



TransAction II

TransAction II Appendix



**North Dakota's
Statewide Strategic Transportation Plan
2007**

Appendix A

North Dakota Transportation Planning History Overview

North Dakota Transportation Planning History Overview

Early transportation planning efforts focused primarily on creating an integrated network of highways connecting significant locations throughout the state and nation. Over the years the process evolved and today transportation planning in North Dakota focuses on all modes of transportation while considering: environmental and social concerns; energy consumption; public participation; economic growth and diversification; and mobility challenged segments of the population. The following is an overview of North Dakota's transportation planning efforts since the mid 1990's.

State Aeronautic Plan

Annually Updated: **North Dakota State Aviation System Plan.** The North Dakota State Aviation System Plan consists of four parts and addresses air service, pavement management, economic impact, and aviation system planning. Each year one part of the plan is updated. The North Dakota Aeronautics Commission is responsible for this planning effort. A ten year capital improvement plan is updated annually to forecast a three year actual construction program.

2006: North Dakota Strategic Highway Safety Plan. The North Dakota Strategic Highway Safety Plan is a data-driven plan that integrates the 4Es – engineering, education, enforcement and emergency medical services. The purpose of the plan is to direct resources to where they are most needed and have the greatest impact. The plan identifies key safety issues within the state, possible strategies and countermeasures to address these issues, and suggested action plans for possible critical strategies. The goal of the plan is to coordinate statewide efforts to save lives and reduce injuries occurring on the state's roadways.

2006 & 1998: State Rail Plan. In 1998 and again in 2006, the North Dakota Department of Transportation (NDDOT) contracted with the Upper Great Plains Transportation Institute (UGPTI) to update the state rail plan. The rail plan provides policy direction and qualifies the state to continue using federal Local Rail Assistance Funding for rail service improvements on light-density rail lines. The plan also includes an analysis of individual rail lines and an overview of the rail industry in the state.

2005: Personal Mobility in North Dakota: Trends, Gaps, and Recommended Enhancements. This study was developed as an outgrowth of TransAction in 2002. The study's goals call for a transportation system that allows optimum personal mobility and the development of a statewide personal mobility plan. The study takes a comprehensive look at transportation methods, demographics and geography in North Dakota to find ways to improve mobility for the state's residents.

2005: Intelligent Transportation System (ITS) Plan. The Intelligent Transportation System Plan, completed in October 2004 and updated in September 2005, is the product of a multi-year effort undertaken by the NDDOT to guide ITS deployment in North Dakota. The plan was developed through participation from various NDDOT divisions, districts, stakeholders and customers. The main focus of the plan is on statewide ITS deployment in non-urban or rural areas. The ITS plan consists of 20 technology deployment areas to provide the public with traveler information and safe travel.

2003 – 2008: State Comprehensive Outdoor Recreation Plan (SCORP). The State Comprehensive Outdoor Recreation Plan is a guide for managing and developing North Dakota's recreation needs, recreation priorities and determining the use of Land and Water Conservation Fund assistance. Bicycling, walking and trail development are covered in the SCORP.

2003 – 2005: North Dakota Strategic Freight Analysis: Regional Strategic Freight Study on Motor Carrier Issues. In 2002, the North Dakota Department of Transportation (NDDOT) published a statewide strategic transportation plan called, "TransAction." TransAction Initiative 8 states, "North Dakota will determine the opportunities for, and the economic and safety impacts of, a regional uniform truck size, weight and permitting system." To accomplish the initiative's intent, NDDOT contracted with the Upper Great Plains Transportation Institute to analyze truck size and weight regulations, and permitting processes in the region. This study reports the findings and provides an opportunity to improve the region's economic competitiveness by beginning a dialogue on truck issues.

2001-2003: North Dakota Strategic Freight Analysis: The Role of Intermodal Container Transportation in North Dakota, 2001-02. This report examined the potential role of intermodal truck-rail container transportation in the state's expanding manufacturing and value-added agricultural base. It explored the general advantages of intermodal container transportation and examined factors that make intermodal container transportation successful. It also identified functions performed by successful intermodal facilities, evaluated characteristics of various locations that are desirable for an intermodal facility, and estimated potential traffic volumes and other characteristics of various North Dakota locations where such a facility might be located.

2002: TransAction. TransAction was a statewide strategic transportation plan that was developed to accomplish four purposes; (1) Develop a shared transportation vision, (2) provide broad strategic direction for collaborative efforts, (3) create a constituency for promoting transportation improvements, and (4) initiate and inclusive and on-going transportation planning process. TransAction met Federal Highway Administration requirements and qualified the state to continue receiving transportation funding.

2001: Urban Street and County Road Funding Needs Assessment. NDDOT, North Dakota Association of Counties, and the North Dakota League of Cities, contracted to produce this study. The report analyzed existing road conditions and developed a two-level (“reasonable” and “ideal”) funding scenario for local streets and roads. In early 2002, the study was expanded to include Township Roads and Non-Urban City Streets.

1999: Transportation, Trade, and Economic Development: Maximizing Future Opportunities in the Northern Great Plains. North Dakota, South Dakota, Minnesota, Iowa, Nebraska, Manitoba and Saskatchewan joined to participate in this study. The study was funded under the auspices of the Northern Great Plains Initiative for Rural Development by a grant from the Federal Highway Administration, and was published in May of 2002. The study contains several recommendations to facilitate trade by improving the region’s transportation system.

1999-2001: Biennial Strategic Transportation Analysis: Grain and Oilseed. In 1999, NDDOT, UGPTI and several other entities produced this document, a four-part analysis of the impact of shuttle trains, heavy rail cars, intermodal facilities, and logistical factors influencing value-added facilities. The information developed from this effort has provided a valuable benchmark for several transportation-related activities, and the 2001-2003 update is in progress.

1995: Transpirit. Transpirit, was a multimodal policy plan that provided a general framework for transportation decision-making. Transpirit met Federal Highway Administration requirements and qualified the state to continue receiving transportation funding.

Appendix B

TransAction in Review 2002 – 2006

TransAction in Review 2002-2006

Initiative 1—North Dakota will strategically prioritize its use of transportation resources.

Priorities are:

Highways—improving safety, ride quality, and load carrying capacity.

Rail—improving system connectivity, safety, security and performance; enhancing economic growth, diversification and environmental and community impacts.

Air—maintaining infrastructure; expanding economic development, medical access and competitive service; and improving safety and security.

Personal Mobility—providing access to basic levels of education, medical and emergency services.

Initiative 2—North Dakota will define the levels of service it will strive to provide and maintain.

NDDOT has developed the Highway Performance Classification System (HPCS), a five-tier system that established target levels for highway service. The HPCS was endorsed by the 2005 state legislature. An investment strategy team is developing guidelines for highway performance and infrastructure within budget constraints.

ND Aeronautics classified all 90 public-use airports within two levels of commercial airports and five levels of general aviation airports.

Initiative 3—North Dakota will enhance communication and facilitate cooperation and collaboration between and within governmental units, tribal authorities, modes of transportation, and the public and private sectors.

Advisory committees are used for updating the state highway map, the state rail plan and other projects.

Regular meetings have been held with stakeholders such as the sugar beet and potato industries, metropolitan planning organizations, Class 1 railroads, the ND Association of Counties, and the ND League of Cities

Public information meetings are routinely held for all large projects

The Statewide Transportation Improvement Program process has been enhanced; Publish biennial Transportation Handbook and quarterly TransAction electronic newsletter.

Initiative 4—North Dakota will improve the performance of priority corridors and facilities.

Accelerated four-laning of US 2 Minot to Williston.

Secured Congressional High Priority Corridor status for US 83 and US 85.

Re-aligned US 281 near Minnewauken, completed the US 52 bypass (Jamestown), and improved vertical clearances on I-94 and I-29.

Improved highway load-carrying capacities.

Replaced the Four Bears Bridge at New Town.

Improved airport infrastructure and built new terminals at the Bismarck, Devils Lake, Dickinson, Jamestown and Williston airports.

Upgraded branch lines and sidings.

Initiative 5—North Dakota will incorporate economic competitiveness as an integral component of transportation investment strategies.

The North Dakota Public Service Commission hired a consultant to investigate rail rates for grain shipments. The 2005 Legislature authorized pursuit of a formal complaint before the Surface Transportation Board.

The North Dakota departments of Agriculture, Commerce, and Transportation and the North Dakota Trade Office meet quarterly.

Initiative 6—North Dakota will analyze the economic impacts of load limits and the benefits of establishing a statewide program to coordinate the administration of load limits.

NDDOT adopted new policies for posting load restrictions that provide greater uniformity with adjacent states and provinces.

Under contract to NDDOT, the Upper Great Plains Transportation Institute studied existing truck weight, size and permitting issues and published a report in 2005. The report identified sub-state truck size and weight regulations and permitting processes, identified differences between local units of government, and provided examples of multiple-county permitting systems

Initiative 7—North Dakota will determine the feasibility of, and identify the conditions necessary for, developing an intermodal freight facility or facilities.

NDDOT contracted research through the Upper Great Plains Transportation Institute, which published the results in a report in November 2002.

NDDOT committed funds to Bismarck, Fargo and Minot for intermodal studies.

NDDOT committed \$1.2 million to help build rail infrastructure for the Northern Plains Commerce Center.

A five-member team has been created to implement the statewide rail freight strategy that promotes transload and intermodal service.

Initiative 8—North Dakota will determine the opportunities for, and the economic and safety impacts of, a regional uniform truck size, weight, and permitting system.

NDDOT contracted with the Upper Great Plains Transportation Institute; the results of the research were published in August 2005 and:

- Identifies regional truck size and weight regulations
- Proposed the concept of regional corridors
- Presents costing information based on differences
- Examined truck safety data

NDDOT held a cross-border truck transportation conference that was attended by representatives from six states and two provinces.

NDDOT has initiated truck size, weight and permitting discussions with neighboring state departments of transportation.

Initiative 9—North Dakota will appropriately use Intelligent Transportation System (ITS) technologies to enhance service, performance, mobility, safety and security.

NDDOT published its Intelligent Transportation System Plan in September 2005. The plan focuses on improved traveler safety and maintenance in order to provide safe highways.

NDDOT employed 511 Traveler Information, Amber Alert and Roadway Weather Information System (RWIS) programs; equipped two bridges with anti-icing systems; and expanded the use of ITS for flood monitoring, freeway surveillance, weigh-in-motion, automatic snow-gate closures, and animal (deer) detection.

Wireless internet access was installed at nine interstate rest areas.

Initiative 10—North Dakota will conduct a statewide freight origin and destination study and identify priority transportation corridors and facilities.

NDDOT contracted with the Upper Great Plains Transportation Institute to conduct a statewide freight study that will be used to develop a state freight plan.

The plan has three purposes: understand how North Dakota's freight system integrates with national and global freight systems; inventory North Dakota's current freight system (infrastructure, regulatory environment and safety/security); and recommend changes and improvements to maintain safe, secure and efficient future freight movements.

Initiative 11 – North Dakota will create a special transportation program (infrastructure funding and technical assistance) to facilitate economic development and competitiveness.

NDDOT established the ND STREET program to assist cities with populations of 5,000 or less to make infrastructure upgrades and improve their competitiveness. Ashley, Center, Hillsboro and Watford City were the first cities to be approved for projects; construction is scheduled for 2008.

NDDOT established the Small Rural Economic Development program to provide assistance to upgrade infrastructure to new businesses in rural areas. The first projects will be funded in 2008.

Initiative 12—North Dakota will take a lead role in promoting public-private partnerships to bring about selected transportation initiatives.

Midwestern states and Prairie Provinces were surveyed to identify best-practice transportation programs for promoting economic development.

North Dakota Aeronautics entered into an agreement with NDDOT to collect runway pavement data for 72 of the state's airports. Data will be used to develop a pavement management tool.

NDDOT, BNSF Railway and several North Dakota cities entered into an agreement to raise the railroad mainline threatened by the rising waters of Devils Lake.

NDDOT approved eight rail assistance projects totaling \$7.6 million.

Initiative 13—North Dakota will actively participate in regional and national transportation initiatives, programs, studies and projects.

North Dakota is a member of the Midwest Rail Passenger Compact, and the NDDOT director is the ND Governor's alternate on the Northern Great Plains Regional Authority.

NDDOT actively participates in the American Association of State Highway and Transportation Officials, the Western Association of State Highway and Transportation Officials, and the Transportation Research Board.

NDDOT meets annually with the General Services Administration, Federal Highway Administration, Transportation Security Administration and Department of Homeland Security to coordinate projects and security at the state's 18 ports of entry.

NDDOT and Minnesota DOT have held joint rail planning meetings.

Initiative 14—North Dakota will increase its emphasis on safety and security as integral components in planning, developing, and maintaining the transportation system.

NDDOT is developing a Strategic Highway Safety Plan in an effort to reduce reportable crashes, injuries and fatalities by 10 percent.

ND Aeronautics developed emergency response and security plans for 82 general aviation airports.

A rail "quiet zone" is being developed in the Fargo-Moorhead metropolitan zone.

NDDOT and ND Aeronautics are using Intelligent Transportation System technologies to improve efficiency and safety.

NDDOT continues to work with railroads and communities to improve rail safety through programs such as Operation Lifesaver.

Initiative 15—North Dakota will develop a statewide personal mobility plan.

NDDOT contracted with the Upper Great Plains Transportation Institute's (UGPTI) Small Urban and Rural Transportation Center to develop a statewide personal mobility plan. This included an inventory of services, base and supplemental service recommendations and best practice programs. NDDOT also contracted with UGPTI for the James River Transit demand study and the Southwest North Dakota Rural Transit study.

NDDOT, in collaboration with governmental entities and the private sector, maintained intercity bus service between Billings, Montana, and Fargo, North Dakota.

Initiative 16—North Dakota will monitor trends in agriculture, manufacturing, tourism, recreation, and energy production to identify potential transportation impacts and opportunities.

The North Dakota departments of Agriculture, Commerce and Transportation hosted the TEAM Transportation Conference, which focused on transportation's role in making North Dakota more economically competitive.

NDDOT staff annually attend events showcasing innovative agricultural, manufacturing and economic activities.

ND Aeronautics published the Aviation Economic Impact Report, which is used in planning airport development.

NDDOT participates in events such as seminars and teleconferences to develop an awareness of trends that may affect transportation.

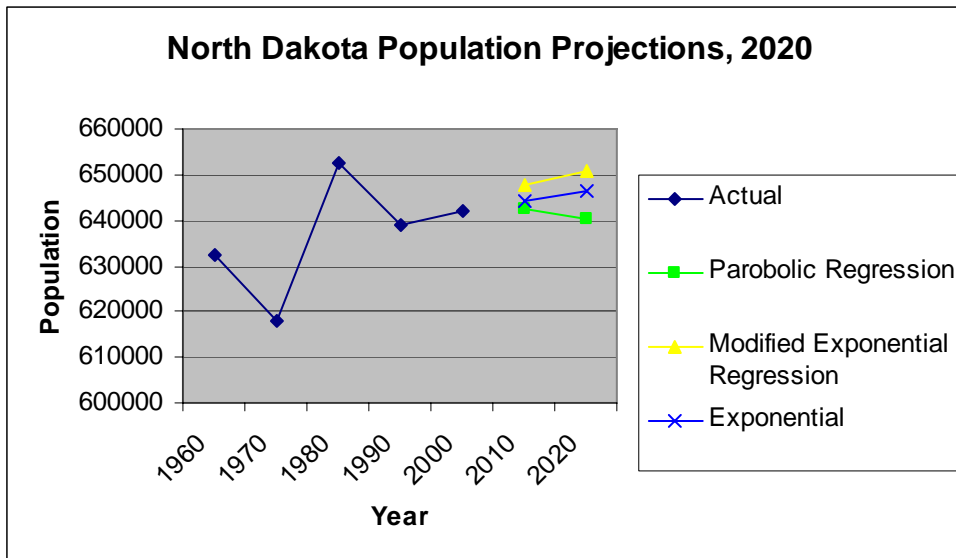
Appendix C

North Dakota Population and Transportation Characteristics

North Dakota Population and Transportation Characteristics

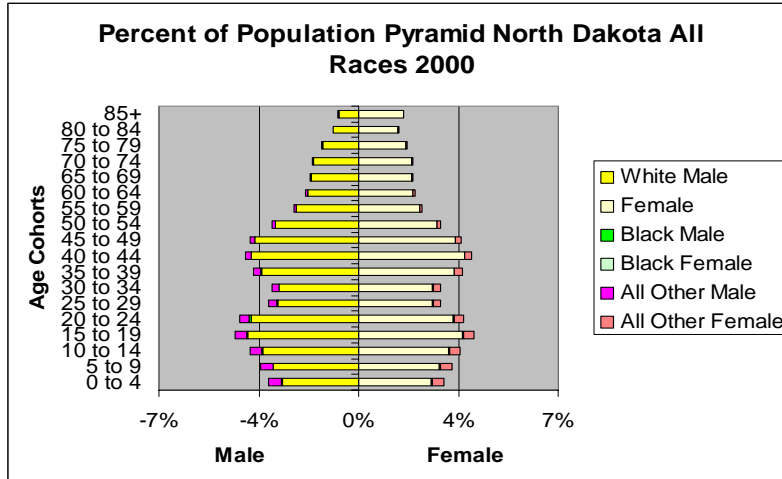
Population

Over the past few decades North Dakota's population has remained relatively stable. From 1990 to 2000 North Dakota had the lowest population increase of all states by adding 3,400 residents or approximately 0.5 percent. From 1990 to 2000 only six of North Dakota's 53 counties experienced population growth. The following graph represents likely growth projections for North Dakota's population based on historic population from 1960-2000 using Parabolic Regression, Modified Exponential Regression, and Exponential math models.



Based on historic population trends the preceding projections indicate that population will continue to remain relatively stable and offer a range of possible projections from approximately 640,000 to roughly 650,000 residents in 2020.

Although, North Dakota's population is projected to remain relatively stable it is shifting within the state and becoming increasingly more urbanized. In addition, North Dakota's population continues to age and diversify. North Dakota's current median age is older than that of the nation. Currently approximately 18 percent of North Dakota's population is over 60 years of age and projections indicate that approximately 28 percent of North Dakota's population will be above the age of 60 by 2015. Over 50 percent of this 60+ population will be living in the greater Bismarck, Fargo, Grand Forks, and Minot areas. In addition to North Dakota's major population centers Native American Indian Reservations in North Dakota are also experiencing population growth. As North Dakota's population continues to age and diversify it will increasingly require special transportation needs.



U.S. Bureau of Census, Census of Population and Housing

Data obtained from the United States Census Bureau indicates that in 2000 the majority of North Dakota's population lived within relatively close proximity to the State Roadway Network. The following table identifies populations within various distances from the centerline of North Dakota's highways.

North Dakota Population Associated with the State Roadway Network

Miles from Centerline of Roadway	2000 Population	% of Total Population
0.25	344,611	53.66%
0.5	465,400	72.47%
1	549,961	85.64%
2	583,896	90.92%
5	627,058	97.64%
State of North Dakota	642,200	

Based on 2000 US Census Block Data

Transportation

Transportation plays an important role for North Dakota's residents. North Dakota's geographic location in the center of North America offers both challenges and opportunities for the state's industries. In terms of personal mobility, the automobile has become the dominant mode of transportation in North Dakota. As the following table indicates, the personal car, truck, or van has become the dominant mode for journey to work movements accommodating roughly 88 percent of journey to work trips in 2000, up from approximately 73 percent in 1980. Conversely walking and bicycling journey to work movements have significantly decreased from approximately 15 percent in 1980 to roughly 5 percent in 2000.

North Dakota Means of Transportation to Work, 1980-2000

	2000	% of Total	Percent Change From 1990	1990	% of Total	Percent Change from 1980	1980	% of Total
Total	319,481			293,548			277,849	
Car, Truck, or Van	280,282	87.73	5.67	240,878	82.06	9.11	202,677	72.95
Public Trans.	1,303	0.41	-0.15	1,638	0.56	-0.17	2,023	0.73
Motorcycle	124	0.04	-0.07	307	0.10	-0.39	1370	0.49
Bicycle	1,011	0.32	-0.03	1,030	0.35	-0.54	2,484	0.89
Walked	16,094	5.04	-3.18	24,111	8.21	-6.16	39,926	14.37
Other Means	1,559	0.49	-0.07	1,634	0.56	-0.52	2,993	1.08
Worked at Home	19,108	5.98	-2.18	23,950	8.16	-1.33	26,376	9.49

U.S. Bureau of Census, Census of Population and Housing

United States Means of Transportation to Work, 1980-2000

	2000	% of Total	Percent Change from 1990	1990	% of Total	Percent Change from 1980	1980	% of Total
Total	128,279,228			115,070,274			96,617,296	
Car, Truck, Or Van	112,736,101	87.88	1.33	99,592,932	86.55	2.45	81,258,496	84.10
Public Trans.	6,067,703	4.73	-0.54	6,069,589	5.27	-1.12	6,175,061	6.39
Motorcycle	142,424	0.11	-0.10	237,404	0.21	-0.23	419,007	0.43
Bicycle	488,497	0.38	-0.02	466,856	0.41	-0.08	468,348	0.48
Walked	3,758,982	2.93	-0.97	4,488,886	3.90	-1.70	5,413,248	5.60
Other Means	901,298	0.70	0.00	808,582	0.70	-0.03	703,273	0.73
Worked at Home	4,184,223	3.26	0.30	3,406,025	2.96	0.70	2,179,863	2.26

U.S. Bureau of Census, Census of Population and Housing

The personal automobile has gained in the share of journey to work movements nationally, as well, and currently the percentage of Americans using a car, truck, or van is consistent with the percentage of North Dakotans in 2000. The percentage of Americans bicycling or walking to work has also decreased from 1980-2000, however not as significantly.

Travel times to work in North Dakota have increased from 1980-2000. It takes 10-19 minutes for the greatest percentage of North Dakotan's to get to work in 2000 versus 10 minutes or less in 1980. Nationally, journey to work movements are increasing as a percentage as well. However, roughly 76 percent of North Dakotan's get to work in 19 minutes or less versus only 45 percent of Americans as a whole in 2000.

North Dakota Travel Time to Work for Workers 16 Years and Over (in Minutes), 1980-2000

	2000	% of Total	% Change from 1990	1990	% of Total	% Change from 1980	1980	% of Total
Total	300,373			269,598			251,259	
<10	103,046	34.31	-6.22	109,268	40.53	-0.85	103,963	41.38
10 to 19	125,056	41.63	2.24	106,198	39.39	-0.16	99,385	39.55
20 to 29	33,673	11.21	1.04	27,422	10.17	0.93	23,230	9.25
30 to 44	21,280	7.08	0.95	16,529	6.13	0.61	13,871	5.52
45<	17,318	5.77	1.99	10,181	3.78	-0.53	10,810	4.30

U.S. Bureau of Census, Census of Population and Housing

United States Travel Time to Work for Workers 16 Years and Over (in Minutes), 1980-2000

	2000	% of Total	% Change from 1990	1990	% of Total	%Change from 1980	1980	% of Total
Total	124,095,005			111,664,249			94,487,095	
<10	17,868,011	14.40	-1.95	18,257,921	16.35	-1.51	16,871,572	17.86
10 to 19	38,252,633	30.83	-2.29	36,980,181	33.12	-0.59	31,846,602	33.70
20 to 29	25,172,296	20.28	0.19	22,436,930	20.09	0.14	18,849,260	19.95
30 to 44	23,703,903	19.10	1.14	20,053,109	17.96	1.03	15,996,009	16.93
45<	19,098,162	15.39	2.91	13,936,108	12.48	0.92	10,923,652	11.56

U.S. Bureau of Census, Census of Population and Housing

There is a greater percentage of North Dakotan's driving alone to work than in recent history. The number of North Dakotan's driving alone to work has significantly increased from approximately 78 percent in 1980 to 89 percent in 2000. This is consistent with national vehicle occupancy trends, however a greater percentage of North Dakotans drive to work alone than Americans as a whole.

North Dakota Private Vehicle Occupancy, 1980-2000

	2000	% of Total	% of Change from 1990	1990	% of Total	% Change from 1980	1980	% of Total
Total	280,282			240,878			202,677	
Drive Alone	248,277	88.58	1.59	209,546	86.99	9.41	157,235	77.58
2-Person Carpool	24,655	8.80	-1.28	24,269	10.08	-5.54	31,645	15.61
3-Person Carpool	4,437	1.58	-0.16	4,208	1.75	-1.94	7,472	3.69
4-Person Carpool	1,819	0.65	-0.08	1,762	0.73	-0.80	3,103	1.53
5-or-More Person Carpool	1,094	0.39	-0.06	1,093	0.45	-1.14	3,222	1.59

U.S. Bureau of Census, Census of Population and Housing

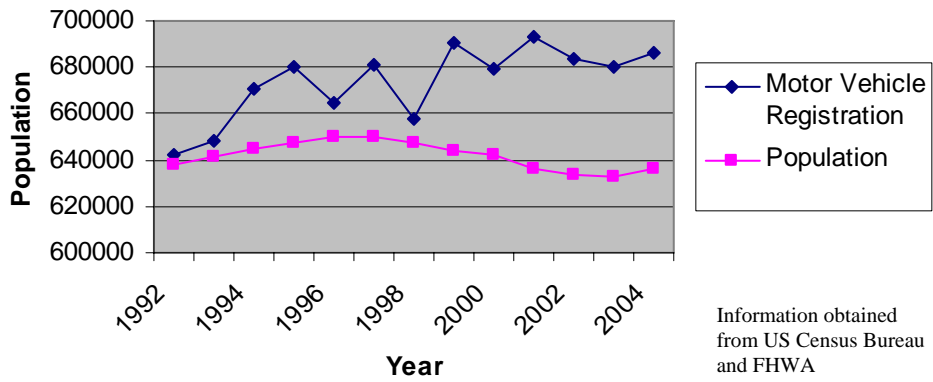
United States Private Vehicle Occupancy, 1980-2000

	2000	% of Total	% of Change from 1990	1990	% of Total	% Change from 1980	1980	% of Total
Total	112,736,101			99,592,932			81,258,496	
Drive Alone	97,102,050	86.13	1.57	84,215,298	84.56	8.02	62,193,449	76.54
2-Person Carpool	12,097,346	10.73	-1.40	12,078,175	12.13	-4.24	13,303,701	16.37
3-Person Carpool	2,159,151	1.92	-0.09	2,001,378	2.01	-2.13	3,360,781	4.14
4-Person Carpool	766,012	0.68	-0.03	702,222	0.71	-1.02	1,400,527	1.72
5- or-More Person Carpool	611,542	0.54	-0.06	595,859	0.60	-0.63	1,000,038	1.23

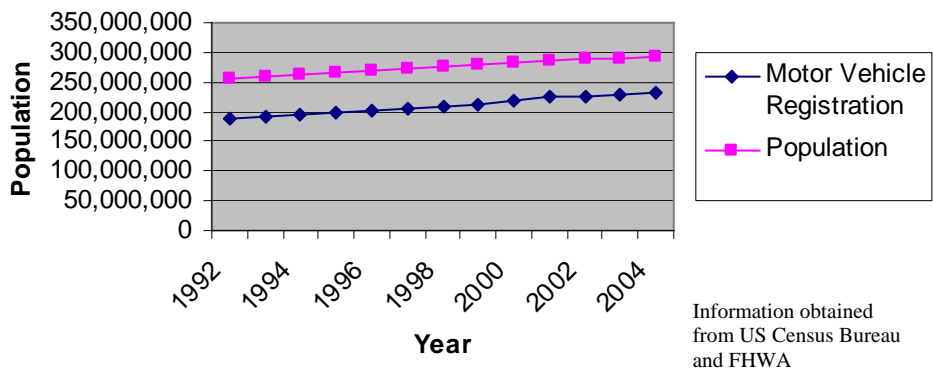
U.S. Bureau of Census, Census of Population and Housing

Annual state total vehicle miles traveled has been increasing at a steady rate since 1973 and is projected to grow into the foreseeable future. From 1992-2004 there were more private motor vehicles registered in North Dakota than total population. Private and motor vehicle registration in the United States has paralleled population growth, however there are fewer private and commercial motor vehicles registered in the United States than total population.

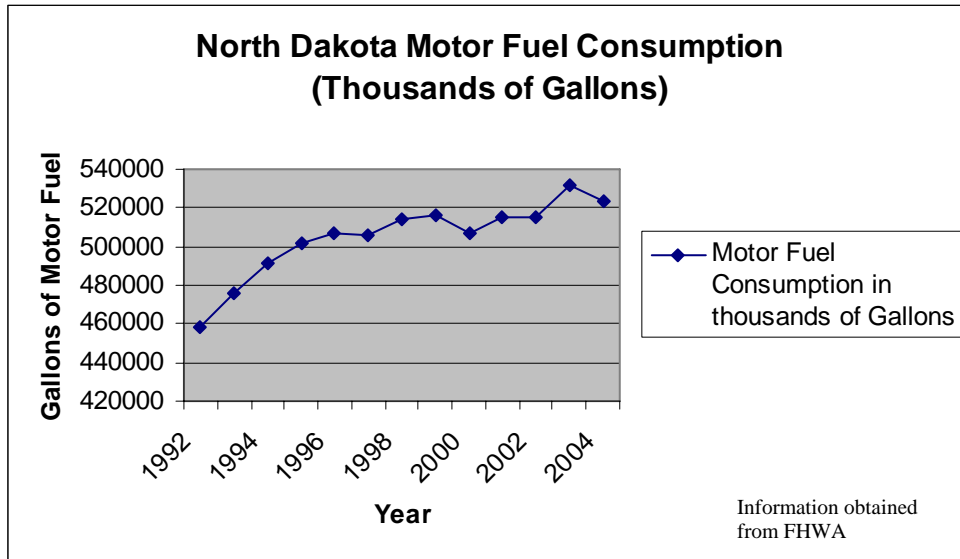
North Dakota Private and Commercial Vehicle Registration vs. Population



United States Motor Private and Commercial Motor Vehicle Vehicle Registration vs. Population



As the following graph indicates motor fuel consumption in North Dakota has significantly increased from 1992 to 2004.



Appendix D

TransAction II Public Involvement Process

TransAction II - Public Involvement Process

February 2006 - Spoke with Tribal Entities informing them of the State Transportation Plan Update Process

- Visited MHA, Spirit Lake Nation, Standing Rock Nation, and Turtle Mountain reservations
- Meeting was in conjunction with State Transportation Improvement Program (STIP) information meeting
- Discussed purpose of the Statewide Transportation Plan
- Discussed existing Statewide Transportation Plan (TransAction) and how it was developed
- Discussed the process for the current update of the Statewide Transportation Plan (TransAction II)
- Informed them they would be invited again to participate in the Directors Transportation Forum (DTF)

Attendees:

Jim Baker – Turtle Mountain Tribal Council Member
Anna Cotanny – Tero/SRST
Ken Davis – Turtle Mountain Tribal Chairman
Clarence Green – Spirit Lake Transportation Maintenance
Nathan Hale – Tribal Council Member
Mark Johnson – Federal Highway Administration
Tim Krahler – Standing Rock Community School
Chad Kramer – ND Indian Affairs
Jeremy Laducer – Turtle Mountain Transportation Planner
Avis Little Eagle – Vice Chairman, SRST
Ken Mclaughlin – BIA Trans Fort Yates Standing Rock Agency
Pete Red Tomahawk – SRST
John Sauber – Interstate Engineering
Mark Schrader – Federal Highway Administration
Rod Smith – BIA Transportation, Fort Totten Agency
Daylon Spotted Bear – Tribal Council Member
Bob St. Pierre – Spirit Lake Road Superintendent
Sharon Two Bears – Tero/SRST
Marcus Wells Jr. – Tribal Council Member
Frank White Calfe – Tribal Council Member
Malcolm Wolf – Tribal Council Member
Bob Fode – NDDOT
Kathleen Bien – NDDOT
Jeani Borchert – NDDOT
Brad Darr – NDDOT
Scott Zainhofsky – NDDOT
Kevin Levi – NDDOT
Kathleen Bien – NDDOT
Kirk Hoff – NDDOT
Ben Ehreth – NDDOT

Errol Behm – NDDOT
Ron Henke – NDDOT
Walt Peterson – NDDOT

February 15, 2006 – Director Advisory Council (DAC) Initial Meeting

- Discussed the process for developing TransAction
- Reviewed TransAction Mission, Vision, and Goals
- Discussed the progress made on Initiatives developed from TransAction
- Discussed the process and anticipated timeframe for updating TransAction II

DAC Members:

ND Department of Transportation, Grant Levi, Director

Economic Developers of ND, Carol Goodman, President
Federal Highway Administration, Allen Radliff, Division Administrator
Greater ND Association, Dave MacIver, President
ND Aeronautics Commission, Gary Ness, Director
ND Association of Counties, Mark Johnson, Executive Director
ND Department of Commerce, Shane Goettle, Commissioner
ND Department of Transportation, Tom Freier, Deputy Director for Business Support
ND Highway Patrol, Colonel Bryan Klipfel
ND House Transportation, Robin Weisz, Chairman
ND Indian Affairs Commission, Cheryl Kulas, Executive Director
ND League of Cities, Connie Sprynczynatyk, Executive Director
ND Parks and Recreation, Doug Prchal, Director
ND Senate, Bob Stenehjem, Senate Majority Leader
ND Senate Transportation, Thomas Trenbeath, Chairman
ND Township Officers Association, Ken Yantes, President

April 12th and 13th, 2006 – Director's Transportation Forum (DTF)

- Discussed history and development of TransAction
- Discussed process and timeframe for updating TransAction II
- Discussed Mission, Vision, and Goals for TransAction II
- Breakout sessions discussing each of the previous Initiatives
- A summary of the public input is available upon request

Attendees:

AGC of North Dakota – Russ Hanson
American Crystal Sugar Company – Blayne Doty
BNSF Railway – Brian Sweeny
Bobcat Company – Dean Atkinson
City of Williston – Brad Bekkedahl
Fargo/Cass Public Health - Carol Grimm
Fargo-Moorehead Metropolitan Council of Governments – Bob Bright
FHWA - Al Radliff

Grand Forks-East Grand Forks Metropolitan Planning Organization – Earl Haugen
Greater North Dakota Chamber of Commerce – David Straley
Highway 281 Association – Erling Rolfson
Highway 281 Association – Rich Short
Kadmas, Lee, & Jackson Inc. – Bob Shannon
ND Aeronautics Commission – Mark Holzer
ND Aeronautics Commission – Gary Ness
ND Cycling Federation/International Mountain Biking Association – Ron Luethe
ND Department of Commerce – Jim Boyd
ND Department of Commerce – Shane Goettle
ND Department of Human Services-Developmental Disabilities Division – Robbin Hendrickson
ND Department of Human Services-Aging Services Division – Sheryl Pfliger
ND Farm Bureau – Sandy Clark
ND Farm Bureau – Brian Kramer
ND Game and Fish Department – John Schumacher
ND Highway Patrol – Bryan Klipfel
ND League of Cities – Connie Sprynczynatyk
ND Mill and Elevator – Mike Jones
ND Motor Carriers Association – Melissa Dixon
ND Parks and Recreation – Tom Balzer
ND Parks and Recreation – Doug Prchal
ND Senate – Bob Stenehjem
ND Senate – Tom Trenbeath
ND Trade Office – Cherie Harms
Northern Plains Rail Road – Jesse Chalich
Otertail Power – Don Frye
Red River Valley and Western Railroad – Dan Zink
Safe Communities – Rebecca Gerhardt
Senator Conrad Office – Mylo Candee
Three Affiliated Tribes – Ed Hall
Transportation Security Administration – Joel Gutensohn
Turtle Mountain Band of Chippewa – Jeremy Laducer
United Transportation Union – John Risch
UND Surface Transportation Weather Research Center – Leon Osborne
Upper Great Plains Transportation Institute – Jon Mielke
Wiest Trucking Lines Inc. – J.P. Wiest
Williston Area Economic Development Partnership – Tom Rolfstad

March-April 2006 – Targeted Businesses Meetings

- Met with 50 diverse businesses around North Dakota
- A summary of the public input is available upon request

April-May 2006 – On-line Surveys

- A press release was sent out notifying of on-line surveys

- In addition specific groups such as: North Dakota Grain Dealers Association; Greater North Dakota Chamber of Commerce; and the North Dakota Cycling Federation were specifically e-mailed links to the surveys
- On-line surveys included
 - General Public Survey
 - Business Survey
 - Pedestrian Survey
 - Bicycle Survey
- A summary of the survey responses are available upon request

August 9, 2006 – Directors Advisory Council (DAC) 2nd Meeting

- Discussed input gathered to date
- Discussed 12 proposed Initiatives and associated Strategies based on input gathered to date
- A summary of the public input is available upon request

September 9, 2006 – The Tribal Transportation Planners Conference

- Distributed draft version of Initiatives and Strategies developed to date

October 2006 – Agencies informed of the draft Statewide Transportation Plan

- All North Dakota State Agencies
- American Association of Retired People
- Arc of North Dakota
- Audubon Society North Dakota State Office
- Bismarck-Mandan and Grand Forks-East Grand Forks MPO's and the Fargo-Moorhead Metropolitan Council of Governments
- Community Action Partnership
- Dakota Center for Independent Living
- Director's Advisory Council
- Director's Transportation Forum
- Federal Highway Administration
- Greater North Dakota Association
- Independence Inc.
- MHA, Spirit Lake Nation, Standing Rock Nation, and Turtle Mountain Band of Chippewa Tribal Councils and Tribal Transportation Planners
- North Dakota Association of Counties
- North Dakota Association of General Contractors
- North Dakota Cycling Federation
- North Dakota Developers Association
- North Dakota Grain Dealers Association
- North Dakota Indian Affairs Commission
- North Dakota League of Cities
- North Dakota Motor Carriers Association
- North Dakota State Historic Preservation Office
- North Dakota Township Officers Association

- People Escaping Poverty Project
- Sierra Club North Dakota Chapter
- TransAction Quarterly Newsletter E-mail list serve

October 30th-November 9th, 2006 – Public Hearings on Statewide Transportation Plan

Appendix E

Procedure for Revising the Statewide Transportation Plan

Procedures for Revising the Statewide Transportation Plan

North Dakota's Statewide Transportation Plan is the long range policy-oriented document, currently comprised of initiatives and strategies. These initiatives and strategies provide the broad direction for the North Dakota Department of Transportation, local governments, tribal entities, and the private sector. The plan maintains a 20-year horizon, however it is updated at a minimum every four years. Prior to the update interval of the statewide transportation plan it may become necessary to make revisions to the document. The intent of this document is to identify procedures for how the public will be involved based on the degree of the revision(s) (Minor or Major) suggested. It shall be up to the discretion of the Director of the North Dakota Department of Transportation as to whether a revision is considered minor or major.

Minor Revisions

Definition

- Cosmetic, grammatical, or other minor editorial revisions to the statewide transportation plan
- Other minor revisions which do not materially alter the purpose, scope, or use of the document

Public Involvement Procedure

- The revision(s) will be identified on the North Dakota Department of Transportation's Internet website
- A press release will be issued to the daily and weekly run newspapers of North Dakota regarding the revision(s) prior to placement of the revision(s) on the North Dakota Department of Transportation's Internet website and will contain at a minimum the following information:
 - A description of the proposed revision(s)
 - The time frame that the public can submit statements or exhibits regarding the proposed revision(s)
 - Instructions on how the public can view the proposed revision(s) on the North Dakota Department of Transportation's Internet website
 - Instructions on how the public can view the proposed revision(s) if they do not have Internet access
 - Instructions on how the public can submit statements or exhibits to the North Dakota Department of Transportation
- The public will have 15 days to comment on the revision(s) from the date they are placed on the North Dakota Department of Transportation's Internet website

Major Revisions

Definition

- Any additions or omissions of adopted Initiatives and/or Strategies
- Other major revisions which materially alter the purpose, scope, or use of the document

Public Involvement Procedure

- The revision(s) will be identified on the North Dakota Department of Transportation's Internet website
- A public hearing shall be held in accordance with the process identified in the Public Hearing/Input Meeting Notification, Section II-04 "Public Involvement" of the North Dakota Department of Transportation Design Manual
- A public notice will be issued to the daily run newspapers of North Dakota identifying the date, time, location, and purpose of the public hearing regarding Major Revisions to the Statewide Transportation Plan
- A press release will be issued to the daily and weekly run newspapers of North Dakota regarding the revision(s) and the associated public hearing and will contain at a minimum the following information:
 - The date, time, location, and purpose of the public hearing
 - A description of the proposed revision(s)
 - The time frame that the public can submit statements or exhibits regarding the proposed revision(s)
 - Instructions on how the public can view the proposed revision(s) on the North Dakota Department of Transportation's Internet website
 - Instructions on how the public can view the proposed revision(s) if they do not have Internet access
 - Instructions on how the public can submit statements or exhibits to the North Dakota Department of Transportation

Appendix F

Director's Advisory Council
and
Director's Transportation Forum Members

Director's Advisory Council

Francis Ziegler, Director ND Department of Transportation
Carol Goodman, President Economic Developers of ND
Allen Radliff, Division Administrator Federal Highway Administration
Dave Maclver, President Greater ND Association
Gary Ness, Director ND Aeronautics Commission
Mark Johnson, Executive Director ND Association of Counties
Shane Goettle, Commissioner ND Department of Commerce
Tom Freier, Deputy Director for Business Support ND Department of Transportation
Bryan Klipfel, Colonel ND Highway Patrol
Robin Weisz, Chairman ND House Transportation
Cheryl Kulas, Executive Director ND Indian Affairs Commission
Connie Sprynczynatyk, Executive Director ND League of Cities
Doug Prchal, Director ND Parks and Recreation
Bob Stenehjem, Senate Majority Leader ND Senate
Thomas Trenbeath, Chairman ND Senate Transportation
Ken Yantes, President ND Township Officers Association

Director's Transportation Forum

Russ Hanson - AGC of North Dakota
Blayne Doty - American Crystal Sugar Company
Brian Sweeny - BNSF Railway
Dean Atkinson – Bobcat Company
Brad Bekkedahl – City of Williston
Carol Grimm - Fargo/Cass Public Health
Bob Bright - Fargo-Moorhead Council of Governments
Al Radliff – Federal Highway Administration
Earle Haugen - Grand Forks-East Grand Forks MPO
David Straley - Greater North Dakota Chamber of Commerce
Erling Rolfson - Highway 281 Association
Rich Short - Highway 281 Association
Bob Shannon - Kadrmas, Lee, & Jackson Inc.
Mark Holzer - ND Aeronautics Commission
Gary Ness - ND Aeronautics Commission
Ron Luethel - ND Cycling Federation/International Mountain Biking Association
Jim Boyd - ND Department of Commerce
Shane Goettle - ND Department of Commerce
Robbin Hendrickson - ND Department of Human Services-Developmental Disabilities Division
Sheryl Pfliger - ND Department of Human Services-Aging Services Division
Sandy Clark - ND Farm Bureau

Brian Kramer - ND Farm Bureau
Bryan Klipfel - ND Highway Patrol
Connie Sprynczynatyk - ND League of Cities
Mike Jones - ND Mill and Elevator
Melissa Dixon - ND Motor Carriers Association
Tom Balzer - ND Parks and Recreation
Doug Prchal - ND Parks and Recreation
Bob Stenehjem - ND Senate
Tom Trenbeath - ND Senate Transportation Committee Chairman
Cherie Harms - ND Trade Office
Jesse Chalich - Northern Plains Railroad
Dan Zink - Don Frye - Ottertail Power
Red River Valley and Western Railroad
Rebecca Gerhardt - Safe Communities
Mylo Candee - Senator Conrad Office
Ed Hall - Three Affiliated Tribes
Joel Gutensohn - Transportation Security Administration
Jeremy Laducer - Turtle Mountain Band of Chippewa
John Risch - United Transportation Union
Leon Osborne - UND Surface Transportation Weather Research Center
Jon Mielke - Upper Great Plains Transportation Institute
J.P. Wiest - Wiest Trucking Lines Inc.
Tom Rolfstad - Williston Area Economic Development Partnership
Clarence Greene – Spirit Lake Nation
Pete Red Tomahawk – Standing Rock Sioux Reservation

Appendix G

Relationship of TransAction II
to
Environmental Review and Project Development

TransAction II
Statewide Priorities Transportation Identified



Local and Tribal Governmental
Entities, Transportation
Stakeholders, and the General
Public identify potential
transportation needs to the NDDOT
District Engineers



Scoping – General
Environmental
Concerns Considered



Draft Statewide Transportation Improvement Program



Public Review of Statewide Transportation Improvement Program



Final Statewide Transportation Improvement Program Published



Project Development – Detailed Environmental Analysis
Conducted

