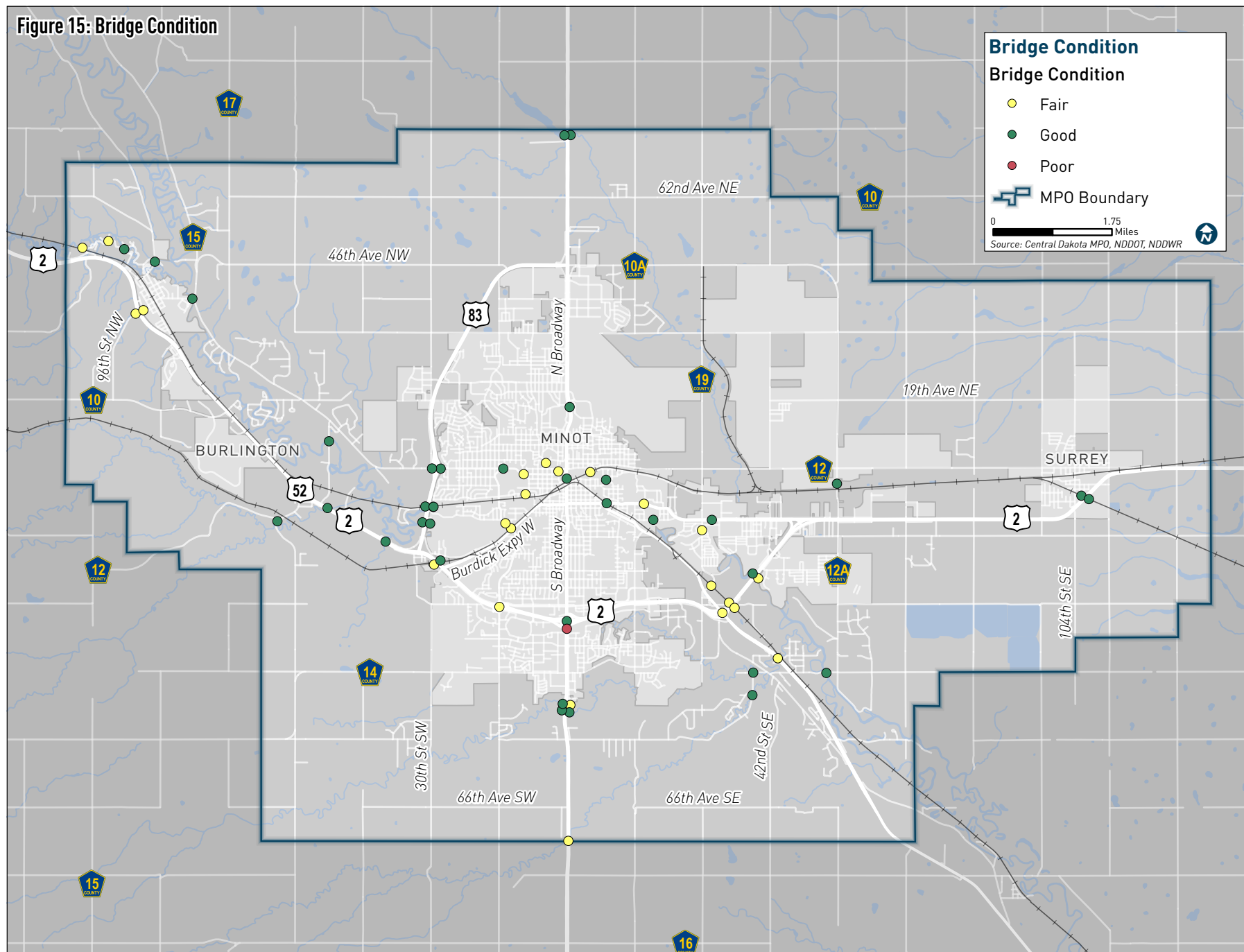
Poor Condition			
Structure Number	Location	Owner	Overall Health Rating
0083-198.473	South of U.S. Hwy 2 at US Highway 83	NDDOT	35.15
Fair Condition			
Structure Number	Location	Owner	Overall Health Rating
51-136-35.0	1 West 1 North Burlington	Ward County DOT	82.69
51-137-35.1	1 West 1 North Burlington	Ward County DOT	84.40
0002-138.353 L	5 Southwest of US 52 West	NDDOT	87.07
0002-144.200 R	2 West U.S. Hwy 83	NDDOT	98.04
0002-145.343	1 West of U.S. Hwy 83	NDDOT	92.78
MNOT03	16 th Street SW-Minot	City of Minot DOT	96.55
MNOT22 B	16 th Street SW-Minot	City of Minot DOT	98.01
MNOT01	3 rd Avenue-10 th Street NW-Minot	City of Minot DOT	96.47
MNOT05	2 nd Avenue-10 th Street SW-Minot	City of Minot DOT	87.45
MNOT24	6 th Street NW-Minot	City of Minot DOT	97.82
MNOT09	3 rd Avenue-4 th Street NW-Minot	City of Minot DOT	93.82

Fair Condition Continued			
Structure Number	Location	Owner	Overall Health Rating
MNOT10	3 rd Street NE-Minot	City of Minot DOT	75.94
0002-907.095	Burdick Expressway East-Minot	NDDOT	97.84
MNOT21	27 th Street SE-Minot	City of Minot DOT	95.85
MNOT25	27 th Street SE-Minot	City of Minot DOT	99.05
0002-148.930	JCT 2 & 52 East	NDDOT	90.23
0002-149.111 L	NE JCT U.S. Hwy 2 & 52	NDDOT	96.39
0002-149.111 R	NE JCT U.S. Hwy 2 & 52	NDDOT	94.05
0002-149.663 R	1 N.E. of U.S. 2 & 52 JCT	NDDOT	93.45
0052-098.967	4 Southeast of U.S. 2 & 83	NDDOT	90.08
0083-195.336	3 South of U.S. Hwy 2	NDDOT	49.41

Table 11: Structure Condition Summary

Owner	Total Structures	Good Condition	Fair Condition	Poor Condition
NDDOT	36	23	12	1
Non-State	22	12	10	0

Figure 15: Bridge Condition



BIKE and PEDESTRIAN SYSTEM

Existing Network

Although sidewalk infill efforts have expanded throughout the City of Minot, through community engagement efforts, residents 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 concentrated planning efforts that recommend improvements to the network. From those plans, and through community support, many improvements have recently been made.

In recent years, Downtown Minot has improved its streetscape to focus more on walking and biking and Surrey has recently added a multi-use trail along 104th Street/Pleasant Avenue. This multi-use trail connects residential areas to Surrey High School. The installation of the multi-use path has been critical for safety as it provides a safe pedestrian crossing of an active rail line. The five mile long Burlington to Minot Trail is currently undergoing rehabilitation efforts to make travel along it more comfortable 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. Additional upcoming improvements can be found in the 'Capital Improvement Plans' section.

However, 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

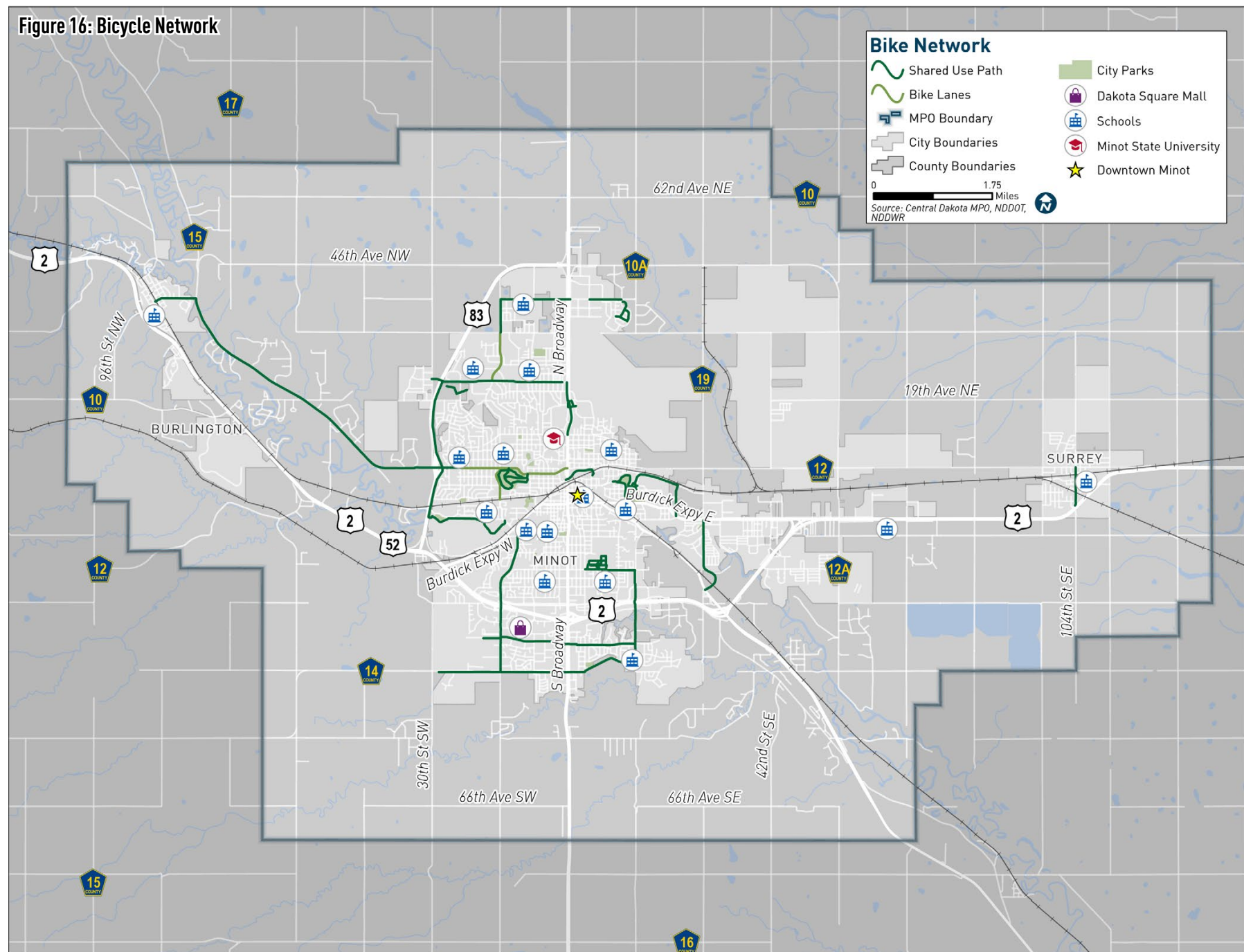
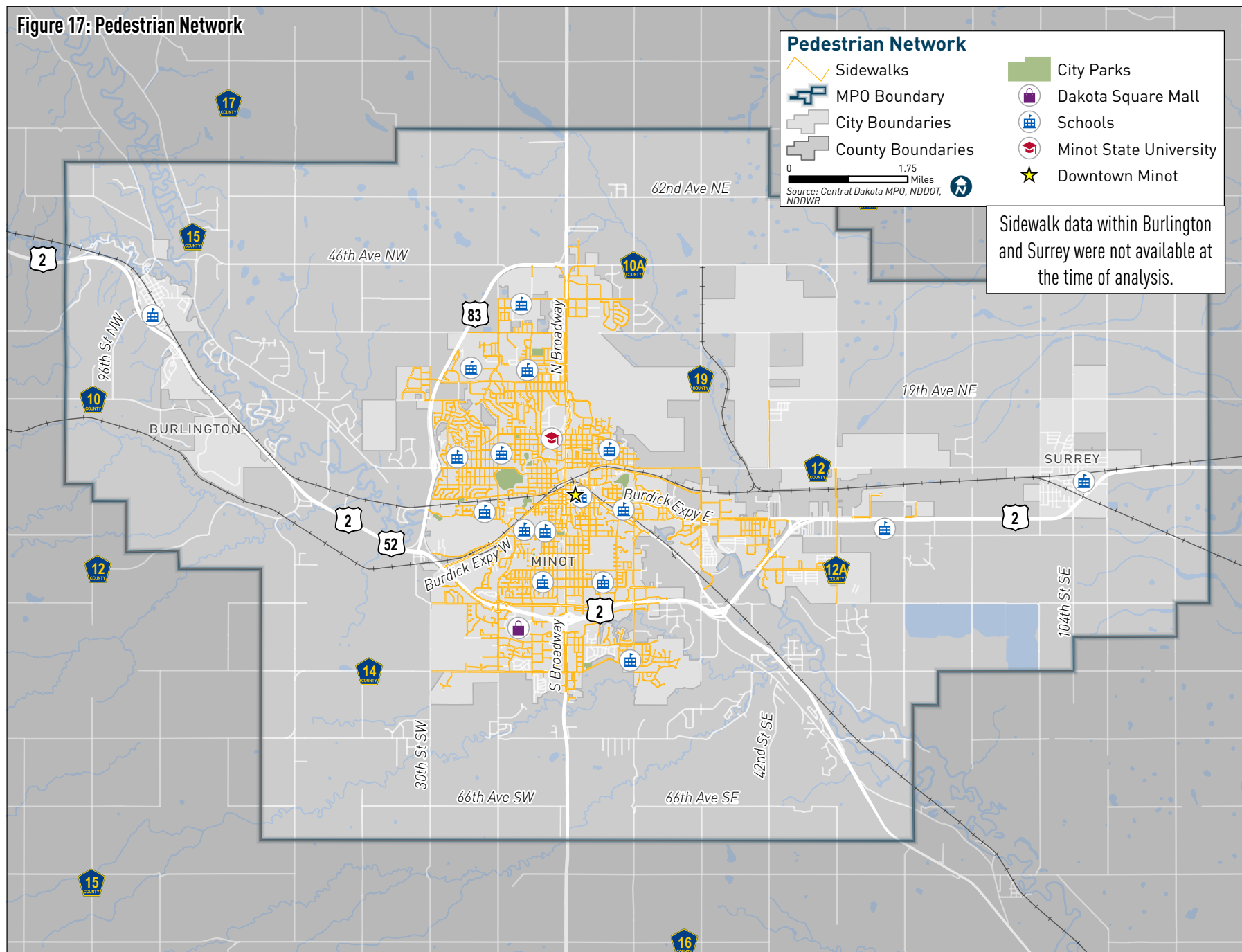


Figure 17: Pedestrian Network



TRANSIT SYSTEM

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 City of Minot. 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.

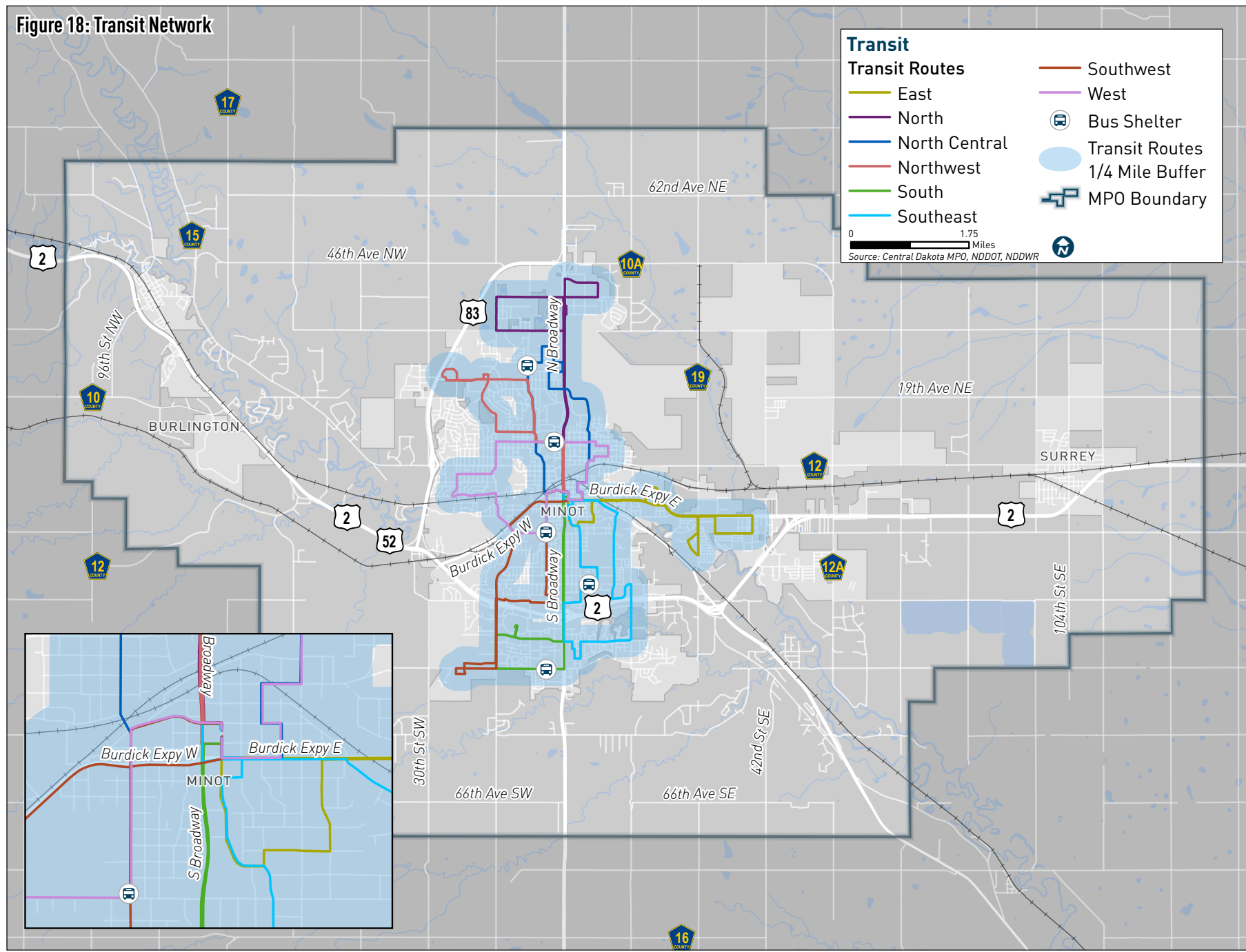
Fixed Route Services Summary

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.

Figure 18: Transit Network



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.

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

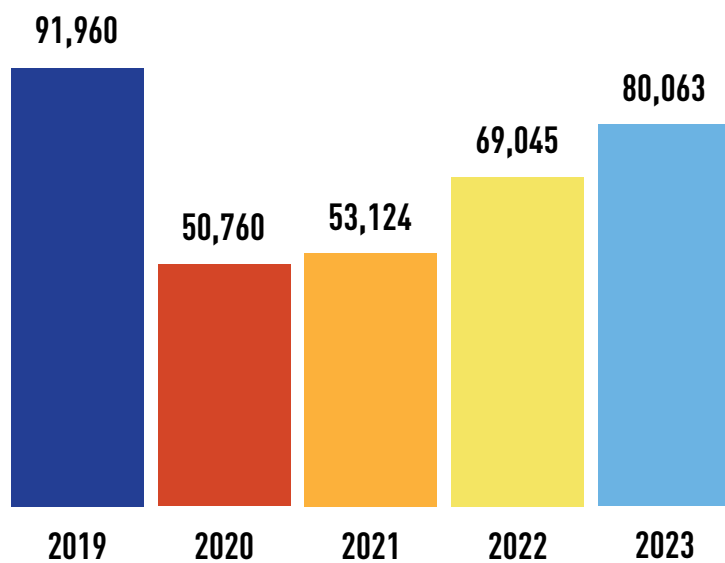


Figure 19: Historical Annual Passenger Count

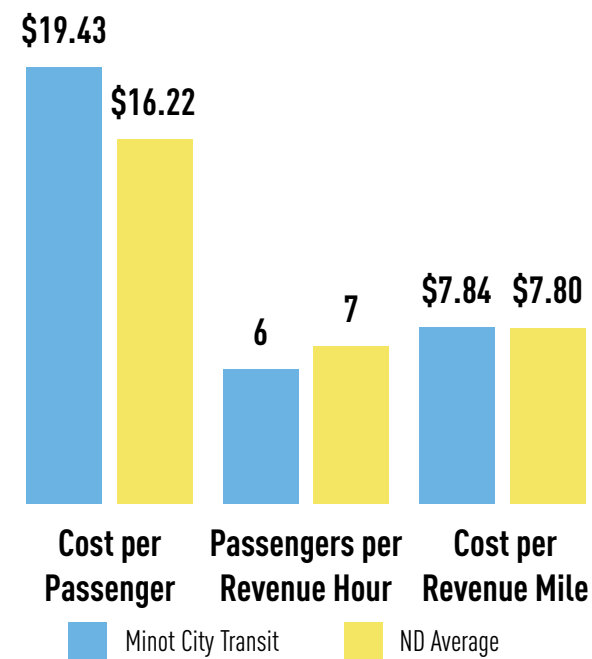


Figure 20: Minot City Transit compared with ND Average

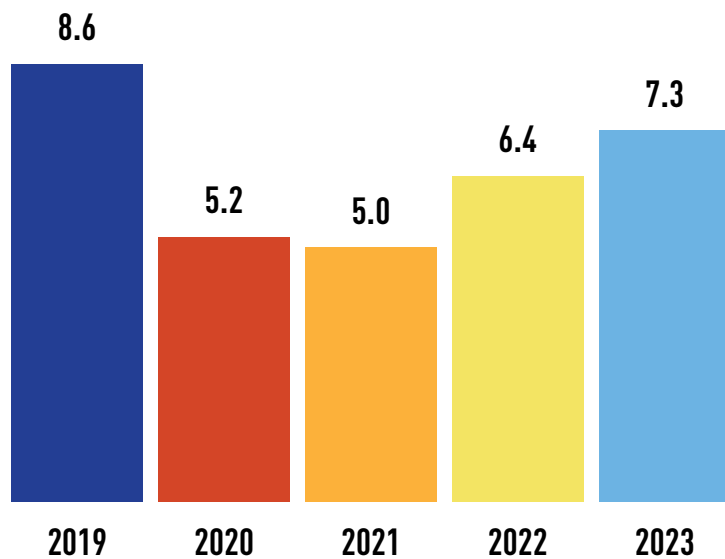


Figure 21: Passengers per Revenue Hour

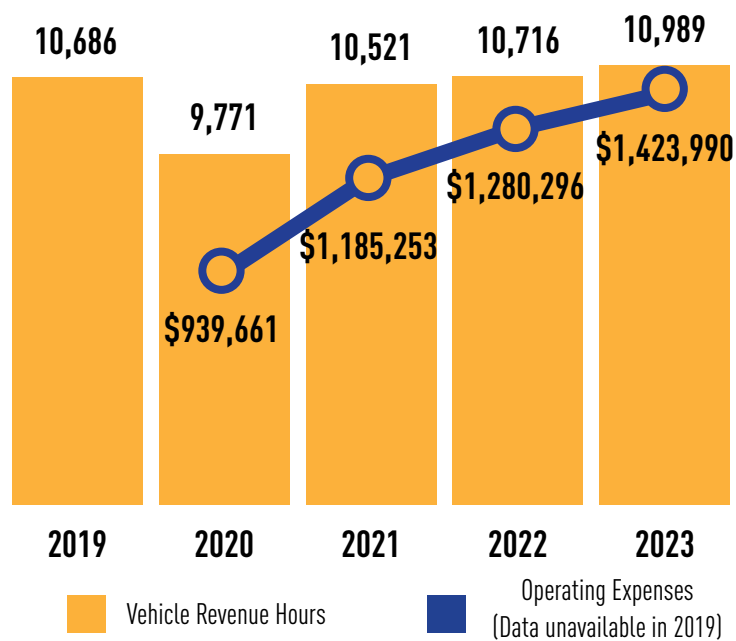


Figure 22: Vehicle Revenue Hours with Operational Expenses

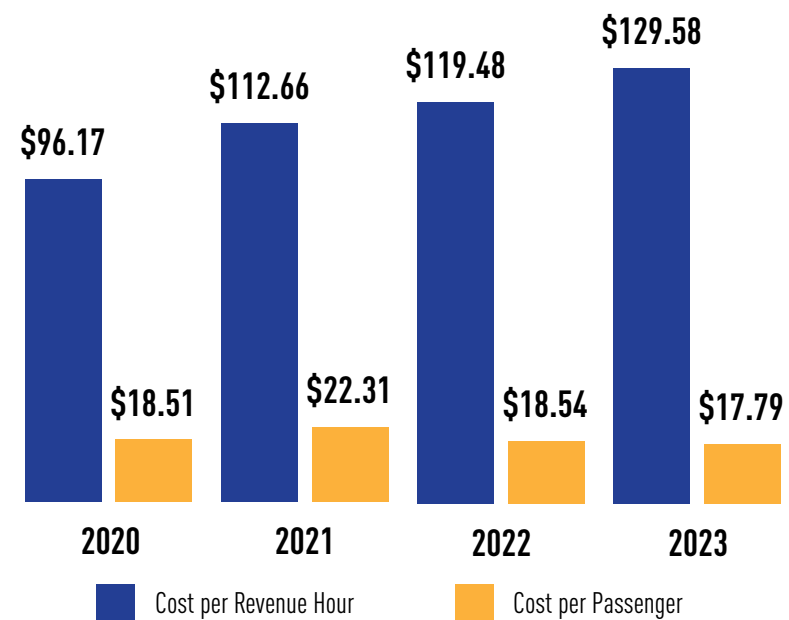


Figure 23: Cost per Revenue Hour and per Passenger

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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.



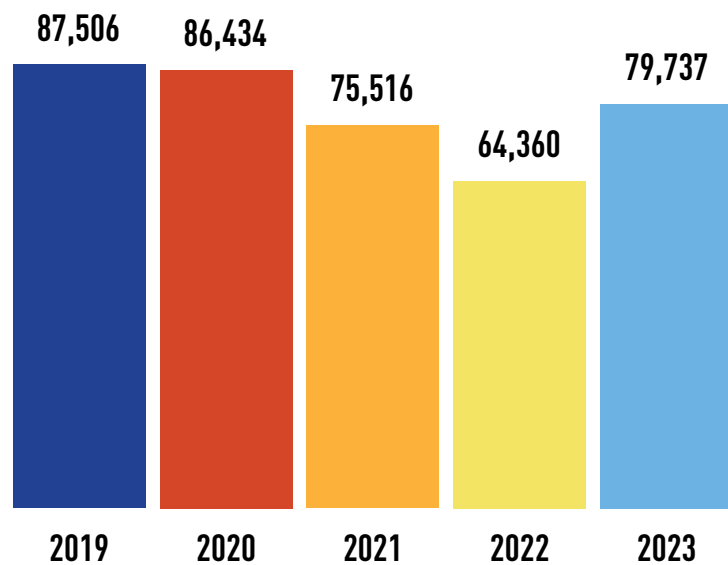


Figure 24: Historical Annual Passenger Count

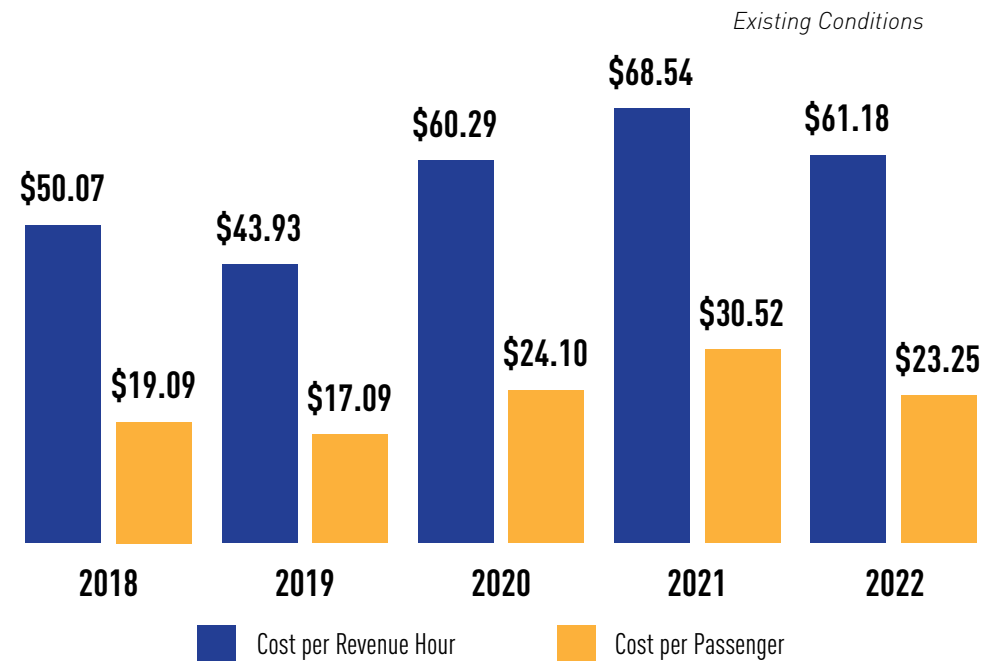


Figure 26: Cost per Revenue Hour and per Passenger

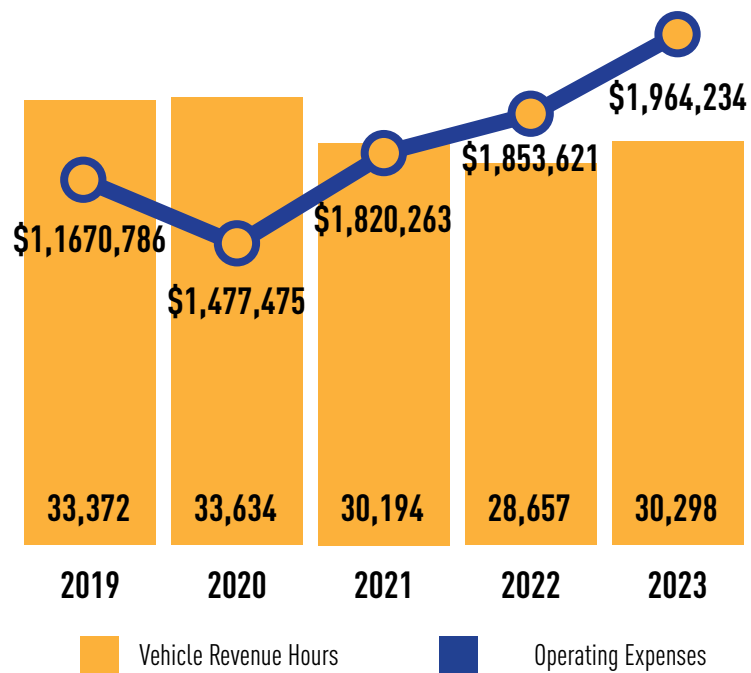


Figure 25: Vehicle Revenue Hours with Operational Expenses

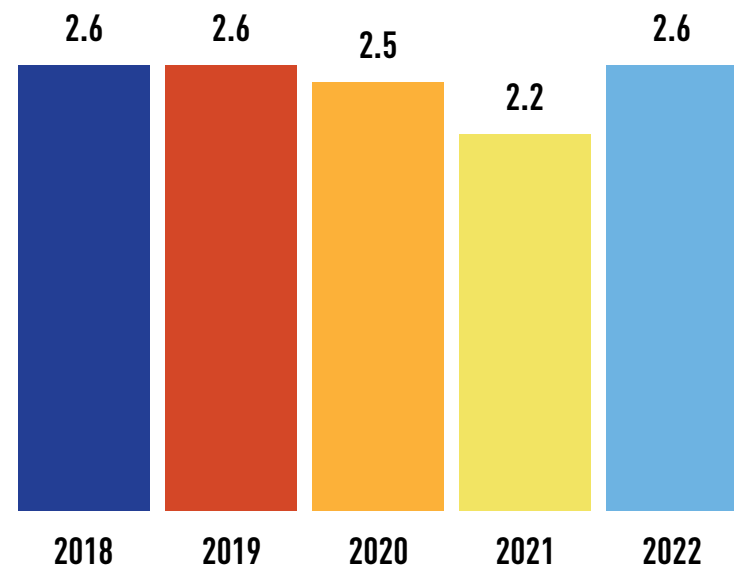


Figure 27: Passengers per Revenue Hour

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 Analysis, the transit system has drastically changed and will benefit from an

updated analysis as part of the upcoming Transit Development Plan.

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.

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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.
- 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

Future SW/SE Connector Corridors⁴

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 (AFB) Routes

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.⁵

Broadway / U.S. Highway 83	U.S. Highway 2/52
U.S. Highway 83 Bypass	46th Avenue NW
Burdick Expressway	46th Avenue NE
U.S. Highway 2	27th Street NE (County Road 19)
U.S. Highway 52	37th Avenue SW (County Road 14)

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

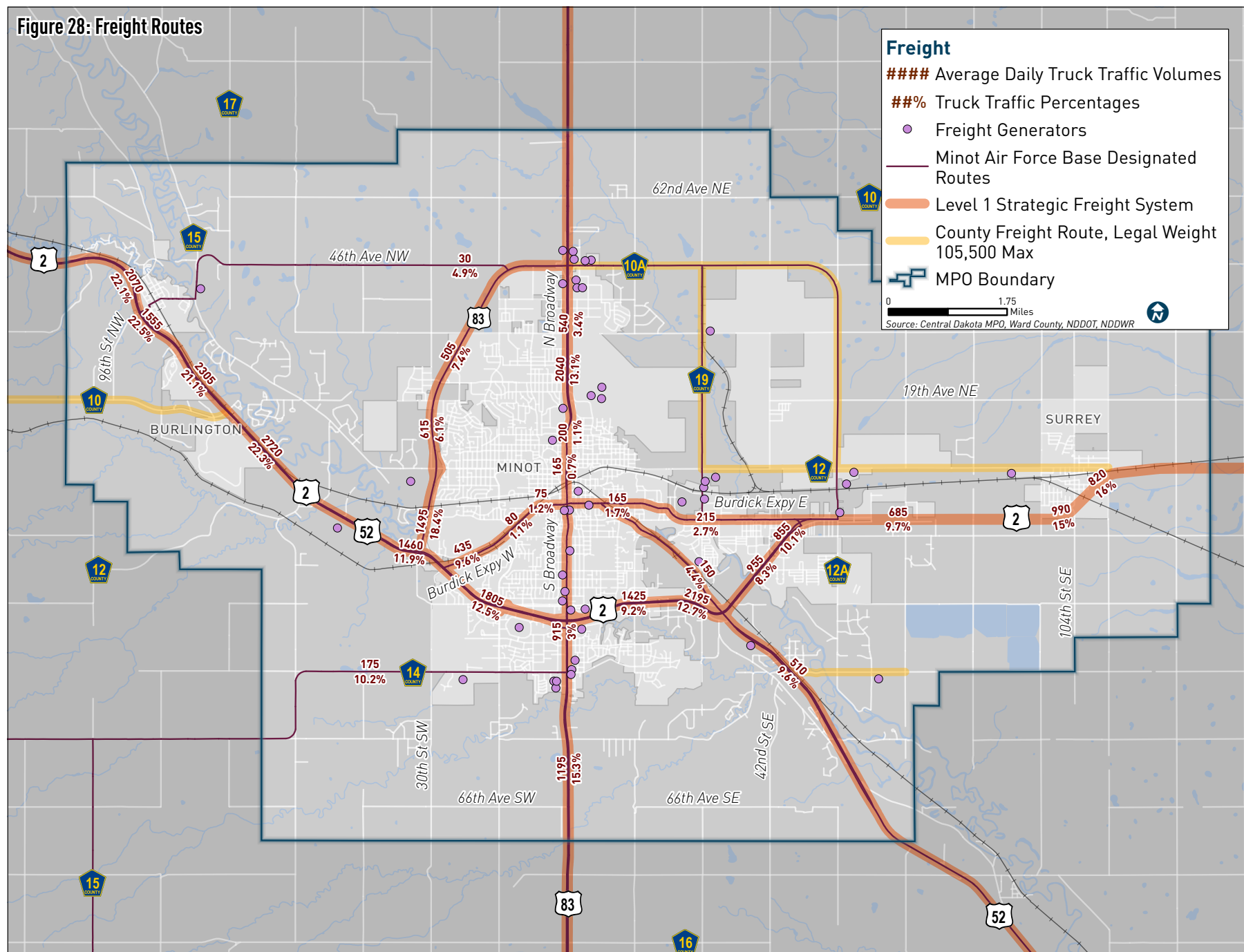
the short clearance, large trucks frequently hit the bridge causing delays, damages, and bridge closures. However, over height vehicles traveling this route do not currently have a convenient alternate route for bypassing this height restriction. A lack of alternative roadways creates a negative impact 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.

U.S. Highway 2 Bridge Strike on 16th Street SW²⁰



Figure 28: Freight Routes

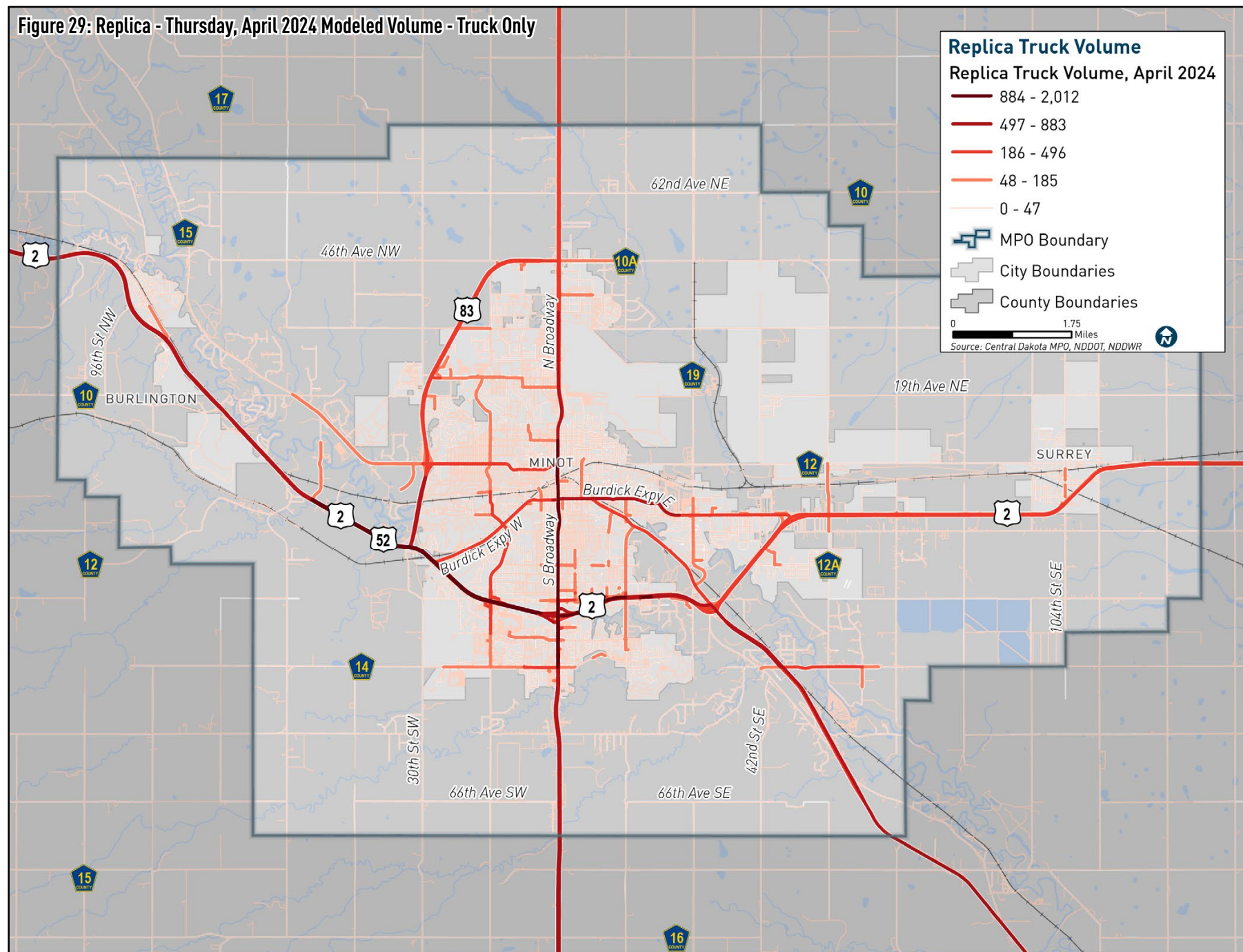


Existing Truck Volumes

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.

Figure 29: 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 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.

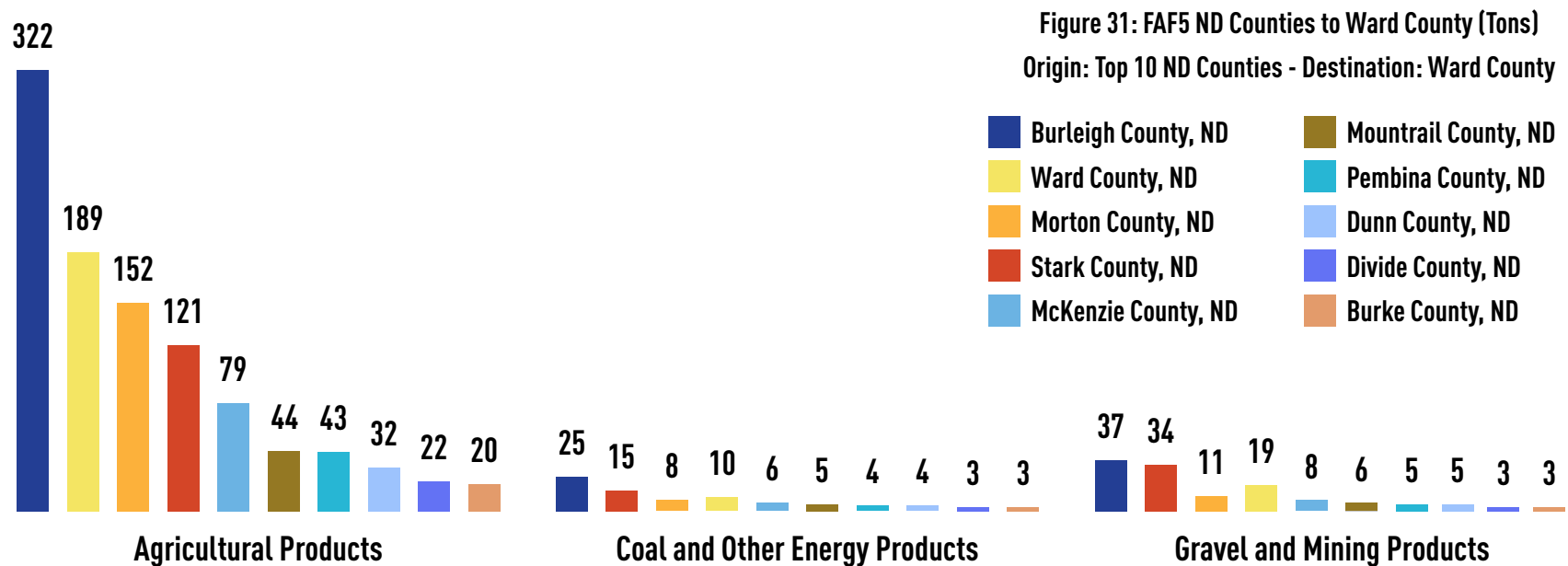
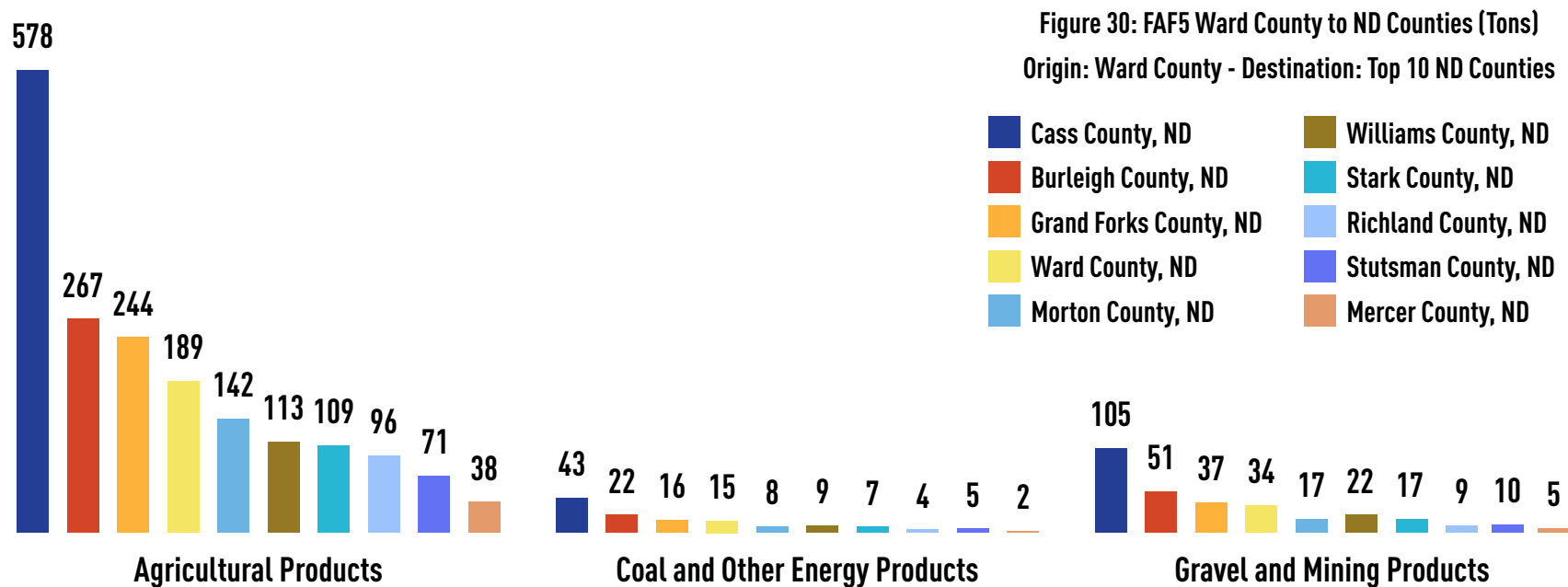


Figure 32: FAF5 Ward County to ND Counties and Surrounding States (Tons)
Origin: Ward County - Destination: Top 2 Counties from Surrounding States (MN, SD, MT)

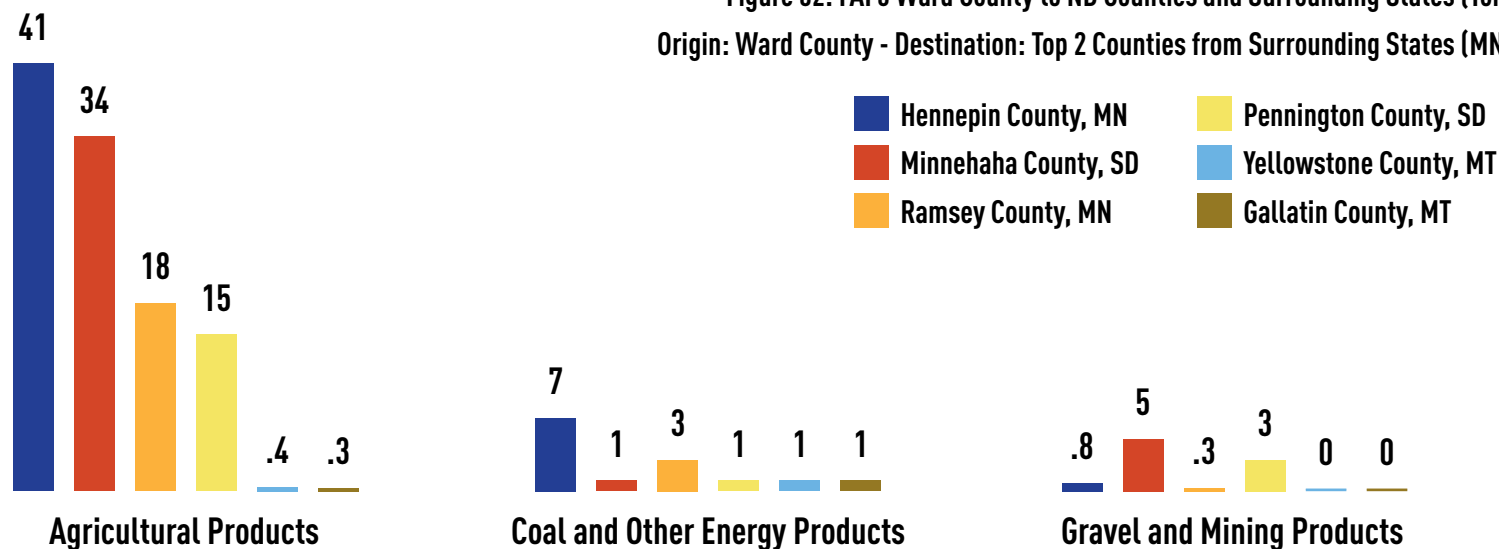
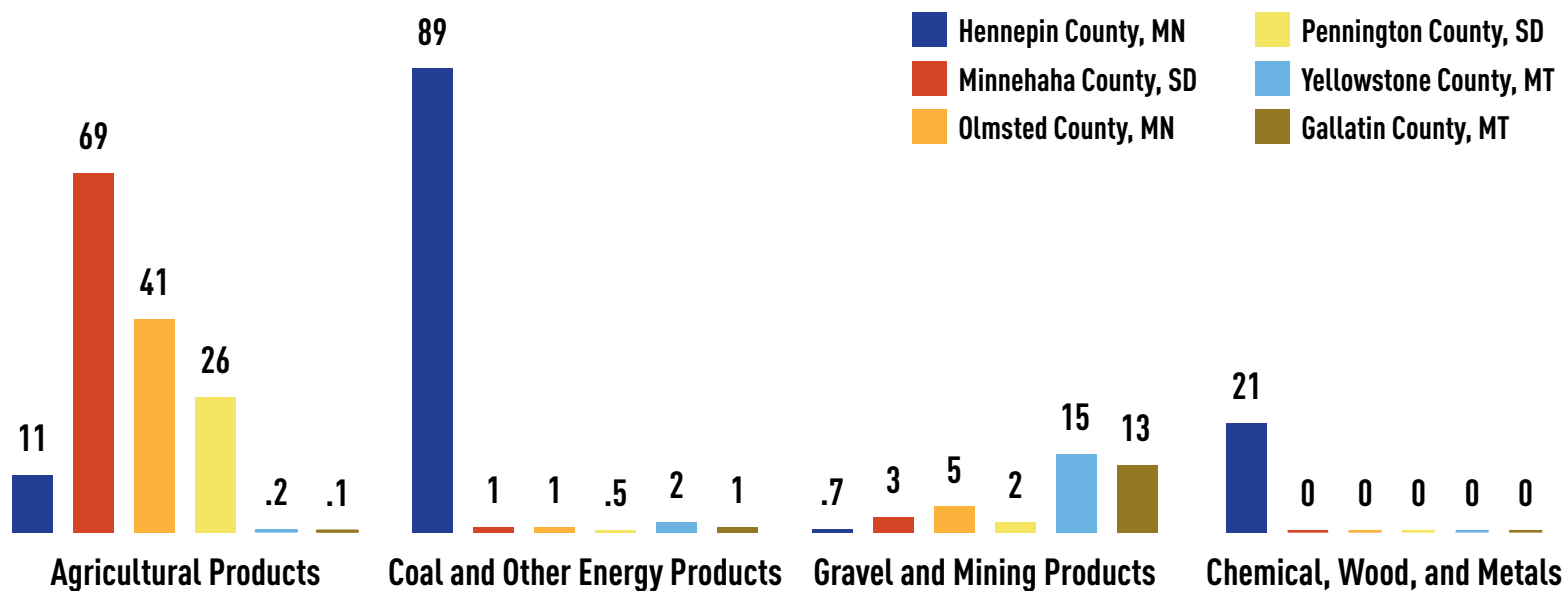


Figure 33: FAF5 ND Counties and Surrounding States to Ward County (Tons)
Origin: Top 2 Counties from Surrounding States (MN, SD, MT) - Destination: Ward County



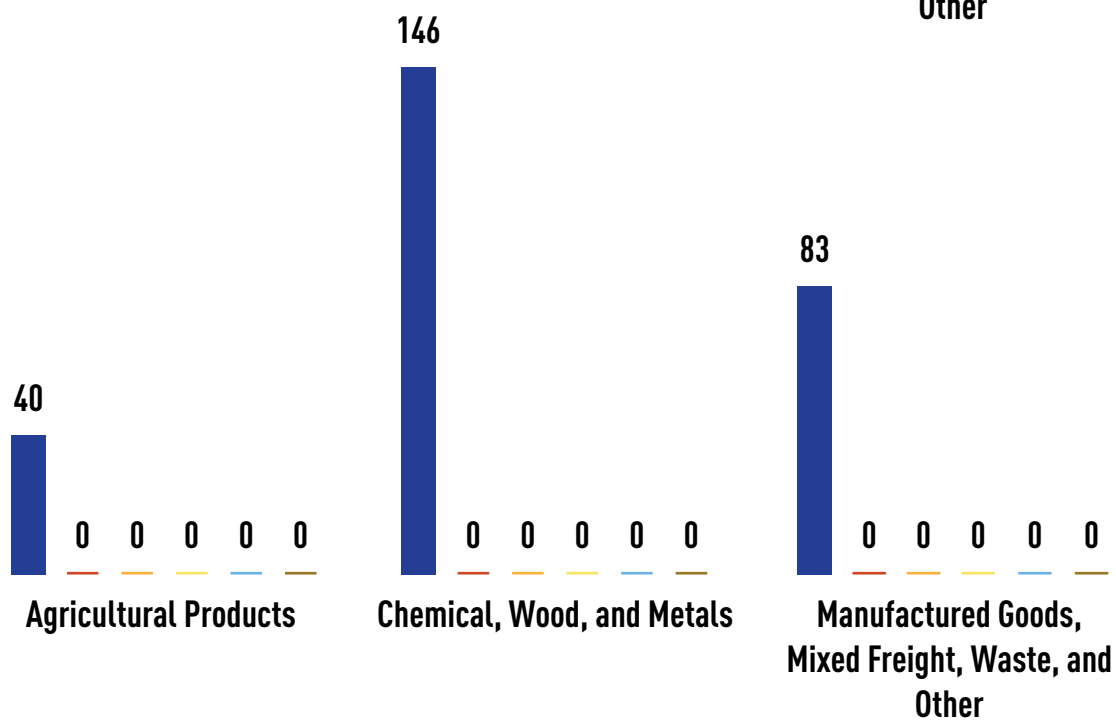
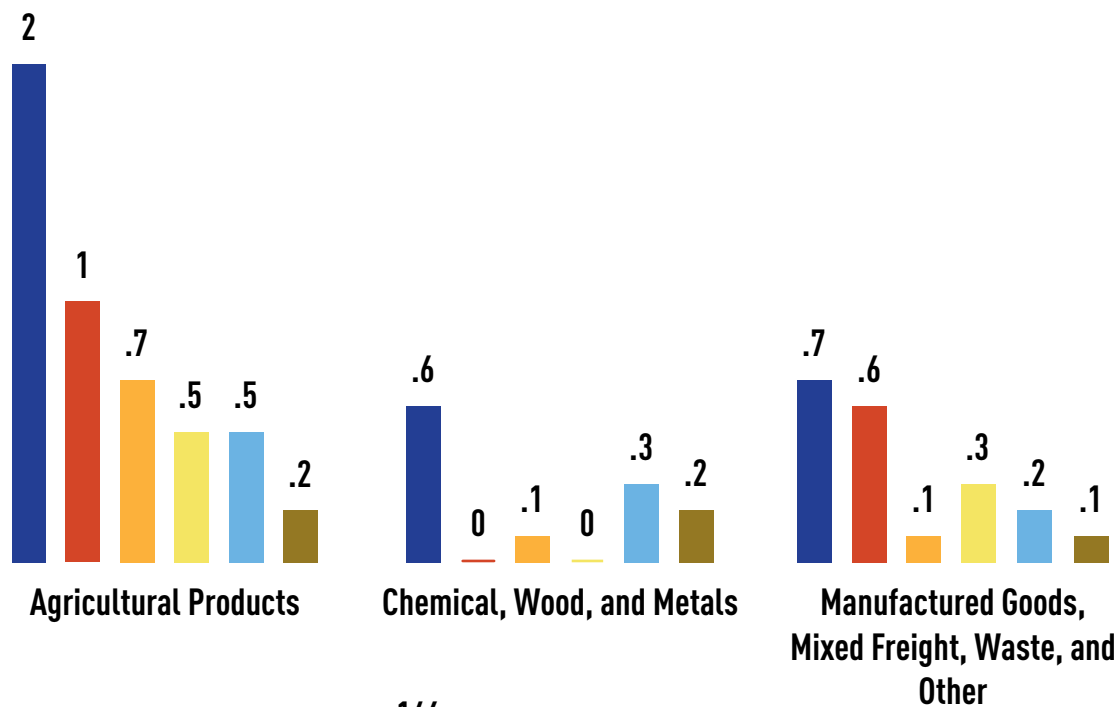


Figure 34: FAF5 Ward County to Foreign Regions (Tons)
Origin: Ward County - Destination: Top 6 Foreign Regions

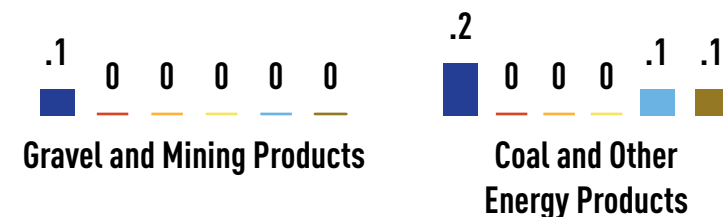
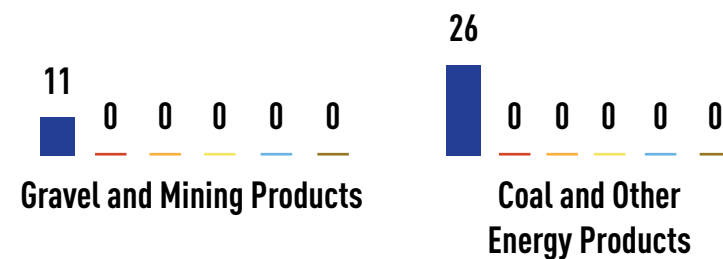
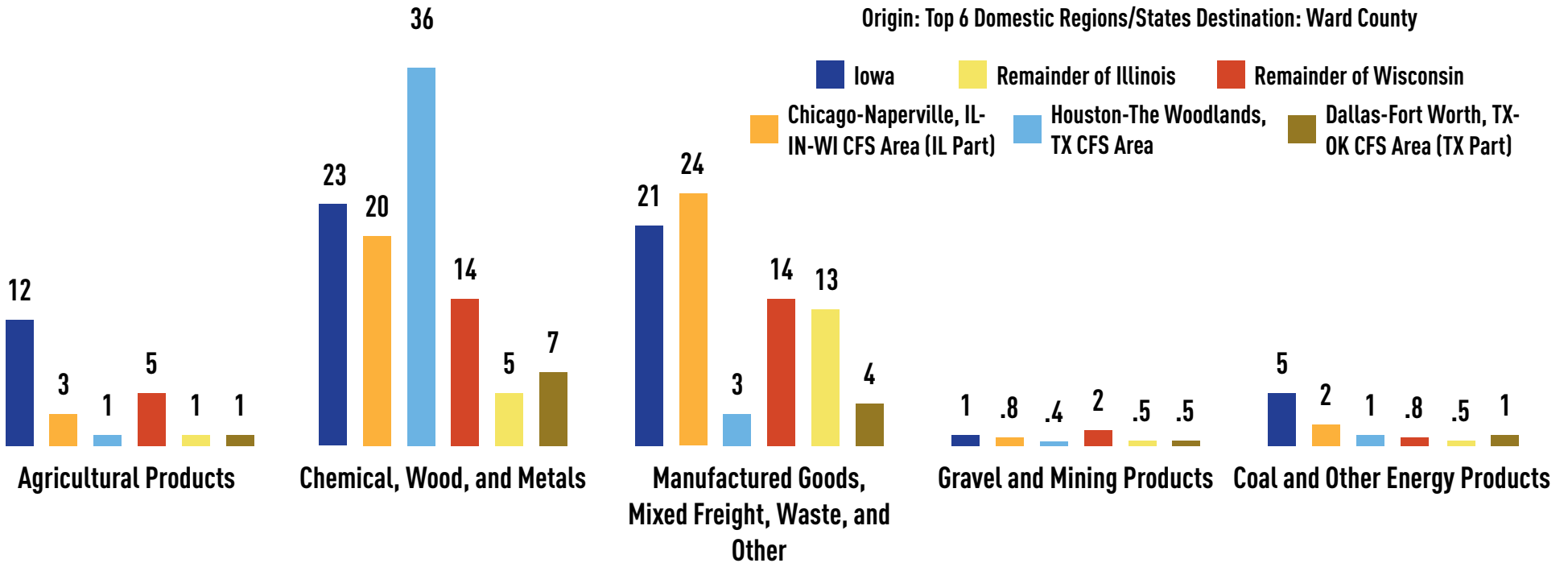
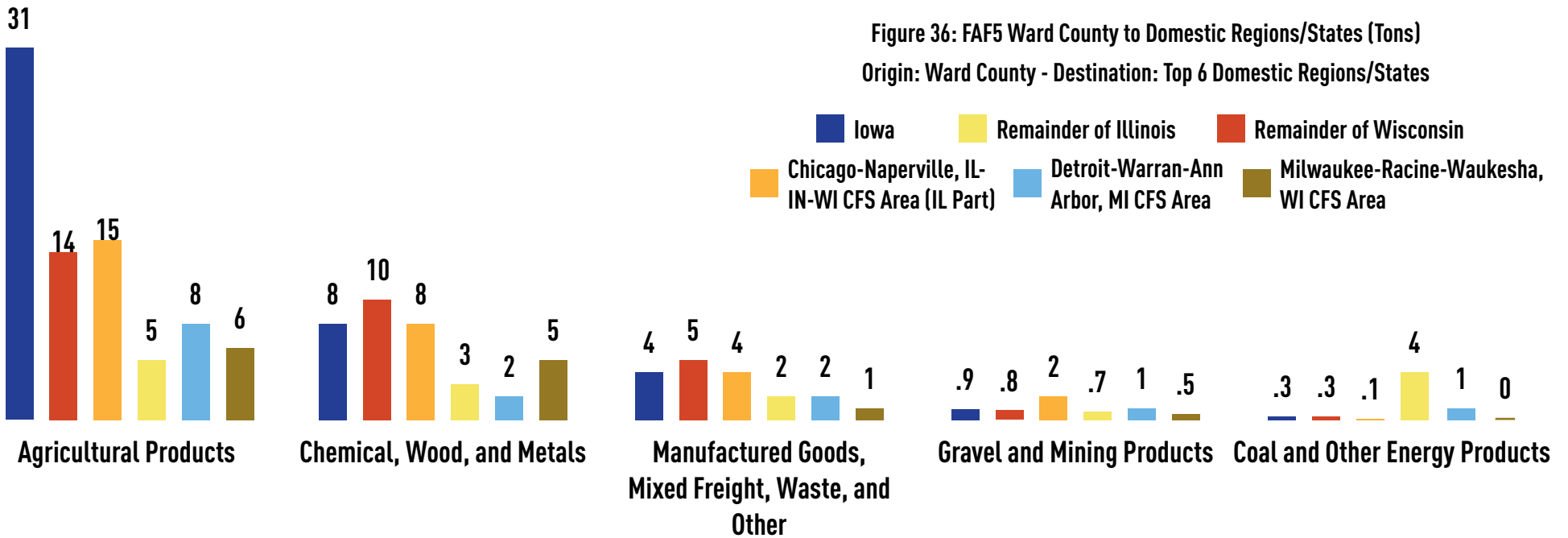


Figure 35: FAF5 Foreign Regions to Ward County (Tons)
Origin: Top 6 Foreign Regions - Destination: Ward County





Rail Connections⁶

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 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

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 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. For FY 2023, Amtrak spent \$34,200,414 in North Dakota, with \$2,985,933 being spent in Minot. 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. Construction will commence in FY 2026 and be completed in FY 2028.⁷

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.

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



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.⁸

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.

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

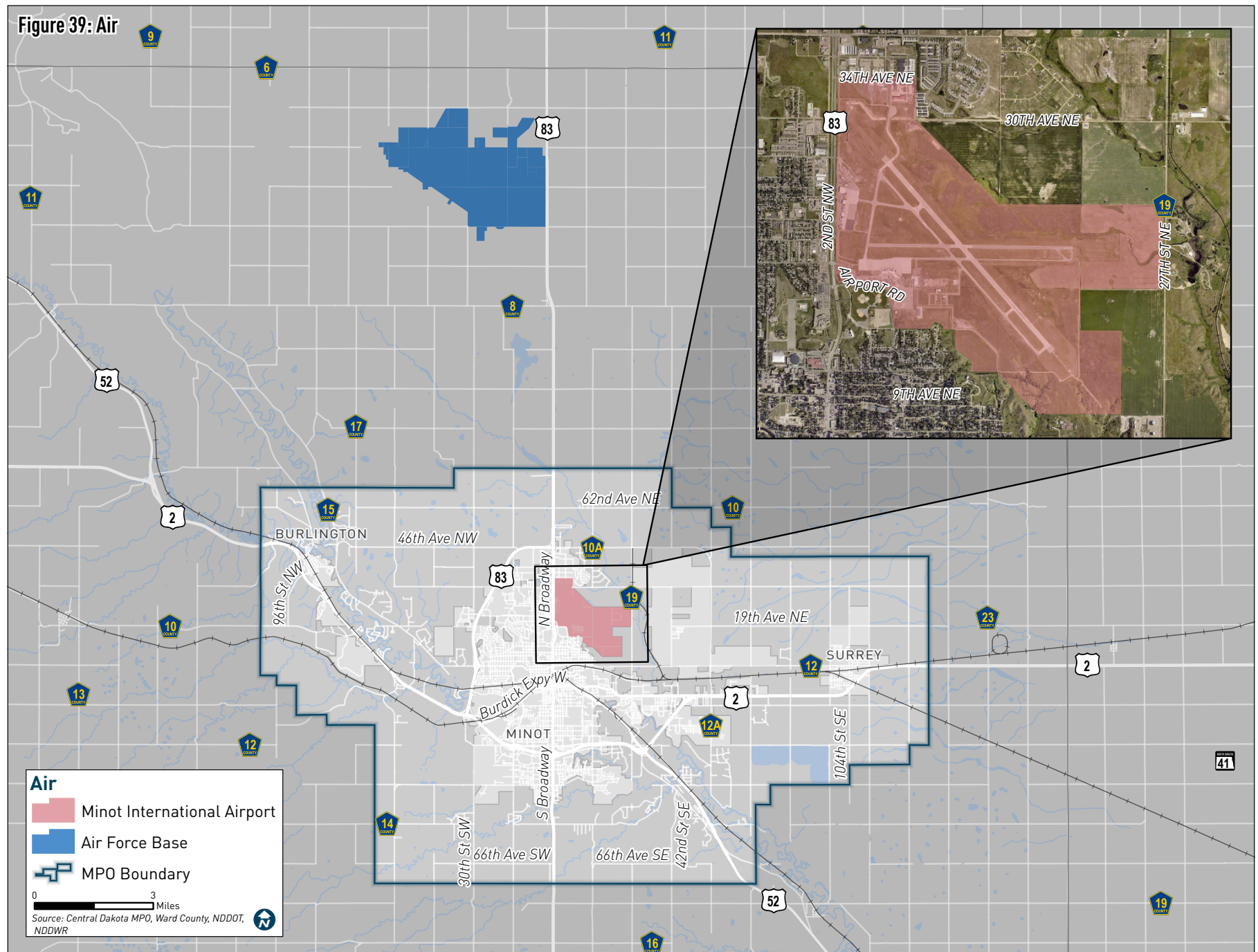
The Minot International Airport is currently served by Allegiant Air, Delta Airlines, and United Airlines. At the time of writing, passengers could fly direct to Minneapolis, MN; Denver, CO; Mesa, AZ; Las Vegas, NV; and Orlando, FL from Minot.

Multimodal Connections⁹

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.

Figure 39: Air



Airport Planning Efforts

In 2018, the Master Plan Update for the Minot International Airport was adopted by the Airport Commission. The intent of the master plan was to provide updated data and an analysis of airport activities that were not included in the previous Master Plan (2010). The implementation timeline below is based on a balance between available funding, facility conditions, and manifested demand for the facilities.¹⁰

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

Endnotes

- 1 <https://www.minotnd.gov/DocumentCenter/View/1848/Minot-NB-DT-Chapter-3-Flood-Chronology>
- 2 <https://www.usgs.gov/centers/dakota-water-science-center/souris-river-above-minot-north-dakota-108-years>
- 3 <https://www.minotnd.gov/720/Safe-Routes-to-School-Projects>
- 4 https://www.co.ward.nd.us/DocumentCenter/View/6747/WC_SE-SW_Connector_Study
- 5 https://www.dot.nd.gov/sites/www/files/documents/construction-projects/NDDOT_FinalFRP_Jan2023.pdf
- 6 https://www.dot.nd.gov/sites/www/files/documents/construction-projects/NDDOT_FinalFRP_Jan2023.pdf
- 7 <https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/NORTHDAKOTA23.pdf>
- 8 <https://www.minotchamberedc.com/news/lpnd-train-1--/>
- 9 <https://www.motairport.com/155/Ground-Transportation>
- 10 <https://www.motairport.com/DocumentCenter/View/336/Executive-Summary>
- 11 https://data.census.gov/profile/Surrey_city,_North_Dakota?g=160XX00US3877180
- 12 https://data.census.gov/profile/Burlington_city,_Ward_County,_North_Dakota?g=060XX00US3810110940
- 13 https://data.census.gov/profile/Minot_city,_North_Dakota?g=160XX00US3853380
- 14 https://data.census.gov/profile/Ward_County,_North_Dakota?g=050XX00US38101
- 15 <https://www.minotnd.gov/DocumentCenter/View/1848/Minot-NB-DT-Chapter-3-Flood-Chronology>
- 16 Esri (2024), ACS (2018-22), U.S. Census (2020)
- 17 <https://www.minotdailynews.com/news/local-news/2024/08/first-day-of-school-marks-new-era-for-minot/>
- 18 <https://www.minotstateu.edu/faculty.shtml>
- 19 <https://nddot.maps.arcgis.com/apps/MapSeries/index.html?appid=c9251469c0934f94aae31f9fdb979f41>
- 20 <https://www.kfyrtv.com/2023/11/18/industrial-tank-wedged-under-16th-street-overpass-minot/>

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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 federally 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.

The City of Minot was recently awarded Safe Streets and Roads for All program funding from the US Department of Transportation to prepare a safety action plan that identifies specific safety projects and provides an avenue to additional funding. This type of approach can help to promote additional state and federal funding opportunities.

- 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.
- Policy 1C.2. Partner with schools, community groups, and businesses to host safety workshops.

Objective 1D: Enhance community safety through thoughtful infrastructure 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. Evaluate and adjust right of way and street width standards.
2. Policy 2D.2. Assess and monitor usage and adjust off-street parking requirements.

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 for all users to ease movement 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.

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

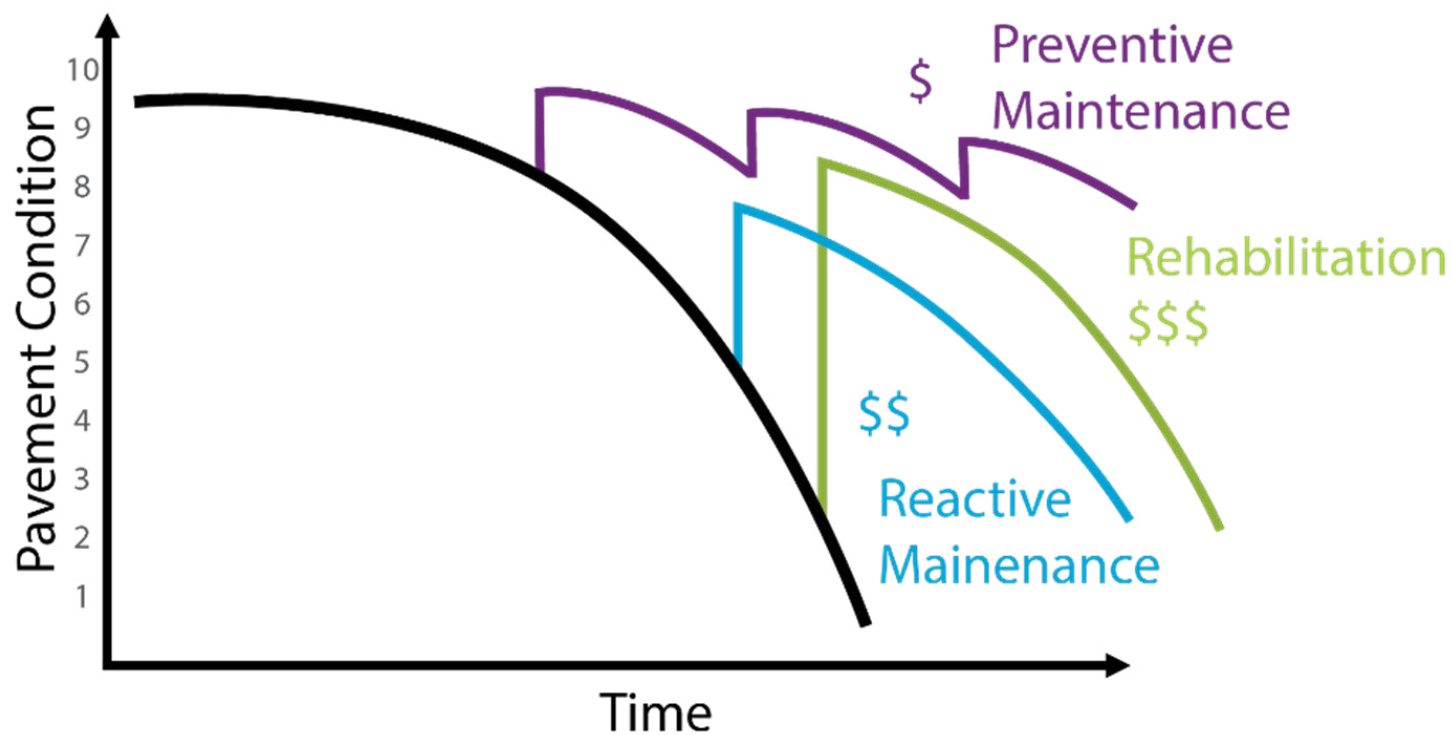
Pavement preservation is one of the most important aspects of transportation system and asset management, as the quality of road surface has impacts on roadway operations, travel time reliability, system safety, vehicle maintenance, and more. While all roads incur future replacement needs, this process 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

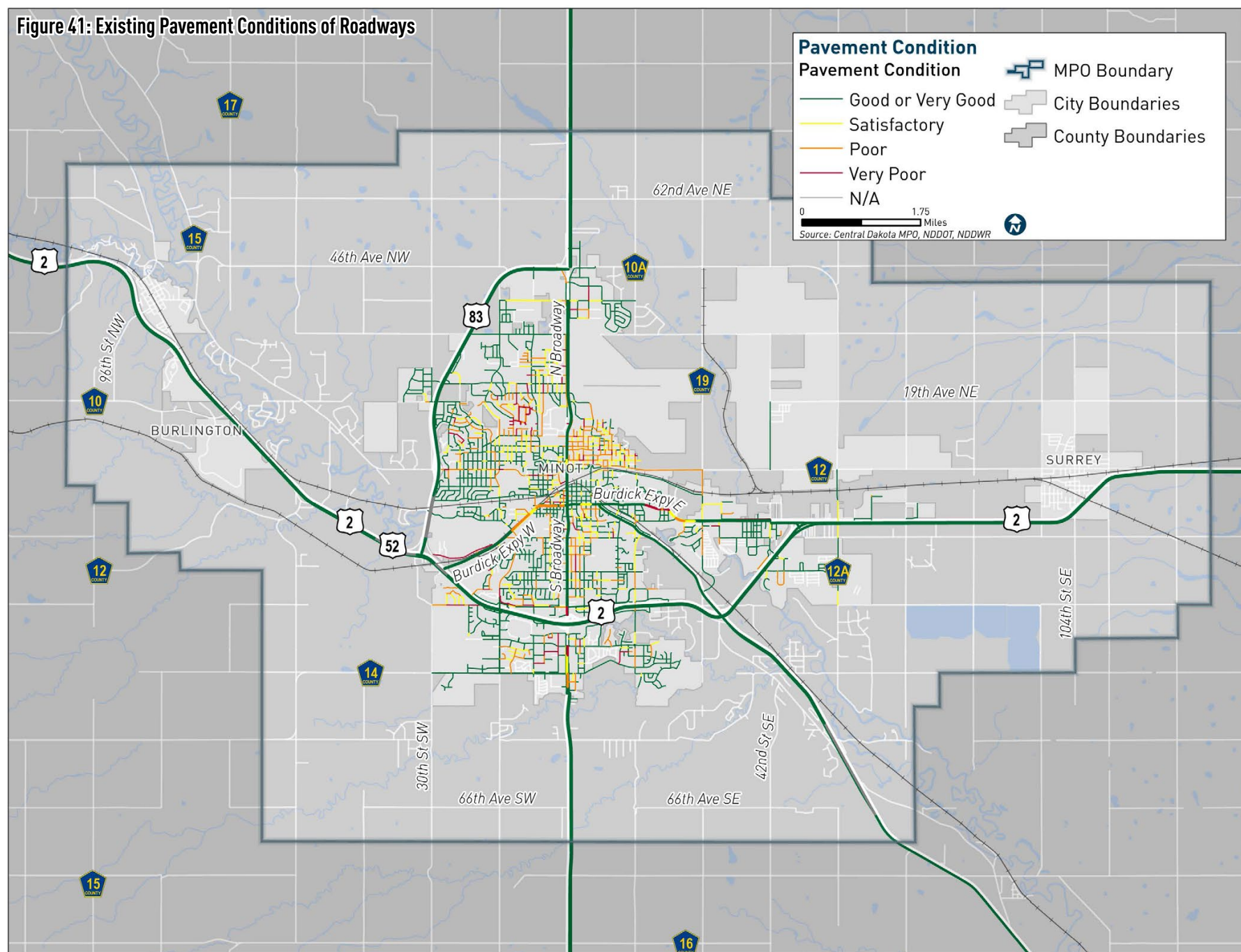


Figure 42: Major Rehabilitation Corridor Needs

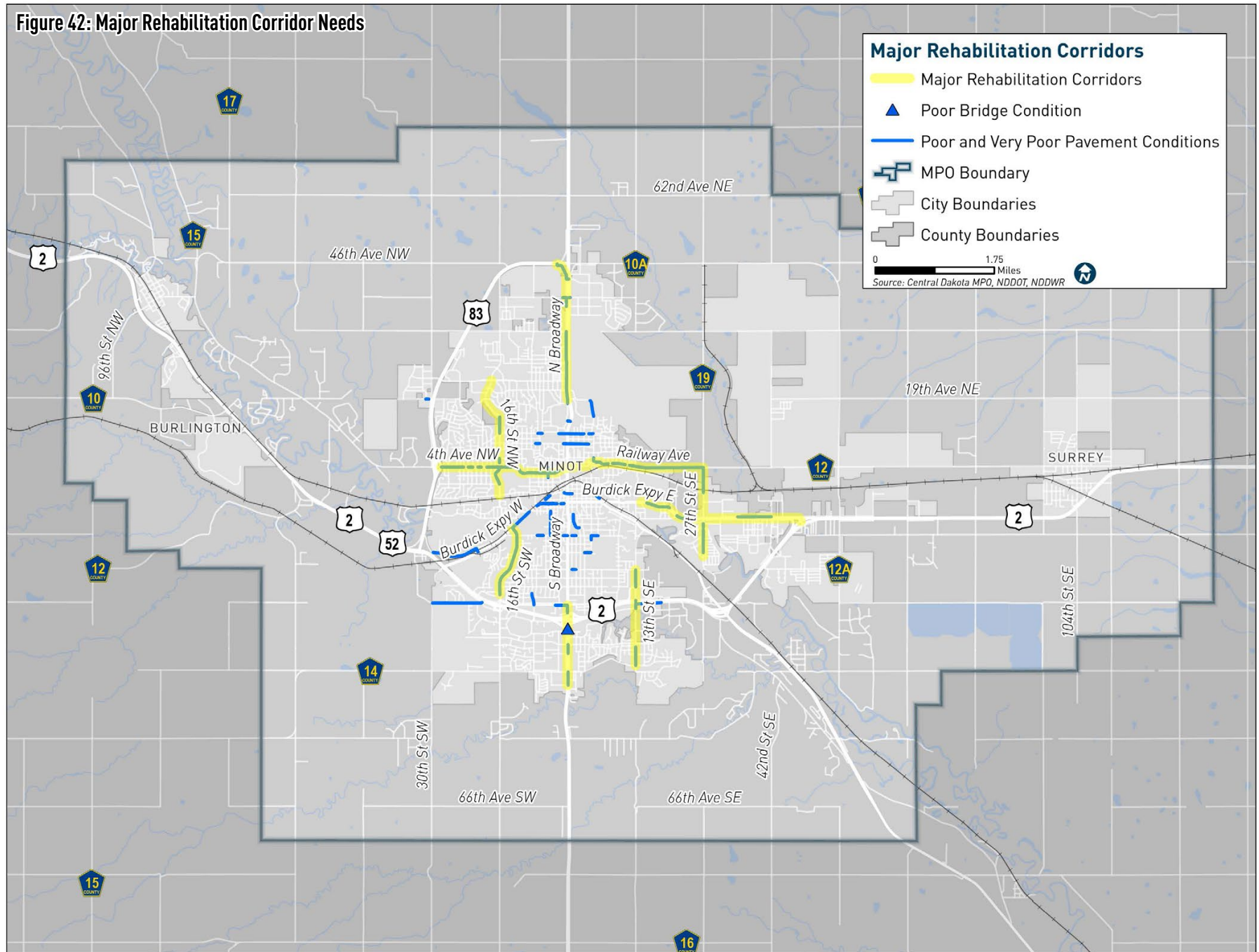
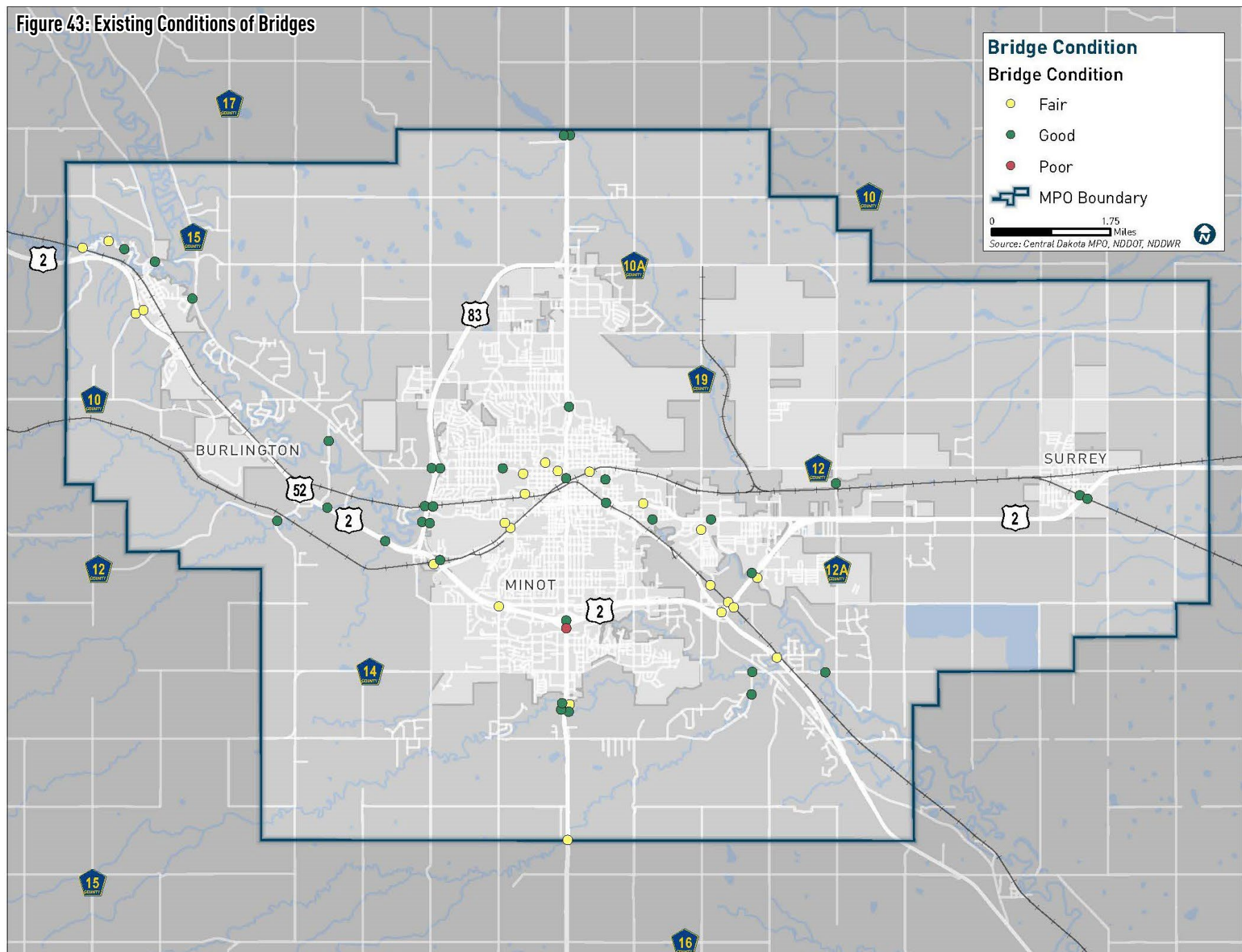


Figure 43: Existing Conditions of Bridges



SAFETY ANALYSIS

Safety Dashboard

A [dashboard](#) was made 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

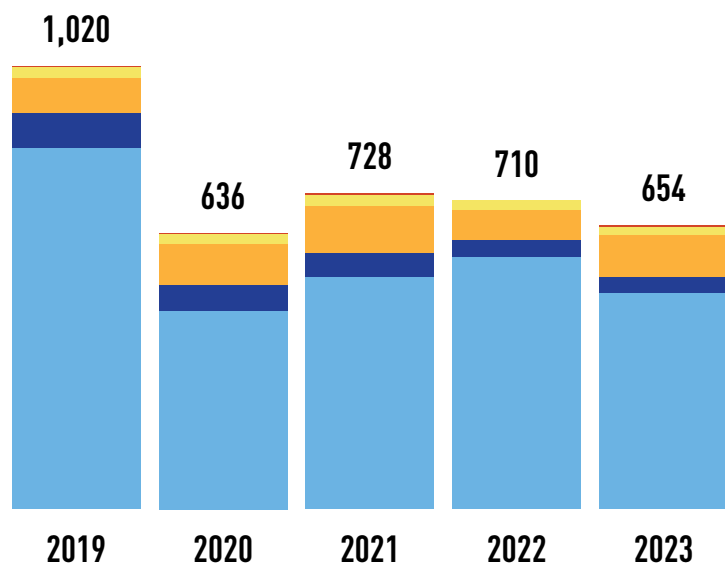


Figure 44: Crashes by Year

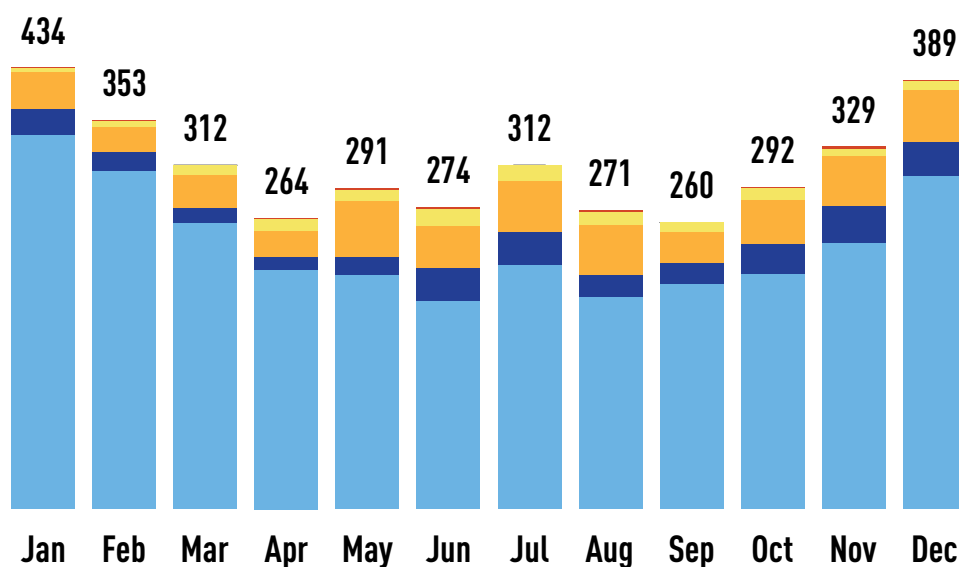


Figure 45: Crashes by Month

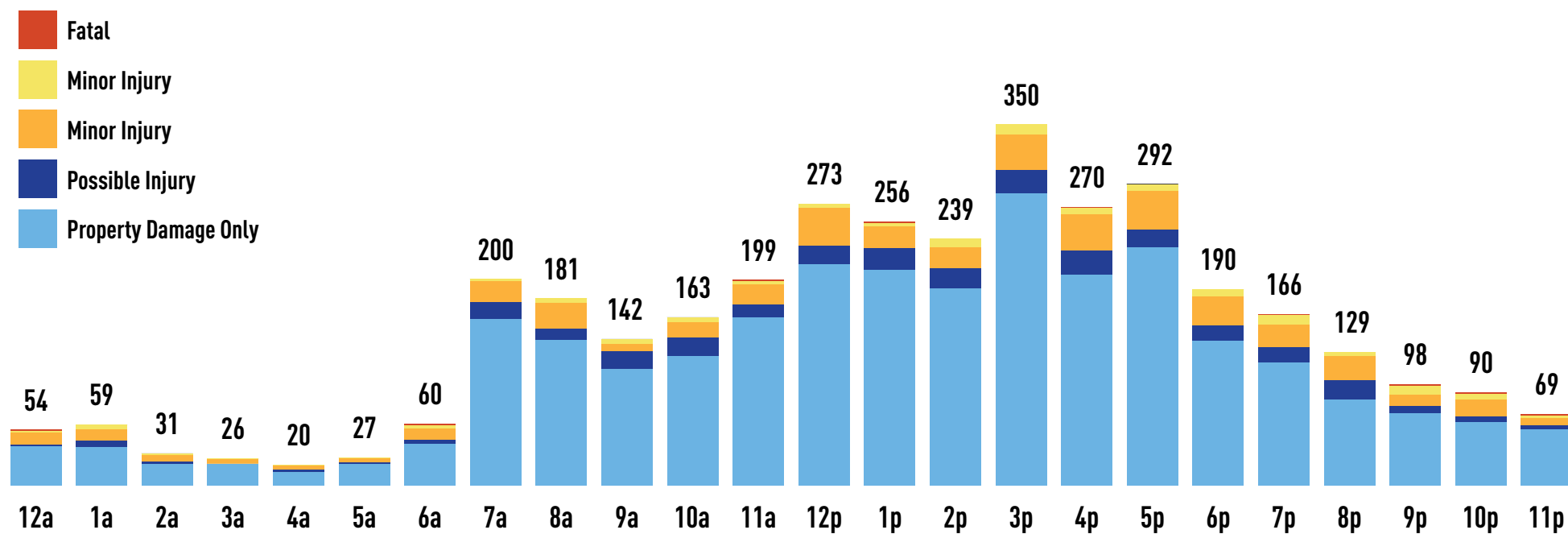


Figure 46: Crashes by Hour

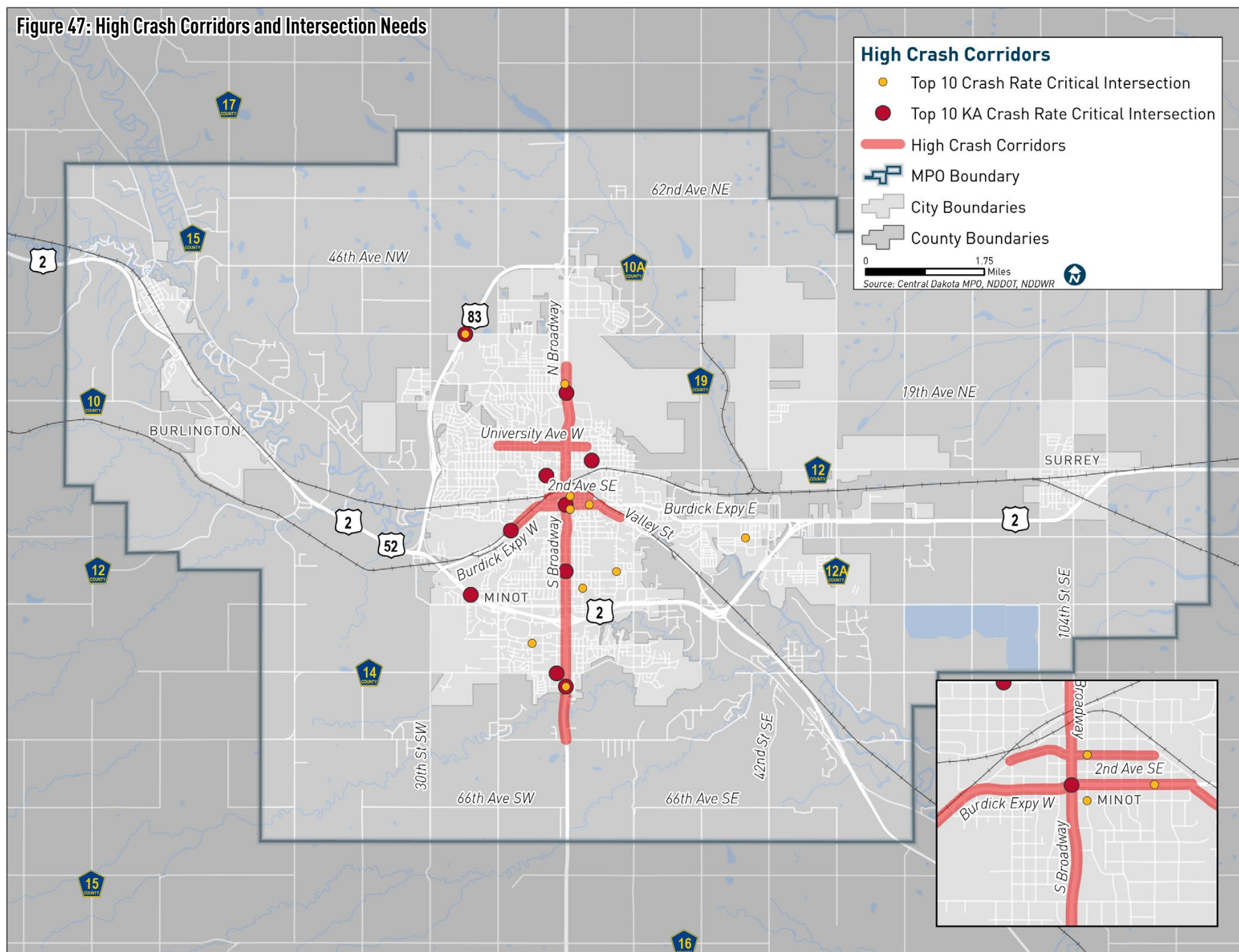
Table 14 lists the top 15 intersections within the MPO boundary that have a critical crash index over 1.50. Figure 47 shows all intersections with a critical crash index over 1 and with more than 1 recorded crash per year. Figure 47 also shows high crash corridors. High crash corridors were defined in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

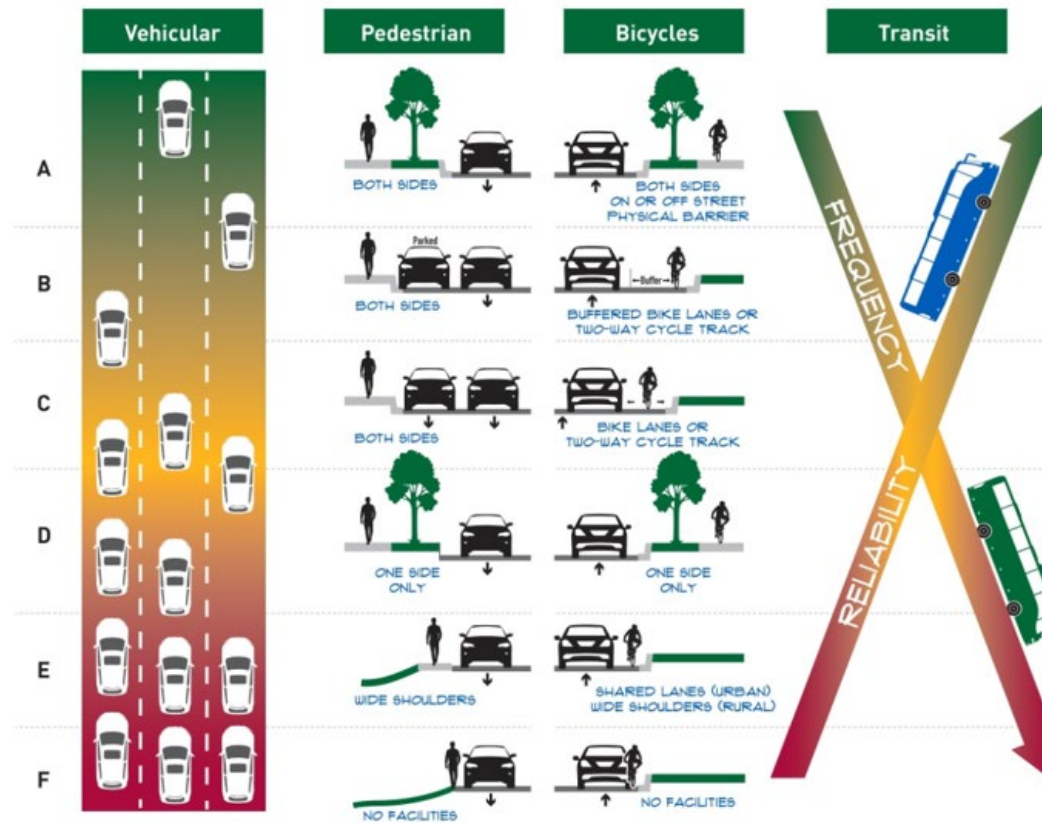


MULTIMODAL LEVEL OF SERVICE

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

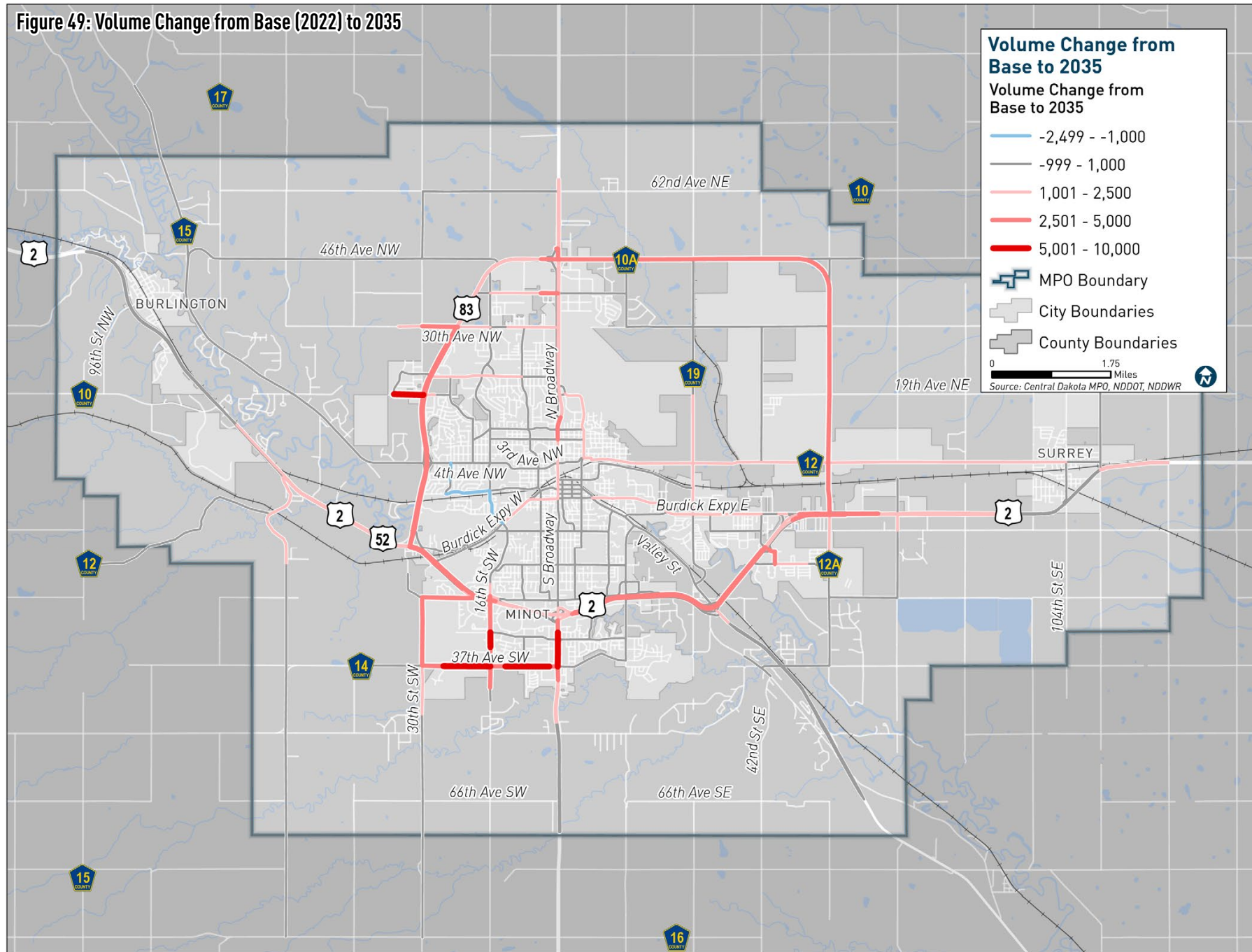
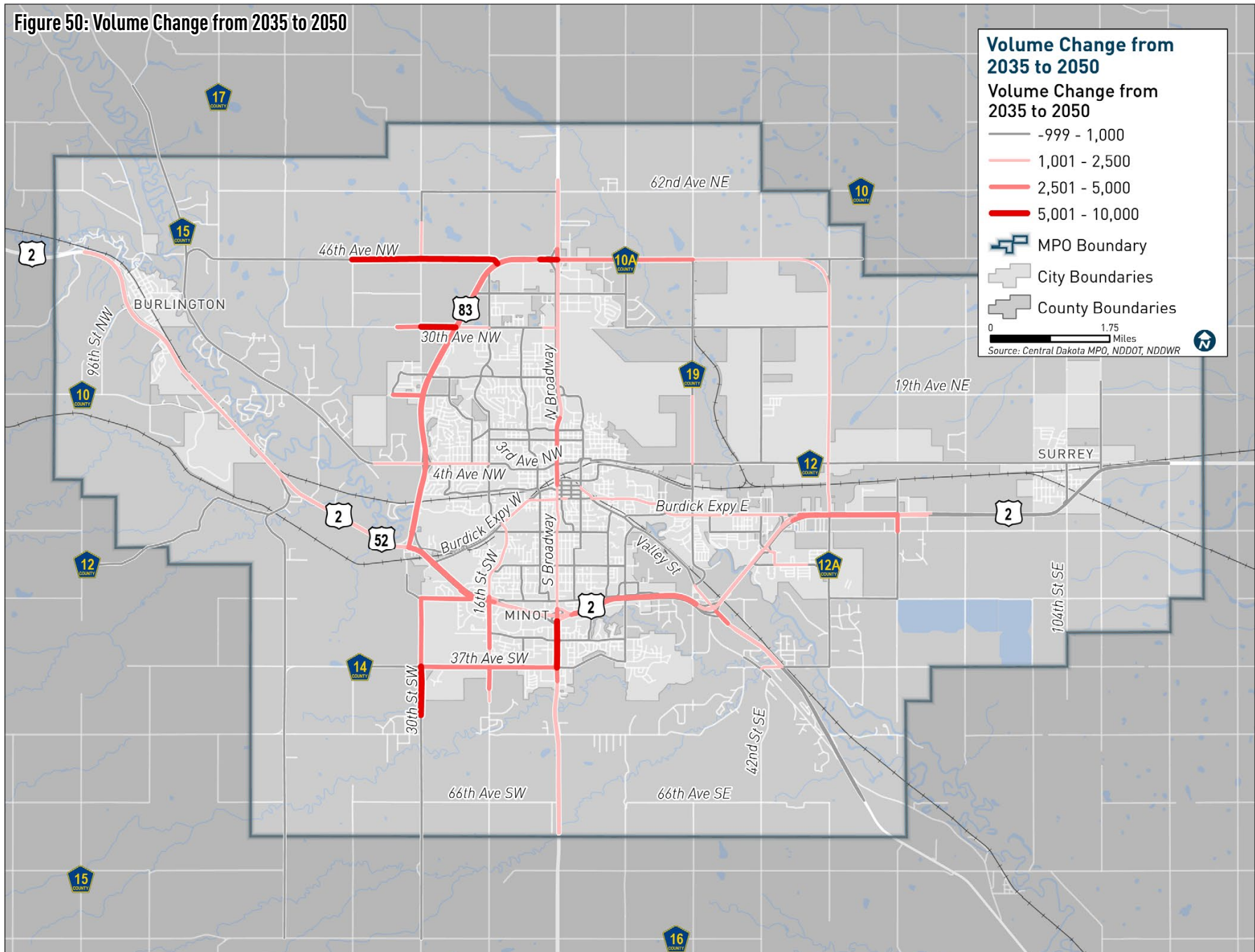
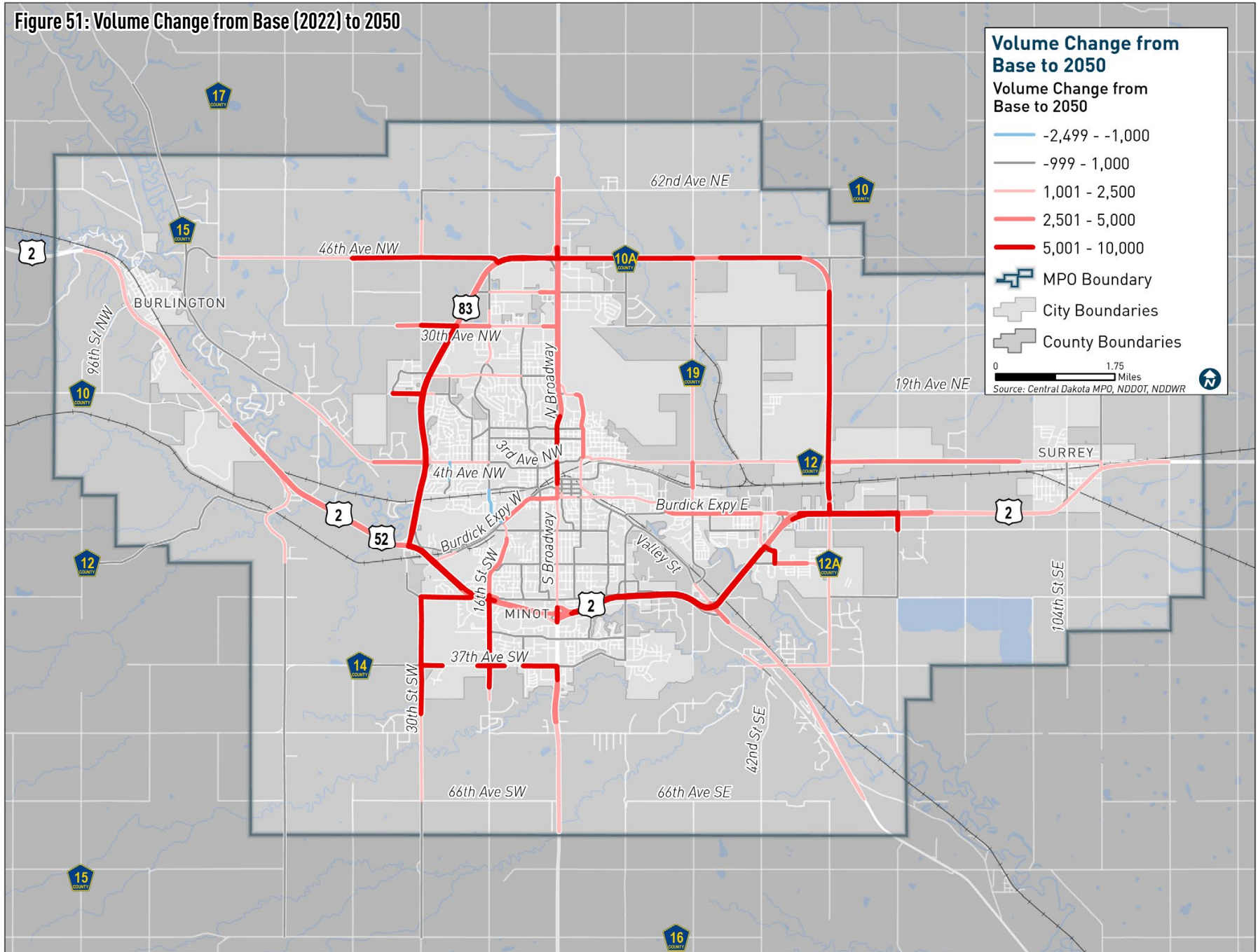


Figure 50: Volume Change from 2035 to 2050





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)

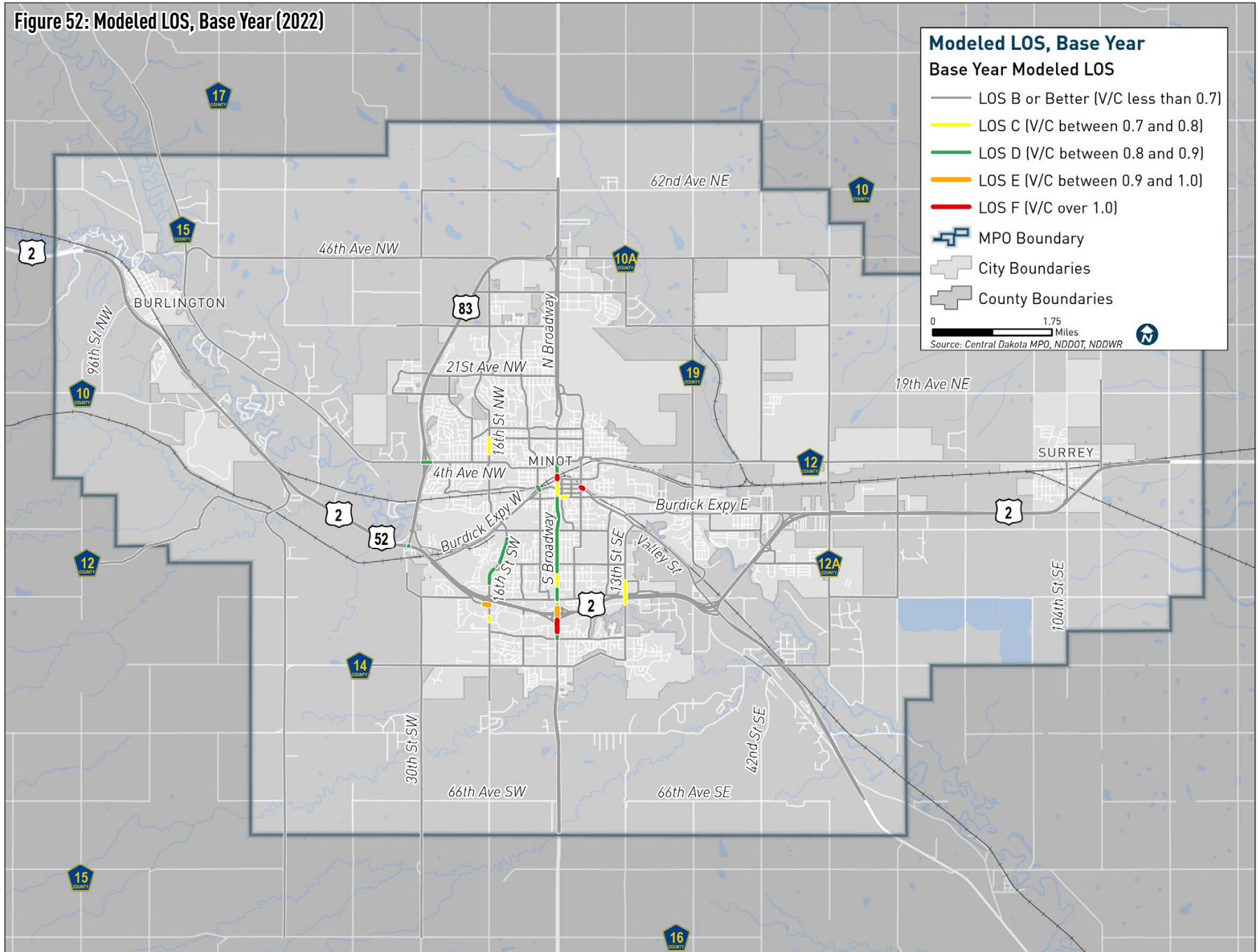


Figure 53: Modeled LOS, 2035

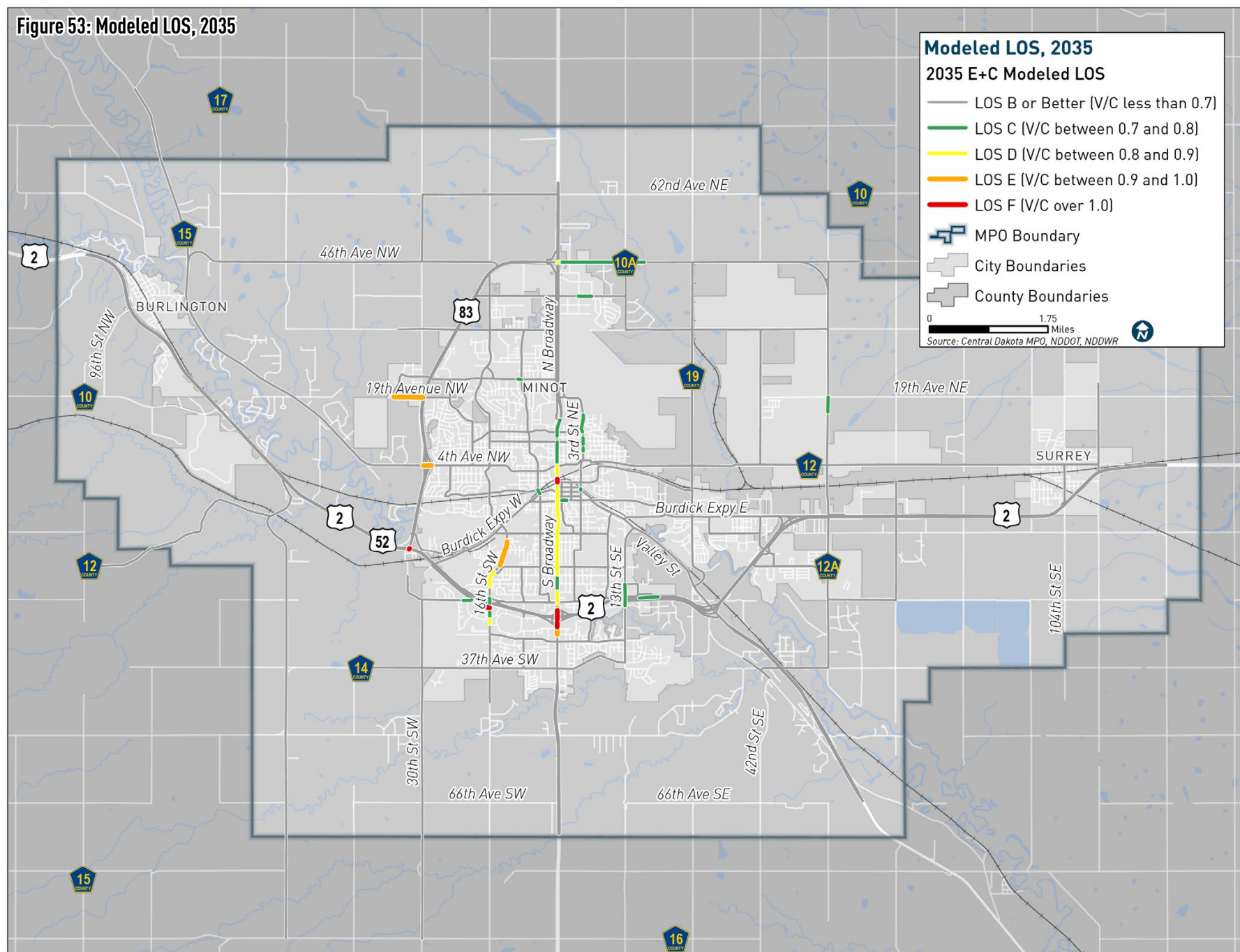


Figure 54: Modeled LOS, 2050

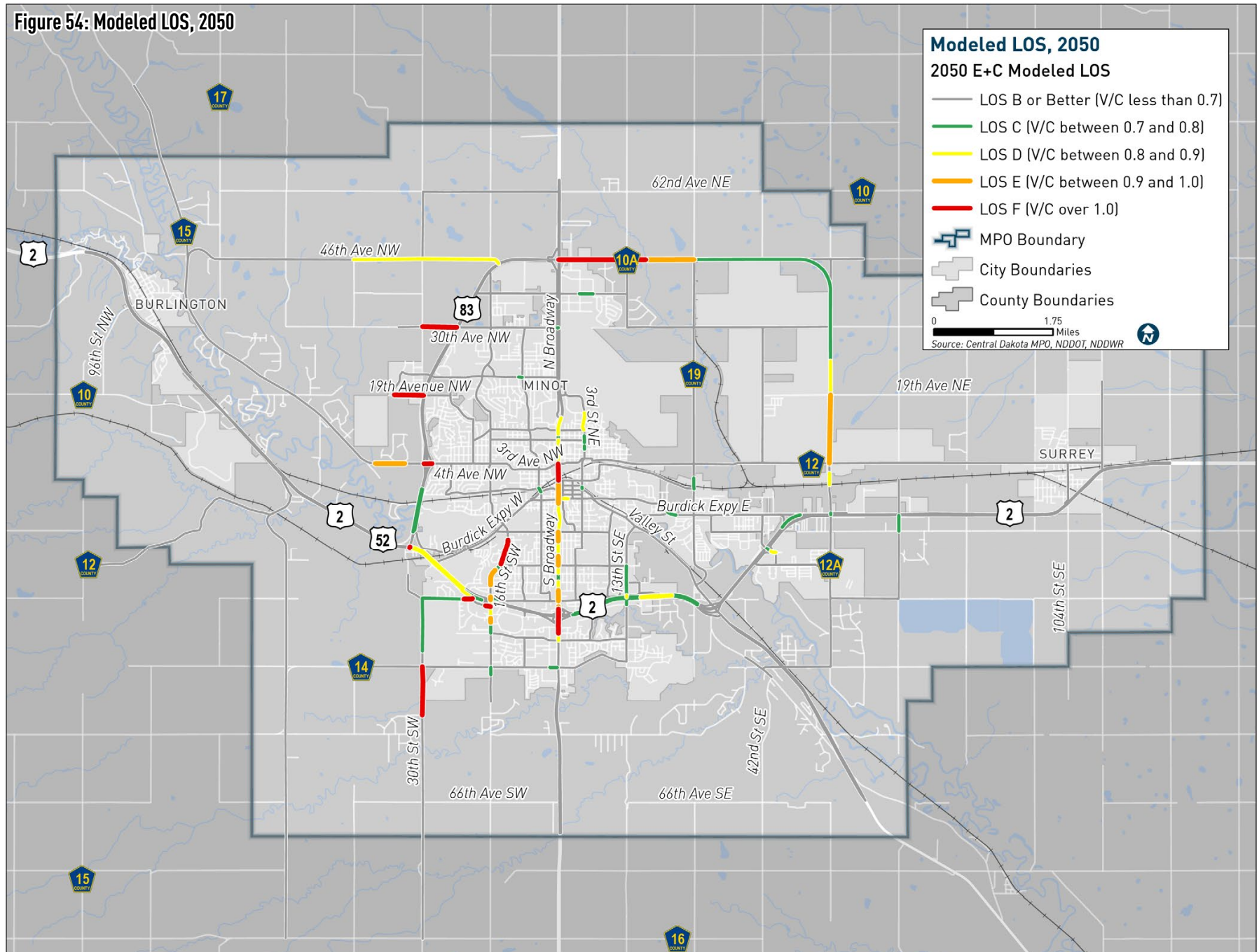
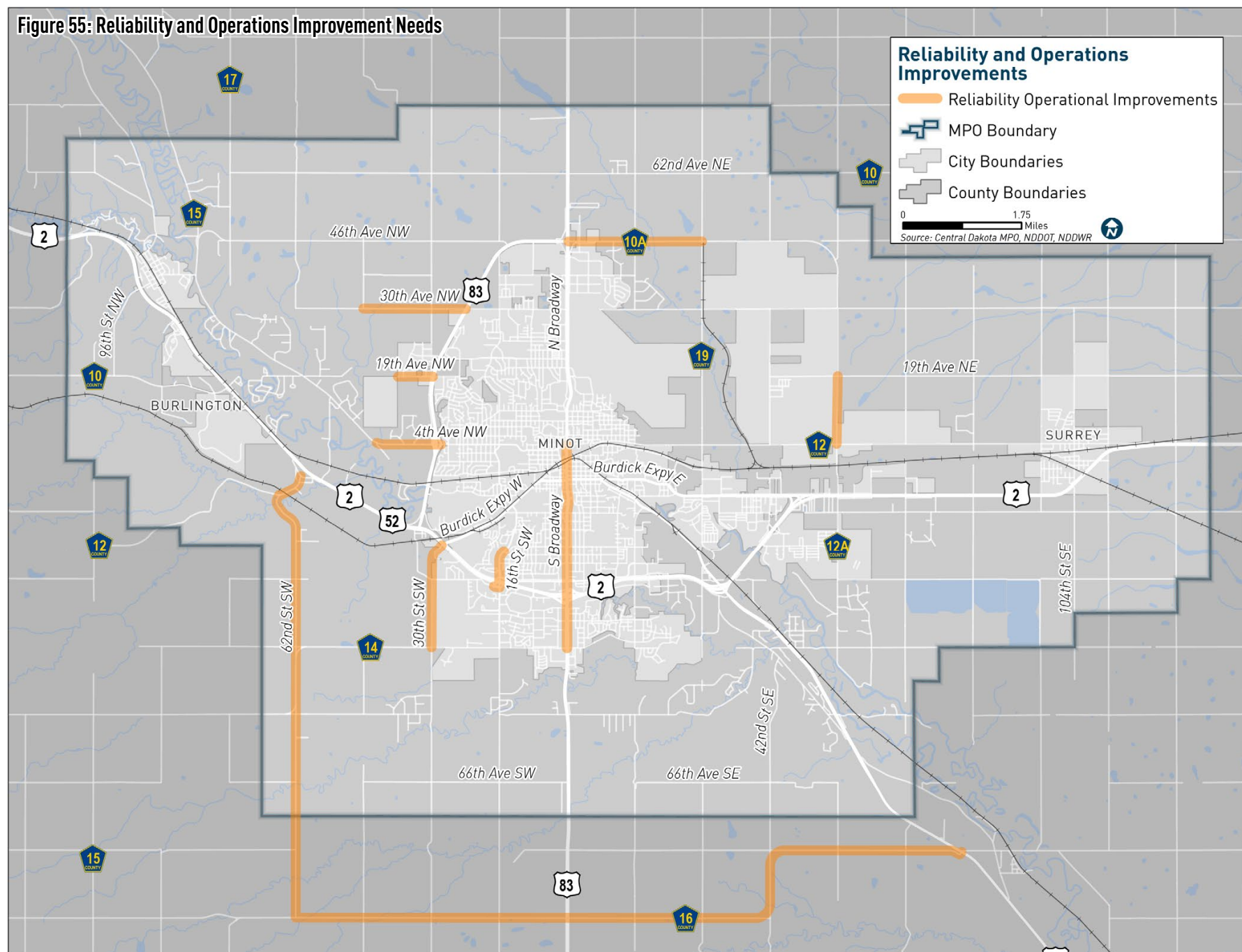


Figure 55: Reliability and Operations Improvement Needs



Commercial Systems

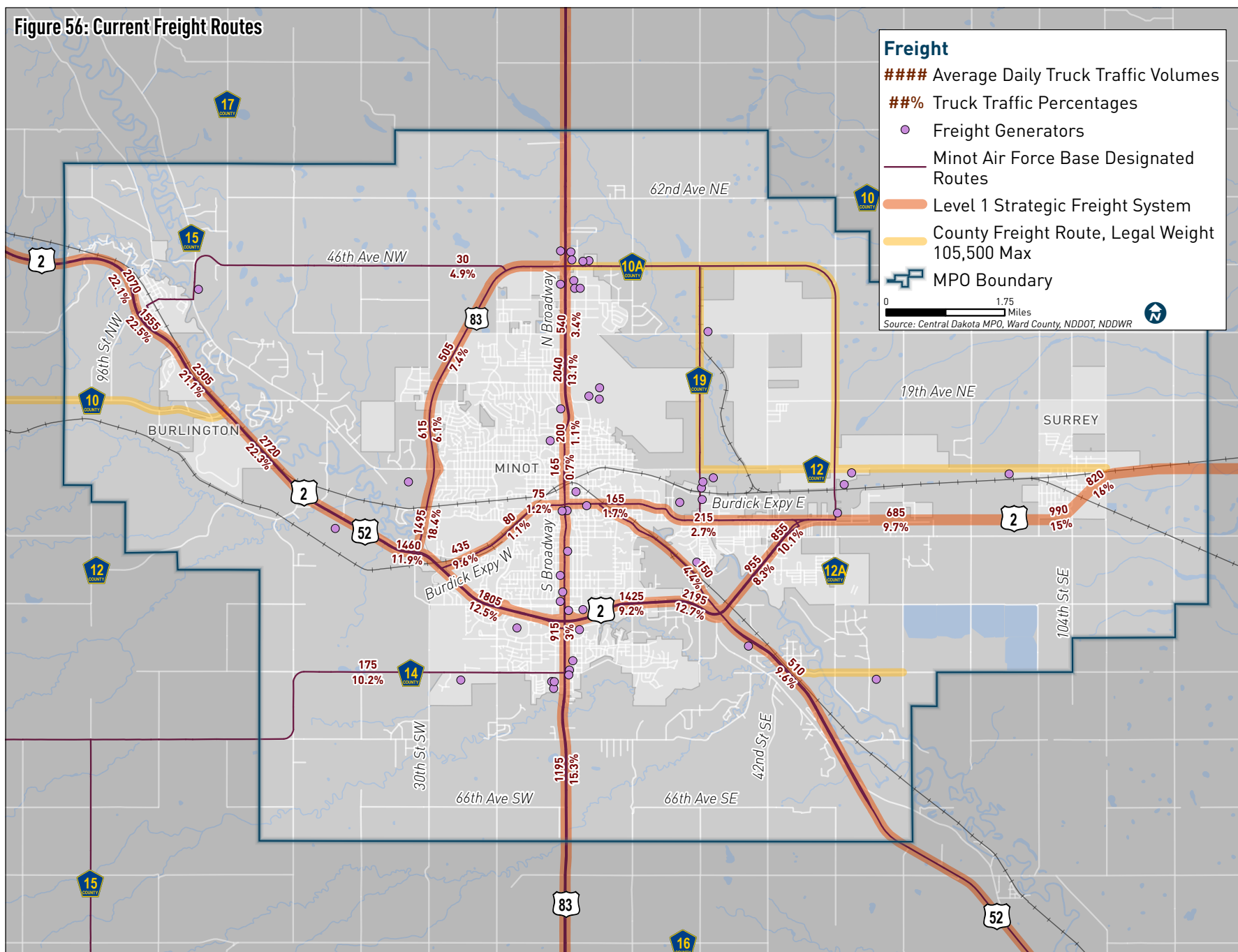
Several municipalities have designated truck routes within their jurisdictions. These truck route designations vary but largely exist to restrict trucks to certain highways in urban areas.

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 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 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. Heading south of U.S. Highway 2/52 on 13th Street SE and then west 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)

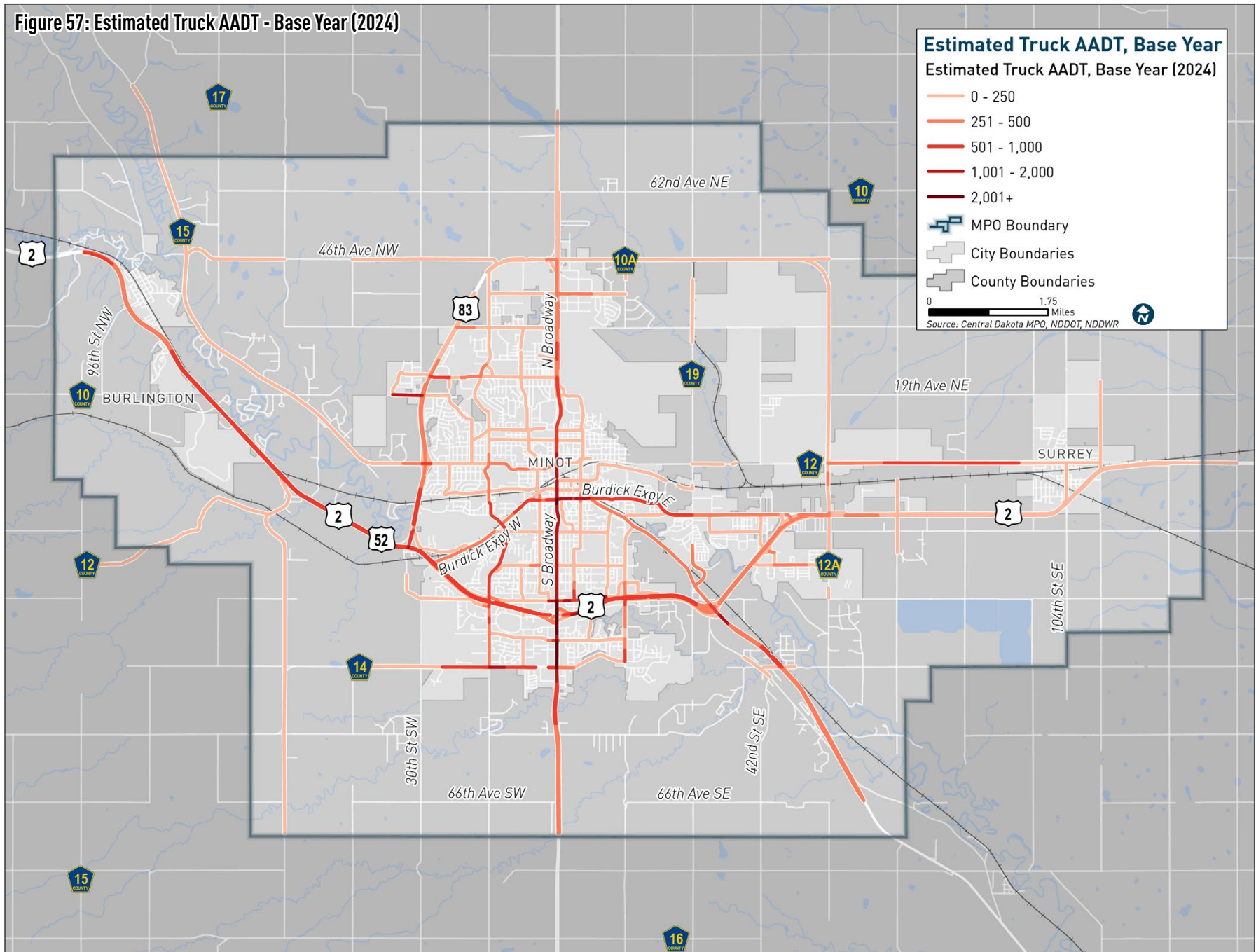


Figure 58: Estimated Truck AADT - 2035

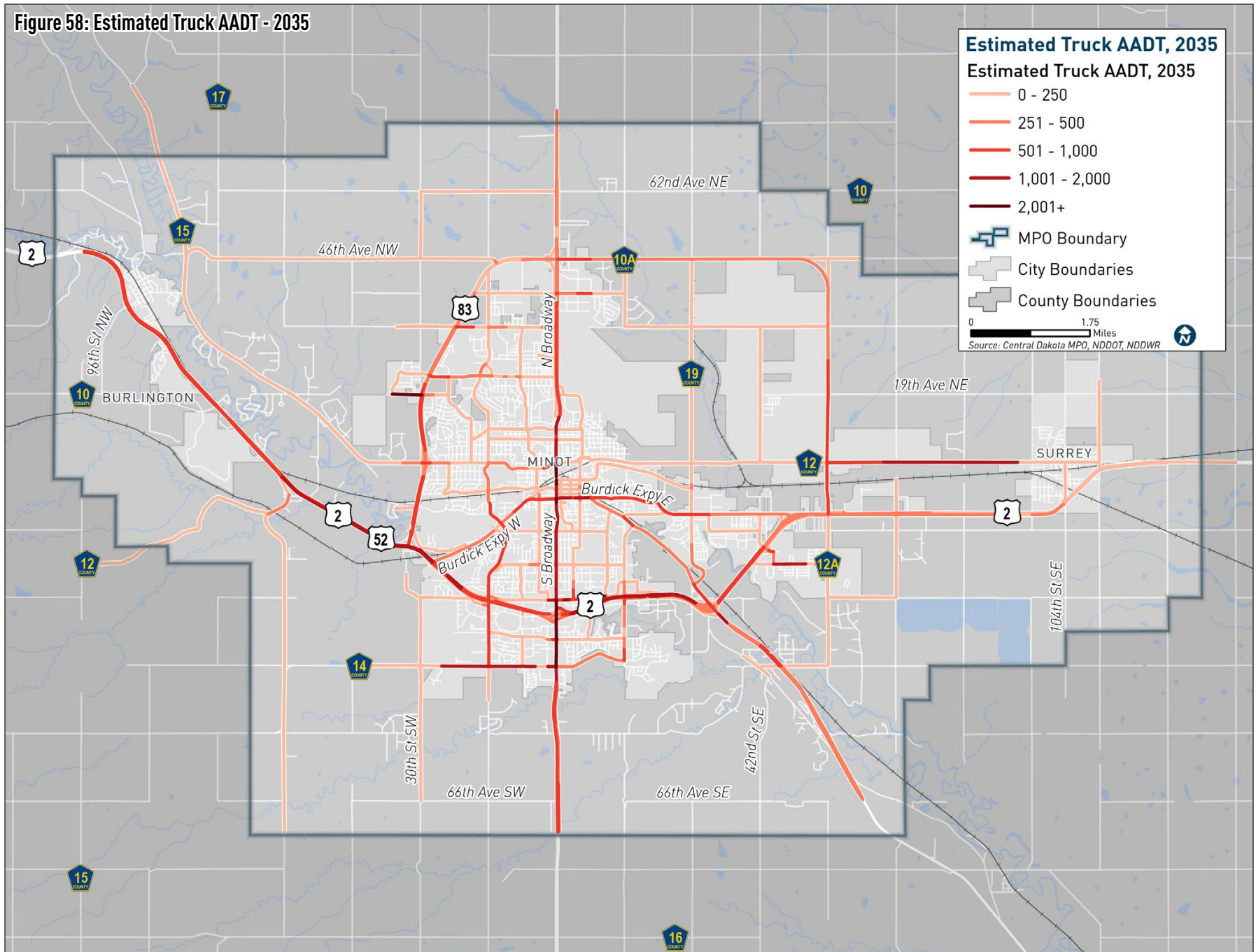
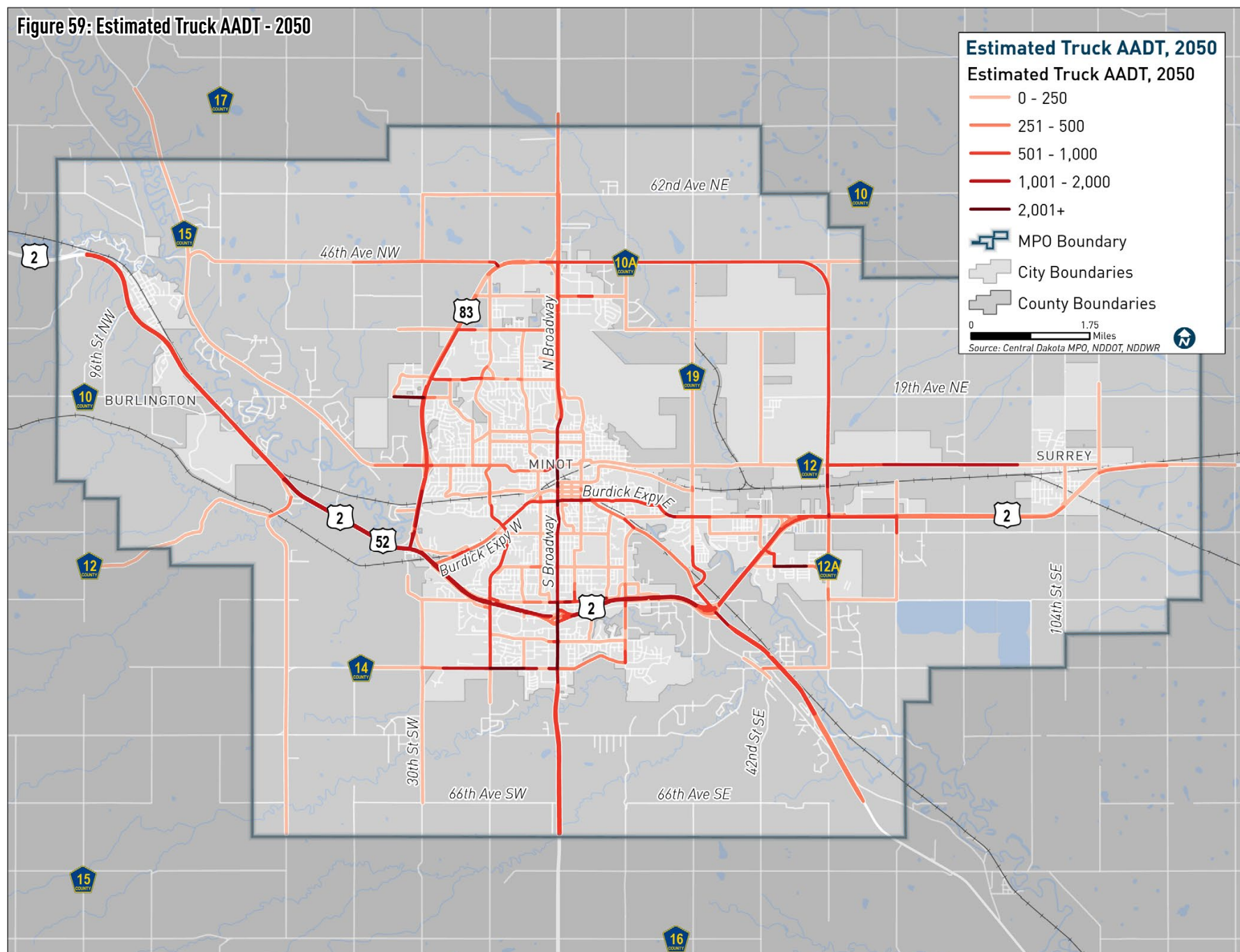


Figure 59: Estimated Truck AADT - 2050



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

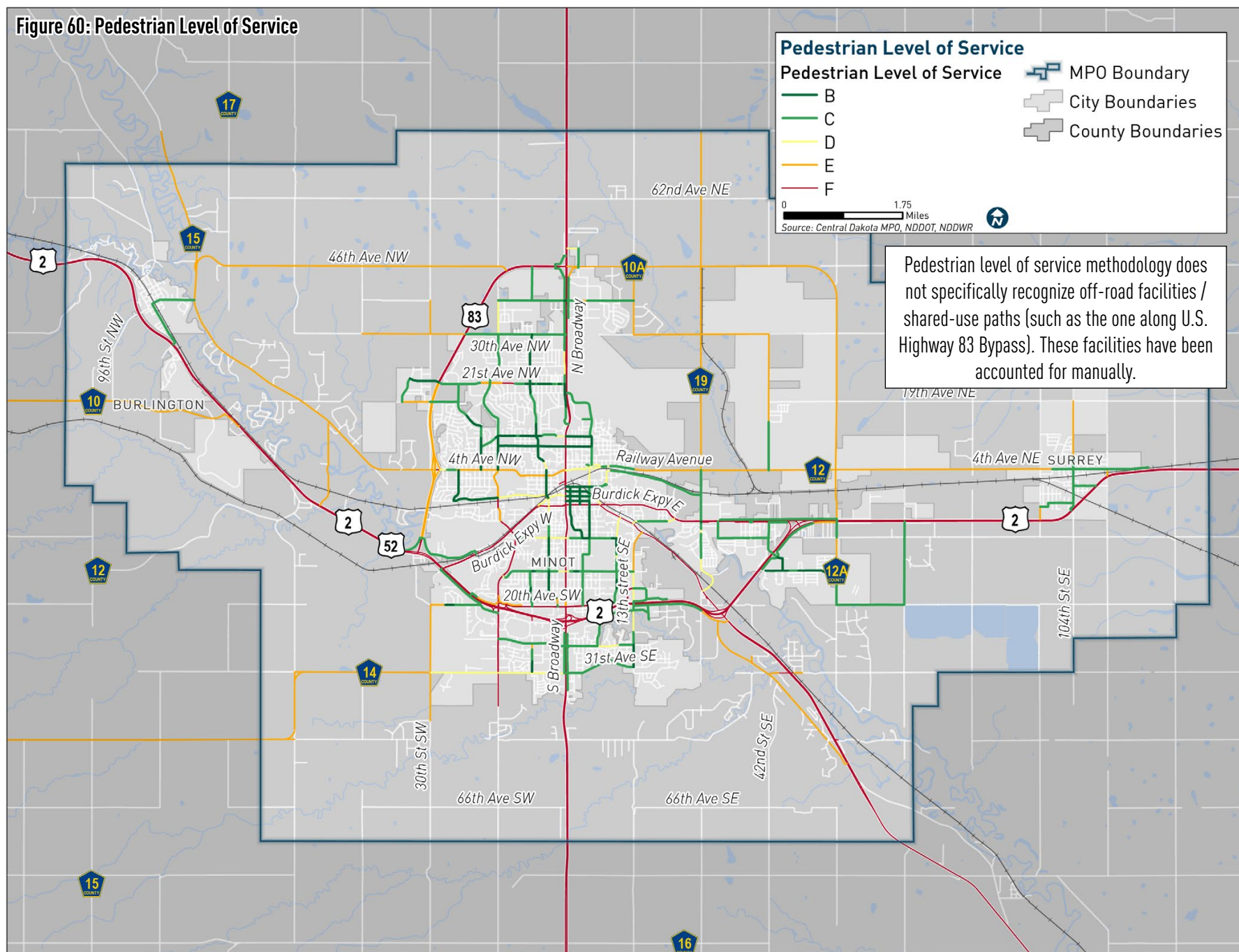


Figure 61: Pedestrian Level of Service Known Problem Locations



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)

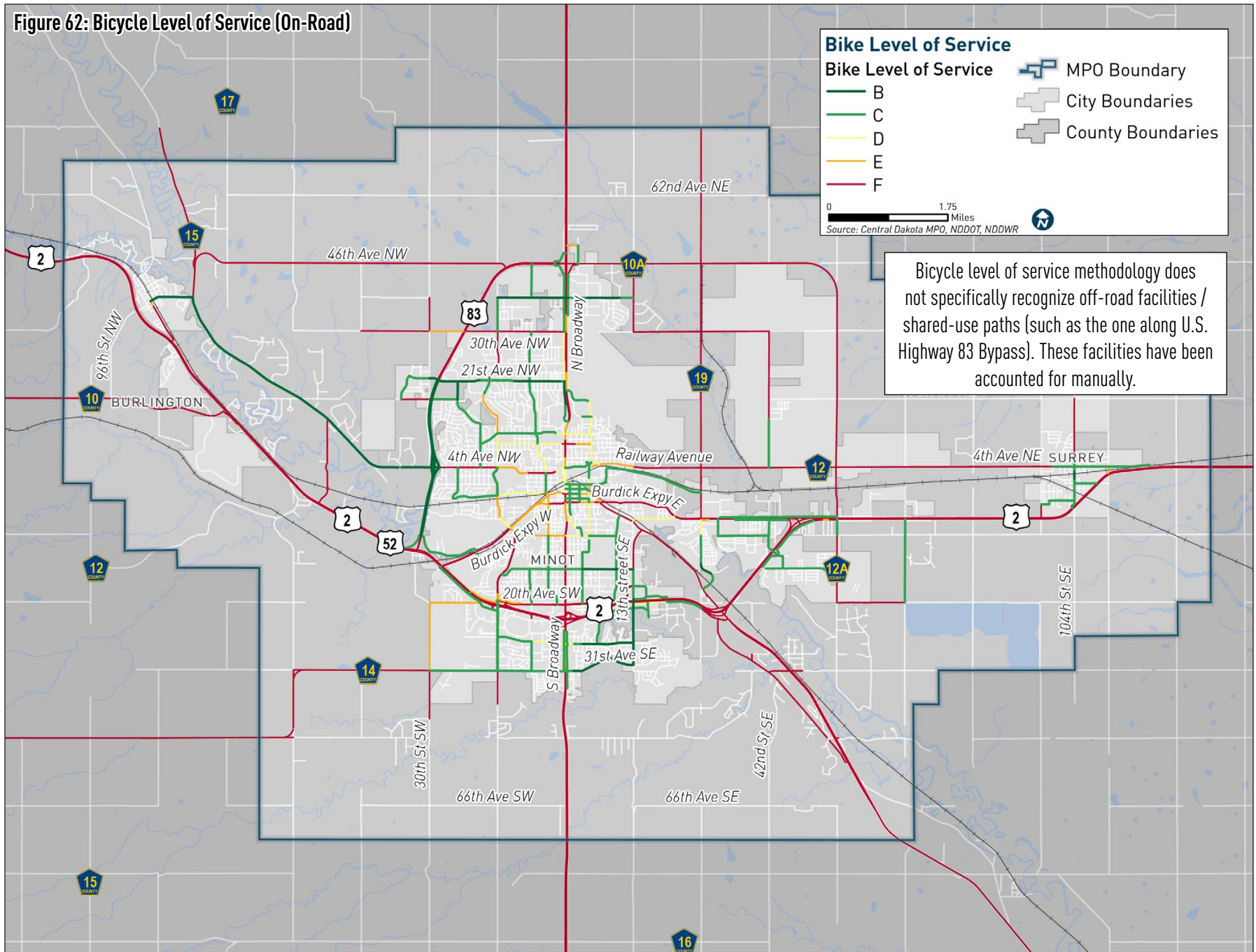
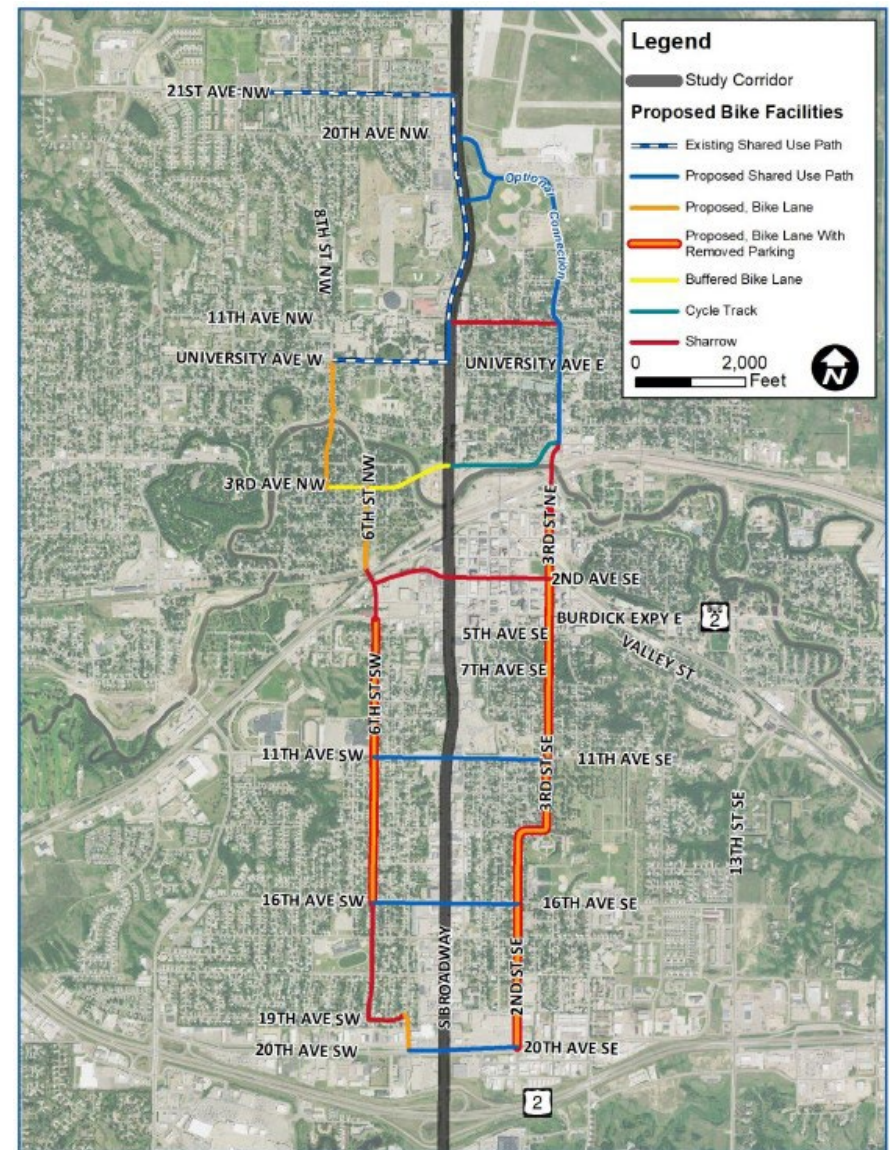


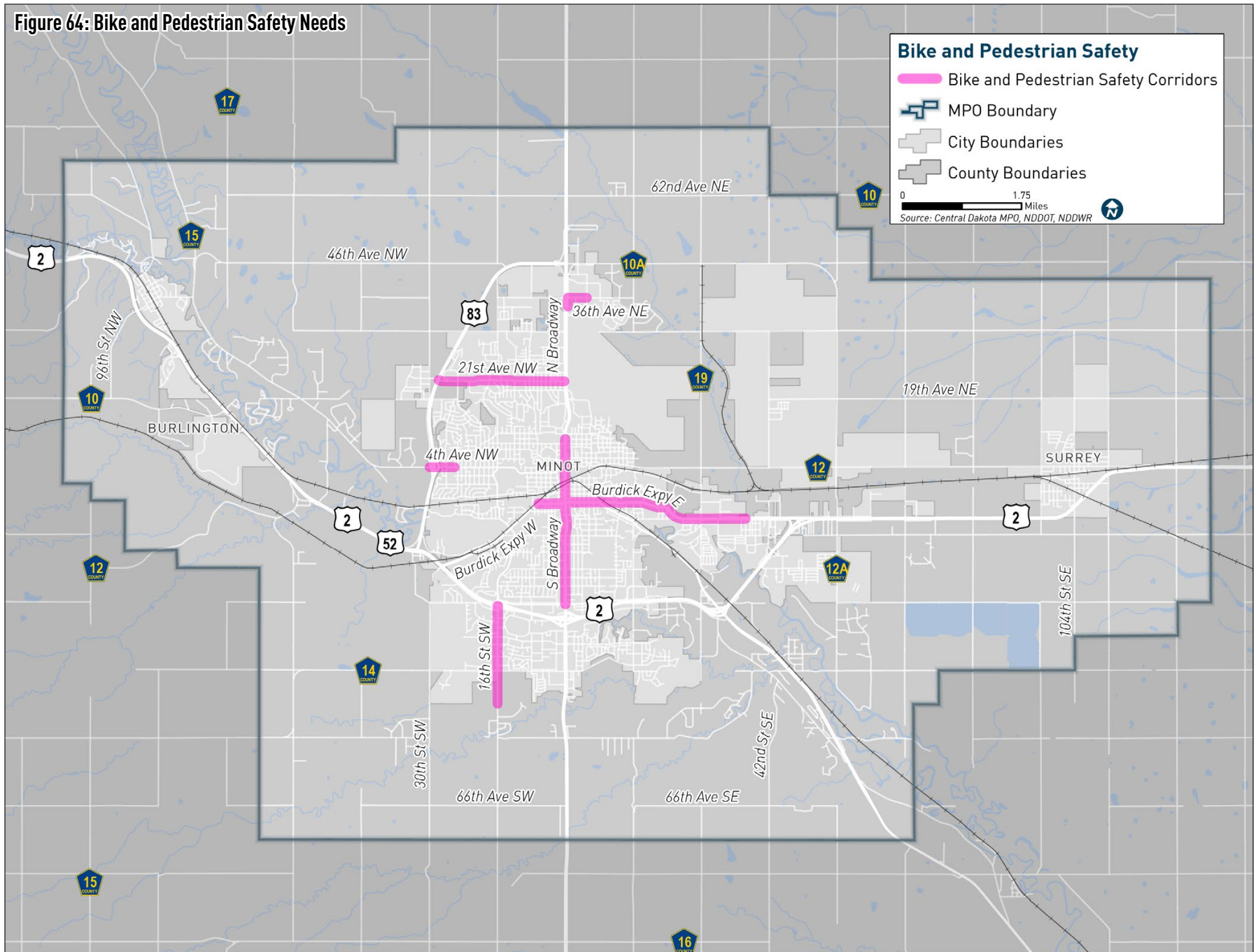
Figure 63: Alternative Bicycle Routes and Facility Types



Broadway, 16th Street, the NE Bypass, and the majority 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.



Transit Level of Service

As shown in the Existing Conditions, fixed route transit covers a large majority of residents within the City of Minot while Souris Basin Transportation provides door-to-door 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 1/4 of a mile (but not 1/8 of mile)
- D - Singular Route within 1/4 of a mile (but not 1/8 of mile)
- E - Singular Route within 1/2 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)

The road network was selected using 1/8, 1/4, and 1/2 mile buffers from the transit routes. 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.

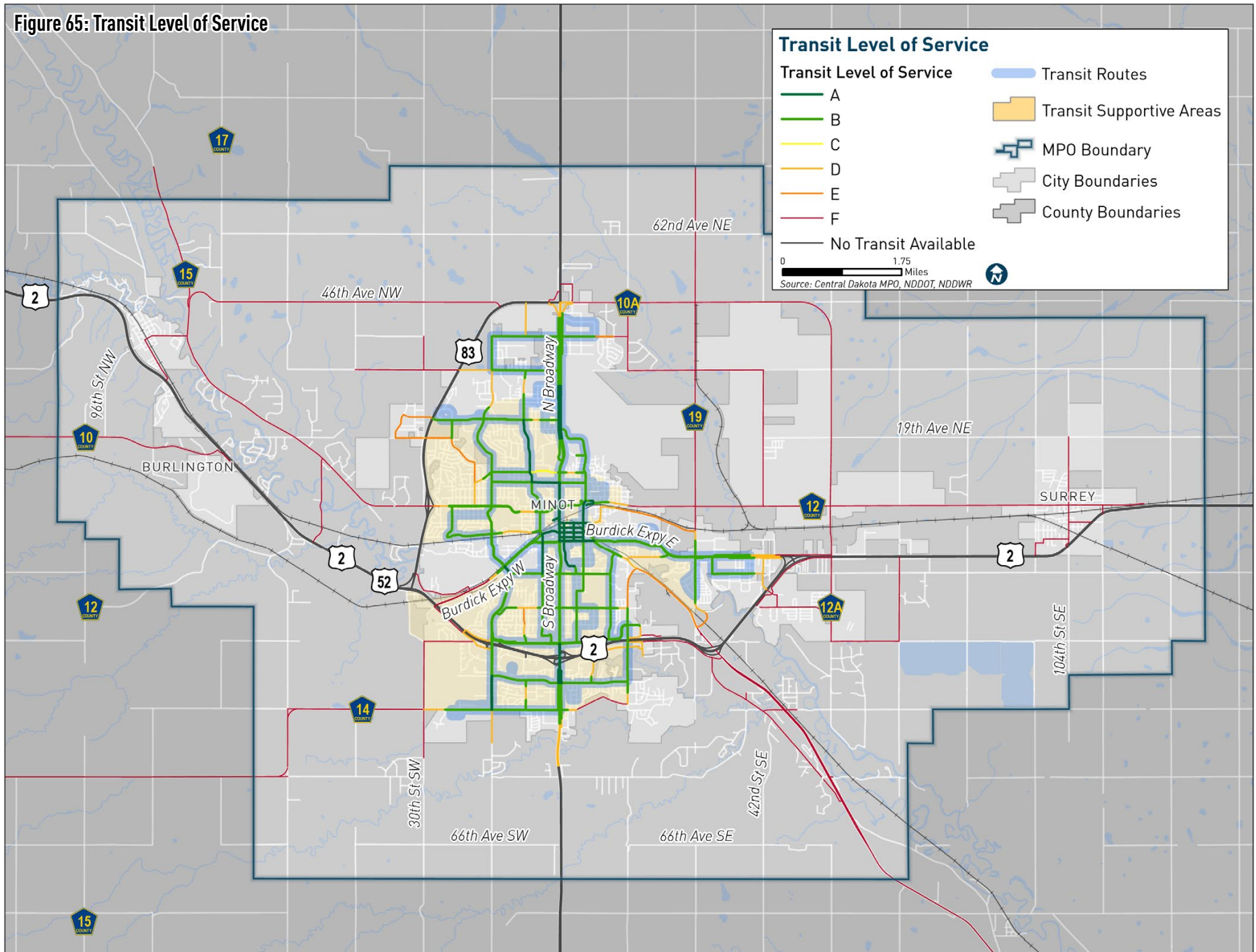
Roadways that do not have transit today, but could support it in the future, received a score of F while roadways that do not have transit service today, and are unlikely to have it in the future, are labeled as 'No Transit'. Table 15 shows the breakdown of the roadway system (in miles) and the associated 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 Section 5311 funding will be 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, the transit system will likely transition from a flag stop system to a fixed stop system which may require extra funding and possible adjustments of the routes. With these possible adjustments, an opportunity to connect Burlington and Surrey to Minot and each other may be presented. 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.

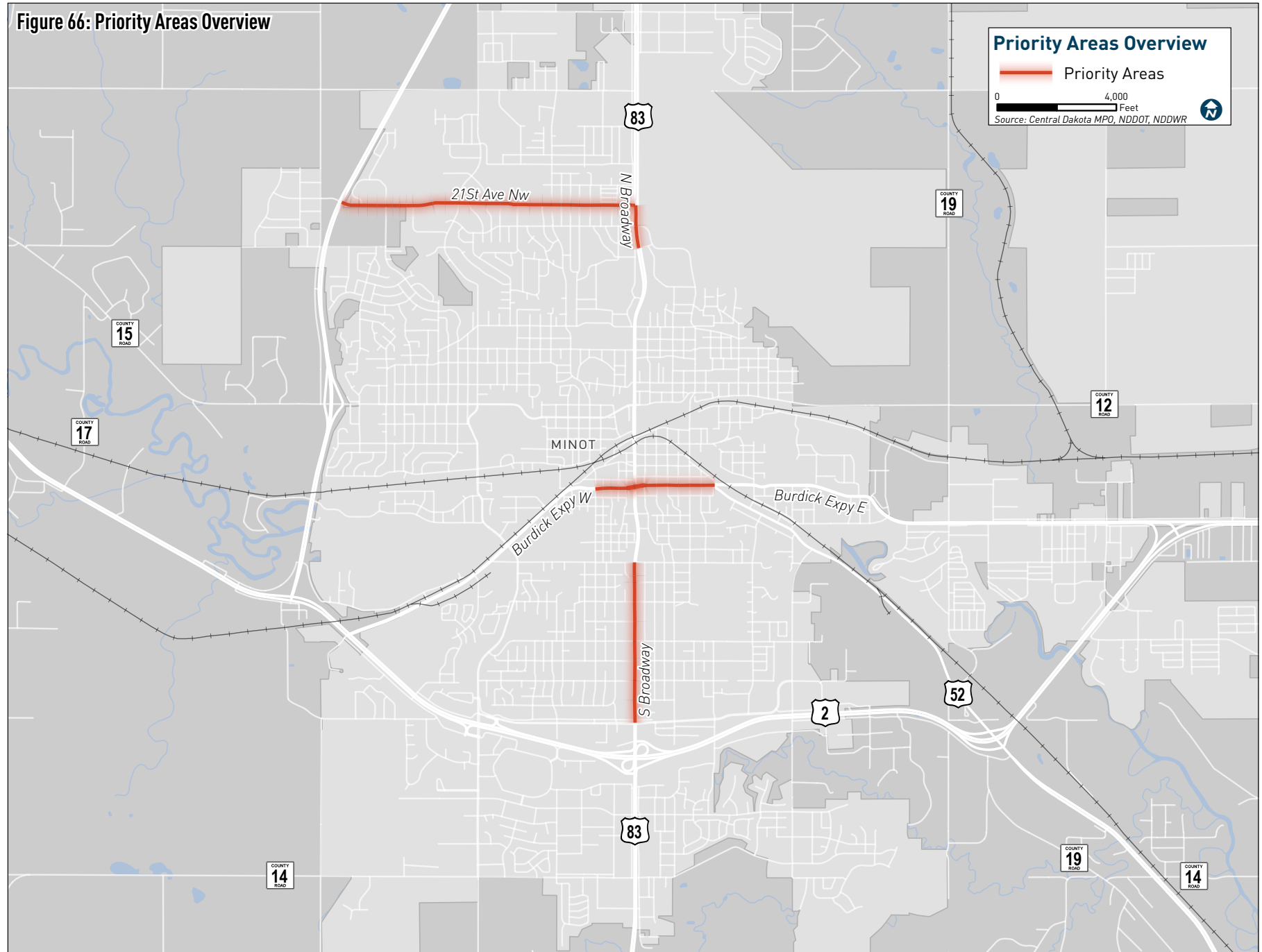
The project sheets also include information about implementation and funding sources that could be leveraged. The goal of the project sheets is not to determine final solutions, but to identify key needs and the sale of improvements to calibrate scoping and programming efforts. All federally funded projects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

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

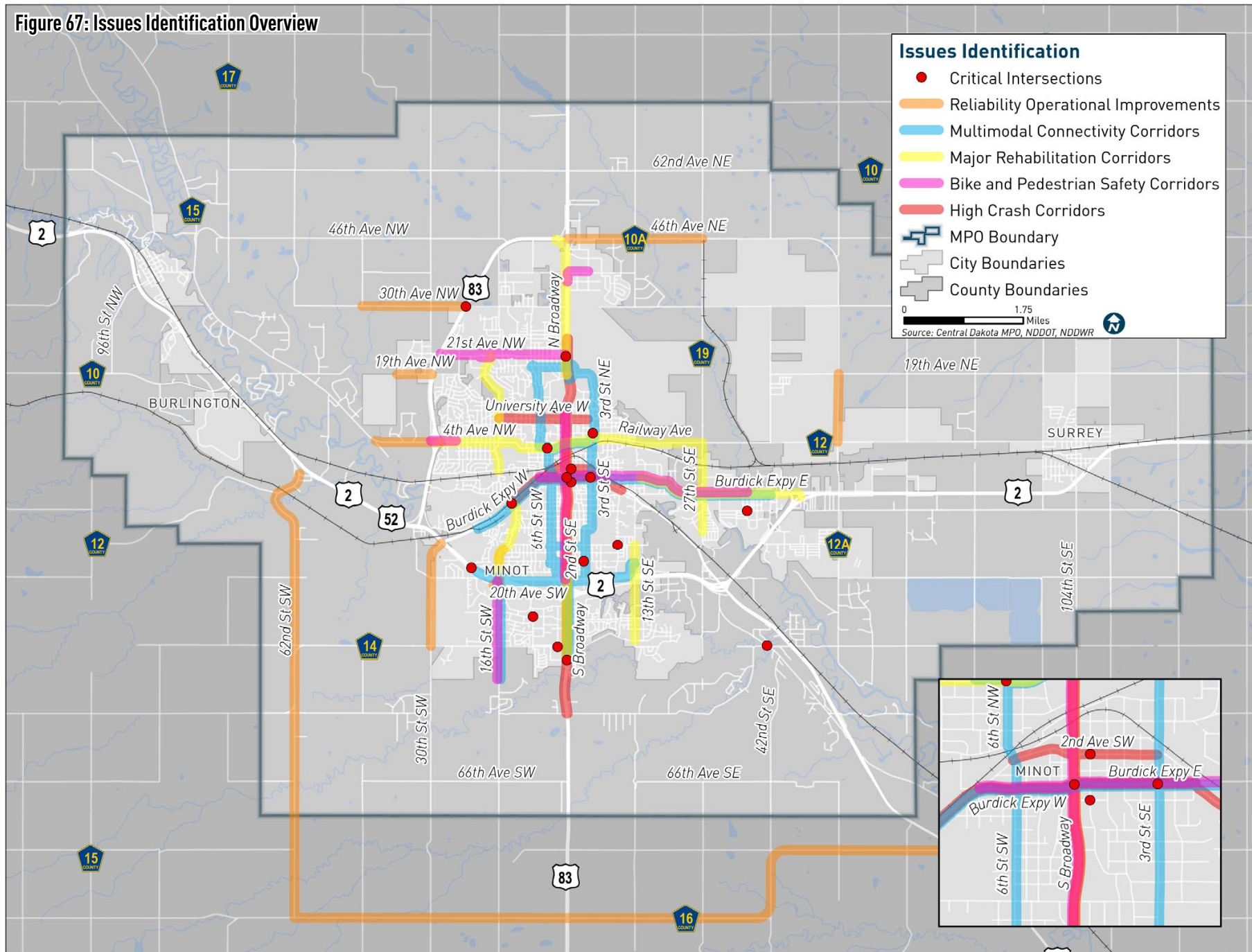
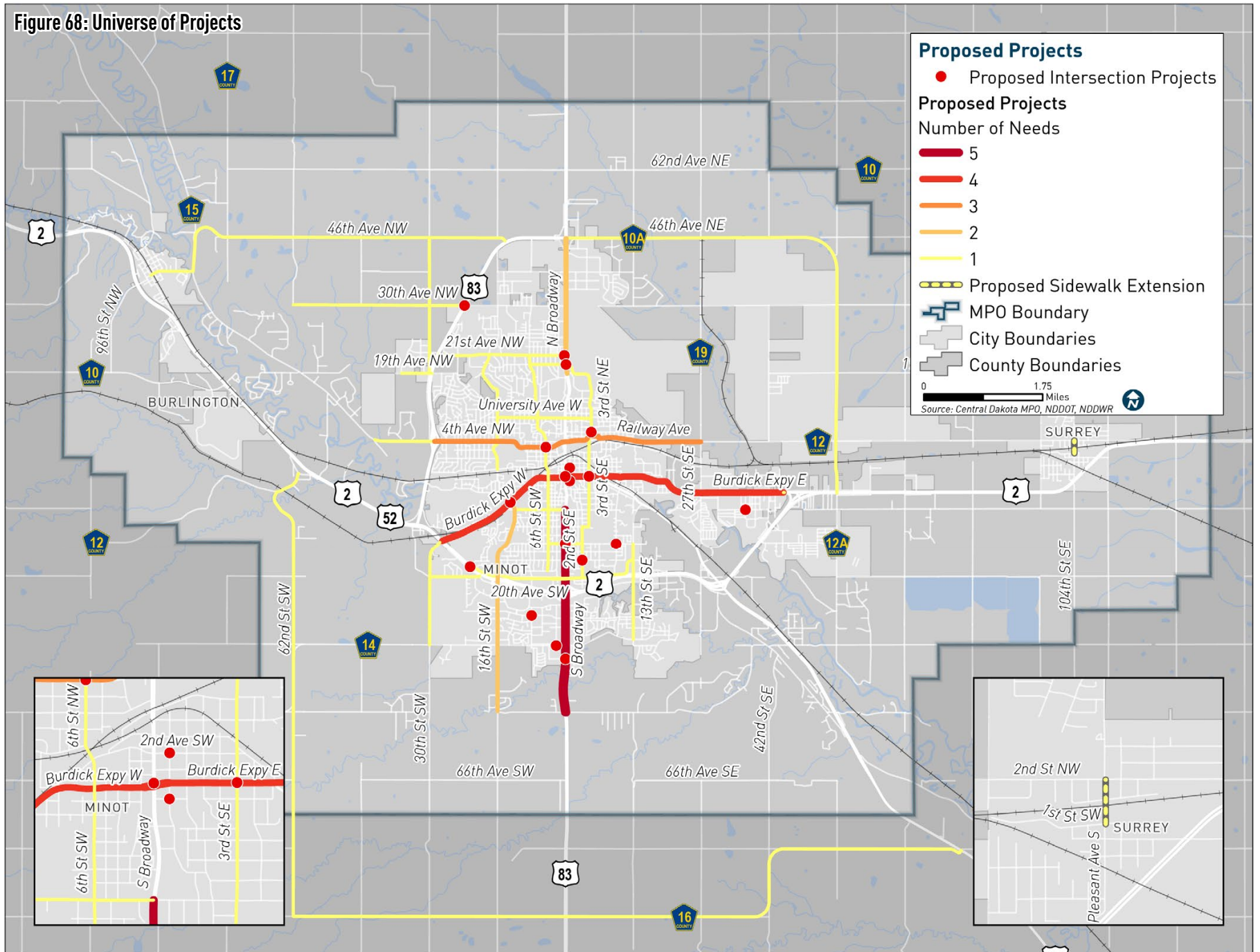


Figure 68: Universe of Projects



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INTRODUCTION

The Central Dakota Metropolitan Planning Organization is developing the region's first Metropolitan Transportation Plan, with a planning horizon year of 2050. The MTP examines the regional transportation needs through year 2050 for the Metropolitan Planning Area, 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 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 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.

3. Local revenue sources available to maintain and operate the regional transportation in a state of good repair, and 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 MPA, transportation revenue data is from each jurisdiction's annual budget documents and/or Capital Improvement Program 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 created³ and appropriated⁴ 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).

State Highway Distribution Tax

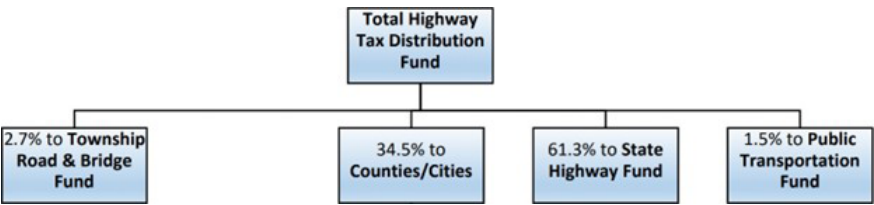
The Highway Distribution Tax is a stable transportation revenue source for not only NDDOT but also for local jurisdictions across North Dakota. The revenue is collected by the State through taxes on gasoline (motor fuel tax) and motor vehicle registration fees. As shown in **Figure 1**, local jurisdictions (counties and municipalities) receive 34.5% of the revenue from the Highway Distribution Tax, 61.3% goes to the State Highway Fund, 2.7% to the Township Road & Bridge Fund, and 1.5% to the Public Transportation Fund.

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

Figure X: North Dakota State Highway Distribution Tax (Source: NDDOT)



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

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

Revenue from the State:

- Highway Distribution Tax
- Oil Extraction Tax

Local Revenue:

- Interest Income
- Street Lights/Sirens
- Sale of Equipment
- 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

Federal Revenue:

- TA
- STBGP-U
- FTA 5307
- FTA 5339

State Revenue:

- Highway Distribution Tax
- Oil Extraction Tax
- State Aid (Transit)

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

State Revenue:

- Highway Distribution Tax
- Oil Extraction Tax

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

Federal Revenue

- County & Township Road Federal-Aid

State Revenue

- Highway Distribution Tax
- Oil Extraction Tax

Local Revenue

- Sales Tax
- Special Assessments
- Other

*Federal revenue based upon coding of revenue sources by local jurisdictions in budget and CIP documents, does not match projections shown in Table X and Table Y.

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.

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.

Average Annual Revenue & Breakdown of Non-Federal Funds

Table X: 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

Table X: Local Transportation Revenue by Jurisdiction

Year	City of Burlington	City of Minot	City of 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 \$.

Average Annual Revenue & Breakdown of Non-Federal Funds

Table X: Local Revenue Projections by Jurisdiction

Year	City of Burlington	City of Minot	City of 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

Table X: Local Revenue Projections by Jurisdiction Continued

Year	City of Burlington	City of Minot	City of Surrey	Ward County	Total
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:

1. 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.
2. 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 within the MPO's UZA.

- 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 Initiative⁶, 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 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

The federal revenue shown in the table below do not match those shown in **Table 2** above. **Table 2** includes federal revenue data received from local jurisdictions as included in CIP and budgetary documents to set and identify local budgetary need and local revenue. **Table 2** federal revenues should not be used as reasonable availability of federal funds, as federal revenues/awards to project scope and estimates are always refined or adjusted (even during project construction). Reasonable assumptions of federal revenue projections are based upon information received from NDDOT such as specific allocation amounts (which can change after local CIP/Budget is approved), if known, and historical award information.

Table X: Federal Revenue Projections by Program (FHWA)

Year	STBGP-U	STBGP-R	CRP	TA	UGP	HSIP	Total
2019	\$2,078,478	\$ -	S -	\$393,640	S -	\$3,795,000	\$4,188,640
2020	\$2,331,682	\$2,714,083	S -	S -	S -	S -	\$2,714,083
2021	\$2,338,648	\$8,665,668	S -	S -	S -	S -	\$8,665,668
2022	\$2,073,190	\$4,209,328	\$333,601	\$290,000	S -	\$2,744,000	\$7,576,928
2023	\$2,089,738	\$4,133,215	\$340,409	\$548,151	S -	\$24,536,368	\$31,647,881
2024	\$2,646,162	S -	\$347,356*	\$845,719	S -	S -	\$3,839,237
2025	\$2,388,560*	\$2,874,872*	\$354,303	\$605,247	S -	S -	\$6,222,982
2026	\$2,436,331	\$2,932,369	\$361,389	\$1,287,385	S -	S -	\$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

Table 4 (FHWA) and Table 5 (FTA) show the historical federal funds and reasonable expectation of federal funds available to Central Dakota MPO through 2050. The tables resulted from direct coordination with NDDOT and should be used as the basis for projecting federal revenue, reasonably expected to be available to Central Dakota MPO through 2050.

Table X: Federal Revenue Projections by Program (FHWA) Continued

Year	STBGP-U	STBGP-R	CRP	TA	UGP	HSIP	Total
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 X: 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

Table X: Federal Revenue Projections by Program (FTA) Continued

Year	FTA 5307	FTA 5339	FTA 5310	Total
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

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.
- FTA 5307: Minot Transit provided background information on historical awards. Funding identified prior to the 2020 Decennial Census is FTA Section 5311 funding, which officially switched upon designation of Minot's urbanized area (population greater than 50,000). 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 X: Regional Expenditure Projections

Year	Federal Revenue	Local Revenue	Local Cost Participation*
2019	\$6,897,099.47	\$8,818,622.46	\$1,724,274.87
2020	\$6,099,157.70	\$19,004,734.71	\$1,524,789.43
2021	\$12,112,300.42	\$15,136,048.07	\$3,028,075.11
2022	\$10,294,690.86	\$26,750,390.35	\$2,573,672.72
2023	\$32,392,119.90	\$21,141,364.60	\$8,098,029.98
2024	\$7,339,427.67	\$12,324,488.80	\$1,834,856.92
2025	\$8,488,936.25	\$24,055,712.15	\$2,122,234.06
2026	\$9,328,748.04	\$8,539,056.82	\$8,539,056.82
2027	\$14,080,308.07	\$14,654,601.49	\$3,520,077.02
2028	\$10,129,914.23	\$17,932,113.22	\$2,532,478.56
2029	\$10,332,512.52	\$14,582,925.10	\$2,583,128.13
2030	\$10,539,162.77	\$14,877,561.64	\$2,634,790.69
2031	\$10,749,946.02	\$18,175,662.55	\$2,687,486.51
2032	\$10,964,944.95	\$15,370,355.56	\$2,741,236.24
2033	\$11,184,243.84	\$15,679,097.34	\$2,796,060.96
2034	\$11,407,928.72	\$18,881,568.54	\$2,851,982.18
2035	\$11,636,087.30	\$16,200,324.79	\$2,909,021.82
2036	\$11,868,809.04	\$16,525,792.21	\$2,967,202.26
2037	\$12,106,185.22	\$19,857,963.40	\$3,026,546.31
2038	\$12,348,308.93	\$17,077,281.53	\$3,087,077.23

Table X: Regional Expenditure Projections Continued

Year	Federal Revenue	Local Revenue	Local Cost Participation*
2039	\$12,595,275.11	\$17,420,582.49	\$3,148,818.78
2040	\$12,847,180.61	\$20,770,808.41	\$3,211,795.15
2041	\$13,104,124.22	\$18,003,843.41	\$3,276,031.05
2042	\$13,366,206.70	\$18,365,998.31	\$3,341,551.68
2043	\$13,633,530.84	\$21,735,493.32	\$3,408,382.71
2044	\$13,906,201.45	\$18,983,121.53	\$3,476,550.36
2045	\$14,184,325.48	\$19,365,192.23	\$3,546,081.37
2046	\$14,468,011.99	\$22,755,037.64	\$3,617,003.00
2047	\$14,757,372.23	\$20,018,214.06	\$3,689,343.06
2048	\$15,052,519.68	\$20,421,384.40	\$20,421,384.40
2049	\$15,353,570.07	\$23,695,472.43	\$3,838,392.52
2050	\$15,660,641.47	\$21,112,479.21	\$3,915,160.37
Sum 2025 - 2050	\$399,229,791.78	\$578,233,292.77	\$99,807,447.95

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 5% is used until year 2030. In 2031, a long-term O&M annual inflation rate of 4% is used. One exception, administrative costs, utilize a 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.)

Endnotes

- 1 23 CFR § 450.324 – Development and content of the metropolitan transportation plan, part (f) subpart (11)
- 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
- 5 North Dakota Century Code. Chapter 57-51, Oil and Gas Gross Production Tax.
- 6 Main Street ND. www.nd.gov/living-nd/main-street-nd

FISCALLY-CONSTRAINED PLAN

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

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 12 separate projects 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.

FISCALLY-CONSTRAINED PLAN

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.

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.

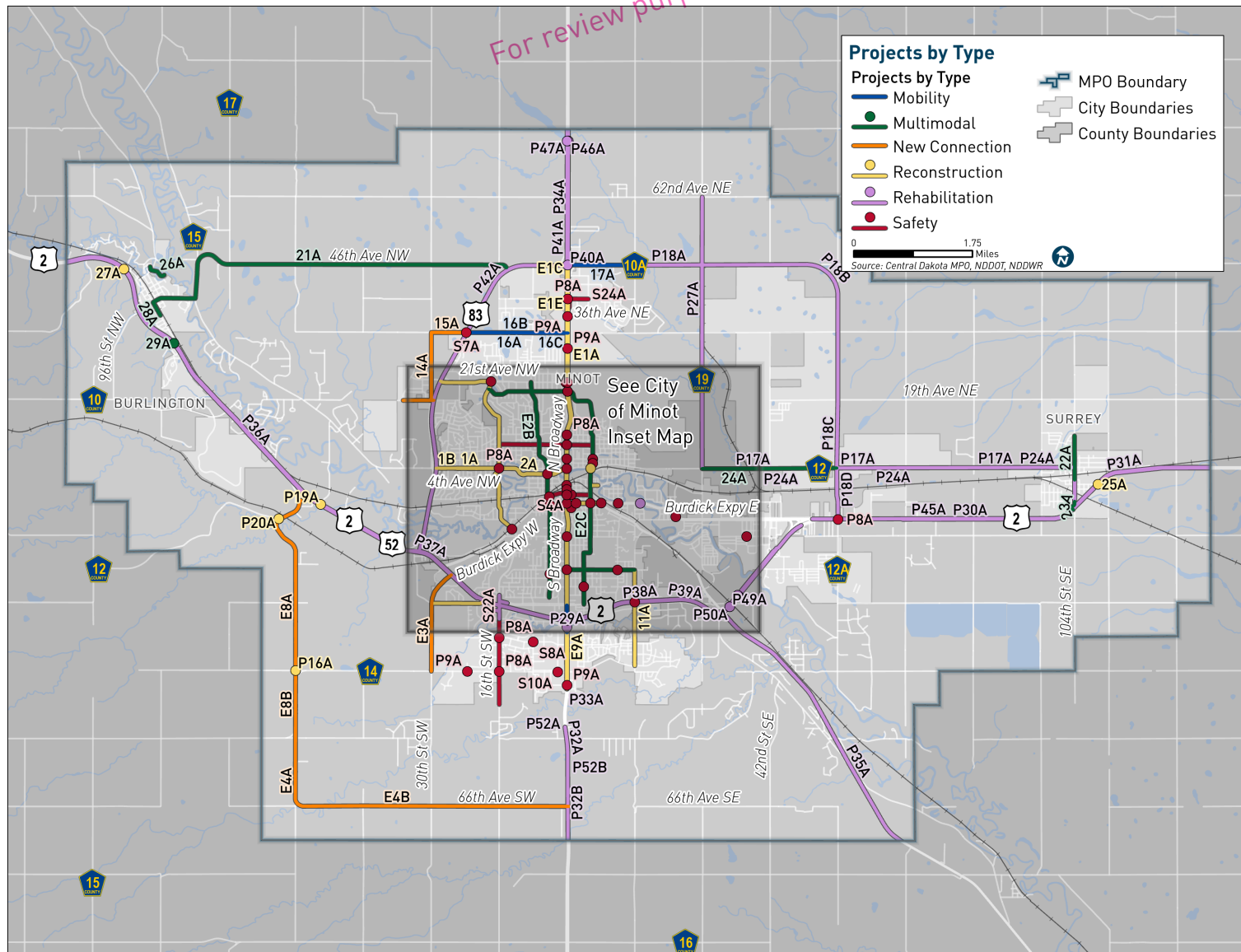




Table X: Full Candidate Project List

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 59, are highlighted in gray.

Project Type Categories

*Descriptions
begin on page*

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New Street and Road Connections		53
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Safety Project Locations		55

	Project ID	Project Name	Description	Extends from	Extends to	Estimated Cost (at assumed year)*
 Reconstruction Projects	1A	4th Ave NW	3rd 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	\$6,323,549 (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.	US 83 Bypass	26th St NW	\$1,297,917 (2045)
	2A	3rd Ave NW - 4th Ave NW	3rd Ave NW/4th Ave NW would be reconstructed from 8th St NW to 20th St NW. This would include the addition of a trail on one side of the roadway and a sidewalk on the other.	8th St NW	20th St NW	\$8,694,469 (2035)

DRAFT
For review purposes onlyReconstruction
Projects

Project ID	Project Name	Description	Extends from	Extends to	Estimated Cost (at assumed year)*
2B	3rd Ave NW	5th Ave NW would be reconstructed from 8th St NW to the Souris River (the bridge just 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.	8th St NW	Souris River (4th St NW)	\$3,962,878 (2040)
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	Broadway	\$9,978,315 (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 21st Ave NW would be reconstructed with concrete as a 3-lane section with sidewalks on both sides of the roadway.	2nd Ave SW	21st Ave NW	\$8,583,392 (2040)
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)
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)

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**Reconstruction
Projects**

Project ID	Project Name	Description	Extends from	Extends to	Estimated Cost (at assumed year)*
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)
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)

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 Reconstruction Projects	Project ID	Project Name	Description	Extends from	Extends to	Estimated Cost (at assumed year)*
	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)
	P16A	County Road 17 and 14 Intersection - Construction	Intersection Project	N/A (intersection project)		\$3,335,000 (2030)
	P19A	Intersection Improvement US 2/52 and CR 17	Intersection improvement project	N/A (intersection project)		\$4,600,000 (2030)
	P20A	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)

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**Multimodal
Projects**

Project ID	Project Name	Description	Extends from	Extends to	Estimated Cost (at assumed year)*
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)
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	13th 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)

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 Multimodal Projects	Project ID	Project Name	Description	Extends from	Extends to	Estimated Cost (at assumed year)*
	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)
	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)
 New Street and Road Connections	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)

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**New Street
and Road
Connections**



**Rehabilitation Projects
Led by Local Governments**

Project ID	Project Name	Description	Extends from	Extends to	Estimated Cost (at assumed year)*
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)
P2A	16th St SW Interchange Bridge Painting	Bridge Painting project led by the City of Minot.	N/A (intersection project)		\$379,500 (2030)
P4A	16th St SW Interchange Rehabilitation	Interchange Rehabilitation. Funded through STBG-Urban funds in short term.	N/A (intersection project)		\$7,705,000 (2030)
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)

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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 (2026)

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

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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 reserved solely for state highways, especially the National Highway Performance Program funds for use on National Highway System routes. These projects are listed here for reference purposes only, but they are not included in the fiscally constrained plan along with other projects with a scoring-based evaluation system. NDDOT will lead these projects directly.

Project ID	Location Description	Bounding Route Mileposts		Estimated length of project in Minot UZA
		From	To	
30	83 S S OF JCT 23 N TO URBAN LIMIT	181	197	10%
31	2 W 3 MI W SURREY TO BNRR OVERHEAD	152	154	Project is fully within the Minot UZA
32	2 W BNRR OVERHEAD TO 2.4 MI W GRANVILLE	154	167	25%
33	83 N 0.5 MI S JCT 23 TO 41ST AVE	182	197	10%
34	83 N 41ST AVE TO 37TH AVE	197	197	Project is fully within the Minot UZA
35	83 S MINOT TO AFB	203.842	213.778	30%
36	52 E E JCT 2 TO CO LN - SAWYER	97.052	112	40%
37	2 E 3 MI W OF JCT 52 TO 1 MI W JCT 83	130	145	50%
38	2 W 3 MI W OF JCT 52 TO 1 MI W JCT 83	131	145	50%
39	2 W 1 MI W. JCT 83 TO 55TH ST	145	150	Project is fully within the Minot UZA
40	2 E 1 MI W JCT 83 TO 55TH ST	145	150.841	Project is fully within the Minot UZA
41	83 N NDDOT RESPONSIBLE	203.342	203.842	Project is fully within the Minot UZA
42	83 N MINOT TO AFB	203.842	213	30%
43	2 W 55TH ST E TO E GRANVILLE	150.841	170	35%
P52	83 S S OF JCT 23 N TO URBAN LIMIT	181	197	10%
P52	83 S S OF JCT 23 N TO URBAN LIMIT	181	197	10%
P29	83 N SOUTH OF U.S. HWY 2 83198473	198.473	198.473	Project is fully within the Minot UZA

Rehabilitation Projects
Led by North Dakota DOT

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Rehabilitation Projects
Led by North Dakota DOT

Project ID	Location Description	Bounding Route Mileposts		Estimated length of project in Minot UZA
		From	To	
P30	2 W 3 MI W SURREY TO BNRR OVERHEAD	152	154	Project is fully within the Minot UZA
P31	2 W BNRR OVERHEAD TO 2.4 MI W GRANVILLE	154	167	25%
P32	83 N 0.5 MI S JCT 23 TO 41ST AVE	182	197	10%
P32	83 N 0.5 MI S JCT 23 TO 41ST AVE	182	197	10%
P33	83 N 41ST AVE TO 37TH AVE	197	197	Project is fully within the Minot UZA
P34	83 S MINOT TO AFB	203.842	213.778	30%
P35	52 E E JCT 2 TO CO LN - SAWYER	97.052	112	40%
P36	2 E 3 MI W OF JCT 52 TO 1 MI W JCT 83	130	145	50%
P37	2 W 3 MI W OF JCT 52 TO 1 MI W JCT 83	131	145	50%
P38	2 W 1 MI W. JCT 83 TO 55TH ST	145	150	Project is fully within the Minot UZA
P39	2 E 1 MI W JCT 83 TO 55TH ST	145	150.841	Project is fully within the Minot UZA
P40	83 N NDDOT RESPONSIBLE	203.342	203.842	Project is fully within the Minot UZA
P41	83 N MINOT TO AFB	203.842	213	30%
P42	83 N MINOT NW BYPASS	920	925.419	Project is fully within the Minot UZA
P43	2 E NE JCT U.S. HWY 2 & 52 0002149111 R	149.111	149.111	Project is fully within the Minot UZA
P44	2 W NE OF JCT 2 & 52 0002149111 L	149.111	149.111	Project is fully within the Minot UZA
P45	2 W 55TH ST E TO E GRANVILLE	150.841	170	35%
P46	83 N 5 N OF US 2 BUSINESS LOOP 0083205756 R	205.756	205.756	Project is fully within the Minot UZA
P47	83 S 5 N. US 2 BUSINESS LOOP 0083205756 L	205.756	205.756	Project is fully within the Minot UZA
P48	2 E JCT US 83 & US 2-52 2146366	146.366	146.366	Project is fully within the Minot UZA
P49	2 E JCT 2 & 52 EAST 2148930	148.93	148.93	Project is fully within the Minot UZA
P50	2 E JCT 2 & 52 EAST 2148930	148.93	148.93	Project is fully within the Minot UZA
P51	2 E BURDICK EXPRWY EAST- MINOT 2907095	907.095	907.095	Project is fully within the Minot UZA

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.

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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:

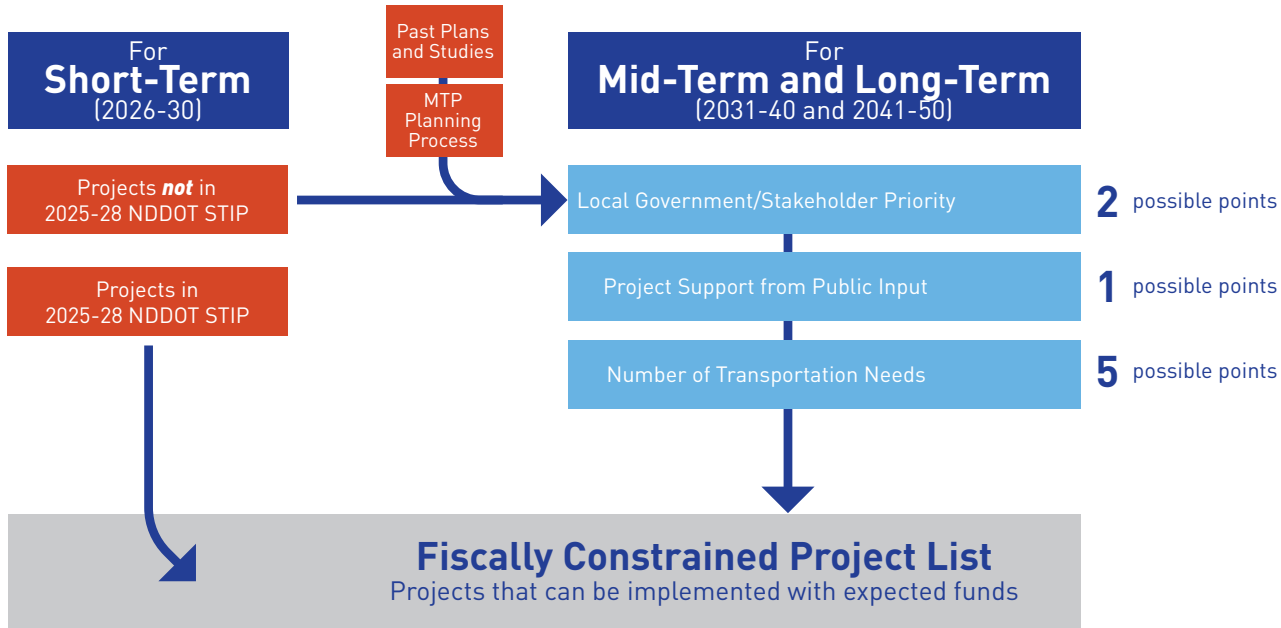
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- Reliability and Operational Improvements: roads and corridors experiencing congestion or operational challenges
- Multimodal Connectivity Corridors
- Major Rehabilitation Corridors
- Bike and Pedestrian Safety Corridors
- High Crash Corridors
- Critical 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 been the direct recipient of 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 will transition to Section 5307 formula fund grants for urban areas. NDDOT will continue to directly administer two other funding sources: Section 5310 formula



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.

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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 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 National Highway Performance Program, though funds may come from other sources as well). These projects have been listed in this MTP for reference purposes, but they are not considered in the same pool of candidate projects that would be evaluated for a fiscally constrained plan. These maintenance projects were not subject to the same scoring-based analysis as the primary projects considered for the MTP.

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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

Table X: 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

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Program (HSIP), although these funds have also been customarily programmed directly by NDDOT and not the state's MPOs.

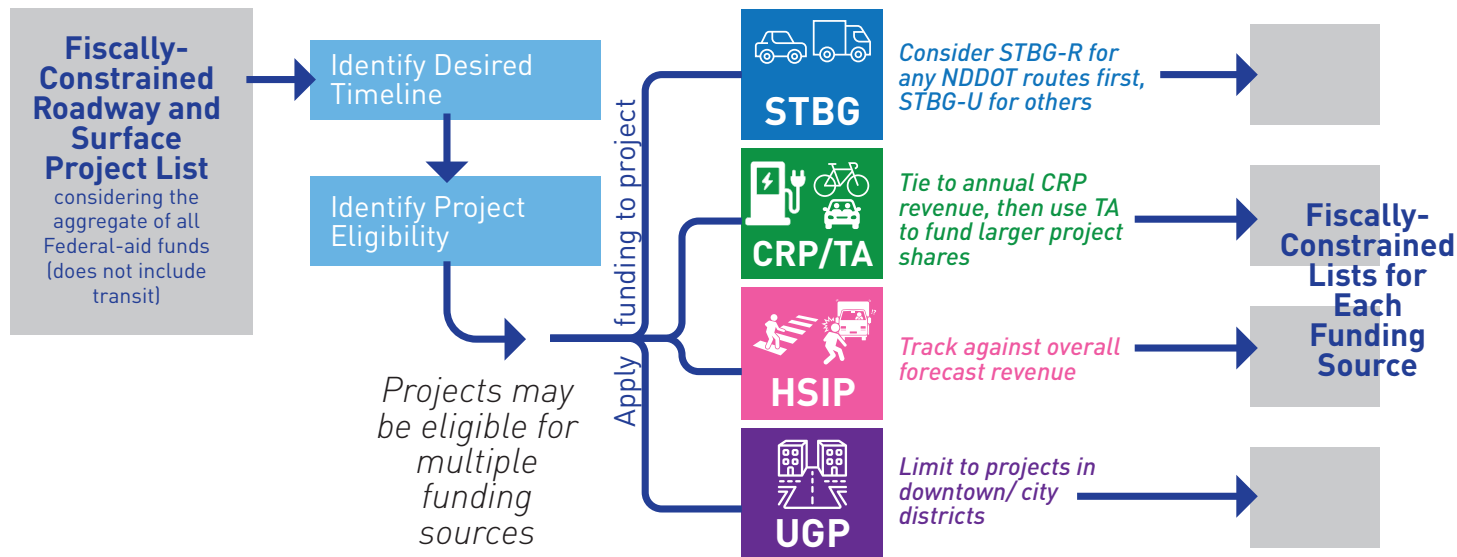
As noted in the Financial Plan, the fiscal forecast cannot rely on discretionary grant programs, even though these may be available to the Central Dakota MPO and its constituent communities to supplement formula Federal funds and non-Federal sources. These have not been included in the calculation of 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 discretionary 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

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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).



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.

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 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 (such as National Highway Performance Program). 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. As a result, any projects eligible for this source and for Transportation Alternatives focused on exhausting each year's individual CRP receipts and used Transportation Alternatives (or other eligible sources) to fund the remainder of projects. This leads to specific breakdowns between funding sources that may vary from one project to another.
- **Urban Grant Program** funds are assumed to follow an annual allocation of around \$4.5 million, and any projects that exceed

that amount would draw from other sources as appropriate.

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.

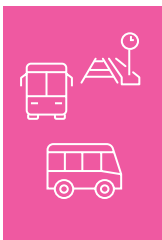
The Broadway corridor in Minot, with numerous needs and candidate projects identified, is mostly represented in the fiscally-constrained list. This is primarily because of the high degree of project needs on this corridor, the high degree of priority that the City of Minot has expressed for the project's 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.

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Table X: 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	\$0	Funds may be used on existing projects, though this is currently not programmed from STIP.
	UGP	\$6,007,784	\$7,399,082	
	All Federal Funding Sources	\$54,410,646	\$23,754,382	

Table X: 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	\$29,445,565	\$35,903,927	\$35,846,849	
	STBG-Regional	\$35,450,516	\$21,910,398	\$43,213,981	\$42,536,904	Mid-term expenditures based on eligibility of projects for STBG-R.
	Carbon Reduction (CRP)	\$4,368,970	\$4,291,077	\$5,325,750	\$3,617,932	Long-term projects reflect eligibility and need to fit within annual revenues.
	Transportation Alternatives (TA)	\$4,076,904	\$4,062,891	\$4,969,724	\$4,390,341	
	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*	
 NDDOT	HSIP	\$11,071,770	\$11,071,770	\$13,496,425	\$13,496,425	HSIP funding is not conventionally assigned to projects in North Dakota, but reserved for identified safety needs as defined in this MTP.
	UGP	\$5,345,169	\$3,607,879	\$6,515,731	\$0	No projects meeting this grant program's criteria envisioned for long-term.
	All Federal Funding Sources	\$117,708,911	\$102,331,436	\$143,486,505	\$133,949,418	

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Evaluating the Future Network

The fiscally constrained projects are shown in the maps on pages 68 and 69, 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.

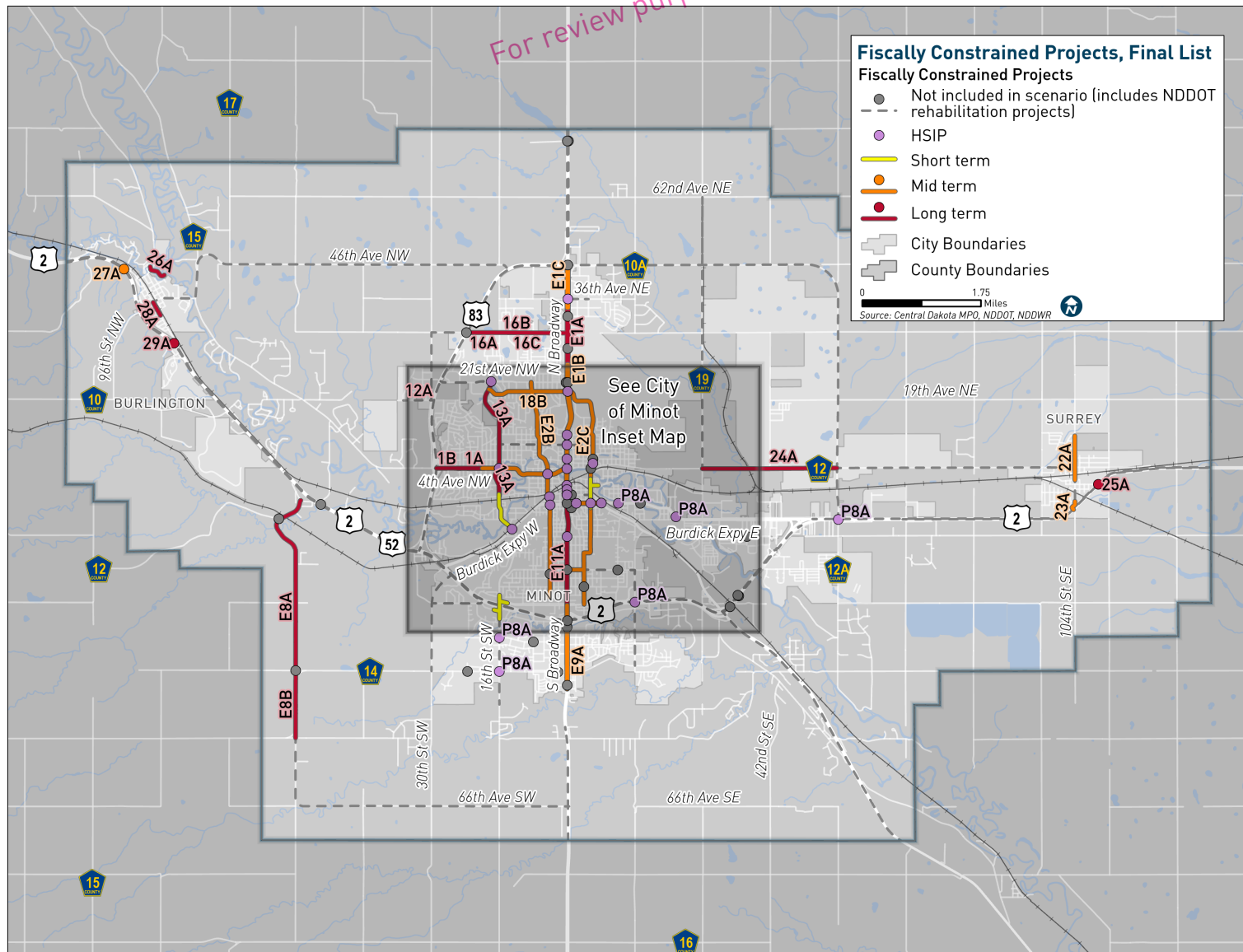
There are twelve of these projects over eight distinct corridors, and these, along with a single capacity-adding project on the 16th Street corridor in southwest Minot, are the only projects reflecting changes to roadway capacity in the overall 2050 network. The planning process updated the Central Dakota 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 70 and 71 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:

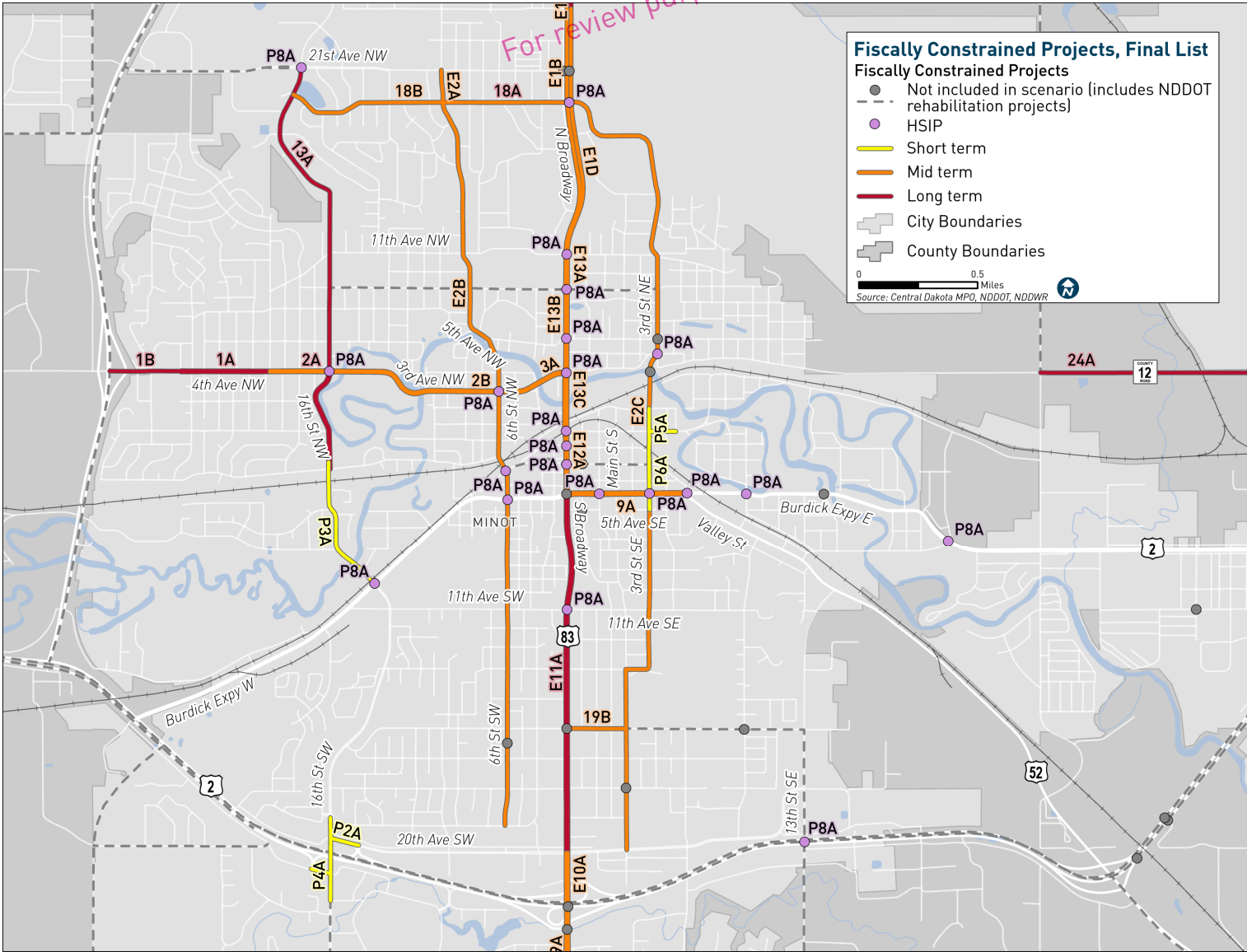
- The main changes to capacity in the roadway network come from the eight corridors with four-lane to three-lane reconstruction projects. Many of these are on streets in the established developed areas of Minot inside the US 83 and US 2-52 bypass loop, and more traffic is estimated to use the bypass 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.

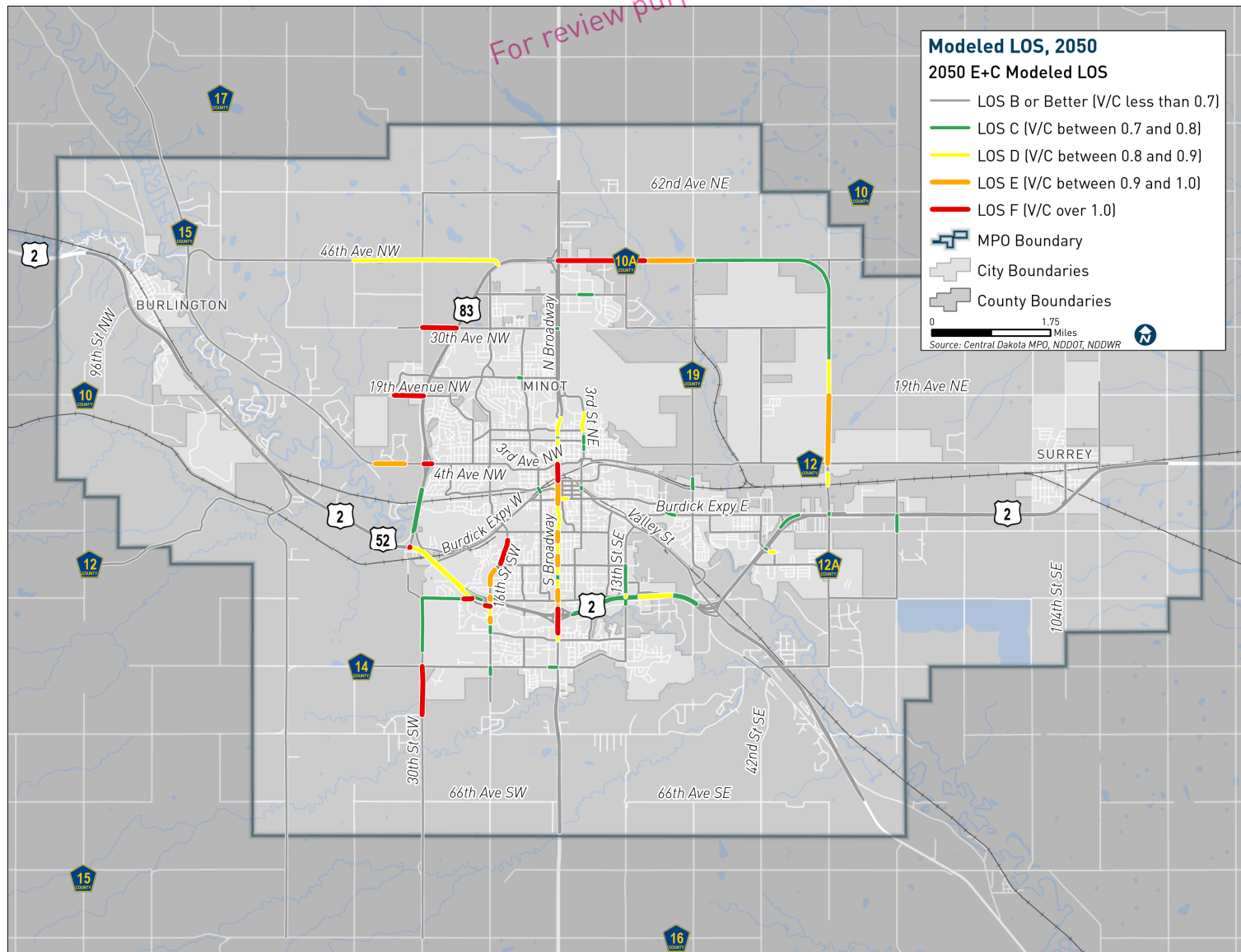
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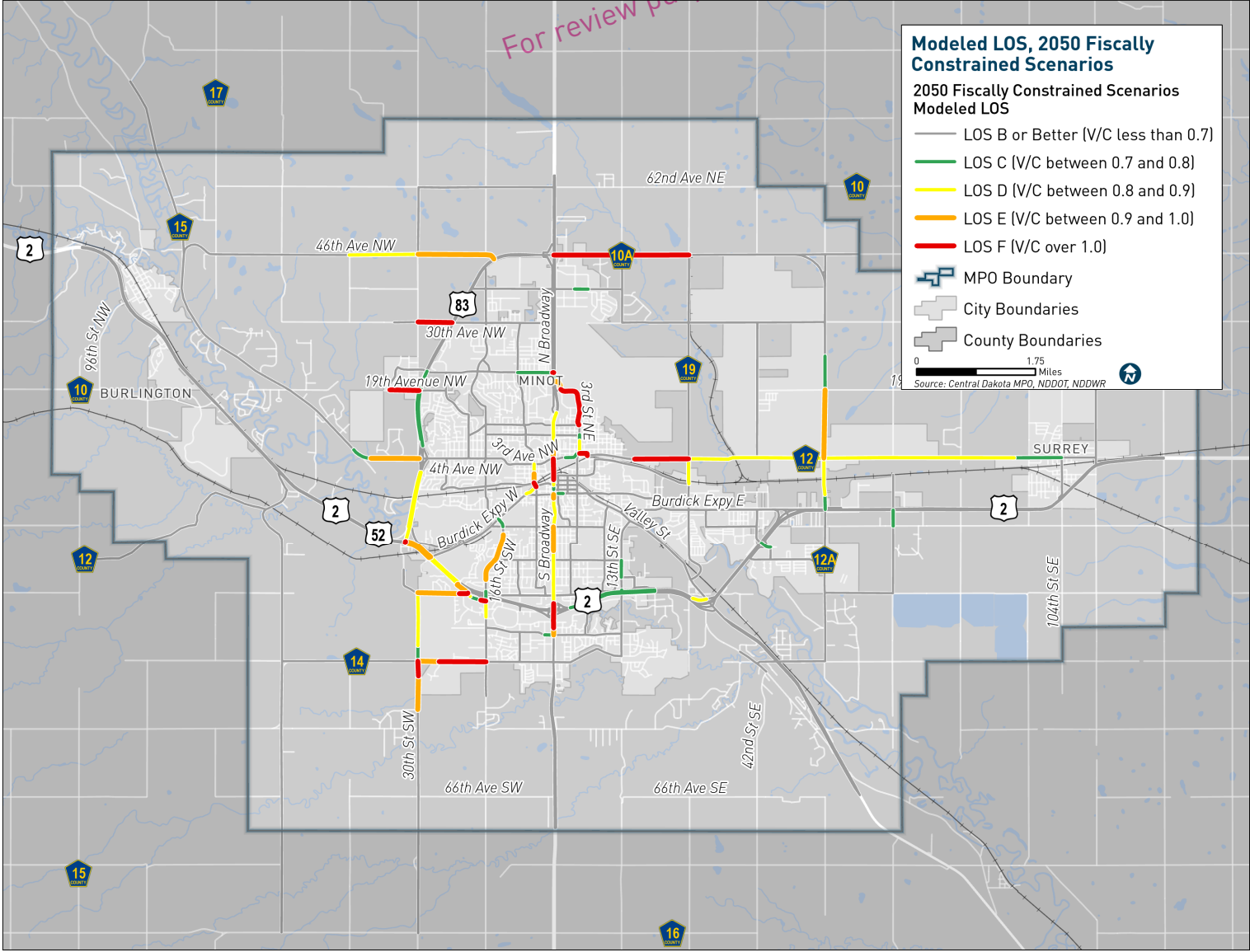
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ILLUSTRATIVE PLAN

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:

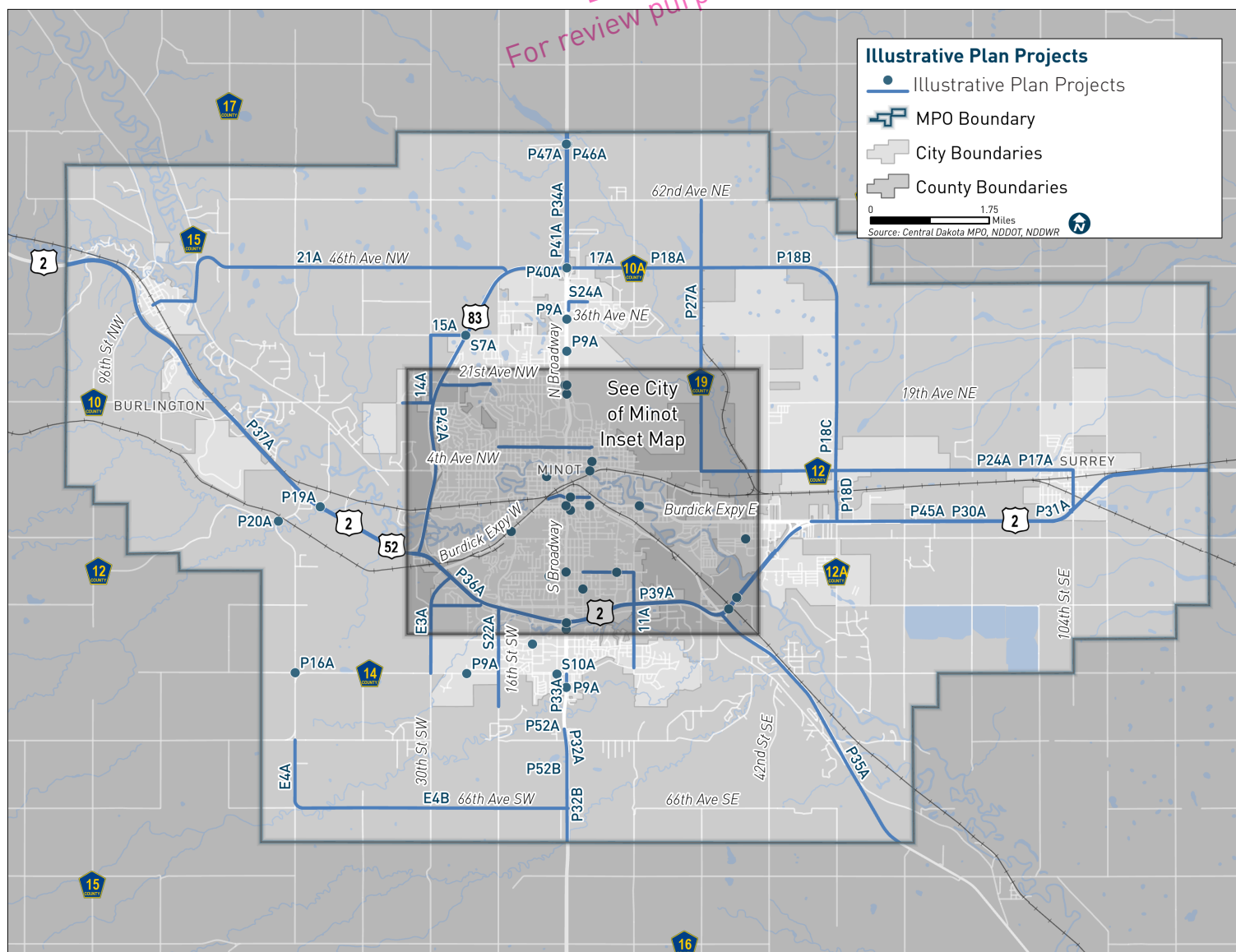
- **These projects address needs that remain despite the limits of available funds,** even if they are not funded within a current understanding of forecast funding revenue. If opportunities arise to advance these projects, they are included in the region's adopted long-range plan. This is particularly 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.

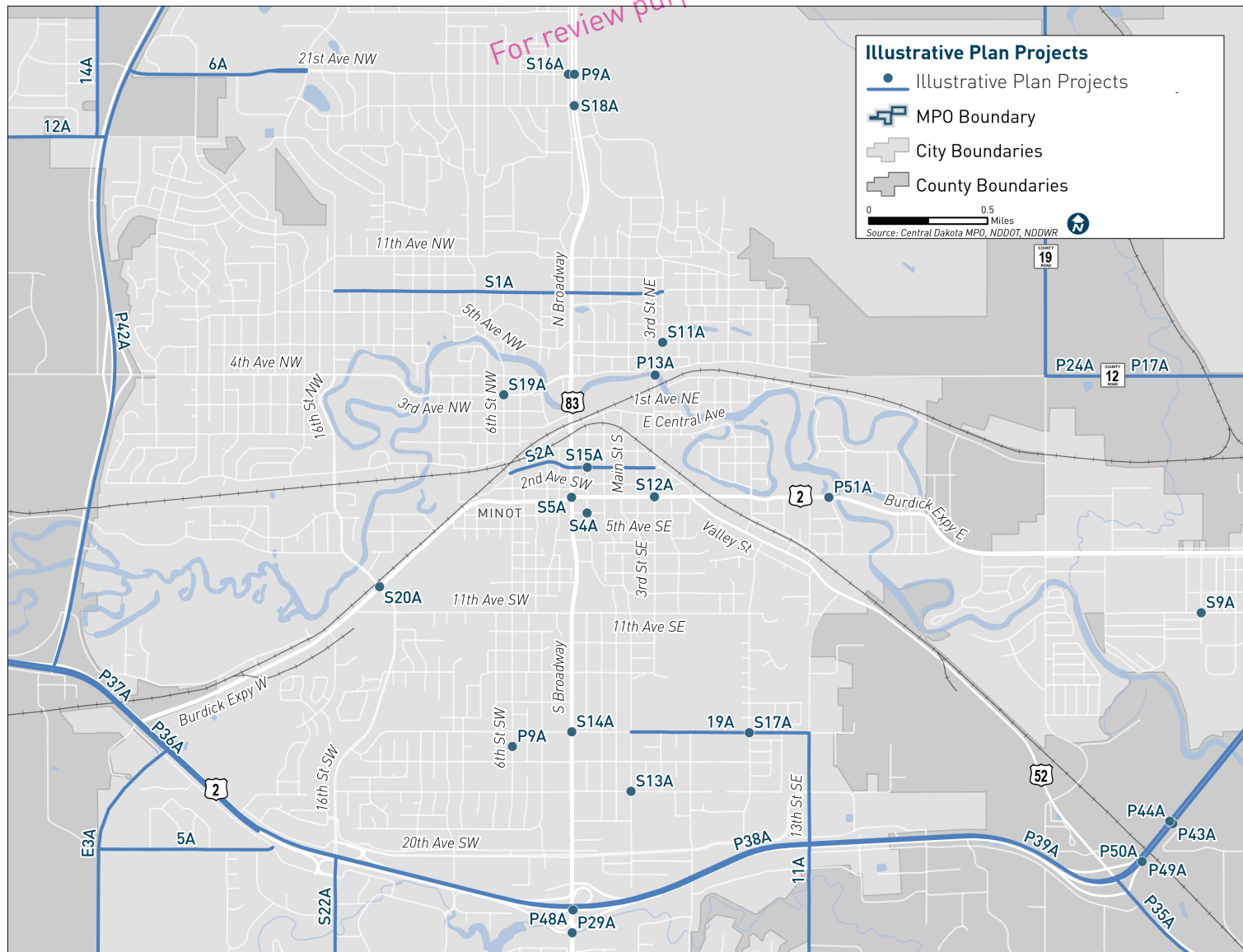
Major Projects in the Illustrative Plan

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 discretionary grants.



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ADDITIONAL PLANS and STUDIES

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.

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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.