



Central Dakota MPO Technical Advisory Committee Meeting

Tuesday, February 10, 2026, 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 THE JANUARY 13, 2026 MINUTES

Suggested Motion: I move to approve the minutes of the January 13, 2026 meeting as presented.

3. OLD BUSINESS

3.1. 2027-2028 PLANS, STUDIES, AND DATA ACQUISITION DISCUSSION

For Discussion

4. NEW BUSINESS

4.1. TRANSIT SAFETY AND ASSET MANAGEMENT PERFORMANCE STANDARDS

Suggested Motion: I move to recommend Policy Board approve the Safety Performance Targets and Transit Asset Management Targets as presented.

5. OTHER BUSINESS

5.1. FUNCTIONAL CLASS ONE-TIME CHANGE REQUEST

This item is informational only; no action required.

5.2. DISCUSS ADJUSTMENT OF MARCH TAC MEETING DATE TO ACCOMMODATE MEMBER ATTENDANCE AT ND TRANSPORTATION CONFERENCE

For Discussion

5.3. OTHER BUSINESS, IF ANY

5.4. OPPORTUNITY FOR PUBLIC COMMENT

6. ADJOURNMENT



Central Dakota MPO Technical Advisory Committee Meeting Minutes

Tuesday, January 13, 2026, at 10:30 AM
Public Works Conference Room 3,
Public Works (1025 31st St SE)

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

1. ROLL CALL

The following were present:

Burlington City- David Anders
Minot City- Doug Diedrichsen, Lance Meyer, Brian Horinka
Surrey City-
Ward County- Beth Pietsch, Dana Larsen
NDDOT- Will Hutchings (virtual), Korby Seward (virtual)
MPO Director- John Van Dyke

Absent: Sarah Karhoff, Jesse Berg

Others Present: Tony Francis, Matthew Huettl (virtual), Paul Benning (virtual), Matt Kinsella (virtual), John Forman (virtual), Kristen Sperry (virtual)

2. APPROVAL OF MINUTES

2.1 REVIEW AND APPROVAL OF THE DECEMBER 9, 2025 MINUTES

Motion to approve the minutes of the December 9, 2025 meeting as presented by Doug Diedrichsen, seconded by Lance Meyer, and favored by all.

3. OLD BUSINESS

3.1 2027-2028 PLANS, STUDIES, AND DATA ACQUISITIONS CONTINUED

Metropolitan Transportation Plan is a 5-year rotation, Lance Meyer recommended starting the 2030 MTP early. John Van Dyke provided the plans that make the most sense for the MTP. NDDOT helped cover the cost of the Travel Demand Model (TDM). The TDM is a critical component to the MTP. There is socioeconomic data and street light data that is important to help feed into future TDMs. The cost of streetlight data has raised significantly over the years. 2028 budgeted for \$45,000 for streetlight purchase and \$60,000 for TDM update; these are budgeted high to keep numbers conservative.





The plan for the 2055 MTP is to begin work between 2028-2030, with hopes to have a bulk of it complete by 2029 to give us time for presentations and reviews. John Van Dyke is planning to follow up with ATAC periodically.

The 4th Ave and 21st Ave corridor plans are important areas to evaluate and will need to be reconstructed to provide level of service desired. Fringe Area Road Master Plan planned for 2027 will help identify roads that would need to be constructed as development happens. The request for proposals will most likely happen in 2026 to be able to kick off 2027 plans/studies.

Lance Meyer and Dana Larsen discussed needing further discussions with their electives to let them know what is coming down the line to help them make decisions as well. Will Hutchings echoed Lance Meyer the importance of the Fringe Area Road Master Plan to help with future developments and right of way dedications.

Pavement Data is projected to be gathered this year and in 2030. This should be done every 4 years and should be prioritized. Dana Larsen suggested that if there are any available funds to also get updated imagery. The Bike/Pedestrian plan is going to be MPO wide and will happen in 2026 and 2027, and will be used to tie into the Transit Network. Lance Meyer is also wanting the 4th Ave & 21st Ave Corridor Plans to be done by 2028.

4. NEW BUSINESS

4.1 2025 UPWP ADMINISTRATIVE MODIFICATION #3

John Van Dyke had to process an additional modification. Working hours were adjusted from 2080 to 2088.

5. OTHER BUSINESS, IF ANY

5.1 OTHER BUSINESS, IF ANY

Bailey Bosley has officially started as the Transportation Specialist.

Dana Larsen questioned when the Transportation Improvement Program is starting; John Van Dyke mentioned that TIP development will be starting soon and the next State Transportation Improvement Plan will include all MPOs.

5.2 OPPORTUNITY FOR PUBLIC COMMENT

No public present.





6. ADJOURNMENT

Van Dyke asked for a motion to adjourn the meeting. So moved by Lance Meyer, seconded by Brian Horinka, and passed unanimously. Meeting adjourned at 11:10 am.



NDDOT is the sponsor for a group TAM Plan and has developed this plan on behalf of their subrecipients Tier II transit agencies.

Currently there are 28 transit agencies in the state of North Dakota; 23 are Rural agencies, 3 are Tribal, and 3 are Urban. Four agencies offer Fixed Route mode with Complementary Paratransit, 25 offer Demand Response service, and 3 agencies offer Intercity routes.

Methods for Target-Setting

The target is a percent of revenue and nonrevenue vehicles within a particular asset class that has met or exceeded the Useful Life Benchmark (ULB). North Dakota transit agencies provide input on ULB while considering their local environment such as weather resiliency, local geography, frequency of service, passenger load, etc.

The ULB thresholds set by NDDOT included the following, Buses - 14 years, Cutaways - 10 years, and Minivans, Modified vans, and Automobiles - 8 years.

These targets were set considering, FTA recommendations, 5-year history of meeting past targets, comparisons of surrounding states ULB, and comparisons of states of similar inventory size, climate and geography ULBs.

The target for facilities is that 0% of the transit facilities are rated with a condition rating below 3.0 on the FTA Transit Economic Requirement Model Scale.

Performance Targets & Measures

Agency Name	Asset Category	Asset Class	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
North Dakota Department of Transportation	Equipment	Non Revenue/Service Automobile	29%	40%	40%	37%	35%	29%
North Dakota Department of Transportation	Equipment	Other Rubber Tire Vehicles	60%	40%	40%	37%	35%	29%
North Dakota Department of Transportation	Facilities	Administrative / Maintenance Facilities	0%	0%	0%	0%	0%	0%
North Dakota Department of Transportation	Facilities	Passenger Facilities	0%	0%	0%	0%	0%	0%

North Dakota Department of Transportation	Revenue Vehicles	BU - Bus	29%	28%	15%	14%	15%	15%
North Dakota Department of Transportation	Revenue Vehicles	CU - Cutaway	15%	25%	25%	24%	28%	20%
North Dakota Department of Transportation	Revenue Vehicles	MV - Minivan	11%	20%	25%	28%	25%	24%
North Dakota Department of Transportation	Revenue Vehicles	SV - Sports Utility Vehicle	50%	50%	40%	37%	35%	40%
North Dakota Department of Transportation	Revenue Vehicles	VN - Van	36%	35%	42%	40%	35%	24%

TAM Vision

The core of Transit Asset Management (TAM) is to minimize the cost or ownership of the transit passenger vehicles, service vehicles and transit facilities while maximizing their performance. TAM will assist in prioritizing funding based on condition and performance which will maintain a state of good repair for North Dakota's public transportation assets and provide safe, comfortable and reliable transportation for the citizens of North Dakota.

TAM Goals

Goal	Objectives
Improved customer service	Improves on-time performance, service operations, and vehicle and facility cleanliness. Reduces vehicle down-time.

This plan will be reviewed and updated by the **NDDOT** transit staff by July 1 of each year. The Transit Program Manager will review and approve any changes and forward to the Director of Office of Transportation Programs for final review and approval.

c. Transit Safety Performance Targets

Safety Performance Measures

1. Fatalities – total number and rate per total VRM
2. Injuries – Total number and rate per total Vehicle Revenue Miles (VRM)
3. Safety Events – Total number and rate per total VRM
4. System Reliability – Mean distance between major mechanical failures

Targets for transit agencies should be based on a review of the previous 5 years safety performance data.

Safety Performance Targets:

Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM / failures)
Fixed Route Bus	0	0	5 or less	0.2	7 or less	0.28	10,000
ADA / Paratransit	0	0	1 or less	0.1	1 or less	0.1	70,000

Safety Performance Target Coordination

5307 recipients should coordinate with their MPOs on transit agency safety performance targets. If resulting targets differ from state recommended targets, they will need state approval.

The state's Safety Plan, including safety performance targets, should be shared with the Metropolitan Planning Organization (MPO) annually. State transit staff are available to coordinate with 5307 recipients and the MPOs, in the selection of safety performance targets upon request.

Date NDDOT Targets Transmitted to	5307 recipients	Metropolitan Planning Organizations



To: Seng Marohl

From: Central Dakota MPO

Date: February 2, 2026

Subject: Street Reclassification Request

Dear Ms. Marohl,

The Central Dakota Metropolitan Planning Organization is requesting to reclassify one roadway within the MPO's Urbanized Area from Local to Collector. The roadway was included in the collector percentages based upon the FHWA guidance on arterial/collector miles when the Central Dakota MPO submitted substantial changes in 2025. The roadway segment was classified as an existing collector and not existing local roadways, as they should have been.

The roadway segments of note is:

- 72nd Street SE between US Highway 2 and the southern Urbanized Area limits.

The MPO is not proposing any changes to the Urbanized Area limits as part of this request.

Preemptive thank you for the consideration of this request. Please reach out to the Central Dakota MPO at 701.420.4524 if there are any questions, concerns or revisions needed.

Sincerely,

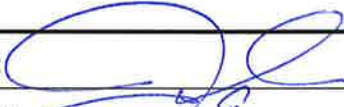
A handwritten signature in blue ink, appearing to read "John Van Dyke".

John Van Dyke
Executive Director
Central Dakota Metropolitan Planning Organization

Cc: Dana Larsen, Ward County Engineer
Lance Meyer, City of Minot Engineer
Stephen Joersz, City of Minot Traffic Engineer



North Dakota Roadway Functional Classification Change Request

Date of Request: 01-30-2026		Route Number (and/or name): 72nd Street SE	
Current Functional Classification: Local		Proposed Functional Classification: Collector	
City/County: (Please attach map) Ward County	Project Control Number (PCN): (If applicable)	New, or existing roadway? Existing	
Proposed mileage to be reclassified: 1.25 Miles	Begin point: US Highway 2	End point: South UZA Boundary / 20th Avenue SE	
Description of affected roadway segment: This section of 72nd Street SE is also functions as Ward County Highway 14. The roadway is a rural highway with 12-foot lanes and 2-foot shoulders.			
Current National Highway System (NHS) Designation: None		Proposed NHS Designation: None	
Current Highway Performance Classification System (HPCS) Designation: None		Proposed HPCS designation: None	
Current Route Ownership/Jurisdiction: Ward County		Proposed Route Ownership/Jurisdiction: Ward County	
Origination of request: Central Dakota MPO			
Reason for change in functional classification: Growth in southeast Minot has transitioned the roadway to a rural collector.			
Signature: 		Date: 2/2/26	
Signee's Title: Executive Director, Central Dakota MPO			
Instructions: 1. Before submitting, please assure the form is filled out completely, including signature and date. 2. Also, please attach a copy of an appropriate City or County Functional Classification map from the NDDOT Web pages (https://www.dot.nd.gov/business/maps.htm) that clearly designates the roadway(s) being proposed for a change of functional classification. 3. The form, map, and any other documents or materials deemed supportive may be scanned into PDF format and transmitted as attachments via E-mail to Denny Johnson in the Planning/Asset Management Division – Data Management & Statistical Support Section at dennjohnson@nd.gov .			

