



Transit Development Plan Steering Committee Meeting

Tuesday, March 17, 2026, at 1:30 PM

3rd Floor Executive Conference Room, City Hall (10 3rd Ave SW)

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. APPROVAL OF MEETING MINUTES FROM THE FEBRUARY 4, 2026 MEETING

Suggested Motion: I move to approve the Transit Development Plan Steering Committee Meeting #4 Minutes as presented

3. DRAFT TRANSIT DEVELOPMENT PLAN

3.1. COORDINATED PLAN OVERVIEW

See page 115 of Draft Transit Development Plan

3.2. FINAL PLAN DOCUMENT STATUS UPDATE

See full document as attachment in Item 3.1

4. OVERVIEW OF REVISED SCHEDULE

4.1. OVERVIEW OF REVISED SCHEDULE

Discussion: Revised schedule, with an emphasis on future public engagement timing and methods (Public Meeting(s), Social Media, etc.)

5. OTHER BUSINESS. IF ANY

6. ADJOURNMENT



RECORD OF MEETING

SRF Project No. 18988.00

Project/Meeting Name: Minot Area TDP Steering Committee Meeting #4

Date: February 4, 2026

Time: 1:00 p.m.

Location: MS Teams

Prepared by: Brandon Siracuse

Summary of Meeting

Roll Call

- MPO conducted roll call;
- Present: Dan Ruby, Mike Blessum (Virtual), Tim Baumann, Scott Burlingame, Roger Reich, Brian Horinka, Doug Diedrichsen, John Van Dyke, Darrell Francis (Virtual), Barry Brooks.
- Absent: Laura Dokken, Brekka Kramer, Mark Lyman

Approval of Minutes

- John Van Dyke called for approval of the minutes of Steering Committee Meeting #3. First by Brian Horinka, second by Barry Brooks. All in favor – no nays.

New Business

Public Meetings Summary

- Project staff provided a summary of the public meetings held in late January.
- John Van Dyke mentioned that the evening public meeting was rescheduled to Wednesday because of a city council conflict on Tuesday evening. This was not ideal due to Wednesday evening religious activities being common in the community. However, this option was preferred over delaying the meeting to Thursday.
- About 30 comments have been received through the online comment form.

Minot City Transit – Fixed Route Service Concepts/Themes

- Brandon Siracuse presented information about the fixed route service planning process, including trade-offs, data inputs, and themes used for evaluation of concept packages.
- Siracuse presented four “service concept packages.”

- Package 1 involves small modifications to the North, North Central, and West routes to improve on-time performance of the West route.
 - Brian Horinka stated this concept will help with on-time performance on the West Route.
 - Committee members engaged in discussion about whether the North Stone Farms area is worth serving. The area does generate ridership due to the presence of apartments and employment.
 - Keeping the North route on US-83 as much as possible is necessary for speed.
 - There have been discussions about moving the job services facility closer to downtown, which could change ridership demand near the north end of the North Route
- Package 2 involves modifications to the South 1 and South West routes to help improve on-time performance while serving the hospital.
 - South West route currently struggles to stay on time; proposal would shift hospital service to the South 1 route.
 - South West route would make a Loop through retail areas while South 1 would become a linear route.
 - This package would provide 30-minute frequencies to Walmart. In combination with package 3, it would also allow 30-minute mall service.
 - Brian Horinka is supportive of these changes and likes that Walmart, Dakota Square Mall, Cash Wise, and other important destinations would be on the same route.
 - Committee discussed feasibility of running buses into the Walmart parking lot – Walmart has not been cooperative in the past. A Walmart stop on the north side of 37th Avenue SW is currently also not feasible due to lack of crosswalks
 - Other benefits of this package discussed by the group include: removing service from the unproductive 20th Avenue SW corridor, new service on 10th Street SW improving apartment access.
 - Horinka mentioned that major route changes like this are typically done in the summer when school is out. Likely would need to do a Title VI analysis of new routes.
- Package 3 involves realigning the South East route away from low productivity corridors like Hiawatha Street and toward higher productivity areas.
 - Route would switch to counterclockwise operations.
 - Unclear if timing works – still needs field testing (route subject to change).

- Allows for 30-minute service along South Broadway (northbound) in combination with the South 1 route.
 - Committee members reacted positively to this package.
- Package 4 would be a totally new route operating as a loop around southern Minot.
 - Meant to provide 30-minute service to Walmart and Dakota Square Mall if other changes are not made.
 - Mike Blessum engaged project staff in a conversation regarding ridership impacts vs costs of operating a new route. Blessum generally would prefer exploring expanding hours of service or adding weekend service before investing in a new route. Blessum also believes that any new money that can be “found” for transit should go toward decreasing taxpayer burden, not necessarily increasing service.
 - Bill Troe suggests prioritizing cost-neutral service changes to see what effect they have on ridership, then explore service expansions later.
 - Brandon Siracuse clarified that package 4 is not necessary to implement if the other cost-neutral service changes are made. Package 4 was created as an alternative to the cost-neutral options in case there was significant hesitancy around the changes suggested to existing routes.
 - Brian Horinka expressed a preference for the first three packages over the fourth.

Coordinated Plan Update

- Information gathering nearly complete
- Purpose of the Coordinated Plan is to allow Minot to make use of certain federal funding sources (Section 5310).
- Committee members emphasized maintaining service in far northern Minot, simplifying routes, and improving signage, shelter, and other bus stop amenities.
- Door to door service for seniors is important. Many seniors use both fixed route and demand response, with a preference for demand response typical when bad weather makes riding fixed routes a challenge.
- The committee had a discussion about signs and shelters at stops. Shelters are not feasible everywhere for various reasons (ridership, lack of space, etc.). John Van Dyke suggested developing a method to prioritize locations for investment in signage and shelter.
- Mike Blessum supports looking at bus stop improvements, would like to involve public-private partnerships whenever possible or find sources of private funding. Brian Horinka mentioned difficulties engaging with developers on bus stop amenities in the past. Blessum would like to make sure that developers contributing toward bus stop amenities

should always remain voluntary. Bill Troe states the final plan will have some policy guidance on coordination between transit and development.

Old Business

Governance Alternatives

- Mike Blessum expressed interest in a governance model where the city provides a certain amount of funding and another organization operates the service.
- Bill Troe suggested discussing governance more at the next meeting due to time constraints.
- John Van Dyke asked Dan Ruby about transit authority legislation, suggesting an authority might be a better way to match transit funding, service area geography, and taxing jurisdiction. North Dakota currently has no mechanism in state law to establish an authority, but it would be a good tool to have in the toolbox for transit.
 - Ruby is interested in this type of legislation and asked if there are other state models to look at. Horinka will follow up with Ruby on this.

Other Business

- Brian Horinka is interested in learning whether there are ways to better interline Minot's routes with the proposed changes.
- Horinka also mentioned he is currently working on fare equipment upgrades and expects to be able to get better functionality out of new fareboxes.

Adjournment

- Meeting adjourned at 2:46pm.

Document1

Minot Area Transit Development Plan

2026-2036



Central Dakota Metropolitan Planning Organization

Prepared by SRF Consulting Group, Inc.



March 2026

SRF Project No. 19899.00

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I. INTRODUCTION AND PROJECT BACKGROUND

The Central Dakota Metropolitan Planning Organization (CDMPO) has commissioned this Transit Development Plan (TDP) for the Minot region to study available transit services and plan for the future of transit over the next 5-10 years. Transit services available in the Minot area include fixed routes buses operated by the City of Minot as Minot City Transit (MCT), as well as demand response (dial-a-ride) transit services operated by Souris Basin Transportation (SBT). SBT is also the contracted paratransit provider for MCT. Minot City Transit served nearly 82,000 trips in 2024, making it a critical transportation lifeline in the community.

PROJECT PURPOSE

This TDP comes at a critical time for the Minot area. The last TDP in Minot was produced in 2013, and while that plan has served the community well, much has changed since then, and the plan needs to be updated to respond to current community needs. In early 2023, the US Census Bureau announced that the Minot area's population had grown enough to qualify the region for metropolitan area status, making it the fourth metropolitan area in the State of North Dakota. Metropolitan area designation is significant, particularly in the context of transit planning and operations, as the Federal Transit Administration (FTA) funds transit in urban areas through a different grant program than rural transit. While Minot has, until recently, received transit funding through the FTA's Section 5311 program ("Formula Grant for Rural Areas"), as an urban area the region now receives transit funding through the Section 5307 program ("Urbanized Area Formula Grants").

The change in funding source has implications for transit in the Minot area, as the City of Minot now must act as the designated recipient of the region's 5307 allocation and sub-allocate funds to any contractors, such as SBT. Previously, the 5311 program had allowed MCT and SBT to each act as subrecipients of federal transit dollars disbursed through the North Dakota Department of Transportation (NDDOT). The switch from rural to urban funding sources is one of the key factors driving this TDP process.

Another major change since the previous TDP has been the lasting effect of the COVID-19 pandemic on travel patterns and transit use. Ridership on many transit systems, including those in Minot, declined significantly after the onset of the pandemic, and ridership has in many cases struggled to return to pre-pandemic levels. Minot City Transit ridership has rebounded better than many other agencies around the country, though ridership still has yet to return to levels seen in 2019, the last full year before the pandemic. The aspiration to fully regain ridership is another key factor motivating this TDP.

The overall purpose of this TDP is to develop a plan for transit services in the Minot Metropolitan Area over the next five to ten years. The plan will emphasize fiscal sustainability while proposing system improvements that offer strong potential for growing ridership and improving mobility for area residents.

PROJECT SCOPE

The TDP scope included the following:

- Development of goals for the regional transit system
- Evaluation of existing conditions

- Meaningful public engagement
- Identification of present and future needs
- Development of service, policy, and strategic recommendations
- Creation of a high-level funding plan to guide municipal budget allocations
- Development of a Coordinated Public Transit Human Services Transportation Plan for the Minot area

PROJECT TEAM

Because of the requirement to plan at the metropolitan scale in Minot, the TDP was led by CDMPO. The Executive Director acted as the project manager and received support from the MPO's Transportation Specialist, who was hired during the planning process. The Superintendent and Mobility Manager at Minot City Transit were also heavily involved in the project, and the Executive Director of Souris Basin Transportation also played an important role. Staff from SRF Consulting Group, Inc., provided technical expertise and content creation at the direction of the rest of the project team. The TDP process was additionally overseen by a Steering Committee composed of elected officials, representatives of various government agencies, nonprofit human service organizations, and other stakeholders with an interest in transit. The Steering Committee received regular updates throughout the project and provided guidance on the direction of the project, as described later in this report.

II. EXISTING CONDITIONS

The Minot Metropolitan Area is served by two transit providers. Minot City Transit, a service of the City of Minot, provides fixed route bus service within city limits. Souris Basin Transportation is a multi-county transit provider that is contracted by Minot City Transit to operate paratransit services designed to fulfil the federal requirement to offer complementary ADA-compliant paratransit for Minot's fixed route system. This TDP comes at a particularly important time, as Minot has recently been designated as a metropolitan area based on its 2020 population, meaning that the Minot area is transitioning from rural to urban system that will/is impacting:

- The federal funding program supporting operations for both Minot city Transit and Souris Basin Transportation.
- State funding through the North Dakota Department of Transportation (NDDOT) flowing to the region and service providers.

This chapter offers a review of existing transit services in the Minot MPO area, an analysis of ridership, a review of peer transit agencies, a fare policy analysis, a review of Minot City Transit financial and budget data, and a Minot City Transit asset inventory.

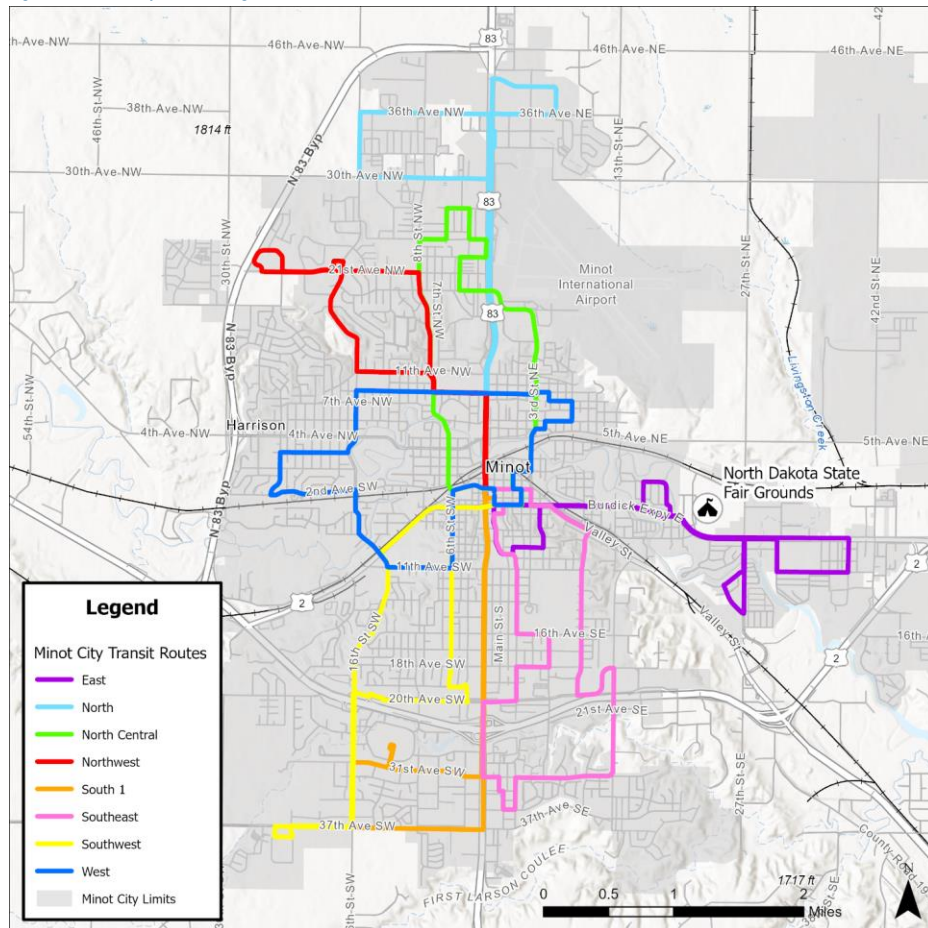
OVERVIEW OF EXISTING TRANSIT SERVICES

Minot City Transit

Minot City Transit is a service of the City of Minot and directly operates fixed route transit service within city limits. The agency, housed in the Public Works Department, runs eight (8) fixed routes along with special shuttle services for Norsk Høstfest. A map of the eight standard bus routes is shown in Figure 1.

Minot City Transit's regular routes run on hourly schedules, with each of the routes interlined with another such that buses "pulse" out the downtown transit center every 30 minutes. Six of the eight standard bus routes also include "school trippers" in their schedules on days when school is in session to accommodate higher ridership before and after school. Minot City Transit represents the sole provider of transit in the Minot area but contracts with Souris Basin Transportation for provision of paratransit services.

Figure 1. Minot City Transit Regular Route Network



Source: City of Minot

Minot City Transit's fare structure includes a variety of fare products, including single ride fares, day passes, reduced fares, etc. Table 1 outlines the fixed route fare structure in Minot.

Table 1. Minot City Transit Fares

Fare Type	Price
Single Ride	\$1.50
Day Pass	\$5.00
10-Ride Ticket	\$10.00
10-Ride Ticket Student/Senior/Disabled	\$8.00
31-Day Pass	\$36.00
31-Day Pass Student/Senior/Disabled	\$28.00
Children under 6 (accompanied by an adult)	Free
All Transfers	Free

Source: City of Minot

Prior to 2023, Minot was considered a micropolitan area, which resulted in Minot City Transit being classified as a *rural provider*, thus was a subrecipient of the FTA's Section 5311 Formula Grants for Rural Areas funds through the North Dakota Department of Transportation (NDDOT). In the 2020 Census, the Minot urbanized area surpassed 50,000 people, leading the Census Bureau in 2023 to reclassify Minot as a metropolitan area. This resulted in Minot City Transit becoming classified as an urban provider. A primary impact of the reclassification was the transition from federal funding through the Section 5311 program to funding through the Section 5307 Urbanized Area Formula Grants. As an urban system, the governor was responsible to identifying the designated recipient of federal formula funding. The City of Minot was identified as the direct (designated) recipient of all federal transit formula funds.

Souris Basin Transportation

Souris Basin Transportation is a provider of demand response transit and regional intercity fixed routes across seven counties, including Burke County, Bottineau County, McHenry County, Mountrail County, Pierce County, Renville County, and Ward County. Areas within the City of Minot, which is located in Ward County, are also served by Souris Basin Transportation as part of a paratransit contract with Minot City Transit.

Service within the city limits has traditionally provided curb-to-curb service, which has functioned as a surrogate for ADA complementary paratransit. As both fixed route and door-to-door demand response service were funded through the same programs and formulas at the federal (Section 5311) and state levels the two relatively independent operating systems functioned well. With the transition to urban funding programs, new arrangements/agreements need to be developed to determine which portion of Souris Basin's service in Minot represents complementary paratransit and which represents supplemental demand-

response service. Critical in this determination is Section 5311 funds cannot be used to provide service solely within the city limits. Thus, a method of providing paratransit will need to be developed as well as a means of funding the service and remaining supplemental demand response service in the urbanized area, which extends beyond the city limits.

In addition to demand response/paratransit, Souris Basin Transportation also operates a number of regional intercity fixed routes with endpoints in Minot. This chapter focuses primarily on the paratransit/demand response services provided by Souris Basin Transportation locally in the Minot area.

Souris Basin Transportation charges a flat rate of \$3 each way for paratransit/demand response trips within the City of Minot. This is the maximum amount that can legally be charged for paratransit (i.e. twice the standard fixed route fare). Souris Basin Transportation does not offer any multi-ride passes or discounts.

Quantity of Service

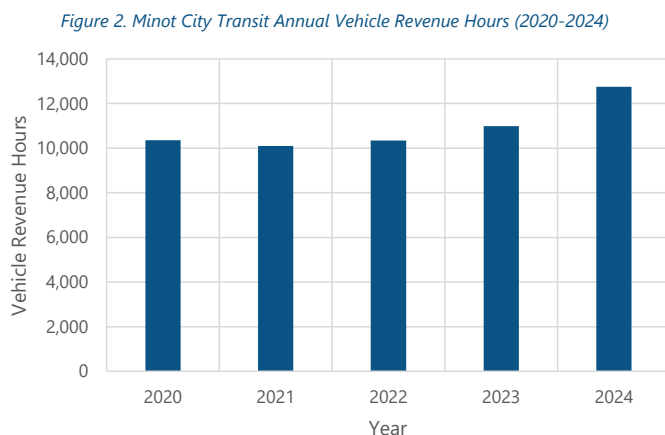
Minot City Transit is a small urban transit service, and this is reflected in the amount of service it provides. This section describes the quantity of service Minot City Transit provides in terms of annual vehicle revenue miles and annual vehicle revenue hours using data from both the City of Minot and the National Transit Database (NTD). Data is presented for the years 2020 through 2024, the most recent five years for which a full year of data is available.

Annual Vehicle Revenue Hours

Annual vehicle revenue hours, the sum total of revenue hours operated by each vehicle in the Minot City Transit fleet, exhibited an increase of about 23 percent over the past five years. In 2024, a total of 12,753 vehicle revenue hours were provided. Norsk Høstfest shuttle service resumed in 2022 after a two-year suspension during the COVID-19 pandemic, leading to a small increase in annual vehicle revenue hours. Then, in 2024, service on the South West and North routes was introduced in July,¹ providing a substantial boost in annual vehicle revenue hours. These two changes explain the vast majority of the increase in annual vehicle revenue hours. As an example, in 2024, the typical daily revenue hours (excluding school trippers) increased by one-third with the addition of two new routes in the last half of the year, while the annual increase was approximately 16 percent. Other smaller fluctuations in revenue hours year to year are likely related to occasional, unplanned service disruptions due to weather, driver availability, equipment availability, etc.

Figure 2 shows the trend in vehicle revenue hours over time. Annual vehicle revenue hours will likely rise in 2025 as the first full year with service on the South West and North routes concludes. Barring any other major service additions, the fixed route system's annual vehicle revenue hours will likely remain stable beyond 2025.

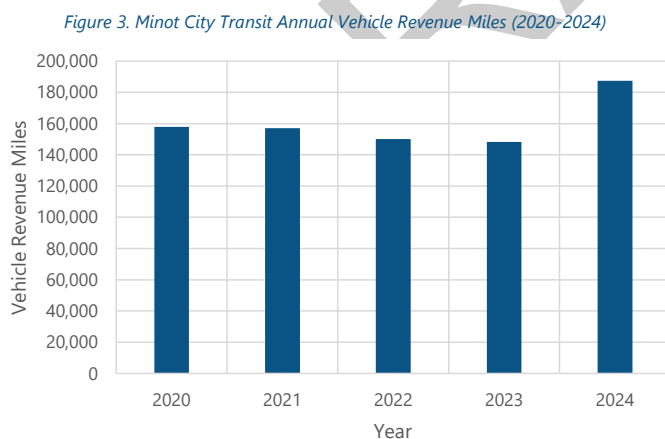
¹ <https://www.minotdailynews.com/news/local-news/2024/07/minot-rolls-out-new-bus-routes/>



Source: City of Minot and National Transit Database

Annual Vehicle Revenue Miles

Annual vehicle revenue miles, the sum total of revenue miles driven by each vehicle in the Minot City Transit fleet, have similarly increased over the past five years (see Figure 3). The total increase from 2020 to 2024 was about 19 percent, with 2024 representing a five-year high of 187,389 total vehicle revenue miles. The sizeable increase in vehicle revenue miles in 2024 is related to the introduction of the South West and North routes. As with revenue hours, annual vehicle revenue miles are expected to rise again in 2025 to reflect the first full year of service on these two routes.

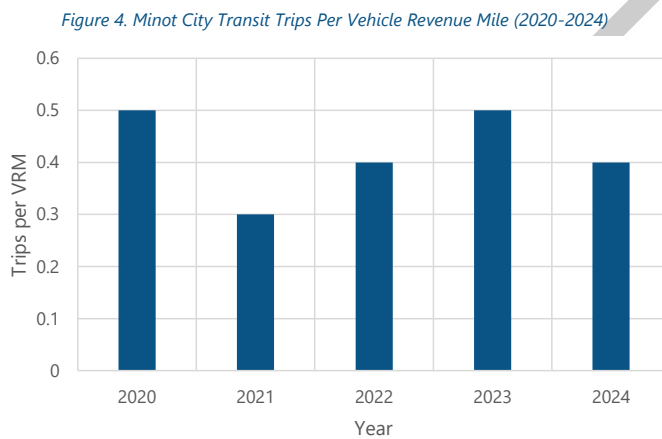


Source: City of Minot and National Transit Database

Service Effectiveness

Measures of service effectiveness are data points that describe how well a transit system meets the needs of its users or community goals. In other words, transit service effectiveness measures focus on outcomes by indicating whether the service is useful when and where people need it. This information can be helpful in analyzing the success of service changes as well. Common measures of transit service effectiveness, as reported in the NTD, include passenger trips per vehicle revenue mile and passenger trips per vehicle revenue hour.

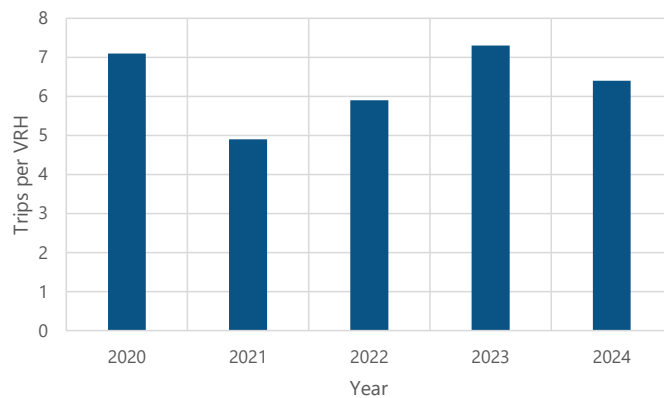
Minot City Transit's trips per vehicle revenue mile have varied between 0.3 and 0.5 over the past five years (see Figure 4). Most recently in 2024, the system exhibited 0.4 trips per vehicle revenue mile. The slight decline in 2024 is likely a reflection of the addition of two new routes in July 2024. The South West and North routes introduced in July 2024 added mileage to the system but have exhibited among the lowest ridership of the eight routes. There may be opportunities to increase the systemwide passengers per revenue mile through service planning efforts aimed at increasing the effectiveness of lower-performing routes.



Source: City of Minot and National Transit Database

Trips per vehicle revenue hour have also fluctuated over the past five years, ranging from a low of 4.9 in 2021 to a high of 7.3 in 2023 (see Figure 5). Trips per vehicle revenue hour appear to have declined slightly in 2024 for similar reasons as the decline in trips per vehicle revenue mile, i.e. the addition of two new bus routes that have so far exhibited lower than average ridership.

Figure 5. Minot City Transit Trips Per Vehicle Revenue Hour (2020-2024)



Source: City of Minot and National Transit Database

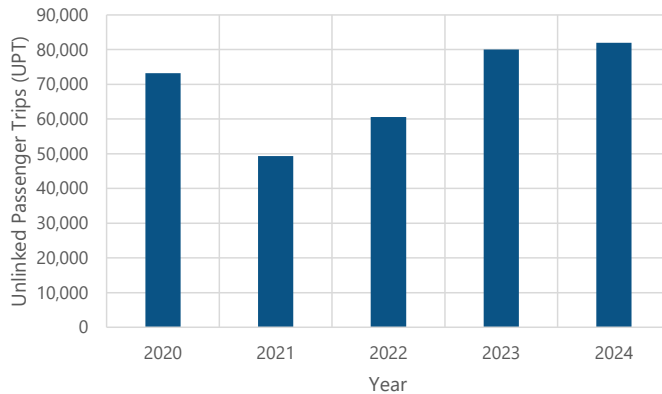
RIDERSHIP AND TRAVEL FLOW ANALYSIS

This section presents a description and analysis of Minot City Transit ridership as observed for the years 2020 through 2024. Both aggregate and route-level data are considered here to the extent possible. Data presented in this section includes systemwide ridership trends, route-level ridership trends, stop-level ridership data, month-by-month ridership trends, and ridership by fare type. An analysis and brief discussion of general community travel patterns is also included.

Systemwide Ridership

In 2024, Minot City Transit provided a total of 81,945 unlinked passenger trips across the fixed route bus network. This is the highest ridership the system has had over the past five years, and the system has exhibited a five-year ridership growth rate of about 12 percent (see Figure 6). In the last five years, transit ridership reached a low point of 49,357 in 2021 before rebounding in subsequent years. Similar trends can be seen in transit ridership data for agencies around the country as a result of the COVID-19 pandemic. While Minot City Transit ridership has been recovering since the pandemic, it has not yet bounced back to the nearly 95,000 rides provided in 2019, the last full year before the pandemic.

Figure 6. Minot City Transit Ridership (2020-2024)



Source: City of Minot and National Transit Database

Ridership by Route

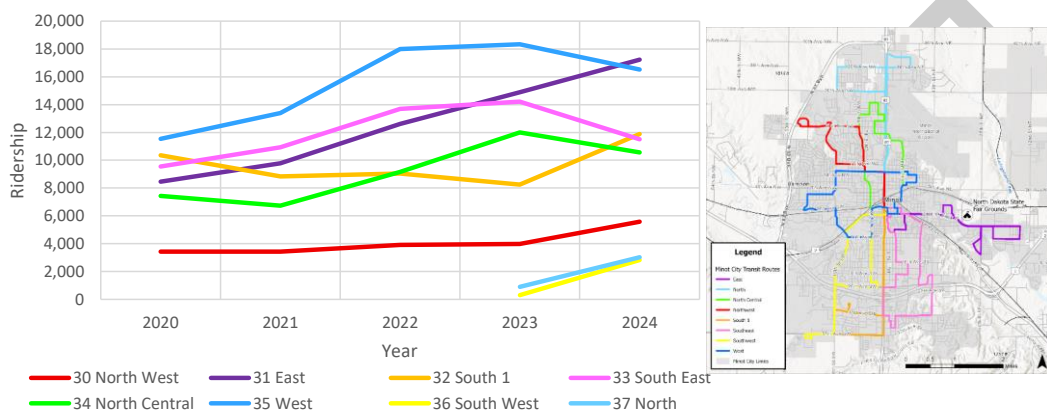
While overall system ridership has been increasing every year since 2021, performance of individual routes has varied (see Figure 7). Individual route performance is described below:

- **30 North West:** This is one of Minot City Transit's lower ridership routes, with approximately 5,600 passengers in 2024. Despite this, the North West route's ridership has grown every year since 2020, with the largest growth seen from 2023 to 2024. Overall five-year ridership trend: +63 percent.
- **31 East:** This route currently has the highest ridership in the Minot City Transit system, with over 17,200 riders in 2024. Its ridership has seen rapid growth since 2020. Overall five year ridership trend: +104 percent.
- **32 South 1:** In 2024, this route carried the third highest number of riders in the Minot City Transit system, with about 11,900 riders. Ridership declined slightly from 2020 to 2023, then increased dramatically in 2024. Overall five-year ridership trend: +15 percent.
- **33 South East:** This route had the fourth-highest ridership in 2024, with 11,500 passengers. However, this route used to perform better relative to other routes. In 2021 and 2022, it had the second-highest ridership, and its ridership grew each year from 2020 through 2023. Then in 2024, ridership saw a precipitous decline, making it one of three regular routes to have seen a ridership decline in 2024. Overall five-year ridership trend: +20 percent.
- **34 North Central:** Currently Minot's fifth-highest ridership route, the North Central route carried over 10,500 passengers in 2024. Ridership hit a low point in 2021, then increased significantly through 2023 before declining again in 2024. Overall five-year ridership trend: +42 percent.
- **35 West:** Currently Minot's second-highest ridership, the West route carried over 16,500 passengers in 2024. Formerly the highest-ridership route, it experienced substantial ridership growth in 2022 and

minimal growth in 2023, though in 2024 it experienced a notable decline of about 1,800 riders. Overall five-year ridership trend: +43 percent.

- **36 South West:** This route was introduced permanently in 2024. It is currently the lowest ridership route in the system, having served about 2,800 riders in 2024. However, it began permanent service in July, meaning its 2024 ridership only represents half a year of service.
- **37 North:** This route was also introduced permanently in July 2024. In 2024 it had the second-lowest ridership in the Minot City Transit system, with about 3,000 passengers. Like the South West route, this figure represents only half a year of service.

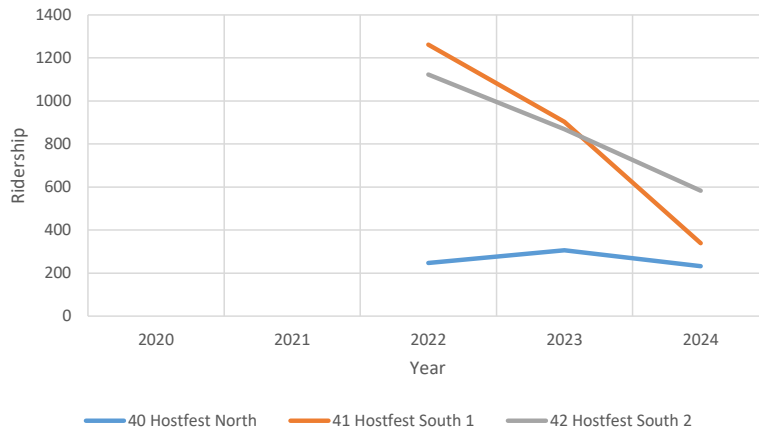
Figure 7. Minot City Transit Regular Route Annual Ridership (2020-2024)



Source: City of Minot

Norsk Høstfest shuttle ridership generates a significant amount of ridership in September during the festival. Shuttle service did not operate in 2020 and 2021 due to the pandemic but resumed in 2022, with the Høstfest South 1 and South 2 routes seeing over 1,000 riders during the 2022 Norsk Høstfest. Ridership declined precipitously in 2023 and 2024 (see Figure 8). The North route consistently generates the lowest ridership. All Norsk Høstfest shuttle routes remain critical for management of traffic during the festival, though declining ridership suggests more could be done in the future to promote the shuttle service to festival attendees.

Figure 8. Norsk Høstfest Shuttle Ridership (2020-2024)



Source: City of Minot

Note: shuttle service suspended in 2020 and 2021 due to the pandemic

Ridership by Stop

In any transit system, ridership will vary greatly by stop because of differences in travel needs around the city. It is common for stop locations to see high boardings and alightings if they are major transfer locations, are located near popular destinations for transit riders, and/or serve areas with a larger transit market base. Analyzing ridership by stop is an important exercise in the early phases of transit service planning, as ridership data at this level is very useful in determining where alterations to service will likely have the largest impacts, either negative or positive.

The Minot City Transit system is a flag-stop network, meaning there are few, if any, defined locations where buses stop along each route. Rather, a passenger will “flag down” the bus at a point along a route. The transit agency typically operates on a policy of stopping at a *safe location* along a route, which at times requires coordination with regular passengers to ensure both the agency and rider have a consistent understanding of where they may be picked up and dropped off. While it may initially sound like a flag stop system requires constant coordination to ensure both the rider and driver are on the same page, typically there are only a small number of locations along a route where the agency would have safety concerns.

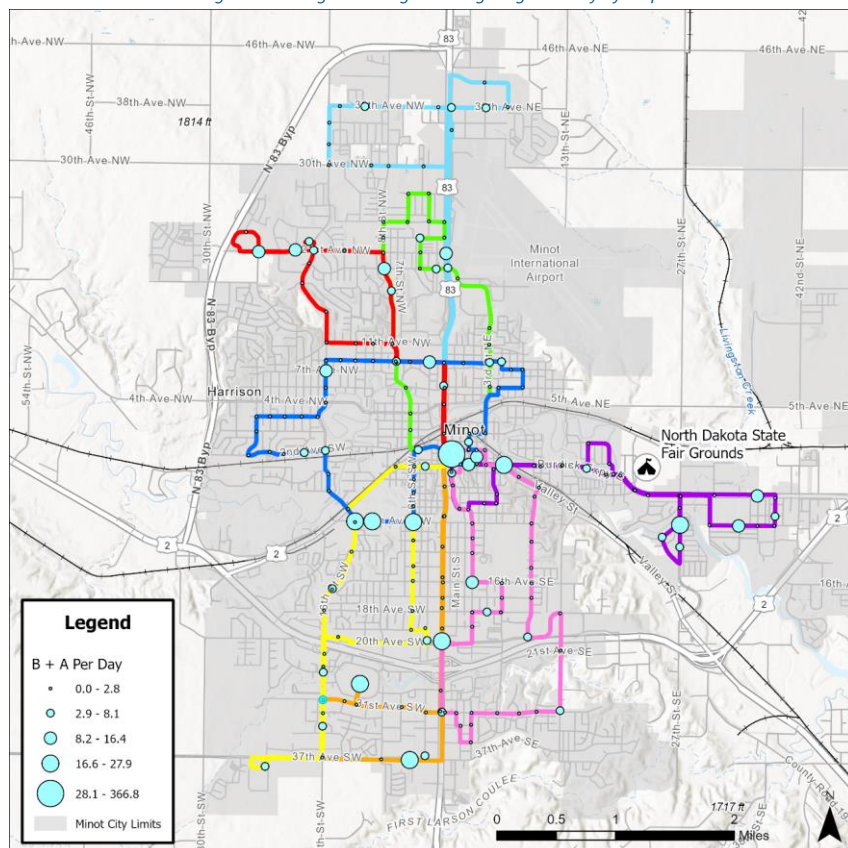
With the exception of the downtown transfer center, which is a dedicated stop, passengers can board and alight “at any street corner along the route or at a fire hydrant in the middle of the block” according to instructions in the Minot City Transit passenger guide.² As such, stops outside of the downtown transfer center generally are not marked with signage, and all but a handful do not have bus stop amenities such as seating, shelter, route information, etc.

However, Minot City Transit’s suite of CAD/AVL and passenger counting technology is able to track the number of people that board and alight in each location. The agency’s system tracks boardings and

² <https://www.minotnd.gov/DocumentCenter/View/9048/Minot-City-Transit-Guide?bidId=>

alightings at 255 locations across the transit system. These data can be mapped to show specific locations around the city that see high ridership. Figure 9 contains such a map.

Figure 9. Average Boardings and Alightings Per Day by Stop



Source: City of Minot

Within the ridership data, the downtown transfer center stands out as having exceptionally high ridership, which is a common phenomenon in transit systems with a single central transfer point. With an average of 377 boardings and alightings per day in 2025 (based on year-to-date data through October 22), the transfer center is an outlier among stops. The transfer center alone represents 38 percent of average daily boardings and alightings.

Using the Jenks natural breaks method in GIS software, bus stops can be divided into groups or tiers based on ridership. The next lowest group after the downtown transit center, referred to here as “primary boarding and alighting locations,” serve on average approximately 17 to 28 passengers per day. Further down in

ridership, the next group, referred to here as “other high performing boarding/alighting locations,” serve approximately eight to 16 passengers each day. Information about these stops is shown in Table 2 and

Table 3, respectively.

Table 2. Primary Boarding and Alighting Locations Within the Minot City Transit System

Stop Location	B+A Per Day	Percent of Total Daily B+A
11th Ave SW & 16th St SW (Magic City Campus)	28	2.9%
11th Ave SW & 6th St SW (Jim Hill M.S.)	25	2.6%
Magic City Campus	24	2.4%
Burdick Expwy East & Valley Street (Trinity Health)	21	2.2%
Dakota Square Mall Door 'C'	21	2.2%
37th Ave SW & 4th St SW (WalMart)	21	2.2%
20th Ave & S Broadway (Marketplace Foods)	19	1.9%
27th St SE & El Rio Drive (manufactured home community)	18	1.9%

Table 3. Other High Performing Boarding and Alighting Locations in the Minot City Transit System

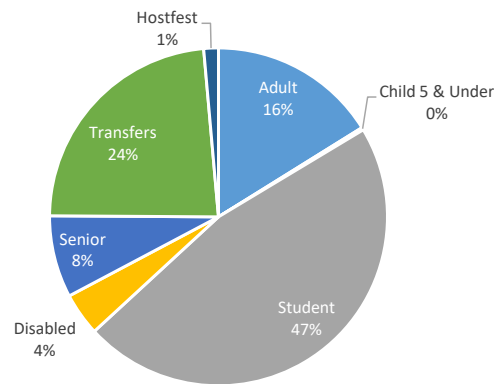
Stop Location	B+A Per Day	Percent of Total Daily B+A
Burdick Expwy East & 37th St. SE	16	1.7%
11th Ave SE & 35th St SE (manufactured home community)	16	1.6%
16th Ave SE & 2nd St. SE	15	1.6%
University Ave & 4th St NW (Minot State)	14	1.5%
Burdick Expwy East & 1st St SE (Milton Young Towers, Minot Housing Authority)	13	1.4%
7th Ave NW & 16th St NW (Longfellow Elem.)	13	1.3%
3rd Ave SE & 2nd St SE (Minot H.S. Central Campus, Milton Young Towers)	10	1.1%
20th Ave NW & 8th St NW (Royal Suites Apts)	10	1.1%
Minot North High School	10	1.1%
21st Ave. NW & North Broadway (Minot Mobile Home Park)	9	0.9%
21st Ave NW & Landmark Circle	9	0.9%
18th Ave SE & 4th St SE (Meadowlark Heights Apts)	8	0.8%

Source: City of Minot

Ridership by Type

Minot City Transit tracks the ridership type across its system. Systemwide, students are the largest group of riders, making up slightly less than 50 percent of all trips in 2024. Full fare adult riders represent 15 percent of trips, while senior and disabled discount fares together make up 12 percent of ridership. Norsk Høstfest shuttle ridership is slightly over one percent of systemwide annual ridership. Children 5 and under are the smallest rider group, making up less than one percent of riders. Figure 10 shows the full annual ridership type breakdown for 2024.

Figure 10. Minot City Transit Ridership By Type (2024)

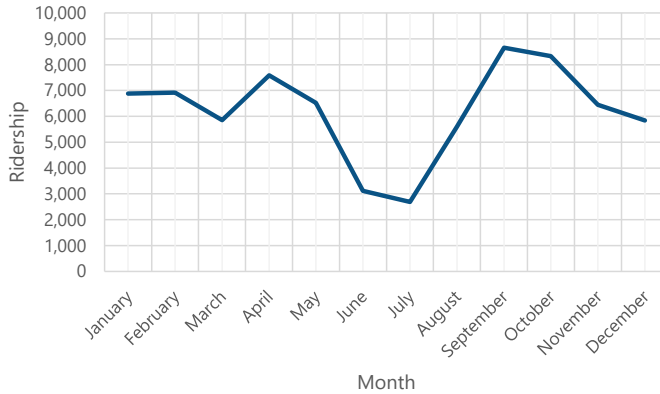


Source: City of Minot

Ridership by Month

Minot City Transit experiences seasonal variability in ridership. Because much of its ridership base is students, ridership is much lower in the summer than in other parts of the year. Ridership is typically highest in September due to the combination of school being back in session and the addition of temporary Høstfest shuttle service. Figure 11 shows the seasonal variation across the year in 2024, excluding data for the South West and North routes since they lack a full year of service data.

Figure 11. Minot City Transit Ridership by Month (2024)



Source: City of Minot

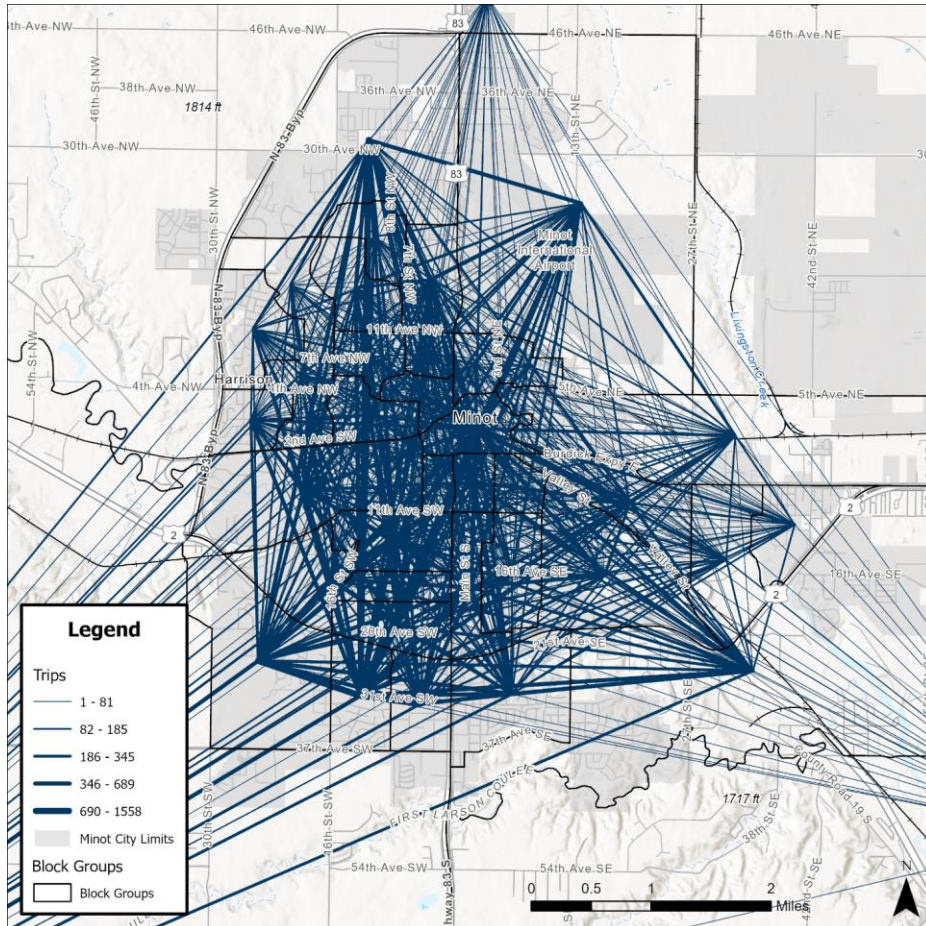
Note: Data excludes South West and North routes, which began operating in July 2024 and do not have a full year of ridership data available.

Travel Flow Analysis

General community travel flow data can be helpful in transit planning to identify common origin and destination areas that may not be served by transit in the most efficient and effective manner possible. For this analysis, travel flow data is sourced from Replica, a data provider that produces a seasonal trip table using a combination of mobile phone location data, consumer/resident data, built environment data, economic activity data, and ground truth data. The model is considered an accurate reflection of travel patterns nationwide, although its trip table represents simulated/modeled trips, rather than actual trips.

Using the Spring 2025 seasonal trip table from Replica, origins and destinations were gathered for all trips that begin and end in census block groups contained wholly or partially within Minot city limits, the primary service area for public transit in Minot and where most trips in the region occur. The trip table reports trip origin and destination (O-D) locations as the centroid of the block group containing either endpoint of the trip. This data is mapped using straight lines that connect each block group centroid, with lines symbolized by the number of daily trips that occur between each block group. The result is a map representing an estimate of all generalized travel that occurs within Minot and its immediate surroundings on a typical weekday (see Figure 12). The map appears visually busy as it represents travel paths in Minot for an entire day.

Figure 12. Weekday Origin-Destination Volumes for All Trips in the Minot Area



Source: Replica

As part of this TDP process, service planning efforts will involve studying whether current routes support travel desires or is there need to redesign portions of the route network to better serve travel needs. Input received by Minot City Transit has included interest in providing crosstown service without requiring a transfer downtown. The O-D data mapped above can be filtered down to reveal block group O-D connections that have relatively high trip volumes outside downtown. To this end, the O-D lines were queried to show only O-D pairs with greater than 400 trips per day that do not begin or end in the block group containing the downtown transfer center. The result is a map (Figure 13) showing that there is relatively high travel flow between northwest and southwest Minot, roughly along the 16th Street corridor. There is also relatively high travel flow along an east-west alignment in southern Minot. Future service planning efforts will explore the degree to which efficiencies can be gained by connecting locations along

TRANSIT MARKET ANALYSIS

Minot Area Transit Development Plan



- People with lower incomes
- People who lack personal vehicle access
- Seniors
- Cost-burdened households
- People with disabilities

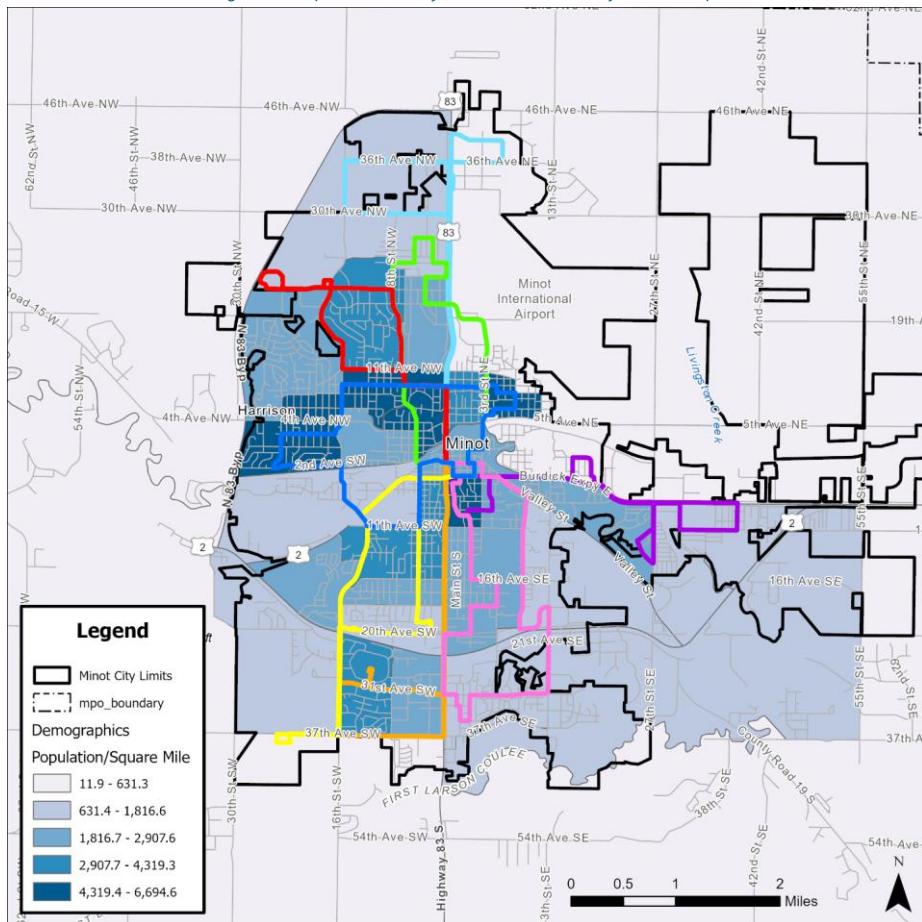
Transit is also most useful in areas with higher density, where people and destinations are located closer together and transit trips tend to be shorter. This section presents maps highlighting these transit market indicators at the block group level in the Minot area to define the local transit market. Current bus routes are overlaid on top of the demographic data to demonstrate how well the current market is served.

DRAFT

Population Density

One common indicator of a stronger transit market is population density. Higher population densities reflect areas where people live closer together and transit trips tend to be shorter overall, making transit a more attractive mode of transportation. Higher population density also means that more people live within a reasonable walking distance of a given bus stop, which further increases the attractiveness of using transit. See Figure 14 for a map of population densities.

Figure 14. Population Density in the Minot Area – By Block Group



Source: 2023 American Community Survey 5-Year Estimates

In Minot, population density is generally low across the city, though relatively high densities are found in neighborhoods immediately north and south of downtown. Parts of western Minot also have relatively high densities, and south central Minot exhibits medium density relative to the rest of the area.

As can be seen in the map, Minot's bus routes generally correlate spatially with areas of medium to high population density. There are some exceptions, particularly in areas near the edge of Minot city limits, though service in these areas still plays a critical role in serving communities with other indicators of a good transit market.

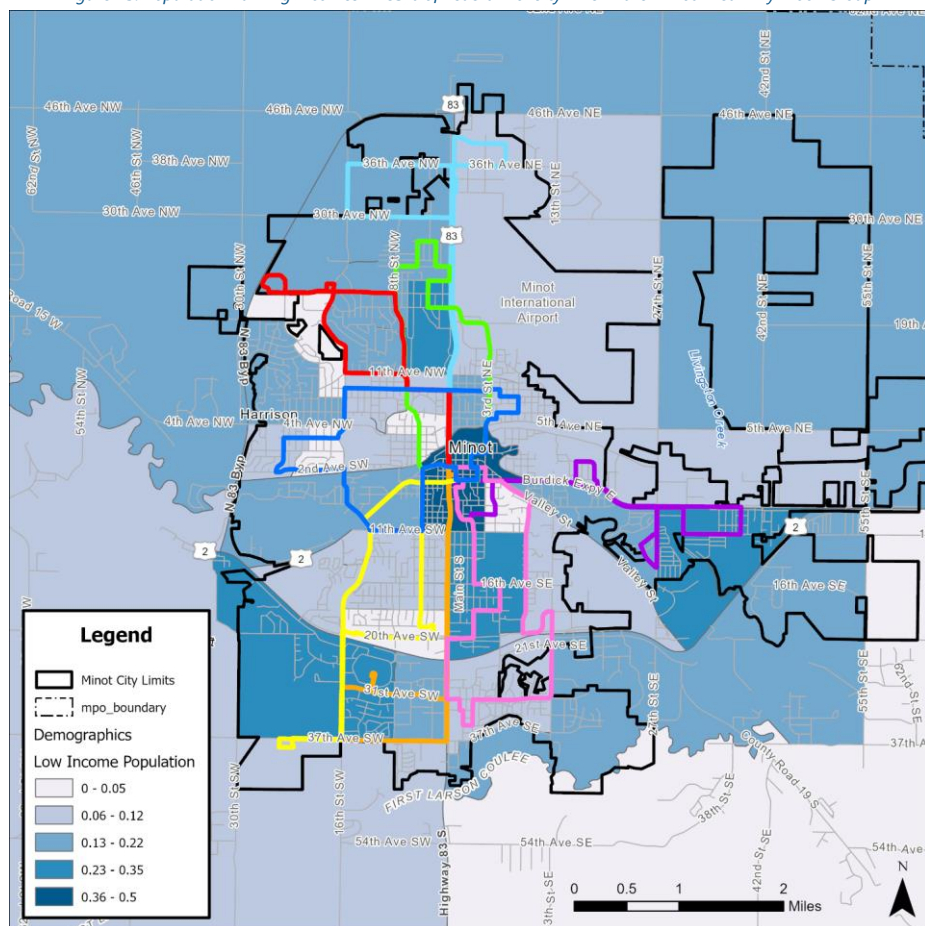
Low-Income Population

People with low-incomes are generally considered to be more transit-dependent than non-low-income individuals, as this population is less likely to own a car and is more prone to being temporarily without a car in the event that an expensive repair must be delayed. Even for low-income individuals who have access to a working vehicle, some may prefer to use transit anyway for some trips, as transit is often a more cost-effective mode of transportation. For the purpose of this market analysis, an individual is deemed to be low-income if they reside in a household whose total household income is below 185 percent of the federal poverty level.

In Minot, the low-income population is most heavily concentrated in downtown and neighborhoods immediately to the south (Figure 15). These also happen to be areas with the highest density of transit routes, as all bus routes converge downtown. Other areas with relatively high concentrations of low-income individuals include parts of east Minot, particularly around the end of the East route, and areas of southwest Minot.

One notable feature of the low-income map, when compared with the population density map, is that some areas with low population density that have bus service are also areas with relatively high concentrations of low-income individuals. This is especially apparent east and south Minot.

Figure 15. Population Earning Incomes <185% of Federal Poverty Line in the Minot Area – By Block Group



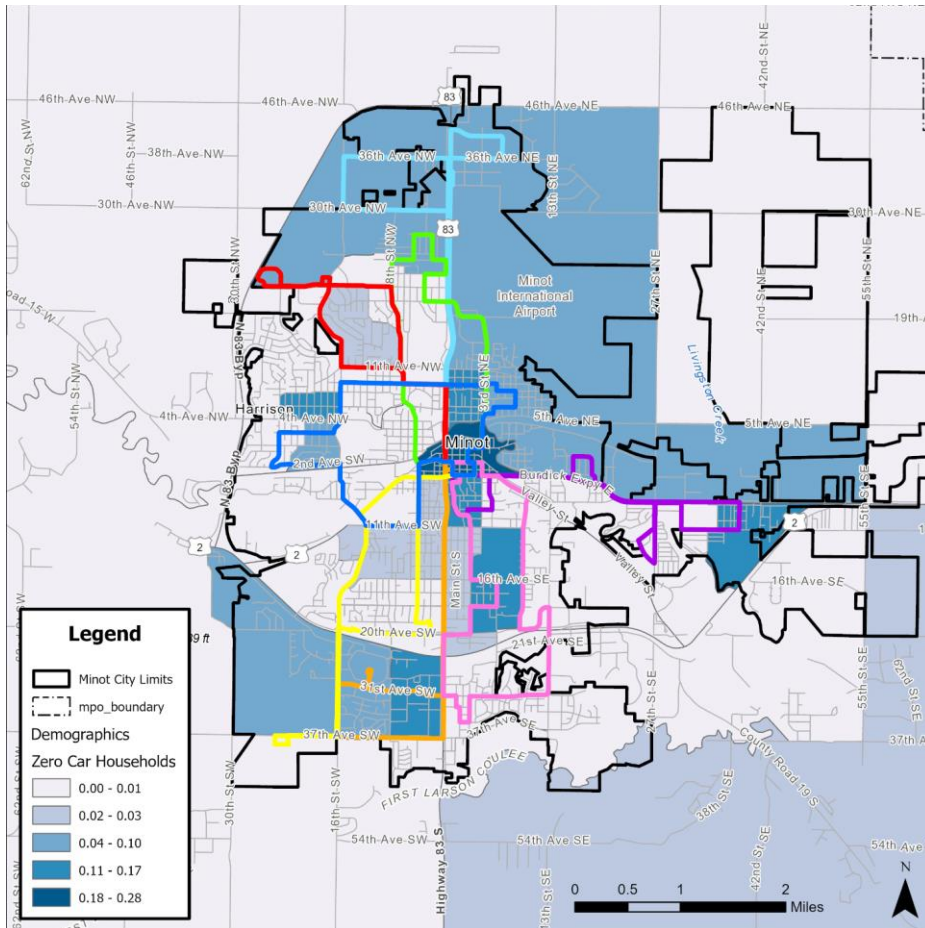
Zero-Car Households

In any community, including Minot, some households lack access to a working vehicle. For households without access to a vehicle, transit often serves as a critical connector to jobs, services, family, and friends. Zero-car households are considered among the most transit-dependent populations, because transit is highly likely to be the primary mode of transportation for members of such households.

In the Minot area, the highest proportion of households without vehicle access are found downtown (see Figure 16). In the block group covering downtown Minot, census estimates show that over one-quarter of households do not have access to a vehicle at all. Areas to the immediate north and south of downtown also

exhibit somewhat high lack of vehicle access, though not quite as high as downtown itself. This area has among the highest available transit density in the Minot region, which could influence zero-car households' decisions to live in the area.

Figure 16. Zero-Car Households in the Minot Area – By Block Group



Source: 2023 American Community Survey 5-Year Estimates

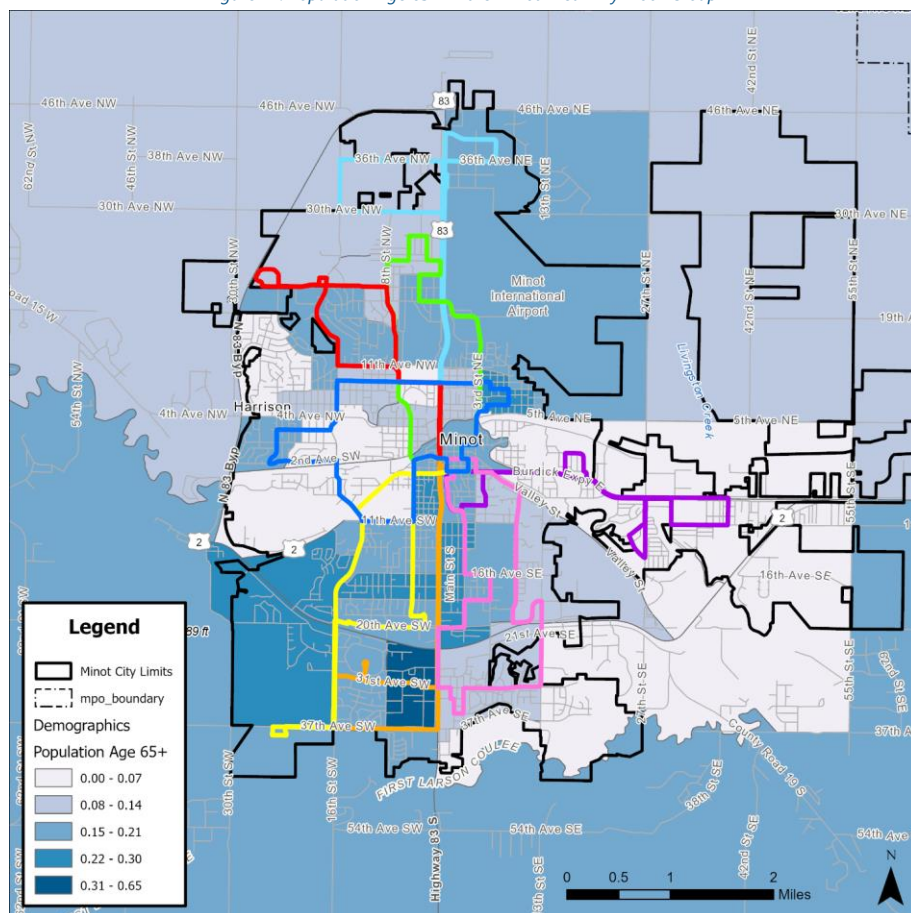
Other areas of Minot with low vehicle access include parts of east, southwest, and west Minot, each of which are located along existing bus routes. Transit routes in Minot correlate spatially well with areas of lower vehicle access, which indicates that the system is well-designed to provide critical access to households without cars.

Seniors (Age 65+)

As a whole, seniors above the age of 65 are considered more transit dependent on average than the general population. While many seniors can and do drive personal vehicles, age related illnesses and disabilities can inhibit one's ability to drive, forcing a person to seek other modes of transportation, including public transportation. Seniors often turn to public transportation when they cannot drive, particularly if they are not able to be driven by a family member or friend. Transit access also tends to be a factor in many seniors' ability to age in place in the event that they lose the ability to safely operate a vehicle.

In Minot, the population age 65 and older is most heavily concentrated in the southwest quadrant of the city, with another small area of high senior concentration northeast of downtown (see Figure 17). Areas with a high proportion of the population age 65+ in Minot are generally served by bus routes, which suggests the Minot City Transit network is well designed to provide access to seniors. Rural block groups along the south side of Minot within the study area have a medium-level concentration of seniors (between 15 and 21 percent). These areas are included in the Minot MPO planning area boundary and should be considered in future service planning to the extent possible. While these block groups will likely not be able to be served effectively by fixed routes, they represent an opportunity to build on the demand response partnership with Souris Basin Transportation.

Figure 17. Population Age 65+ in the Minot Area – By Block Group

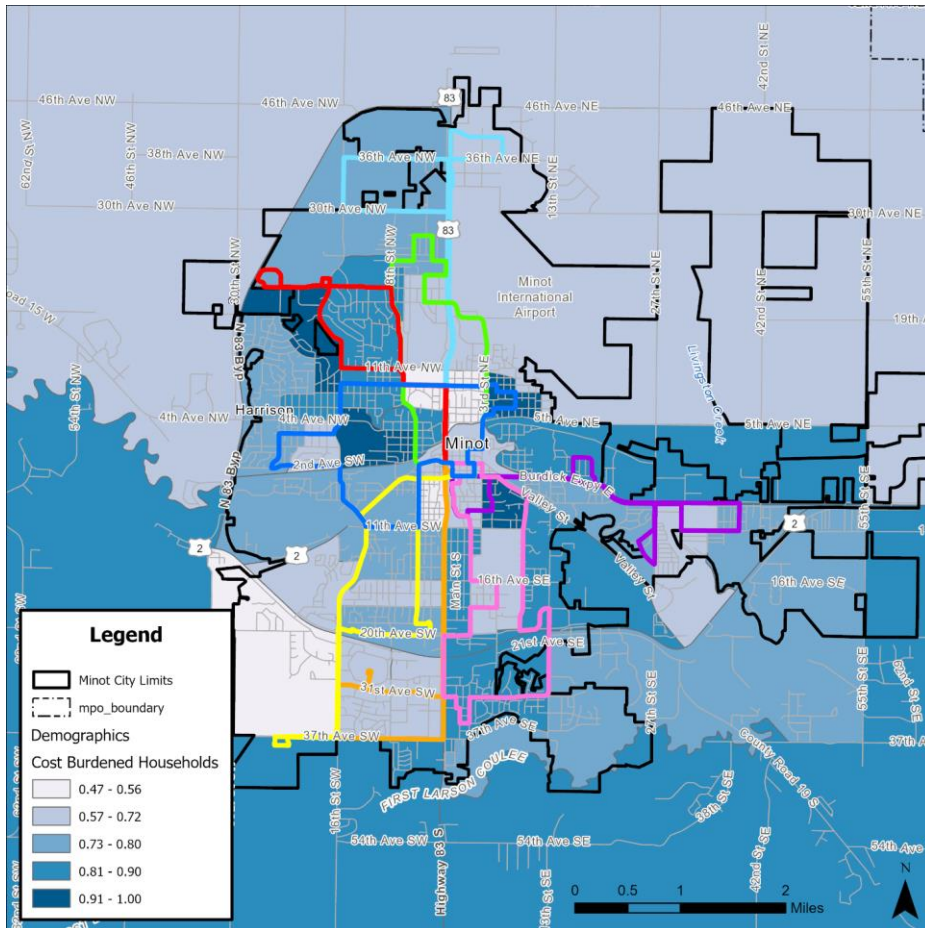


Cost-Burdened Households

A cost-burdened household is defined by the Department of Housing and Urban Development as any household spending in excess of 30 percent of its gross monthly income on housing-related expenses, including rent/mortgage, insurance, utilities, and maintenance. This metric is sometimes, but not always, associated with low income populations. This metric is important to consider in transit planning, as households who are cost-burdened can in some cases offset the excessive amount of money they pay toward housing expenses by owning fewer cars and instead making use of other transportation modes, such as transit.

In Minot, cost-burdened households tend to be most heavily concentrated in the southeast and northwest quadrants of the city (see Figure 18). Some of these areas, particularly in southeast Minot, correlated with low-incomes, but many parts of northwest Minot considered cost-burdened do not have high concentrations of low-income individuals. Housing cost burden appears to be a significant issue in parts of Minot, where in some block groups nearly all households spend more than 30 percent of their income on housing.

Figure 18. Cost-Burdened Households in the Minot Area – By Block Group



Source: 2023 American Community Survey 5-Year Estimates

The Minot City Transit network generally runs in or adjacent to all areas within Minot city limits where housing cost burden is high, which indicates that households spending an inordinate amount of money on housing at least have transit options available, should they choose to use them. Rural block groups to the

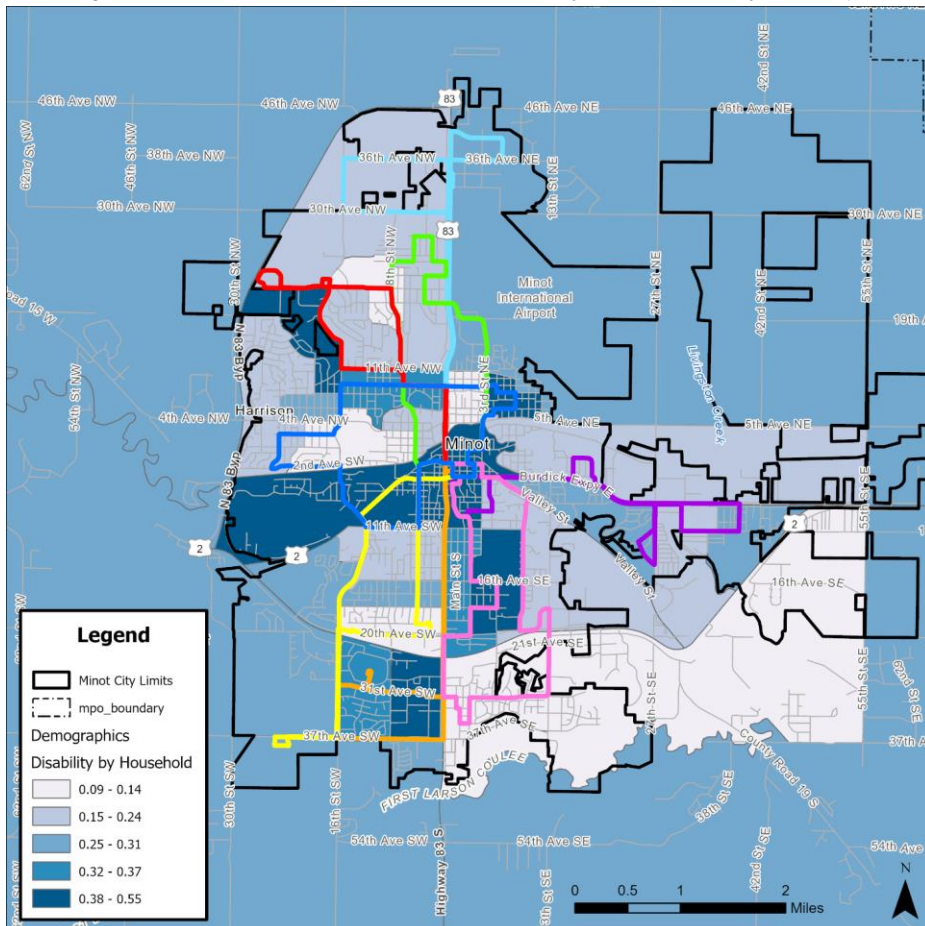
south of the City of Minot also appear to exhibit high rates of housing cost burden. Such areas could be good candidates for demand-response transit through an expanded partnership with Souris Basin Transportation.

Persons with Disabilities

People with disabilities often find themselves unable to drive a car or walk significant distances. This leads many people with disabilities to utilize transit for their transportation needs. Transit access is especially useful for some people with disabilities because transit systems that receive federal funding are required to comply with the Americans with Disabilities Act. The American Community Survey collects disability data at the household level, meaning ACS data can be used to estimate the number of households with at least one person with a disability of any sort.

In Minot, areas with high rates of households containing someone with any disability can be found in many areas (see Figure 19). A large swath of west Minot from downtown to the western city limits fits this description, as do pockets of south and northwest Minot and a neighborhood to the immediate northeast of downtown. The areas where people with disabilities are most prevalent tend to be served by transit, with the exception of some parts of far western Minot. Transit access for persons with disabilities is also supplemented by Souris Basin Transportation, which offers ADA-accessible paratransit/demand response within the City of Minot.

Figure 19. Households With At Least One Person With a Disability in the Minot Area – By Block Group



Source: 2023 American Community Survey 5-Year Estimates

PEER REVIEW

Since there are no recognized industry standards for most measures of transit system performance, a common practice in analyzing the performance and success of a transit agency is to conduct a peer analysis. Evaluating a transit system against peer agencies of similar sizes and serving similar populations helps to put the local agency being studied into context nationally. While no peer agency will be a perfect comparison to Minot City Transit, the results of the peer analysis presented in this section will allow leadership at Minot City Transit as well as decisionmakers at the City of Minot to understand whether local transit is performing at an appropriate level.

The peer analysis in this TDP builds on a previous peer analysis conducted during the most recent transit study in Minot. To that end, all peer agencies used for comparison previously are also used in this analysis. To reflect feedback heard during the first steering committee meeting, one new peer agency has also been added to the peer comparison list. This agency is the Paducah Area Transit System, located in Paducah, Kentucky, a city which received metropolitan area status from the Census Bureau in 2023 around the same time as Minot and is likely facing similar challenges and uncertainties as Minot with the switch from rural to urban funding. Table 4 contains the full list of peer agencies used in this comparison. This section then presents static peer dashboards illustrating performance data, a comparison of fare structures among peer agencies, and a brief fare policy discussion.

Table 4. List of Agencies for Peer Analysis

Agency Name	Service Area
Great Falls Transit District	Great Falls, MT
Valley Transit	Walla Walla, WA
Casper Area Transit Coalition	Casper, WY
Bis-Man Transit	Bismarck, ND
Basin Transit Service	Klamath Falls/Altamont, OR
Cheyenne Transit Program	Cheyenne, WY
Paducah Transit Authority	Paducah, KY

Since Minot City Transit only directly provides fixed route service, this peer performance analysis excludes data on demand response or any other mode that the peer agencies may offer. Analyzing fixed route data alone allows for a more direct comparison with peer transit systems around the country.

The peer analysis assesses Minot City Transit fixed-route service performance in two ways:

- **Single Year: Comparison to peer average for the most current year.** National Transit Database (NTD) data from 2024 are used in this analysis, as this is the most recent year for which NTD data are available at the time of analysis. Performance is considered “satisfactory” within one standard deviation of the peer average. The system’s performance is considered “outside the satisfactory range” (unsatisfactory) if it falls more than one standard deviation from the peer average.
- **Multi-Year Trend Analysis: Comparison to peer average for annual rate of change.** NTD data from 2020 to 2024 are used. The annual rate of change from 2020 to 2024 is calculated as follows:

$$\text{Annual rate of change} = \left(\frac{\text{Value}_{2020}}{\text{Value}_{2024}} \right)^{1/4} - 1$$

The system’s annual rate of change is compared to that of the average of the peer group. Similarly to the single-year comparison, the system’s trend performance is considered “satisfactory” within one standard deviation of the peer group average. Beyond one standard deviation from the peer group

average, the system's trend performance is considered "outside the satisfactory range," i.e. unsatisfactory.

Peer Group

As mentioned above, peer agencies were selected based on a review of the most recent transit study in Minot and input from the steering committee for this TDP. The peer agencies represent mixture of in-state and national peer agencies that operate in cities similar to Minot with similar sized transit systems.

Table 5 contains detailed operating statistics for Minot City Transit and the group of peer agencies.

Table 5. Operating Statistics Among Minot City Transit Peers

System Name	Primary City	Revenue Hours	Passenger Trips	Operating Expenses	Passenger Revenues	Service Area Population ³
Basin Transit	Klamath Falls, OR	14,181	137,674	\$3,231,307	\$103,200	43,038
Bis-Man Transit	Bismarck, ND	21,792	121,538	\$2,107,550	\$80,089	98,198
City of Casper	Casper, WY	15,194	134,817	\$958,879	\$39,381	67,751
City of Cheyenne	Cheyenne, WY	11,760	73,428	\$801,947	N/A – free fares	79,250
Great Falls Transit	Great Falls, MT	33,478	363,628	\$3,502,891	\$202,332	67,097
Paducah Transit	Paducah, KY	14,632	158,171	\$1,198,702	\$98,959	50,533
Valley Transit	Walla Walla, WA	25,710	459,098	\$4,446,063	N/A – free fares	50,013
<i>City of Minot</i>	<i>Minot, ND</i>	<i>12,753</i>	<i>81,945</i>	<i>\$1,548,621</i>	<i>\$76,870</i>	<i>50,925</i>
Average		18,688	191,287	\$2,224,495	\$75,729	63,388
Minot City Transit as Percent of Average		68%	43%	70%	102%	80%

Source: National Transit Database

Peer Comparison Results

This subsection summarizes Minot City Transit service relative to peer groups over the five year period from 2020 to 2024 as well as the results of the single-year and multi-year analyses for each of eight standard performance measures reviewed. Figure 20 summarizes Minot City Transit's performance relative to its peer systems across all measures.

³ Service area population represents 2020 Census data. The figure will not be updated until the 2030 Census.

Minot City Transit Five-Year Summary

Table 6 and Table 7 show Minot City Transit operating statistics and performance measures, respectively, for 2020 through 2024. The average annual rate of change for the five-year period is calculated for each statistic and measure.

Table 6. Minot City Transit Operating Statistics (2020-2024)

Operating Statistic	2020	2021	2022	2023	2024	Annual Rate of Change
Revenue Hours	10,359	10,099	10,344	10,989	12,753	5.3%
Passenger Trips	73,203	49,357	60,560	80,063	81,945	2.9%
Operating Expenses	\$981,507	\$1,142,740	\$1,176,526	\$1,428,713	\$1,548,621	12.1%
Passenger Revenue	\$63,652	\$34,755	\$47,350	\$68,731	\$76,870	4.8%

Source: National Transit Database

Table 7. Minot City Transit Performance Measures, 2020-2024

Performance Measure	2020	2021	2022	2023	2024	Annual Rate of Change
Operating Expense per Passenger Trip	\$13.40	\$23.15	\$19.43	\$17.84	\$18.90	9.0%
Operating Expense per Revenue Hour	\$94.71	\$113.15	\$113.74	\$130.01	\$120.43	6.4%
Passenger Trips per Revenue Hour	7.07	4.89	5.85	7.29	6.43	-2.4%
Passenger Trips per Capita (thousands)*	-	-	-	-	1.61	-
Revenue Hours per Capita (thousands)*	-	-	-	-	0.25	-
Average Fare per Passenger Trip	\$0.87	\$0.70	\$0.78	\$0.86	\$0.94	1.9%
Operating Ratio	6.49%	3.04%	4.01%	4.81%	4.96%	-6.5%
Subsidy per Passenger Trip	\$12.53	\$22.34	\$18.65	\$16.99	\$17.96	9.4%

Source: National Transit Database

*Data unavailable for all but 2024 due to insufficient population information within NTD data

Minot City Transit Peer Performance

Figure 20 shows Minot City Transit performance measures for 2024 compared with those of the selected national peers.

Figure 20. Minot City Transit Peer Performance Dashboard

National Peer Summary Performance Measures									
Agency	State	Operating Expense per Passenger Trip	Operating Expense per Revenue Hour	Passenger Trips per Revenue Hour	Passenger Trips per Capita	Revenue Hours per Capita	Average Fare per Passenger Trip	Operating Ratio	Subsidy per Passenger Trip
Basin Transit	OR	\$23.47	\$227.86	9.71	3.20	0.33	\$0.75	3.19%	\$22.72
Bis-Man Transit	ND	\$17.34	\$96.71	5.58	1.24	0.22	\$0.66	3.80%	\$16.68
City of Casper	WY	\$7.11	\$63.11	8.87	1.99	0.22	\$0.29	4.11%	\$6.82
City of Cheyenne	WY	\$10.92	\$68.19	6.24	0.93	0.15			\$10.92
City of Minot	ND	\$18.90	\$121.43	6.43	1.61	0.25	\$0.94	4.96%	\$17.96
Great Falls Transit	MT	\$9.63	\$104.63	10.86	5.42	0.50	\$0.57	5.92%	\$9.06
Paducah Transit	KY	\$7.58	\$81.92	10.81	3.11	0.29	\$0.63	8.26%	\$6.95
Valley Transit	WA	\$9.68	\$172.93	17.86	9.18	0.51			\$9.68
Average		\$13.08	\$117.10	9.54	3.33	0.31	\$0.48	3.78%	\$12.60
Standard Deviation		\$5.63	\$53.06	3.70	2.59	0.12	\$0.32	2.62%	\$5.44
Acceptable Range		\$18.71	\$170.16	5.85	0.75	0.19	\$0.16	1.16%	18.04
		Outside satisfactory range	Within satisfactory range	Within satisfactory range	Within satisfactory range	Within satisfactory range	Better than average	Within satisfactory range	Within satisfactory range

Source: National Transit Database

Performance Summary

Table 8 indicates the measures for which Minot City Transit was better than average, worse than average but satisfactory, or outside the satisfactory range.

Table 8. Summary of Minot City Transit Performance Relative to Peers

Performance Objective	Performance Measure	Single Year Comparison: 2024	Trend Analysis Comparison: 2020-2024
Cost Effectiveness	Operating Expenses per Passenger Trip	▼	●
Cost Efficiency	Operating Expenses per Revenue Hour	●	▲
Market Penetration	Passenger Trips per Capita	●	-
Market Penetration	Revenue Hours per Capita	●	-
Passenger Revenue Effectiveness	Average Fare Per Passenger Trip	▲	▲
Passenger Revenue Effectiveness	Operating Ratio	●	▲
Passenger Revenue Effectiveness	Subsidy per Passenger Trip	●	●

▲	Above the peer average
●	Below the peer average, but within satisfactory range (+/- one standard deviation)
▼	Outside satisfactory range

Source: National Transit Database

Note: Trend analysis on market penetration measures is not available because service area population data is not available for all agencies across the study period.

In 2024, Minot City Transit exceeded the peer average or fell within the satisfactory range metrics where they were operating below average, except for operating expenses per passenger trip. This indicates that Minot City Transit generally performs at an acceptable level relative to peer agencies. This high performance reflects well on the thoughtful design of the transit system and its ability to operate effectively and efficiently within its resource limitations. There are two key elements that substantially influence Minot's performance:

- Ridership
- Cost per hour of service

With an annual ridership of less than half of the peer average and expenses at approximately 70% of the peer average, the expectation would be that the system would underperform substantially in categories using either of the metrics. While Minot does perform below the peer average in many categories, the

performance is within the margin of acceptable conditions based on range observed, which is an unexpected condition.

The average operating expense per passenger trip across the peer agencies in 2024 was \$13.08, and the upper limit of the acceptable range was \$18.71. Minot City Transit fell just beyond this acceptable range, with a cost per trip of \$18.90. There are two general approaches that could be taken to improve Minot City Transit's performance on this metric. The first is to focus planning and implementation efforts on increasing ridership. If the system can generate more trips at existing service levels, cost per trip will decrease. This could involve strategic cost-neutral route modifications, improved community advertising, enhanced partnerships with community organizations and employers, transit-oriented development, or first-last mile enhancements. Another approach could involve cutting the least productive service, i.e. lower ridership routes in the system. This approach may be less ideal, as it would decrease service availability that some members of the community rely on. However, poor-performing fixed routes could be replaced with demand response or microtransit services that can ensure a baseline level of transit accessibility remains. The service planning process will explore these options in greater detail.

When looking at five-year trends across peer agencies, it is apparent that Minot City Transit performs very well, with operating expenses per revenue hour, average fare per passenger trip, and operating ratios trending in a more positive direction than the peer average. What this effectively means is that Minot City Transit is seeing its operating expenses per revenue hour grow at a slower rate than many peers, its average fare per passenger trip increase faster than many peers, and the portion of its operating expenses covered by fares grow faster than many peers. Not a single five-year trend measure falls into the unsatisfactory range, indicating Minot City Transit has been on a positive trajectory and managing its resources and operations well in recent years.

Fare Structure

Minot City Transit has a fare structure that is relatively comparable to peer agencies. Its base one-way fare is on the high-end of its peers, though still only \$1.50. The agency also offers discounted 10-ride and 31-day passes for students, seniors, and people with disabilities. Those paying cash fares on board the bus are required to pay with exact change, while passes can be purchased without exact change from certain city offices and retail locations around the City of Minot. Table 9 summarizes fixed route fare policy across Minot City Transit and its peer agencies.

Table 9. Peer Agency Fixed Route Fare Comparison

Agency	Standard One-Way Fare	Discount Programs
Minot City Transit	\$1.50	Discount passes for students, seniors, and disabled
Basin Transit	\$0.75	Reduced fares for seniors and disabled. Youth 18 and under ride free
Bis-Man Transit	\$1.50	Half fares for students, Medicare cardholders, and veterans. Seniors 65+ and paratransit members ride free.
City of Casper	\$1.25	Reduced fares for students, low income, seniors 62+, disabled, and veterans
City of Cheyenne	FREE	N/A

Agency	Standard One-Way Fare	Discount Programs
Great Falls Transit	\$1.00	Reduced fares for students, seniors, disabled, and paratransit riders
Paducah Transit	\$1.00	Reduced fares for ages 6-12, college students, and seniors (55-69). Ages 70+ ride free.
Valley Transit	FREE	N/A

Source: Peer Agency Websites

Minot City Transit relies on Souris Basin Transportation to provide demand response/complementary paratransit service within the City of Minot. Souris Basin's fares within Minot are \$3 each way, which aligns with federal guidance limiting ADA paratransit fares to a maximum of double the standard fixed route fare. Souris Basin Transportation does not offer discount programs, even for demand response riders who are not using the service as ADA paratransit. Souris Basin's fare policy for Minot paratransit and demand response generally mirrors all other peer agencies, which also generally charge twice the fixed route fare and do not offer discounts (Table 10). Exceptions to this among peers include:

- Basin Transit allows veterans to ride paratransit for free.
- The City of Casper allows the general public to use demand response for double the rate of seniors, people with disabilities, and Medicare cardholders. Charging higher fares for general public demand response riders is one way to encourage the general public to use fixed routes instead of demand response, which helps keep operating costs lower.
- Paducah Transit charges a per-mile fare for general public demand response rides. Similar to the higher general public fares in Casper, this fare structure also encourages non-paratransit-eligible riders to use the more cost-effective fixed routes whenever possible.

Table 10. Peer Agency Demand Response/Paratransit Fare Comparison

Agency	Standard One-Way Fare	Discount Programs
Souris Basin Transportation	\$3.00	N/A
Basin Transit	\$1.50	Veterans ride free
Bis-Man Transit	\$3.00	N/A
City of Casper	\$2.50 (seniors, disabled, Medicare); \$5.00 (general public)	\$1.00 fares for children 12 and under
City of Cheyenne	FREE	N/A
Great Falls Transit	\$2.00	N/A
Paducah Transit	\$2.00 (paratransit) \$1.75 per mile (general public)	N/A
Valley Transit	FREE	N/A

Source: Peer Agency Websites

Fare Policy Discussion

The fares for transit in Minot are generally in line with what peers charge and are deemed to be acceptable fares for a system of its size. Minot's fares are on the higher end of all peers, though the range of fares across agencies is small. Minot having slightly higher fares undoubtedly helps explain its good performance on the operating ratio metric, which measures the percentage of operating expenses recovered through fare revenue.

Two peer agencies provide free fares: the City of Cheyenne and Valley Transit. These agencies are outliers, though they represent an increasing trend of smaller transit agencies implementing free fares. In the case of the City of Cheyenne, free fares are the result of reinstatement of fixed route services after the pandemic, as recommended by a 2023 Transit Development Plan.⁴ The plan noted that eliminating fares can increase ridership 40 to 70 percent while reducing operating costs related to fare collection. At Valley Transit, free fares are specifically funded through Move Ahead Washington, a state-level public transportation funding program that is able to be used to offset fare revenue with a goal of increased ridership.⁵ Minot City Transit could experiment with a free fare program if there is interest and support in the future. However, free fare implementation would be most sensible if Minot can identify a sustainable source of funding to offset fare revenue, or if a free fare study determines that the cost of collecting fares is greater than the revenue that is actually collected, as is sometimes the case with small transit agencies.

Minot City Transit's transition to urban transit funds means that the agency will need to come to an agreement with Souris Basin Transportation for providing paratransit and demand response services, as Souris Basin Transportation will no longer be able to use rural transit funds to operate in the Minot area. The City of Minot will be a direct recipient of the Minot area's Section 5307 funds and will need to distribute funds to Souris Basin Transportation as a subrecipient. If Souris Basin is to continue operating demand response transit for non-paratransit-eligible riders, Minot City Transit should consider fare policies that discourage heavy use of Souris Basin Transportation. Such a policy could involve setting higher fares for non-paratransit-eligible riders, which is permitted under federal regulations. The City may also consider allowing paratransit-eligible riders to ride the fixed route system with discounted fares. Such a policy would recognize that some paratransit riders may only be unable to ride some routes because of their disability and that they might choose to ride certain fixed routes if offered a discounted price. A similar policy is in place at Great Falls Transit.

TRANSIT FINANCIALS REVIEW

A review of Minot City Transit's financial characteristics helps describe how the agency is using its resources, and metrics on transit service efficiency provide insight into how much Minot City Transit is able to accomplish within the constraints of the funding it receives from federal, state, and local sources plus fare revenue. This section offers a look into Minot City Transit's operating expenses, sources of operating funds, and service efficiency metrics, such as operating expenses per vehicle revenue mile and per vehicle revenue hour.

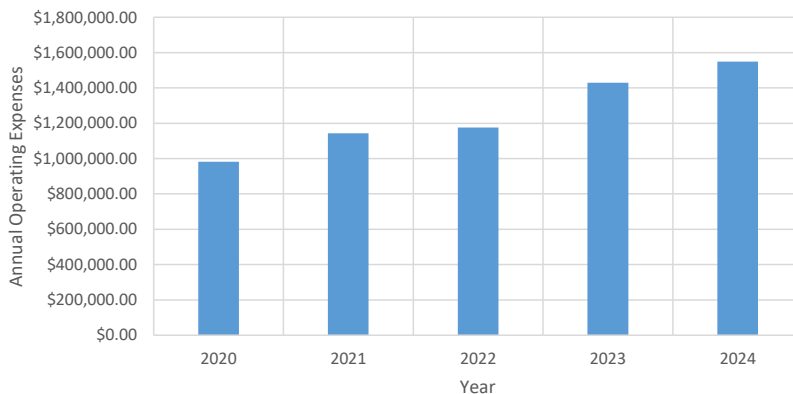
⁴ https://www.wyomingnews.com/news/local_news/cheyenne-plans-to-resume-fix-route-bus-service-this-summer/article_ee664d38-bc74-11ed-baa5-bf24cd031607.html

⁵ <https://www.valleytransit.com/fares/>

Operating Expenses

The systemwide operating expenditures for Minot City Transit totaled \$1,548,621 in 2024, according to data from both the City of Minot and the NTD. This is approximately a 58 percent increase since 2020 (see Figure 21). While this increase seems exceptionally large for a five year period, it is important to view the system operating expenses in context. The five year period analyzed for this TDP began during 2020, when the pandemic forced many transit agencies to reduce operations temporarily in response to public health concerns and abnormally low ridership. In the years following, transit operating costs increased due to a combination of service restoration, upward wage pressure due to nationwide labor shortages, a challenging inflation rate, and other macroeconomic factors that contributed to dramatically increased costs of necessary expenses ranging from fuel to vehicle parts to employee health benefits. Additionally, Minot City Transit reintroduced its three Norsk Høstfest shuttle routes in 2022 and added two new fixed routes in July 2024.

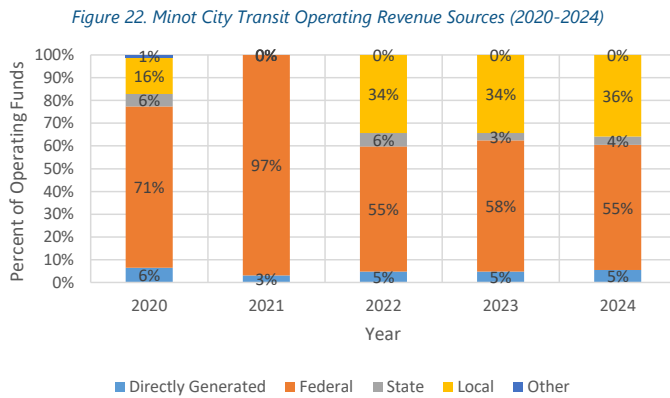
Figure 21. Minot City Transit Annual Operating Expenses (2020-2024)



Source: National Transit Database

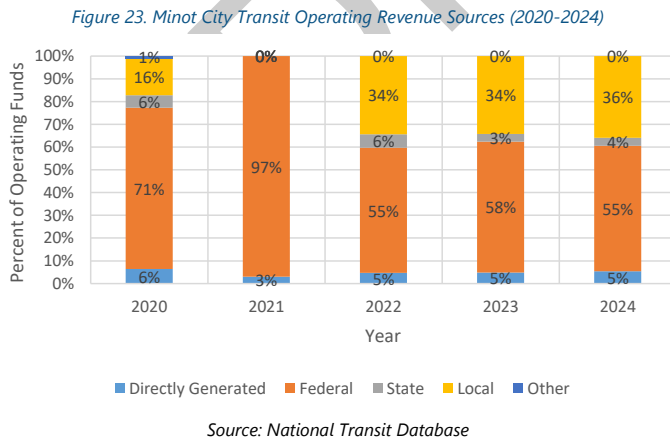
Operating Revenue Sources

Like most transit agencies, Minot City Transit's operating funds come from a variety of sources (see Figure 22). Currently, about half of the agency's operating funds come from the federal government through the Section 5311 program, soon to be transitioned to the Section 5307 program, both of which are federal formula grant programs designed to support transit operations. The federal operating support programs have a local match requirement, and in 2024 these match dollars came from a combination of the State of North Dakota (four percent), the City of Minot (36 percent), and directly generated revenue such as fares (five percent). This funding split has been generally stable since 2022. In 2020 and 2021, the federal share of the operating budget represented a much higher percentage of overall operating dollars, making up nearly the entire budget in 2022. This is a reflection of federal pandemic relief dollars being used to support transit. Federal pandemic relief did not have a local match requirement, and these programs have since expired, prompting a return to more typical funding in 2022.



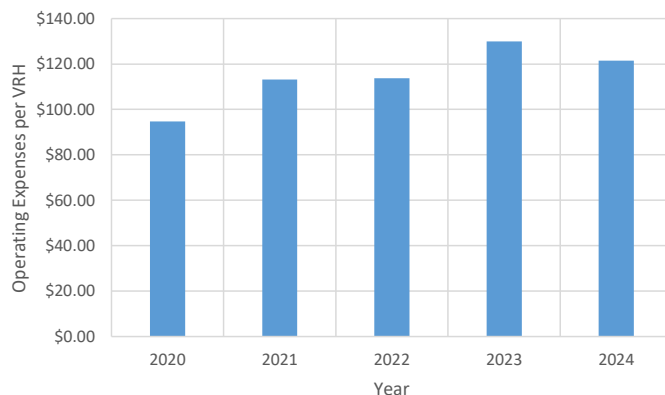
Service Efficiency

Like most transit agencies, Minot City Transit's operating funds come from a variety of sources (see Figure 22). Currently, about half of the agency's operating funds come from the federal government through the Section 5311 program, soon to be transitioned to the Section 5307 program, both of which are federal formula grant programs designed to support transit operations. The federal operating support programs have a local match requirement, and in 2024 these match dollars came from a combination of the State of North Dakota (four percent), the City of Minot (36 percent), and directly generated revenue such as fares (five percent). This funding split has been generally stable since 2022. In 2020 and 2021, the federal share of the operating budget represented a much higher percentage of overall operating dollars, making up nearly the entire budget in 2022. This is a reflection of federal pandemic relief dollars being used to support transit. Federal pandemic relief did not have a local match requirement, and these programs have since expired, prompting a return to more typical funding in 2022.



Similar to costs per vehicle revenue mile, operating expenses per vehicle revenue hour have increased over the past five years, with the metric up by about 28 percent since 2020 (Figure 24). This is also largely related to the increase in input costs facing Minot City Transit and other transit agencies nationwide. The cost per vehicle revenue hour has decreased from 2023 to 2024, supporting the above assertion that Minot City Transit has managed to make efficiency gains recently, even while overall costs and service levels have increased.

Figure 24. Minot City Transit Operating Expenses per Vehicle Revenue Hour (2020-2024)



Source: National Transit Database

Operating Budget Analysis

Minot City Transit shared 2023 and 2024 budget line item data with the consultant team for analysis. In reviewing this information, some trends stand out. Firstly, Minot City Transit has experienced moderate year-over-year growth in both its budget and actual spending. From 2023 to 2024, budgeted funds and actual spending both increased by roughly nine percent. This increase is higher than year-over-year inflation for this time period, but it also represents growth during a period when new service was added. When service is added, it is not unusual for budgets and expenditures to grow relatively fast. Additionally, the growth in spending is precisely in line with the growth in budgeted funds.

Minot City Transit has also consistently spent less than its revised budgets in 2023 and 2024. This reflects a commitment by the Minot City Transit leadership to budgetary sensitivity and wise use of funds. In 2024, spending was approximately 12 percent under budget, roughly mirroring 2023.

The bulk of Minot City Transit's spending represents personnel related expenses. Wages and benefits, including health insurance, retirement contributions, etc., account for over half of the agency's expenses. Regular employee pay alone accounted for 43 percent of operating expenses in 2024.

Maintenance and vehicle fuel represent other substantial costs. Vehicle and equipment repair represents nearly nine percent of actual expenditures, while diesel fuel for buses represented about six percent of expenditures.

General fund reimbursements account for seven percent of overall 2024 expenditures. A variety of other miscellaneous expenses make up the rest of the budget, individually representing small portions of overall spending. This includes expenses such as vehicle insurance, utilities, supplies, etc.

One notable item in the budget data is allocations for advertising. In both 2023 and 2024, Minot City Transit budgeted \$5,500 for advertisement of transit services. Across both years, the agency spent virtually nothing on advertising, other than \$12.64 in 2023. This represents a potential area of improvement, as advertising can be an effective way to boost the agency's ridership, relationship with the community, and even awareness of the existence of transit services.

Overall, the detailed budget data paints a picture of fiscal restraint and responsible spending at Minot's primary transit agency. Minot City Transit operations have consistently remained well under budget in recent years, reflecting excellent stewardship of public resources and effective budgeting practices.

ASSET INVENTORY

Minot City Transit owns a variety of capital assets including vehicles and facilities. This section offers an overview of these assets.

Vehicles

Minot City Transit owns 11 transit buses, four accessible minivans, and two support vehicles. Table 11 contains more information about each vehicle in the agency's fleet.

Table 11. Minot City Transit Fleet*

Vehicle Number	Year	Manufacturer	Model	Odometer	Capacity	Minimum Useful Life (Months)	Reached Useful Life?
1000	2017	Ford	PI Explorer	139,520	4	N/A	N/A
1002	2001	AmTran	CD39530	166,672	33	84	Yes
1003	2001	AmTran	CD39530	189,968	33	84	Yes
1004	2001	AmTran	CD39530	165,782	33	84	Yes
1005	2010	Eldorado	EZ Rider II	413,178	28	120	Yes
1006	2010	Eldorado	EZ Rider II	387,825	28	120	Yes
1007	2015	Eldorado	EZ Rider II	361,416	28	120	No
1008	2013	Eldorado	EZ Rider II	333,111	28	120	Yes
1009	2003	AmTran	CD39530	153,255	33	84	Yes
1010	2021	Eldorado	EZ Rider II	165,714	27	120	No
1011	2018	Eldorado	EZ Rider II	270,978	27	120	No
1013	2008	AmTran	CD39530	233,624	33	84	Yes
1015	2014	Ford	F150	31,570	4	120	Yes
1023	2019	Dodge	Entervan	51,871	4	48	Yes
1024	2019	Dodge	Entervan	31,264	4	48	Yes

Vehicle Number	Year	Manufacturer	Model	Odometer	Capacity	Minimum Useful Life (Months)	Reached Useful Life?
1026	2018	Dodge	Entervan	61,406	4	48	Yes
1052	2017	Dodge	Entervan	105,085	4	48	Yes

Source: Minot City Transit

*As of February 2026, with non-revenue vehicle mileage as of October 2025

Facilities

Minot City Transit is a small agency with a limited number of facilities. Minot City Transit operates under the city's Public Works Department and utilizes Public Works facilities for operations, maintenance, and administration. The agency also has a transfer facility in downtown Minot that serves all routes with an indoor waiting area located at 201 1st Street SW. Minot City Transit additionally maintains a handful of bus shelters at the following locations:

- Lewis & Clark Elementary School (23rd Avenue NW & 8th Street NW)
- Minot State University (University Avenue W & 4th Street NW)
- Jim Hill Middle School (11th Avenue SW & 6th Street SW)
- Meadowlark Heights Apartments (18th Avenue SE & 4th Street SE)
- Walmart (37th Avenue SW & 4th Street SW)

EXISTING CONDITIONS TAKEAWAYS

Minot City Transit serves as the core public transportation provider within the City of Minot, operating eight fixed routes with hourly headways and a coordinated pulse system at the downtown transfer center. Souris Basin Transportation complements this network through the provision of ADA paratransit and demand response services. Together, the two agencies contribute to a multimodal transit system that provides critical mobility options for Minot area residents, connecting major destinations such as schools, medical facilities, employment centers, and shopping areas.

Over the past five years, Minot City Transit has demonstrated growth in both service supply and ridership. Between 2020 and 2024, annual vehicle revenue hours increased by roughly 23 percent, while annual vehicle revenue miles rose by 19 percent. Ridership has steadily recovered from pandemic-era lows, increasing 12 percent since 2020 to nearly 82,000 annual passenger trips in 2024, the highest total in the last five years. The addition of the North and South West routes in mid-2024 expanded geographic coverage, though initial ridership on these routes remains lower than the system average, reflecting opportunities to improve route effectiveness and attract new riders.

Financially, Minot City Transit has maintained sound fiscal management, operating consistently under-budget while responsibly expanding service. The agency's operating expenses have grown in line with broader cost pressures in the transit industry, but recent gains in efficiency indicate effective resource use. Personnel costs comprise the largest share of expenditures, while the minimal use of advertising funds

highlights a potential avenue for ridership growth and community engagement. The system's performance relative to peer agencies is generally strong, with most performance metrics falling within or better than the satisfactory range. Minot's relatively high average cost per passenger trip in 2024 reflects an area for future improvement but is offset by a positive trajectory in cost efficiency and effectiveness.

Demographic and travel pattern analyses show that Minot's current fixed route network aligns well with areas of higher population density, lower incomes, and households without vehicle access—indicators of strong transit need. However, the city's low overall density and the prevalence of general community travel in west and south Minot travel corridors away from downtown suggest that future service planning may benefit from exploring more direct or crosstown connections, as well as a potential secondary transfer hub near a major trip generator like Dakota Square Mall.

Key findings from the existing conditions review include:

- **Ridership Recovery:** Systemwide ridership has rebounded since the pandemic, though individual route performance has varied.
- **Service Expansion and Efficiency:** The introduction of new routes and the return of special event service have expanded access while maintaining overall operational efficiency.
- **Fiscal Responsibility:** Minot City Transit demonstrates strong budgetary discipline and efficient use of funds, positioning it well for its transition to urban funding under Section 5307.
- **Equitable Coverage:** The fixed route system in most cases appears to effectively serve transit-dependent populations, including low-income residents, seniors, and zero-car households. There may be small areas for improvement during the service planning process to increase access to transit.
- **Peer Competitiveness:** Performance metrics generally compare favorably to peer agencies, though opportunities exist to improve cost per trip through ridership growth or other strategies.
- **Future Coordination Needs:** The transition from rural to urban funding will require a new approach to Minot City Transit's partnership with Souris Basin Transportation for ADA paratransit provision and continued service coordination.

Overall, Minot City Transit exhibits operational strength and financial prudence. The system's stable recovery from pandemic conditions, efficient management, and alignment with community travel needs provide a strong foundation for the forthcoming Transit Development Plan's service planning and policy recommendations. Low ridership is likely the most critical metric to address in the next steps of service planning. While the population and employment density in the metro areas are relatively low, there are not likely dramatically different than most peers with higher ridership. Through the alternatives review, substantial focus will be on ensuring routes access transit supportive areas, try to avoid very low density areas (which can be difficult to accomplish), and that marketing efforts are pushed to increase awareness of the service available to all residents.

III. PUBLIC ENGAGEMENT

Public engagement is an essential part of any transit plan. The Minot area TDP process included a robust public engagement plan designed to ensure that all interested people in the Minot area would have multiple opportunities to engage with the project and provide input throughout the project.

The public engagement plan included a wide variety of activities to engage people in different ways. At the beginning of the planning process, a steering committee was formed, consisting of representatives of local and state governments, Minot area transit providers, area nonprofit agencies, and more. The steering committee met several times throughout the planning process to discuss the planning process and evaluate findings and recommendations.

In addition to the steering committee, the general public had several opportunities to engage with the project in a meaningful way. In fall 2025, a community survey was developed and distributed via social media, steering committee members, and a series of pop-up events at the downtown transit center.

The project team also set up an Esri StoryMap to function as a dedicated web page for the project. The StoryMap contained important information on the project's purpose, timeline, and other details. It also functioned as a document repository where members of the public could access interim deliverables produced throughout the project.

The project scope included three rounds of public meetings timed to coincide with different stages of the project. At the time of the first public meetings in January 2026, the project StoryMap was updated to include an open comment form to allow anyone from the public to provide input to the project team.

This chapter contains a summary of the public engagement activities organized in support of the TDP planning effort.

STEERING COMMITTEE

At the beginning of the TDP planning process, CDMPO organized a steering committee comprised of state and local lawmakers, transit agency representatives, leaders from local nonprofit organizations, and others who represent groups with an interest in public transportation. The project scope included six steering committee meetings throughout the course of the project. This section summarizes the topics covered in those meetings. Each meeting was held in accordance with applicable standards for open meetings, and meeting agendas and minutes are available through CDMPO on the City of Minot website.

Meeting #1

Steering Committee Meeting #1 was held on Wednesday, September 24, 2025. Topics on the agenda included:

- Introduction of local staff and consultant team
- Overview of the TDP process and approach
- Community survey (request for assistance in getting the word out)

- Discussion of current services – SWOT analysis activity
- Outreach efforts for plan development

SWOT Analysis

The SWOT analysis in the first steering committee meeting was intended to generate conversation among the members regarding the strengths, weaknesses, opportunities, and threats regarding public transportation in the Minot region. The input from the committee members is summarized below.

Strengths

- Low cost to riders
- Decent route coverage (x3)
- Affordable costs
- Visible buses on heavily used roads
- Partnership with school district
- Coverage area
- Increasing ridership
- Kind staff
- Access to dense living and business spaces
- Serves community members who need transportation and have few options
- Point to point busing for people with disabilities
- Food access by providing service to multiple grocery stores
- Good customer service
- Routes are consistent and you are able to effectively plan around them
- Cost
- Safe, affordability, friendly staff, willing to listen and work with residents
- New transit center

Weaknesses

- Frequency (x3)
- Bus drivers drive kind of fast sometimes
- Hours of service
- Public cost
- Funding uncertainty (federal, state, local)
- Lack of marked bus stops/routes
- Perception of safety (on roadside)
- Lack of funding (x2)
- Fixed equipment with little flexibility
- Inter-route connectivity outside of downtown
- Time and lack of coverage in certain areas of town
- Passes/payment access for spontaneous users

Opportunities

- Legislative momentum (state is exploring a more sustainable funding system for urban transit systems)
- Partnering with Uber/Lyft
- State funding
- Campus connections (nursing school to MSU)
- Increased frequency/expanded hours of service to better serve commuters
- Guaranteed ride home program
- Diversify fleet to better match demand
- Ambassadors in the criminal justice system
- Physical marked bus stops (x2)
- Upcoming Broadway corridor improvements
- Infill development
- Coordination with local agencies and businesses
- Use TDP to drive innovation
- Human service providers should understand transit better and promote it
- New digital payment options

Threats

- Funding (x3)
- Perception within the community
- Non-supportive elected officials
- Possible change back to rural
- Souris Basin partnership
- District-wide school busing
- Lack of understanding transit needs within the community
- Balancing fares and subsidies
- Drops in school enrollment
- Expanded car infrastructure and sprawl
- University transition to remote learning
- Economic impact/indirect benefits of transit

Meeting #2

Steering Committee Meeting #2 was held on Wednesday, November 12, 2025. Topics discussed included:

- TDP goals (based on SWOT analysis)
- Community survey – initial findings
- Fixed route existing conditions service assessment draft findings, including peer analysis

Meeting #3

Steering Committee Meeting #3 was held on Wednesday, December 17, 2025. Topics on the agenda included:

- Route-level review of Minot City Transit fixed routes
- Governance alternatives
- Ongoing discussions on coordination between Minot City Transit and Souris Basin Transportation
- Fare-free discussion

Meeting #4

Steering Committee Meeting #4 was held on Wednesday, February 4, 2026. Topics on the agenda included:

- Public meeting summary
- Fixed route service themes and concepts for Minot City Transit
- Governance alternatives (continued discussion)
- Fare-free discussion (continued)

Meeting #5

[summary to be added after meeting]

Meeting #6

[summary to be added after meeting]

POP-UPS AT TRANSIT CENTER

In September 2025, a member of the consultant team traveled to Minot to help facilitate Steering Committee Meeting #1. While in Minot, the consultant also assisted with facilitating pop-up events for public engagement. The pop-ups were held at the downtown transit center with a goal of speaking briefly with transit riders about the plan and encouraging them to take the community survey. Riders were handed a postcard-sized flyer with a QR code to the survey on it. This method of survey distribution helped to

generate responses to the community survey. Results of the community survey are described in detail in the following section.

COMMUNITY SURVEY – FALL 2025

As part of the community engagement strategy for the Central Dakota Metropolitan Planning Organization (Central Dakota MPO) Transit Development Plan (TDP), SRF Consulting Group, Inc. produced a community survey. The survey aimed to collect opinions from transit riders and non-riders alike in the Minot area regarding existing transit services and potential improvements. The survey, distributed via social media and through steering committee members, opened for responses on September 22, 2025, and remained open through November 6, 2025. Respondents were asked a series of 11 questions, largely grouped into three topics:

1. How You Travel in the Minot Area
2. Service Needs and Priorities
3. Technology

A series of demographic questions were also asked at the end of the survey for informational purposes.

At the conclusion of the survey, respondents were presented with an option to place pins on an interactive map in locations where they would like to see additional transit service.

In total, the survey received 143 responses, while the map activity generated eight responses. Neither are statistically representative samples and should not be interpreted as such, though the responses still provide useful insights into community opinions. This section provides analysis of both the full set of responses to the survey and map activity and a subset of responses from those who indicated they use transit as their primary mode of transportation in the Minot area.

How Respondents Travel in the Minot Area

The survey began by asking respondents questions about their travel behavior. This section summarizes the results of each question.

Q1. What is your primary way of getting around the Minot area today?

To begin the survey, respondents were asked to report their primary mode of transportation in the Minot area. The majority of respondents (about 71 percent) selected “drive alone,” while about 16 percent selected “public transit.” About 11 percent indicated that they primarily carpool or ride with others. Walking, ride-hailing, and other modes each received under 1 percent of responses. Figure 25 shows the distribution of responses. The results of this question are also used later in this chapter to produce crosstabulations that indicate the responses to particular questions among respondents who primarily use transit.

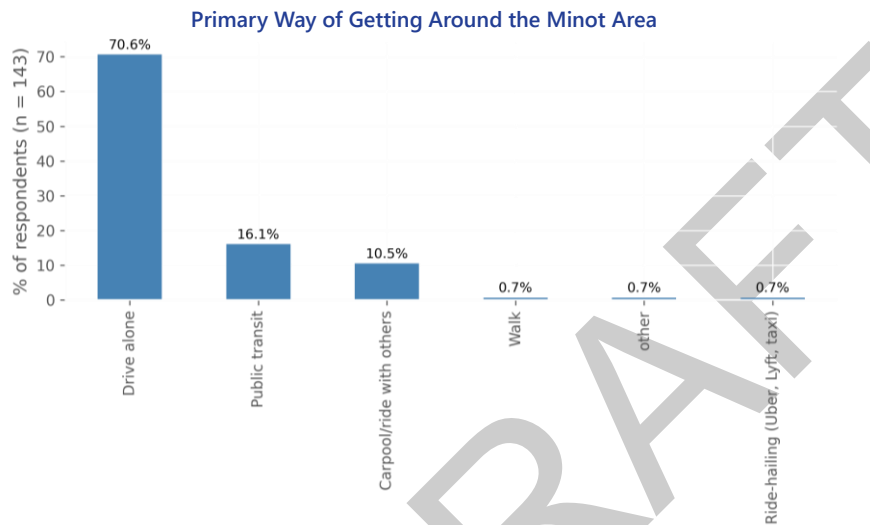


Figure 25. Respondents' Primary Way of Getting Around Minot

Q2. How often do you currently use public transit in the Minot area?

The next question asked respondents about their frequency of transit use. About 57 percent of respondents selected “never.” Among the remainder of the respondents, about 8 percent use transit on a daily basis, and another nine percent use transit multiple times per week. These two groups—about 17.5 percent in total—represent high frequency transit users who may be entirely or mostly reliant on public transit. Those who reported using transit less frequently (a few times per month or less) made up about 24 percent of respondents. Figure 26 shows the distribution of responses to this question.

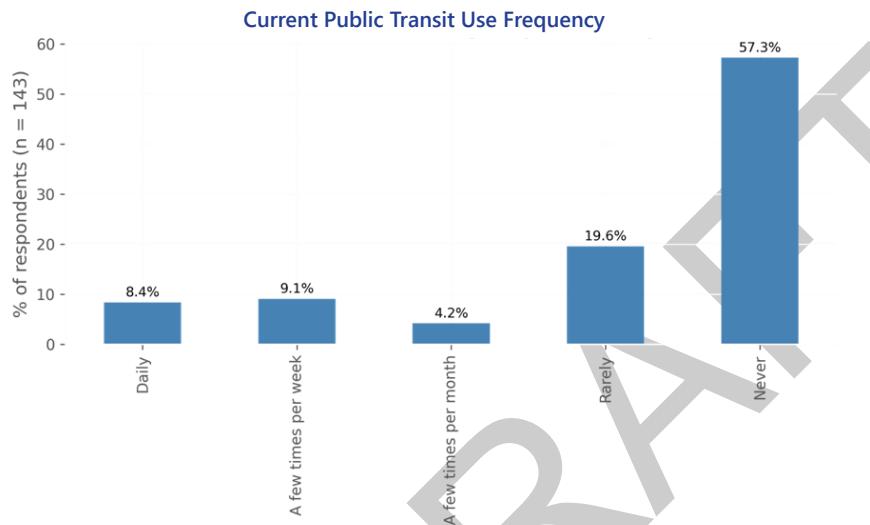


Figure 26. Respondents' Frequency of Transit Use

Q3. If you do not use public transit regularly, what are the main reasons? (select all that apply)

The third question asked non-frequent transit riders why they do not use transit regularly. A slight majority of respondents selected “prefer driving and/or other modes,” the largest response by far. About one-fifth of respondents indicated that lack of service availability influences their choice not to use transit more frequently. Between about 16 and 18 percent of respondents also indicated that difficulties accessing bus stops or boarding the bus, lack of awareness of schedules, and lack of service availability at certain times of day contribute to their decision not to use transit more often.

Very few respondents indicated that low service frequency or long trip times are a factor reducing their transit usage, with single-digit percentages of respondents choosing each option. This suggests that potential transit riders in Minot do not commonly view bus headways or trip times as a major concern.

Figure 27 contains a summary of all responses to this question. A handful of respondents selected “other.” The open-ended responses associated with this selection included:

- Prefer to carpool with family members
- Lack of service on weekends and holidays
- Perception that bus drivers do not operate vehicles well

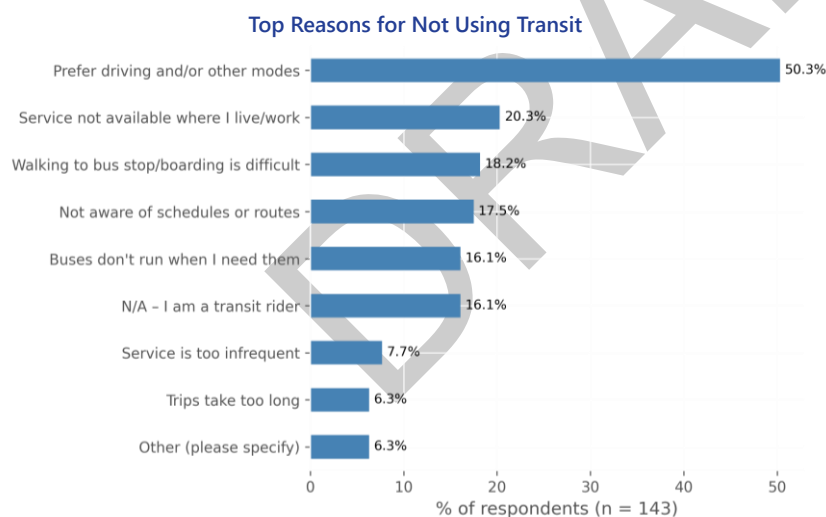


Figure 27. Respondents' Top Reasons for Not Using Transit

Q4. What are your most common trip purposes when using public transit?

The next question asked respondents to select their most common trip purposes when using transit. While most respondents indicated they do not use public transit, in line with responses to previous questions, the most common trip purpose for respondents who do use transit is "work/commuting," which received about 18 percent of responses. "Shopping/errands" was the second most common response, followed by "school/college," "medical appointments," and "social/recreation." A handful of respondents selected "other" and mentioned trip purposes such as riding shuttle buses to the State Fair every year. Figure 28 contains the breakdown of responses to this question.

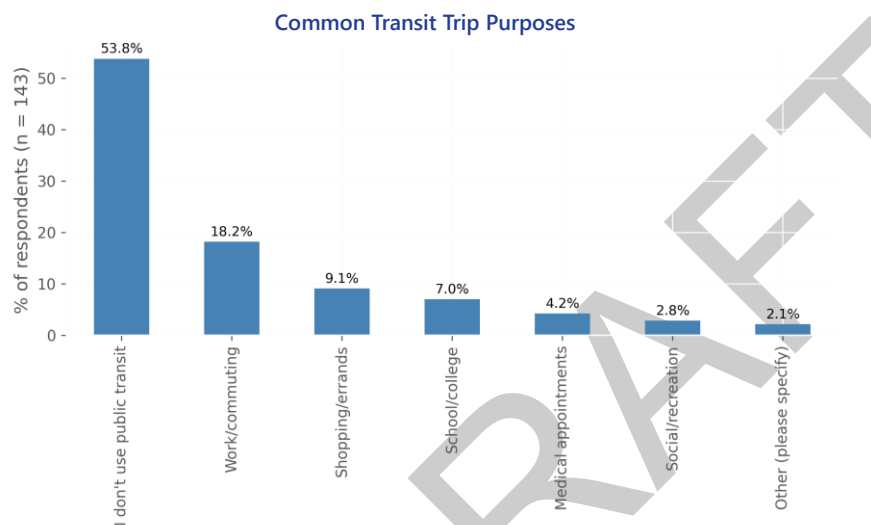


Figure 28. Respondents' Most Common Transit Trip Purposes

Q5. When you use public transit, how do you usually get to the bus?

The next question asked respondents about how they travel between their home/destination and the bus stops they need to use, otherwise known as first/last mile connections. Among those who use transit, walking is by far the most common way for respondents to connect to and from the bus. A handful of respondents reported driving, being driven, or biking to the bus stop. Those who selected “other” tended to state they utilize Souris Basin Transportation’s door-to-door service. The results of this question suggest that the quality and condition of the pedestrian realm in Minot are critical for transit use and that walkability improvements in the city could help to encourage transit ridership. Figure 29 summarizes the responses to this question.

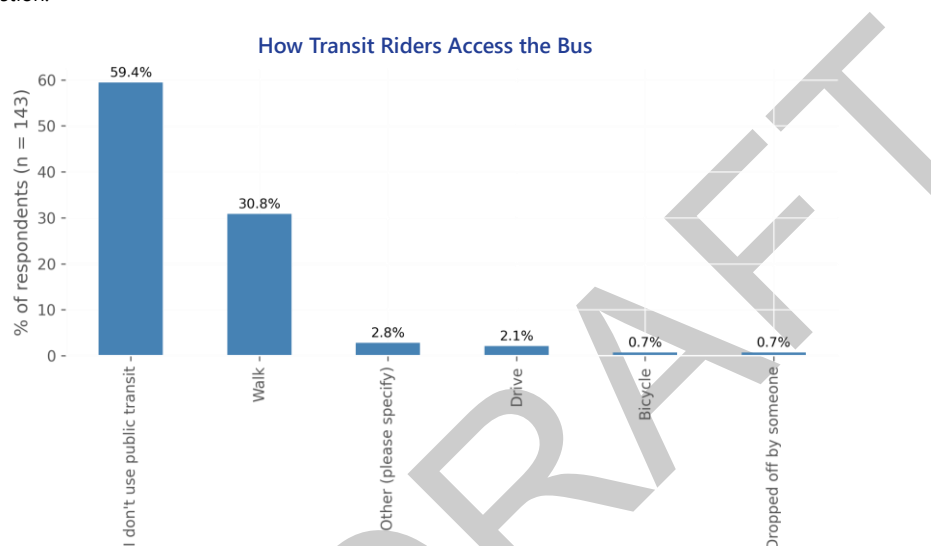


Figure 29. Respondents' Methods for First/Last Mile Connections to Transit

Q6. When you use transit, are there particular fixed routes you use more often?

This question asked survey respondents whether they use particular routes more often when they ride transit. Approximately 21 percent answered “yes,” approximately 9 percent said they use all routes about equally, and about 4 percent said they mostly use paratransit/demand response. Respondents who selected “yes” were also asked to state which route they use most frequently. Table 12 below shows the number of respondents who indicated use of each route. Figure 30 shows current Minot City Transit routes for reference.

Table 12. Respondents' Most Commonly Used Fixed Routes

Route	Times Mentioned as a Commonly Used Route
South 1	7
East	6
South West	5
South East	3
North	3
North West	3
North Central	2
West	1

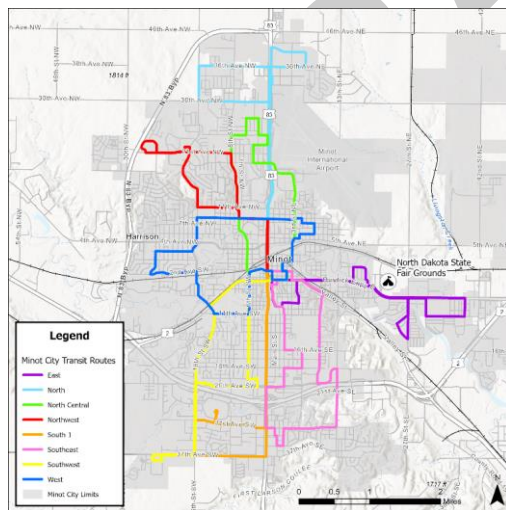


Figure 30. Map of Minot City Transit Routes

Service Needs and Priorities

The second section of the survey asked respondents a series of questions about their opinions on transit service needs and priorities. This section summarizes and analyzes the results of these questions.

Q7. Which service improvements would encourage you to use public transit in the Minot area more often? (select up to three)

This question asked respondents directly about initiatives that would encourage them to use transit more often in Minot and surrounding areas. As shown in Figure 31, the top response (44 percent) was “marked bus stop locations and shelters.” Minot City Transit is currently a flag stop system in which riders can board at any intersection or mid-block fire hydrant by flagging down a bus as it approaches. The responses to this question suggest that a large number of riders and potential riders find this system to be confusing, inconvenient, etc. Investment in bus stop signage and other infrastructure, either system-wide or in key locations, may be a critical part of a strategy to improve system performance.

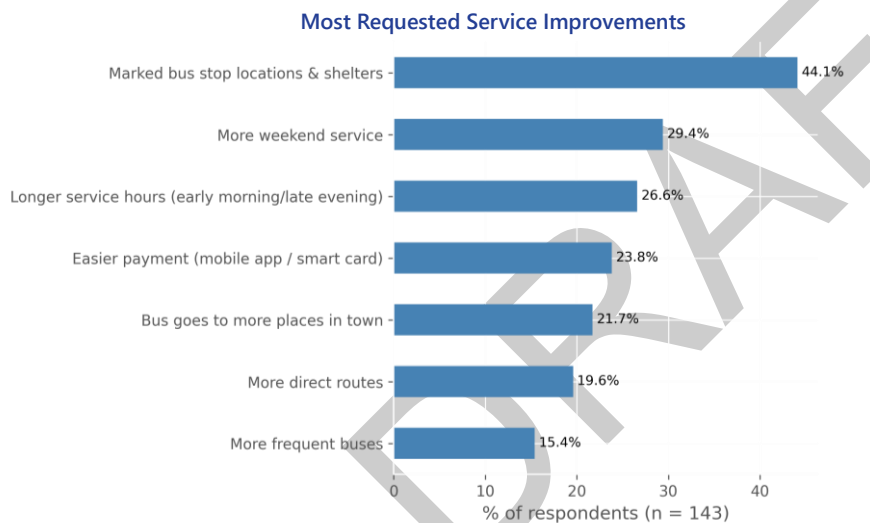


Figure 31. Service Improvements That Would Encourage Respondents to Use Transit More Often

The second-highest response (29 percent) was “more weekend service.” Currently, the only transit service offered on the weekends in the Minot area is demand response service through Souris Basin Transportation, with limited hours. The next-highest response (27%) was “longer service hours (early morning/late evening).” Minot City Transit currently operates Monday through Friday from 7:00 a.m. to 7:00 p.m. These two responses together suggest that the current limitations on hours of service are a deterrent to a sizeable portion of potential transit riders.

About 24 percent of respondents indicated that easier payment options would encourage them to use transit. Currently, Minot transit fares can only be paid with cash or passes purchased in advance at certain locations. Mobile fare payment options are increasingly utilized among transit agencies to modernize payment options and increase convenience for riders. Such options may benefit Minot and should be explored.

Q8. Do you think current fares are reasonable?

Respondents were presented with a breakdown of the fare products currently offered by Minot City Transit and asked to state whether fares are reasonable. Over 80 percent of respondents indicated they feel current fares are reasonable. About 7 percent believe fares are too low and should be increased, and about 6 percent think fares are currently too high. The high rate of satisfaction with current fares suggests that fare modifications are not an urgent concern among the public at this time. Figure 32 summarizes respondents' opinions on transit fares.

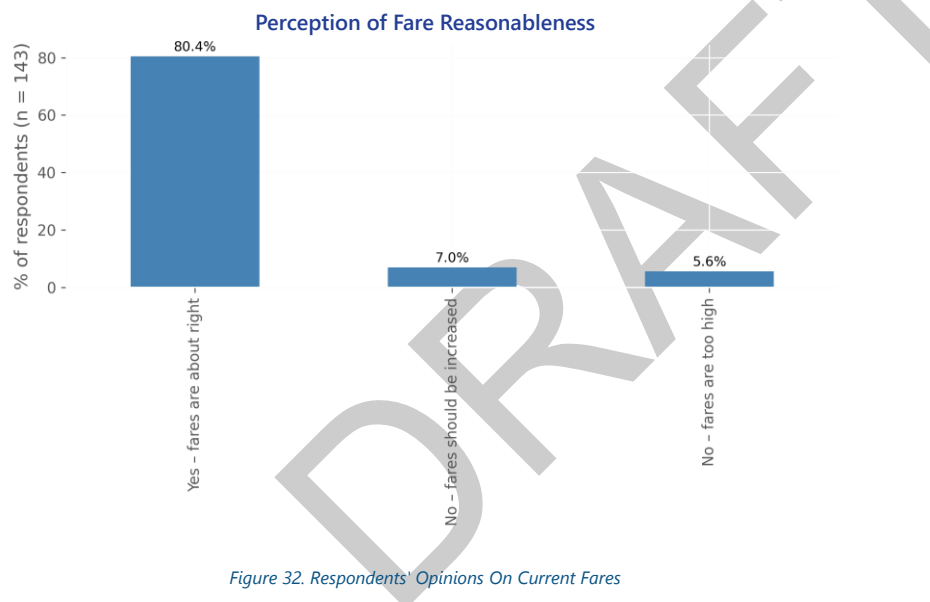


Figure 32. Respondents' Opinions On Current Fares

Q9. Would you support expanding public transit even if it required additional local funding (through increased taxes or fares)?

This question asked respondents to state their willingness to expand transit, with the understanding that doing so could require additional funding. The question generated mixed responses, with a plurality (41 percent) answering “yes.” With only about 16 percent of respondents indicating public transit as their primary mode of transportation, this number indicates that support for expanding transit exists among riders and non-riders alike. About a quarter of respondents answered “no,” while the remainder were unsure. The varied responses to this question suggest that while transit expansion would have significant community support, an expansion proposal that involves spending more money could also generate controversy locally. Figure 33 summarizes respondents’ opinions on transit expansion.

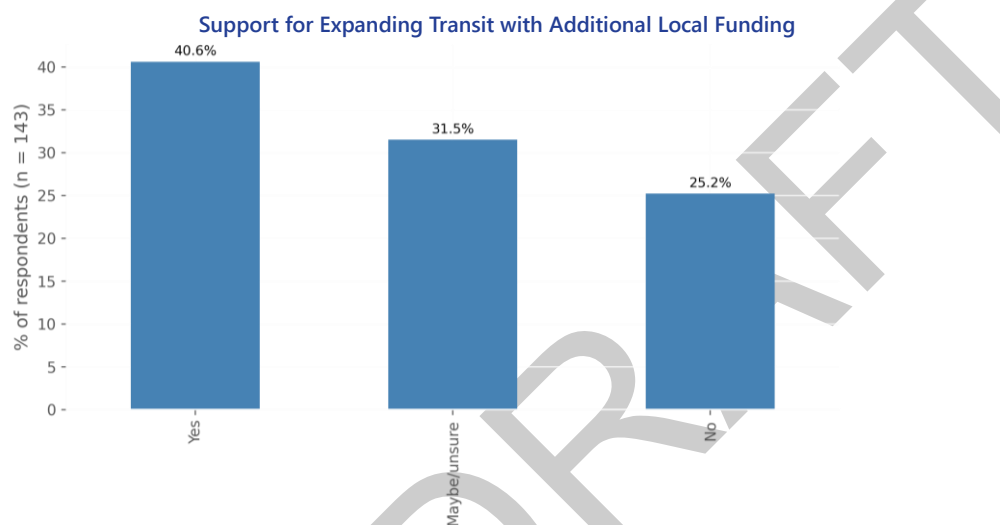


Figure 33. Respondents’ Opinions on Transit Expansion

Technology

The final section of substantive questions asked respondents to answer two questions regarding newer transit technologies not currently available in the Minot area. The results are summarized and analyzed below.

Q10. Would you use an on-demand service (shared with others) that is accessed through a phone app or by calling the transit agency to reserve a trip, if available?

This question asked respondents about their willingness to use app-based on-demand transit services commonly known as microtransit. Microtransit would be new to the Minot transit market if introduced. This question generated mixed responses. A plurality (42 percent) answered “yes,” while about 22 percent

answered “no.” The remainder were unsure. The responses indicate that while a sizeable portion of respondents would prefer not to use this mode, many would be willing to use it or may at least be open to trying it. Figure 34 summarizes respondents’ willingness to use microtransit.

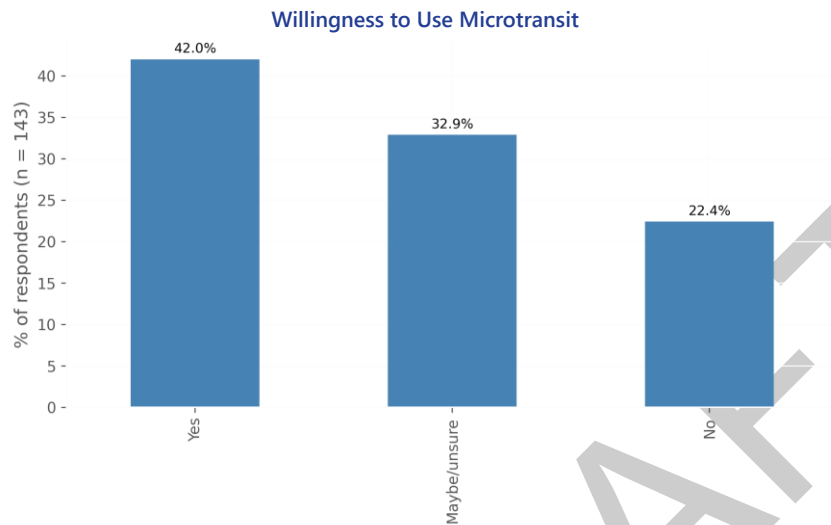


Figure 34. Respondents' Willingness to Use Microtransit

Q11. Would you pay your bus fare with a mobile phone app or reloadable smart card, if available?

Respondents were asked to indicate whether they would be willing to use modernized fare payment options to pay their bus fares. About 60 percent answered “yes” and 18 percent answered “maybe/unsure.” About 18 percent answered “no.” These responses suggest there is significant appetite for the introduction of a mobile fare payment app and/or reloadable smart card program for bus fares. This technology should be further explored for possible implementation in Minot.

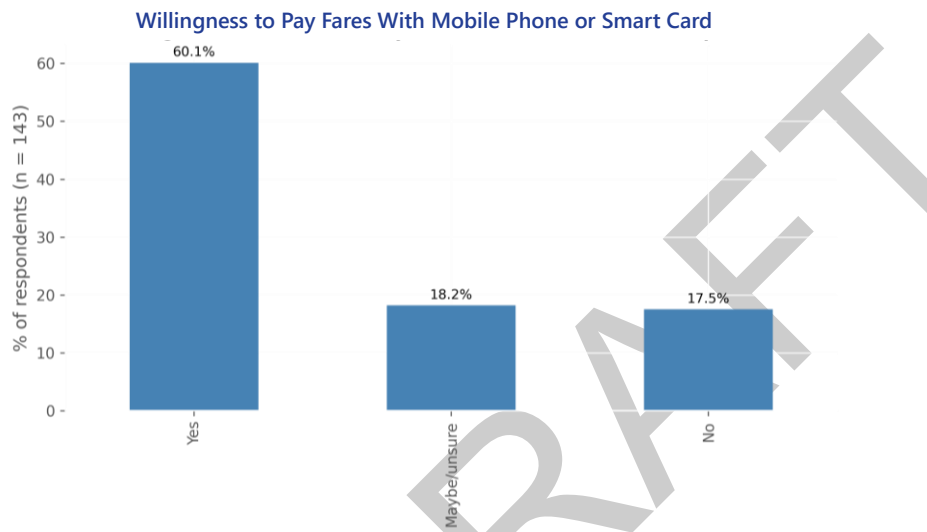


Figure 35. Respondents' Willingness to Use Mobile App or Smart Card Fare Payment Options

Responses Among Transit Riders

While the community survey was open to responses from anybody, regardless of their level of transit usage, nearly 17 percent of respondents indicated in Question 1 that public transit is their primary mode of travel around Minot. This statistic includes respondents who selected “other” and indicated a form of transit such as Souris Basin Transportation in the open-ended response field. Filtering the response data to show only responses from this group yields results that differ from the general group of survey respondents. This section summarizes the results of survey questions among only respondents who primarily use transit to move around town.

Frequency of Transit Use

Among those who primarily use some form of public transit to get around Minot, half use transit services daily and another 37.5 percent use transit services a few times per week. In total, nearly 88 percent report using transit multiple times per week, indicating that many transit users are repeat customers. Figure 36 shows the frequency of transit use for this population.

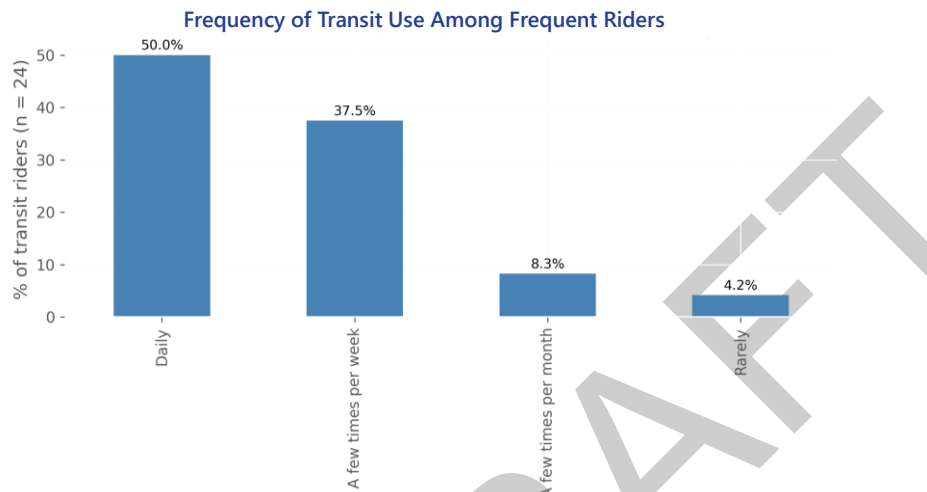


Figure 36. Frequency of Transit Use Among Frequent Riders

Transit Trip Purposes

Among those respondents who ride transit as their main form of transportation, the largest trip purpose by far is work/commuting, with nearly 42% of respondents choosing this option (Figure 37). This indicates that transit in Minot is an important service for the workforce. Education trips were the second most common response, at nearly 17 percent. Shopping/errands and medical appointments also generated more than 10 percent of responses to this question. The results of this question overall indicate that for regular transit users, many trips serve utilitarian purposes and further suggests that transit services in Minot provide critical access to jobs, education, healthcare, and retail needs.

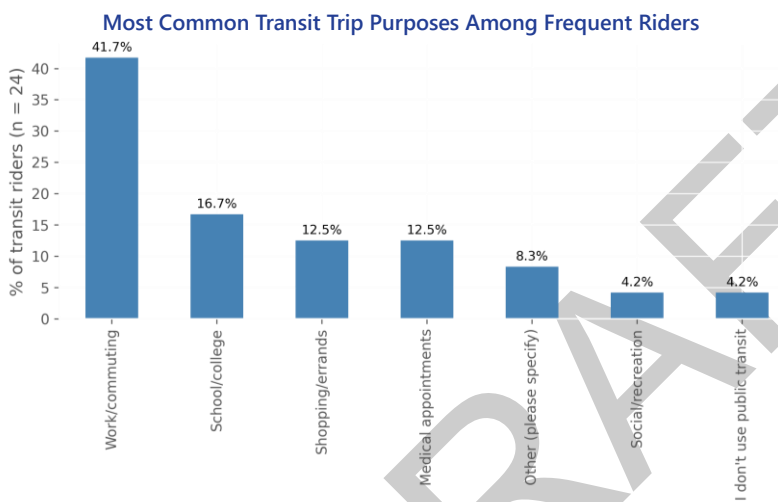


Figure 37. Most Common Transit Trip Purposes Among Frequent Riders

Most Desired Service Improvements

Survey respondents were asked to select the service improvements that would encourage them to ride transit more often. While the top response among all respondents was marked bus stop locations and shelters, this option was not as popular among respondents who primarily use transit for getting around. Among this sub-group, the most common response by far was “more weekend service,” which indicates that among riders there is likely strong demand for service to be expanded to Saturdays and/or Sundays. The second most common response among this sub-group of respondents was longer service hours (about 38 percent). Tied for third place among this sub-group were marked bus stop locations and shelters and easier payment options (mobile/smart card). Both responses were selected by about one-third of this sub-group. Figure 38 summarizes the full results of this question.

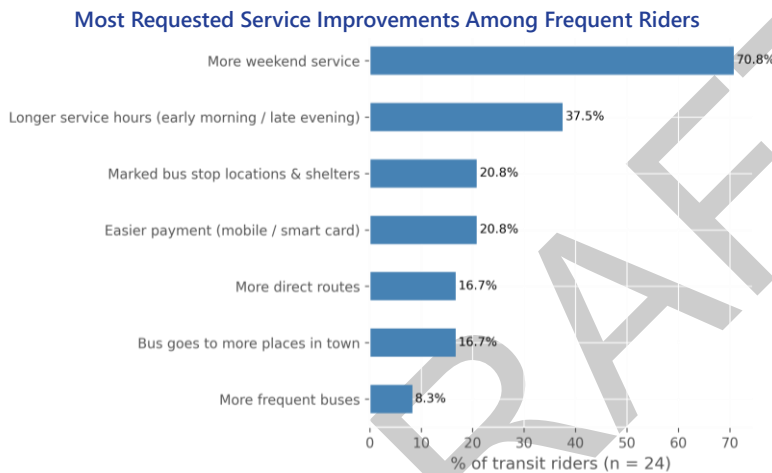


Figure 38. Most Requested Service Improvements Among Frequent Riders

Interestingly, among the general survey respondents and the transit rider sub-group, the top three responses were the same, though in different order. The difference in ranking is important. For the broader respondent group, the top selection being “marked bus stop locations and shelters” appears to reflect barriers that make the current system difficult to understand or access, particularly for those who do not regularly use transit. In contrast, more frequent riders seem comfortable with the flag stop system and place a greater value on expanding service availability than anything else. The practical implication is that a multi-pronged approach to service improvements over time will likely be most effective at growing ridership. Adding signage to make the bus system more understandable would likely be the most important action to attract new riders, while expanding service to include additional weekday hours and/or new weekend service would primarily serve to make transit more useful for existing riders’ travel needs.

Perceptions of Fare Reasonableness

Regular transit riders appear to generally be in agreement that existing transit fares are set at approximately the right level, with over 90 percent selecting this option (Figure 39). A handful of regular transit rider respondents indicated that they felt fares are too high and should be lowered, and none of this sub-group felt that transit fares are too low. The general satisfaction with fare levels indicates that from the customer perspective, transit fare policy is largely functioning well in the Minot area.

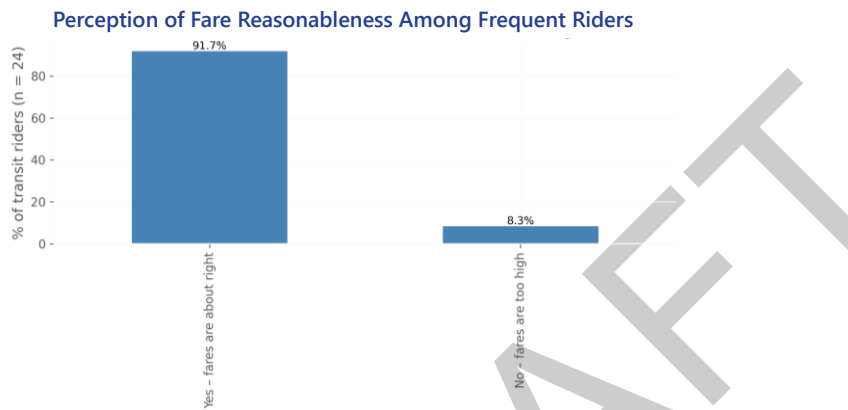


Figure 39. Perception of Fare Reasonableness Among Frequent Riders

Support for Transit Expansion

While support for transit expansion received mixed responses among the full group of survey takers, among regular transit riders the majority of respondents selected “maybe/unsure” when asked whether they supported transit expansions that may require additional local funding (Figure 40). Additionally, about 42 percent supported expanding transit, and very few did not support transit expansion. While this may seem somewhat counterintuitive at first glance, the hesitation to commit to supporting expansions among frequent transit riders largely aligns with the results of the previous question. Most frequent riders think current fares are adequate, and the possibility of needing to increase fares to fund expansions may not be appealing to many riders.

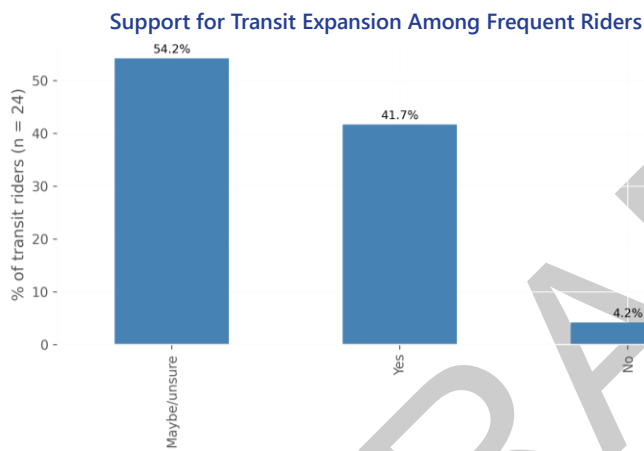


Figure 40. Support for Transit Expansion Among Frequent Riders

Interest in Microtransit

About half of the frequent riders who responded to the survey indicated a strong interest in using microtransit options, if available (Figure 41). Another 29 percent answered “maybe/unsure.” In all, there appears to be slightly stronger interest in microtransit among regular riders than among all respondents. The level of support for microtransit in general suggests that there is interest among both frequent transit riders and non-riders to experiment with such a service in Minot if circumstances justified it.

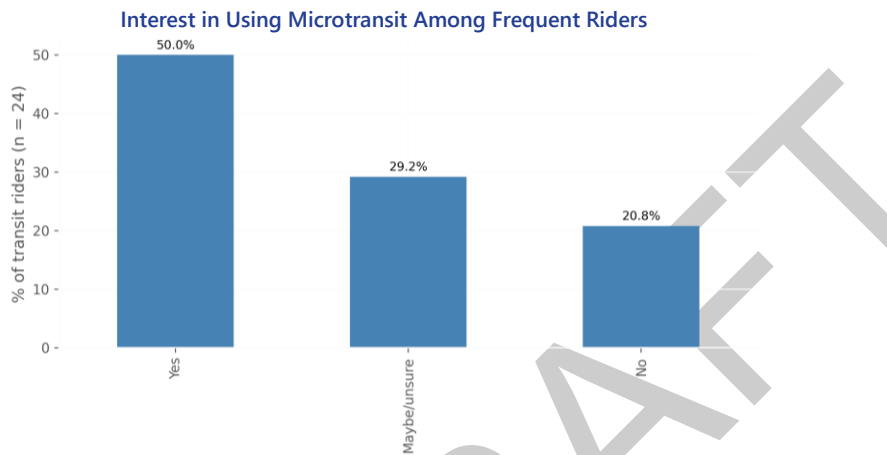


Figure 41. Interest in Using Microtransit Among Frequent Riders

Interest in Modernized Fare Payment Options

The final question of the survey asked about respondents' interest in using modernized fare payment options, such as a reloadable smart card or mobile fare payment app. Among regular transit riders, support for such options was about equal to the level of support among the full group of respondents (Figure 42). Riders and non-riders alike clearly value the integration of modernized fare payment technology into transit services in the Minot area. Mobile app or smart card payment options add a significant amount of convenience to the transit experience and can be a significant value-add to a system, as they allow riders to purchase fares at any time or location, thus eliminating the need to carry cash or go to a specific location to purchase physical bus passes. Mobile fare payment options can also allow for quicker boarding due to reduced usage of cash fares. Due to the high support for modernized fare payment options in this survey and the significant potential benefits to integrating these options, mobile fare payment and smart cards should be further evaluated as part of the transit development plan.

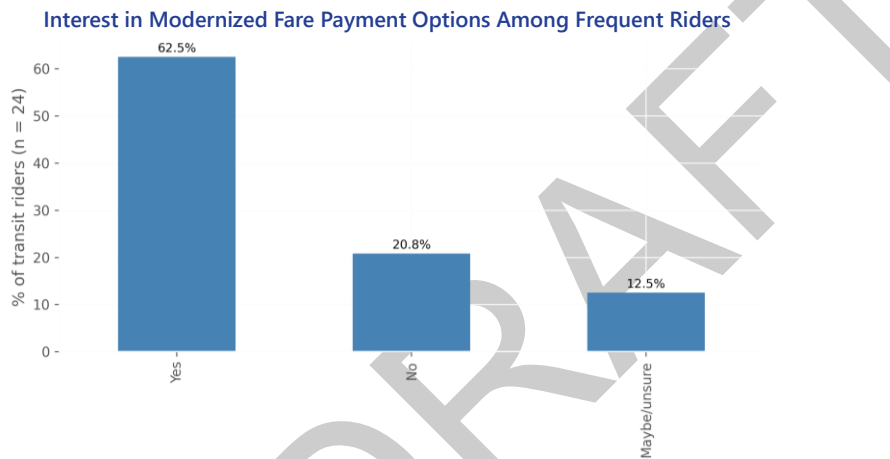


Figure 42. Interest in Mobile or Smart Card Fare Payment Options Among Frequent Riders

Open-Ended Comments

Respondents had the opportunity to provide open-ended comments following the substantive questions in the survey. Some of the most common issues brought up in the comments relate to bus stop infrastructure. Several respondents expressed a desire for improved bus stop amenities, including signage, shelters, and schedule information. Some commenters stated that the lack of shelters makes riding the bus difficult, particularly in the winter. Other commenters mentioned that the unmarked stops that make up the flag stop system can be difficult to use, as riders may stand for a long time at a location along a route wondering if they are in the right place to board a bus.

Some comments mentioned that the transit system's current hours of service do not match some people's work schedules. In particular, commenters noted that it can be difficult to use the bus to get to work if you are employed at the hospital, in the service industry, in retail, or as a shift worker due to the nature of shift schedules at these workplaces. Expanding hours of service on weekdays and adding new service on

weekends, even if more limited than on weekdays, was identified as a way to potentially make the system more useful.

Some commenters mentioned issues related to frequency, reliability, and consistency with both Minot City Transit and Souris Basin Transportation. The comments on this subject generally centered on infrequent fixed route service, long waits for demand response or paratransit trips, and concerns about buses not stopping for passengers. Multiple respondents explicitly stated they have tried to use the bus in the past and did not continue using it because they found it unreliable.

Some comments specifically mentioned concerns surrounding student trips. Comments on this topic noted that students are not necessarily guaranteed to arrive at school on time, that bus stops at schools are not always located in the most ideal locations, that many schools lack bus shelters, and that coordination could be better between Minot City Transit and Minot Public Schools.

Some comments raised concerns about accessibility. There was some concern about seniors and people with disabilities who are not necessarily eligible for paratransit service facing difficulties riding the fixed route system. Oftentimes the distance required to walk to a stop, the lack of sidewalks/crosswalks in some areas, and the need to cross large/busy streets present barriers to bus access for people with mobility challenges.

Some comments touched on awareness and education gaps. Specifically, several respondents stated that they do not know where bus stops are located, do not know how to ride the bus, or are unsure how to access schedule information. These comments suggest that marketing and community outreach efforts could help to educate potential riders about the bus service that is available in the community.

The topic of funding and costs came up numerous times within the comments. Comments included mixed opinions ranging from support for fare-free transit to statements that transit is not a good use of tax dollars. However, the statements about transit being a wasteful use of public funds represented a very small minority of comments.

Even among all the comments providing critiques and areas for improvement, many of the comments were positive and indicated that the community at large generally supports transit. Several comments mentioned that transit is an essential service for many in the community, including hospital patients, seniors, people with disabilities, low-income residents, and youth/students. Several respondents expressing support for transit also mentioned in the comments that they are not transit riders themselves but still support funding and expansion efforts. Additionally, some respondents provided comments mentioning that while they do not currently ride transit, they could see themselves in a situation where they may need to ride transit in the future, suggesting that people understand the critical role of transit in offering mobility options to those in the community who cannot or choose not to drive for any particular reason (e.g. disability, old age, etc.).

Overall, the comments indicate that there is generally strong support for Minot's transit system as an essential community service, particularly for workers, seniors, students, and people with disabilities. However, the lack of marked bus stops, shelters, and visible route information represent opportunities for improvement. Additionally, limited hours, infrequent service, and reliability issues appear to constrain the usability of Minot's transit services for some people. Based on the comments, using the TDP to address basic infrastructure, service span, and accessibility gaps may result in substantial improvements to both the rider experience and the overall effectiveness of the transit system.

Map Activity

Upon completion of the survey, participants were invited to participate in an interactive mapping activity that asked respondents to drop a pin on the map where they would like to see transit service. This activity generated only eight responses, which may be a reflection of the fact that much of the developed land within city limits is presently located within ¼-mile “walkshed” of a bus route. Figure 43 shows each location that was identified as a transit gap by survey respondents. Each location is located outside of the ¼-mile walkshed of the current fixed route network.

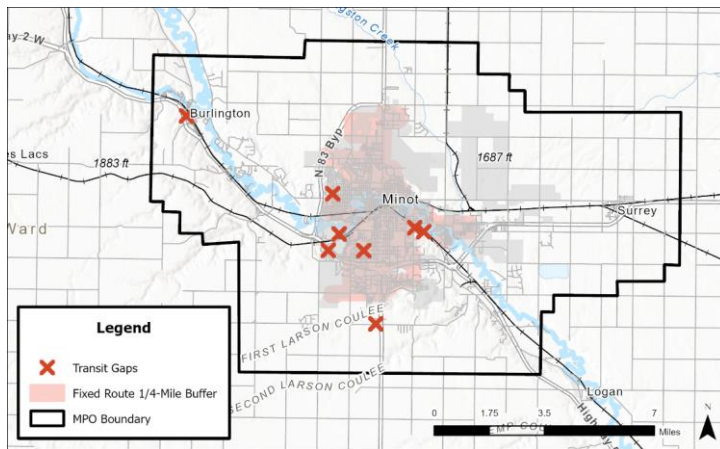


Figure 43. Transit Gaps Map Activity Results

The results of the map activity indicate that at least a small amount of demand for transit exists outside of the current service area. Locations identified by respondents included:

- Two industrial locations along Valley Street southeast of downtown
- The area around 17th Avenue SW and 11th Street SW (part of a small area located just outside the ¼-mile fixed route walkshed)
- A residential area near Highway 83 and 54th Avenue SW, located south of Minot city limits
- Dakota Kids Dentistry, located on Elk Drive in southwest Minot
- Souris Valley Golf Course
- Vicinity of 5th Avenue NW and 25th Street NW in northwest Minot
- Burlington City Hall

Each of these locations would likely be difficult to serve with fixed route transit, as they are located either outside of transit supportive areas or too far outside city limits. Because some demand exists in locations

that are difficult to serve with fixed route buses, demand response transit options may be useful to consider as a solution to address perceived gaps in transit access. Beyond this, it is difficult to draw conclusions from such a small group of responses. While the existence of a transit gap on the map in this activity does indicate at least one person’s desire to reach a particular location by transit, the transit service planning process must consider trade-offs and maximize the limited resources available for transit service. As such, the study team cannot guarantee that recommended fixed routes in the final TDP will serve any given location identified on the map.

Respondent Profile

Respondents were asked a series of three basic demographic questions for the purpose of understanding the background and perspectives of survey-takers. This section summarizes the demographic questions.

Age of Respondents

Respondents were asked to select their age group from a list of options. Most respondents were above the age of 35, with the most common age group selection being 35-44. A wide range of age groups is represented among the respondents. Generally, younger age groups participated at the lowest rates. Figure 44 summarizes the ages of respondents.

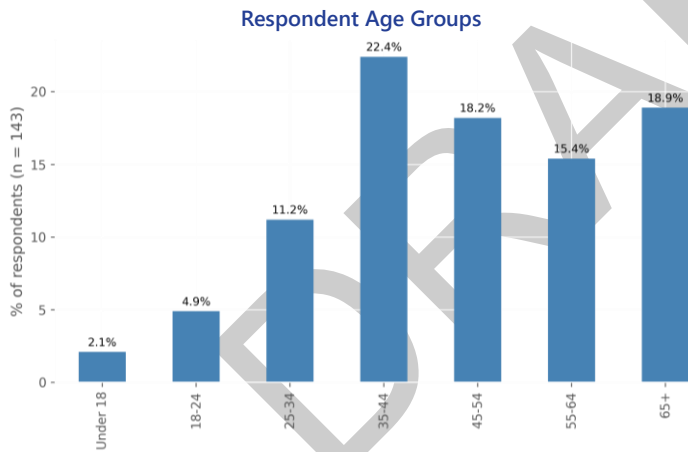


Figure 44. Respondents' Age Distribution

Table 13. City of Minot Age Data (2024 American Community Survey 5-Year Estimates)

Age Group	Percent of Minot Population
Under 18	21.9%
18-24	12.1%
25-34	18.8%

Age Group	Percent of Minot Population
35-44	13.4%
45-54	9.0%
55-64	10.4%
65+	14.3%

Income of Respondents

Respondents were asked to select a category that best represents their annual household income. Responses varied widely, with respondents representing low, middle, and high income groups. Figure 45 summarizes respondents' incomes.

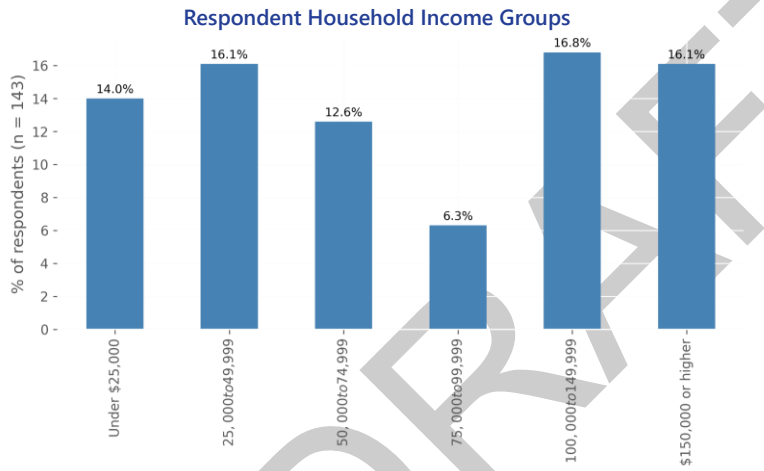


Figure 45. Respondents' Household Income Distribution

Table 14. City of Minot Household Income Data (2024 American Community Survey 5-Year Estimates)

Income Group	Percent of Minot Households
Under \$25,000	16.2%
\$25,000 to \$49,999	16.9%
\$50,000 to \$74,999	18.7%
\$75,000 to \$99,999	14.3%
\$100,000 to \$149,999	17.3%
\$150,000+	16.6%

Personal Vehicle Ownership

Respondents were asked whether they own or lease a personal vehicle. About 15 percent of respondents reported not owning a vehicle. The largest group of respondents (about 42 percent) reported owning two or more vehicles. Figure 46 summarizes vehicle ownership among respondents.

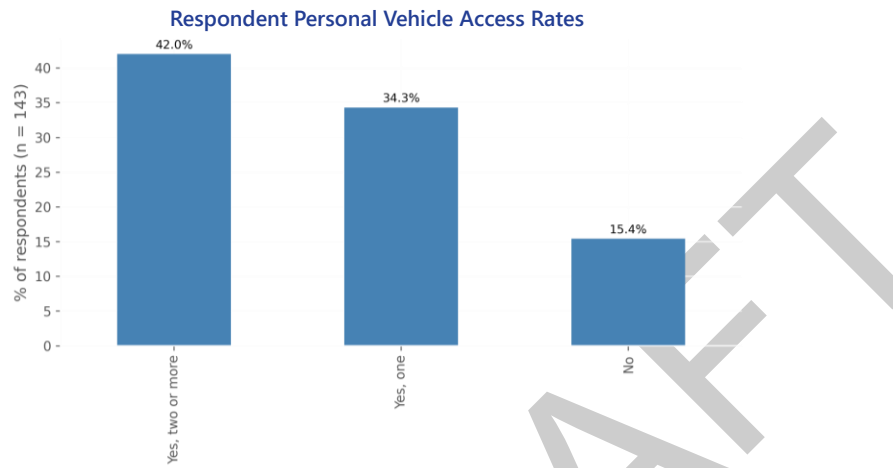


Figure 46. Respondents' Personal Vehicle Access Rates

Table 15. City of Minot Household Vehicle Access Data (2024 American Community 5-Year Estimates)

Household Vehicle Access	Percent of Minot Households
No vehicle available	5.9%
1 vehicle available	35.8%
2+ vehicles available	58.3%

Survey Takeaways

The community survey results indicate that while most Minot residents primarily rely on personal vehicles, public transit plays a critical role for a smaller but highly transit-dependent segment of the population. Regular transit users rely on the system frequently, often making trips multiple times a week or daily. Regular transit riders make trips for many daily needs, including work, education, shopping, and medical trips, underscoring the importance of public transit as an essential mobility service in the community rather than a solely discretionary travel option.

Across both riders and non-riders, the most consistent opportunities for service improvement relate to basic service visibility and availability. Marked bus stops and shelters, new weekend service, and expanded service

hours emerged as the three most commonly cited improvements that would encourage greater transit use. This suggests that addressing service span and stop infrastructure and amenities may yield more substantial benefits than changes to route structure, frequency, or travel times, which respondents did not identify as major concerns.

Survey responses also show strong satisfaction with current transit fares, indicating that fares are not a significant barrier to transit use at this time. However, there is clear interest in modernizing the rider experience through more convenient fare payment options, such as mobile fare payment or reloadable smart cards, which were supported by a strong majority of respondents regardless of transit usage level.

Finally, while opinions on expanding transit service through the use of additional local funding (e.g. increased taxes, higher fares, larger general fund allocation, etc.) were mixed, overall sentiment reflects recognition of transit as a valuable service in the community. Critically, support for expanding transit was expressed by transit riders and non-riders alike. Interest in newer service models, such as on-demand microtransit, suggests openness to innovation if implemented thoughtfully. Collectively, the results point toward support for a strategy of incremental service improvements and expansions, improved stop infrastructure, and customer-focused technology enhancements as some of the most useful items to consider as the TDP process moves forward.

JANUARY 2026 PUBLIC MEETINGS

In January 2026, the Central Dakota Metropolitan Planning Organization (CDMPO), with assistance from SRF Consulting Group, Inc., held a series of public meetings to support the development of the Transit Development Plan (TDP) for the Minot metropolitan area. The meetings occurred at the following dates and times in the Minot City Council Chambers:

- Tuesday, January 20, 2026, from 11:30 a.m. to 1:00 p.m.
- Wednesday, January 21, 2026, from 4:30 p.m. to 6:00 p.m.

CDMPO advertised the meetings in multiple ways to promote public awareness of the input opportunity. The meetings were advertised through a press release, a KX News interview, a publication in the Minot Daily News, and on City of Minot social media.

Both meetings featured the same content and format, as described in this section. As the first set of public meetings held for the TDP project, the January public meeting series aimed primarily to educate attendees about the project and its timeline, present selected results from the fall 2025 community survey, and gather feedback on community members' priorities for future transit services in the Minot area. The January public meetings represent one element of a comprehensive public engagement strategy that has thus far also included a community survey, pop-ups at the downtown transit center, four steering committee meetings, and a questionnaire for human service transportation providers.

This section describes the structure and content of the public meetings, summarizes and interprets the input provided by attendees, offers key takeaways, and describes how the results of the public meetings will be incorporated in the next steps of the project.

Public Meeting Structure

Both January public meetings were structured to be effectively identical, offering the same information and input opportunity at multiple times. Each meeting was designed to make use of a pre-recorded video presentation, a series of informational posters, interactive poster activities, and opportunities to provide verbal and written input.

The pre-recorded video covered basic information about the project, its purpose, and the timeline. While the video was originally intended to be played once at the beginning of each meeting and additional times throughout the meeting to accommodate later arriving participants, staff opted to present the same information live instead.

Seven posters were arranged around the dais (Figure 47). The posters covered the following topics:

- Summary of local transit services
- Project purpose and goals
- Selected community survey results
- Fixed route service planning trade-offs
- Service planning preferences activity (two posters)
- Map activity



Figure 47. Public Meeting Poster Arrangement

Project staff walked attendees through the posters in small groups and one-on-one, explaining each poster and discussing the contents of each.

At the interactive service planning preferences activity posters, attendees were given three stickers of different colors (green, blue, and yellow). Attendees were instructed to place stickers next to one of five options for future transit service, using the green, blue, and yellow stickers for an individual's first, second, and third preferences, respectively. Participants were made aware that all options would require the use of additional funding to be implemented without reducing existing service levels. At the interactive map activity poster, participants were given the opportunity to place a dot or draw on a map to indicate an area where they would like to see new transit service. The following section details the results of these activities.

Attendees had the opportunity to ask questions and provide feedback while walking through the posters and afterward. Conversations with participants were held in both small group and one-on-one formats. To allow for written feedback in addition to verbal, project staff made blank comment forms available at the

sign-in table. Project staff also added an open-ended comment form to the project website. The following section provides a summary of verbal and written public feedback.

Results and Discussion

In total, the January public meeting series attracted seven (7) members of the public. In addition to members of the public, some key city staff attended, including the Minot City Transit Superintendent, CDMPO Executive Director and Transportation Specialist, and Minot City Manager. The Tuesday midday meeting saw the highest attendance, with six people signing in. On Wednesday, one member of the public attended. Low Wednesday attendance may be attributable to poor weather conditions in Minot on January 21, including very cold temperatures and snow. Minot area places of worship also frequently hold events on Wednesday evenings. While every effort was made to hold the evening meeting on Tuesday, January 20 to avoid anticipated conflicts, the City of Minot provided late notice that the traditionally held Monday meeting of Minot City Council would be held on Tuesday due to the Martin Luther King, Jr. Day holiday and an alternative, accessible location could not be identified in time.

Community Feedback

At the public meeting on January 20, a robust small group discussion took place with attendees, project staff, and transit staff after the group of attendees had viewed the posters. The conversation centered around items that would improve usefulness of transit in the Minot area if implemented.

One area of discussion focused on the issue of bus stop signage. The flag stop system currently does not utilize signage to visually establish bus stops, as buses can stop at virtually any street corner or mid-block fire hydrant locations along a route. However, some attendees expressed an opinion that this can make the system confusing and difficult to use, especially for people less familiar with riding fixed route buses in Minot. Implementation of signage, at least at key stop locations, emerged as a well-supported measure in this conversation.



Figure 48. Small Group Discussions During Public Meetings

In addition to signage, the conversation also covered bus stop amenities. Currently, only a handful of bus stops around the City have seating, shelter, and other traditional bus stop amenities. Attendees expressed concern that the lack of shelters in particular can make riding the bus difficult or unattractive, particularly in the winter when Minot experiences extremely cold temperatures, snow, and wind. Seating can also make it

Commented [JV1]: Take it or leave this one. Trying to provide a bit more context surrounding why we couldn't pivot to another location. Had we not been banking on City Hall, I think we could have easily found an alternative, but it was a bit of a scramble that resulted in rearranging travel for your team.

Commented [BS2R1]: I am fine with your suggested. I've accepted it.

easier for riders to wait for the bus, particularly for elderly and/or disabled individuals who may have difficulty standing for extended periods.

Modernized fare payment options came up as a desire among meeting attendees. Some expressed sentiment that the lack of mobile fare payment options is outdated and makes it difficult to purchase fares. In particular, multi-ride passes tend to be difficult to access, as they can only be purchased in person at a handful of locations. At least one participant felt that having to go to a certain location to buy a bus pass can be a burden, particularly if it requires going out of the way of one's normal daily travel. Overall, attendees perceived the ability to purchase fares, including passes, on a mobile device as a positive modernization to the fixed route system that could increase convenience and encourage higher ridership. Transit Superintendent Brian Horinka was involved in this conversation and explained that mobile fare payment options have been considered in the past, but implementation had proved to be prohibitively expensive. However, the current fareboxes are old and will soon need to be replaced, and he is looking into options with the farebox provider to determine if it would be appropriate and feasible to integrate modernized fare payment options alongside farebox replacement.

Another part of the conversation focused on a desire for extended service hours. Some participants felt that the current hours of service can be limiting for some people, especially those who work non-traditional shift times or need to use transit on the weekends. The transit superintendent and project staff made sure to communicate that while extended service hours are under consideration, it would likely be an additional cost. Project staff also related this part of the conversation to the poster that covered service planning tradeoffs.

Lastly, accessibility concerns came up in the conversation. Some attendees noted that bus stops can sometimes be difficult to access, especially for people with disabilities. Infrastructure conditions can compound the difficulty of walking to a bus stop, especially if a rider needs to cross a major corridor such as South Broadway or if sidewalks are not present or not properly maintained. This highlights issues that in some ways go beyond what the transit agency itself has the authority to address but are nonetheless important issues for the city as a whole to consider in the future.

The topics discussed at the public meetings echo the feedback provided in the community survey. Survey respondents and public meeting participants alike expressed strong interest in adding signage, shelters, and seating to make the fixed route system easier to use. The survey also indicated strong interest in modernized fare payment options. Some of the open-ended comments from the survey also indicated concerns related to accessibility of bus stops. The strong overlap between survey input and public meeting discussion indicates that the information gathered through both public engagement activities is reflective of broader community opinions about local transit.

Interactive Posters

The first poster activity asked participants to select their preferences on potential service improvements. As shown in Figure 49, participants most strongly preferred the idea of adding additional hours of service to existing service days. This could involve adding one or two hours of service across the bus network in the morning and/or evening. The second most popular service idea was adding Saturday service to the fixed route system. Increased bus frequency came in as the third preference, followed by adding microtransit. Adding a new fixed route to the existing system received no interest.

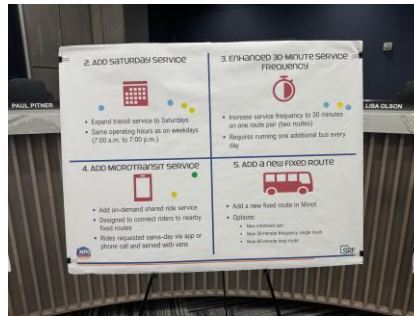
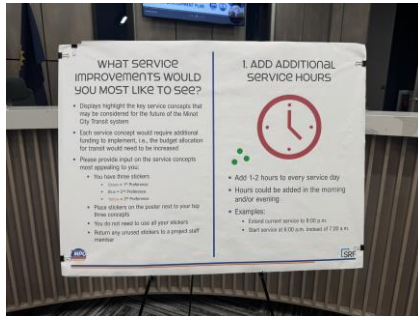


Figure 49. Interactive Service Planning Activity Results

The map activity asked participants to indicate locations that need new transit service. Meeting attendees did not mark any locations on the map. Discussions among the group indicated that Minot City Transit already has adequate coverage. The electronic version of this activity that was paired with the earlier community survey also received minimal responses and indicated that coverage is sufficient.

The results of this activity generally align with input from the community survey. In the survey, weekend service and longer hours of service emerged as popular transit improvements, while increased frequency and running buses to more places in the city were not as popular. In combination with the survey, the results of these poster activities increase confidence in the idea that the community in Minot views extending times during which transit service is available as among the most beneficial potential improvements to service offerings.

Written Comments

While paper comment forms were made available to participants to submit written comments during or after the meetings, no paper comments were ultimately received. In addition to the paper comment forms, an open-ended comment form was added to the project website, and that form has generated 31 comments as of the writing of this report. The comment form will remain open through the project for additional comments to be collected.

Comments can be grouped into five general themes, with some comments covering multiple themes. The most common comment theme was “Student Transportation and School Coordination,” with 15 comments covering this subject. Several comments made note of the fact that students are a large portion of local transit ridership. Concerns were raised about overcrowding of buses around school pick up and drop off times, safety aboard buses, and reliability for students who need to get to school on time. Some commenters expressed a view that traditional school bus service would serve the community better than using public transit for student travel, while others focused on ensuring public transit is safe, comfortable, and reliable for students.

The second most common comment theme was “Community Value and the Role of Transit,” with 12 total comments covering this subject. Several comments emphasized that transit is an essential service in the community for workers, students, hospital patients, and people without access to a personal vehicle. Some comments questioned the overall need for a fixed route transit system in a community of Minot’s size, suggesting that demand response style transit may serve the community better.

Three comment themes tied for third place, each receiving seven comments on the topic. One such theme was "Service Coverage and Destinations." On this theme, a couple of comments requested transit service to/from Minot Air Force Base, including the base visitor center. Some comments suggested that airport service should be timed around flight departures and arrivals. Several other comments mentioned a desire for better access to schools and other key trip generators around the city.

Another theme that tied for third place was "Bus Stops, Shelters, and Passenger Comfort." Comments in this category included several requests for additional bus stop shelters, particularly near schools and other high-ridership locations. Commenters frequently noted that shelters can help shield transit riders from extreme weather conditions while waiting for the bus. Multiple commenters also expressed a desire for more clearly marked bus stops.

The final theme, also tied for third place, was "Service Quality, Operations, and Efficiency." Comments on this subject generally included questions about the cost-effectiveness of the current system. There are some perceptions that resources could be better allocated or managed more efficiently. In general, commenters had mixed views on whether fixed route transit is efficient in Minot, with some skepticism alongside a recognition that transit does provide a useful service.

January Public Meeting Takeaways

Key takeaways from the January TDP public meetings and online comment form can be summarized as follows:

- **Public input reinforced previously identified priorities.** Feedback gathered at the January public meetings closely aligned with results from the community survey in fall 2025, increasing confidence that public engagement activities have revealed genuine community transit priorities. Across engagement activities, participants emphasized improvements that would make existing services easier to use, more accessible, and more available, while major network expansions have not appeared to be a community priority.
- **Passenger comfort and system legibility are high priorities.** Attendees and commenters consistently identified the need for more clearly marked bus stops, along with additional shelters and seating at particularly high-ridership locations. These improvements were viewed as critical to improving usability, particularly for new riders, seniors, and people with disabilities. Shelters are also viewed as useful amenities to keep riders protected from harsh conditions in the winter.
- **Modernized fare payment is viewed as a valuable system upgrade.** Participants expressed strong interest in mobile fare payment options, noting that purchasing bus passes can currently be inconvenient or burdensome. While the cost of implementing such a system remains a consideration, the replacement of aging fareboxes presents a potential opportunity to integrate updated fare payment technology efficiently.
- **Expanded service hours and weekend service are viewed as more beneficial than new routes.** Both the interactive poster activity and fall 2025 survey results indicate that the community perceives broadening the weekday service window and adding weekend bus service as actions that would more effectively serve passengers' needs and generate additional ridership than increasing bus

frequency or adding new routes. Participants emphasized the importance of transit for workers with non-traditional schedules and weekend travel needs.

- **Student transportation was a dominant theme in website comments.** A large share of online comments focused on the significant role Minot City Transit plays in serving school students, including concerns about crowded buses, safety, and reliability. Perspectives varied on whether public transit or dedicated school bus services are more appropriate for student transportation. Nonetheless, feedback underscores the importance of addressing student-related travel needs in future planning.
- **Accessibility and coordination beyond transit operations remain important considerations.** Participants raised concerns about pedestrian access to bus stops, sidewalk conditions, and the need to cross major roadways on foot to access bus routes. While some of these issues fall outside the direct control of Minot City Transit, these concerns do highlight the need for coordination between transit staff and other city departments, such as planning and public works, to ensure that the transit system is not an afterthought in development and infrastructure initiatives.
- **Overall, the community values transit while recognizing it is an evolving community service.** While some skepticism about the efficiency and scale of transit was expressed in written comments, many commenters and meeting participants emphasized that transit plays an essential role in access for workers, students, medical trips, and residents without access to a personal vehicle. This mixed feedback suggests an opportunity to strengthen public understanding of Minot area transit services while refining service to better match community needs and desires.

ADDITIONAL ENGAGEMENT

(include content summarizing any future public engagement efforts, such as public meetings)

IV. TRANSIT DEVELOPMENT PLAN GOALS

Defining goals is a critical step in transit planning and is fundamental in the preparation of a TDP. The importance of this step cannot be understated or overlooked, as the goals for transit in Minot establish the framework in which transit providers and CDMPO will pursue a future vision for transit service. The goals will facilitate the assessment of transit projects and initiatives that are proposed, planned, and implemented, offering a measure of plan performance. The goals described herein have been applied to evaluate proposed service adjustments, projects, and policies recommended in this TDP.

Effective public transportation planning requires clear goals to ensure efficiency, accessibility, and sustainability. Establishing well-defined goals provides a strategic vision by which to design and implement changes to the system. The SWOT activity conducted in the first Steering Committee meeting was structured with the intent of using the information gathered to develop a set of goals to guide the TDP. The SWOT activity yielded a great wealth of information, and this section summarizes the goals that were developed from with those results.



GOAL 1: ACCESSIBILITY

Minot's public transportation system should be accessible to all members of the community, regardless of age, ability, income, language, etc. This includes maintaining full compliance with the Americans with Disabilities Act (ADA), providing reliable complementary paratransit service, and ensuring that vehicles, stops, sidewalks, and the transit center are safe and usable for individuals with mobility, visual, auditory, and

cognitive disabilities.

Accessibility at a broader level also means equitable geographic coverage, convenient stop locations, clear wayfinding, understandable service information, and fare policies that do not create undue barriers for low income riders. As Minot continues to grow and evolve, the transit system should proactively identify and remove physical, informational, and financial barriers to ensure that resident can access employment, education, healthcare, grocery stores, and other essential destinations with dignity and independence.



GOAL 2: QUALITY OF SERVICE

Public transportation in the Minot region should provide a high-quality, reliable, and customer focused experience that meets the daily needs of riders and supports continued ridership growth. Quality of service includes high on-time performance, consistent headways, clear schedules, and service spans that align to the best extent possible with the community's travel needs.

Quality of service also encompasses clean and well-maintained vehicles, safe and comfortable bus stops, courteous and professional staff, and timely communication regarding service changes or disruptions. As the Minot region evolves, transit agency staff should continuously evaluate performance metrics and rider feedback to improve quality of service measures. By prioritizing items like reliability, safety, and customer experience, the transit system can strengthen public trust, enhance mobility operations, and reinforce its role as an essential community service.



GOAL 3: INTEGRATE TRANSIT INTO DEVELOPMENT PLANNING

Public transit needs should be proactively considered during the development process to ensure that growth patterns adequately support efficient and sustainable transit and that mobility needs for new developments are not haphazardly considered after the development has already been constructed. As the Minot area grows and

local developers and institutions respond to the need for new housing, commercial resources, healthcare facilities, and places of employment, transit considerations should be incorporated early into the development review process. The City of Minot's development review process should be designed not to require certain transit items but to engage developers in productive conversations regarding the relationship of their development to the metropolitan mobility system. By integrating a question regarding consideration of transit needs on development applications, the City of Minot can help to facilitate conversations about walkability and connections to transit, which may strengthen overall ridership potential and support a resilient multimodal transportation network well into the future.



GOAL 4: SAFETY AND SECURITY ON BOARD AND AT TRANSIT FACILITIES

The Minot area's public transportation system should offer a safe and secure environment for passengers, operators, and the general public at all times. Safety is of the utmost importance in all aspects of the transportation system. In the context of transit, this includes proper maintenance of vehicles, stops, shelters, and the transit

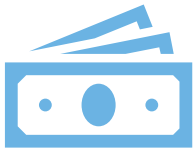
center; maintaining clear safety protocols and operator training programs; and working with local law enforcement and emergency responders when appropriate. In addition to physical safety, the system should promote a welcoming environment free from harassment and discrimination, supported by effective rules and consistent enforcement. By prioritizing both personal and operation safety, the local transit system can support safety and security for riders and operators alike while ensuring that transit remains a trusted and dependable community resource.



GOAL 5: QUALITY CUSTOMER EXPERIENCE

Minot public transportation offerings should deliver a positive, comfortable, and dignified experience for all riders from trip planning through arrival at one's destination. A quality transit experience includes clean and well-functioning vehicles, comfortable waiting areas, accessible and well-maintained bus stops, clear signage, and intuitive wayfinding. It also requires making available accurate and easy-to-understand service information, user-friendly fare payment options, and responsive

customer service. A quality customer experience is made possible by incorporating rider feedback to enhance passenger amenities, communication, and overall usefulness of the system. Creating a quality customer experience will strengthen the public's perception of transit, make people want to ride the bus again, and broaden community support for the service.



GOAL 6: ENSURE CONTINUED FISCALLY SUSTAINABLE OPERATIONS

At the end of the day, funding is the most critical determinant of what the transit system can and cannot do. Minot's transit system should strive to provide effective and equitable service while operating within a realistic and sustainable budget. The system should always seek to align service design, frequency, and span with

demonstrated demand and the available funding through federal and state contributions as well as local match funds. Transit staff should also pursue new funding opportunities, partnerships, and methods of increasing operational efficiency to maximize available resources. By thoughtfully balancing community mobility needs with fiscal responsibility, the transit system can remain fiscally sustainable while being responsive to changing transit needs over time.

DRAFT

V. SERVICE PLANNING AND RECOMMENDATIONS

A key component of any TDP is service planning, typically resulting in recommended service adjustments. For the Minot Area TDP, service planning was approached with a keen eye toward fiscal responsibility, recognizing that resources are limited and that the City of Minot would like to ensure that taxpayer dollars are spent wisely. The existing conditions analysis and public input gathered for this TDP have suggested that the transit system in Minot currently does well in serving the needs of the community, and that strategic and targeted service changes will be key to the future success of the transit system.

This chapter outlines recommendations for both fixed route and demand response transit service in the Minot Metropolitan Area. Recommendations proposed for the most immediate implementation are cost-neutral, while recommended additions to service that would increase operating costs are suggested for implementation in the medium or long term. This chapter also discusses microtransit as a service typology that was considered during the service planning process and concludes with a yearly estimate of transit operating expenses over the next 10 years.

SERVICE PLANNING PROCESS

Service planning is a detailed, iterative process that is both an art and a science. Service planning relies heavily on quantitative and qualitative data to guide decisions on transit network design. At the same time, there is a human element to the service planning process that must always be considered.

This section offers a high level explanation of that goes into the service planning process, including the trade-offs that are considered, the data sources that are used, and the service themes that have been used in this TDP to guide and evaluate new fixed route service concepts.

Service Planning Trade-Offs

Broadly speaking, transit industry research shows that the more direct a bus route can be from one point to another, the more preferable it is to prospective transit riders. Prospective riders are less likely to use transit services if travel times are more than double the duration of a comparable automobile trip. The more a route deviates off the most direct possible path, the more time it takes to operate the route from end to end.

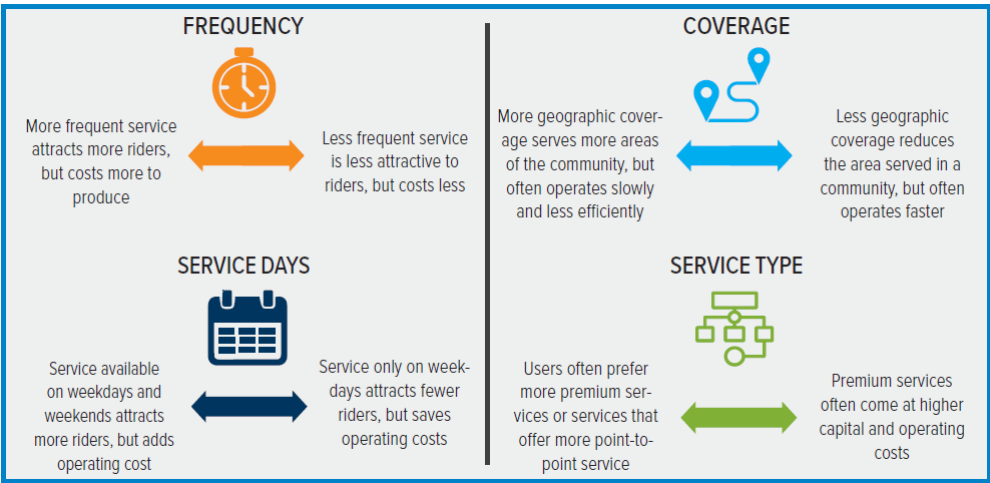
However, while direct routes offer the advantages of faster travel speeds, reduced travel times, and better schedule reliability, direct routes may miss key community destinations or areas of a community that may benefit greatly from more localized access to transit services. In Minot, the land use patterns over time have resulted in many critical destinations being decentralized and spread out around the community. With the way the street network is designed, it is often not possible to serve all critical destinations on direct routes. Connecting people to critical destinations with timely, reliable transit is possible but presents challenges.

Fixed route service planning is an exercise in compromise. When seeking balance between trade-offs, the service goals help to determine what the most important needs are for system users. There are many trade-offs in service planning beyond the directness of the routes. Figure 50 highlights the main trade-offs applicable to the service planning process in Minot.

In public engagement activities, members of the Minot community showed strong support for maintaining broad geographic coverage with fixed route transit. The existing fundamental logic of the current fixed route

system, a pulse system operating as a hub-and spoke model with all routes converging at the downtown transit center, seems to work well currently, as nearly the entire population of the City of Minot and many critical destinations are located within ¼ mile of a fixed route. Having all routes pulse in and out of the downtown transit centers also seems to be a fairly efficient model in the eyes of the public, as concerns over trip times were minimal throughout public engagement. Due to the general satisfaction with the current route network’s fundamental design, the fixed route service concepts presented below preserve the basic structure of the system while proposing adjustments to some routes aimed at increasing efficiency and usefulness.

Figure 50. Service Planning Trade-Offs



Service Planning Data Inputs

Good service planning requires the use of a wide variety of data, both quantitative and qualitative. Much of the data used in the service planning process comes from the existing conditions analysis, and some of it also comes from public engagement activities. Table 16 outlines the types of data used to evaluate and recommend changes to the fixed route network.

Table 16. Service Planning Data Inputs

Quantitative Data	Qualitative Data
Population and job density	Community survey results/comments
Demographics	Desired service locations map activity
Ridership by stop	Public meeting input
Current funding levels	Conversations with Transit and MPO staff
Average bus speeds	Locations of key destinations (schools, grocery stores, etc.)

Typical run times

Service Planning Themes

In order to evaluate fixed route service concepts, a series of five themes was created. Each theme was created based on conversations with transit staff and the steering committee as well as common desires expressed in public engagement. The themes are designed to be “yes or no” statements that can be used to efficiently evaluate whether each concept will serve a particular goal for service planning established by members of the community. The service planning themes are described below and used to evaluate the fixed route service concepts presented in the next section.

Theme 1: More direct service to _____ (insert destination of choice). This theme applies to service concepts that serve certain critical destinations more directly, which would help to reduce travel time and increase schedule reliability for a particular route or group of routes.

Theme 2: 30-minute service to Walmart and/or Dakota Square Mall. MCT and members of the public and steering committee have expressed that increased service frequency would be most useful at Walmart and the Mall. This theme applies to routes that accomplish 30-minute service to these locations in any way.

Theme 3: Improve on-time performance. Some of Minot’s bus routes reportedly struggle to complete their out-and-back runs within the allotted time in the schedule. This theme applies to any route concept that would reduce this problem.

Theme 4: Cost-neutral. This theme reflects any service concept that would not add new operating costs to the Minot City Transit system.

Theme 5: Increase to existing service. This theme applies to any service concept that increases available fixed route revenue hours beyond what is offered today. In other words, this theme applies to concepts that would increase overall operating costs.

FIXED ROUTE SERVICE CONCEPTS

A series of four fixed route service concept packages were developed with the goal of serving one or more of the five themes above. The first three service concept packages were developed to be revenue-neutral reconfigurations of the existing route network. In each of these three concept packages, the proposed changes preserve vehicle revenue miles, fit within existing schedules, and would not cost anything extra to implement. The fourth service concept package is a totally new route proposal that would add new revenue miles and hours to the system and therefore require additional funding. Each service concept package is designed to be capable of being implemented on its own without affecting other routes.

Service Concept Package 1: North, North Central, and West

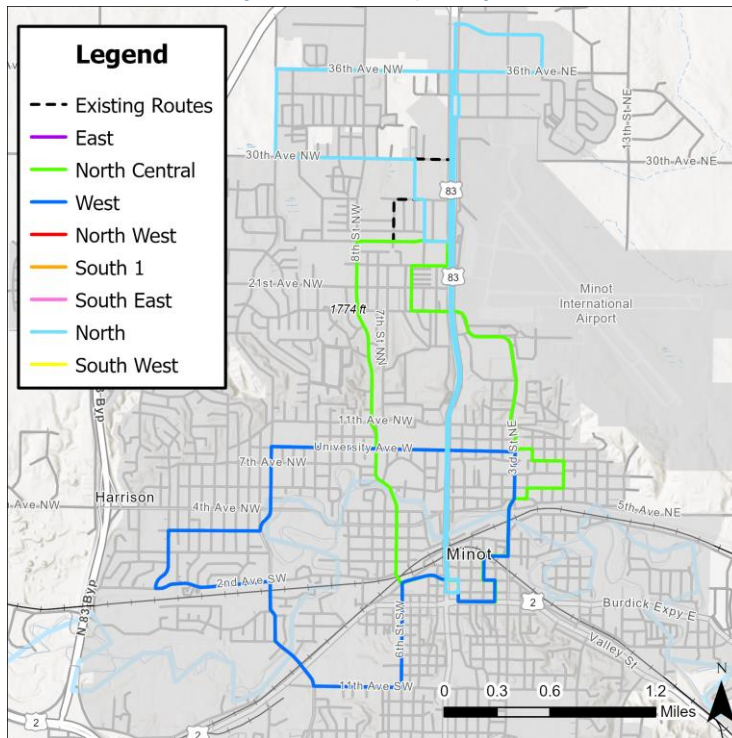
The first service concept package was created to make better use of the North route, which routinely runs ahead of schedule, to help solve schedule reliability issues with the West route, which often runs behind schedule during peak ridership times.

To accomplish this, the West route is shortened by taking a northeastern portion of its alignment off the neighborhood streets surrounding Roosevelt Elementary School and instead running it on 3rd Street NE. The

North Central Route would serve the neighborhood streets in its place, in exchange for shortening the North Central Route a bit on the north end of the loop. The North route would then see its alignment lengthened to cover areas no longer served by the North Central route. As seen in Figure 51, the recommended changes are minor, though they are expected to noticeably improve the schedule reliability of the West route.

Service Concept Package 1 serves the themes of improved on-time performance (theme 3) and cost-neutrality (theme 4).

Figure 51. Service Concept Package 1



Service Concept Package 2: South 1 and South West

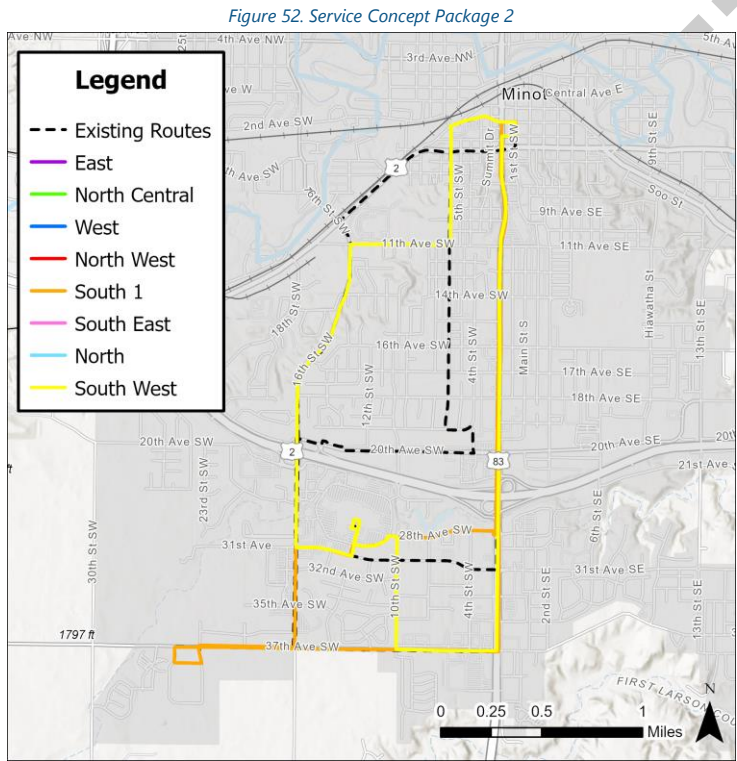
This service concept package was designed to improve schedule reliability on the South West route, which frequently struggles to reach its endpoint at Trinity Health Hospital within the time allotted in its schedule.

The concept package would take the hospital off the South West route and shift it to the South 1 route. The South 1 route's loop would shift partially onto 28th Avenue SW, increasing accessibility to the multifamily residential housing east of Dakota Square Mall. After stopping at the mall, the South 1 route would continue to the Trinity Health Hospital, then return to the downtown transit center along its existing alignment. The South West route would no longer run on 6th Street SW south of 11th Avenue SW or along 20th Avenue SW.

Instead, it would run along 11th Avenue SW, providing more direct access to the Magic City Campus. The South West route would run southbound along 16th Street SW, stop at Dakota Square Mall, and also serve the 10th Street SW corridor south of the mall. The route would make a stop at Walmart before traveling back up to the downtown transit center along South Broadway.

The realignment of the South 1 and South West routes would result in better access to multifamily housing in the vicinity of Dakota Square Mall. The changes would also enable 30-minute service frequency at both Dakota Square Mall and Walmart. Additionally, the realignment would result in 30-minute northbound frequencies along South Broadway. Figure 52 shows a map of these proposed changes.

Service Concept Package 2 would serve the themes of more direct service to the hospital (theme 1), 30-minute service to Walmart and Dakota Square Mall (theme 2), improved on-time performance (theme 3), and cost-neutrality (theme 4).



Service Concept Package 3: South East

The third service concept package was developed with the goal of improving the route’s productivity. The South East route has generally seen lower ridership than expected since its implementation in 2024. The

Service Concept Package 4: New South Loop

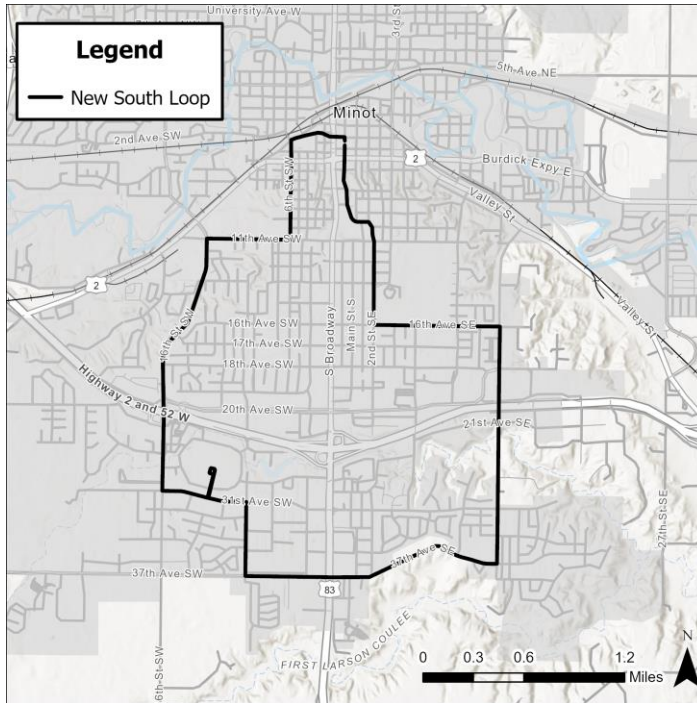
The fourth service concept package was developed to demonstrate how the goal of achieving 30-minute service frequencies at Dakota Square Mall and Walmart could be achieved without making any of the other recommended route changes. This is the only service concept package that would cost more money, as it represents an entirely new route added to the system on top of existing service.

This concept involves the creation of a new South Loop route. It would make a large loop around the southern part of Minot, overlapping in many areas with existing routes, which would increase the frequency of service along those segments, but also providing service on new corridors like 37th Avenue SE and 10th Street SW. The route would operate in the counterclockwise direction so as to make use of the existing Walmart bus shelter on the south side of 37th Avenue SW. Figure 54 shows a map of the proposed route.

Service Concept Package 4 serves the themes of more direct service to shopping areas in southwest Minot (theme 1), 30-minute service to Walmart and Dakota Square Mall (theme 2), and an increase to existing service (theme 5).

As mentioned above, the implementation of this new route would increase system operating costs. Based on Minot City Transit's current costs per revenue hour, the approximate annual cost of operating this route would be \$315,000 in 2026 dollars (assuming 12 new revenue hours daily). It may also require the purchase of a new bus. Capital costs for new buses are discussed in Chapter VII Capital Asset Replacement Plan.

Figure 54. Service Concept Package 4



Saturday Bus Service

The community survey found that significantly more members of the community would be interested in the addition of transit service on the weekend than they were in adding one or more new routes to the system. Addition of weekend fixed route service would help address some of the concerns that arose during public engagement activities about the transit system not working well for people who need to work, shop, etc. on the weekends.

Understanding that funding is limited, it is recommended that Minot City Transit seek to implement Saturday service within the medium-term, i.e. approximately five to six years after the adoption of this TDP. While it would not serve all weekend transit needs, Saturday service would open up the possibility of using the transit system for part of the weekend and serve as a meaningful step toward longer term implementation of fixed route service seven days per week beyond the lifespan of this TDP.

Adding Saturday bus service would represent a significant new investment in operating costs. With the assumption that Saturday service would mirror existing weekday service (i.e. eight interlined routes running from 7 AM to 7 PM), the estimated annual new operating costs would be about \$321,000 in 2026 dollars. While this cost is significant, it would result in 48 hours of revenue service every Saturday and help increase the system's ridership. More on estimated costs in future years can be found later in this chapter.

Expanded Weekday Schedules

The community survey also found members of the public were highly interested in expanding the weekday hours of fixed route service. Like adding Saturday service, expanding the weekday transit schedule earlier into the morning and/or later into the evening would help to address concerns about the transit system's usefulness for people who work non-traditional hours.

Understanding that funding for new service will be limited, it is recommended that Minot City Transit seek to implement expanded weekday service hours within the long-term, i.e. nine to ten years after the adoption of this TDP. Expanded weekday schedules could also be implemented earlier if demand is high and funding is available. The recommendation as a long-term implementation goal reflects the fact that this improvement was given slightly less priority than weekend service during public engagement efforts.

Adding additional weekday hours of service would require significant new investment in transit operations. Using Minot's present-day operating costs, the estimated cost of adding one (1) new hour of revenue service systemwide every weekday is approximately \$157,000 in 2026 dollars. Adding two additional hours of service would therefore cost twice as much. This investment would enhance the usefulness of the transit system and likely attract some new riders, though the marginal increase in ridership at the beginning or end of the service day will be relatively low.

Minot City Transit's existing hourly ridership data suggests that adding an hour of service in the morning would likely generate more new ridership than additional evening service. Using the first and last hours of today's service window as ridership estimates, adding service from 6 AM to 7 AM would be expected to result in up to 12,850 additional trips annually, whereas extending service from 7 PM to 8 PM would likely only generate up to 4,300 additional trips annually. If Minot City Transit is able to implement an extended weekday service window, efforts should focus on adding early morning service.

Phased Implementation Recommendations

Fixed route service recommendations should be implemented over time in a sensible manner. The recommended implementation timeline prioritizes fixed route modifications that are cost-neutral in the short term, as these changes have the potential to improve system performance without requiring additional monetary resources. Successful implementation of the cost-neutral service recommendations can help to make a case for future changes that would require additional local investment.

Non-cost-neutral recommendations are recommended for the medium- and long-term time frames, as it will take time to build a case for service expansions in Minot. Medium-term recommendations focus on the addition of Saturday fixed route service, which was a top desire during public engagement. The long-term recommendations include expanding weekday hours of service, which was a slightly lower priority during public engagement, and the new South Loop route concept.

Table 17 summarizes the recommended fixed route implementation timeline. Throughout the course of this TDP's life, unexpected conditions may arise that necessitate modifications to the recommended timeline. Minot City Transit and local elected officials who set the transit agency budget should work together routinely to decide when is ultimately the best time to implement specific recommendations.

Table 17. Phased Implementation Timeline for Fixed Route Recommendations

Implementation Time Frame	Recommended Service Changes	Cost-Neutral
Short-Term (1-2 years)	Service Concept Packages 1-3	Yes
Medium-Term (5 years)	Saturday Bus Service	No
Long-Term (10 years)	Expanded Weekday Schedules; Service Concept Package 4	No

STIC Funding and the Importance of Preserving Transit Service

The FTA administers the Small Transit Intensive Communities (STIC) program, which allocates additional funding to urbanized areas under 200,000 people that perform better than average compared to metro areas between 200,000 and 1,000,000 people on one or more of the following factors:

- Passengers per vehicle revenue mile
- Passenger miles per vehicle revenue hour
- Vehicle revenue miles per capita
- Vehicle revenue hours per capita
- Passenger miles per capita
- Passenger trips per capita

In 2025, the FTA awarded an additional \$512,505 per factor met or exceeded by every small urban transit agency.⁶ Minot exceeded the threshold for vehicle revenue hours per capita, with 0.71 vehicle revenue hours per capita compared to the average of 0.64. As a result, the City of Minot received over half a million dollars of additional funding for transit. This funding is critical and enables Minot City Transit to provide exceptional service covering a large percentage of the City of Minot. Without this funding, Minot City Transit would likely need to cut service, as it would not be able to fund all of its current routes with standard 5307 funding plus local match.

In local government there is often a desire among policymakers to make cuts to services in order to promote the public's perception that the city is making wise use of taxpayer dollars. However, City leaders should be hesitant to make cuts to Minot City Transit services, as doing so would jeopardize the City's STIC funding awards. STIC funding represents a significant amount of federal tax dollars returning to the City of Minot to fund essential transit services. Loss of STIC funding would very likely require elimination of two fixed routes. Elimination of fixed routes is also likely to result in loss of ridership, and because ridership is a factor in the Section 5307 formula, Minot would see its base 5307 allocation decrease as well. Minot City Transit is currently in a strong position to grow its ridership base and increase the benefits it provides to the Minot community. Any cuts to fixed route transit service that threaten Minot's STIC funding would undo much of

⁶ <https://www.transit.dot.gov/funding/apportionments/table-6-fy-2025-section-5307-small-transit-intensive-cities-apportionments-0>

the success the agency has achieved recently and place it in a position that makes it difficult to achieve the goals of this TDP and serve its core mission.

DEMAND RESPONSE

Service Types

Paratransit

Demand response transit in the Minot area is exclusively provided by Souris Basin Transportation (SBT), a private nonprofit organization offering transportation services in several counties in North Dakota. Currently, SBT is the contracted paratransit provider for Minot City Transit. This arrangement has been in place for many years, as it was an effective way to outsource paratransit to a local organization with the experience and equipment to operate paratransit. Souris Basin Transportation was separately funded when Minot was a rural area receiving rural transit grants. Now that Minot is the designated recipient of urban transit grants for the Minot Metropolitan Area, the City will issue an RFP in 2026 for a paratransit provider in 2027. It is recommended that Minot City Transit continue to procure paratransit services through an RFP throughout the lifespan of the TDP, as it is likely more cost-effective than starting an in-house paratransit program.

After Hours ADA Service

SBT additionally offers two other types of demand response service that are independent of the Minot City Transit system. One is after-hours ADA service, which is effectively paratransit service extended later into the evenings after the fixed route system has stopped running. This program is funded largely by Section 5310 funding, and local match does not come from the City of Minot. This program has been largely successful in providing mobility options for paratransit riders outside the normal hours of the fixed route system and should continue operating into the future to the extent that funding is available.

Demand Response

The final type of demand response transit offered by SBT is general public demand response. This service offers a curb-to-curb alternative to the fixed route system that anyone may use regardless of paratransit eligibility. General public demand response in Minot is a service type that overlaps with the fixed route network. There are drawbacks to this, such as the high probability that some people who would otherwise rider fixed routes choose to use demand response instead out of convenience. However, the demand response service is beneficial to the community in the sense that it provides an additional transit option that may work better for certain individuals, such as seniors or people with a disabilities who may not qualify for paratransit but who still find demand response more appealing. The fact that demand response trips come with higher fares and are also not guaranteed if the service is fully booked are elements that will tend to create a preference for fixed routes among most people who can ride them. For the sake of service continuity, it is recommended that general public demand response continue to be funded, with cost estimates included in the section below. However, it should be noted that general public demand response transit is not a requirement for the City of Minot to provide.

Cost Estimates

In 2026, the City Council allocated \$600,000 for Souris Basin Transportation's general public demand response service. Minot City Transit's data on SBT's ridership indicates that in the 3rd quarter of 2025, general

public demand response ridership in Minot was 6,755. Extrapolating this data for an entire year yields an estimate of 27,020 demand response trips annually. In 2025, MCT spent \$9.74 per paratransit trip through Souris Basin Transportation. Using a 3 percent annual inflation factor, the estimated cost per demand response trip in 2027 is therefore \$10.33. Assuming ridership stays approximately the same, the total cost of providing one year of general public demand response transportation in Minot would be about \$279,100. Taking into account the \$3.00 per trip fare on SBT services, the subsidy required in 2027 would be approximately \$198,100. In a theoretical five percent ridership growth scenario, overall annual demand response costs would increase to about \$293,000, with \$208,000 needed as a subsidy. Therefore, for 2027 budgetary purposes, it is recommended that the City of Minot contribute between \$198,100 and \$208,000 for general public demand response inside city limits.

Table 18 illustrates the estimated 2027 costs for all three forms of demand response ridership for two scenarios: stable ridership and ridership growth of 5%.

Table 18. Estimated 2027 Demand Response Ridership and Costs by Service Category

Service Type	Est. Annual Ridership (Stable)	Total Cost	Subsidy	Est. Annual Ridership (5% Growth)	Total Cost	Subsidy
ADA Paratransit	22,022	\$227,500	\$161,400	23,123	\$238,900	\$169,500
After Hours 5310	9,088	\$93,000	\$66,500	9,542	\$98,600	\$69,900
General Public Demand Response	27,020	\$279,100	\$198,100	28,371	\$293,000	\$208,000

Note: ADA paratransit costs fall under the MCT budget and are not a separate budget item. After hours 5310 service is not currently funded by the City of Minot – costs are presented for illustrative purposes only. General public demand response is a separate budget item currently.

MICROTRANSIT DISCUSSION

Throughout the TDP process, microtransit has been a topic of discussion. Microtransit is, in simple terms, a modernized form of demand response transit that uses an app-based reservation system to allow for real-time booking instead of advanced ride reservations. In practice, microtransit from the passenger's standpoint functions similarly to for-profit rideshare services. Microtransit usually differs from for-profit rideshare, however, in that fares are typically flat rates, trips require subsidies, and trips are often limited to specific "zones." Additionally, similar to traditional demand response, microtransit trips are intended to be shared whenever possible to increase the efficiency of the service. This often means that a rider will not be taken directly to their destination after boarding the vehicle, but rather make one or more stops along the way as the driver picks up or drops off other passengers.

Microtransit may be used in dedicated zones on the edge of a city to assist with first/last mile connections to the fixed route network. In this type of service configuration riders must begin their trip within a specific

zone and be dropped up at a fixed route bus stop within the same zone. This use of microtransit serves as an extension of the service area of fixed route system.

Other communities, typically smaller communities, have experimented with using microtransit to replace all or parts of the fixed route system. This discussion has occurred as part of the Minot TDP. This possibility was analyzed and ultimately determined not to be a good fit in Minot due to the cost of providing microtransit service relative to the amount of people that can be served by microtransit. Minot City Transit served about 319 people per day on average in 2024, or about 27 people per hour. A typical microtransit vehicle operating citywide as a replacement for fixed route services will be capable of serving about two trips per revenue hour. In order to serve the same number of trips across the same span of service that exists today, the City of Minot would need at least 14 microtransit vehicles in service every hour on average. Using Souris Basin Transportation's 2024 cost per revenue hour (approx. \$65) as an approximation for operating costs, the daily cost of operating a full microtransit system would be as follows:

$$14 \text{ vehicles} \times \frac{12 \text{ revenue hours}}{\text{service day}} \times \frac{\$65.00}{\text{vehicle} * \text{revenue hour}} \times \frac{257 \text{ service days}}{\text{year}} = \$2,806,440/\text{year}$$

While the estimated annual cost of serving all of MCT's 2024 passengers via microtransit is about \$2.806 million, MCT's total operating expenditures the same year were \$1.549 million. In other words, a microtransit-only system would cost about 48 percent more than the fixed route system.

Microtransit also does not scale well in response to peaks in demand throughout the day. While Minot would need 14 microtransit vehicles per hour to serve an average hour, in reality demand is not even throughout the day. In Minot, large demand peaks are observed from 7 AM to 8 AM and from 3 PM to 4 PM, particularly during the school year. During these peaks, the fixed route system can often serve 80 to 110 trips per hour. The large capacity of fixed route buses enables the local transit system to easily handle large daily spikes in demand like this. Microtransit, and other forms of demand response, are not capable of handling large spikes in passenger volume.

Due to both excessive costs and lack of scalability during peak hours, it is strongly recommended that Minot not replace fixed routes with microtransit. However, the City may consider implementing one or more microtransit zones on the edge of the fixed route network in the medium to long term (five to ten years after TDP adoption) if outward growth of the city has created a large need for transit in areas that cannot be adequately served by the fixed routes. Such growth areas are likely to develop in either northwest or southwest Minot. The estimated annual cost of a small microtransit zone with one circulating vehicle is approximately \$168,000 in 2026 dollars. The projected costs section below illustrates how the estimated cost will grow over the life of this TDP with a 3 percent annual inflation assumption.

PROJECTED COSTS

One of the most critical elements of a TDP is cost estimates for transit service over the life of the document. These estimates are critical for local decisionmakers, who need to know approximately how much they should expect to budget for transit services in their jurisdiction.

Table 19 and Table 20 below illustrate the total costs and local match costs of different transit system elements and recommendations over 10 years, the maximum life span of this TDP. The columns represent the following:

- MCT – No New Service: represents the cost of keeping fixed route and associated paratransit service levels the same as they are today
- MCT – One Add'l Service Hour: represents the estimated annual cost of adding one additional hour of fixed route service every weekday plus required paratransit service
- MCT – Saturday Service: represents the estimated annual cost of adding Saturday service year-round plus required paratransit service
- SBT Demand Response: represents the estimated annual cost of providing general public demand response service

All annual cost estimates are high level estimates and should not replace actual yearly budget requests from any transit provider. Annual cost estimates are created using an assumption of a 3 percent annual growth factor beginning with the 2026 operating costs to account for inflation. Local match is assumed to be 50 percent of the total cost as is standard with Section 5307 operating funds, except for general public demand response costs, which do not currently receive federal subsidies and are more or less fully subsidized by the City. Table 19. Total Estimated Costs Over 10 Years

Year	MCT - No New Service	MCT - One Add'l Hour of Service	MCT - Saturday Service	SBT Demand Response
2026	\$2,081,350	\$132,187.64	\$320,953.65	\$279,116.60
2027	\$2,143,790.50	\$136,153.27	\$330,582.26	\$287,490.10
2028	\$2,208,104.22	\$140,237.87	\$340,499.73	\$296,114.80
2029	\$2,274,347.34	\$144,445.01	\$350,714.72	\$304,998.24
2030	\$2,342,577.76	\$148,778.36	\$361,236.16	\$314,148.19
2031	\$2,412,855.09	\$153,241.71	\$372,073.25	\$323,572.64
2032	\$2,485,240.75	\$157,838.96	\$383,235.44	\$333,279.82
2033	\$2,559,797.97	\$162,574.13	\$394,732.51	\$343,278.21
2034	\$2,636,591.91	\$167,451.35	\$406,574.48	\$353,576.56
2035	\$2,715,689.67	\$172,474.89	\$418,771.72	\$364,183.85
2036	\$2,797,160.36	\$177,649.14	\$431,334.87	\$375,109.37

Table 20. Estimated Local Share of Transit Costs Over 10 Years

Year	MCT - No New Service	MCT - One Add'l Hour of Service	MCT – Saturday Service	SBT Demand Response
2026	\$1,040,675	\$66,094	\$160,477	\$279,116.60
2027	\$1,071,895	\$68,077	\$165,291	\$287,490.10
2028	\$1,104,052	\$70,119	\$170,250	\$296,114.80
2029	\$1,137,174	\$72,223	\$175,357	\$304,998.24
2030	\$1,171,289	\$74,389	\$180,618	\$314,148.19
2031	\$1,206,428	\$76,621	\$186,037	\$323,572.64
2032	\$1,242,620	\$78,919	\$191,618	\$333,279.82
2033	\$1,279,899	\$81,287	\$197,366	\$343,278.21
2034	\$1,318,296	\$83,726	\$203,287	\$353,576.56
2035	\$1,357,845	\$86,237	\$209,386	\$364,183.85
2036	\$1,398,580	\$88,825	\$215,667	\$375,109.37

VI. POLICY AND STRATEGIC RECOMMENDATIONS

Beyond service recommendations, there are other policy and strategic decisions that Minot City Transit can make to continue providing high quality service and ensure the transit system is serving the needs of all residents. This can include decisions related to fare policy, marketing and awareness strategies, installation of more bus stop seating and shelters, and integration of transit into the development process. This chapter outlines recommended policy and strategic recommendations for transit in Minot over the next five to ten years.

MODERNIZED FARE PAYMENT OPTIONS

A significant topic emerging from public engagement was the desire for modernized fare payment options, such as a mobile app or reloadable smart card. Minot City Transit currently still relies on cash fares paid on-board using a farebox that does not offer change and paper tickets/passes purchased in specific locations. Paper tickets/passes and cash fares are increasingly inflexible for riders and require additional coordination and education to make dynamic changes. If fares are not kept at a round number, a lack of exact change could be a deterrent to ridership. Upgrading to new fare payment methods can entice more riders by adding convenience to the rider experience. By adopting more modern technology, like “tap-and-ride” smart cards, mobile apps, and/or credit card payments, Minot City Transit can make it easier to ride the bus. These fare media enable account-based fare collection systems, which allow riders to add pre-paid fare value without physically being in front of a farebox or at a designated point-of-sale location. Increasingly, urban transit providers of all sizes are adopting modernized fare payment options, and it is recommended that Minot City Transit do the same.

Many transit systems are developing fare collection systems that collect a smaller proportion of fares as cash payments, and some are completely “cashless” altogether. MATBUS in Fargo, for example, began using an account-based mobile fare payment system called MATBUS Connect in 2022, allowing riders to pre-load money to a secure fare payment account and pay fares with the Connect Card or Connect App. Users can load funds to their account from anywhere with an internet connection, significantly increasing access to transit for people who do not carry cash and/or prefer not to travel to a physical location to purchase a pass.

There are travel time benefits to adopting mobile and smart card fare payment options (cash payments can add significant dwell time and delays at stops thus saving operating cost and improving the customer experience), but such programs must be implemented in an inclusive, equitable manner. Riders who do not have, or prefer not to use, traditional banking structures or smartphones must still be able to buy and reload transit cards from vending machines or buy fares/passes with cash as they can today. The ability to purchase a fare or pass should be convenient and offer a high quality customer experience no matter what type of fare media is purchased.

As of the writing of this report Minot City Transit is in the process of procuring new fareboxes to replace outdated modules that the vendor, Genfare, will soon stop supporting. This represents a good opportunity to consider procurement of fareboxes that are capable of handling digital fare media.

PARATRANSIT ELIGIBILITY POLICY

Minot City Transit establishes eligibility criteria and evaluates riders for inclusion in the paratransit program. Minot City Transit has taken an approach of limiting paratransit eligibility to only those required by law to be eligible, as this helps limit the number of costly paratransit trips taken instead of fixed route trips. This is an effective paratransit strategy, and it is recommended that Minot City Transit continue to be selective about who is eligible for paratransit as a method of keeping costs down and preventing paratransit from being overused. However, it may be possible to expand paratransit eligibility in the future beyond the minimum required for ADA compliance.

MCT should regularly evaluate whether it can afford to allow additional people to qualify for paratransit eligibility. Public engagement has revealed some concern over accessibility and usability of the fixed route system for people in Minot who are older and have limited mobility issues but who do not necessarily strictly qualify for paratransit. Expanding paratransit eligibility to all seniors, regardless of disability status, is a policy that many transit agencies have implemented and could work well in Minot after MCT gains experience operating a stricter paratransit eligibility program under its new urban funding structure. For example, MCT could open paratransit eligibility to anyone over the age of 70 years old. With the understanding that expanding eligibility for paratransit may cut into fixed route ridership numbers, such an expanded eligibility policy should also be paired with reduced or free fixed route fares for approved paratransit riders. This will help entice some paratransit eligible riders to use fixed route services when possible, in turn saving money for MCT.

MARKETING AND AWARENESS

Based on the results of the community survey, many in the community are unaware of the existence of transit. Others may be aware of its existence but do not know much about how to ride, when the buses run, and other critical details. Lack of knowledge about transit in the community can contribute to a sense that transit is not worth investing in. Communicating effectively with the public through marketing and branding efforts is an essential function of a transit agency, as it can help to build a positive image of transit and ensure that awareness of the service is high.

Earlier analysis of Minot City Transit's budget revealed that the agency does not invest in marketing efforts. Marketing should be prioritized in the future. Marketing and awareness campaigns do not need to be expensive. Marketing is about actively sharing information with travelers (including non-transit users) about the existence and benefits of transit. A common central goal of a transit agency marketing campaign is to provide travelers with important information needed to make informed travel decisions. Marketing is a continuous process that is necessary to maintain and enhance the image of transit services and can be accomplished inexpensively with the use of social media. Partnerships with the City of Minot's communications team can be a great way to effectively engage in marketing and awareness campaigns. Minot City Transit could also seek to operate its own dedicated social media page with dedicated transit content. The Minot City Transit website is another powerful marketing tool. Other methods of marketing can include advertising transit services to the public in various ways and setting up informational tables/booths at major public events, such as farmers markets and community festivals.

Beyond regular marketing, special marketing campaigns can also help spread awareness of transit by involving members of the public. One example that Minot City Transit could consider is an "Arts in Motion" campaign. Such campaigns typically involve a call for student artists or other artists in the community to

submit designs for a bus wrap. Minot City Transit would develop a process for selecting the winning design, which would then be applied as a bus wrap to a vehicle in the fleet. Arts in Motion campaigns are cost-effective ways to increase public awareness of transit and create attractive bus designs that catch people's attention and contribute to a positive image for the system. An example of a successful arts campaign is the Wheel Appeal Contest hosted by Metro Transit in Omaha, Nebraska.⁷

BUS STOP SIGNAGE

Currently, stops along Minot City Transit's fixed route system do not have any physical signage indicating the location as a bus stop, as is typical of flag stop systems. However, the lack of physically marked bus stops has been shown in various public engagement efforts in Minot to be a significant hindrance to many riders, who find the lack of marked signage to be confusing. Lack of signage can present a challenge to both existing transit riders and those who are new to the system, as they may be unsure whether they are waiting at a location along the route they intend to use. Signage posted at bus stops also helps with visibility of the transit system within the community. Even if someone does not ride the bus, seeing bus stop signage within the built environment can cause someone to develop an awareness that transit service exists in the community.

Signage represents a relatively simple, cost-effective infrastructure investment that can help make fixed routes easier to navigate, thus making the service more attractive to existing and potential riders. Ideally, signage at each stop location should include the following at minimum:

- Minot City Transit logo
- Universal bus symbol and/or the text "Bus Stop"
- Minot City Transit customer telephone number
- Minot City Transit website address or QR code link

Other optional information that may be present on bus stop signage can include a unique stop ID number, the route(s) that serve each stop, basic schedule information, and a simple route map. All information on the signs must be regularly updated in a timely manner as needed when service changes occur, including removal of signage at stops that may be removed from service.

Bus stop signage design should mirror the branding associated with other public-facing materials used by Minot City Transit, making use of identical color schemes, up-to-date logos, and other basic design elements to portray unified system branding. Bus stop signs should be simple in design, easy to read, and only present the most pertinent information for a given stop location. Bus stop signage is best designed by a professional graphic designer or sign company. However, if resources are not available for external design services, the National Rural Transit Assistance Program (RTAP) website offers basic templates in Canva along with additional guidance on bus stop sign design.⁸ While the National RTAP primarily assists rural transit providers, its signage design guidelines and templates also work well for urban systems like Minot City Transit.

⁷ <https://www.ometro.com/wheelappeal/>

⁸ [National RTAP Bus Stop Signage Guidance](#)

BUS STOP SEATING AND SHELTERS

In addition to lacking bus stop signage, all but a handful of locations along Minot City Transit routes also lack dedicated seating or shelter. Because of this, transit riders typically must stand or sit on the ground while waiting for a bus to arrive. Transit riders are also exposed to the elements while waiting for their bus, which can be uncomfortable or even dangerous during Minot's harsh winters. Installation of shelters and seating at more locations is recommended for implementation over the course of this TDP.

Bus shelters and seating represent a higher capital investment burden than bus stop signage, but installing this infrastructure can go a long way to increase passenger comfort and the overall desirability of riding the bus. Due to both limited financial resources and the logistical infeasibility of placing seating and/or shelters at every potential stop location along Minot's flag stop system, seating and shelter installation should be prioritized over time at locations generating the most ridership consistently. Federal and state grants should be explored to help assist with financing shelters and seating.

Space limitations at some stop locations may make shelters/seating infeasible. In any case where shelters and/or seating are installed, the passenger waiting area should ideally be located on a hard paved surface directly connected to the sidewalk and should be ADA compliant.

Provisions for maintaining bus stop shelters are necessary. If not maintained properly, shelters and seating areas may accumulate trash, and vandalism may also occur. If a shelter or seating area is equipped with a trash can, it will need to be regularly emptied. If equipped with lighting, bulbs must be periodically replaced. Provisions for timely snow removal are also necessary. Bus shelter and seating area maintenance may present a good opportunity for partnerships with local organizations and companies through an "Adopt-A-Stop" program involving volunteers for basic maintenance activities. Volunteers are typically responsible for cleaning up trash and debris and reporting damage and vandalism to the transit agency. Transit agencies around the country have successfully implemented such programs, and Minot City Transit should consider a similar program if new shelters and seating are installed.

INTEGRATING TRANSIT INTO THE DEVELOPMENT PROCESS

Transit and land use go hand in hand, as the style of development in the city largely determines how successful transit can be at serving a particular area. Ideally, the Minot Planning Department should integrate transit into the planning and development review process in a way that does not require developers to design for transit or impose a financial burden on land developers but instead aim to integrate simple questions about transit at the application stage. This will help to engage developers in a conversation about how their proposed development will be accessed in the future and whether transit needs ought to be considered in site design. The opportunities for integrating transit in the development process are described below.

Development Review Team Information Form

The Minot Planning Department has a Development Review Team (DRT) that offers free pre-application meetings on all land and building development projects in the City. The DRT is interdisciplinary, with representation from multiple departments, and offers developers a chance to discuss proposed development applications with the City prior to application submittal. In many cases, a DRT meeting is even required prior to submitting an application.

To schedule a meeting, the DRT requires a standard information form to be filled out. The form asks questions about the details of the proposed development. The form currently does not ask about transit, but it could be modified to do so. The DRT Information form can be expanded to include the following questions:

- Will the proposed development be used by residents, employees, or customers who are transit dependent? ___Yes ___No ___Unsure
- If yes, I am aware that fixed route transit services currently ___do ___do not exist within 1,320 feet (1/4 mile) of the subject property.

These questions are appropriate to ask on the form and discuss during the DRT pre-application review process. The answers to the questions can be used to guide a discussion on how the developer plans to accommodate any expected transit needs. For example, if a major development is located along or within walking distance of a transit route, the developer may be willing to consider constructing accessible pedestrian connections between the public right-of-way and building entrance and/or invest in a bench or bus shelter along the adjacent street to serve the development's ridership.

To help facilitate discussions regarding transit in pre-application meetings, the transit superintendent or another representative of Minot City Transit should be invited to participate on the DRT. The transit agency's representative should never state or imply that approval of the application would depend on the developer's answers to the transit questions but rather be present to provide the transit agency's perspective on how the development and the transit agency could mutually benefit from consideration of transit in the site design.

VII. CAPITAL ASSET REPLACEMENT PLAN

A critical part of this TDP is an estimation of future costs for replacement of fleet vehicles and other assets. This chapter outlines the needs for capital replacement over the course of the TDP's 5-10 year timeline. The revenue vehicle replacement schedule is specifically extended to 20 years to accommodate transit asset management planning needs for CDMPO.

REVENUE VEHICLE REPLACEMENT SCHEDULE

Minot City Transit's largest recurring capital expenses are the buses it uses for daily transit service. Minot City Transit currently uses 30-foot heavy duty transit buses, with its fleet being a mixture of school bus style buses manufactured by AmTrans and heavy duty city bus style buses manufactured by Eldorado National-California (ENC). The City of Minot previously purchased school bus style buses because at the time, the NDDOT did not offer city bus style buses for rural transit agencies through its procurement process. The City of Minot later invested in city bus style buses, which are generally more appropriate for local transit.

Heavy duty transit buses are significant expenses. Minot City Transit has recently received a quote from Gillig, a major bus manufacturer, for a new 30-foot heavy duty bus at a cost of \$702,000. While this price may seem high, it reflects the fact that heavy duty transit buses are both highly capable and expected to last many years. The FTA's minimum expected useful life for a 30-foot heavy duty transit bus is 10 years, and the Useful Life Benchmark through both FTA and NDDOT for this type of bus is 14 years. Minot City Transit typically aims to utilize its heavy duty buses for at least 15 years, a practice that is aided by meticulous preventive maintenance.

Minot City Transit has recently placed an order for a refurbished heavy duty bus to replace one of its oldest. The cost of a refurbished bus is lower, about \$450,000. However, refurbished buses typically do not last as long as new buses. Minot City Transit expects its refurbished bus to last about 10 years instead of 15.

As shown in the existing conditions chapter (Table 11), much of Minot's current fleet has exceeded its minimum useful life, and many of its buses have passed or are approaching the 15-year lifespan benchmark that Minot City Transit typically uses to determine when to replace buses. The City of Minot therefore needs to work through a revenue vehicle replacement program. Revenue vehicle replacement serves some of the goals of this TDP, especially those related to the passenger experience and the reliability of the system. Clean, well-functioning, and modern buses are more comfortable and attractive to passengers, and timely replacement of buses helps reduce reliability issues related to mechanical issues.

This section presents a sample revenue vehicle replacement plan that looks 20 years into the future. While this is longer than the planning horizon of this TDP as a whole, a 20-year plan for revenue vehicle replacement will assist in other metropolitan-level planning and funding efforts under the responsibility of CDMPO. This bus replacement plan aims to keep costs as reasonable as possible by spreading out vehicle replacements over time rather than replacing many buses at once.

The following assumptions/guidelines were used to create the vehicle replacement schedule in Table 21:

- Replace a maximum of two buses per year, prioritizing buses furthest past their expected useful life
- Cost of a new 30' heavy duty bus: \$702,000 (2026 dollars)

- Cost of a refurbished heavy duty bus: \$450,000 (2026 dollars)
- Annual estimated cost increase of 3.0%

This replacement schedule is a suggested sample schedule based on useful life benchmarks. Minot City Transit should regularly assess vehicle conditions to assess replacement needs and conduct regular preventive maintenance to extend the lifespan of each vehicle as long as reasonably possible. Additionally, the schedule suggests replacing Minot City Transit's oldest school bus style vehicles first with refurbished heavy duty buses, which cost less and will be easier to budget for. Beyond initial replacement of these vehicles, the suggested schedule assumes the purchase of new heavy duty buses for all vehicle replacements, as new vehicles will generally last longer and require less frequent procurement cycles.

Table 21. Sample Revenue Vehicle Replacement Schedule

Year	Vehicle Numbers to Replace	Replacement Type	Total Replacement Cost	Federal Share	Local Share	Expected Replacement Year
2026	1004*	Refurbished Heavy Duty	\$450,000	\$360,000	\$90,000	2036
2027	1002, 1003	Refurbished Heavy Duty	\$927,000	\$741,600	\$185,400	2037
2028	1009, 1013	Refurbished Heavy Duty	\$954,810	\$763,850	\$190,960	2038
2029	1005, 1006	New Heavy Duty	\$1,534,190	\$1,227,350	\$306,840	2044
2030	1007, 1008	New Heavy Duty	\$1,580,210	\$1,264,170	\$316,040	2045
2033	1011	New Heavy Duty	\$863,370	\$690,700	\$172,670	2048
2036	1010, 1004*	New Heavy Duty	\$1,886,860	\$1,509,490	\$377,370	2051
2037	1002, 1003	New Heavy Duty	\$1,943,460	\$1,554,770	\$388,690	2052
2038	1009	Hew Heavy Duty	\$1,000,880	\$800,710	\$200,180	2053
2044	1005, 1006	New Heavy Duty	\$2,390,220	\$1,912,170	\$478,040	2059
2045	1007, 1008	Hew Heavy Duty	\$2,461,920	\$1,969,540	\$492,380	2060
TOTALS			\$15,992,920	\$12,794,350	\$3,198,570	

The Minot City Transit superintendent has indicated that he is strongly considering reducing the MCT bus fleet from 11 heavy duty buses to 10 over time. Currently, the agency does not need 11 buses to serve its full schedule. The maximum number of buses in circulation at any given time is seven. MCT has been keeping 11 buses in its fleet because the overall fleet age results in frequent maintenance issues, particularly with the older AmFleet school bus style buses. The 11th bus has been instrumental in acting as a backup. However, purchasing new buses to replace older vehicles past their useful life is expected to increase overall fleet reliability and eliminate the need for the 11th bus. As such, vehicle number 1004, which will be replaced with a refurbished bus in 2026, is starred in the replacement schedule to indicate that it may not need to be replaced in the future after the bus received in 2026 reaches its useful life. When the 2036 replacement date nears, the Minot City Transit superintendent should re-evaluate whether a replacement is necessary or whether the fleet size may be reduced to 10. Alternatively, MCT could reduce the fleet to 10 buses earlier by removing another bus purchase from earlier in the schedule.

Why heavy duty buses?

The question of revenue vehicle type has come up at several points throughout the TDP process. Some steering committee members have raised the question of why Minot City Transit uses heavy duty transit buses instead of smaller, less expensive vehicles, like cutaway buses or vans. Public comments from the survey and in-person engagement have also brought up similar questions. The question is valid, however there are several reasons why Minot City Transit has chosen to use heavy duty buses over other smaller options, as explained below.

Accessibility – Wheelchair Ramps vs. Lifts

While all revenue vehicles must be ADA-accessible, heavy duty buses are capable of serving passengers with wheelchairs more efficiently. Heavy duty transit buses have built-in wheelchair ramps that automatically fold out to create an accessible surface that wheelchair users can use to board the bus. The process of deploying the wheelchair ramp is quick, which is important for keeping bus routes on schedule, particularly in Minot where fixed routes are designed to operate on a 30-minute pulse schedule with very little spare time.

By contrast, cutaway buses and vans typically have wheelchair lifts that require the driver to get out of their seat, deploy the lift, secure the wheelchair to the lift, and help the wheelchair user into the vehicle. This process takes several minutes per wheelchair passenger, which can cause a bus to run late on the rest of its schedule and potentially miss the pulse in/out of the downtown transit center. Additionally, Minot's fixed routes operate on major streets. Cutaway buses and vans are designed primarily for curb-to-curb or door-to-door service, where the driver will pull up to a rider's destination out of the way of traffic. Stopping a cutaway bus or van in traffic for several minutes would create hazardous situations for wheelchair users. Simply put, cutaway buses and vans are not designed with efficient and safe fixed route service.

Peak Capacity

While the Minot City Transit buses may often appear "empty" to casual observers, there are periods of the day when bus routes approach or reach full capacity. This is especially true on routes serving middle and high schools, as well as routes serving other high ridership destinations like Dakota Square Mall and Walmart. A 30' heavy duty fixed route bus may seat about 30 people, while a cutaway bus might have capacity for about 18 to 20 passengers. When a wheelchair rider is on board, typically two or three seats are lost per wheelchair for securement. Heavy duty buses are best-designed to handle the peaks that Minot City Transit routes face during the day.

If Minot City Transit ran smaller buses, its peak periods would run a higher risk of needing to turn away passengers for lack of capacity. Turning away passengers severely degrades the ridership experience, particularly in a system like Minot's in which routes run once an hour. To transit riders, the idea of needing to wait an additional hour for the next bus when one bus is full is unacceptable and pushes riders away from the system. Additionally, the possibility of denying boarding to a wheelchair user due to a bus being at full capacity may create liability for the city. If a pattern of trip denials affecting wheelchair users arises due to an explicit choice to use smaller vehicles, the city could be found in violation of federal civil rights laws.

A transit agency must build to its peaks to effectively serve passengers and maintain a high level of service. For this reason, switching to smaller revenue vehicles would run counter to the goals established in this TDP.

Capacity for Growth

The Minot City Transit system needs to remain capable of handling potential growth in ridership, and heavy duty buses position the agency best for this. The use of larger buses leaves more room for growth throughout the service day. Switching to smaller vehicles would place the agency in a position where it is not prepared for future growth.

Rider Experience

Heavy duty buses generally offer a higher quality rider experience than cutaway buses or vans. Heavy duty buses are spacious, have wider aisles, offer low-floor boarding, have better on-board climate control, and offer smoother ride quality, among other rider experience benefits. By contrast, cutaway buses and vans often feel more like shuttles or demand response and can signal to riders that there has been less investment in the transit system. Continued use of heavy duty buses serves the goals of this TDP by ensuring that the passenger experience is pleasant and dignified and matches the type of service being offered.

Vehicle Lifespans

While there is a significant difference in purchase price between heavy duty buses and smaller options, a more critical consideration is how the lifespan of each vehicle type affects long term capital costs. While a cutaway bus costs several hundred thousand dollars less, the useful life benchmark for the such vehicles is only 5 years or 150,000 miles. By contrast, a 30' heavy duty bus has a useful life benchmark of 10 years or 350,000 miles, and Minot City Transit typically uses such vehicles for 15 years or more. Because smaller vehicles must be replaced more often, cost savings are minimal to nonexistent over the long term. To demonstrate this, Table 22 shows what a replacement schedule would look like if Minot City Transit transitioned its fleet to small cutaway buses. The sample schedule is built with similar logic and assumptions as the heavy duty replacement schedule shown above, except an estimated vehicle cost of \$160,000 is used as the 2026 cutaway vehicle cost based on information gathered from Bis-Man Transit in Bismarck.⁹

⁹ <https://bismanttransit.com/faq>

Table 22. Sample Replacement Schedule for Transition to Cutaway Buses

Year	Vehicle Numbers to Replace	Replacement Type	Total Replacement Cost	Federal Share	Local Share	Expected Replacement Year
2026	1004*	Refurbished Heavy Duty	\$450,000	\$360,000	\$90,000	2036
2027	1002, 1003	Cutaway Bus	\$329,600	\$263,680	\$65,920	2032
2028	1009, 1013	Cutaway Bus	\$339,490	\$271,590	\$67,900	2033
2029	1005, 1006	Cutaway Bus	\$349,670	\$279,740	\$69,930	2034
2030	1007, 1008	Cutaway Bus	\$360,160	\$288,130	\$72,030	2035
2032	1002, 1003	Cutaway Bus	\$382,100	\$305,680	\$76,420	2037
2033	1009, 1011, 1013	Cutaway Bus	\$590,340	\$472,270	\$118,070	2038
2034	1005, 1006	Cutaway Bus	\$405,370	\$324,290	\$81,070	2039
2035	1007, 1008	Cutaway Bus	\$417,530	\$334,020	\$83,510	2040
2036	1010, 1004*	Cutaway Bus	\$430,050	\$344,040	\$86,010	2041
2037	1002, 1003	Cutaway Bus	\$442,950	\$354,360	\$88,590	2042
2038	1009, 1011, 1013	Cutaway Bus	\$684,370	\$547,490	\$136,870	2043
2039	1005, 1006	Cutaway Bus	\$469,930	\$375,940	\$93,990	2044
2040	1007, 1008	Cutaway Bus	\$484,030	\$387,220	\$96,810	2045
2041	1010, 1004*	Cutaway Bus	\$498,550	\$398,840	\$99,710	2046
2042	1002, 1003	Cutaway Bus	\$513,510	\$410,800	\$102,700	2047

Year	Vehicle Numbers to Replace	Replacement Type	Total Replacement Cost	Federal Share	Local Share	Expected Replacement Year
2043	1009, 1011, 1013	Cutaway Bus	\$793,370	\$634,690	\$158,670	2048
2044	1005, 1006	Cutaway Bus	\$544,780	\$435,820	\$108,960	2048
2045	1007, 1008	Cutaway Bus	\$561,120	\$448,900	\$112,220	2049
2046	1010, 1004*	Cutaway Bus	\$577,960	\$462,360	\$115,590	2050
2047	1002, 1003	Cutaway Bus	\$595,290	\$476,240	\$119,060	2051
TOTALS			\$10,220,170	\$8,176,100	\$2,044,030	

Replacing all vehicles with cutaways would cost significantly less—about \$1.2 million less in local match contribution over 20 years—but such a decision would also come with the consequence of reduced capacity during peaks. Minot City Transit would be faced with a critical decision: should the agency accept reduced peak capacity and the need to turn some riders away when cutaway buses are full, or should the agency invest in additional cutaway buses and drivers to handle peak periods? The former option would result in decreased ridership overall, while the latter option require spending more money on cutaway buses and labor, reducing or eliminating any potential savings associated with a decision to use smaller vehicles.

REPLACEMENT OF OTHER VEHICLES

In addition to heavy duty transit buses, Minot City Transit owns a fleet of vehicles that are used to support the fixed route network. This includes a mixture of four wheelchair accessible minivans, a light duty pickup truck, and a police SUV. According to NDDOT useful life benchmarks, minivans and SUVs should generally last about 7 years. NDDOT's useful life guidelines do not specifically mention pickup trucks. However, Minot City Transit's pickup truck falls under the "trucks and other rubber tire vehicles" category on the FTA's Default Useful Life Benchmark Cheat Sheet.¹⁰ Such vehicles have a useful life benchmark of 14 years. The replacement schedule for MCT's minivans, police vehicle, and pickup truck is designed around these useful life benchmarks (Table 23). The following cost assumptions are used for each vehicle type:

- New Police Vehicle: \$56,000 (2026 MSRP, Ford PI Explorer)¹¹
- New Accessible Minivan: \$60,000 (2026 MSRP, Braun Ability modified minivan)¹²

¹⁰ <https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-11/TAM-ULB-CheatSheet.pdf>

¹¹ https://www.dorazioford.com/new-vehicles/?q=explorer&_dFR%5Bmake%5D%5B0%5D=Ford&_dFR%5Btype%5D%5B0%5D=New

¹² <https://www.braunability.com/us/en/blog/mobility-solutions/used-wheelchair-vans-under-5000.html>

- New Light Duty Pickup Truck: \$37,000 (2026 MSRP, Chevrolet Silverado 1500)¹³
- Annual inflation factor: 3%

This replacement schedule is a suggested sample schedule based on useful life benchmarks. Minot City Transit should regularly assess vehicle conditions to assess replacement needs and conduct regular preventive maintenance to extend the lifespan of each vehicle as long as reasonably possible. Additionally, the replacement schedule assumes the purchase of new vehicles as replacements. Capital cost savings may be achieved through the purchase of used/refurbished vehicles if available, though the useful life of a used vehicle will generally be shorter, with actual useful lives varying based on the vehicle's age and condition at the time of purchase.

Table 23. Sample Replacement Schedule for Other MCT Fleet Vehicles

Year	Vehicle Numbers to Replace	Replacement Type	Total Replacement Cost	Federal Share	Local Share	Expected Replacement Year
2027	1000	New Police Vehicle	\$57,680	\$44,800	\$11,200	2034
2027	1052	New Accessible Minivan	\$61,800	\$49,440	\$12,360	2034
2028	1015	New Light Duty Pickup Truck	\$39,250	\$31,400	\$7,850	2042
2028	1026	New Accessible Minivan	\$63,650	\$50,920	\$12,730	2035
2029	1023, 1024	New Accessible Minivans	\$131,120	\$104,900	\$26,220	2036
2034	1000	New Police Vehicle	\$70,940	\$56,750	\$14,190	2041
2034	1052	New Accessible Minivan	\$76,010	\$60,810	\$15,200	2041
2035	1026	New Accessible Minivan	\$78,290	\$62,630	\$15,660	2042
2036	1023, 1024	New Accessible Minivans	\$161,260	\$129,020	\$32,260	2043
2041	1000	New Police Vehicle	\$87,250	\$69,800	\$17,450	2048

¹³ <https://www.chevrolet.com/trucks/silverado/1500>

Year	Vehicle Numbers to Replace	Replacement Type	Total Replacement Cost	Federal Share	Local Share	Expected Replacement Year
2041	1052	New Accessible Minivan	\$93,480	\$74,780	\$18,700	2048
2042	1015	New Light Duty Pickup Truck	\$59,370	\$47,500	\$11,870	2056
2042	1026	New Accessible Minivan	\$92,280	\$77,030	\$19,260	2049
2043	1023, 1024	New Accessible Minivans	\$198,340	\$158,680	\$39,660	2050
TOTALS			\$1,270,720	\$1,018,460	\$254,610	

OTHER CAPITAL ASSETS

Within the 5-10 year timeframe of the TDP, Minot City Transit does not anticipate needing to replace other major elements of its capital assets. The agency has recently invested in new on-board cameras (2021) and new Intelligent Transportation System (ITS) software (2024). Both items are expected to last the lifetime of this TDP. MCT is also currently in the process of procuring new fareboxes though Genfare, the system's farebox vendor. Current fareboxes are old and will soon no longer be supported by Genfare, which necessitates replacement. MCT also invested in a new downtown transit center in 2024, which has modernized the passenger experience and introduced amenities such as an indoor waiting area, restrooms, ticket vending machines, and a driver lounge. MCT does not expect the downtown transit center to require major investments over the next 10 years.

As a part of the Minot Public Works Department, MCT utilizes Public Works maintenance and administration facilities. According to the MCT superintendent, the facility will not need any transit-specific upgrades in the upcoming 5-10 years, with one possible exception. The agency's existing bus wash was installed in 2004 and has needed significant maintenance in the past. The transit superintendent expects the bus wash to remain operable throughout the lifetime of this TDP with proper routine maintenance. However, if the bus wash system were to fail and require replacement within the time span of this TDP, the City of Minot should plan for a significant expense. While costs for replacing a bus wash will vary depending on a number of factors, including scope of work, features, size, etc., recent price quotes in other areas offer a glimpse into potential costs. As an example, the City of Columbus, Georgia, in 2021 received bids for replacement of an automatic transit bus wash system ranging from \$165,000 to \$190,000.¹⁴ In 2019, Topeka Metropolitan Transit Authority in Kansas received a quote of approximately \$222,500 for similar work.¹⁵ Topeka Metro's price quote also included an optional water reclaim/water recycling system valued at an additional \$52,000, which would

¹⁴ <https://mccmeetingspublic.blob.core.usgovcloudapi.net/columga-meet-9355a77c80e34d769320a6893c8a20f8/ITEM-Attachment-001-ddd95866daa74ed788101496a228c54e.pdf>

¹⁵ <https://www.topekametro.org/uploads/5SFOZs5W/Bid-WhitingSystemsInc10072019.pdf>

bring the total cost of installation to about \$274,500. Accounting for inflation using the Consumer Price Index, a potential range of costs in 2026 dollars is about \$205,000 to \$355,000. Bus wash facilities are typically eligible for federal grant funding at a ratio of 80 percent federal funds to 20 percent local match.

DRAFT

VIII. GOVERNANCE AND FUNDING

[content to be added at a later date]

DRAFT

IX. FARE-FREE ANALYSIS/DISCUSSION

[content to be added at a later date]

DRAFT

X. COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Established under the provisions of the federal Fixing America's Surface Transportation Act (FAST Act), the coordination of public transit and human services transportation aims to improve transportation services for people experiencing disabilities, low income, and senior populations by ensuring transportation services supported through a variety of federal programs gain mutual efficiencies where possible. The intent of coordination is to enhance transportation access, minimize duplication of services, and facilitate cost-effective transportation, while maximizing the available resources. The coordination plan must be locally scoped, developed, and adopted.

The Coordinated Public Transit Human Services Transportation Plan (herein referred to as "CPHSTP" or "coordinated plan") planning initiative for the Minot area is being led by the Central Dakota Metropolitan Planning Organization (CDMPO), which was recently established after the Minot area crossed the population threshold for urbanized area designation. This is the first regional CPHSTP produced for the Minot Metropolitan Area specifically, although the North Dakota Department of Transportation has produced statewide CPHSTPs in the past. The CPHSTP is intended to identify needs and gaps in human service transportation services for people experiencing disabilities, low income, and senior populations in the Minot Metropolitan Area. The CPHSTP can be used to guide the use of funds from the Federal Transit Administration's Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

While there are several transportation providers and human service agencies to support transit dependent and vulnerable populations, there are substantial service gaps due to constrained resources and limitations in fixed route and demand response services. Given the scarcity of available funding, coordination can help reduce the strain on resources by more effectively applying the assets of multiple agencies to common problems.

A questionnaire was distributed to 19 human service agencies identified within the Minot Metropolitan Area that were either known to provide transportation services or coordination to their clients or suspected to do so. The questionnaire aimed to identify current services, transportation needs and gaps, and levels of coordination. Agencies were initially contacted by phone to introduce the questionnaire and the purpose and goals of the CPHSTP. Questionnaires were sent to agency representatives via email. Follow-up emails were also sent to agencies that were not able to be contacted by phone. The questionnaire was combined with the results of the Minot TDP community survey and existing conditions demographic analysis based on U.S. Census Bureau data to establish a list of goals and strategies for the coordination of human service transportation in the Minot area.

The needs and gaps identified in the outreach process, discussed in more detail in the Needs Assessment, included:

- Limited Service Hours
- Lack of Transit Infrastructure
- Access Beyond the Immediate Service Area of Transportation Providers

- Funding Instability for Transportation Assistance
- Eligibility and Program Restrictions
- Administrative and Structural Barriers

The five goals of the CPTHSTP are to:

- **Goal #1:** Provide accurate information to ensure a high level of public awareness about public transportation options and how they can access them.
- **Goal #2:** Public transit should have a span of service that meets user needs, including early morning, evening, and weekend service if such a market exists.
- **Goal #3:** Strengthen regional coordination between public transit and human service transportation providers to minimize gaps in coverage and maximize the use of available resources.
- **Goal #4:** The available modes of transportation should grow with the community and be appropriate for demand from all user groups.
- **Goal #5:** The Central Dakota Metropolitan Planning Organization should be equipped with adequate institutional capacity and staffing to position it well to help coordinate transit in the Minot metropolitan area in conjunction with key public transit providers including Minot City Transit and Souris Basin Transportation.

The top priority for CPTHSTP strategy implementation is the establishment of a coordination and communication forum for transportation providers that meets regularly, such as the regional mobility working group described in Strategy 3.1 in the Goals and Implementation Strategies section. Creation of a regional coordination group will allow for interested stakeholders to gather in one place regularly and advance new coordination efforts. All other coordination strategies recommended in this plan are downstream from the creation of the coordination group.

This CPTHSTP was a standalone task completed as part of the 2026-2030 Minot Area Transit Development Plan (TDP) project. It is included as a chapter within the TDP, but the information contained within this chapter is also intended to stand on its own as a CPTHSTP in accordance with federal requirements.

PLANNING STRATEGIES

The objectives of the CPTHSTP planning process are to provide an understanding of:

- Strengths and weaknesses of the transportation services available in the Minot metropolitan area
- Unmet needs and future transit service changes
- How to improve coordination among providers and best deploy resources to increase ridership and usage across providers by providing a better customer experience

Figure 55. CPTHSTP Planning Process



The CPTHSTP gives transportation providers and planning staff a fiscally responsible framework to work with local government officials, local planning agencies, board members, and other stakeholders to build local support for improving the transportation system. The planning process is outlined in Figure 55. The process included the discovery of fact and an analysis of current services, demographics, and current coordination efforts. This was accomplished through:

- A demographic overview of people with disabilities, low income, and senior populations in the Minot area
- Review of Minot TDP Fall 2025 community survey data to gauge ridership and travel information
- A transportation questionnaire distributed to 19 Minot area human service agencies in January 2026, which identified current services, transportation needs and gaps, and levels of coordination

The final document encompasses these efforts and includes the actions needed for strategy implementation and identifies potential local champions to lead the efforts. The CPTHSTP provides CDMPO with a clear definition of transit needs and a basis from which to request long-term commitment of local funds and leveraging state and federal funding.

TRANSPORTATION PROGRAMS AND POLICY

A number of federal transportation programs and policies are relevant to the coordination of public transit and human services transportation. This section introduces and provides an overview of federal transportation programs and the policies requiring coordination between transit and human service transportation.

Federal Transportation Programs

The following is an overview of federal transportation programs relevant to the Minot metropolitan area. Transit services are subject to many federal and state guidelines, which may impact how improvements expansion, and coordination are implemented.

Additional federal programs with transportation benefits are listed in the appendix.

Federal Transit Administration

Federal Transit Administration (FTA) Sections 5307, 5310, and 5311 provide formula-based grants to support capital, planning, and operating assistance. This section includes a description of these transit funding programs. As the Minot metropolitan area is below 200,000 in population, FTA funds are distributed through NDDOT to the City of Minot as a subrecipient.

NDDOT assists in compliance with FTA regulations such as: training, safety, maintenance, and procurement. Any contracted service by transit agencies must also comply with FTA requirements. FTA additionally requires compliance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, described in more detail later in this section.

All local match (non-federal) funds for Sections 5307, 5310, and 5311 programs must be provided from sources other than those provided by the U.S. Department of Transportation. Such sources may include:

- State or local appropriations
- Other non-transportation federal funds that are eligible to be used for transportation, such as:
 - Temporary Assistance for Needy Families (TANF)
 - Medicaid
 - Employment training programs
 - Rehabilitation services
 - Administration on Aging
- Tax revenues
- Private donations
- Revenues for human service contracts
- Net income generated by social service agencies

In North Dakota, most matching funds are provided by local appropriations.

It may be beneficial for transportation providers to find a diverse range of local match funding providers, as it is likely to improve the resiliency of the transportation providers facing limited budgets. Additionally, having multiple local match funding partners can expand the geographic reach of providers by no longer being confined to the jurisdiction or service area of a single local match funding partner, such as a city or county.

FTA Section 5307

The FTA Section 5307 funding program (a.k.a. Urbanized Area Formula Grants) makes federal resources available to urbanized areas and states for transit capital and operating assistance in urbanized areas and for transportation related planning. The activities eligible for funding under Section 5307 include:

- Planning, engineering, design and evaluation of transit projects and other technical transportation-related studies
- Capital investments in bus and bus-related activities such as replacement, overhaul, and rebuilding of buses; crime prevention and security equipment; and construction of maintenance and passenger facilities
- Capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software
- Operations: for metro areas below 200,000 in population or with less than 100 buses in service, Section 5307 funds can be used for operations

In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the Section 5307 program. All preventive maintenance and some ADA complementary paratransit service costs are considered capital costs.

Under the Section 5307 program, state departments of transportation apply for, receive, and disburse funds for urbanized areas with populations between 50,000 and 199,999. For urbanized areas with a population of 200,000 or more, funds are appropriated directly to the locally determined designated recipient. The current population of the Minot urbanized area is well under the 200,000 population threshold, meaning that Section 5307 funds for the area will continue to flow through NDDOT for the foreseeable future.

FTA Section 5310

The FTA Section 5310 program (a.k.a. Enhanced Mobility of Seniors and Individuals with Disabilities) is intended to support mobility options for seniors and persons with disabilities. It does so by providing funds for programs to serve the special needs of transit dependent populations beyond traditional public transportation services and ADA complementary paratransit services. Eligible recipients of this funding are nonprofit agencies serving seniors and/or persons with disabilities, public entities approved by NDDOT to coordinate transportation for seniors and/or persons with disabilities, and public entities providing public and specialized transit services.

At least 55 percent of program allocations must be used on public transportation capital projects planned, designed, and carried out to meet the special needs of seniors and persons with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent of the program allocations may be used for the following purposes:

- Public transportation projects exceeding the requirements of the ADA
- Public transit projects improving access to fixed route services and decreasing the demand of individuals with disabilities for complementary paratransit
- Assisting alternatives to public transportation for seniors and persons with disabilities

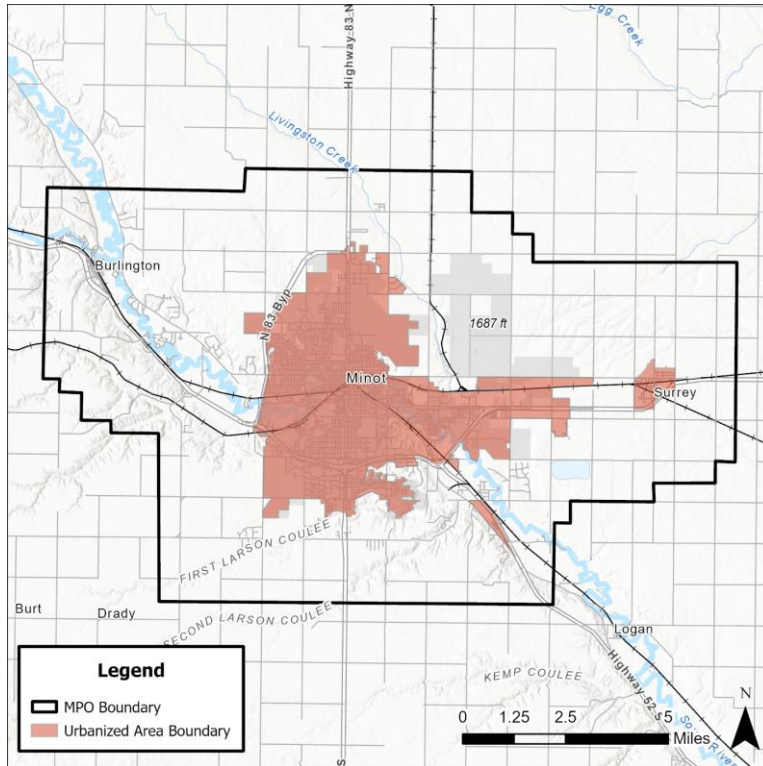
FTA Section 5311

The FTA Section 5311 program (a.k.a. Formula Grants for Rural Areas) authorizes capital, administrative, operating assistance and training grants to state agencies, local governments, Native American tribes, and nonprofit organizations providing rural public transportation services. All projects must benefit residents in non-urbanized areas (under 50,000 in population). Section 5311 provides up to 80 percent federal share of administrative expenses, up to 80 percent for capital expenses, and up to 50 percent of the net operating cost for rural transit operations.

NDDOT has oversight authority of this funding program within North Dakota and manages the solicitation process for Section 5311 recipients. The Rural Transportation Assistance Program (RTAP), a subset of Section 5311 funding, provides grants for training and technical assistance at 100 percent federal share. Additionally, 15 percent of Section 5311 funding must be set aside to support intercity bus services, per Section 5311(f), unless the governor certifies that all intercity bus needs are met within North Dakota without such funding.

The Minot area has historically made use of Section 5311 funds for transit services. The designation of the Minot region as an urbanized area has made transit services within the urbanized area boundary ineligible for funding through this program. Transit services provided outside of the urbanized area remain eligible for Section 5311 funding. Figure 56 shows a map of the Minot Urbanized Area.

Figure 56. Minot Urbanized Area Map



Title VI of the Civil Rights Act of 1964

The FTA requires all recipients and subrecipients to comply with the USDOT's Title VI regulations, based on Title VI of the Civil Rights Act of 1964. Title VI requirements for transit services generally relate to supplying language access to persons with Limited English Proficiency (LEP).¹⁶ NDDOT is the primary recipient of funding sources mentioned above; thus, all transit providers in the Minot area are subrecipients. NDDOT has the primary responsibility for Title VI compliance and works with subrecipients to maintain compliance. Recipients of Section 5307 funding must also have their own Title VI programs.

Minot City Transit currently has its own Title VI plan and associated LEP plan. Documentation of these policies is available on the Minot City Transit web page.¹⁷ Souris Basin Transportation has a Title VI nondiscrimination statement on its website as well.¹⁸

¹⁶ https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Title_VI_FINAL.pdf

¹⁷ <https://www.minotnd.gov/575/Title-VI>

¹⁸ <https://www.sourisbasintransit.com/>

Americans with Disabilities Act

The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination based on disability. In terms of FTA programs and the provision of transit service, the ADA is structured to ensure equal opportunity and access for persons with disabilities.¹⁹ ADA requirements apply to facilities, vehicles, equipment, bus stops, level of service, fares, and provision of service.

All public transit services that utilize federal funding must comply with the provisions of the ADA. Any new facilities or bus stops must be constructed to be ADA compliant. All transit service providers must also complete required ADA training.

Service provision-related equivalencies include the following for demand-response service:

- The response times, fares, geographic area of service, hours and days of service, trip purpose restrictions, availability of information, and reservation capabilities must be the same for all riders, including those with disabilities.
- Regarding capacity denials (denials within the existing service parameters in the above bullet), denials are allowed for demand response service if the frequency of denials is the same for riders with and without disabilities.
- Any priority given to persons with disabilities or higher levels of service is a local decision.
- Requirements for demand response service are different than those required for ADA complementary paratransit associated with fixed route service.

Non-Emergency Medical Transportation

Non-emergency medical transportation (NEMT) is a passenger transportation benefit of the Medicaid program. States are required in their Title XIX of the Social Security Act state plans to ensure necessary transportation of Medicaid beneficiaries to and from health care providers. Expenditures for transportation may be claimed as administrative costs of the state plan. Alternatively, the state may elect to include transportation as medical assistance under its state Medicaid plan but use a direct vendor payment system consistent with applicable regulations. There are various ways in which a state can construct the network by which these rides are provided to the users. Statewide, regional, or local provider networks are typical.

Older Americans Act

Various programs through the Older Americans Act support transportation of seniors. Grants can be made to social service agencies and transit providers to ensure older adults can reach necessary services such as nutrition, adult day services, and civil services such as government benefits, legal aid, and regular tasks that require presence at public agencies. Older Americans Act funding covers fare subsidy on behalf of the passenger if program funds are used to provide a transportation benefit.

Veterans Transportation Programs

The Department of Veterans Affairs (VA) contracts with medical and paratransit providers to provide transportation services for veterans who need access to healthcare. Social workers assist clients to refer them to public transit providers or more specialized transport.

¹⁹ https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Final_FTA_ADA_Circular_C_4710.1.pdf

Head Start

The Head Start program supports early childhood education for low-income families. Head Start programs are not required to provide transportation services. However, when they do provide those services, there are key regulations in Transportation, 45 CFR § 1030.70 with which grantee and delegate agencies are required to comply.²⁰

Coordinated Public Transit Human Services Transportation Plan Requirements

Federal regulations require metropolitan areas to update their CPHSTPs at least every five years. FTA has provided specific guidance for the preparation of the CPTHSTP. The required elements of the CPTHSTP are:

- An assessment of transportation needs of seniors and individuals with disabilities. This assessment includes data collection and analysis of gaps and barriers in existing transportation services.
- An inventory of known transportation services in the region. These services include public fixed route transit, ADA complementary paratransit, demand response, and other transportation services.
- Strategies, activities, and/or projects that address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery.
- Priorities for implementation of the strategies identified based on resources, time, and feasibility.

TRANSPORTATION DISADVANTAGED POPULATIONS AND SERVICES

Transportation disadvantaged people, also known as individuals with special transportation needs, are those who are unable to transport themselves due to their age, income, or health condition. Travel needs of transportation disadvantaged populations are as diverse as the travel accomplished by persons with adequate access to transportation. Examples of needs include:

- An older adult trying to get to a specialized health center or to the grocery store
- A homeless individual trying to get to a job interview
- A single mother without a reliable car who works a second shift
- A visually impaired individual with a guide dog traveling to visit a family member after working all day

Essentially, transportation disadvantaged populations consist of local residents with the same daily need to get from one place to another for a broad range of trip purposes.

Regional Demographics and Socio-Economic Characteristics

Demographic and socio-economic measures can offer inferences on the number of people in a community who rely on transit. A transit dependent population may consist of those with low incomes, older adults, or those who by choice or necessity do not have access to personal automobiles. Areas with aging populations

²⁰ <https://headstart.gov/transportation/article/requirements-program-transportation-services>

and high percentages of people with disabilities and/or lower incomes are likely to have high demand for transit service as a lifeline connection to medical treatment and other services found in urban areas like Minot. Some of these standard measures include:

- **Population growth and decline:** Changes in total population can affect an area's overall demand for transit. Growing regions often generate increased travel demand, including demand for transit travel to and from areas previously unserved by transit. Areas with declining populations can also see increasing transit demand, as a reduced number of residents must travel further to accomplish their daily needs.
- **Youth population:** Youth (individuals under 18) often do not have a driver's license or access to a vehicle and exhibit a higher overall need for transit than the general population. Rural transit serves a higher proportion of young and school-age children than would typically be found in urban areas, in part due to Head Start and other childcare-oriented services. In Minot, youth reliance on transit is also likely higher than in other urbanized areas due to the role of the local transit system in transporting middle and high school students to and from school.
- **Senior population:** Seniors (adults age 65+) typically use public transportation more frequently than the general population. Older adults often exhibit higher demand for transit as they become less capable or willing to drive themselves or can no longer afford to own a personal vehicle on a fixed income.
- **Poverty Status:** Low-income households earn up to 150 percent of the federal poverty threshold. Low-income populations may not own a car or may temporarily not be able to afford to use their vehicle due to deferred maintenance, fuel prices, or other reasons.
- **Disability status:** Persons with disabilities are often heavily dependent on public transit service, particularly if their disability makes them incapable of operating a personal vehicle.
- **Vehicle ownership:** One of the most influential factors in transit need is whether a household has access to a car. Zero-vehicle households may include households that do not have the economic means to own a vehicle, households that choose not to own a car, and/or individuals who are unable to drive, such as seniors and persons with disabilities. Multi-person households with just one vehicle may need transit if the vehicle is used by one household member for commuting purposes, leaving remaining household members without a vehicle to use.
- **Unemployment:** A high unemployment rate may indicate a higher need for social services, while a low unemployment rate may indicate a need for commuter transit. A low unemployment rate may also negatively affect a transit agency's ability to attract and retain staff.

Transit is not used exclusively by people who make up the demographic groups listed above. However, these demographic groups tend to establish a market base for transit service. Figures from the most recent 2024 American Community Survey are shown in Table 24. The transit indicators are shown for the City of Minot compared to the State of North Dakota as a whole.

Table 24. Minot Transit Propensity Indicators

Demographic Indicator	City of Minot	Ward County	State of North Dakota
Population (2020)	48,377	69,919	779,094
Population (2024)	47,791 (-1.2%)	68,973 (-1.4%)	784,841 (+0.7%)
Youth (<18)	10,480 (21.9%)	16,616 (24.1%)	184,461 (23.5%)
Seniors (65+)	6,832 (14.3%)	9,636 (14.0%)	129,854 (16.5%)
Median Age	33.5	33.6	35.9
Poverty Rate	11.1%	8.6%	10.8%
Disability	15.4%	14.3%	12.0%
Zero-Vehicle Households	5.9%	4.8%	5.9%
One-Vehicle Households	35.8%	31.1%	30.1%
Unemployment, December 2025	2.5%	2.5%	2.6%

Sources: U.S. Census Bureau ACS 2024 5-year estimates; 2020 Decennial Census; Bureau of Labor Statistics Local Area Unemployment Statistics

Special Needs Transportation

Special needs transportation is any mode of transportation used by those defined as transportation disadvantaged or with a special transportation need. This includes buses that have regular stops (i.e. fixed route transit for the general public, and schools); specialized services, such as agency vans; demand response (dial-a-ride); taxis that pick people up at the curb or door; rideshare programs; or volunteer driver services.

The different agencies providing these special transportation services largely fit into two categories: human service transportation and public transit.

Regional and Special Services Provider Inventory

An inventory of known transportation services in the region is provided in Table 25 below. These services include public fixed-route, ADA complementary paratransit, demand response, and other transportation services. These providers either offer services within Minot or regularly provide services to the Minot area from outside the metro.

Table 25. List of Minot Area Transportation Providers

Provider	Local, Regional, Intercity Geography	Lift or Ramp Equipped
Amtrak	Intercity	Yes
Jefferson Lines	Intercity	Yes
Lyft, Inc.	Local	No
Minot City Transit	Local	Yes
Minot City Transport, LLC (Taxi)	Local	Yes
REM Community Services	Local	Yes
Souris Basin Transportation	Local, Regional, and Intercity	Yes
TransportME (Taxi)	Local	No
Trinity Health First Response	Local	Yes
Uber Health	Local	Yes
Uber, Inc.	Local	No
Wildrose Public Transportation	Regional, Intercity	Yes

Community Resources for Information, Outreach, and Advocacy

In addition to the transportation service providers listed above, several human service agencies in the Minor region provide resources to connect customers with transportation services. More details on the information, outreach, and advocacy efforts of specific organizations can be found in the **Error! Reference source not found.** section.

NEEDS ASSESSMENT

An assessment of transportation needs for people experiencing disabilities, low income, and senior populations can identify areas of improvement for transportation services and coordination. This assessment includes data collection and analysis of gaps and barriers in existing transportation services. This section includes an overview of the coordinated plan engagement activities and summarizes the identified needs.

Operating Environment

In the Minot Metropolitan Area, as in other Great Plains and Midwest urbanized areas where there is a higher density metropolitan center surrounded by very low density areas, there is a limited practicality to how much actual service coordination outside of city limits can be accomplished. Rural density development with smaller communities located many miles apart creates an environment in which agencies can justify/support only a small number of vehicles and a limited number of drivers. Within rural areas, limited capital and personnel resources are controlling factors to the extent that coordination can be promoted.

Trips can be coordinated if agencies can pick up riders along the way to larger urban centers, but the large distances between providers could make that too long of a deviation from the direct route. Rural providers do not want to lengthen the travel time further for their customers.

Coordinated Plan Engagement

The coordinated plan engagement consisted of questions on the Minot Area TDP community survey and a human service agency questionnaire.

Community Survey: Transit User Questions

The Minot Area Transit Development Plan (TDP) Community Survey was conducted in fall of 2025. The survey was distributed to the Minot community via social media and through TDP steering committee members. The survey was primarily conducted online. Paper survey options were available through steering committee members representing human service agencies, though no responses were submitted on paper. For more information on the survey methodology, number of responses, and full survey results, please see the

COORDINATION OPPORTUNITIES

The end result of the CPTHSTP planning process is the development of a set of goals and strategies for the Minot region to pursue with a goal of enhancing coordination between public transit and human services transportation offerings. The development of goals and strategies is the direct result of analysis of survey findings and the human service provider questionnaire. The steering committee for the Minot area TDP also contributed to the review of coordinated plan goals and strategies prior to official plan adoption. The steering committee has representation from three human service organizations serving the Minot region serving seniors, low-income households, and people with disabilities.

Goals and Implementation Strategies

In assessing some of the barriers and gaps associated with efficient coordinated transportation and service coverage, the following goal statements address the perceived deficiencies.

Goal #1: Provide accurate information to ensure a high level of public awareness about public transportation options and how they can access them.

Strategy 1.1: Develop a Regional Transportation Resource Guide

Create and regularly update a consolidated transportation resource guide that includes fixed route transit services, demand response services, intercity transportation services, human service transportation providers, eligibility requirements, and fare assistance programs. Distribute the guide online through the Minot City Transit and/or CDMPO website and ensure that information is also accessible through human service agencies, healthcare providers, and local libraries. Ensure that information is available in multiple languages to provide equitable access to Limited English Proficiency (LEP) populations.

Strategy 1.2: Expand Travel Training Partnerships

Collaborate with human service providers to expand travel training opportunities for older adults, individuals with disabilities, and first-time transit riders to increase individuals' ability to confidently and independently use available transit resources.

Strategy 1.3: Improve Digital and Real-Time Information Access

Invest in online trip planning tools for public transit services and continue to budget for and support real-time bus tracking and mobile friendly service information. Take advantage of any opportunities that may arise to improve access to digital service information services within the constraints of budgeted resources.

Strategy 1.4: Establish a Coordinated Referral Process

Develop a standardized referral protocol among human service agencies and public transit providers to ensure that seniors, individuals with disabilities, and low-income individuals are directed to the most appropriate and cost-effective transportation option.

Goal #2: Public transit should have a span of service that meets user needs, including early morning, evening, and weekend service if such a market exists.

Strategy 2.1: Conduct Periodic Market Assessment for Extended Service

The TDP process, including data analysis and public engagement, has established the fact that there is reasonably strong desire and justification for increased public transit service span on weekdays and new service on weekends. Periodic re-evaluation of the market for extended service should be conducted, perhaps in conjunction with broader TDP updates, to determine the optimal service span for transit services in the region.

Strategy 2.2: Pilot Extended Service Options

Prior to committing long term local funding for expanded service hours, implement limited pilot programs to assess real-world feasibility. Pilot programs should be limited in duration and be clearly marketed as such. Evaluation of pilot program data and outcomes should recognize the inherent limitations of pilot programs, such as public reluctance to become reliant on a service that is not guaranteed to continue past the pilot program expiration date.

Strategy 2.3: Explore Alternative Service Models

As the community grows and develops, periodically assess the feasibility of alternative public transit service models, such as flexible or on-demand service models during low-demand periods to provide cost-effective coverage outside traditional hours of service.

Strategy 2.4: Coordinate After-Hours Trip Sponsorships

Partner with local agencies to jointly fund or sponsor critical after-hours trips for medical, employment, or other critical needs.

Goal #3: Strengthen regional coordination between public transit and human service transportation providers to minimize gaps in coverage and maximize the use of available resources.

Strategy 3.1: Establish a Regional Mobility Coordination Working Group

Formalize a regional working group composed of representatives from area transit agencies, human service agencies, private transportation providers, and CDMPO. Hold regular group meetings (e.g. quarterly) to discuss coordination opportunities.

Strategy 3.2: Inventory Regional Resources

Maintain an updated inventory of available transit, human service transportation, and private transportation resources. Update this database annually with information such as number of vehicles, capacity, operating constraints, and other information that can be used to identify potential coordination opportunities.

Strategy 3.3: Pursue Joint Grant Applications

Encourage collaborative applications for Section 5310 funds and other federal, state, local, or private grants to support coordinated mobility initiatives, capital investments, or other programs to support mobility for seniors, people with disabilities, and/or low-income households.

Strategy 3.4: Share Transportation Assistance Resources

Formalize interagency agreements to share transit passes, vouchers, or mobility funding pools to reduce duplication and ensure equitable distribution. Vehicle sharing is also a possibility to explore, as agencies are willing to engage in vehicle sharing.

Goal #4: The available modes of transportation should grow with the community and be appropriate for demand from all user groups.

Strategy 4.1: Monitor Demographic and Development Trends

Regularly review population and employment trends, locations of healthcare facilities and other critical trip generators, and housing development patterns to proactively adjust transit service planning. Use such information to periodically engage with city planning staff to ensure that development patterns do not hinder the effectiveness or efficiency of mobility services for seniors, people with disabilities, or low-income individuals.

Strategy 4.2: Evaluate Emerging Service Technologies

Periodically assess new mobility tools such as microtransit, app-based scheduling, or mobility-as-a-service (MaaS) platforms for potential integration into the regional mobility network if/when such integration offers opportunities to efficiently enhance mobility for transportation disadvantaged populations.

Strategy 4.3: Expand Accessible Infrastructure

Coordinate investments in shelters, ADA-accessible stops, and pedestrian connectivity to ensure transit remains accessible to all user groups. Explore partnerships between Minot City Transit and local organizations for in-kind contributions such as bus stop/shelter maintenance at locations that provide a high level of usefulness for an organization's clients.

Strategy 4.4: Engage Eligible Employers and Major Institutions

Partner with major Minot-area employers, healthcare systems, and educational institutions to assess transportation needs and explore institutionally-supported transit programs.

Goal #5: The Central Dakota Metropolitan Planning Organization should be equipped with adequate institutional capacity and staffing to position it well to help coordinate transit in the Minot metropolitan area in conjunction with key public transit providers including Minot City Transit and Souris Basin Transportation.

Strategy 5.1: Continue to Fund Regional Mobility Coordination

Minot City Transit currently employs a full-time mobility manager. This position should continue to be funded and empowered to oversee regional transportation coordination activities to the extent possible.

Strategy 5.2: Provide Ongoing Technical Support and Data Sharing

Develop formal data-sharing agreements as needed between transit providers, human service agencies, and CDMPO to support performance monitoring and coordinated planning.

Strategy 5.3: Conduct Annual Coordination Review

Implement an annual review of coordinated plan goals, progress, and emerging needs to ensure continued compliance with federal requirements and responsiveness to community conditions. If established as in Strategy 3.1, a regional mobility working group can hold the responsibility for producing and/or approving the annual coordination review, perhaps with technical support from CDMPO.

Strategy 5.4: Pursue Sustainable Funding for Coordination Activities

Identify and secure sustainable sources to support planning, grant administration, and mobility management activities. Additionally, engage in periodic conversations with the Minot region's representatives in the North Dakota Legislative Assembly and US Congress regarding mobility coordination needs and funding gaps.

Implementation Priorities

The top priority for implementation is the establishment of a coordination and communication forum for transportation providers that meets regularly, such as the regional mobility working group described in Strategy 3.1. This body should be open to participation by representatives of CDMPO, NDDOT, local transit agencies, social/human service providers, and other transportation services that may play a role in the provision of mobility services for seniors, people with disabilities, and low-income individuals. As mentioned above, the forum could meet quarterly, or more frequently if desired, to discuss the identified needs in the Minot area and implementation of further strategies. CDMPO and NDDOT could facilitate speakers and connect providers with grant and other resource opportunities at the state and federal level. This group will be able to establish local champions of the strategies and identify the need for organizational capacity to regional and state transportation planning agencies. The group should also take on the responsibility of setting priorities for the other strategies mentioned in this CPTHSTP, identifying emerging priorities after the adoption of this plan, and conducting an annual review and report of progress toward meeting regional mobility coordination goals.

XI. CONCLUSION

The Minot Metropolitan Area is at a pivotal moment in its history as it pertains to transit. The transition from rural to urban funding, continual population shifts, and changing mobility needs have created both challenges and opportunities that require thoughtful, deliberate action. The analysis conducted during the TDP process indicates that Minot City Transit and Souris Basin Transportation together provide essential mobility options that are a lifeline for many residents, connecting people to work, school, healthcare, shopping, and other elements of community life. Ridership patterns, demographic trends, and public input affirm the sentiment that transit is not a luxury, but rather an critical public service that supports economic vitality, equitable access, and quality of life across the region.

The existing transit system in the Minot area has demonstrated resilience, efficiency, and fiscal responsibility over the last several years, even as it faced difficulties related to the Covid-19 pandemic and associated impacts on travel needs. Ridership has been recovering, service performance remains strong, and careful management has enabled the system to operate in a fiscally responsible manner while adding new routes. The service and policy recommendations in this TDP are intended to build on these strengths by focusing on targeted service adjustments, improved user experience, and more intentional coordination between transit and land use planning. Cost-neutral route modifications will help optimize existing resources and set the stage for longer-term initiatives to strategically expand service and improve the customer experience.

Public engagement has played a central role in shaping this plan, and the feedback received from riders, non-riders, community organizations, and local leaders emphasizes a shared desire to make the system more convenient, visible, and accessible. Themes such as adding bus stop signage and more shelters, modernized fare payment options, and improved pedestrian access reflect community values and highlight the importance of investing in the rider experience. The plan also underscores the need to maintain fiscal sustainability by ensuring Minot City Transit remains qualified for STIC funding, which provides funding critical for robust fixed route operations.

Ultimately, this TDP provides a future-oriented framework that will position the Minot area and its transit providers for success over the next decade. By building on existing strengths, addressing identified gaps, and pursuing strategic improvements, local decision-makers can ensure that transit remains an essential, effective, and equitable service for all who live and work in the region. With continued collaboration, thoughtful investment, and a commitment to serving the needs of residents, public transportation in the Minot area will be highly capable evolving to meet future needs with confidence and purpose.

APPENDIX A.

Additional Federal Programs supporting Human Service Transportation

Department of Agriculture

Program Title	Program Benefit	Program Purpose	Eligibility
SNAP Employment and Training Program	Advanced payment for fuel/bus fare	Access to education, training, employment services, and employment	Low-income (ages 16-59)

Department of Education

Program Title	Program Benefit	Program Purpose	Eligibility
21 st Century Community Learning Centers	Contract for student transportation services	Access to educational services and programs	Students from low-income families
Assistance for Education of All Children with Disabilities	Purchase and operate vehicles, contact for service	Access to educational services and programs	Students from low-income families
Independent Living Services for Older Individuals Who Are Blind	Referral, assistance, and training in use of public transportation	Access to services for general trips	Persons 55 years or older with significant visual impairment
Supported Employment Services for Individuals with Severe Disabilities	Bus fares	Access to employment, employment services, and vocational rehab services	Persons with significant disability
Vocational Rehabilitation Grants	Bus fares	Access to employment, employment services, and vocational rehab services	Persons with physical and mental impairments

Department of Health and Human Services

Program Title	Program Benefit	Program Purpose	Eligibility
Community Services Block Grant Program	Taxi vouchers and bus fares	General trips	Low-income persons
Developmental Disabilities Projects of National Significance	Transportation information	General Trips	Persons with developmental disabilities

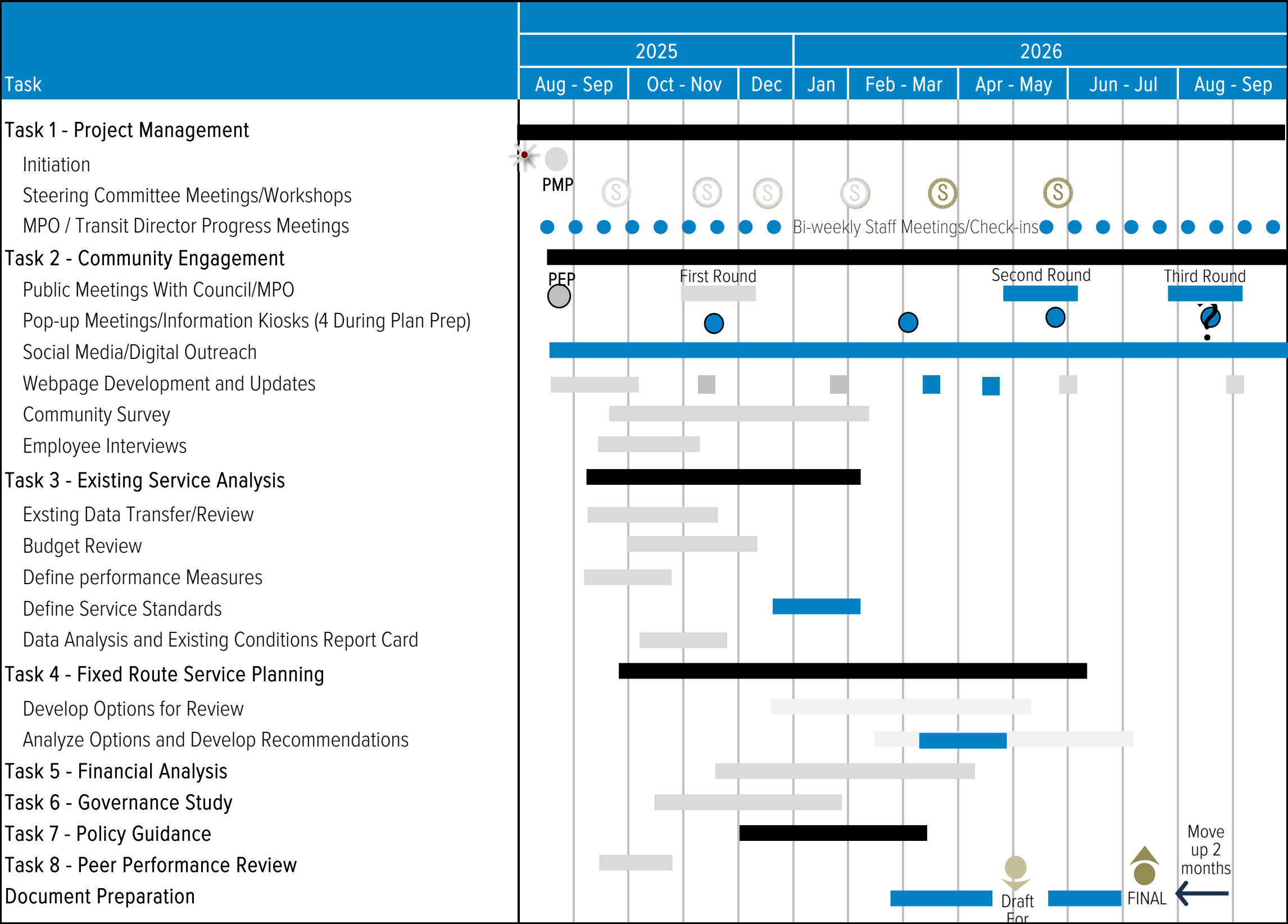
Head Start	Purchase and operate vehicles, contract with providers, coordinate with local education agencies	Access to educational services	Children from low-income families
Refugee and Entrant Assistance Discretionary Grants	Bus passes	Access to educational and employment services	Refugees
Refugee and Entrant Targeted Assistance	Bus passes	Access to educational and employment services	Refugees
Refugee and Entrant Assistance Voluntary Agency Programs	Bus passes	Access to educational and employment services	Refugees
Temporary Assistance for Needy Families	Any transportation related use, matching portion of JARC grants	General trips	Families with minor children
Medicaid	Bus fares and brokerage services	Access to healthcare	Low-income persons
State Children's Health Insurance Program	Any transportation related use	Access to healthcare	Children from low-income families
Community Health Centers	Bus passes, transportation coordinators, and drivers	Access to healthcare	Medically underserved population
Healthy Start Initiative	Bus fares, taxi vouchers	Access to healthcare	Persons with significant perinatal health disparities
Maternal and Child Services Block Grants	Any transportation related use	Access to healthcare	Mothers, infants, and children from low-income families
Community Mental Health Services Block Grants	Purchase vehicles and bus passes	Access to healthcare	Medically underserved populations
Substance Abuse Prevention and Treatment Block Grants	Any transportation related use	Access to healthcare	Persons with substance related disorders and/or recovering from substance related disorders

Department of Labor

Program Title	Program Benefit	Program Purpose	Eligibility
Job Corps	Bus fares	Access to Job Corps sites and employment services	Low-income youth
Native American Employment and Training Programs	Bus fares and passes	Access to employment	Unemployed American Indians and other persons of Native American descent
Senior Community Service Employment Program	Mileage reimbursement, reimbursement for travel costs, and payment for costs of transportation	Access to employment	Low-income persons age 55 and older
Trade Adjustment Assistance for Workers	Bus fares	Access to training	Persons found to be impacted by foreign trade, increased imports, or shifts in production
Workforce Innovation and Opportunity Act Adult Program	Bus fares and passes	Access to training	People on public assistance and low-income individuals
Workforce Innovation and Opportunity Act Youth Formula Program	Bus fares and passes	Access to training and other support services	Youth with low individual or family incomes
Homeless Veterans Reintegration Program	Bus fares and passes	Access to employment	Homeless Veterans

Department of Veterans Affairs

Program Title	Program Benefit	Program Purpose	Eligibility
Veterans Medical Care Benefits	Contract for services	Access to healthcare	Veterans with disabilities or low incomes



Legend:

- Kick off Meeting

- Public Engagement Plan

- Steering Committee

- Project Management Plan

Draft For Public

FINAL

Move up 2 months