

TRANSPORTATION CONNECTION 2050

PUBLIC ENGAGEMENT SUMMARY

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OUTREACH AND ENGAGEMENT

The goal of the public engagement performed in the Transportation Connection Update 2025-2050 (henceforth referred to as Transportation Connection 2050) was to create interactive opportunities for the public, partners, and stakeholders to take part in meaningful conversations about North Dakota's transportation future. Outreach efforts representing a wide array of issues, needs, and priorities for the future of transportation were performed across the state.

From June 2025 through May 2026, more than 1,300 North Dakotans contributed their opinions, ideas, and suggestions to Transportation Connection, and thousands more interacted with information related to the planning process. Through online surveys, public input meetings, pop-ups, and other activities, North Dakotans shared their ideas, expressed their concerns and needs, and discussed their concepts of North Dakota's transportation future.

Figure 1 summarizes the different ways in which North Dakotans contributed to and learned about Transportation Connection 2050. **Figures 2** and **3** (see next page) depict in-person and digital engagement outreach throughout North Dakota. In-person events were chosen to cover the geographic extent of North Dakota. These were comprised of three public meetings hosted by NDDOT and 12 pop-up events aligning with existing community events.

NDDOT used this feedback to inform Transportation Connection 2050 and address the needs and priorities of North Dakota's residents and visitors. This report summarizes the different ways and tools that the North



Figure 1: Transportation Connection 2050 Engagement by the Numbers

Dakota Department of Transportation (NDDOT) used to solicit and gather input from stakeholders and the public.

Figure 2 shows a map of the distribution areas within which feedback has been collected in the state of North Dakota. Each pin represents a community within which an in-person event has been hosted.

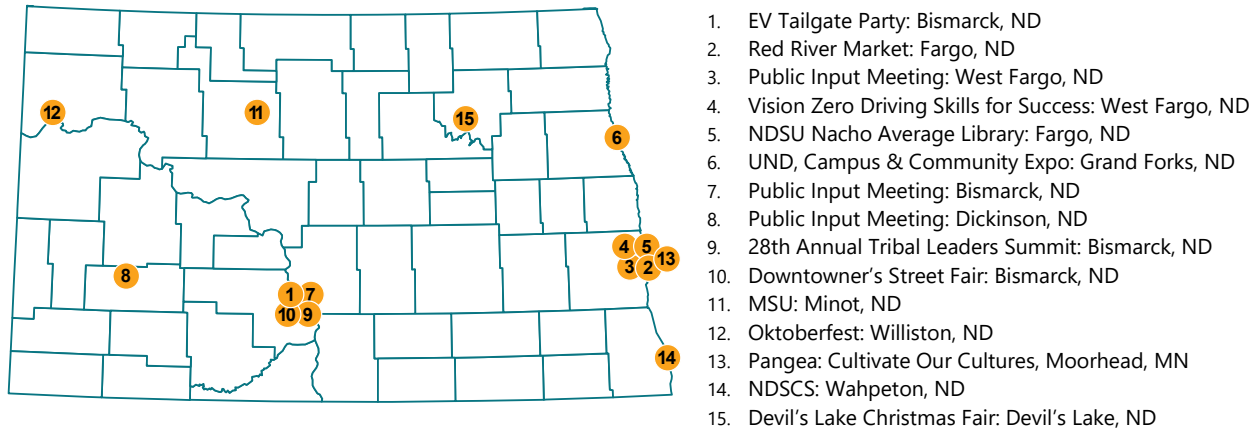


Figure 2: Transportation Connection 2050 In-Person Engagement across North Dakota

Figure 3 represents the geographic distribution of responses from all surveys distributed electronically and the interactive funding tool across North Dakota for Transportation Connection 2050. It was created using zip codes voluntarily provided by respondents.

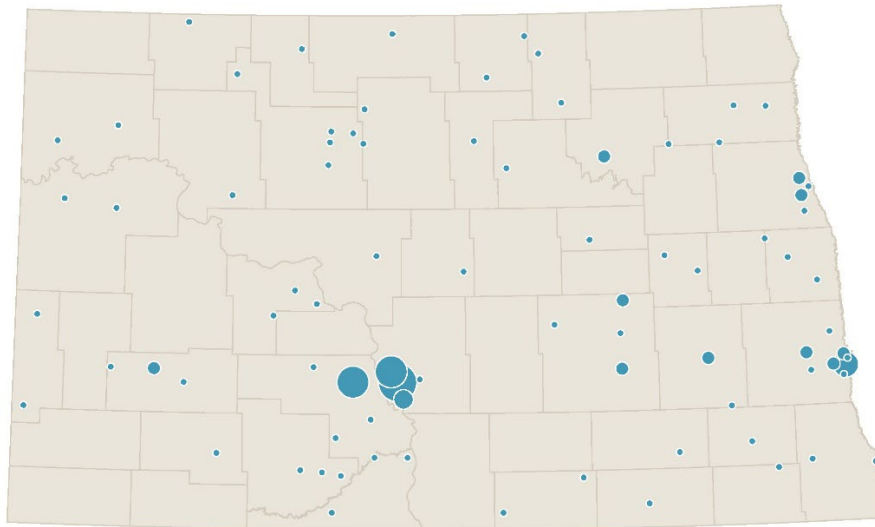


Figure 3: Transportation Connection 2050 Digital Engagement across North Dakota

DIGITAL ENGAGEMENT

NDDOT conducted engagement efforts via a virtual format to reach North Dakota residents and visitors in all areas and from all walks of life. Digital engagement efforts included a webpage, social media posts, surveys, the interactive funding tool, and the online public input meeting.

TRANSPORTATION CONNECTION 2050 WEBPAGE

From the initiation of the planning effort, NDDOT maintained a dedicated webpage for Transportation Connection 2050 at www.dot.nd.gov/construction-and-planning/transportation-plans-programs/transportation-connection-update-2025-2050. This webpage served as a central hub for all information related to the plan, including engagement opportunities such as surveys, pop-up and public input meeting announcements, and ways to contact the project team. While the webpage was hosted on NDDOT's website, the Transportation Connection 2050 page had a distinct brand, including the project logo that was included on all branded materials.

NDDOT included references to the Transportation Connection 2050 webpage on all project materials and presentations.

SOCIAL MEDIA

Throughout the development process, NDDOT used social media posts on their official accounts for Facebook and Instagram to promote Transportation Connection 2050. Social media sites represent critical locations for generating public awareness, encouraging civic engagement, and receiving feedback. NDDOT recognized the need to participate in these spaces to maximize the visibility of the plan.

NDDOT regularly updated these accounts and created posts about new surveys, upcoming events, and other activities for Transportation Connection 2050 and the broader transportation environment in North Dakota.

NDDOT also purchased one Facebook ad for each of the three in-person public input meetings to increase visibility and reach. NDDOT's Facebook account had the greatest reach and generated the highest level of engagement, as demonstrated in **Table 1** below:

Account	Reach	Views	Interactions (link clicks, likes/reactions, shares, saves, comments)
Facebook	125,762	183,284	776
Instagram	2,053	3,996	41

Table 1: Social Media Engagement Counts from June 2025 through May 2026

Figure 4 shows a sample of posts from the Transportation Connection 2050 social media accounts.

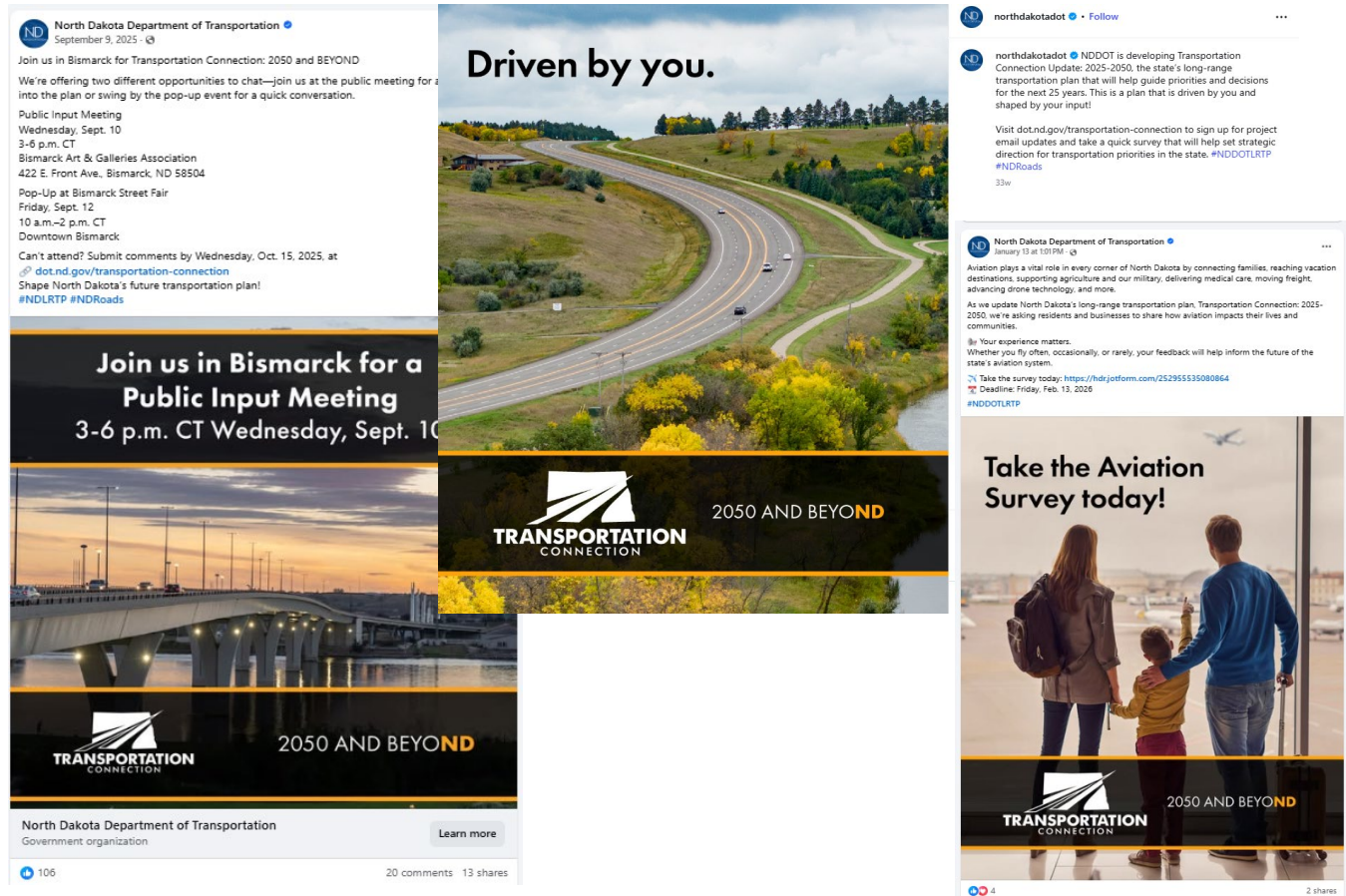


Figure 4: Sample Social Media Posts for Transportation Connection

NEWSLETTERS

NDDOT distributed a monthly project newsletter from July 2025 through May 2026, with sign-ups promoted through the project webpage. Individuals could subscribe by accessing the link on the project webpage and providing their email address.

Each newsletter featured information about project updates, recaps of events, and features opportunities for subscribers to engage with Transportation Connection 2050, as shown in **Figure 5**.

Table 2 provides an overview of the newsletters and subscriber counts.

Newsletter Release	Total Sent
July 2025	132
August 2025	143
September 2025	135
October 2025	137
November 2025	138
December 2025	140
January 2026	138
February 2026	140
March 2026	140
April 2026	142
May 2026	143

Table 2: Newsletter and Engagement Totals

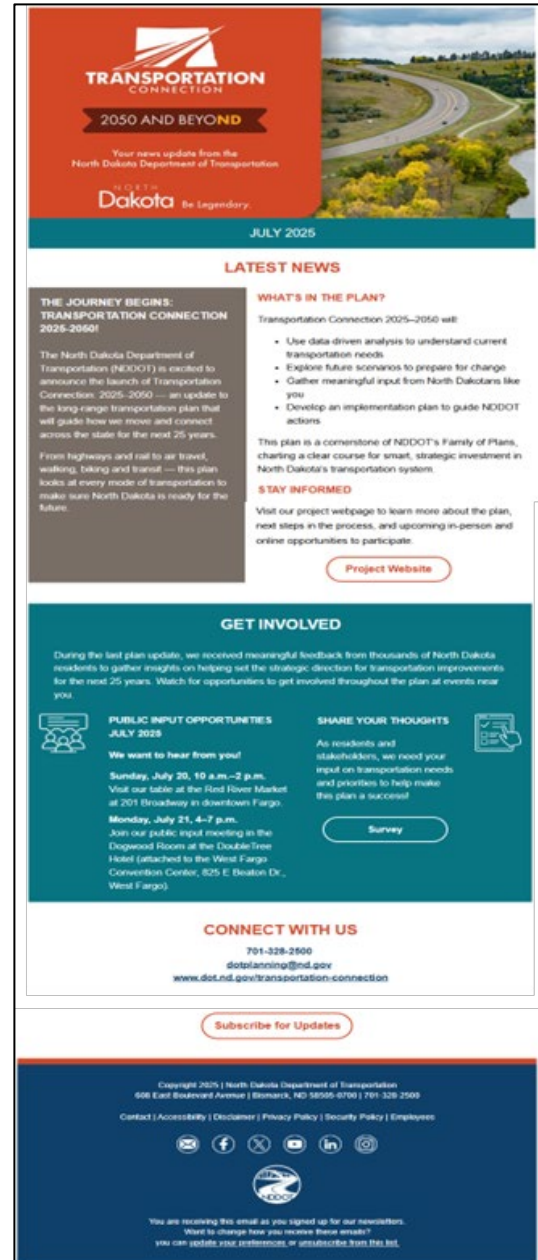


Figure 5: July 2025 Newsletter

SURVEYS

NDDOT prepared seven surveys and distributed them throughout the development process. Surveys were designed to be brief and accessible to encourage participation and completion among survey audiences. These brief, accessible surveys captured feedback from the public and stakeholders on transportation priorities across multiple modes, including freight, aviation, and driver and pedestrian experiences, as well as tribal-specific needs. The stakeholder survey focused on perceptions of NDDOT's performance, communication, transparency, and engagement preferences, while additional surveys targeted specific groups, such as young drivers and students, freight stakeholders, and aviation users. The scenario planning survey also collected participant reactions to potential future transportation scenarios to help inform long-term decision-making.

Surveys were accessible via the Transportation Connection 2050 webpage and were promoted via the monthly project newsletters. In total, 402 survey responses were collected.

Table 3 provides an overview of the surveys and the response counts. A detailed breakdown of the surveys, including individual responses to open-ended questions, is contained in the Survey Summaries document that accompanies this Appendix.

Survey Topic	Dates	Responses
Transportation Connection 2050: Transportation Priorities Survey	June 1, 2025 – December 31, 2025	192
NDDOT LRTP Stakeholder Survey	July 8, 2025 – December 31, 2025	7
Scenario Planning	July 14, 2025 – December 31, 2025	49
Transportation Connection 2050: Young Driver & Student Survey	August 4, 2025 – November 21, 2025	117
NDDOT LRTP Tribal Priorities Survey	September 2, 2025 – December 31, 2025	4
NDDOT LRTP Freight Survey	November 4, 2025 – December 31, 2025	3
NDDOT LRTP Aviation Survey	January 29, 2026 – February 27, 2026	30

Table 3: Surveys and Response Totals

INTERACTIVE FUNDING TOOL

In March 2026, the NDDOT project team launched an interactive funding tool, an educational and engaging resource designed to help North Dakotans better understand the state highway network and the funding required to maintain and improve it. The tool also featured activities to make transportation funding more relatable, such as comparing monthly household expenses to transportation costs and encouraging residents to explore how their choices influence the NDDOT budget by sharing their investment priorities. The tool was promoted through monthly project newsletters and social media posts on Facebook and Instagram (March 31, 2026, April 9, 2026, April 22, 2026, May 5, 2026, May 12, 2026, and May 25, 2026). In total, more than 575 unique participants engaged with the interactive funding tool, generating 235 responses across four activities, and 42 respondents took the transportation survey, which requested additional feedback and collected voluntary demographic information.

KEY ENGAGEMENT RESULTS

Monthly Costs Activity

For this activity, participants were asked to compare their estimated monthly transportation costs with typical household expenses such as energy, phone, and Internet bills. To generate their estimate, they entered information including average miles per gallon, annual miles driven, vehicle age, and vehicle weight. These inputs were used to calculate approximate monthly costs associated with federal fuel taxes, North Dakota fuel taxes, and North Dakota vehicle registration fees. After completing the calculation, participants responded to two questions: “Does it surprise you how much you contribute in monthly costs to the upkeep and improvement of the state’s transportation system?” and “Compared to the transportation infrastructure and services that you get in return, does your monthly contribution seem fair to you?”

69 participants indicated that they generally perceive their monthly contributions to the state’s transportation system as lower than expected, as shown in **Figure 6**. The majority of respondents (43.5%) indicated they contribute less than anticipated, while 23.2% reported being not surprised, 20.3% said their contribution is about what they expected, and 13.0% felt they contribute more than expected. Overall, the data suggests that most participants underestimate the amount they are contributing.

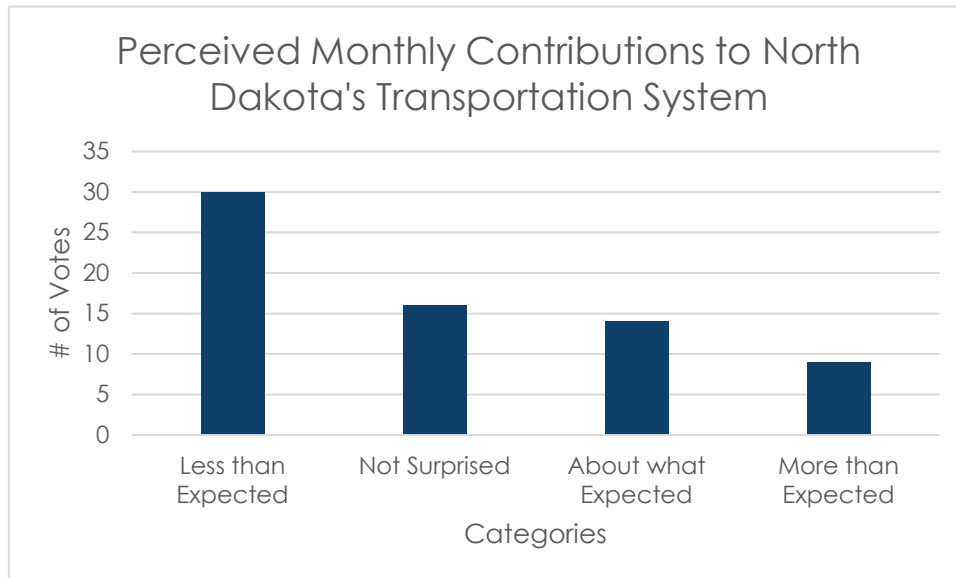


Figure 6: Monthly Costs Activity Results

Perceptions of fairness are largely positive. Nearly half of respondents (46.4%) indicated they would be willing to pay more, and another 42.0% felt their current contribution is fair. Only a small proportion (10.1%) believed they are paying too much. Taken together, these findings indicate strong acceptance of current transportation costs.

Transportation Costs Activity

After reviewing information on the current costs to build and maintain the State Highway System, including activities such as snow and ice control, bridge replacement, and per-mile costs for shared-use path construction, preventative maintenance, and pavement resurfacing, participants were asked whether they would support additional funding for transportation infrastructure and services. A total of 64 responses were received.

The results indicate overwhelming support for increased investment. Nearly all respondents (60 of 64, or about 94%) indicated that additional funds could be put to good use, while only a small minority (four respondents, or 6%) felt that existing funding levels were sufficient. Overall, the findings demonstrate strong public backing for additional transportation funding.

Investment Preferences Activity

For this activity, participants were asked to indicate their investment preferences across nine asset classes: DMV wait times, road conditions, bridge conditions, snow clearing, system safety, road maintenance, public transit, walking and biking, and freight. For example, they could choose between long and short wait times, rough and smooth road conditions, or current conditions versus a highly connected transit system. If their selected investments exceeded the activity's \$600 million budget cap, participants could revisit and adjust their choices or specify how much additional revenue, such as per-gallon fuel taxes and/or vehicle registration fees, they would be willing to pay to achieve their preferred outcomes. Participants were allowed to submit budgets at, below, or above the budget cap to provide NDDOT with insight into investment priorities and preferences.

The activity received 51 submitted budgets, with participants nearly evenly split between staying within the stated budget (49%) and selecting higher investment levels (51%). While the target budget was \$600 million, most selections clustered between \$850 million and \$950 million, with a median budget of approximately \$875 million, indicating a general preference for higher levels of investment.

Despite these higher selections, the associated household cost impacts remained modest. Median estimates suggest an increase of approximately \$20–\$25 per month, including about \$0.25 in additional monthly gas tax and roughly \$20 annually in registration fees. (The activity assumed a \$0 baseline when presenting these potential increases.) Overall, these results suggest participants are willing to accept incremental cost increases when tied to clear system benefits.

Participants consistently prioritized core system needs, with the highest emphasis placed on roads, maintenance, safety, bridges, and snow and ice removal. Road conditions emerged as a top concern, with strong support for maintaining smooth, reliable travel, and minimal interest in allowing conditions to decline. Similarly, maintenance and bridge investments reflected a clear preference for proactive upkeep and long-term system preservation.

Safety and winter operations were also viewed as high-value investments. Respondents generally favored moderate-to-high safety improvements and faster snow and ice removal, underscoring the importance of reliability, particularly during winter conditions.

In contrast, preferences for transit and active transportation (walking and biking) were more mixed. Many respondents indicated satisfaction with current conditions, while others supported expansion. Although interest in these modes is present, they were typically ranked lower than core infrastructure when participants balanced investment trade-offs.

Additional categories reflected a similar pattern of moderation. Respondents favored maintaining or modestly improving freight efficiency rather than pursuing the highest-cost options, and DMV wait time

preferences were distributed fairly evenly, suggesting general tolerance for current service levels with some interest in improvement.

Taken together, the results indicate that participants favor practical, balanced investment strategies, prioritizing system reliability, safety, and maintenance, while demonstrating a willingness to pay slightly more when the benefits are clear and costs remain manageable.

Future of Funding Activity

Following the investment preferences activity, participants were introduced to several transportation funding options that are not currently used in North Dakota, including rideshare sales taxes, commercial vehicle fees, and mileage-based user fees. These examples were presented as potential approaches other states have adopted to generate transportation revenue and support the maintenance and operation of transportation infrastructure. Next, they were asked to answer: “How would you prefer we pay for transportation needs?”

51 responses indicate a strong preference for funding approaches tied to roadway impact and use, as shown in **Figure 7**. Nearly two-thirds of respondents (63%) favored paying based on the wear and tear their vehicles cause to roads and bridges, while 29% preferred a mileage-based approach that reflects how much they drive. Only 8% supported fees based on vehicle type. Overall, the results suggest that participants generally favor transportation funding mechanisms that are perceived as fair, transparent, and directly connected to system usage and infrastructure impacts.

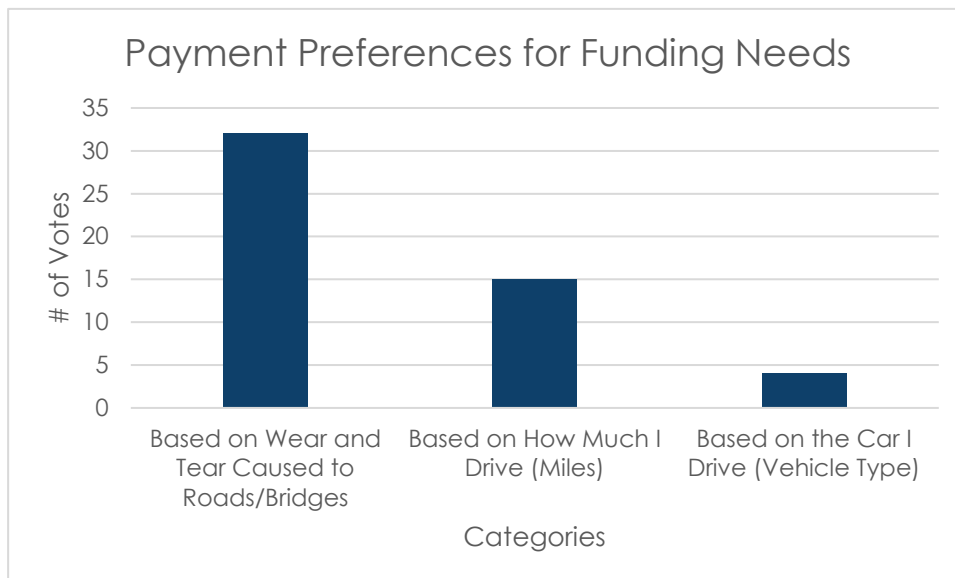


Figure 7: Future of Funding Activity Results

Transportation Survey

At the conclusion of the interactive funding tool, participants were invited to complete a voluntary transportation survey to provide additional feedback and demographic information.

A total of 42 participants completed the survey. Responses to the question about previous involvement in transportation planning revealed a nearly even split between experienced and first-time participants. Approximately 48% of respondents had previously provided input on transportation planning efforts, while 52% were either participating for the first time or were unaware of statewide transportation planning opportunities. This balance suggests that the engagement process successfully captured perspectives from both informed stakeholders and new voices, broadening the range of input received.

Open-ended comments largely reinforced the survey's quantitative findings. Participants generally expressed support for continued investment in transportation infrastructure, particularly when funding mechanisms are perceived as fair and tied to system use. Common themes included preferences for user-based funding approaches, concerns about managing costs and tax impacts, and a desire for greater transparency and accountability regarding how transportation revenues are spent. Many respondents also indicated that the information provided during the survey improved their understanding of transportation funding and highlighted the need for continued public education and outreach.

Demographic and geographic responses indicate that participation was concentrated in the Bismarck-Mandan region, with additional representation from Fargo and other communities across North Dakota. Respondents were predominantly middle-aged, white, English-speaking adults, with males representing a majority of those who provided demographic information. Most participants reported not receiving public assistance and not having a disability, suggesting that perspectives from lower-income households, individuals with disabilities, older adults, and more diverse populations were less represented in this sample. Participants most commonly learned about the engagement opportunity through NDDOT contacts and outreach efforts, highlighting the importance of agency-led communication in reaching stakeholders.

STAKEHOLDER ENGAGEMENT

NDDOT sought input from a wide array of organizations and groups, including the general public, public sector organizations, trade associations, and advocacy groups, throughout the development of Transportation Connection 2050. Stakeholder engagement began in May 2025 and continued through May 2026. A transportation planner on the NDDOT project team also presented on the LRTP at the 2026 North Dakota Transportation Conference on March 11, 2026, which was attended by approximately 60 participants.

DIRECTOR'S ADVISORY COUNCIL

NDDOT established a Director's Advisory Council (DAC) to provide strategic guidance on key issues, needs, futures, strategies, and actions. The DAC consisted of executives and leaders from a wide array of public and private sector organizations. This structure ensured that Transportation Connection 2050 would be informed by and address the priorities of all the sectors that interact with and rely on the transportation network. DAC membership consisted of the following organizations:

- North Dakota Association of Counties
- South Central Adult Services
- Red River Valley & Western Railroad
- Burlington Northern and Santa Fe
- North Dakota Department of Health and Human Services
- North Dakota Department of Emergency Services
- North Dakota League of Cities
- North Dakota Township Officers Association
- North Dakota Aeronautics Commission
- Federal Highway Administration
- North Dakota Pipeline Authority
- North Dakota Highway Patrol
- North Dakota Department of Commerce
- North Dakota Department of Agriculture
- North Dakota Legislative Branch
- North Dakota Indian Affairs Commission
- North Dakota Department of Parks and Recreation
- North Dakota Motor Carriers Association
- Amtrak
- Impact Dakota
- Economic Developers of North Dakota
- Greater North Dakota Chamber
- MetroCOG (representing the four MPOs)
- Minot Air Force Base
- Associated General Contractors of North Dakota
- American Council of Engineering Companies of North Dakota
- North Department of Commerce – Tourism & Marketing

The Transportation Connection 2050 project team met with the DAC in May and December 2025 and in May 2026, allowing DAC members to provide feedback on the goals and objectives of the development process as well as the scenario planning concepts designed for Transportation Connection 2050.

Table 4 shows the schedule of DAC meetings and the topics that were presented during those events.

DAC Meeting	Purpose	Meeting Format	Date
#1	• Introduction of purpose, timeline, and key activities for Transportation Connection 2050 • Determine the importance of transportation to DAC members' agencies and its primary impact on their operations	Facilitated online presentation and discussion session	May 28, 2025

DAC Meeting	Purpose	Meeting Format	Date
	- Discuss goals for Transportation Connection 2050 - Go over scenario planning examples		
#2	- Discuss current state assessment and trends analysis - Preview interactive funding tool - Coverage of in-person public engagement	Facilitated online presentation and discussion session	December 2, 2025
#3	- Walkthrough of draft report - Review of public engagement to date, including interactive funding tool results - Timeline and next steps	Facilitate online presentation and discussion session	May 28, 2026

Table 4: DAC Meetings

MPO COORDINATION

NDDOT maintained regular engagement with North Dakota’s four Metropolitan Planning Organizations (MPOs): the Bismarck-Mandan Area MPO (Bis-Man MPO), Fargo-Moorhead Metropolitan Council of Governments (FM MetroCOG), the Grand Forks-East Grand Forks MPO (the Forks MPO), and the Minot MPO (Central Dakota MPO). These four MPOs are responsible for transportation and land use planning within their respective metropolitan areas and oversee the administration of Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs).

Because federal regulations require MPOs’ and state DOTs’ planning efforts to align and support each other under a shared planning framework, NDDOT worked closely with these four MPOs in the development of Transportation Connection 2050. This coordination enabled the MPOs to understand how the plan was created and what its strategies and actions would mean for their own planning efforts.

NDDOT hosted one meeting with each MPO during November 2025. During these meetings, NDDOT revisited Transportation Connection 2045, explained scenario planning, presented input from public engagement activities, previewed the interactive funding tool, and allowed space for open discussion and feedback.

STAKEHOLDER MEETINGS & SURVEY

NDDOT engaged with plan stakeholders throughout the plan development process. A mailed and electronic survey was sent to each stakeholder, requesting input on the state of transportation in North Dakota, perceptions about NDDOT, and perceived needs for future improvements. A summary of findings from the stakeholder survey can be found in the accompanying Survey Appendix.

COMMENTS AND THEMES FROM STAKEHOLDER ENGAGEMENT

- Transportation is vital to strong infrastructure, economic opportunity, and individual agency.
- Transportation plays a key role in connecting stakeholders to essential goods and services, which in turn, supports communities through all circumstances.
- The biggest changes since Transportation Connection 2045 include inflation, the use of the NDDOT Flexible Transportation Fund (Flex Fund), increased use of electric vehicles, technology advances, and workforce shortages.
- Key disruptions expected to influence transportation in the next 25 years include automation, funding challenges, economic instability, and aging infrastructure and technology.
- Scenario planning:
 - In the Cities and Centers scenario, there are opportunities for concentrated growth, investment in infrastructure improvements, increased multi-modal transportation options, and the potential for more efficient land use through mixed-use development.
 - In the Smart and Connected scenario, challenges include data security concerns, over-reliance on technology, reduced personal interaction, and vulnerability to cyberattacks.
 - In the Ghost Towns scenario, opportunities include reduced travel and more digital communication, access to cheap land, and potential for a societal or economic paradigm shift; however, the challenges are extensive. They include failing infrastructure, lack of services and resources, low tax revenue, increased isolation and depression, and more.
 - The Rural Renaissance and Cities & Centers scenarios are the most likely scenarios to happen in North Dakota.
- Enhancing safety for the future of transportation in North Dakota is a primary area of interest for stakeholders.
- While the Grand Forks region benefits from flat terrain and a strong street grid, distances between housing and services remain a challenge.
- Political resistance to pedestrian and multimodal friendly facilities is common; it is best for those items to be included with larger transportation or safety improvements as they are more likely to be implemented.

- Smaller communities face significant challenges in competing for federal discretionary grants, which are costly and resource-intensive to prepare, but they lack the tax base to fund these projects locally or regionally.
- Many residents in Grand Forks want to live in neighborhoods with transportation amenities, but there needs to be stronger connections between transportation networks and land use planning to provide these amenities.
- Residents in the Bismarck-Mandan area do not want to commute into town to attend work, and many prefer to work remotely, which influences commute times and transportation infrastructure.
- Fargo has a strong pedestrian network, driven by college students, as well as offering recreation and alternative transportation with the latter growing increasingly important.

TRIBAL GOVERNMENT COORDINATION

Tribal Government Coordination

Coordination with Tribal nations and their communities is essential to the safety, reliability, and efficiency of North Dakota's transportation system. Tribal governments are key partners in statewide planning and interact with all levels of state and local governments. Tribes and the U.S. Bureau of Indian Affairs (BIA) own and maintain more than 737 miles of roadway in North Dakota. NDDOT operates 383 miles of road, and counties and townships own and maintain 1944 miles of road located within Tribal land boundaries. Addressing system needs and responding to safety concerns, transportation conditions, access needs, and changing travel demand priorities require close, ongoing collaboration between NDDOT and Tribal transportation partners across jurisdictions.

Five federally recognized Tribal authorities are located (at least partially) within North Dakota: Spirit Lake Nation, the Sisseton Wahpeton Oyate, the Standing Rock Sioux Tribe, the Turtle Mountain Band of Chippewa Indians, and the Three Affiliated Tribes of the Mandan, Hidatsa, and Arikara (MHA Nation).

NDDOT's Tribal liaison coordinator conducted regular outreach and facilitated discussion sessions with representatives from the Tribal governments for Transportation Connection 2050. These discussion sessions consisted of an initial introductory session and a follow-up consultative session.

The introductory session included an overview of Transportation Connection 2050 and its relationship to other Long Range Transportation Planning efforts, including Tribal Long Range Transportation Plans. Introductory sessions were conducted with each Tribal Chairperson through a regular meeting of the North Dakota Tribal Chairman's Association.

In the consultative session, the Tribal liaison coordinator facilitated a discussion on each Tribe's needs, preferences, and priorities for the state transportation network and for coordinating transportation planning across jurisdictional lines, including NDDOT, counties and townships. Consultative sessions were conducted with all five Tribal authorities, whose feedback is presented in the Tribal Engagement Summary Appendix.

Consultation included the U.S. Department of the Interior's BIA Great Plains Region Transportation Division to provide their comments and input on Transportation Connection 2050. The BIA Great Plains Region serves Tribes located in North Dakota, South Dakota, and Nebraska through administration of transportation funding, road inventory, land records, and technical support.

The North Dakota Native American Tourism Alliance (NDNATA) also participated in a consultation session. NDNATA is a nonprofit tourism collaborative representing all Tribal nations of North Dakota. Tribal-related tourism has a significant economic impact on local communities and the entire state. Tourism relies on safe transportation infrastructure, signage, and marketing to support access to destinations located on tribal lands. State and local government collaboration with Tribal tourism and other economic development enterprises will ensure future growth in opportunities particularly as emerging technologies become established.

Engagement Approach

The focus during meetings with Tribal governments as part of Transportation Connection 2050 was on listening closely and identifying ways to enhance collaboration and coordination to leverage resources and support growth and development of Tribal transportation program resources and capacity.

Tribal engagement meetings as part of Transportation Connection 2050 indicated an ongoing need for collaboration and communication on safety and road maintenance. Access to crash report data from the State, Tribal, and BIA Law Enforcement is also needed. Tribes are interested in coordinating policies, standards, and protocols with the State of North Dakota regarding emerging transportation technology, including autonomous vehicles, drones, and vertical takeoff and landing (VTOL) aircraft.

Transportation Funding and Reauthorization Priorities

With the expiration of the Infrastructure Investment and Jobs Act (IIJA) in September 2026, reauthorization of the federal transportation legislation is a major focus for the five Tribal Nations in North Dakota. In fiscal year 2025, the five Tribal Nations in North Dakota received a combined \$10.9 million from the Federal Highway Administration's Tribal Transportation Program (TTP) to cover program operations and road construction costs for 872 miles of roads currently in the BIA inventory. Up to 25% of that dollar amount can be used for road maintenance. Since 2011, national TTP funding has increased 36%, but the five North Dakota Tribes saw an increase of only 18% as of FY 2025. Inflation

during this period exceeded 43%, resulting in a net loss of transportation funding purchasing power. The Tribes expressed interest in having NDDOT and state leaders support increased funding for Tribal transportation programs in the federal transportation reauthorization process.

Transportation Connection 2050: Shared State, Tribal Goals

A crucial component of Transportation Connection 2050 is creating the foundation for a statewide system of public transportation infrastructure that supports economic vitality, safety, and mobility needs of all North Dakotans. While Tribal transportation agencies struggle to secure adequate federal funding, they share the same goals and are important partners in securing that statewide vision.

POP-UP EVENTS & PUBLIC INPUT MEETINGS

NDDOT collected in-person and digital engagement in the form of pop-up events and public input meetings throughout the duration of the project. These events were hosted in various locations across the state of North Dakota and at venues and events that were inclusive, accessible, and well-attended. There were 12 pop-ups at community events, three in-person public input meetings, and one online public input meeting.

POP-UP EVENTS

NDDOT sought input from a wide array of groups throughout the summer and into the winter of 2025 while developing Transportation Connection 2050. Pop-up events began in June 2025 and continued through December 2025. These events took place in a variety of locations and venues across the state of North Dakota, ensuring that NDDOT gathered information reflective of North Dakotan perspectives from a variety of regions and towns.

2025 NORTH DAKOTA ELECTRIC VEHICLE (EV) TAILGATE PARTY, BISMARCK

Thursday, June 26, 2025, 4-7 p.m. | North Dakota State Capitol, Visitor's Parking Lot

This pop-up event garnered approximately 25 attendees. An interactive sticker activity gathered people's opinions on the state of the transportation system, maintenance activities, and their accessibility across North Dakota at the event (as pictured in **Figure 8**). Additional materials utilized for the event included a comment card option for collecting written feedback, a handout with a QR code to the project survey on transportation priorities, and a project overview board. No written comments were received at the pop-up event.



Figure 8: Pop-up event at the EV Tailgate Party

Key feedback themes from discussions included the following concerns: maintenance takes place too frequently or for too long on roads and bridges, winter street clearing and roadway weather management strategies across the state are effective and timely, local and inner-city bus access is poor, and accessibility for all commuters (multi-modal transportation) has room for improvement, with some attendees noting that cycling along roadways in the state is especially challenging with improper signage/separation and poor trail maintenance.

EVENT ACTIVITY KEY FEEDBACK AND THEMES

The sticker activity collected feedback from pop-up event attendees centering around the condition, maintenance, accessibility, and safety of transportation of all kinds throughout the state. Respondents were asked to vote using green, yellow, or red sticker dots on various response types, indicating their opinions on how services are handled in North Dakota. Green stickers signified that respondents felt a certain item is done well, yellow signified a neutral opinion on the item, and red signified that respondents felt certain areas are not done well/have room for improvement.

A description of specific responses and a graph summarizing this activity's results are provided below in

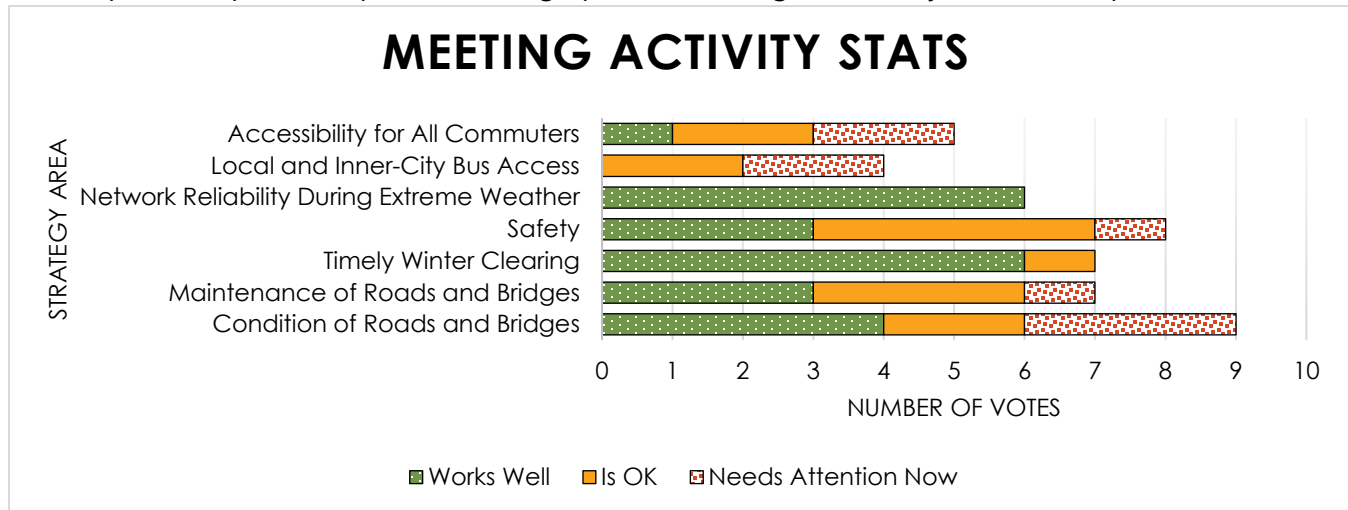


Figure 9: EV Tailgate Party Event Activity Results

Accessibility for All Commuters: Generally negative (one green, two yellow, two red). There were strong concerns from active transportation users, especially cyclists. Issues included:

- Limited and poorly marked bike lanes
- Frequent misuse of bike lanes by parked vehicles
- Lack of physical barriers for bike lane protection
- Hostility from drivers toward cyclists
- Poor trail design and maintenance
- Cyclists feeling responsible for their own safety due to inadequate infrastructure

Local and Inner-City Bus Access: Negative to neutral (two yellow, two red). Many were unfamiliar with local transit. Some noted a lack of accessible options statewide; one pedestrian recounted a near-collision with a bus in Bismarck.

Network Reliability During Extreme Weather: Very positive (six green). North Dakota was praised for its effective response compared to other states.

Safety: Neutral to moderately positive (three green, four yellow, one red). The yellow and red comments overlap with safety concerns noted for other services, such as bus access and accessibility for all commuters.

- **Timely Winter Clearing:** Overwhelmingly positive (six green, one yellow). Roads are cleared efficiently. One concern was raised about walking/bike paths sometimes being cleared before roads.
- **Maintenance of Roads and Bridges:** Mixed (three green, three yellow, one red). Comments from respondents touched on maintenance activities taking too long or seemingly too frequently. Commenters remarked that in some areas, repair of roadways seemed to take place in the same spots over and over again (indicating the fact that maintenance may be redundant).
- **Condition of Roads and Bridges:** Mixed responses (four green, two yellow, three red). Comments from respondents centered around maintenance having to take place on bridges and roads too frequently.

RED RIVER MARKET POP-UP EVENT, FARGO

Sunday, July 20, 2025, 10 a.m. – 2 p.m. | Red River Market

Approximately 35 attendees stopped by the table throughout the event. Additionally, an interactive sticker activity gathered people's opinions on the state of the transportation system, maintenance activities, and their accessibility across North Dakota also featured at the event (as pictured in **Figure 10** and **Figure 11** on the next page). Additional materials utilized for the event included a comment card option for collecting written feedback, a handout with a QR code to the project survey, and a project overview board.

Key feedback themes from discussions included the following concerns: roadway maintenance and condition issues in the eastern portion of the state (issues with potholes noted frequently), concerns about accessibility for wheelchair users of sidewalks and trails, and the need for better inner-city transit systems between Fargo and Grand Forks.



Figure 10: Pop-up Event at the Red River Market

WRITTEN COMMENTS

One written comment was received at the pop-up event with emphasis on the improvement of the bus system in Bismarck/Mandan and a statement of the need for a bullet train across the state.

EVENT ACTIVITY KEY FEEDBACK AND THEMES

The sticker activity collected feedback from pop-up event attendees centering around the condition, maintenance, accessibility, and safety of transportation of all kinds throughout the state. Respondents were asked to vote using green, yellow, or red sticker dots on various response types, indicating their opinions on how services are handled in North Dakota. Green stickers signified respondents felt a certain item is done well, yellow signified a neutral opinion on the category provided, and red signified respondents felt certain areas are not done well/have room for improvement. A description of specific responses and a graph summarizing this activity's results are provided below and in **Figure 11**.

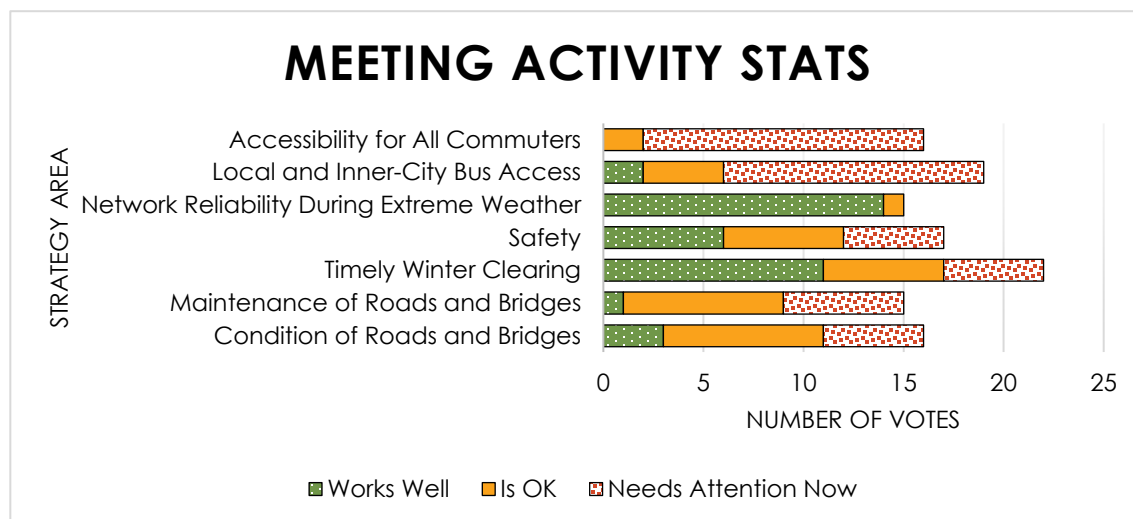


Figure 11: Red River Market Event Feedback Results

- **Accessibility for All Commuters:** Largely negative (two yellow, 14 red). Some responses indicated the need for better access for wheelchair users.
- **Local and Inner-City Bus Access:** Largely negative (two green, four yellow, 13 red). Comments focused on the need for more rapid/regular service (hourly) between key locations, such as Fargo and Grand Forks. A suggestion was made for adding trams for transportation around bigger cities (which have many parking lots).
- **Network Reliability During Extreme Weather:** Very positive (14 green, one yellow). Respondents commented on fast alerts during the recent tornadoes that hit parts of the state.

- **Safety:** Mixed responses (six green, six yellow, five red). There was a comment for more lights and better striping and visibility on roads, especially for people with astigmatism.
- **Timely Winter Clearing:** Mixed responses, leaning toward positive (11 green, six yellow, five red). One comment from an attendee who moved from Minnesota noted their state clears roads faster than North Dakota, which is slower and focuses primarily on emergency access routes.
- **Maintenance of Roads and Bridges:** Mixed responses (one green, eight yellow, six red).
- **Condition of Roads and Bridges:** Mixed responses (three green, eight yellow, five red). One comment focused on the potholes along U.S. Route 81 in Hillsboro, causing the need to drive in the left lane to avoid the right lane.

YOUNG DRIVER-FOCUSED EVENTS

The summaries for these events are grouped together as they targeted students and young drivers.

VISION ZERO DRIVING SKILLS FOR SUCCESS, WEST FARGO

Thursday, August 7, 1–4 p.m. | Veterans Memorial Arena

The Driving Skills for Success program, formerly known as Driving Skills for Life, provides hands-on training for teens ages 14–18 with a permit or license. Participants practiced driving through a controlled course with law enforcement, navigated distraction challenges, and experienced virtual simulators and other interactive safety activities. The project team spoke with approximately 30 young drivers and caregivers at this event.

NORTH DAKOTA STATE UNIVERSITY (NDSU) – NACHO AVERAGE LIBRARY, FARGO

Tuesday, August 26, 2025, 1–3 p.m. | NDSU Main Library

A welcome-week pop-up at the NDSU Main Library where students enjoyed nachos, learned about campus resources, and connected with staff in a casual setting, as shown in **Figure 12**. The project team held one-on-one conversations with approximately 60 students.



Figure 12: Pop-up Event at the NDSU Nacho Average Library Event

UNIVERSITY OF NORTH DAKOTA (UND) – CAMPUS & COMMUNITY EXPO, GRAND FORKS

Wednesday, August 27, 2025, 10 a.m. to 2 p.m. | Memorial Union South Lawn

An outdoor expo on the Memorial Union lawn where UND departments, local businesses, and community organizations set up tables for students to learn about services, campus involvement, and part-time job openings. Approximately 120 students stopped by the table to speak with the project team. **Figure 13** shows a student interacting with an activity board at this event.



Figure 13: Pop-up Event at the UND Campus & Community Expo

MINOT STATE UNIVERSITY (MSU), MINOT

Friday, October 24, 2025, 10 a.m.–2 p.m. | MSU Student Center

The project team set up a table inside the Student Center to chat with approximately 50 students traveling to and from lunch.

NORTH DAKOTA STATE COLLEGE OF SCIENCE (NDSCS), WAHPETON

Wednesday, December 10, 2025, 11 a.m.–1 p.m. | Hektner Student Center

The project team set up a table inside the Hektner Student Center and chatted with approximately 25 students traveling to and from lunch.

Interactive activities gathered students' opinions on NDDOT services, aspects of North Dakota's transportation future that excited them most, and transportation investment priorities. Additional materials used for each event included a comment card option for collecting written feedback, a handout with a QR code for a young driver survey, and a project overview board. No written comments were received at either of the events focused on young drivers.

EVENT ACTIVITY KEY FEEDBACK AND THEMES

At the Vision Zero Driving Skills for Success event, attendees engaged with an interactive sticker activity to identify which NDDOT services mattered most to them. Participants voted on categories including road safety (e.g., crashes, fatalities, emergency response), reliable routes (roads are open and accessible when needed), fast services (licensing, registration, snow-clearing response), more transportation options (walking, biking, riding transit), innovation and future modes (self-driving cars, ride-share, e-bikes, etc.), and an "Other" category. Results from this activity are summarized in **Figure 14**, with no votes recorded for "Other."

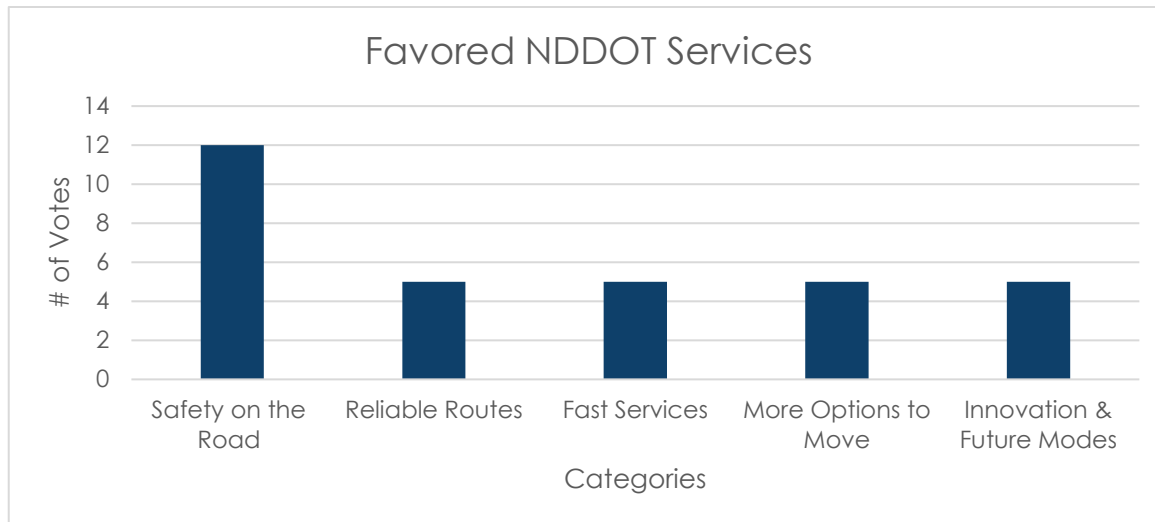


Figure 14: Vision Zero Pop-Up Sticker Activity Results

A second interactive activity was conducted to gather input on the aspects of North Dakota's transportation future that excited attendees most. These results are summarized in **Figure 15**.

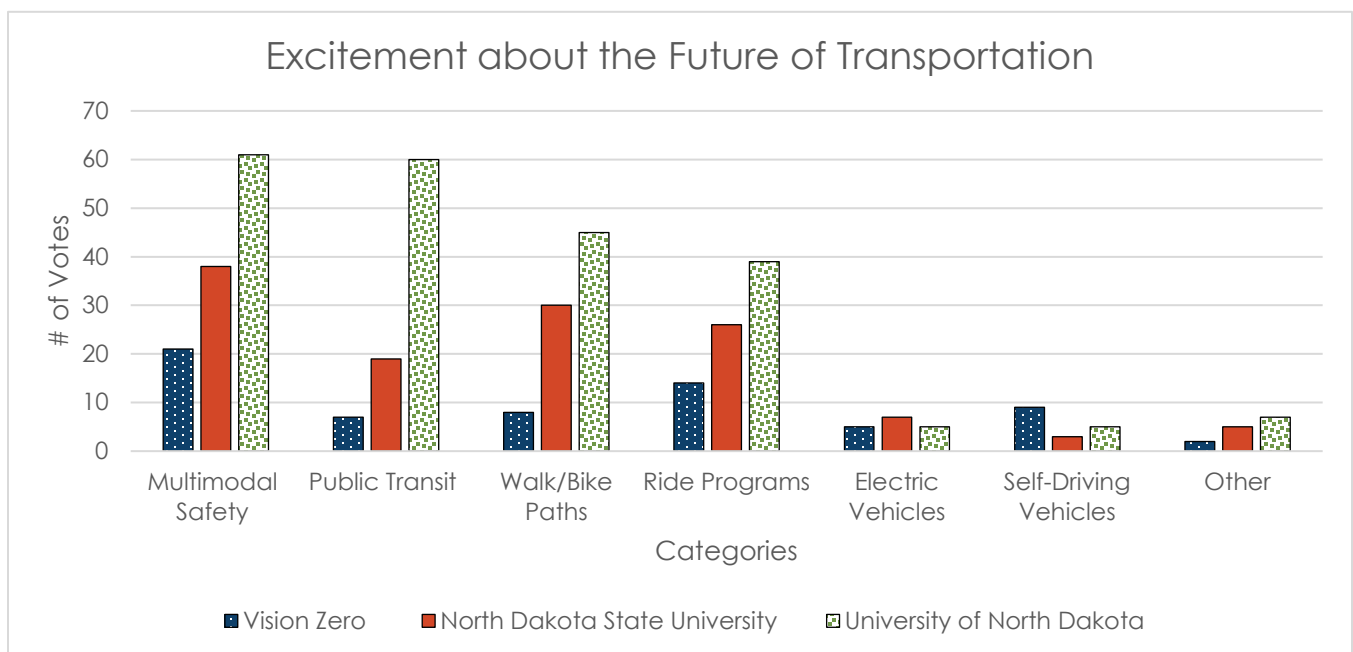


Figure 15: Vision Zero, NDSU, and UND Pop-Up Sticker Activity Results

At the MSU and NDSCS events, the project team used a third interactive activity where students were asked to identify their top three priority areas for future NDDOT investments. Participants voted on categories including driver services (wait times at the DMV), road and bridge conditions (quality of road and bridge surfaces), maintenance response to weather/emergency services (how quickly roads are cleared), system safety (how safe residents feel on and next to the roadway), road and bridge

maintenance (quality of road and bridge maintenance), transit and active transportation (how easy it is to travel without a car), functional capacity (how easy it is to move freight), and an “Other” category.

These results are summarized in **Figure 16**.

A summary of the activity boards and conversations with students is below:

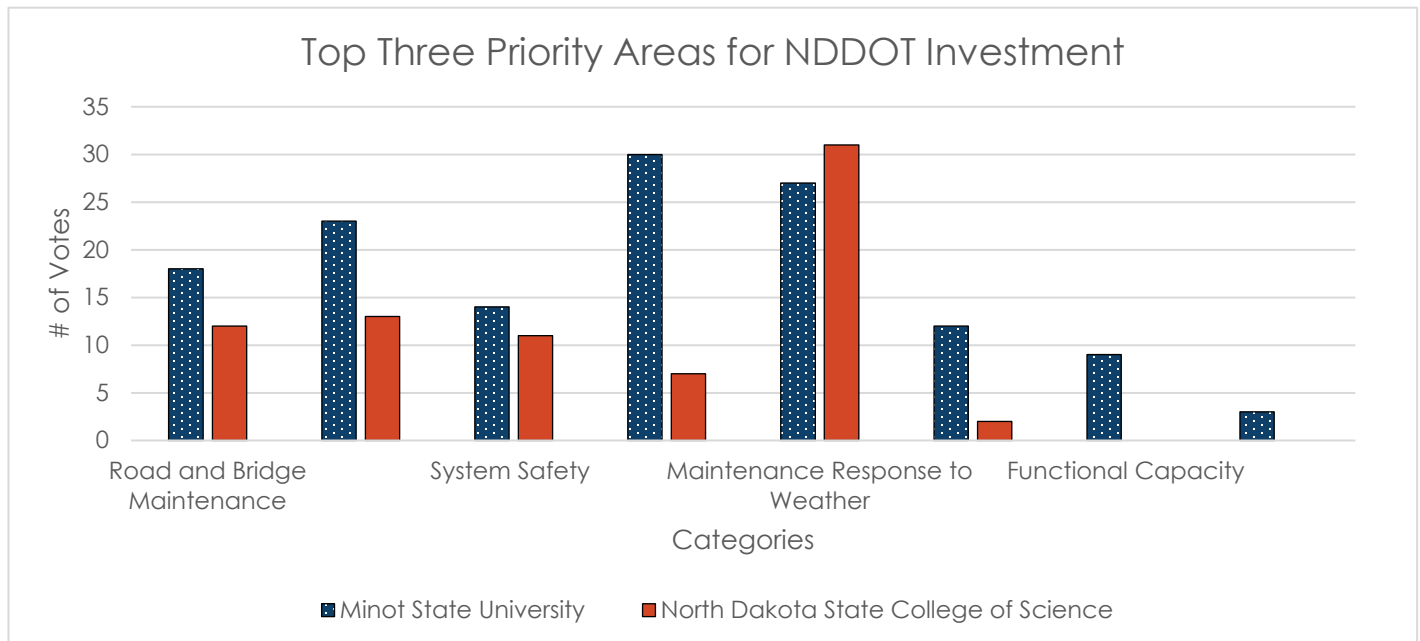


Figure 16: MSU and NDSCS Pop-Up Sticker Activity Results

Infrastructure and Accessibility

- Broad support for Vision Zero and youth driving safety programs. One participant noted they had recently completed the distracted driving course and recommended continuing such initiatives.
- Interest in safer, more walkable natural areas, enhanced pedestrian and bicycle infrastructure, and expanded paratransit services.
- Positive feedback on Grand Forks’ bicycle system, with one student remarking that the availability of bike lanes and driver behavior is “very good.”
- Suggestions to improve visibility and accessibility for blind or vision-impaired travelers and for neurodiverse individuals.
- North Dakota students at NDSCS were familiar with the ND Roads app and found it helpful, particularly for planning trips to Fargo. Several students who walk noted poor sidewalk conditions and expressed a need for more salt and ice management. One student mentioned that snow clearance on county roads was inadequate.

Transit Improvements

- Strong demand for increased bus frequency, with many recommending service every 30 minutes or more.
- Calls for more accessible transit information, particularly to support international students and new residents.
- Requests for free or discounted bus fares for young children of student parents.
- Interest in more carpooling options, ride-share services, and expanded passenger rail. Some students, however, recommended prioritizing improvements to existing infrastructure over new initiatives such as Big Sky Passenger Rail.
- A student from Alexander, ND highlighted the need for public transit to serve co-op schools, enabling high school students to travel between campuses for athletics.
- One student suggested increasing the interstate highway speed limit from 75 mph to 80 mph.
- One student at the MSU event emphasized the need for stronger driver education and greater compliance with traffic laws.
- Law enforcement officers participating in the Vision Zero event recommended implementing real-time crash alerts, similar to Amber/Silver alerts, to reduce traffic congestion and enhance roadway safety.

Innovation

- Mixed perspectives on self-driving vehicles. Some expressed enthusiasm, including a civil engineering graduate student working on an autonomous vehicle project between Grand Forks and Fargo, while others voiced safety concerns.
- Interest in greater regulation of electric scooters.
- Varied views on EVs. Students acknowledged their environmental benefits but questioned performance in cold and snowy North Dakota conditions. A few participants expressed a preference for more train/public transit options over EVs.
- Additional ideas included a “mini drone hoverboard” concept and enhancements to the ND Roads app, such as integrating snow-clearing photos modeled on Minnesota’s 511 app.

Licensing and Permit Experiences

- Most participants found the process relatively easy, with wait times between 30 minutes and 1 hour. In fact, one attendee had received his permit just that morning before the Vision Zero event and shared that the process was simple in terms of completing paperwork and wait time.
- Two individuals noted confusion over the required documentation for Real ID due to inconsistent instructions across the Fargo and Wahpeton Department of Motor Vehicle (DMV) offices.

28TH ANNUAL TRIBAL LEADERS SUMMIT, BISMARCK

Thursday September 4, 2025, 8 a.m. - 12 p.m. | Bismarck Event Center

Approximately 25 attendees stopped by the table throughout this event. **Figure 17** shows the set-up of the event. One interactive sticker activity invited participants to vote on the aspects of North Dakota's transportation future that excited them most, similar to the board used at young driver events. Results from this activity are summarized in **Figure 18**.

A second activity encouraged attendees to share comments on sticky notes about transportation improvements that would have the greatest impact on their Tribe and future generations. Additional materials included comment cards for written feedback, a handout with a QR code linking to a survey on Tribal priorities, and a project overview board. No written comments were received during the event.



Figure 17: Pop-up Event at the 28th Annual Tribal Leaders Summit

At the Tribal Leaders Summit, responses prioritized safety, walkability, and expanded public transit options. The greatest interest centered on creating safer environments for walking, biking, and driving (17 responses), along with support for expanded walking/biking paths (13) and public transit (12). Tribal community members identified preferred improvements such as reducing construction disruption, enhancing pedestrian safety through vehicle technology, increasing lighting, and expanding transit access, particularly in Williston, ND. Additional feedback emphasized the need for better construction communication (i.e., some attendees mentioned safety-related concerns with work zones, with no one to talk to about these concerns), paved detour routes, wider highways, and more sidewalks and lighted trails, with a recurring focus on protecting pedestrians, especially children, at crosswalks. Mobility challenges for those in crisis were also raised.

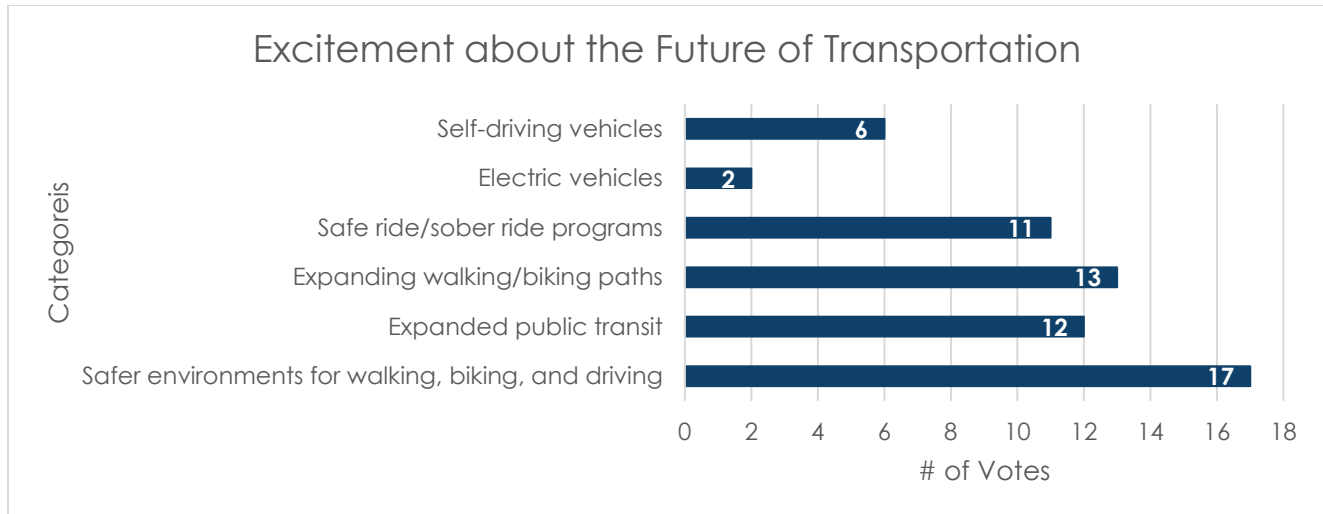


Figure 18: Tribal Leaders Summit Sticker Activity Results

BISMARCK DOWNTOWNER'S STREET FAIR, BISMARCK

Friday, September 12, 2025, 10 a.m.–2 p.m. | Downtown Bismarck

The pop-up event attracted approximately 40 attendees. An interactive sticker activity invited participants to identify their top three priority areas for future NDDOT investments (as pictured in **Figure 19**). Participants voted on categories including driver services (wait time at the DMV), road and bridge conditions (quality of road and bridge surfaces), maintenance response to weather/emergency services (how quickly roads are cleared), system safety (how safe residents feel on and next to the roadway), road and bridge maintenance (quality of road and bridge maintenance), transit and active transportation (how easy it is to travel without a car), functional capacity (how easy it is to move freight), and an "Other" category. Results from this activity are summarized in **Figure 20**.

Additional materials used for the event included a comment card option for collecting written feedback, a handout with a QR code to the project survey on transportation priorities, and a project overview board. No written comments were received at this pop-up event.



Figure 19: Interactive Sticker Activity at the Bismarck Downtowner's Street Fair Pop-up Event

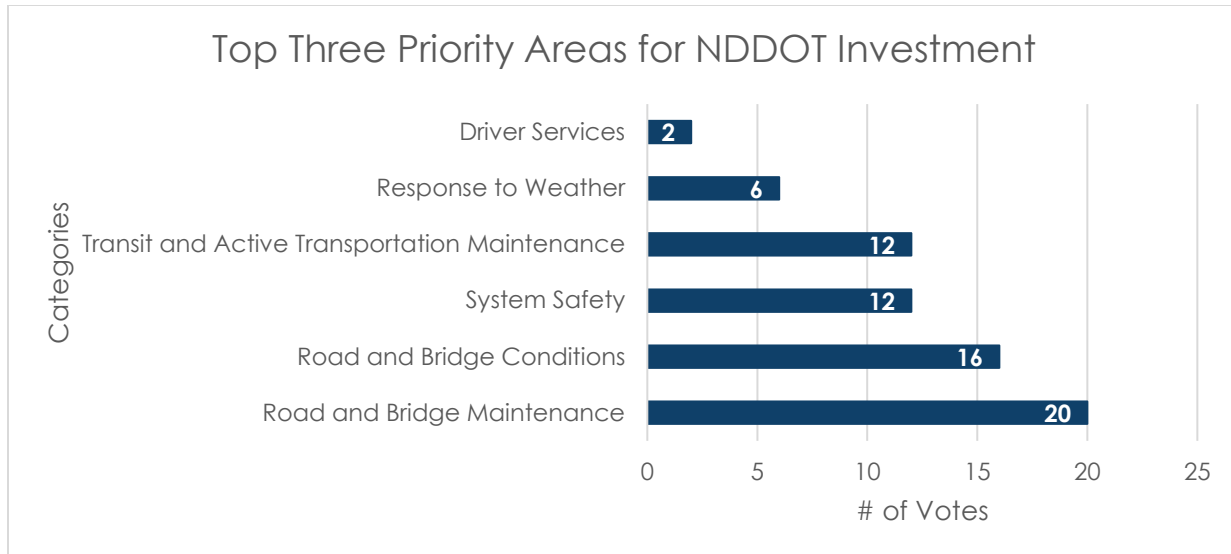


Figure 20: Bismarck Street Fair Sticker Activity Results

ADDITIONAL COMMUNITY FEEDBACK

Planning and Coordination

- Requests for better planning and coordination to reduce overlapping construction projects and related disruptions.

Accessibility and Equity

- Desire for increased transportation access for visually impaired and elderly residents, particularly in rural areas.
- Concerns about travel without a vehicle; while options like buses and scooters exist, they still carry costs that create barriers.
- Rural residents emphasized the need for more reliable transit access to Bismarck, especially for elderly individuals traveling to medical appointments.

Public Transit and Rural Access

- Calls for improved public transit services to support an aging population.
- Specific concern raised by a resident from Linton regarding gravel roads, which can become impassable at times; additional concerns noted about roads in southwest Emmons County.
- Questions about how rural transit can support critical needs, such as dialysis appointments, when schedules do not align with medical services.

System Safety and Infrastructure

- Safety concerns in Bismarck, including lack of sidewalks in north Bismarck.
- Dangerous conditions cited on North Washington Street in Bismarck.
- Broader concerns were raised about railroad maintenance across the state.
- Requests to improve winter snow clearing for safer travel.
- Future-focused feedback included adding a bypass starting east of Bismarck that loops north of town.

DMV Services

- Mixed experiences reported with DMV services:
 - Positive feedback on the appointment system and efficient processing (one resident renewed their license in four minutes).
 - Ongoing frustration with wait times at the Bismarck DMV, even with appointments.

OCTOBER – DECEMBER POP-UP EVENTS

For each pop-up event, the project team used a sticker dot voting exercise that asked event attendees to identify their top three priority areas for future NDDOT investments. Participants voted on categories including driver services (wait time at the DMV), road and bridge conditions (quality of road and bridge surfaces), maintenance response to weather/emergency services (how quickly roads are cleared), system safety (how safe residents feel on and next to the roadway), road and bridge maintenance (quality of road and bridge maintenance), transit and active transportation (how easy it is to travel without a car), functional capacity (how easy it is to move freight), and an “Other” category. These events are summarized together.

OKTOBERFEST, WILLISTON

Saturday, October 25, 2025, 12.–4 p.m. | Great Northern

Approximately 20 people attended this event. An interactive sticker activity invited participants to identify their top three priority areas for future NDDOT investments. Participants voted on categories including driver services (wait time at the DMV), road and bridge conditions (quality of road and bridge surfaces), maintenance response to weather/emergency services (how quickly roads are cleared), system safety (how safe residents feel on and next to the roadway), road and bridge maintenance (quality of road and bridge maintenance), transit and active transportation (how easy it is to travel without a car), functional capacity (how easy it is to move freight), and an “Other” category.

The top three investment priorities for attendees were road and bridge conditions, road and bridge maintenance, and maintenance response to weather/emergency services. These are evidenced in **Figure 21** below.

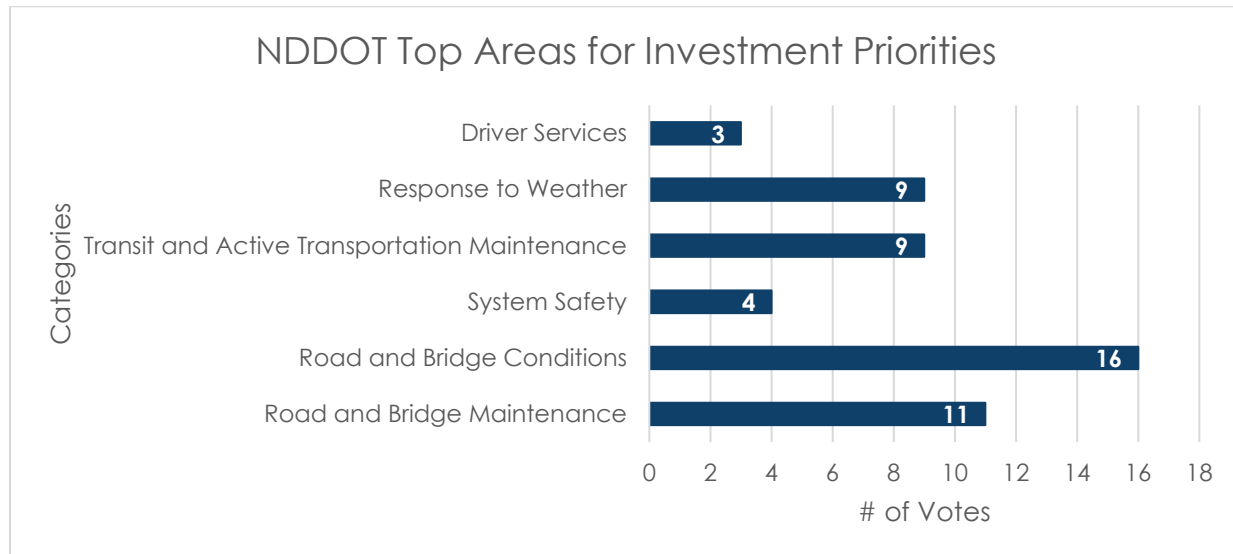


Figure 21: Williston Oktoberfest Sticker Activity Results

Conversations at the event reflected that a few attendees expressed enthusiasm for expanding multimodal travel options. Another attendee highlighted concerns about driver behavior, noting the challenges associated with an influx of residents from other states with differing driving habits. The impacts of the oil boom were also discussed, including increased truck traffic, winter mobility challenges, and a desire for greater local input in transportation planning. Williston DMV services were viewed positively, with one attendee calling the Williston DMV the "best DMV in the country."

PANGEA: CULTIVATE OUR CULTURES EVENT, MOORHEAD, MN

Saturday, November 15, 2025, 10 a.m. - 4 p.m. | Historical and Cultural Society of Clay County

Approximately 125 people attended this event, which is shown in **Figure 22**. An interactive sticker activity invited participants to identify their top three priority areas for future NDDOT investments. Participants voted on categories including driver services (wait time at the DMV), road and bridge conditions (quality of road and bridge surfaces), maintenance response to weather/emergency services (how quickly roads are cleared), system safety



Figure 22: Pop-up event at the Pangea: Cultivate Our Cultures Event

(how safe residents feel on and next to the roadway), road and bridge maintenance (quality of road and bridge maintenance), transit and active transportation (how easy it is to travel without a car), functional capacity (how easy it is to move freight), and an “Other” category.

Additionally, the project team conducted a youth-focused voting activity to understand what North Dakotans of all ages value in making streets work better for everyone. Results from both activities are represented in **Figures 23** and **24** below.

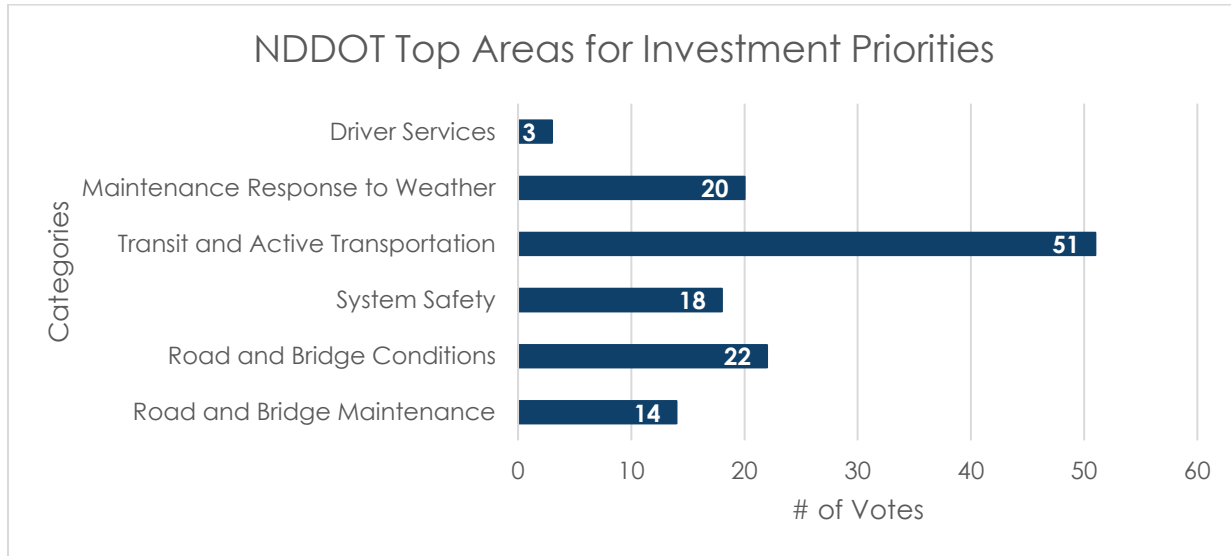


Figure 23: Pangea: Cultivate Our Cultures Sticker Activity Results

The top investment priorities, as identified by votes in this activity were Transit and Active Transportation, Road and Bridge Conditions, and Maintenance Response to Weather/Emergency Services.

The youth-focused voting activity, targeting ages 4–12, plus some teens and adults, was conducted to understand what North Dakotans of all ages value in making streets work better for everyone. A total of 48 responses were collected. This is shown in **Figure 24**.

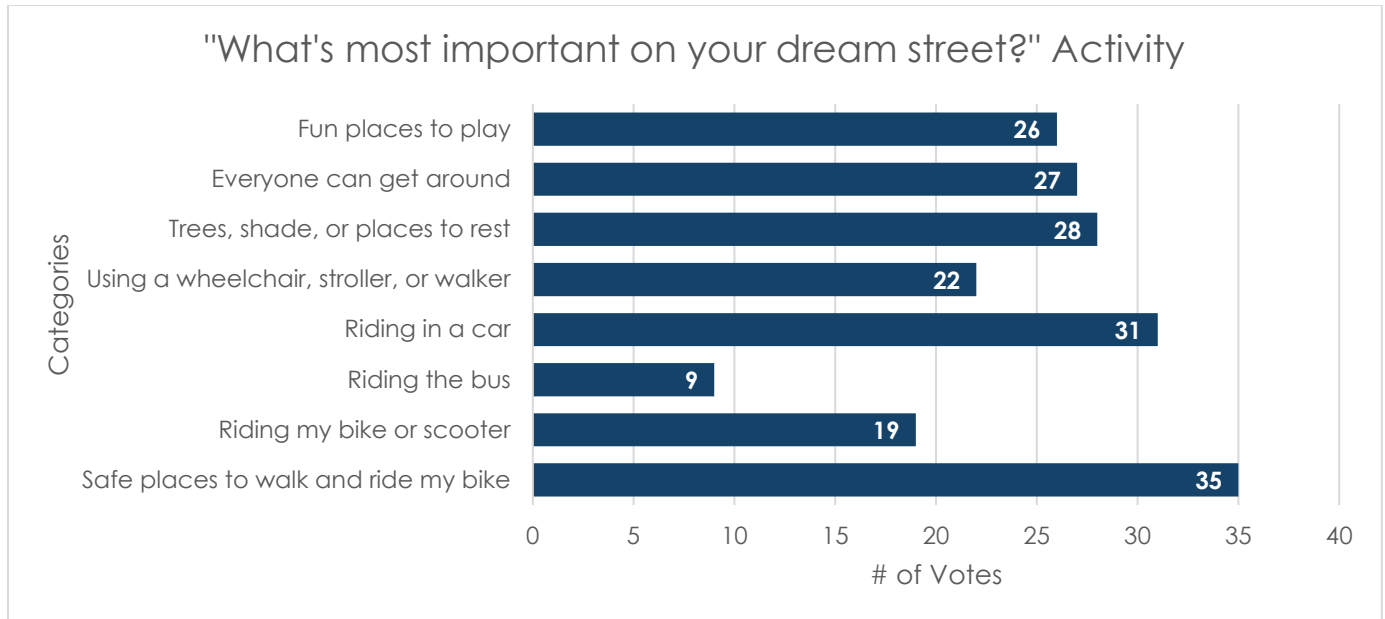


Figure 24: Pangea: Cultivate Our Cultures Kid's Voting Activity Results

The final results of this voting activity yielded that "Safe places to walk and ride my bike," "Riding in a car," and "Trees, shade, or places to rest" were the highest priorities for children that responded to this activity at the event.

During conversations at the event, many attendees expressed satisfaction with the appointment system/level of service at the Fargo DMV, hence the reason for the few votes for Driver Services. A significant portion supported expanding public transit and enhancing infrastructure for cyclists and pedestrians, noting that navigating the metro area without a car is difficult. Written comments voiced support for more passenger train options, more EV charging stations, and walkable neighborhoods with protected bike lanes. There were a few comments for improved driver education, particularly on roundabout use and general traffic compliance. Some concerns included an inconvenient Amtrak schedule, which requires getting to the Fargo station late in the evening, and the need for more public transit options to support aging residents in rural areas who otherwise rely on nonprofits for mobility and access to work, social connections, and medical appointments.

DEVIL'S LAKE CHRISTMAS FAIR, DEVIL'S LAKE

Saturday, December 13, 2025, 11 a.m.–1 p.m. | Western State Bank Event Center

Approximately 25 people attended this event, which is shown in **Figure 25**. Feedback was collected in the form of the top investment priorities and the kid's voting activities described in the Pangea event. Results from these are represented in **Figures 26 and 27** below.



Figure 25: Pop-up Event at Devil's Lake Christmas Fair

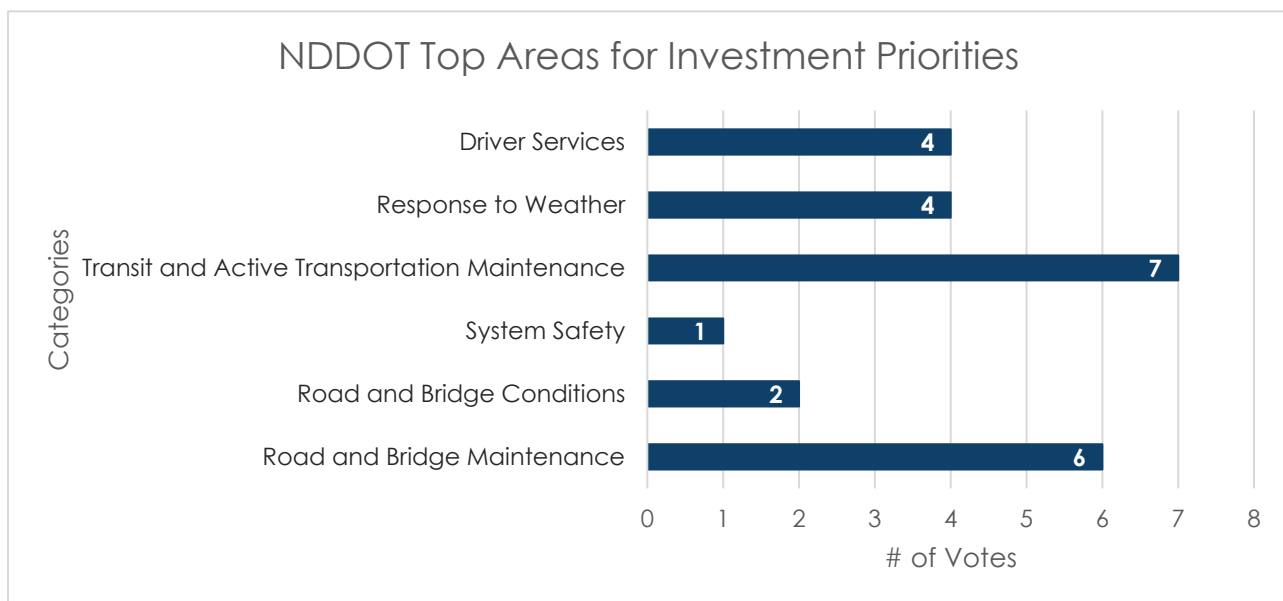


Figure 26: Devil's Lake Christmas Fair Sticker Activity Results

A youth-focused voting activity was conducted to understand what North Dakotans of all ages value in making streets work better for everyone. The primary targets for this voting exercise were children ages 7-11. A total of five responses were collected.

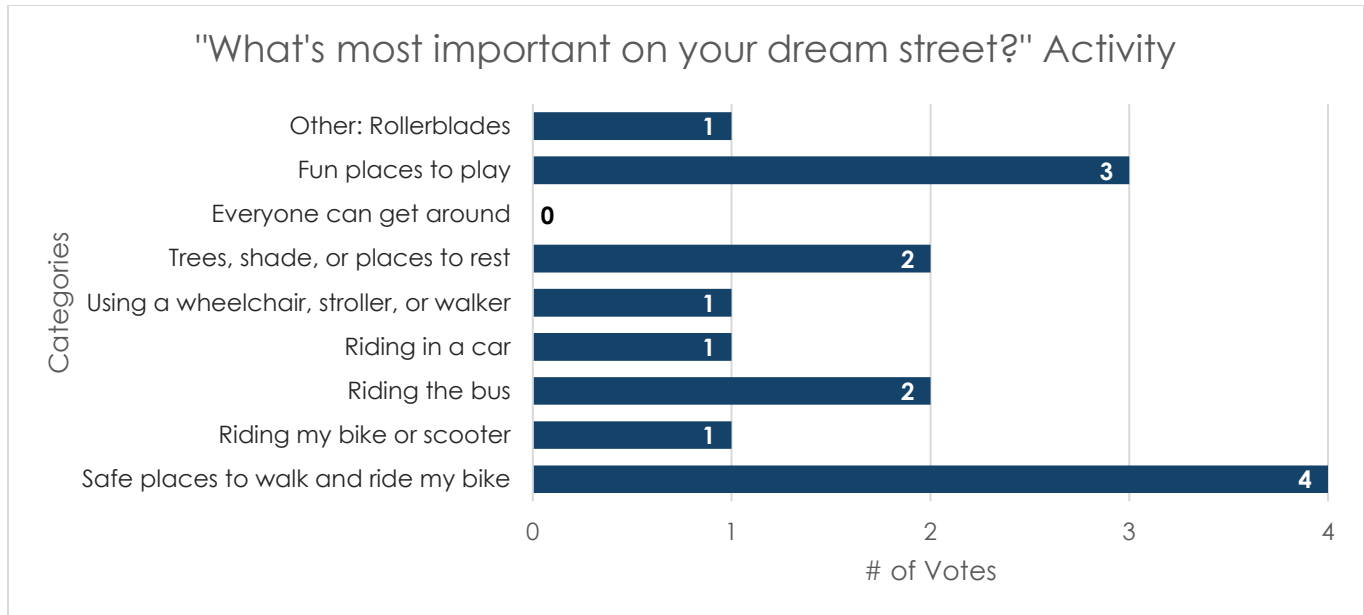


Figure 27: Devil's Lake Christmas Fair Kid's Voting Activity Results

Results of this voting activity highlighted "Safe places to walk and ride my bike," "Riding the bus," "Trees, shade, or places to rest," and "Fun places to play" as the top priorities for respondents in what should be included in their "dream street."

There were a variety of conversations with members of the public at this event. Several attendees expressed interest in adding a turning lane on U.S. Highway 2, noting it would be particularly helpful for motorists operating farming equipment. One farmer shared that she often has difficulty accelerating to highway speeds while towing a trailer and experiences vehicles passing her, creating safety concerns. Crashes with farming equipment on gravel roads and blocking other motorists, especially at night, were also noted as a concern.

Additional comments included a request for expanded transportation options for veterans and a question about whether NDDOT has any age restrictions on driver's licenses, prompted by one attendee whose 102-year-old mother recently renewed hers. Feedback on DMV services was generally positive, with attendees noting that the appointment system helps streamline the process. However, one person reported difficulty scheduling a CDL appointment online and instead obtained a same-day slot by visiting the DMV in person.

Overall, attendees felt that state highways are well maintained during winter conditions, though one individual noted that snow removal on county roads could be improved.

PUBLIC INPUT MEETINGS

The project team hosted public input meetings in West Fargo, Bismarck, and Dickinson to share information and gain input from the public on scenario planning to help develop the strategic direction for the plan update. Additionally, the team also hosted one online public input meeting to share the draft of Transportation Connection 2050 and gather input from the public.

For the three in-person public input meetings, a pre-recorded presentation provided details on the LRTP plan update and gave an overview of scenario planning, four scenarios (Rural Renaissance, Cities and Centers, Smart and Connected, and Ghost Towns), and how the scenarios will help NDDOT to plan more flexibly, adapt to change, and make smarter transportation decisions for North Dakotans. The meetings also included meeting display boards and a handout for attendees interested in learning more about the project. A Title VI demographic survey was conducted at the meeting as well.



Figure 28: West Fargo Public Meeting Open House #1

The public could provide comments through multiple forms, including completing a comment form in person or by email, writing on and adding sticky notes to display boards, or submitting digital comments via the project webpage.

The online public input meeting was held via Zoom, which participants could access by visiting the project webpage and clicking the meeting link. The virtual session featured a live presentation covering the LRTP plan update, including a current state assessment, trends analysis, a summary of public engagement and feedback to date, and an overview of the implementation plan. The session also included interactive polling and a Q&A period.

Participants were encouraged to provide feedback on the draft plan by submitting digital comments through the project webpage. A recording of the Zoom session was made available on the project webpage for public viewing through May 28, 2026.

PUBLIC INPUT MEETING #1, WEST FARGO

Monday, July 21, 2025, 4 – 7 p.m. | DoubleTree Hotel

Approximately 10 attendees signed in for the meeting. See **Figure 28** for a depiction of the event. No written comments were received.

Advertisements: Devil’s Lake Daily Journal (July 1, 2025), Valley City Times-Record (July 8, 2025 and July 11, 2025), Wahpeton Daily News (July 2, 2025), Grand Forks Herald (June 30, 2025 and July 7, 2025), the Forum of Fargo-Moorhead (July 1, 2025 and July 8, 2025), and social media posts on Facebook and Instagram (July 15, 2025, July 18, 2025, and July 20, 2025).

KEY ENGAGEMENT RESULTS

This section summarizes the key engagement results gathered through the public input received at the meeting, highlighting both opportunities and challenges for each different potential scenario, as shown in **Table 5**.

SCENARIO	OPPORTUNITIES	CHALLENGES
<i>Rural Renaissance</i>	Outdoor amenities/recreational as economic opportunity/connecting trail systems. On-road/ off-road trail connection facilities. 4-lane/3-lane rural lane configurations	Lack of local resources for municipal infrastructure. Winter impact on recreational sector.
<i>Cities and Centers</i>	Access to interstate impacts development within cities. Frontage roads with U-turns are a good model.	Growth outpaces NDDOT timelines (52nd Ave). 76th Avenue interchange is 10 years away/need for interchanges on 76th Need to adjust NDDOT standard of two miles between interchanges. Local road networks unable to accommodate growth.

SCENARIO	OPPORTUNITIES	CHALLENGES
		55th St N through town needs to be 3 lanes. Lack of regional planning in 64th bridge without interchanges.
Smart and Connected	Airport expansion to connect to larger markets, improve tourism. Drones reduce construction/survey costs.	
Ghost Towns	Insurance rates are more competitive in North Dakota to respond to coastal pressures. North Dakota's abundant water sources helps alleviate drought conditions more effectively with appropriate water management policies. Outdoor recreation, state park investment. Immigrant community resettlement.	Lack of local families in smaller communities for municipal infrastructure. Lack of economic base to support schools, hospitals. More tech support for federal grants. Difficult to attract young workers to find new opportunities, diversify economy.

Table 5: West Fargo Public Input Meeting Board Activity Results

ENGAGEMENT SUMMARY FROM WEST FARGO PUBLIC INPUT MEETING

In general, discussions at the public input meeting indicated that the Rural Renaissance scenario reflects an economic potential in outdoor recreation and trail connectivity but faces limited infrastructure resources and seasonal impacts. The Cities and Centers scenario presents opportunities and challenges with city growth, including straining local road networks and outpacing transportation planning timelines. The technological advancements such as airport expansions and drone use from the Smart and Connected scenario offer benefits such as improving connectivity and tourism and reducing surveying costs with construction. The Ghost Towns scenario offers outdoor recreation and state park investment opportunities but also increases the need for more federal support and grants.

Rural Renaissance: Outdoor amenities and recreation present an economic opportunity, especially when supported by well-connected trail systems. It also offers opportunities to expand on-road and off-road trail connections and to implement flexible four-lane and three-lane rural roadway configurations. However, this scenario faces challenges, such as securing land for infrastructure and seasonal impacts.

Cities and Centers: This scenario offers opportunities to leverage interstate access to guide growth within cities and to implement frontage road systems with U-turns as a best practice design for managing corridor access. This scenario presents challenges such as growth outpacing NDDOT project timelines and the potential for local road networks to be unable to keep pace with development.

Smart and Connected: The Smart and Connected scenario offers benefits such as improving connectivity and tourism and reducing surveying costs with construction.

Ghost Towns: This scenario provides opportunities to take advantage of competitive insurance rates, grow tourism and quality of life through outdoor recreation and state park development, and develop communities through immigrant resettlement initiatives. Conversely, it may be harder to attract young workers with a smaller number of families leading to an insufficient tax base to support essential services such as schools and hospitals, among other challenges.

PUBLIC INPUT MEETING #2, BISMARCK

Wednesday, September 10, 2025, 3 – 6 p.m. | Bismarck Art Galleries Association in Bismarck

Approximately eight attendees signed in for the meeting. See **Figure 29** for a depiction of the event.

In addition to the display boards presented at the first public input meeting, the Bismarck meeting included an interactive sticker activity that asked participants to identify their top three priorities for future NDDOT investments.

No written comments were received.

Advertisements: Bismarck Tribune (August 18, 2025), Minot Daily News (August 18, 2025), Dickinson Press (August 19, 2025), Williston Herald (August 16, 2025), The McKenzie County Farmer (August 27, 2025), and social media posts on Facebook (September 3, 2025 and September 9, 2025).



Figure 29: Bismarck Public Meeting Open House #2

KEY ENGAGEMENT RESULTS

This section summarizes the key engagement results gathered through the public input received at the meeting, demonstrating attendees' investment priorities in **Figure 30** and highlighting both opportunities and challenges for each different potential scenario in **Table 6**.

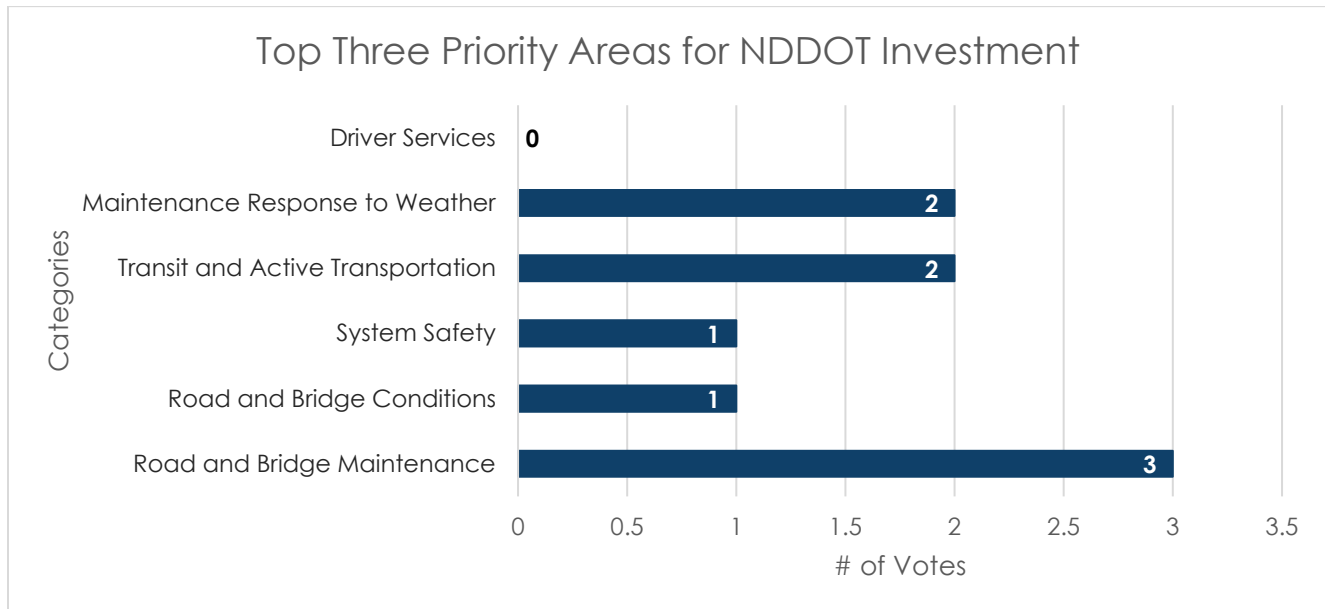


Figure 30: Bismarck Public Input Meeting Interactive Sticker Activity Results

While attendees did not place stickers in the "Other" category, additional comments they gave related to this category included:

- Coordinate with Sanford and Department of Health and Human Services regarding transportation services for people with disabilities.
- More accessible, affordable multimodal options.

SCENARIO	OPPORTUNITIES	CHALLENGES
<i>Rural Renaissance</i>	Sounds peaceful. Would need small buses or vans from city or bus centers to get places. Motorcycle taxis.	First-mile movement of goods. Traveling to healthcare appointments in urban areas (x2).0F ¹

¹ The notation (x2) indicates that this comment was independently raised by two separate participants during the public input meeting.

SCENARIO	OPPORTUNITIES	CHALLENGES
	Open new tech centers in rural areas. Requiring more executive style airports or short service rail to metro areas.	Securing land for airports/routes into these areas. This would require many more roads and/or trains. It sounds idyllic, but where would people connect? Where is the community center and how do people get to it?
Cities and Centers	Developing timely mass transit in addition to modifications to structures to accommodate self-driving cars/Uber. Accessibility and mobility for all. A thriving, well-designed city doesn't need to consider delivery of all services and goods; one should be able to walk about in a neighborhood that has most of what they need (like Chinese cities).	Subsidizing transit until usage is self-sufficient (x2). Destroying notions of zoning. Lively cities have lots of mixed purpose areas. People should be able to live in their business [sic]; street food should be a norm. Every alley should be a revelation.
Smart and Connected	Regulatory and industry expansion in tandem. Drone delivery (such as rural pharmacy). Growth in autonomous trucks. Create a city planning structure that creates districts (entertainment, shopping, education, etc.) in order to	Transforming cities from the current (old) way of movement to a new way which takes advantage of new tech. Interconnected systems are vulnerable to system-wide disabling (see Battlestar Galactica reboot!)

SCENARIO	OPPORTUNITIES	CHALLENGES
	maximize efficient transportation avenues. Electric vehicle infrastructure will follow demand. Asset management via smart infrastructure/ITS/drones. Potential efficiencies and clean environment. Routine trains would be fabulous to get to events in other cities or states. First-mile goods movement.	
Ghost Towns	Tourism/ecotourism to quiet, historic places. Need highways or trains.	Asset state of good repair (x2). Will usage justify the cost?

Table 6: Bismarck Public Input Meeting Board Activity Results

PUBLIC INPUT MEETING #3, DICKINSON

Thursday, September 11, 2025, 4-7 p.m. | West River Community Center

Approximately five attendees signed in for the meeting.

Figure 31 depicts the meeting.

In addition to the display boards presented at the first public input meeting, the Dickinson meeting included an interactive sticker activity that asked participants to identify their top three priorities for future NDDOT investments.

No written comments were received.



Figure 31: Dickinson Public Meeting Open House #3

Advertisements: Bismarck Tribune (August 18, 2025), Minot Daily News (August 18, 2025), Dickinson Press (August 19, 2025), Williston Herald (August 16, 2025), The McKenzie County Farmer (August 27, 2025), and a social media post on Facebook (September 10, 2025).

KEY ENGAGEMENT RESULTS

This section summarizes the key engagement results gathered through the public input received at the meeting, demonstrating attendees' investment priorities in **Figure 32** and highlighting both opportunities and challenges for each different potential scenario in **Table 7**.

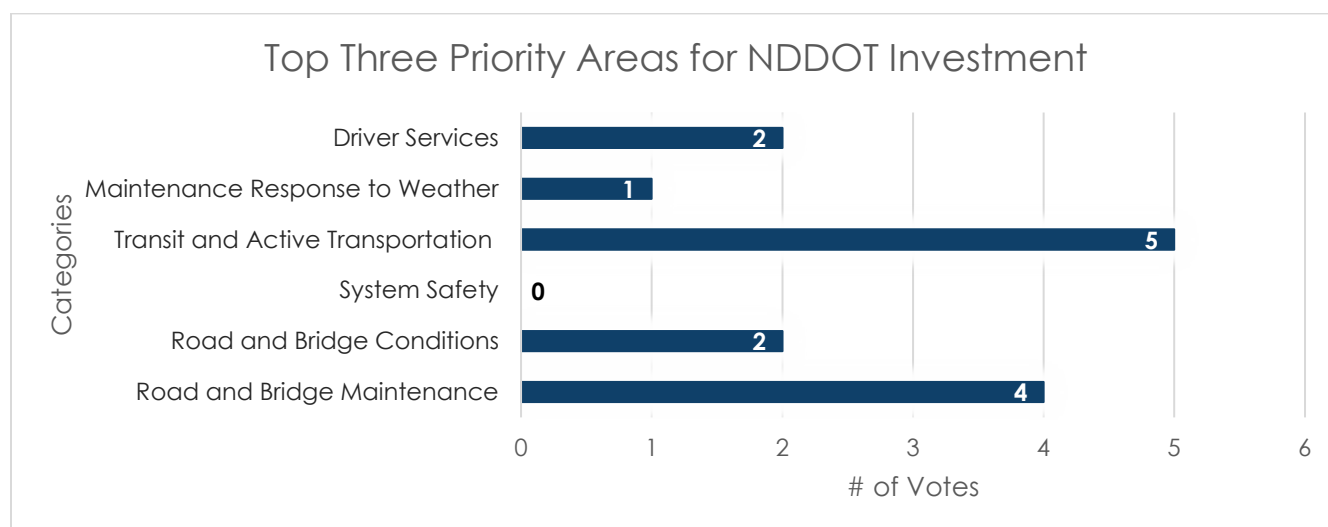


Figure 32: Dickinson Public Input Meeting Interactive Sticker Activity Results

While attendees did not place stickers in the "Other" category, additional comments they gave related to this category included:

- Desire for more buses and greater public transit availability.
- Appreciation for using sand instead of salt during road clearing to minimize vehicle damage.
- Positive experience at DMV noted due to the ability to schedule appointments.
- Concern about delays in a chip sealing project in Dickinson and potential damage to car.

SCENARIO	OPPORTUNITIES	CHALLENGES
<i>Rural Renaissance</i>	Trails to recreation destinations. Patterson Lake connection from Dickinson.	Inefficiencies with roadway projects, like delays and late season starts, can lead to cost overruns and risk keeping local roadways in a state of good repair.

SCENARIO	OPPORTUNITIES	CHALLENGES
Cities and Centers	Hwy 22 trail to fairground. Partial natural surface. Wintertime activities (indoor and outdoor). Nearby parks and recreation that are easy to access. Trail access, safe trail crossings.	Delays in starting projects. Widening US 85. Missing white line on minor arterials— painting would provide some level of safety for cyclists.
Smart and Connected	Autonomous commercial/freight vehicles. E-bikes being used more by youth (northwest part of town) – from new developments to Recreation (Rec) Center.	Over-dependence on technology— Don't want self-driving cars. Autonomous vehicles are inevitable—good or bad. Amtrak. Charging stations at Rec Center were declined by management due to lack of interest.
Ghost Towns	No comments.	Maintain state of good repair.

Table 7: Dickinson Public Input Meeting Board Activity Results

ENGAGEMENT SUMMARY FROM BISMARCK AND DICKINSON PUBLIC INPUT MEETINGS

Participants emphasized that the Rural Renaissance scenario offers small scale transit and stronger recreation connections but faces gaps in healthcare access, freight movement, and infrastructure funding. Cities and Centers presents opportunities for transit, walkable areas, and active public spaces, while challenged by project delays, funding needs, and zoning resistance. Smart and Connected highlights potential in smart infrastructure, drones, and autonomous technology but must address system vulnerabilities and potential low demand for new technologies. The Ghost Towns scenario offers tourism potential yet raises concerns about maintaining low use infrastructure and the value of long term investment.

Rural Renaissance: At the two public input meetings, responses to scenario planning indicated that the Rural Renaissance scenario presents opportunities such as a peaceful lifestyle supported by small-scale

transit (vans, buses, motorcycle taxis), new tech centers requiring better transport links like executive airports or short rail lines, and improved access to recreation through trails (e.g., from Dickinson to Patterson Lake) and train connections. However, it also faces significant challenges, including addressing the link between producers and distributors within the first mile of goods movement, limited access to urban healthcare, land acquisition for infrastructure, the need for well-connected community hubs, and potential for mismanaging funds needed to maintain roads and transportation systems.

Cities and Centers: With respect to the Cities and Centers scenario, opportunities include communities being accessible through the development of timely mass transit; infrastructure adaptations for self-driving vehicles and ridesharing; and the creation of walkable neighborhoods where most needs can be met locally, as seen in some Chinese cities. Emphasizing accessibility, mixed-use zoning, and active public spaces like trails, parks, and winter recreation areas are beneficial. Challenges include the need to subsidize transit until it becomes self-sustaining, delays in project implementation, infrastructure gaps such as missing bike lane markings, and resistance to rethinking traditional zoning in favor of more mixed-purpose urban spaces.

Smart and Connected: The Smart and Connected scenario offers opportunities for regulatory and industry growth, drone delivery (especially in rural areas), and autonomous vehicle use in freight and agriculture sectors. Creating well-planned city districts can improve transportation efficiency, while smart infrastructure, electric vehicle support, and routine train services can enhance connectivity and environmental sustainability. Challenges include transitioning from outdated transportation models, the risk of over-reliance on vulnerable interconnected systems, limited demand for EV charging infrastructure, and skepticism toward self-driving technology.

Ghost Towns: The Ghost Towns scenario offers opportunities for tourism and ecotourism by attracting visitors to quiet, historic locations, potentially supported by improved highway or train access. However, challenges include maintaining infrastructure in a state of good repair and questioning whether the investment in access and upkeep is justified by the level of expected use.

The interactive piece for both meetings included a sticker-board asking the question, "What are the three top areas that you would like to see NDDOT invest in?" Participants at the public input meetings emphasized the importance of road and bridge maintenance, transit and active transportation, and system safety. The Dickinson meeting showed greater interest in transit and active transportation and road maintenance, while the Bismarck meeting also reflected the similar themes of Road and Bridge Maintenance and Transit and Active Transportation.

ONLINE PUBLIC INPUT MEETING, ZOOM

Tuesday, April 7, 2026, 4 – 5 p.m. | Zoom

Approximately seven attendees signed in for the meeting. No written comments were received.

Advertisements: The Jamestown Sun (March 14, 2026), The Bismarck Tribune (March 14, 2026), Devil's Lake Daily Journal (March 12, 2026), Grand Forks Herald (March 14, 2026), the Forum of Fargo-Moorhead (March 14, 2026), The Dickinson Press (March 14, 2026), Williston Herald (March 14, 2026), Minot Daily News (March 14, 2026), and social media posts on Facebook and Instagram (March 20, 2026, March 26, 2026, and April 6, 2026).

KEY ENGAGEMENT RESULTS

This section summarizes the key engagement results gathered through the public input received at the meeting. No questions were raised during the meeting; however, two attendees shared positive feedback, noting that the plan reflects meaningful progress and clearly communicates NDDOT's efforts.

When asked about prior involvement in the LRTP process, one attendee indicated they had completed a survey, two had attended a previous in-person public input meeting, and one had used the interactive funding tool.

In discussing priorities for transportation in North Dakota in 2050, one attendee emphasized the importance of safe and reliable corridors for moving people and goods, while another expressed interest in how transportation improvements will be funded.

PUBLIC COMMENT PERIOD

On April 28, 2026, NDDOT initiated a 30-day public comment period to receive feedback on the draft Transportation Connection document to run through May 28, 2026. NDDOT posted a PDF version of the Draft Report, Scenario Planning Appendix, Trends Briefing Appendix, Engagement Summary Appendix, Survey Summary Appendix, and Tribal Engagement Summary Appendix on the project webpage. NDDOT promoted the public comment period through a press release and social media posts on Facebook and Instagram (May 3, 2026, May 12, 2026, May 19, 2026, and May 25, 2026).

NDDOT also shared the draft Transportation Connection document with stakeholders through direct outreach. These stakeholders were as follows:

- United States Environmental Protection Agency
- United States Army Corps of Engineers
- U.S. Fish and Wildlife Service
- Bureau of Land Management
- North Dakota State Soil Conversation Committee

- North Dakota Department of Water Resources
- North Dakota Office of the Governor
- North Dakota Department of Environmental Quality
- Sierra Club – Dacotah Chapter
- North Dakota State Historical Society
- Dakota Prairie Grasslands
- Dakota Resource Council
- North Dakota Game & Fish Department

NDDOT contacted these agencies to provide an opportunity for stakeholder perspectives on environmental and cultural issues. Feedback from stakeholders was received via email and recorded.

PUBLIC COMMENT PERIOD ENGAGEMENT

NDDOT's social media ad campaign reached over 16,000 individuals on content related to Transportation Connection.

PUBLIC COMMENTS

The North Dakota Game and Fish Department and the North Dakota Tourism and Marketing Division provided supportive feedback on the draft plan. Game and Fish emphasized the importance of incorporating habitat connectivity and wildlife movement into long-range transportation planning, noting that increased traffic has contributed to vehicle–wildlife collisions and recommending wildlife crossings (e.g., underpasses, overpasses, and wildlife paths) to improve safety and ecological connectivity). Tourism and Marketing described the plan as clear and informative, suggested updating visitor statistics to reflect 2025 data, and recommended further consideration of signage and wayfinding to improve access to attractions and recreation sites, while expressing appreciation for the inclusion of visitor needs. No comments were received from the Director's Advisory Council or during the public comment period.