



Central Dakota MPO Technical Advisory Committee Meeting
Tuesday, November 18, 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 OCTOBER 14, 2025 MINUTES

Suggested Motion: I move to approve the minutes of the October 14, 2025 meeting as presented.

3. OLD BUSINESS

3.1. METROPOLITAN TRANSPORTATION PLAN - COMMENT MATRIX AND NEXT STEPS

This item is informational only; no action required.

4. NEW BUSINESS

4.1. 2026 MEETING DATES

Suggested Motion: I move to approve the Technical Advisory Committee meeting dates and times as presented.

5. OTHER BUSINESS, IF ANY

5.1. OTHER BUSINESS, IF ANY

5.2. OPPORTUNITY FOR PUBLIC COMMENT

6. ADJOURNMENT



Central Dakota MPO Technical Advisory Committee Meeting Minutes

Tuesday, October 14, 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-

Minot City- Doug Diedrichsen, Stephen Joersz (alternate for Lance Meyer)

Surrey City-

Ward County- Dana Larsen, Beth Pietsch

NDDOT- Will Hutchings, Korby Seward

MPO Director- John Van Dyke

Absent: Sarah Karhoff, Jesse Berg, Lance Meyer, David Anders, Brian Horinka

Others Present: John Forman (virtual), Kristen Sperry (virtual)

2. APPROVAL OF MINUTES

2.1 REVIEW AND APPROVAL OF THE SEPTEMBER 9TH, 2025 MINUTES

Motion to approve the minutes of the September 9, 2025 meeting as presented by Doug Diedrichsen, seconded by Will Hutchings, and favored by all.

3. OLD BUSINESS

3.1 METROPOLITAN TRANSPORTATION PLAN – PHASE 3 ENGAGEMENT

Surrey and Burlington have already presented to their councils. City of Surrey have submitted their letter of support. Burlington is preparing their letter, however the presentation has been approved by them. The 30 day comment period will run until October 23rd, 2025. City of Minot will have their presentation on October 20th and NDDOT and Ward County will have theirs on the 21st. Hutchings informed the board that he can send the link for the NDDOT meeting if anyone would like to be present. Once the presentations are done and the comment period is over, the hope is to finalize the comments by October 27th. The comments would then be presented at the November 18th TAC meeting. It will be decided then if an additional 15 day comment period is needed. The final presentations will be given to the Policy Board on December 18th.





4. NEW BUSINESS

4.1 2026 SAFETY PERFORMANCE MEASURES (PM1) TARGETS RESOLUTION

John Van Dyke informed the board that we will adopt the performance measures from the state for 2026. We will use these numbers to prioritize projects that would help reduce these numbers. By addressing safety hazards we can help reduce them. Joersz voiced that we should look into finding our own numbers for the future to have more localized data. Hutchings informed the board that there is more broke down data for urban locations and depending on the list they are 3 or 5 year lists.

5. OTHER BUSINESS, IF ANY

5.1 GRANT SOLICITATION REMINDED

Road projects grants date to submit to John are November 24th. TAC will then approve the list and send to Policy Board for final approval.

The MPO should be made aware of rural projects that aren't using grant funds so they are still included in the MTP. The MPO could then submit a letter of support but it wouldn't need to be approved by the boards.

5.2 OTHER BUSINESS, IF ANY

John Van Dyke informed the board that on October 20th the Transportation Specialist position will be posted on the City of Minot website to begin the hiring process. The goal is to have someone start the beginning of January 2026.

5.3 OPPORTUNITY FOR PUBLIC COMMENT

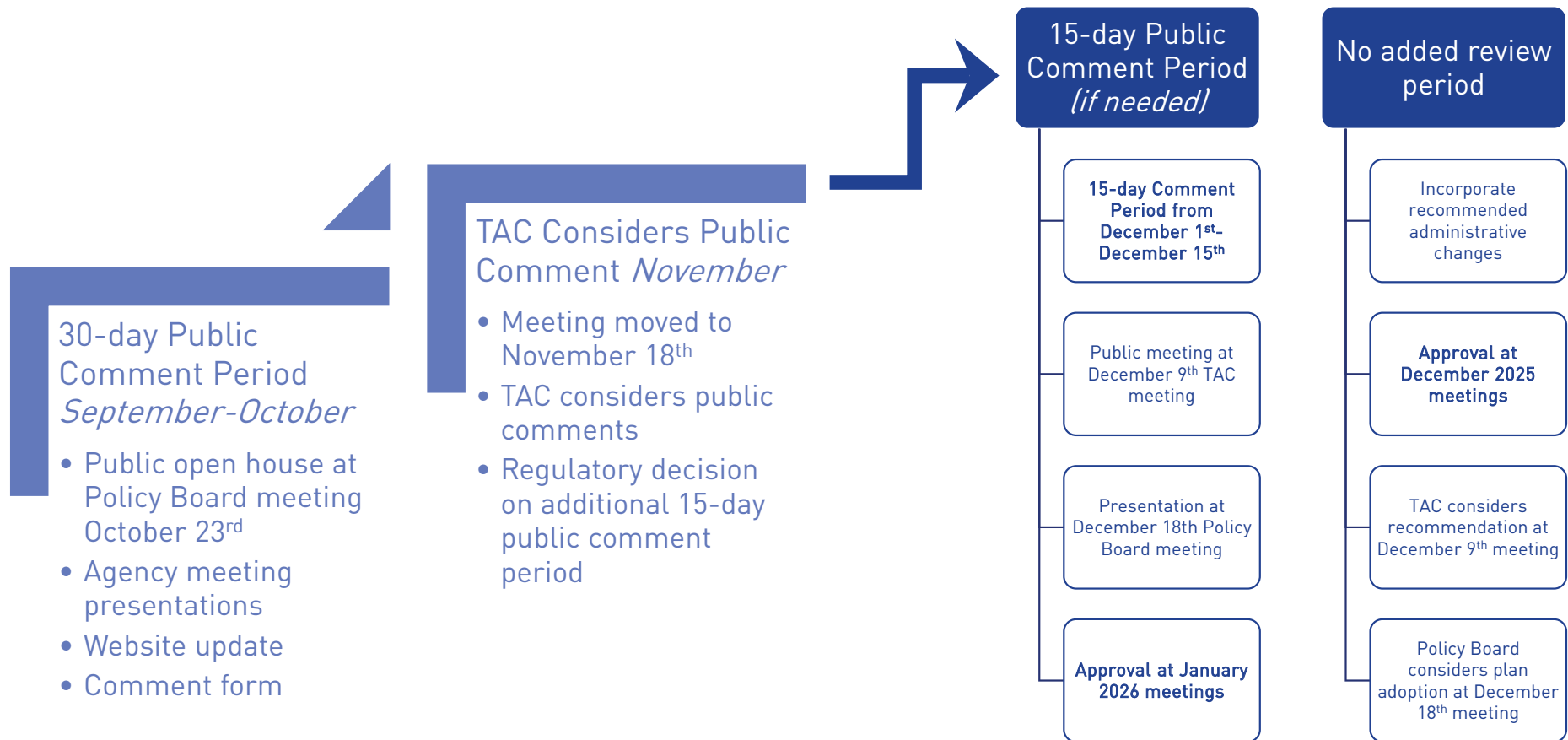
No public present.

6. ADJOURNMENT

Van Dyke asked for a motion to adjourn the meeting. So moved by Dana Larson, seconded by Will Hutchings, and passed unanimously. Meeting adjourned at 11:20 am.



Public Review and Approval Process



Comment Number	Commentator	Received via:	Date received	Page	Comment	Comment Category	BMI Responder	Response to Comment and Edits Required
1	Janet Parton	Email	10/2/2025	N/A	My only "red flag" comment would be the proposal of a stoplight on 19th Ave and Broadway. For traffic traveling North, they may be stopped on a hill at peak traffic times. In the winter, icy conditions could create new crash opportunities when people can't get moving after a stop. Looking forward to the improvement suggested, especially the green/natural elements.	Public Feedback	Joel	Comment is noted and taken under advisement. Projects as defined in a long-range transportation plan typically treat entire corridors (at least for significant segments) in a comprehensive manner. While traffic control may be part of these, it can also be addressed outside of these larger projects, and is typically considered as part of an agency's regular day-to-day operations. Not including a signal in this plan does not mean it would not be added independently, and the corridor projects on Broadway that are in this plan may include this in their project scope.
2	Tim Baumann	Email	10/2/2025	N/A	I appreciate the work on multi-modal route development. It is exciting to see alternative pathways to get around town that will be safer for walkers and bikers. My lowest priority projects would be the development or expansion of the SW bypass. While good in theory, this will push development and traffic to the fringes of the community and reduce density in the community.	Public Feedback	Joel	This comment did not request any change, and the breakdown of projects within the MTP's fiscally constrained plan is consistent with this. The SW/SE Connector project only has a portion in the fiscally constrained plan.
3	Erin Anderson	Email	10/2/2025	N/A	I've been looking at the plan and it doesn't show any changes for the intersection where Burdick Expy meets Hwy 52. This is a very busy and congested intersection a certain times of the day. I always think how dangerous it is with no stop light. I'm surprised it isn't a part of the future changes. Can you let me know why?	Public Feedback	Joel	As it serves a regional scale, project changes in this plan have taken a look at entire corridors, though sometimes specific intersections are also included. This intersection may seem dangerous to motorists or other travelers today, but if no instance of crash patterns suggests that its risk is systematic, agencies tend not to make improvements.
4	Larry Kirks	Email	10/3/2025	N/A	Would like a bike path from minot to the AFB similar to the one from minot to burlington. With the increase of ebikes, scooters and e-unicycles, i think folks would use that for travel or commutes.	Public Feedback	Joel	Comment is noted as an idea to be incorporated for future plan changes.
5	C	Email	10/21/2025	N/A	I'm not certain if there will be a separate comment period for the Transit Development Plan. Our door-to-door bus system (Souris Basin Transit) has been providing needed transportation for the public for a long time. This past year there was the threat of that service not being available to those who don't meet the ADA qualifications. There is at least one segment of the population that is in dire need of this service but many can't quite meet those qualifications. Much of the elderly population has low vision, trouble walking and hearing impairment. It is dangerous for those people to be waiting on a city street corner for the Minot City Transit. Some can't see the destination information on the bus, some can trip off the curb, etc. Quite a few have all those impairments but aren't disabled enough to meet ADA criteria. It would be a shame that now we are a "metropolitan", we may not be providing this service to our elderly population. At the same time our surrounding rural communities can do so.	Public Feedback	Blue	No edits required. Sent to John but he wanted to keep it in the public input appendix.
6	NDDOT	Agency Review	10/27/2025	2	Steering Committee? City and County Staff? (engineering/planning)(auditor). Is the plan to list names or just titles - if titles than why is Johns name shown, if planning to do both consider that their has been a change in Minot elected officials.	Simple Text Edit	Joel	Acknowledgments page has been updated to include individuals from NDDOT, Federal agencies, and member jurisdictions. Other stakeholder participation is included by listing participating agencies only. Some agencies were invited to participate but declined, such as the Minot Air Force Base.
7	NDDOT	Agency Review	10/27/2025	2	How were the acknowledgments determined? I am curious because I know there were more from NDDOT part of this study.	Simple Text Edit	Joel	Please refer to the response to Comment 7.
8	NDDOT	Agency Review	10/27/2025	2	Any coordination with the Base? I am aware the actual base is outside the MPO boundary but it has significant impact on transportation into, out of and within the City of Minot community.	Simple Text Edit	Joel	There was coordination with Minot AFB and this is documented in the public outreach summary.
9	NDDOT	Agency Review	10/27/2025	2	Need disclaimer - about federal funding and , ownership of the final plan (CDMPO+NDDOT) however does not necessarily constitute the opinions of either. John - this was on the handout provided during the midyear reviews.	Simple Text Edit	Joel	Updated with text provided by CDMPO, and this disclaimer is on the acknowledgements page.
10	NDDOT	Agency Review	10/27/2025	3	Will you be developing an Executive Summary. The existing conditions is nearly half of the overall length (excl. appendices). If no executive summary, consider retaining the most relevant in terms of influencing plan goals, objectives and recommendations from Existing Conditions in the main body of the plan.	Simple Text Edit	Joel	The Existing Conditions section of the report is being augmented with a Community and Plan Background section.
11	NDDOT	Agency Review	10/27/2025	3	Where is the list of figures, exhibits, tables, etc.	Added Text Sections	Joel	The Table of Contents includes detailed breakdown of chapters by sub-section headers and will guide readers to specific topic areas.
12	NDDOT	Agency Review	10/27/2025	4	I found the background difficult to read because each paragraph seemed to slightly restate at least a statement from a previous paragraph.	Simple Text Edit	Joel	Noted, and this is reflected in revised text.
13	NDDOT	Agency Review	10/27/2025	4	Gov. Burgum "designated" the area as an MPO, but the 2020 Census provided the urbanized area of over 50,000. I know it may seem trivial, but Census results told us we needed an MPO which then required the Governor to designate/approve the planning area.	Simple Text Edit	Joel	Language updated to reflect this overall thinking.
14	NDDOT	Agency Review	10/27/2025	4	census established urbanized areas (add map reference - but could be to a map on a future page)	Simple Text Edit	Joel	Accepted this change and reworded accordingly.
15	NDDOT	Agency Review	10/27/2025	4	First instance of an acronym without the full name.	Simple Text Edit	Joel	MPO was defined in the first sentence. It should not need to be spelled out again.
16	NDDOT	Agency Review	10/27/2025	4	provisions of 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 and/or 23 CFR 450.300 (which lists all of the above).	Simple Text Edit	Joel	Accepted this change and reworded accordingly. Referred to 23 CFR 450.300.
17	NDDOT	Agency Review	10/27/2025	4	is	Simple Text Edit	Joel	Comment accepted and change made
18	NDDOT	Agency Review	10/27/2025	4	has been/was	Simple Text Edit	Joel	Accepted this change and reworded accordingly.
19	NDDOT	Agency Review	10/27/2025	4	It seems this would make more sense after the statement that notes the MTP needs to be a fiscally constrained document. If I didn't know why this was the case, I would have questioned if it was a requirement or not.	Simple Text Edit	Joel	This paragraph has generally been rearranged in response to this and other comments.
20	NDDOT	Agency Review	10/27/2025	4	This is the background of the MTP, so are these other documents going to be explained also?	Simple Text Edit	Joel	This paragraph has generally been rearranged in response to this and other comments.
21	NDDOT	Agency Review	10/27/2025	4	I believe these should be capitalized since they are what makes up the 3-C's in the parenthesis that follow.	Simple Text Edit	Joel	Indicated with bold italic text.
22	NDDOT	Agency Review	10/27/2025	4	expected? (Check CFR language on this one)	Simple Text Edit	Joel	Accepted this change and reworded accordingly.
23	NDDOT	Agency Review	10/27/2025	4	I believe the CFR language is "reasonably expected"	Simple Text Edit	Joel	Accepted this change and reworded accordingly.
24	NDDOT	Agency Review	10/27/2025	4	First use of acronym without associated full name. Also may be good to amend this to say NDDOT and other state agencies.	Simple Text Edit	Joel	This paragraph has generally been rearranged in response to this and other comments.
25	NDDOT	Agency Review	10/27/2025	4	and other agencies involved with transportation systems support and/or development (freight, Chamber of Commerce, University Facility planning, non-profits (can apply for RTP and TAP grants)	Simple Text Edit	Joel	This paragraph has generally been rearranged in response to this and other comments.
26	NDDOT	Agency Review	10/27/2025	5	Would it make more sense to use this map to show the MPA and UZA? There didn't appear to be a map that would show that in the rest of the document. The legend also only shows 2 gray colors, but the map has 3. I realize that the county is gray outside the boundaries. I would suggest not calling it "County Boundaries" in the legend because the county boundaries are not shown on this map.	Map or Graphics Edit	Joel	UZA boundaries have been added to this and multiple other maps, especially where important to distinguish between UZA and MPO.
27	NDDOT	Agency Review	10/27/2025	5	some corresponding text for this map + high level overview of where the CDMPO is located in relation to the state, what cities make up the MPO and a brief description of the geographic characteristics of the area (lies within and above the Souris River Valley, Minot and Surrey streets primarily follow a N-S/E-W orientation, Burlington street are primarily along an angle that are parallel or perpendicular to the River, Railroad and Highway 2 in NW/SE orientation. The area is marked by many hills and coulees and creeks, extensive urban tree canopy and natural tree canopies and woodlands along the river and in the couleess along creeks.. Not only does this introduce the plan but could be the source for language the MPO includes when developing an RFP and detailing an "About the MPO" section	Added Text Sections	Joel	This map added a callout text box identifying selected information from this comment that is pertinent to a high-level regional overview. Other details of this comment have been taken into consideration and applied at other relevant places throughout the MTP chapters.

28	NDDOT	Agency Review	10/27/2025	5	Add UZA MPO Boundary more commonly and in CFRs referred to as MPA (Metropolitan Planning Area).	Simple Text Edit	Joel	UZA boundaries have been added to this and multiple other maps, especially where important to distinguish between UZA and MPO.
29	NDDOT	Agency Review	10/27/2025	5	Is this Label in the right area? I thought it was where the cluster of streets in the area to the NW of this label. If this is also part of Burlington perhaps highlight in text.	Map or Graphics Edit	Joel	Label revised accordingly.
30	NDDOT	Agency Review	10/27/2025	5	Why isn't 63 labeled?	Map or Graphics Edit	Joel	Labels added to maps.
31	NDDOT	Agency Review	10/27/2025	7	Per my map comment, consider adding something prior to this to provide a overview of the MPO.	Added Text Sections	Joel	Added text in this section.
32	NDDOT	Agency Review	10/27/2025	7	Strikethrough Text	Simple Text Edit	Joel	Accepted this change and reworded accordingly.
33	NDDOT	Agency Review	10/27/2025	7	Strikethrough Text	Simple Text Edit	Joel	Accepted this change and reworded accordingly.
34	NDDOT	Agency Review	10/27/2025	7	this makes it sound like we are doing this study "just in case" something happens.	Simple Text Edit	Joel	Change to language obviated this comment.
35	NDDOT	Agency Review	10/27/2025	7	will	Simple Text Edit	Joel	Accepted this change and reworded accordingly.
36	NDDOT	Agency Review	10/27/2025	7	MPO is not a census recognized Geography. If including all of Ward county that would be far greater area. Based on table below that does not appear to be the case. Is this the urbanized area population]	Simple Text Edit	Joel	Noted, and this is reflected in revised text and tables.
37	NDDOT	Agency Review	10/27/2025	7	the MPO population as defined by Census was 50,925. The Census is only concerned with the the population inside the UZA.	Simple Text Edit	Joel	Noted, and this is reflected in revised text and tables.
38	NDDOT	Agency Review	10/27/2025	7	there is only one MPO boundary. Technically that is called the Metropolitan Planning Area or MPA	Simple Text Edit	Joel	Noted, and this is reflected in revised text and tables.
39	NDDOT	Agency Review	10/27/2025	7	To add to Wayne's comment; recommend adding a fourth line to this table noted as the UZA and just have a population number for the 2020 column.	Simple Text Edit	Joel	Added fourth line as suggested
40	NDDOT	Agency Review	10/27/2025	8	Consider having the UZA boundaries as defined by Census included on these maps	Simple Text Edit	Joel	UZA boundaries have been added to multiple maps, especially where important to distinguish between UZA and MPO.
41	NDDOT	Agency Review	10/27/2025	8	Shouldn't this list include Census Bureau American Community Survey	Simple Text Edit	Joel	Updating legends to include references to the ESRI Living Atlas data service, which provides access to US Census data
42	NDDOT	Agency Review	10/27/2025	9	What is the data source for all these? I see later their is a table of sources but that does not appear to capture all - only those with a superscript number. Recommend checking all maps, tables, graphs etc to identify source and if US Census Bureau signify if its from Decennial or American Community Survey along with the year or years respectively.	Map or Graphics Edit	Joel	Data sources noted throughout
43	NDDOT	Agency Review	10/27/2025	9	Multiple continued references here to the MPO Boundary population. Not sure what source is being used but I do know that an MPA is not a geographic boundary available to used by the Census Bureau. Is this a tabulation of census blocks in the MPO that are wholly or partially in the MPA, or referring to the UZA.	Simple Text Edit	Joel	This has been clarified throughout this part of the document. Analysis refers to the Census Tracts that intersect with the MPA (wholly or partially within the UZA).
44	NDDOT	Agency Review	10/27/2025	9	Good to list source and data year but no consistent throughout this document.	Simple Text Edit	Joel	Data sources changed to be listed under individual tables.
45	NDDOT	Agency Review	10/27/2025	9	Consider adding the leader line to this and the "white alone" to be consistent with the others since the labels are not inside the chart.	Map or Graphics Edit	Joel	Comment accepted and change made to this graphic.
46	NDDOT	Agency Review	10/27/2025	9	missing leaders	Map or Graphics Edit	Joel	Comment accepted and change made to this graphic.
47	NDDOT	Agency Review	10/27/2025	9	<i>Line</i>	Map or Graphics Edit	Joel	Comment accepted and change made to this graphic. This pertains to comment 46.
48	NDDOT	Agency Review	10/27/2025	9	<i>Line</i>	Map or Graphics Edit	Joel	Comment accepted and change made to this graphic. This pertains to comment 46.
49	NDDOT	Agency Review	10/27/2025	9	Most people don't understand how Hispanic Origin differs from Race. Maybe good to frame this with a sentence to clarify the purpose of the asterisks	Simple Text Edit	Joel	Added to the text below the graphic explaining this in greater detail.
50	NDDOT	Agency Review	10/27/2025	9	There is not an asterisk on the pie chart, which is how I would take this call out.	Simple Text Edit	Joel	Removed the asterisk on the footnote.
51	NDDOT	Agency Review	10/27/2025	9	<i>Line</i>	Simple Text Edit	Joel	Comment accepted and change made to this graphic. This pertains to comment 46.
52	NDDOT	Agency Review	10/27/2025	10	Again how did you get this?	Simple Text Edit	Joel	Corrected to accurate description of geographic area.
53	NDDOT	Agency Review	10/27/2025	10	where are these footnotes or what are these numbers to represent?	Simple Text Edit	Joel	Footnotes/endnotes removed, and data source citations are provided consistently below each table throughout the document now.
54	NDDOT	Agency Review	10/27/2025	10	If these amounts derived from the Census Bureaus Micropolitan Statistical Area please note that also would include an area much larger because they factor in areas people drive for work and commute for shopping (spend money) so can and often will include the entire population of the county as well as other counties that people travel from to work/shop.	Supporting Data Revision	Joel	Corrected to accurate description of geographic area.
55	NDDOT	Agency Review	10/27/2025	10	name brand - TM or C needed?	Simple Text Edit	Joel	Added text to clarify
56	NDDOT	Agency Review	10/27/2025	10	From here on out when I see first instance of acronyms without an associated full name I am just going to circle them in blue. Also it would be: US Census Bureau - American Community Survey or ACS	Simple Text Edit	Joel	Acronym expanded for this comment.
57	NDDOT	Agency Review	10/27/2025	10	<i>Circle</i>	Simple Text Edit	Joel	Acronym expanded for this comment. This referred to Comment 56.
58	NDDOT	Agency Review	10/27/2025	10	I assume this is following the top 3 occupation types. This statement just seems to have been thrown in at the end without context, consider moving ahead of the unemployment statement.	Simple Text Edit	Joel	Noted, and this is reflected in revised text.
59	NDDOT	Agency Review	10/27/2025	10	<i>Rectangle</i>	Simple Text Edit	Joel	This comment seemed to be an erroneous figure on the page. It is located in the margin and does not have a clear relationship to any text or figures.
60	NDDOT	Agency Review	10/27/2025	11	<i>Rectangle</i>	Simple Text Edit	Joel	Corrected to accurate description of geographic area.
61	NDDOT	Agency Review	10/27/2025	11	How were the numbers in this column determined because they don't make sense when you look at the other columns. As an example, bike to work is 0.5% here, but 0.0% everywhere else. To pile on, the MPO Boundary is not a geographic boundary available to use to analyze data.	Supporting Data Revision	Joel	Corrected to revise supporting data
62	NDDOT	Agency Review	10/27/2025	12	<i>Circle</i>	Simple Text Edit	Joel	MPO has already been defined by this point. No change made here.
63	NDDOT	Agency Review	10/27/2025	12	these do not appear to be in order unless they are suppose to be on each page footer - which argument for and against) are not in order unless	Simple Text Edit	Joel	Endnotes have been converted to footnotes, and the order generally reworked throughout the document.
64	NDDOT	Agency Review	10/27/2025	12	25% constitutes a majority?	Simple Text Edit	Joel	This paragraph has generally been rearranged in response to this and other comments.
65	NDDOT	Agency Review	10/27/2025	12	this % started the statement off.	Simple Text Edit	Joel	This paragraph has generally been rearranged in response to this and other comments.
66	NDDOT	Agency Review	10/27/2025	12	Circling these from here forward.	Simple Text Edit	Joel	Corrected to accurate description of geographic area.
67	NDDOT	Agency Review	10/27/2025	13	MPA - Check entire DOCUMENT	Simple Text Edit	Joel	Corrected to accurate description of geographic area.
68	NDDOT	Agency Review	10/27/2025	13	transit?	Simple Text Edit	Joel	Replaced carpooling with transit to support statement's intent of non-driving travel.
69	NDDOT	Agency Review	10/27/2025	13	I don't recall this previously defined or why it would be important, so may need to be careful that this statement doesn't cause unintended issues. I am not saying it is wrong, but we are still under existing conditions. Maybe add reference to the chapter.	Simple Text Edit	Joel	This text was removed from this section because the Priority Areas have not yet been introduced or discussed.
70	NDDOT	Agency Review	10/27/2025	13	This is the first mention of a flood. Consider adding the year and in MPO About/Overview section I recommended above, you could mention the area is prone to and has experienced significant flooding.	Simple Text Edit	Joel	Revised caption text to provide more information on the flood.
71	NDDOT	Agency Review	10/27/2025	13	Again how did you get this?	Simple Text Edit	Joel	Corrected to accurate description of geographic area.
72	NDDOT	Agency Review	10/27/2025	14	is this suppose to be in the next section under plans and studies	Simple Text Edit	Joel	This paragraph has generally been rearranged in response to this and other comments.
73	NDDOT	Agency Review	10/27/2025	14	Currently in 2025 STIP soon to be 2026	Simple Text Edit	Joel	This paragraph has generally been rearranged in response to this and other comments. Reference to specific STIP and CIP have been removed.
74	NDDOT	Agency Review	10/27/2025	16	after the comp plan most are just listing themes, issues and plan recommendations.	Simple Text Edit	Joel	This paragraph has generally been rearranged in response to this and other comments.
75	NDDOT	Agency Review	10/27/2025	16	area	Simple Text Edit	Joel	Change accepted and text revised accordingly.
76	NDDOT	Agency Review	10/27/2025	16	have been or were	Simple Text Edit	Joel	This paragraph has generally been rearranged in response to this and other comments.
77	NDDOT	Agency Review	10/27/2025	16	planning and development industry jargon - can just say "new"	Simple Text Edit	Joel	Change accepted and text revised accordingly.

78	NDDOT	Agency Review	10/27/2025	18	I am assuming these priority areas are from the Broadway Corridor Study and not necessarily the MTP; is that correct? I am asking more because the school analysis also references priority areas.	General Question (not requesting changes)	Joel	That is correct, and header text has been revised to clarify this.
79	NDDOT	Agency Review	10/27/2025	18	similar corridors where City, state, country? This comment carries forward in various locations in the other priority areas.	Simple Text Edit	Joel	Similar corridors in North Dakota (with same functional classification and in similar land use contexts). Text has been amended to clarify this.
80	NDDOT	Agency Review	10/27/2025	19	Might want to add that this would be the plan equivalent to the MTP prior to the area becoming an MPO.	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
81	NDDOT	Agency Review	10/27/2025	19	Is there a reason this formatting was changed for the "Recommendations" from the other priority areas?	Simple Text Edit	Joel	Comment accepted and text revised/formatted accordingly.
82	NDDOT	Agency Review	10/27/2025	20	should this be "northwest" instead? This is the first reference to NE growth; everything else had been NW.	Simple Text Edit	Joel	It is northeast (mostly east). Added language to clarify location.
83	NDDOT	Agency Review	10/27/2025	21	year?	Simple Text Edit	Joel	Added year 2019.
84	NDDOT	Agency Review	10/27/2025	21	I understand that this is recapping a previous study, but internal movements doesn't necessarily constitute regionally significant.	Simple Text Edit	Joel	This paragraph has generally been rearranged in response to this and other comments.
85	NDDOT	Agency Review	10/27/2025	24	Add: Out of XX goals and associated policies detailed in the plan, the following ## are relevant to the MTP:	Simple Text Edit	Joel	This paragraph has generally been rearranged in response to this and other comments.
86	NDDOT	Agency Review	10/27/2025	24	we may want to reference "Goal A" even if it doesn't apply to this document because currently it seems like something is missing.	Simple Text Edit	Joel	This paragraph has generally been rearranged in response to this and other comments. Noted that Goal A had to do with intergovernmental coordination.
87	NDDOT	Agency Review	10/27/2025	25	year	Simple Text Edit	Joel	Added year 2022
88	NDDOT	Agency Review	10/27/2025	25	Something weird is happening with the PDF Page numbering, currently shows as A25	Simple Text Edit	Joel	Page numbering revised and corrected.
89	NDDOT	Agency Review	10/27/2025	26	PDF page number now drops the A and continues numerically from here	Simple Text Edit	Joel	Page numbering revised and corrected.
90	NDDOT	Agency Review	10/27/2025	28	There is also a statewide bike and ped plan and of course the state transportation plan	Simple Text Edit	Joel	
91	NDDOT	Agency Review	10/27/2025	29	The opening paragraph for strategies 2-4 are the same; is that the intent or was it a copy/paste issue that needs to be revised?	Simple Text Edit	Joel	Text corrected with appropriate strategy headers.
92	NDDOT	Agency Review	10/27/2025	29	This is the same for Strategies 2-4 and is difficult to find the differences. Could this be the main heading and then the strategies with the different part as the main bullets with the solutions as sub-bullets?	Simple Text Edit	Joel	Added clarifying text as appropriate.
93	NDDOT	Agency Review	10/27/2025	33	Similar to Wayne's earlier comment; please add the UZA boundary to this figure. There are several stub routes shown, assuming those end at the UZA.	Map or Graphics Edit	Joel	UZA boundaries have been added to multiple maps, especially where important to distinguish between UZA and MPO.
94	NDDOT	Agency Review	10/27/2025	33	Circle	Simple Text Edit	Joel	Unclear what the comment refers to - it does not note any text or graphics.
95	NDDOT	Agency Review	10/27/2025	33	Rectangle	Map or Graphics Edit	Joel	Unclear what the comment refers to, other than MPA boundary
96	NDDOT	Agency Review	10/27/2025	35	Might want two more similar maps 1. Map of National Highway System routes 2. Defense Access Road Program (considering the base and some of the upcoming Minute Man updates), update I do see that these are detailed under Freight. Consider moving them since each of these have been depicting the various roadway designations.	Map or Graphics Edit	Joel	Maps moved to be closer to Freight System narrative.
97	NDDOT	Agency Review	10/27/2025	35	Why no Highway 83 labels	Map or Graphics Edit	Joel	
98	NDDOT	Agency Review	10/27/2025	36	I found this statement difficult to read because it makes it sound like safety isn't a top priority on other ND Highways. Maybe consider revising this statement to something like "Roadway safety is a top priority for the MPO and its jurisdictions."	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
99	NDDOT	Agency Review	10/27/2025	36	Added a drawing	Simple Text Edit	Joel	This paragraph has generally been rearranged in response to this and other comments.
100	NDDOT	Agency Review	10/27/2025	36	The median was installed after the fatal crash, but the way this is worded it almost seems to imply there was another around the time the median was installed.	Simple Text Edit	Joel	This paragraph has generally been rearranged in response to this and other comments.
101	NDDOT	Agency Review	10/27/2025	37	These 2 colors are very close together and difficult to separate at a glance. could they be more contrasted since these are the only crash types on this page?	Map or Graphics Edit	Joel	Changes have been made to this map to bring additional contrast to colors.
102	NDDOT	Agency Review	10/27/2025	37	agree, As a red-green colorblind person I did not notice there are two different colors. if not for your comment I wouldn't have.	Map or Graphics Edit	Joel	Changes have been made to this map to bring additional contrast to colors.
103	NDDOT	Agency Review	10/27/2025	38	Arrow. similar color - took me a sec. to realize that this is not a huge section of land with evenly spaced crash densities	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
104	NDDOT	Agency Review	10/27/2025	40	Is there a verifiable correlation that can be made. As is this sounds like a (non-scientific) theory without anything to back it up. Knowing access/low access management recommendations are often appealed consider expanding to emphasize.	Simple Text Edit	Joel	We cannot make a verifiable correlation with the limited data available, although the intent of this comment is understood and has been incorporated into the text. The tension between access management as a safety approach and expectations of access for commercial properties is well understood and has been noted here.
105	NDDOT	Agency Review	10/27/2025	42	What defines a bike/ped crash? Crashed with a car? with another bike/ped? crashed by walking/riding into utility pole? doing crazy bmx/parkour tricks. what defines it as a crash? property damage? bodily damage (and if so severe, incapacitating...)	Simple Text Edit	Joel	Added text for clarity.
106	NDDOT	Agency Review	10/27/2025	43	Does the orange line need to be added to the legend?	Map or Graphics Edit	Joel	Noted, and added to the legend as a sidewalk layer.
107	NDDOT	Agency Review	10/27/2025	44	how was this determined or where did the data come from? What is the criteria?	Simple Text Edit	Joel	Added text and technical definitions of criteria for clarity.
108	NDDOT	Agency Review	10/27/2025	46	city- or county-level	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
109	NDDOT	Agency Review	10/27/2025	46	Although, it is considered a best practice, there is no requirement for local government agencies to have or follow a CIP. Of the CDMPO local jurisdiction, only the Cities of Minot, and Burlington develop a CIP. NDDOT develops a similar short-horizon list of transportation projects known as the STIP.	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
110	NDDOT	Agency Review	10/27/2025	48	Consider noting that this is US 2/52 because the Hwy may be dually designated, but commonly known as US 2. I had to look up to see if dually designated. US 52 separates from US 2 west of the MPO.	Simple Text Edit	Joel	Added text for clarity.
111	NDDOT	Agency Review	10/27/2025	50	Why was such an old STIP used?	General Question (not requesting changes)	Joel	This existing conditions summary was initially developed as a standalone document prior to the full plan. At the time of its development, the 2024-27 STIP was still current.
112	NDDOT	Agency Review	10/27/2025	50	The 2025-2028 STIP has been out for almost 1 year and will be replaced with the 2026-29STIP soon. By then this list will be really outdated.	Simple Text Edit	Joel	This existing conditions summary was initially developed as a standalone document prior to the full plan. At the time of its development, the 2024-27 STIP was still current.
113	NDDOT	Agency Review	10/27/2025	50	This project is now FY2029	Simple Text Edit	Joel	The MPO will revise this list, and all other reassignments of funding years for Comments 113-123, if NDDOT can provide a version of the 2026-29 STIP that can be referenced. CDMPO will not make updates using the 2025-28 STIP if these are about to be superseded, only to make additional changes once the new STIP is adopted.
114	NDDOT	Agency Review	10/27/2025	50	This project is now FY2026	Simple Text Edit	Joel	Refer to response to Comment 113.
115	NDDOT	Agency Review	10/27/2025	50	This project is now FY2026	Simple Text Edit	Joel	Refer to response to Comment 113.
116	NDDOT	Agency Review	10/27/2025	50	FY2028	Simple Text Edit	Joel	Refer to response to Comment 113.
117	NDDOT	Agency Review	10/27/2025	50	FY2028	Simple Text Edit	Joel	Refer to response to Comment 113.
118	NDDOT	Agency Review	10/27/2025	50	FY2026	Simple Text Edit	Joel	Refer to response to Comment 113.
119	NDDOT	Agency Review	10/27/2025	50	FY2027	Simple Text Edit	Joel	Refer to response to Comment 113.
120	NDDOT	Agency Review	10/27/2025	50	FY2027	Simple Text Edit	Joel	Refer to response to Comment 113.
121	NDDOT	Agency Review	10/27/2025	51	2029	Simple Text Edit	Joel	Refer to response to Comment 113.
122	NDDOT	Agency Review	10/27/2025	51	2029	Simple Text Edit	Joel	Refer to response to Comment 113.
123	NDDOT	Agency Review	10/27/2025	51	PCN 23901 projects now in FY2028	Simple Text Edit	Joel	Refer to response to Comment 113.
124	NDDOT	Agency Review	10/27/2025	52	Consider adding definition of good, fair, poor.	Simple Text Edit	Joel	Added text for clarity.
125	NDDOT	Agency Review	10/27/2025	52	I assume this is Puppy Dog Coulee and that is being replaced currently,	Simple Text Edit	Joel	Added a reference to this project underway.
126	NDDOT	Agency Review	10/27/2025	53	Check the numbers for "Fair Condition" structures. The list shown above and the list on the previous page indicates 10 NDDOT and 11 Non-State.	Supporting Data Revision	Joel	Revised numbers in the table to add correctly.

127	NDDOT	Agency Review	10/27/2025	55	This first part of the statement seems to make the rest of the paragraph difficult to read because second part of the statement switches to Surrey and then the next couple statements are about Surrey followed by a couple focused on Burlington. Why wasn't Burlington brought into this statement also and then expanding on each of the updates in recent years?	Simple Text Edit	Joel	This paragraph has generally been rearranged in response to this and other comments.
128	NDDOT	Agency Review	10/27/2025	57	consider placing labels directly over cities of Surrey and Burlington. I didn't realize this was here the first time I reviewed this map and left a (now deleted) comment to suggest noting why non shown in these communities	Simple Text Edit	Joel	In the mapping, these labels are placed automatically and fit within the areas of least conflict with other map features. If this is a critical need, we can revise.
129	NDDOT	Agency Review	10/27/2025	58	Is public transportation only provided in Minot? remember that this study is for then entire MPO area, so it needs to be clear.	Simple Text Edit	Joel	Revised this text to strengthen references to the Minot region.
130	NDDOT	Agency Review	10/27/2025	59	Similar Color	Map or Graphics Edit	Joel	Comment accepted and graphic revised accordingly.
131	NDDOT	Agency Review	10/27/2025	60	COVID (all caps)	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
132	NDDOT	Agency Review	10/27/2025	63	Add mention that Souris provides a Minot to Bismarck ride service. Although that may not belong here and better under a group of other inter-state/city public transportation options	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
133	NDDOT	Agency Review	10/27/2025	64	Are these figures just the paratransit service or do they also include the demand response service provided by Souris Basin in the Minot area?	Simple Text Edit	Joel	Detail added to figures to specify which agency.
134	NDDOT	Agency Review	10/27/2025	65	Other Transit providers for intercity - Jefferson Lines?	Simple Text Edit	Joel	We do not have information or data on other providers, and they have not been added in this draft.
135	NDDOT	Agency Review	10/27/2025	65	this has started	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
136	NDDOT	Agency Review	10/27/2025	67	as noted earlier a map of these routes would be helpful. In full honestly although related, I would not have necessarily subset the NHS and STRAHNET corridor under the freight system analysis. The graphs at the end of this section are great but lack any summarization of what they mean. If there is a place where most of these could be listed that would be good. Other freight considerations perhaps worth noting include Fedex, UPS, USPS, and Amazon distribution centers or any other major freight generators. Considerations could detail feasibility of freight vehicle movements to and from those facilities and areas of town where freight transport is challenging/unsafe.	Added Text Sections	Joel	Added a summary before the graphs that introduces some key takeaway points for the freight statistics.
137	NDDOT	Agency Review	10/27/2025	82	I recently read an article about recently completed improvements for empire builder stations in ND that stated these issues were fixed.	Simple Text Edit	Joel	Based on information available to us, we have not seen official statements from Amtrak about this update. Comment taken under advisement.
138	NDDOT	Agency Review	10/27/2025	82	consider reordering so that this comes right after transit, followed by freight overview, freight rail, the other freight still may want to consideration of moving the NHS and STRAHNET up toward front	Simple Text Edit	Joel	Moved this section of the document. Please note resulting changes to page numbering in this general section of the document.
139	NDDOT	Agency Review	10/27/2025	90	match-funded projects	Simple Text Edit	Joel	Not clear where or how the comment was to be applied, but text has been revised accordingly.
140	NDDOT	Agency Review	10/27/2025	91	i thought they rejected this	Simple Text Edit	Joel	The initial draft of this document was developed prior to Minot taking that action. This has been updated to remove this reference.
141	NDDOT	Agency Review	10/27/2025	92	or share (local, state, federal and other reputable sources)	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
142	NDDOT	Agency Review	10/27/2025	92	Note it takes a lot of effort, talent and/or \$ to create these.	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
143	NDDOT	Agency Review	10/27/2025	92	Thinking video slots or digibillboards, or social media campaigns. The reason I ask is the cost of video - both in terms of production as well as difficulty getting local stations to air them.	General Question (not requesting changes)	Joel	Comment taken under advisement, though it is not clear that any changes to document are needed.
144	NDDOT	Agency Review	10/27/2025	94	Anything needed to support the trans-loading facility? Airport? AFB, ? Hospital?	General Question (not requesting changes)	Joel	Comment taken under advisement, though it is not clear that any changes to document are needed.
145	NDDOT	Agency Review	10/27/2025	94	Work with member jurisdictions to since the MPO does not control these local rules but should be working to coordinate with them and help them understand best practice and model guidelines.	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
146	NDDOT	Agency Review	10/27/2025	94	access management standards	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
147	NDDOT	Agency Review	10/27/2025	97	Added a drawing	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
148	NDDOT	Agency Review	10/27/2025	101	no mention of other assets- bridges, culverts, sidewalks, trails. There is more on bridges on the following page but section opening seems to make this all about pavement only.	Simple Text Edit	Joel	Added introductory text to enhance this section.
149	NDDOT	Agency Review	10/27/2025	109	Data source & date would be helpful	Simple Text Edit	Joel	Data source added.
150	NDDOT	Agency Review	10/27/2025	109	May want to consider noting if the intersection is also on the State High Crash locations. It appears that Minot has 2 rural intersections in the State's 2020-2024 Rural High Crash locations (sent to John 8/4/25 from Justin Schlosser). #16 - US 83 & 54th Ave SW. #25 - US 2 & Ward Co 17 (54th St NW)	Simple Text Edit	Joel	We do not have a list of the high crash locations in the urban area but will make this reference if NDDOT can provide this list. Ideally, NDDOT can provide a GIS dataset so this may be added to maps.
151	NDDOT	Agency Review	10/27/2025	115	The gravity TDM is definitely doing its job here; pushing all traffic to the State highways.....was there any sensitivity testing done to see what would happen if drivers used more of the local system?	General Question (not requesting changes)	Joel	Comment taken under advisement, though it is not clear that any changes to document are needed. CDMPO developed the travel demand model in conjunction with NDSU ATAC.
152	NDDOT	Agency Review	10/27/2025	115	The City and NDDOT have invested a good amount of federal funding into 37th Ave SE, 31st Ave SE and 13th St SE; seems odd that there is no change from the baseline on these roads out to 2050??	General Question (not requesting changes)	Joel	Comment taken under advisement, though it is not clear that any changes to document are needed. CDMPO developed the travel demand model in conjunction with NDSU ATAC.
153	NDDOT	Agency Review	10/27/2025	123	on the following page	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
154	NDDOT	Agency Review	10/27/2025	124	Why is this base year 2024?? Others have been 2022...	Simple Text Edit	Joel	This is explained in the text with use of Replica travel pattern sample data as a basis for truck movements, and it has a different base year than the CDMPO regional model (2024 vs. 2022). Text has been enhanced to add clarity to this distinction.
155	NDDOT	Agency Review	10/27/2025	127	Was there any analysis of sidewalk quality? Broken, chipped or spalled surface, heaved (trip hazards)	General Question (not requesting changes)	Joel	Comment taken under advisement. Comprehensive data was not available for this analysis.
156	NDDOT	Agency Review	10/27/2025	131	are all of these for on-street bike lanes? or just roadways in general	General Question (not requesting changes)	Joel	The analysis accounts for roadways in general, not only those with bicycle lanes or other dedicated facilities.
157	NDDOT	Agency Review	10/27/2025	132	how much? is this 51% or is it 99% lack bike facilities?	Simple Text Edit	Joel	Text revised to be more general about the route and corridor.
158	NDDOT	Agency Review	10/27/2025	134	how much?	Simple Text Edit	Joel	Text revised to be more general about the service area.

159	NDDOT	Agency Review	10/27/2025	143	PM and Minor rehab projects on state/US highways within the UZA are funded through the Urban Regional program and need to be part of the MTP and fiscal constraint.	Technical Eligibility	Joel	This comment has been received without any apparent precedent, nor does it seem that there is precedent for this type of arrangement with the state's other MPOs. We will add language to the plan document emphasizing that STBG-R remains largely managed by the state and the funds are not guaranteed to CDMPO, but CDMPO has developed a fiscally constrained plan that has selected project candidates from a technical evaluation process that did not include these projects. NDDOT, neither through its Central Office representation on the MPO TAC nor through its Minot District representation, offered guidance on how to incorporate these projects into the same competitive scoring process used for projects advanced by member jurisdictions. Our edits to the document will indicate that the fiscally constrained plan is subject to STBG-R funding availability to the MPO, but that up to \$42 million (the approximated cost of these mill and overlay projects within the MPA) may be reserved by NDDOT to prioritize those projects instead.
160	NDDOT	Agency Review	10/27/2025	144	suggestion add a paragraph about potential amendments to the list of candidate projects, whether to the elevate (and subsequently demote) a project among the phases, or amend the plan to include projects not previously identified in the fiscal constrained list (less important for the list of candidate projects). Further even if this is in the PPP, you may want to list the criteria/evaluation process that will be used to evaluate whether amendments will be accepted or not. For example will the goals and objectives be used to weigh each proposed amendment.	Simple Text Edit	Joel	Our recommendation is that an amendment process would need to be developed in partnership with member jurisdictions, NDDOT, and FHWA. At this stage, without adequate opportunity for this coordination and the closure of a public comment period, we recommend that the MPO address this issue in subsequent efforts as a matter of its regular operations.
161	NDDOT	Agency Review	10/27/2025	145	Urban Program funding is limited to eligible areas within the UZA, not the MPA. Consider adding the UZA to this map	Map or Graphics Edit	Joel	Noted, and map edited accordingly.
162	NDDOT	Agency Review	10/27/2025	156	NHPP funds are part of the apportionment used by the Urban Regional program if a route is eligible, it is not a separate program. All federal aid roadway projects on state and US highways within the UZA are funded through the Urban Regional program so these needs must be included in the fiscally constrained project list.	Technical Eligibility	Joel	Refer to the response to Comment 162.
163	NDDOT	Agency Review	10/27/2025	158	2024-2027 or 2025-2028 (newest would be ideal. 2026 is in draft status as well	Simple Text Edit	Joel	Text added to note that we used the STIP made available at the time of the existing conditions report development (in 2024). If NDDOT wishes to update this to the 2026-29 STIP, please provide a copy of that. The MPO prefers not to update to the 2025-28 STIP that is about to be superseded around the same time the MTP is adopted, and prefers not to update this document twice.
164	NDDOT	Agency Review	10/27/2025	160	Per my prior comment, if these are federal aid eligible PM or rehab projects, they would be funded through the Urban Regional program. There is not another fund source.	Technical Eligibility	Joel	Comment accepted and text revised accordingly.
165	NDDOT	Agency Review	10/27/2025	160	Again, this needs to be revised as this is incorrect.	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
166	NDDOT	Agency Review	10/27/2025	162	change word to competitive	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
167	NDDOT	Agency Review	10/27/2025	162	competitive	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
168	NDDOT	Agency Review	10/27/2025	162	CRP is used within the Urban Program to supplement the Urban Roads and Urban Regional projects that have CRP eligibilities.	Simple Text Edit	Joel	Comment accepted and text in the graphic revised accordingly.
169	NDDOT	Agency Review	10/27/2025	163	Strikethrough Text	Simple Text Edit	Joel	Removed struck-through text.
170	NDDOT	Agency Review	10/27/2025	163	NDDOT uses the CRP funding within the Urban Program to supplement the Urban Roads and Urban Regional projects that have CRP eligibilities.	Technical Eligibility	Joel	Comment accepted and text revised accordingly.
171	NDDOT	Agency Review	10/27/2025	163	The annual allocation for UGP is \$4.6 million. Any costs over the grant award are local costs.	Funding Adjustment (alignment with current Statewide Plan/STIP)	Joel	Comment accepted and text revised accordingly.
172	NDDOT	Agency Review	10/27/2025	164	Incorrect	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
173	NDDOT	Agency Review	10/27/2025	165	There is an annual solicitation for HSIP projects but it is good to identify potential HSIP needs in the MTP.	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
174	NDDOT	Agency Review	10/27/2025	171	competitive	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
175	NDDOT	Agency Review	10/27/2025	174	Future	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
176	NDDOT	Agency Review	10/27/2025	174	ning	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
177	NDDOT	Agency Review	10/27/2025	174	y	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
178	NDDOT	Agency Review	10/27/2025	174	NEEDS. Reason for suggested change - I first read this as additional plans to look at for other potential project candidates needs.	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
179	NDDOT	Agency Review	10/27/2025	179	NDDOT uses the NHPP apportionment as applicable within the Urban Program and other rural and interstate programs. This section should be removed.	Simple Text Edit	Joel	Comment accepted and text removed.
180	NDDOT	Agency Review	10/27/2025	179	in urban cities greater than 5,000 population and on CMC routes within the UZA	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
181	NDDOT	Agency Review	10/27/2025	179	for NDDOT Programs.	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
182	NDDOT	Agency Review	10/27/2025	180	Strikethrough Text	Simple Text Edit	Joel	Comment accepted and text removed.
183	NDDOT	Agency Review	10/27/2025	180	Strikethrough Text	Simple Text Edit	Joel	Comment accepted and text removed.
184	NDDOT	Agency Review	10/27/2025	180	Strikethrough Text	Simple Text Edit	Joel	Comment accepted and text removed.
185	NDDOT	Agency Review	10/27/2025	180	Strikethrough Text	Simple Text Edit	Joel	Comment accepted and text removed.
186	NDDOT	Agency Review	10/27/2025	180	Strikethrough Text	Simple Text Edit	Joel	Comment accepted and text removed.
187	NDDOT	Agency Review	10/27/2025	180	State highway bridges in the UZA are currently funded through the Bridge program.	Simple Text Edit	Joel	Comment accepted and text removed.
188	NDDOT	Agency Review	10/27/2025	180	Strikethrough Text	Simple Text Edit	Joel	Comment accepted and text removed.
189	NDDOT	Agency Review	10/27/2025	180	Strikethrough Text	Simple Text Edit	Joel	Comment accepted and text removed.
190	NDDOT	Agency Review	10/27/2025	181	Strikethrough Text	Simple Text Edit	Joel	Comment accepted and text removed.
191	NDDOT	Agency Review	10/27/2025	181	suballocated by FHWA	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
192	NDDOT	Agency Review	10/27/2025	182	5307 funds are determined by FTA	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
193	NDDOT	Agency Review	10/27/2025	182	Strikethrough Text	Simple Text Edit	Joel	Comment accepted and text removed.
194	NDDOT	Agency Review	10/27/2025	182	85% federal/15% local ADA vehicles, 80% federal/20% local other capital	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
195	NDDOT	Agency Review	10/27/2025	183	85% federal/15% local ADA vehicles, 80% federal/20% local other capital	Simple Text Edit	Joel	Comment accepted and text revised accordingly.

196	NDDOT	Agency Review	10/27/2025	184	This program is administered by FHWA, Central Federal Lands Division.	Simple Text Edit	Joel	Comment accepted and text removed.
197	NDDOT	Agency Review	10/27/2025	184	There is the state highway component to this program and also a component that counties can leverage.	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
198	NDDOT	Agency Review	10/27/2025	185	35%	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
199	NDDOT	Agency Review	10/27/2025	185	60%	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
200	NDDOT	Agency Review	10/27/2025	185	3.4% township highway aid fund	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
201	NDDOT	Agency Review	10/27/2025	185	1.60%	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
202	NDDOT	Agency Review	10/27/2025	186	Transit	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
203	NDDOT	Agency Review	10/27/2025	189	Check	Simple Text Edit	Joel	Comment taken under advisement. Forecast basis is correct.
204	NDDOT	Agency Review	10/27/2025	189	Check comments left in Appendix that may alter the projections shown here	Simple Text Edit	Joel	Comment taken under advisement. Forecast basis is correct.
205	FHWA	Agency Review	10/20/2025	4	This is a reference to FTA, should also include 23 USC 134(i) for FHWA.	Simple Text Edit	Joel	Comment 16 made a similar request and suggested reference to 23 CFR 450.300. Accepted this change and reworded accordingly.
206	FHWA	Agency Review	10/20/2025	5	MPA or UZA?	Simple Text Edit	Joel	Referred to 23 CFR 450.300.
207	FHWA	Agency Review	10/20/2025	49	MPA and UZA are used here but not in other areas. Should explain the difference. MPA is defined on page 73.	Simple Text Edit	Joel	Generally changing legends to refer to MPA
208	FHWA	Agency Review	10/20/2025	50	Are these within the cities or counties or just within the Minot District?	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
209	FHWA	Agency Review	10/20/2025	52	Monitored by the state or the bridge owners? Monitored for what?	Simple Text Edit	Joel	Comment accepted and text revised accordingly.
210	FHWA	Agency Review	10/20/2025	52	Are they maintained by NDDOT and the county even if City of Minot is the owner?	General Question (not requesting changes)	Joel	We understand this to be the case.
211	FHWA	Agency Review	10/20/2025	67	Highway 83 is a Major STRAHNET Connector: https://www.fhwa.dot.gov/planning/national_highway_system/nhs.pdf and https://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/north_dakota/nd_northdakota.pdf	Map or Graphics Edit	Joel	Note that reordering of these sections has changed page numbering (now 69).
212	FHWA	Agency Review	10/20/2025	68	Is there a footnote to go with this?	Simple Text Edit	Joel	Footnote reference removed
213	FHWA	Agency Review	10/20/2025	91	The City of Minot decided to not move forward with the grant and declined to accept the grant.	Simple Text Edit	Joel	Also reflected in Comment 140. Reference has been removed.
214	FHWA	Agency Review	10/20/2025	159	Minot is now a designated recipient of FTA 5307 funds, the Governor of North Dakota designates the small urban areas to receive 5307 funds. Historically NDDOT receives 5311 funds directly from FTA and then passes through the funds to their rural recipients, like Minot was prior to the 2020 Census designation.	Simple Text Edit	Joel	Comment accepted and text revised for clarity.
215	FHWA	Agency Review	10/20/2025	179	Urban areas are 50,000 or more under federal definitions.	Simple Text Edit	Joel	This refers to NDDOT's definition for their urban programs, as noted in other comments.
216	FHWA	Agency Review	10/20/2025	182	The Governor of North Dakota designates the small urban transit agencies for FTA 5307 funds each year, and the transit agencies, in this case City of Minot come in for the FTA funds directly as a designated recipient.	Simple Text Edit	Joel	Supplements comment 192; language changed per comment.
217	FHWA	Agency Review	10/20/2025	182	<i>Highlighted Text</i>	Simple Text Edit	Joel	Supplements comment 192; language changed per comment.
218	FHWA	Agency Review	10/20/2025	183	FTA 5310 Program funds are formula funds, not competitive. Maybe this is referring to the competitive process the small urban areas go through NDDOT. Maybe reword this to make sure the FTA program funds are formula and not competitive. Also, 5310 funds can be used for paratransit operating assistance as well.	Simple Text Edit	Joel	Language updated to add clarity and make this distinction.
219	FHWA	Agency Review	10/20/2025	184	Suggest adding FTA's 5339 Bus and Bus Facilities competitive program as well.	Simple Text Edit	Joel	Reference added to the list in this section.
220	FHWA	Agency Review	10/20/2025	186	Transit	Simple Text Edit	Joel	Corrected with another comment.
221	NDDOT	Agency Review	10/27/2025	A1	should all current tense references be updated to past tense?	Simple Text Edit	Joel	For prior documents and deliverables in the planning process, these will remain as reference appendices but not be updated for verb tense.
222	NDDOT	Agency Review	10/27/2025	A43	Eligible projects must be on CMC routes within the UZA or on functionally classified routes (collector or higher) within the UZA and within urban cities with a population of 5000 or greater.	Simple Text Edit	Joel	Updated text based on suggested change.
223	NDDOT	Agency Review	10/27/2025	A49	<i>Strikethrough Text</i>	Simple Text Edit	Joel	Updated text based on suggested change.
224	NDDOT	Agency Review	10/27/2025	A49	CRP allocation began in 2024	Simple Text Edit	Joel	Updated text based on suggested change and removed previous years.
225	NDDOT	Agency Review	10/27/2025	A49	Was this one large project? If so, a large, rare project shouldn't be considered as part of revenue that can reasonably be expected to be available. Receiving funding for a very large project is not typical.	Simple Text Edit	Joel	This is one large project (passing lanes on US 52), but this large total was not used to set the trendline for future forecasts as it is clearly an outlier.
226	NDDOT	Agency Review	10/27/2025	A50	<i>Strikethrough Text</i>	Simple Text Edit	Joel	Updated text based on suggested change.
227	NDDOT	Agency Review	10/27/2025	A50	<i>Strikethrough Text</i>	Simple Text Edit	Joel	Updated text based on suggested change.
228	NDDOT	Agency Review	10/27/2025	A50	<i>Strikethrough Text</i>	Simple Text Edit	Joel	Updated text based on suggested change.
229	NDDOT	Agency Review	10/27/2025	A50	<i>Strikethrough Text</i>	Simple Text Edit	Joel	Updated text based on suggested change.
230	NDDOT	Agency Review	10/27/2025	A50	5307 funding allocation began in 2024	Simple Text Edit	Joel	Updated text based on suggested change; added footnote at the bottom of the table to indicate that previous years to 2024 were FTA 5311.
231	NDDOT	Agency Review	10/27/2025	A56	Why is local match not shown? Local match makes up part of the total cost and is needed for fiscal constraint.	Funding Adjustment (alignment with current Statewide Plan/STIP)	Joel	Added a column for local match. This reflects actual programmed amounts from 2025-28 STIP and a 20 percent match (or 10 percent for projects fully funded with HSIP) for any mid- or long-term projects.
232	NDDOT	Agency Review	10/27/2025	A56	Short term projects that are already programmed in the STIP should show the same costs and funding sources as what is programmed in the STIP.	Funding Adjustment (alignment with current Statewide Plan/STIP)	Joel	Edits have been made to this appendix to match current STIP allocations.
233	NDDOT	Agency Review	10/27/2025	A56	<i>Strikethrough Text</i>	Simple Text Edit	Joel	Updated figure in this table based on suggested change.
234	NDDOT	Agency Review	10/27/2025	A56	<i>Strikethrough Text</i>	Simple Text Edit	Joel	Updated figure in this table based on suggested change.
235	NDDOT	Agency Review	10/27/2025	A56	<i>Strikethrough Text</i>	Simple Text Edit	Joel	Updated figure in this table based on suggested change.
236	NDDOT	Agency Review	10/27/2025	A56	<i>Strikethrough Text</i>	Simple Text Edit	Joel	Updated figure in this table based on suggested change.
237	NDDOT	Agency Review	10/27/2025	A56	<i>Strikethrough Text</i>	Simple Text Edit	Joel	Updated figure in this table based on suggested change.
238	NDDOT	Agency Review	10/27/2025	A56	This project is not funded through the Urban Regional program. It is funded with dollars set aside for and in accordance with the NDDOT ADA transition plan.	Simple Text Edit	Joel	Updated figure in this table based on suggested change.
239	NDDOT	Agency Review	10/27/2025	A56	<i>Strikethrough Text</i>	Simple Text Edit	Joel	Updated figure in this table based on suggested change.
240	NDDOT	Agency Review	10/27/2025	A56	STBG-U	Simple Text Edit	Joel	Noted, and corrected accordingly.
241	NDDOT	Agency Review	10/27/2025	A56	STBG-U	Simple Text Edit	Joel	Noted, and corrected accordingly.
242	NDDOT	Agency Review	10/27/2025	A56	This project is Urban Roads funding	Simple Text Edit	Joel	Noted, and corrected accordingly.
243	NDDOT	Agency Review	10/27/2025	A56	The federal aid for this project is capped at \$5,376,400	Funding Adjustment (alignment with current Statewide Plan/STIP)	Joel	Noted, and corrected accordingly.
244	NDDOT	Agency Review	10/27/2025	A56	0	Simple Text Edit	Joel	Noted, and corrected accordingly.
245	NDDOT	Agency Review	10/27/2025	A56	0	Simple Text Edit	Joel	Noted, and corrected accordingly.
246	NDDOT	Agency Review	10/27/2025	A56	This project was awarded \$4,600,000 federal UGP	Funding Adjustment (alignment with current Statewide Plan/STIP)	Joel	Noted, and corrected accordingly.
247	NDDOT	Agency Review	10/27/2025	A56	Max UGP award is \$4,600,000	Funding Adjustment (alignment with current Statewide Plan/STIP)	Joel	Noted, and corrected accordingly.
248	NDDOT	Agency Review	10/27/2025	A56	NDDOT uses CRP apportionment within the Urban Roads and Urban Regional programs.	Technical Eligibility	Joel	Noted, and corrected accordingly.

249	NDDOT	Agency Review	10/27/2025	A56	Urban Roads - Eligible projects must be on CMC routes within the UZA or on functionally classified routes (collector or higher) within the UZA and within urban cities with a population of 5000 or greater.	Technical Eligibility	Joel	Noted, and corrected accordingly.
250	NDDOT	Agency Review	10/27/2025	A59	Review and adjust according to Stacey's past comments.	Technical Eligibility	Joel	Noted, and corrected accordingly.
251	City of Burlington	Member Jurisdiction Review	10/24/2025	7	2000 census data: revise from 2,000 to 1,096	Simple Text Edit	Joel	Noted, and corrected accordingly.
252	City of Burlington	Member Jurisdiction Review	10/24/2025	48	Add Burlington CIP Project #4: Second access to Highlands Ranch via US 2/52	Technical Eligibility	Joel	This project is located on an unimproved local road serving an individual residential subdivision. It is not presently located on the functionally classified road system and is not expected to be reclassified to be located on the functionally classified road system within the planning horizon of the 2050 MTP. Given that these factors make the project ineligible to receive federal funding, the project has not been added to the fiscally constrained or illustrative project list.
253	City of Burlington	Member Jurisdiction Review	10/24/2025	166	Figure 71- corrections to project locations per the attached.	Map or Graphics Edit	Joel	There are two Johnson St./US Hwy 2 intersections in Burlington. The map reflected the intersection to the NW. Following concurrence by Dana Larsen, Ward County Engineer; Korby Seward, Minot District Engineer, NDDOT; and Patrick Samson, contract engineer for City of Burlington, the map has been updated to reflect the project's being located at the SE intersection of Johnson St./US Hwy 2. Further, the project description has been updated to clarify the same.
254	City of Burlington	Member Jurisdiction Review	10/24/2025	Multiple	Replace Project 27A with Project P-14A on the Fiscally Constrained Plan	Technical Eligibility	Joel	
255	City of Burlington	Member Jurisdiction Review	10/24/2025	N/a	Addition of project to add a second Access to Highlands Ranch to the Fiscally Constrained Plan	Technical Eligibility	Joel	This project is located on an unimproved local road serving an individual residential subdivision. It is not presently located on the functionally classified road system and is not expected to be reclassified to be located on the functionally classified road system within the planning horizon of the 2050 MTP. Given that these factors make the project ineligible to receive federal funding, the project has not been added to the fiscally constrained or illustrative project list.



COMMENT MATRIX RESPONSES – CITY OF BURLINGTON

To: Jerick Hedges, Policy Board Member, Sarah Karhoff, Auditor, David Anders, Public Works Director, Patrick Samson, Contract Engineer

From: John Van Dyke, Executive Director

Date: October 31, 2025

Subject: 2050 Metropolitan Transportation Plan – Response to Comments

All,

The following provides a response to comments received by City of Burlington in a memo dated October 24, 2025 regarding Agency Review and Support of Central Dakota MPO 2050 Metropolitan Transportation Plan (MTP). The responses will be included within the final version of the MTP in a comment matrix. It is provided to City of Burlington in advance of a full compilation and response to comments received.

We thank you for your involvement throughout the process and look forward to continued joint efforts in effecting positive change toward the transportation network in City of Burlington and throughout the region.

ADMINISTRATIVE COMMENTS

- Page 7 - 2000 census data: revise from 2,000 to 1,096

Response – Table 1. Historical Population Counts has updated the 2000 Census Population number for City of Burlington from 2,000 to 1,096.

- Page 48 - Add Burlington CIP Project #4: Second access to Highlands Ranch via US 2/52

Response – This project is located on an unimproved local road serving an individual residential subdivision. It is not presently located on the functionally classified road system and is not expected to be reclassified to be located on the functionally classified road system within the planning horizon of the 2050 MTP.

Given that these factors make the project ineligible to receive federal funding, the project has not been added to the fiscally constrained or illustrative project list.

- Page 166 - Figure 71- corrections to project locations per the attached.

Response – There are two Johnson St./US Hwy 2 intersections in Burlington. The map reflected the intersection to the NW. Following concurrence by Dana Larsen, Ward County Engineer; Korby Seward, Minot District Engineer, NDDOT; and Patrick Samson, contract engineer for City of





Burlington, the map has been updated to reflect the project's being located at the SE intersection of Johnson St./US Hwy 2. Further, the project description has been updated to clarify the same.

CONTENT COMMENTS

- Replace Project 27A with Project P-14A on the Fiscally Constrained Plan

Response – Independently of this comment, the MPO received separate comment and direction from NDDOT noting that for the Surface Transportation Block Grant Urban formula funding program, *eligible projects must be on a County Major Collector (CMC) within the Urbanized Area (UZA) or on a functionally classified roadway (collector or higher) within the UZA and within incorporated cities with a population of 5,000 or greater.* Neither project P-14A nor 28A meet these criteria at this time. Therefore, project P-14A will remain in the illustrative plan and project 28A will be moved from the fiscally constrained plan to the illustrative plan, understanding that two criteria will need to be met in the future: 1) the UZA is expanded to include Burlington; and 2) redefinition of eligible roads to include all roadways within the UZA, regardless of the population of the local government jurisdiction.

Keeping the projects in the illustrative list will ensure the projects remain identified as City of Burlington priority road projects, allowing Central Dakota MPO to highlight its inclusion within a formal planning document and provide support for alternative funding sources should they be identified (especially discretionary funding sources and NDDOT sources not currently programmed along with other Federal formula funds in the MTP).

Project 27A is eligible for multiple potential funding sources, though its focus on safety enhancements allowed the fiscally constrained plan to apply Highway Safety Improvement Program (HSIP) funds to cover its entire Federal cost share. Project P-14A does not feature the same safety-focused improvements and is assumed to rely on the more general Surface Transportation Block Grant Urban (STBG-U) program, subject to the restrictions noted in the MPO's comments from NDDOT in the first part of this response. Therefore, replacement of project 27A with P-14A is not possible. The comment to replace project 27A with P-14A is not considered to indicate that project 27A is unimportant to the City of Burlington; only that project P-14A is of higher priority to City of Burlington at this time. As with Project 28A noted above, retaining the project in the illustrative plan memorializes this priority and makes the project eligible for non-formula fund sources not known currently known to the MPO.

Project 27A will remain in the fiscally constrained plan.

- Addition of project to add a second Access to Highlands Ranch to the Fiscally Constrained Plan

Response – This project is located on an unimproved local road serving an individual residential subdivision. It is not presently located on the functionally classified road system and is not expected to be reclassified to be located on the functionally classified road system within the planning horizon of the 2050 MTP.





Given that these factors make the project ineligible to receive federal funding, the project has not been added to the fiscally constrained or illustrative project list.

Best Regards,

John Van Dyke, AICP
Executive Director
Central Dakota Metropolitan Planning Organization





2026 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 2026 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 13, 2026	January 22, 2026
February 10, 2026	February 26, 2026
March 10, 2026	March 26, 2026
April 14, 2026	April 23, 2026
May 12, 2026	May 28, 2026
June 9, 2026	June 25, 2026
July 14, 2026	July 23, 2026
August 11, 2026	August 27, 2026
September 8, 2026	September 24, 2026
October 13, 2026	October 22, 2026
November 10, 2026	November 19, 2026*
December 8, 2026	December 17, 2026*

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

