

Appendix A: Stakeholder and Public Engagement

STAKEHOLDER AND PUBLIC ENGAGEMENT APPROACH

OVERVIEW

A Stakeholder and Public Engagement (SPE) document was produced to guide the outreach activities for the development of the plan. An inclusive and transparent engagement process was essential to developing a final plan that addresses a broad base of issues and needs and future opportunities while building consensus among North Dakota's public, key stakeholders, and advisory groups. This document outlined key project messages, documented stakeholders and communities important for NDDOT to engage with, and identified the tools and techniques used to reach different audiences.

GOALS

- Inform stakeholders and the public to create awareness about the purpose and process of the plan
- Partner with local jurisdictions, elected officials, and key stakeholders to promote project milestones and input opportunities
- Engage the public and collect meaningful feedback to inform the technical team
- Transform complex technical data into comprehensive, easily understood materials

STAKEHOLDERS

NDDOT identified stakeholders with an interest and/or insights that are relevant to freight and rail transportation in North Dakota:

- Freight and passenger railroads
- North Dakota state government
- Federal government
- Local and regional governments
- Transload facilities and intermodal service providers
- Intercity bus operators
- Metropolitan Planning Organizations (MPOs)
- Tribal Governments
- Airlines and airline authorities
- Agriculture
- Energy
- Manufacturing
- Chamber organizations
- Economic development organizations
- Tourism organizations

- Regional advocacy groups

A total of 221 stakeholders were identified and contacted in various ways throughout the development of the plan.

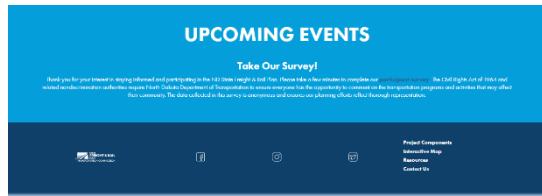
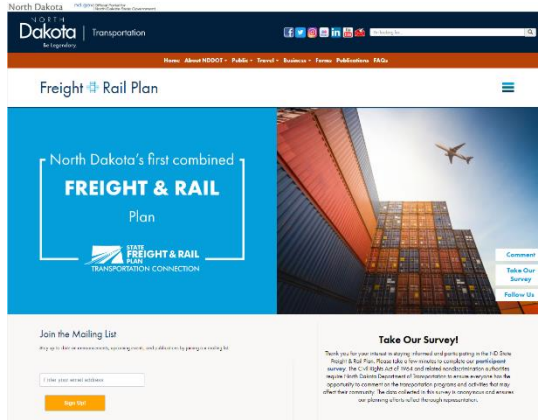
Stakeholder Group	Number of Stakeholders
Freight and passenger railroads	8
Government & non-government organizations	102
Transload facilities and intermodal service providers	11
Tribal	7
Airlines and airline authorities	13
Agriculture	35
Energy	26
Manufacturing	8
Regional advocacy groups	11

OUTREACH

PROJECT WEBSITE

A website was created and was home to project information, an online comment form, engagement opportunities, and other educational materials.

Home Page



Project Components

DEVELOPING THE FREIGHT & RAIL PLAN

This development will include multiple stakeholders, stakeholder resources and community input. Information from research efforts, stakeholder meetings, and public involvement events will be compiled and analyzed to provide a clear picture of needs and issues. It will be verified through site visits and stakeholder engagement to ensure all needs and concerns are addressed. Solutions will be developed to meet needs and issues. The solutions will be evaluated in terms of economic, program, and general program. Criteria for selection will include equity, efficiency and safety, economic development, safety, social economic, environmental, security, and equity, and intermodal connectivity. The solutions will be implemented by priority, with time for implementation, cost-benefit.

PROJECT COMPONENTS

Challenges to be addressed by the Freight & Rail Plan

SUSTAINABILITY Ensure our freight and rail systems are cost-effective & flexible to encourage growth.	RESILIENCY Improve system recovery from weather & other safety hazards.	MARKET ACCESS Create access to domestic and global markets.	E-COMMERCE Continue to increase service to rural & disadvantaged locations.	SAFETY Inspect & encourage safety measures on the roads & rails.
RTP Provide rural transportation alternatives and options.	TECHNOLOGY Implement conditions for commercial use of rail roads & rails.			

ABOUT FREIGHT MOBILITY

As an important national corridor and gateway for the United States, North Dakota is a key node for supporting intermodal and diverse goods movement to meet the needs of the state and the world. Freight mobility, including trucking, rail, pipeline, and air cargo are needed to transport goods and commodities to support regional, national, and global supply chains for many industries. Supply chain resilience is the key to economic vitality of our state. Freight mobility is the link to global markets that has the capacity to deliver goods and services with the lowest cost and risk. Other important factors affecting cost and service include security, safety, efficiency, and reliability.

Click through the images to the right to understand the factors driving future trends and affecting freight demand.



TECHNOLOGY

UPCOMING EVENTS

Take Our Survey!

Thank you for your interest in staying informed and participating in the 2021 State Freight & Rail Plan. Please take a few minutes to complete our [interactive survey](#). The 2021 State Freight & Rail Plan and related consultation activities include: North Dakota Department of Transportation to ensure awareness from the opportunity to comment on the transportation program and activities that may affect your community. We also encourage you to share your concerns and discuss our planning efforts related through representation.

Interactive Map

Click to find out, look around, and use the Learn box to find a specific location. Use the comment buttons to mark the location where you have a specific comment or concern. Click on where to find a location.

UPCOMING EVENTS

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Resources

North Dakota
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Freight & Rail Plan

RESOURCES

In 2021 we'll be gathering feedback and analyzing the results. Check back often for new assessments and reports.

The final plan is anticipated to be published in fall 2022.



Comment
Take Our Survey
Follow Us

WINTER 2021 NEWSLETTER

VIEW NOW

OCT. MEETING PRESENTATION

VIEW NOW

SEP. 2021 UPDATE

VIEW NOW

2017 STATE RAIL PLAN

VIEW NOW

2015 STATE FREIGHT PLAN

VIEW NOW

PRESENTATIONS



OCTOBER PUBLIC OPEN HOUSE MEETING

EXTERNAL RESOURCES

Coming Soon!

UPCOMING EVENTS

Take Our Survey!

Thank you for your interest in staying informed and participating in the ND State Freight & Rail Plan. Please take a few minutes to complete our survey. The Civil Rights Act of 1964 and related nondiscrimination regulations require North Dakota Department of Transportation to ensure you have the opportunity to comment on the transportation program and activities that may affect your community. The data collected in this survey is anonymous and ensures our planning efforts reflect through representation.

Project Components
Interactive Map
Resources
Contact Us

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Freight & Rail Plan

CONNECT WITH US

The State Freight and Rail Plan will rely on private sector shippers and carriers, state agencies and public input to direct future freight and rail transportation in the state.

We want to hear from you!



Comment
Take Our Survey
Follow Us

QUESTIONS / COMMENTS

First Name: Last Name:

Email Address:

Would you like to be added to our mailing list?

Comment or Question:

Submit

UPCOMING EVENTS

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SOCIAL MEDIA


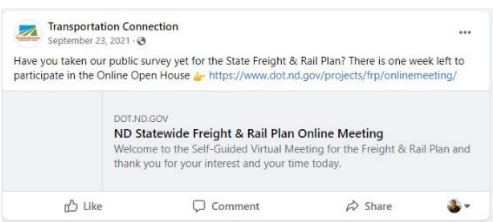

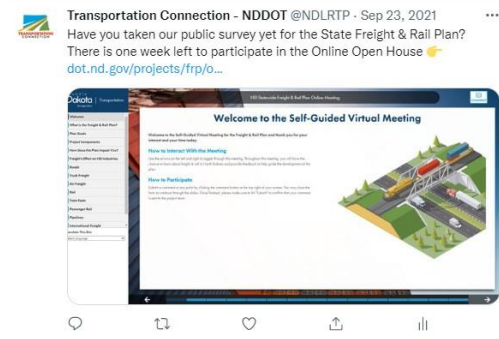
The project team used various social media channels to announce virtual public meetings and project milestones. Social media posts were made utilizing the established *Transportation Connection* social media accounts as well as coordination with NDDOT's Communications team to be shared to existing NDDOT accounts. In total, 19 unique posts were shared on Facebook, Instagram, and Twitter.



In early 2022, NDDOT decided to discontinue the use of the *Transportation Connection* social media pages and exclusively work with existing NDDOT social media accounts since they have a greater stakeholder reach.


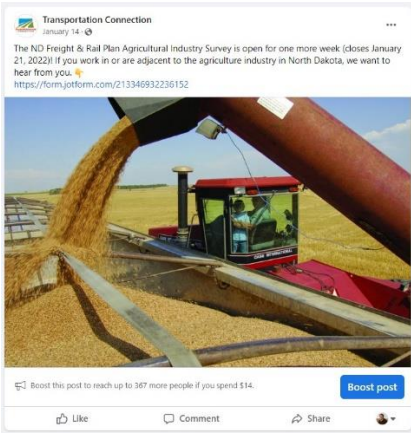

Post Date	Facebook	Instagram	Twitter
8/26/2021			
8/30/2021			

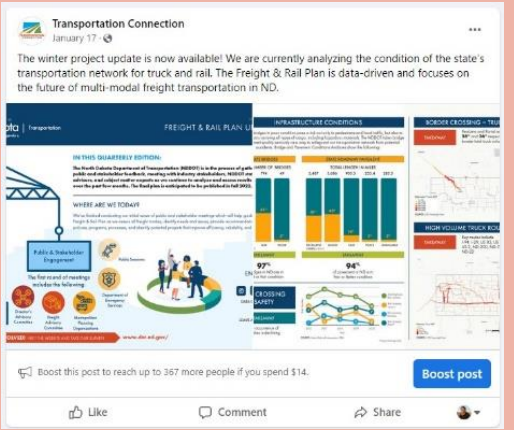

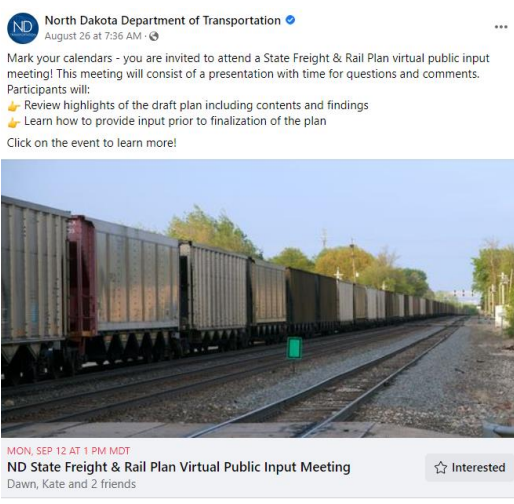
Post Date	Facebook	Instagram	Twitter
9/2/2021			
9/8/21			

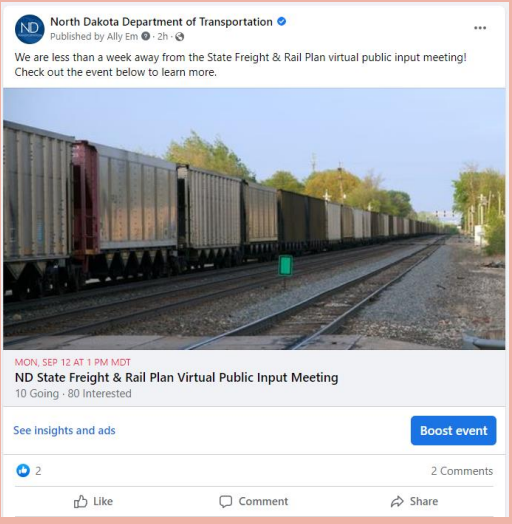

Post Date	Facebook	Instagram	Twitter
9/10/21			
9/14/21			

Post Date	Facebook	Instagram	Twitter
9/22/21		No Instagram post made.	No Twitter post made.
9/23/21			

Post Date	Facebook	Instagram	Twitter
9/28/21		No Instagram post made.	No Twitter post made.
10/4/21		No Instagram post made.	No Twitter post made.

Post Date	Facebook	Instagram	Twitter
10/5/21		No Instagram post made.	No Twitter post made.
1/14/22			No Twitter post made.

Post Date	Facebook	Instagram	Twitter
1/17/22			No Twitter post made.
8/26/22		No Instagram post made.	No Twitter post made.

Post Date	Facebook	Instagram	Twitter
9/6/22		No Instagram post made.	No Twitter post made.
9/9/22		No Instagram post made.	No Twitter post made.

Post Date	Facebook	Instagram	Twitter
9/12/22		No Instagram post made.	No Twitter post made.
9/13/22		No Instagram post made.	No Twitter post made.
10/5/22		No Instagram post made.	No Twitter post made.

NEWSLETTER

A graphic-focused newsletter was developed for this project; three editions were shared through an email distribution list, posted on social media, and published on the project website. The email distribution list included stakeholders, Director’s Advisory Council members, the NDDOT Project Advisory Team, and Freight Advisory Council members, as well as members of the public who signed up on the project website. Newsletters were published in September 2021, December 2021, and August 2022.

September 2021 Newsletter

NORTH Dakota | Transportation
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SUMMER 2021
FREIGHT & RAIL PLAN UPDATE
ISSUE #1

What Is The Freight & Rail Plan?
The North Dakota Department of Transportation (NDDOT) is creating the first combined State Freight & Rail Plan.

The State Freight & Rail Plan will assess all freight modes, identify needs and issues, provide recommendations for policies, programs and processes, and identify potential projects that improve efficiency, reliability and safety. The State Freight and Rail Plan will rely on private sector shippers and carriers, state and local agencies and public input to direct future freight and rail transportation in the state.

PLAN ADVISORY GROUPS & MEETINGS

Director’s Advisory Council
24 stakeholders representing 22 key stakeholder organizations and industries met on June 24th for a plan development kickoff meeting.

Freight Advisory Committee
16 stakeholders representing 15 key stakeholder organizations and industries participated in the quarterly meeting on August 9th where the project team shared an overview of the planning process.

GET INVOLVED! VISIT THE WEBSITE AND ONLINE MEETING www.dot.nd.gov/projects/frp

December 2021 Newsletter

NORTH Dakota | Transportation Be Legendary.™

WINTER 2021
FREIGHT & RAIL PLAN UPDATE
ISSUE #2

IN THIS QUARTERLY EDITION:

The North Dakota Department of Transportation (NDDOT) is in the process of gathering public and stakeholder feedback, meeting with industry stakeholders, NDDOT staff, advisors, and subject matter experts as we continue to analyze and assess results collected over the past few months. The final plan is anticipated to be published in fall 2022.

WHERE ARE WE TODAY?

We've finished conducting our initial wave of public and stakeholder meetings which will help guide the State Freight & Rail Plan as we assess all freight modes, identify needs and issues, provide recommendations for policies, programs, processes, and identify potential projects that improve efficiency, reliability, and safety.

Public & Stakeholder Engagement

The first round of meetings includes the following:

- Director's Advisory Committee
- Freight Advisory Committee
- Metropolitan Planning Organizations
- Public Sessions
- Department of Emergency Services

STAY ENGAGED
FOLLOW US:

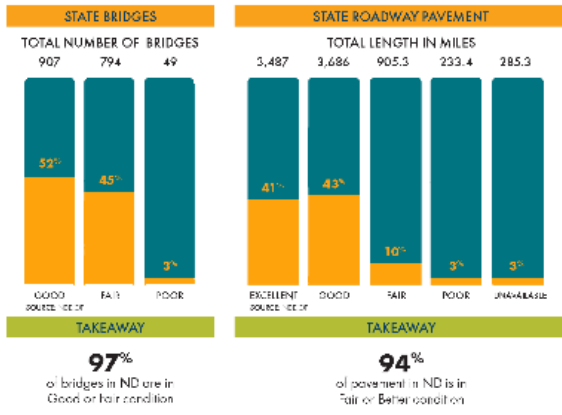
DATA DASHBOARD:

LEAVE A COMMENT:

GET INVOLVED! VISIT THE WEBSITE AND TAKE OUR SURVEY www.dot.nd.gov/

INFRASTRUCTURE CONDITIONS

Roads and bridges in poor condition pose a risk not only to pedestrians and local traffic, but also to trucks and trains carrying all types of cargo, including hazardous materials. The NDDOT takes bridge and pavement quality seriously as a way to safeguard our transportation network from potential accidents. Bridge and Pavement Conditions Analyses show the following:



BORDER CROSSING – TRUCKS

TAKEAWAY

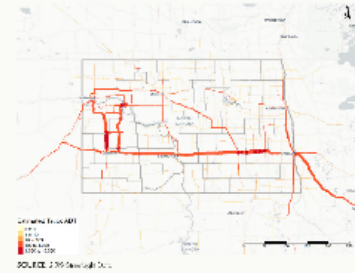
Perkins and Portal account for 56% and 26% respectively of cross border total truck volumes



HIGH VOLUME TRUCK ROUTES

TAKEAWAY

Key routes include I-64, I-29, US 83, US 83, US 52, US 2, ND-200, ND-73, ND-23, ND-29



August 2022 Newsletter



FREIGHT & RAIL PLAN UPDATE

SUMMER 2022
ISSUE #3

SCENARIO PLANNING

A **Scenario Planning Workshop** was conducted with stakeholders and industry leaders. During the workshop, the participants learned about scenario planning and how it differs from forecasting, as well as discussed specific scenarios and their impact on freight and rail in North Dakota. Insights from the Scenario Planning Workshop will be available in Chapter 6 of the final plan.



INTERACTIVE COMMENT MAP

An **interactive comment map** was launched on the project website. This Google Maps-based application allows stakeholders and members of the public to submit geographic-specific comments related to freight and rail in North Dakota.

The Interactive Comment Map will remain available on the project website until the conclusion of the project.

- 2** trucking-related comments
- 37** railroad-related comments
- 19** roadway-related comments

58 TOTAL COMMENTS RECEIVED



UPCOMING EVENTS

The ND State Freight and Rail Plan will be completed this fall. The project team will complete its last round of public and stakeholder engagement in September.

VIRTUAL PUBLIC INPUT MEETING

SEPTEMBER 12, 2022 2:00-3:00 CT/1:00-2:00 MT

The project team will present a project update and be available to answer questions. A recording of the presentation will be posted on the project website. The comment period will remain open through October 12, 2022.

More information can be found at www.nd.gov/transportation

ENGAGEMENT

STAKEHOLDER LISTENING SESSIONS

A total of four stakeholder listening sessions were held via video conferencing software. The goal of the listening sessions was to gain an understanding of stakeholder issues, needs, and concerns related to freight and rail in North Dakota. Key takeaways for each listening session included:

NORTH DAKOTA PIPELINE AUTHORITY

- Transport of crude oil and natural gas is near the capacity of the state’s current pipeline system

FARGO-AIR CARGO

- Air cargo volumes, primarily eCommerce, have increased significantly due to growth in consumer demand
- UPS and FedEx are expanding their facilities and capacity on the north end of Hector Field (Fargo)

MINOT INTERMODAL SITE

- One BNSF train of 220 containers is transported to the Ports of Seattle and Tacoma every other week, and volumes are growing
- Products transported are principally agricultural
- Intermodal site is owned by Minot Area Chamber EDC and operated by Rail Modal Group

DIRECTOR’S ADVISORY COUNCIL

The Director’s Advisory Council (DAC) met three times throughout the development of the plan.

Meeting	Date	# Attendees
1	June 24, 2021	24
2	June 9, 2022	21
3	September 8, 2022	13

DAC Members

Agency/Organization/Industry
Air Freight Industry
Amtrak
Arts Community
Construction Industry
Dakota, Missouri Valley & Western Railroad (Northern Plains Railroad)
Dakota Transit Association
Economic Developers of North Dakota
Fargo-Moorhead Council of Governments (FM MetroCOG)
Federal Highway Administration (FHWA)
Federal Railroad Administration (FRA)

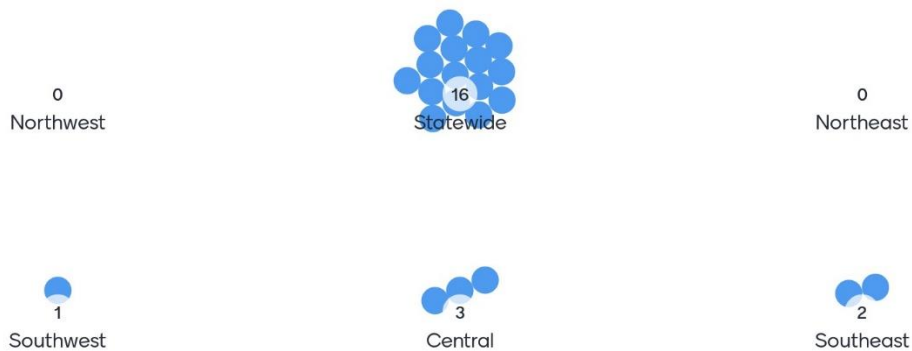
Agency/Organization/Industry
Governor Burgum's Office
Greater North Dakota Chamber
Impact Dakota
Military
Nonprofit/NGOs
North Dakota Active Transportation Alliance
North Dakota Aeronautics Commission
North Dakota Association of Counties
North Dakota Department of Agriculture
North Dakota Department of Commerce
North Dakota Department of Emergency Services
North Dakota Department of Mineral Resources, Oil and Gas Division
North Dakota Highway Patrol
North Dakota Indian Affairs Commission
North Dakota League of Cities
North Dakota Legislature (House)
North Dakota Legislature (Senate)
North Dakota Motor Carriers Association
North Dakota Parks and Recreation
North Dakota Petroleum Council
North Dakota Pipeline Authority
North Dakota Public Service Commission
North Dakota Tourism Division
North Dakota Township Officers Association
Seniors
Teamsters
Upper Great Plains Transportation Institute (UGPTI)

DAC Meeting 1 included an overview of the SFRP, its goals and development process, the role of the DAC, and relevant industry information. Mentimeter, a live surveying platform, was used throughout the presentation to gather information and reactions from the audience. Meeting 1 concluded with a demo of a mapping feedback activity using a platform called Mural. Results from the Mentimeter are below. DAC members provided input on freight vision and goals.

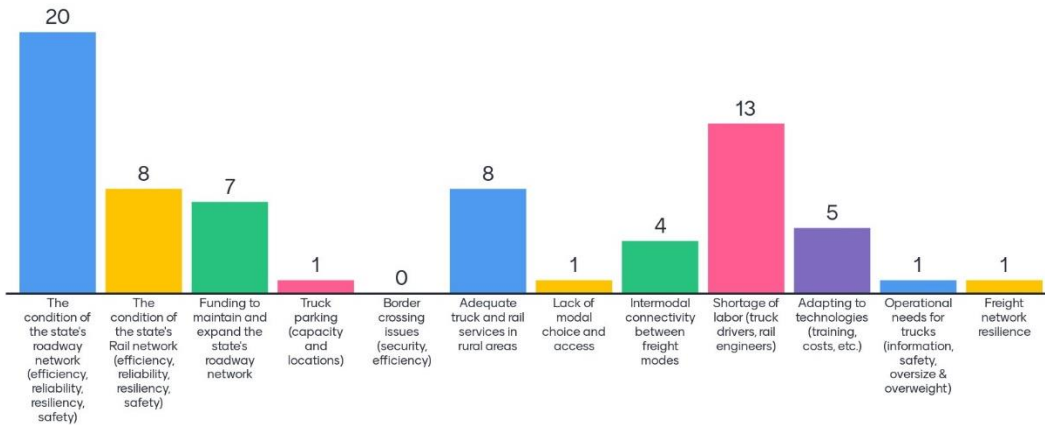
What organization/industry do you represent?

American Council of Engineering Companies	Aviation	City of Jamestown
North Dakota Township Officers Association	Joe Gurskis WSP Project Consulting Team	
North Dakota Pipeline Authority / Oil and gas transportation and processing.	Fargo Moorhead metropolitan council of governments and other ND MPOs	Governor's Office
Federal government	ND Dept of Agriculture	UAS
North Dakota Department of Mineral Resources	ND Township Officers	Upper Great Plains Transportation Institute
HDR	Commercial construction	NDDOT/State Government
NDDOT	North Dakota Department of Commerce	Short line Railroad
Grand Farm	County Government - ND Association of Counties	Agriculture

What geographical part of the state do you represent?



Focusing on Freight Transportation, please select your top 3 concerns.



Do you have any concerns that were not covered in the previous list?

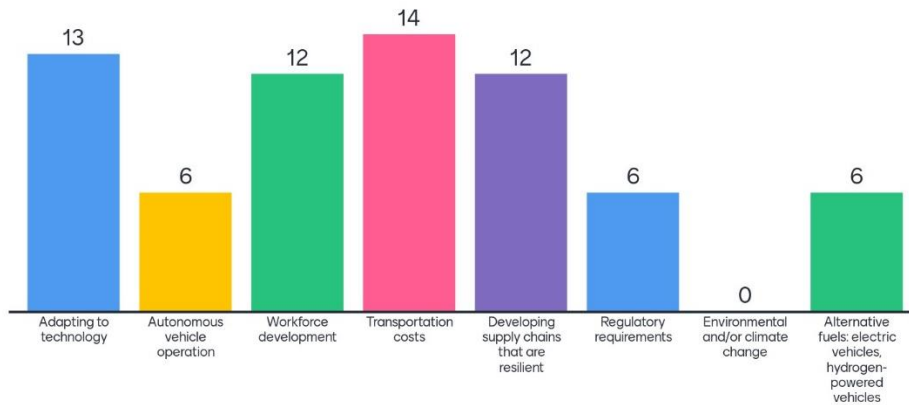
Passenger rail

Passenger rail as well.

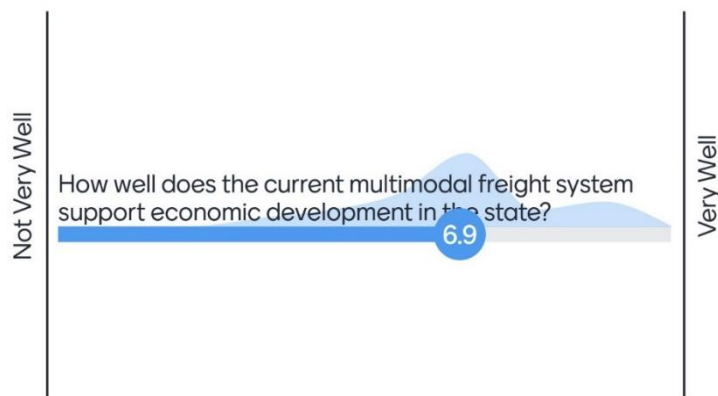
Capacities of rail and truck

No

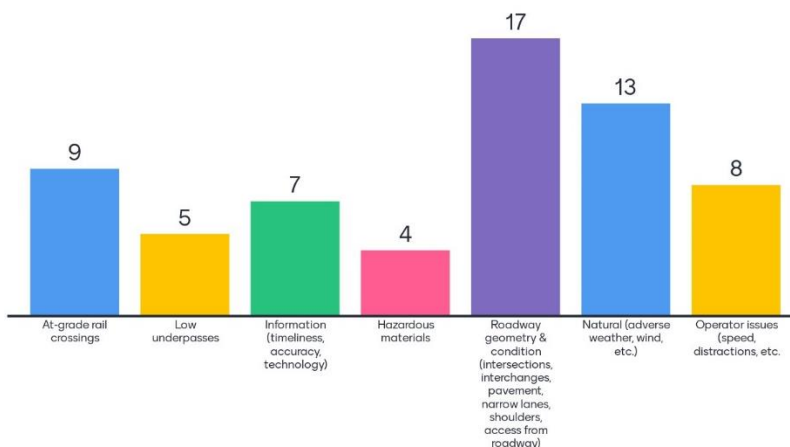
What future trends in freight transportation are most important to you? (choose up to 3)



Please rank the statement below.



Focusing on transportation safety, what are the issues that concern you most? (choose up to 3)



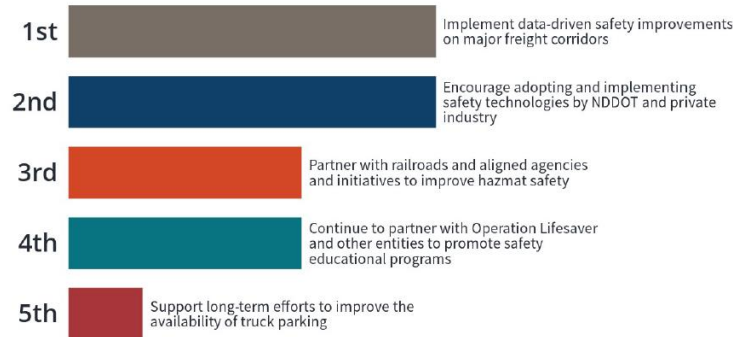
Were there any concerns about transportation safety not addressed in the previous questions?

- No other concerns
- Interaction between freight and bike and ped.

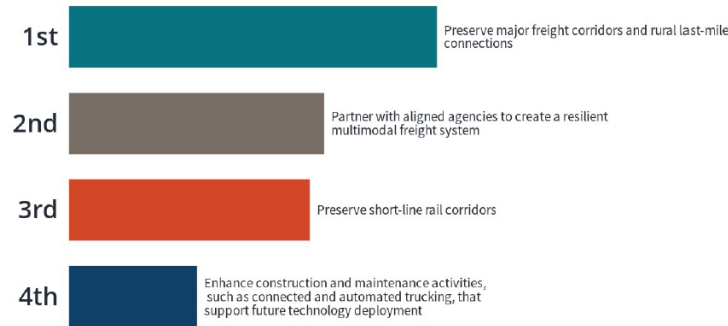
DAC Meeting 2 included a review of data collected in chapters 3, 4, 5, and 6 as well as the Scenario Planning Workshop.

DAC Meeting 3 included a review of the project selection criteria, funding opportunities, and the plan recommendations. Mentimeter was again used throughout the presentation to gather information and reactions from the audience. Results from the Mentimeter activity include:

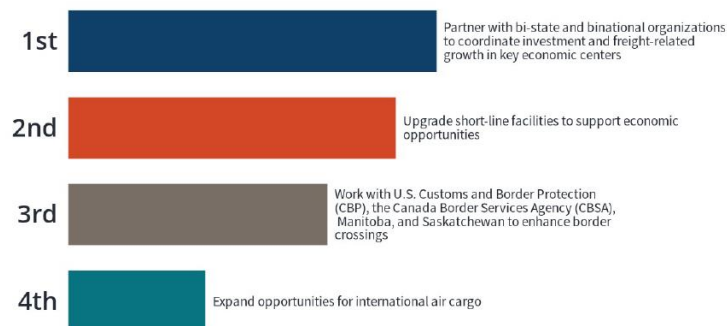
Freight goals were developed for the TC goal “Keeping You Safe”. Please rank them in order of importance.



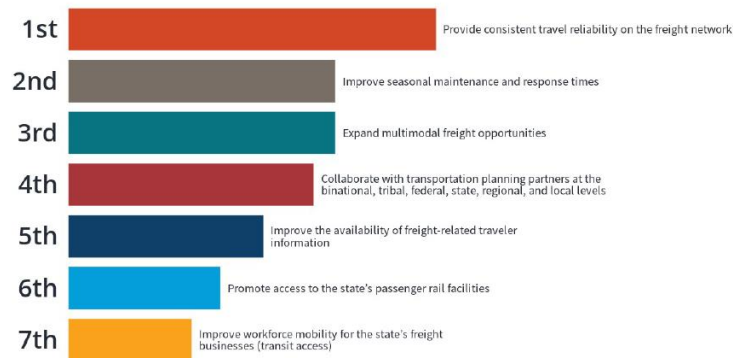
Freight goals were developed for the TC goal “Caring for What We Have”. Please rank them in order of importance.



Freight goals were developed for the TC goal “Connecting North Dakota”. Please rank them in order of importance.



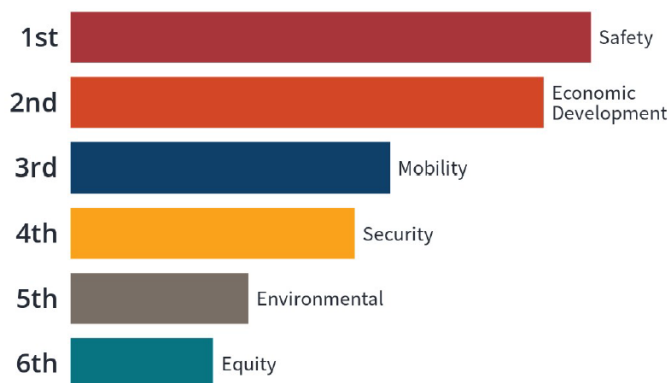
Freight goals were developed for the TC goal “Helping You Get There”. Please rank them in order of importance.



Freight goals were developed for the TC goal “Investing for the Future”. Please rank them in order of importance.



Please rank the selection criteria for prioritizing freight projects.



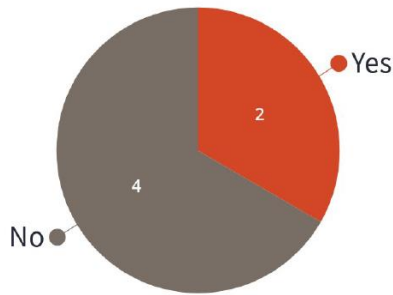
What additional selection criteria should be considered when prioritizing freight projects?

Multi- and inter-modal connectivity

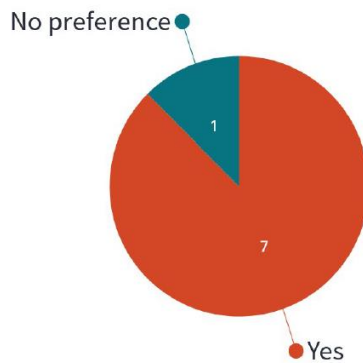
Energy efficiency

Resiliency & Redundancy

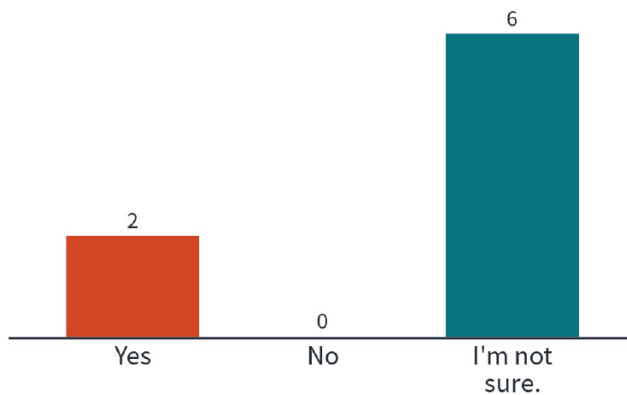
Are you familiar with the State's rail loan assistance program?



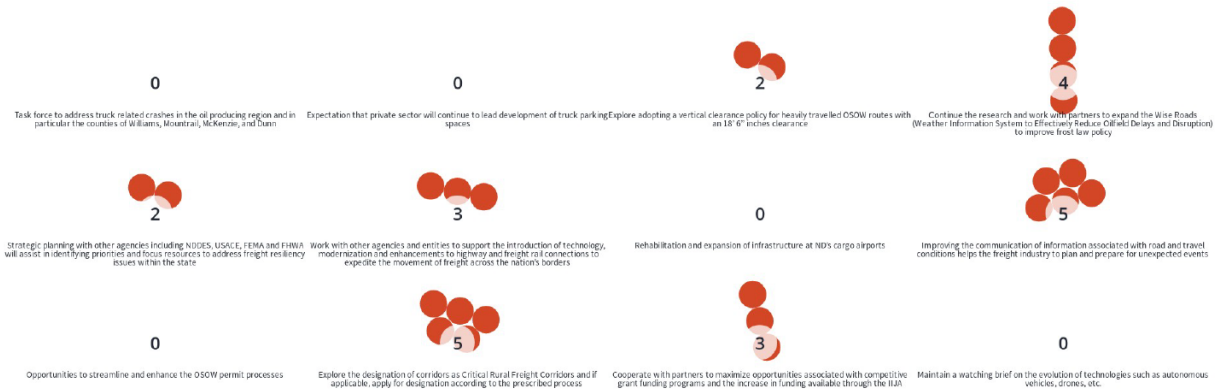
Should the state introduce or support a law to make Public-Private Partnerships (PPPs) legal in North Dakota?



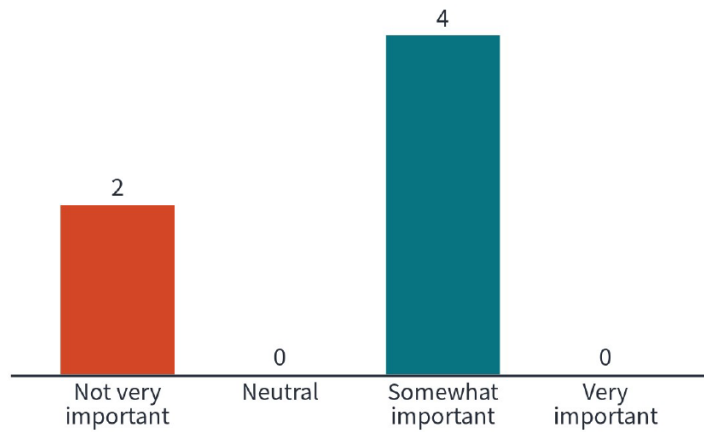
NDDOT doesn't advocate for, or solicit funding for grants. Is there anything NDDOT can do to change the importance of the private sector investment?



In the previous slides, we identified 12 potential strategies. Which three (3) do you are the most important?



In your opinion, how important is intercity passenger rail to citizens of North Dakota?



PROJECT ADVISORY TEAM

The Project Advisory Council (PAT) met six times throughout the development of the plan.

Meeting	Date	# Attendees
1	June 16, 2021	N/A
2	November 23, 2021	19
3	March 21, 2022	21
4	April 19, 2022	18
5	July 28, 2022	17
6	August 22, 2022	10

PAT Members

NDDOT Division/Districts
Bridge Division Director
Civil Rights Division Director
Construction Division Director
Design Division
Dickinson District Engineer
Director of Communications
Engineering and Operations Team Supervisor/ Planning and Environmental Program Manager
FHWA Engineering and Operations Team Supervisor
ETS Division Director
Finance Division Director
FHWA Planning and Environmental Program Manager
Human Resources Division Director
Local Government Division Director
Maintenance Division Director
Materials & Research Division Director
Minot District Engineer
Planning/Asset Management Assistant Division Director
Planning/Asset Management Division Director
Planning/Asset Management Division, Planning Rail Section Lead
Planning/Asset Management Division, Pavement Management Section Lead
FHWA Planning and Environmental Program Manager
Planning/Asset Management Division, Planning/Rail Manager
Programming Division Director
Programming Assistant Division Director
Safety Division Director
Strategy and Innovation Division Director

NDDOT Division/Districts
Planning/Asset Management Division, Transportation Planner
Valley City District Engineer

PAT Meeting 1 included an overview of the SFRP, its goals and development process, and relevant industry information. PAT members provided input on freight vision and goals.

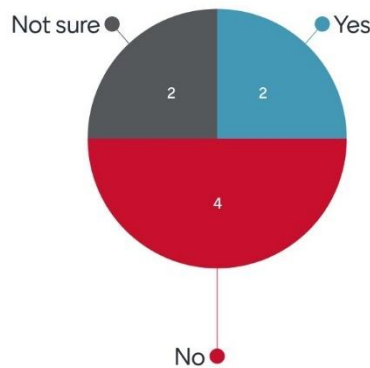
PAT Meeting 2 included a review of data collected for Chapter 2, an overview of the Stakeholder and Public Engagement Plan, and a discussion of IIJA transportation funding opportunities. PAT members provided input on the current freight system.

PAT Meeting 3 included a review of data collected for chapters 3 and 4. The PAT was also provided with demos of the FAF and StreetLight Data Dashboards. PAT members provided input on freight needs and issues.

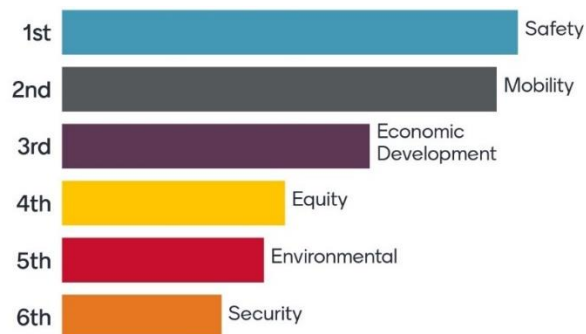
PAT Meeting 4 included a review of data collected for Chapter 4. PAT members provided input on freight issues and needs.

PAT Meeting 5 included a review of data collected for chapters 5, 6, 7, and 8. Mentimeter was used to collect the PAT’s reaction to conclusions and insights from the project team. Results from the Mentimeter activity include:

Should projects that primarily focus on solving freight needs and issues be categorized in NDDOT STIP?



Please rank the selection criteria for prioritizing freight projects. (highest = 1st, lowest = 6th)



Are there any additional selection criteria that should be considered when prioritizing freight projects?

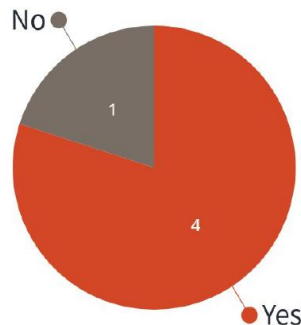
condition	It would be helpful to break mobility into load, width, and height restrictions vs. just mobility.	Parking availability???
Urban "friction"		

Do you agree with the potential CRFC routes?

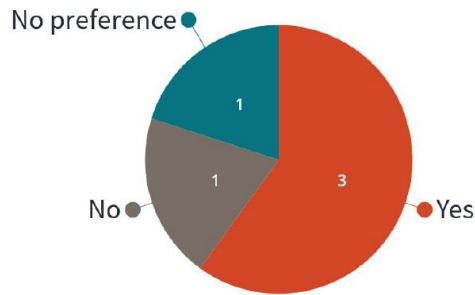


PAT Meeting 6 included a review of chapters 8, 9, 10, and the plan appendices. Mentimeter was used to collect the PAT's reaction to conclusions and insights from the project team. Results from the Mentimeter activity include:

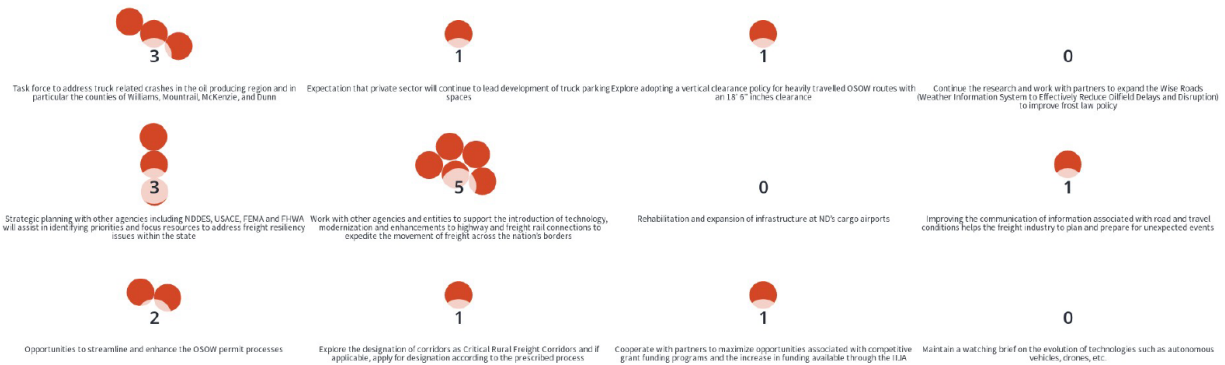
Are you familiar with the State's loan assistance program?



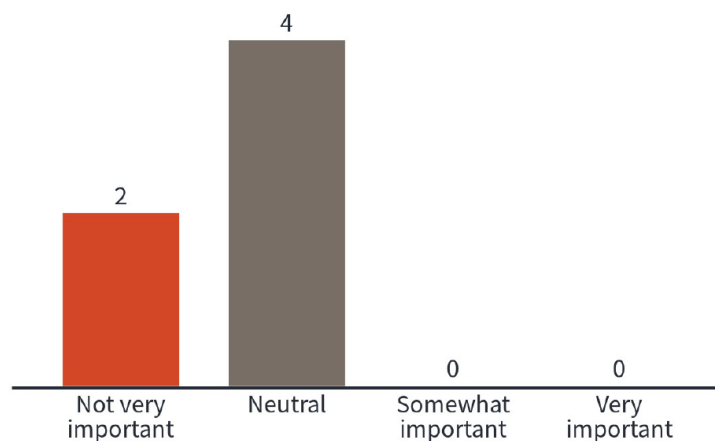
Should the NDDOT or UGPTI introduce or support a law to make Public-Private Partnerships (PPPs) legal in North Dakota?



In the previous slides, we identified 12 potential strategies. Which three (3) do you think are the most important?



In your opinion, how important is the intercity passenger rail concept to citizens of North Dakota?



FREIGHT ADVISORY COUNCIL

The Freight Advisory Council (FAC) met twice throughout the development of the plan.

Meeting	Date	# Attendees
1	August 9, 2021	19
2	Oct 7, 2021	16

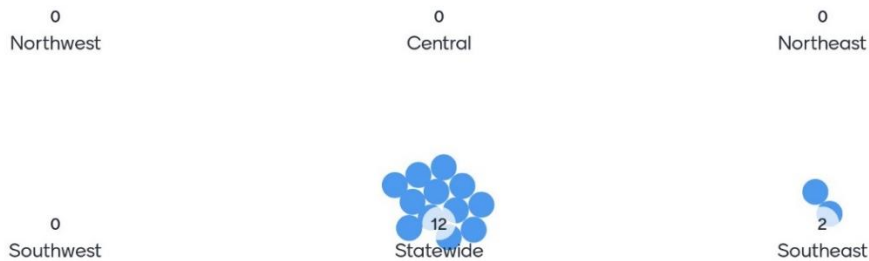
FAC Members

Agency/Organization/Industry	Name	Title
BNSF Railway	Amy McBeth	Public Affairs Regional Director
BNSF Railway	Rick Scott	Assistant Director of Public Projects
Dakota, Missouri Valley & Western (DMVW) Railroad	Mark Trottier	Manager, Marketing & Business Development
Enger Grain & Livestock	Jeff Enger	Owner
Fargo-Moorhead MetroCOG	Cindy Gray	Executive Director
Federal Highway Administration (FHWA)	Kraig McLeod	Engineering and Operations Team Supervisor
Federal Highway Administration (FHWA)	Lee Potter	Division Administrator
Federal Highway Administration (FHWA)	Sandy Zimmer	Deputy Division Administrator/Technical Services Team Supervisor
Federal Railroad Administration (FRA)	Tammy Wagner	Regional Crossing Manager
Greater North Dakota Chamber	Arik Spencer	President
Impact Dakota	Ron Martin	Appointed Representative
MAGNUM	Eric Grove	Regional Manager – West
Mountrail County	Jana Hennessey	Country Engineer
North Dakota Aeronautics Commission	Kyle Wanner	Executive Director
North Dakota Aeronautics Commission	Nels Lund	Airport Planner
North Dakota Department of Commerce	James Leiman	Commissioner
North Dakota Department of Transportation (NDDOT)	Russ Buchholz	UAS Integration Program Manager
North Dakota League of Cities	Mike Seminary	Board Member
North Dakota Mill and Elevator	Brent Massmann	Vice President of Transportation
North Dakota Motor Carriers Association and Greater North Dakota Chamber	Matt Gardner	Director of Government Affairs
North Dakota Pipeline Authority	Justin Kringstad	Director

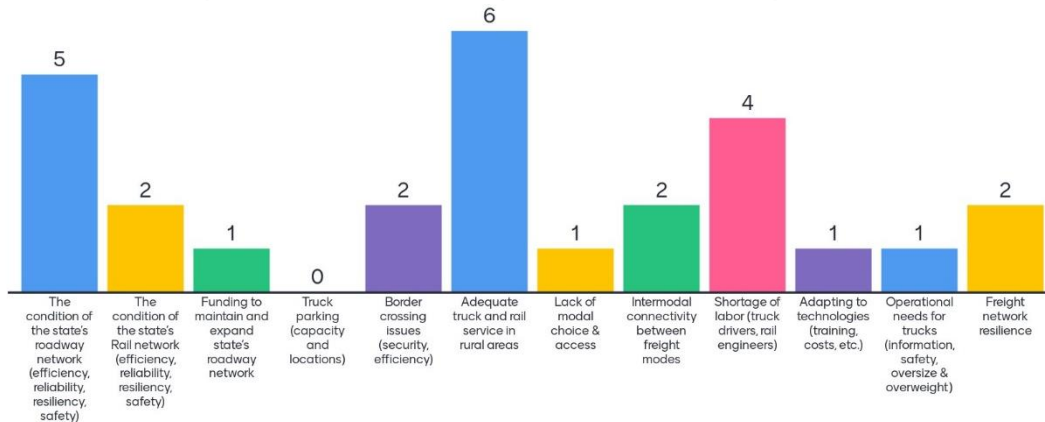
Agency/Organization/Industry	Name	Title
North Dakota Public Service Commission	Konrad Crockford	Director
North Dakota Trade Office	Drew Combs	Executive Director
Teamsters	Jeff Diede	Business Agent
United Sugars Corporation	Michael Barth	Vice President Transportation and Logistics

FAC Meeting 1 included an overview of the SFRP, its goals and development process, and relevant industry information. Mentimeter was used to collect the FAC’s reaction to conclusions and insights from the project team. Results from the Mentimeter activity include:

What geographical part of the state do you represent?



In relation to freight transportation, what are the top 3 issues that concern you most?



Were there any issues that concern you that were not listed in the previous question?

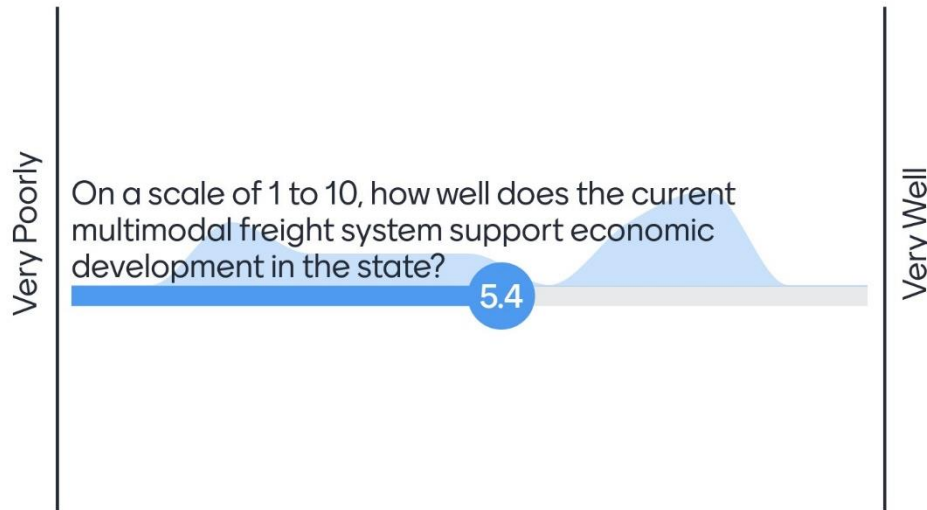
No

No

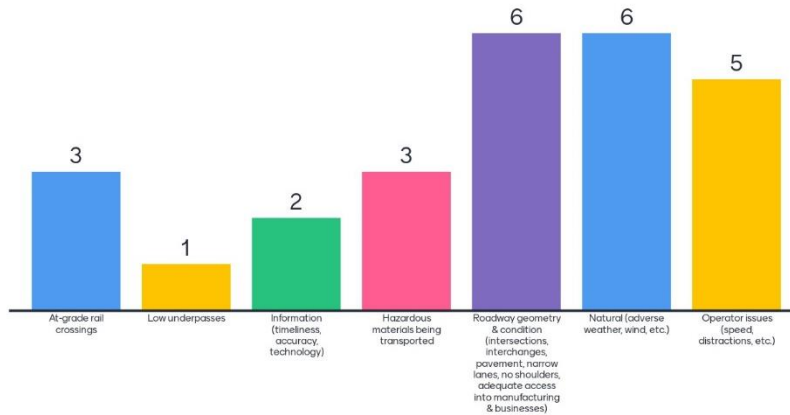
none

no

Please rank the statement below.



Focusing on transportation safety, what are the top three issues that concern you most?



Did you have any safety concerns that were not addressed in the previous question?

no

No

none

No

A project update was provided to the FAC as part of a larger committee meeting, and this is considered **FAC Meeting 2**.

SPECIAL TOPIC MEETINGS

NORTH DAKOTA DEPARTMENT OF EMERGENCY SERVICES (NDDDES)

The project team met with NDDDES, the Federal Emergency Management Agency (FEMA), and U.S. Army Corps of Engineers (USACE) staff and county and tribal emergency managers from around the state over a series of four meetings. These meetings were co-led with Kathleen Donahue, Planning Chief at NDDDES.

Meeting	Date	# Attendees
SE Emergency Managers	October 15, 2021	51
NE Emergency Managers	October 19, 2021	18
SW Emergency Managers	October 20, 2021	7
NW Emergency Managers	October 20, 2021	5

METROPOLITAN PLANNING ORGANIZATIONS

The project team hosted two virtual roundtables with representatives from North Dakota’s Metropolitan Planning Organizations (MPOs).

Meeting	Date	# Attendees
Meeting 1	September 14, 2021	10
Meeting 2	August 31, 2022	5

At MPO Meeting 1, attendees were asked to provide insights and updates on their work, related to freight and rail in their communities. Notes from the roundtable are below:

Cindy Gray (FM Metro COG):

- Look into the NW Metro Transportation plan
 - Future growth/land use info
 - Discussion about possibly sharing data between the two plans
- Interstate Ops study currently happening
 - Will have Freight stakeholders such as RDO & Cross Country Trucking
 - Will be completed after SFRP
- Might be good to coordinate with EDC
- Very busy (trucks) along 40th – County Road 20
- Doing a 9th street corridor study
- Doing traffic counts to use for next MPO MTP
- Looking at Truck parking
 - Potential for public/private collaboration to make sure there is enough parking for trucks
- Fargo & West Fargo have a designated truck route system

- Land use planning lags behind development
- Consider snow fences

Alan Altenberg (FM Metro COG):

- Take a look at the SWOT Analysis for the region from Grade Crossing Study

Earl Haugen (GF-EGF MPO)

- Harvest brings a lot of truck traffic through downtown
 - Beet harvest alone has 9,000 trucks per day, this lasts for 4-5 weeks, Demers Avenue is busiest portion
- State Mill now uses unit trains as well as trucks to transport
 - When the trains come through, they block road traffic for 10 mins, causing congestion and the back-up of Highway 2
- New significant rail-related development north of town on BNSF Glasston subdivision has led to blocked crossings
- Grand Forks has an old dedicated Truck Route System, East Grand Forks does not.
- BNSF activity busier on Glasston line to avoid Amtrak
- Getting rail grade crossings upgraded (Washington St starting soon!)
- Need for a grade separation at 42nd and Demers
- Bike/Ped crossing of railroads could be improved
- How much communication being done with MNDOT for regional planning purposes?

Rachel Drewlow (BisMan MPO)

- New to position, so still becoming familiar to this information
- Bismarck has a Dedicated Truck Route System, Mandan does not
- Exploring with Big Sky Passenger Rail Authority (Montana) on establishment of a regional passenger rail service along the old Hiawatha route through Bismarck
- Will talk with staff about possibly scheduling a call to include city and county engineers
- There's some interest in developing I-94 interchange at 66th street

At MPO Meeting 2, the project team provided a presentation including a project overview, a review of livability and community impacts, a review of Critical Rural Freight Corridor Routes (CRFCs), and information related to project funding.

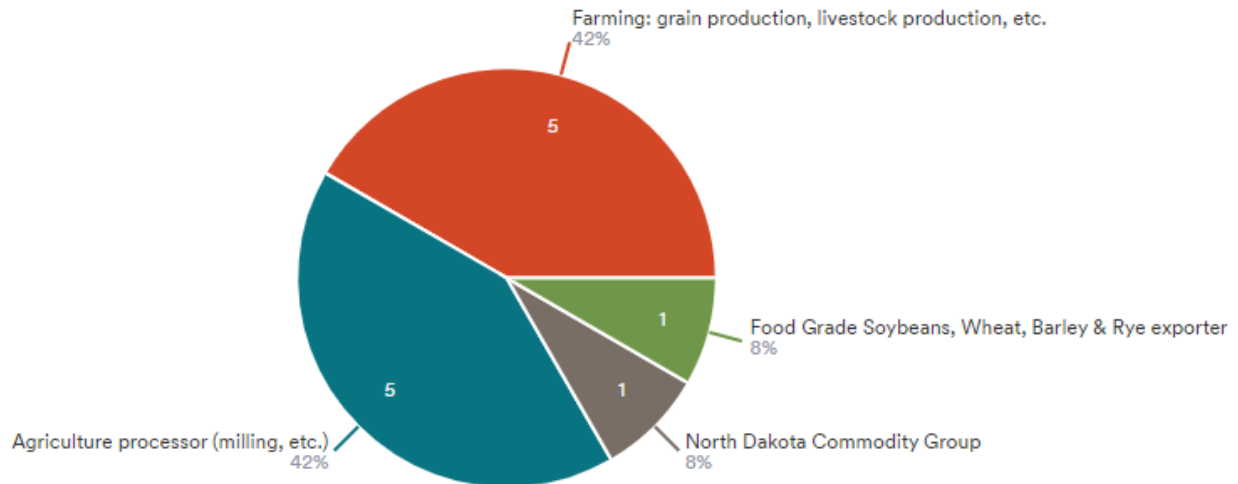
ONLINE SURVEYS

The project team administered two surveys throughout the development of the project.

AGRICULTURE SURVEY

An agriculture-focused survey was sent to a total of 53 industry stakeholders. In total, the survey received 12 responses.

What is your primary role in the agriculture industry?



What county is your base of operation or is your primary business location?

County	#	%
Cass	3	25%
Hettinger	2	17%
Pembina	2	17%
Traill	2	17%
Billings	1	8%
Ward	1	8%
Burleigh	1	8%
Nelson	1	8%
All	1	8%

If involved in farming, what percentage of your goods are sent to the following destinations?

Response 1		Response 2		Response 3	
Within ND	70%	Within ND	0%	Within ND	100%
MT, SD, MN	30%	MT, SD, MN	10%	MT, SD, MN	0%
Other US States	0%	Other US States	0%	Other US States	0%
Canada	0%	Canada	0%	Canada	0%
Mexico	0%	Mexico	0%	Mexico	0%
Asia	0%	Asia	0%	Asia	0%
Europe	0%	Europe	0%	Europe	0%
Other Intl	0%	Other Intl	0%	Other Intl	0%

Response 4		Response 5	
Within ND	100%	Within ND	50%
MT, SD, MN	0%	MT, SD, MN	25%
Other US States	0%	Other US States	0%
Canada	0%	Canada	25%
Mexico	0%	Mexico	0%
Asia	0%	Asia	0%
Europe	0%	Europe	0%
Other Intl	0%	Other Intl	0%

If involved in farming, what percentage do you use the following transportation modes?

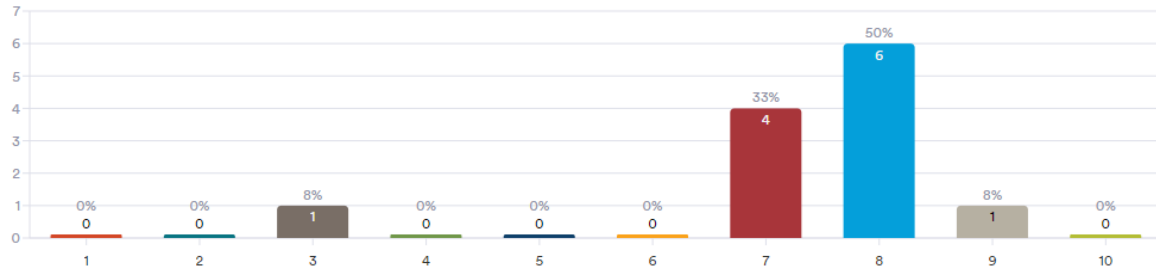
Response 1		Response 2	
Rail: Covered Hooper Cars	0%	Rail: Covered Hooper Cars	0%
Rail: Containers	0%	Rail: Containers	0%
Trucks	100%	Trucks	100%
Other	0%	Other	0%

Response 3		Response 2	
Rail: Covered Hooper Cars	0%	Rail: Covered Hooper Cars	0%
Rail: Containers	0%	Rail: Containers	0%
Trucks	100%	Trucks	100%
Other	0%	Other	0%

We want to know how well the roadway network supports your business or industry. Please rate the following elements of the roadway network on a scale of 1 (poor) to 10 (outstanding).

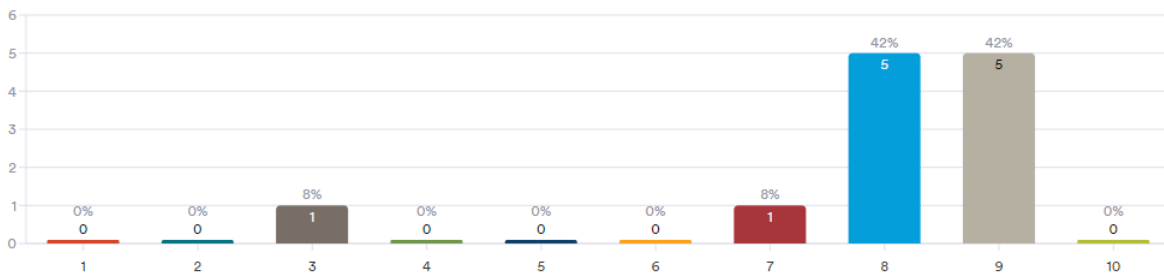
Efficiency (1 is Poor, 10 is Outstanding)

12 Responses



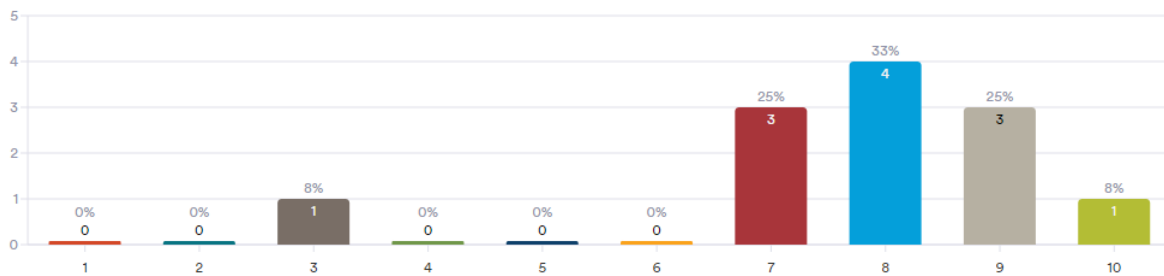
Reliability (1 is Poor, 10 is Outstanding)

12 Responses



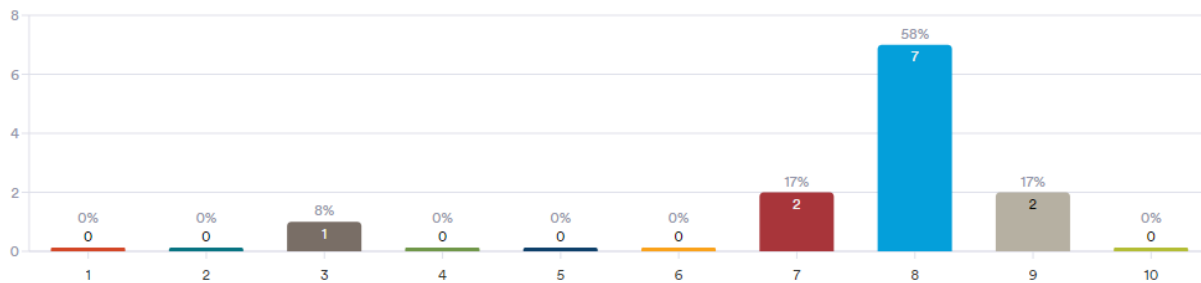
Safety (1 is Poor, 10 is Outstanding)

12 Responses



Overall Performance (1 is Poor, 10 is Outstanding)

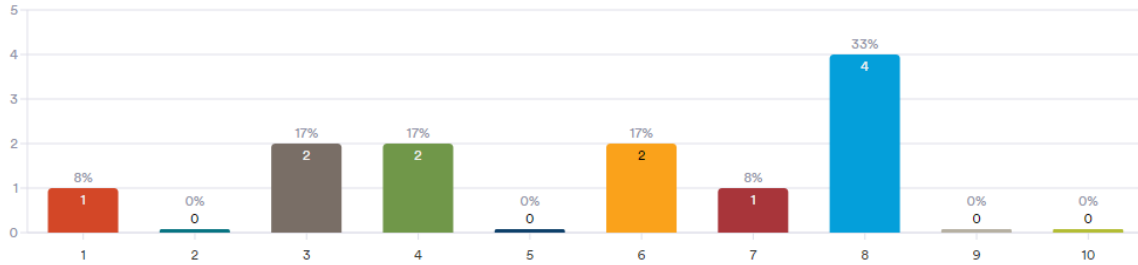
12 Responses



We want to know how well the rail network supports your business or industry. Please rate the following elements of the rail network on a scale of 1 (poor) to 10 (outstanding).

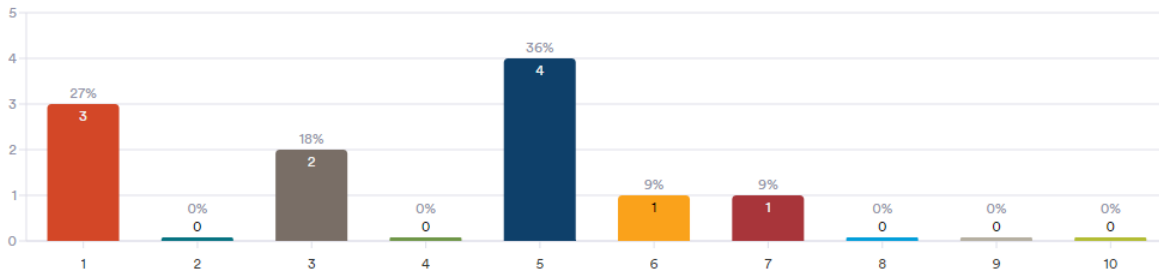
Freight Car Availability (1 is Poor, 10 is Outstanding)

12 Responses



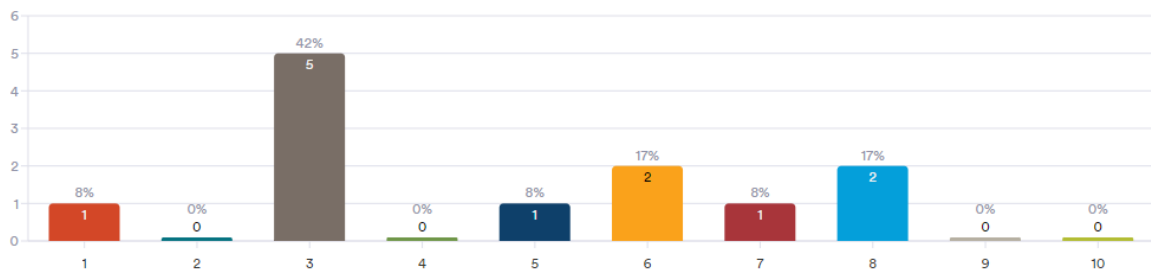
Container Availability (1 is Poor, 10 is Outstanding)

11 Responses - 1 Empty



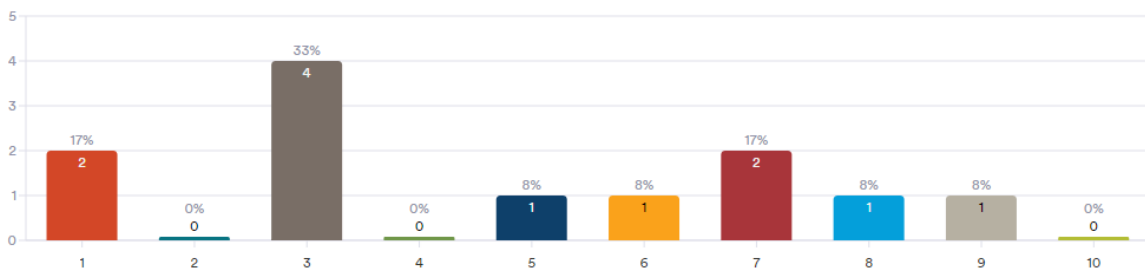
Transit Time (1 is Poor, 10 is Outstanding)

12 Responses

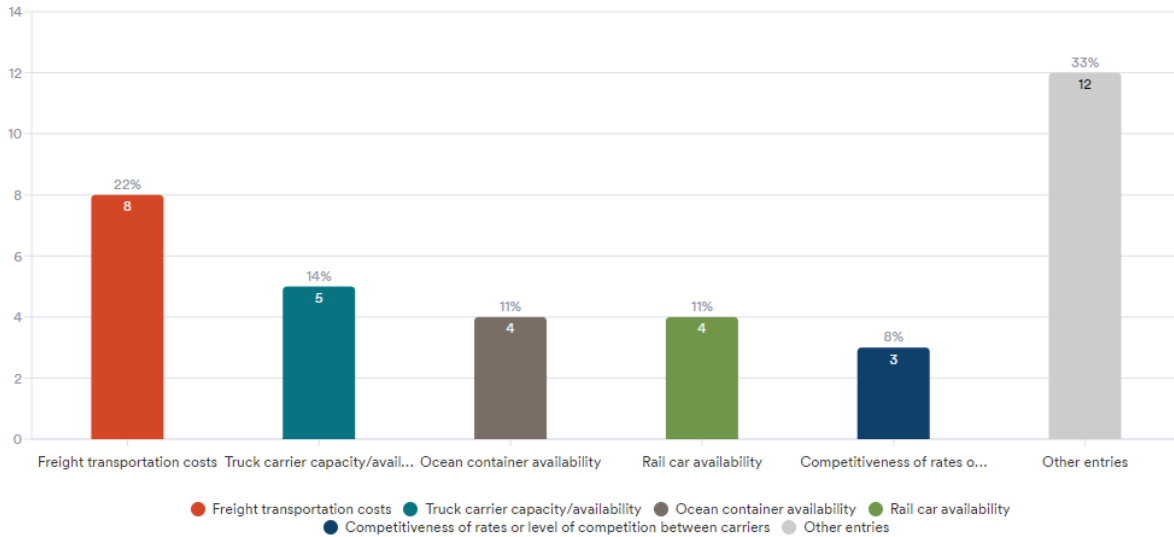


Service Reliability (1 is Poor, 10 is Outstanding)

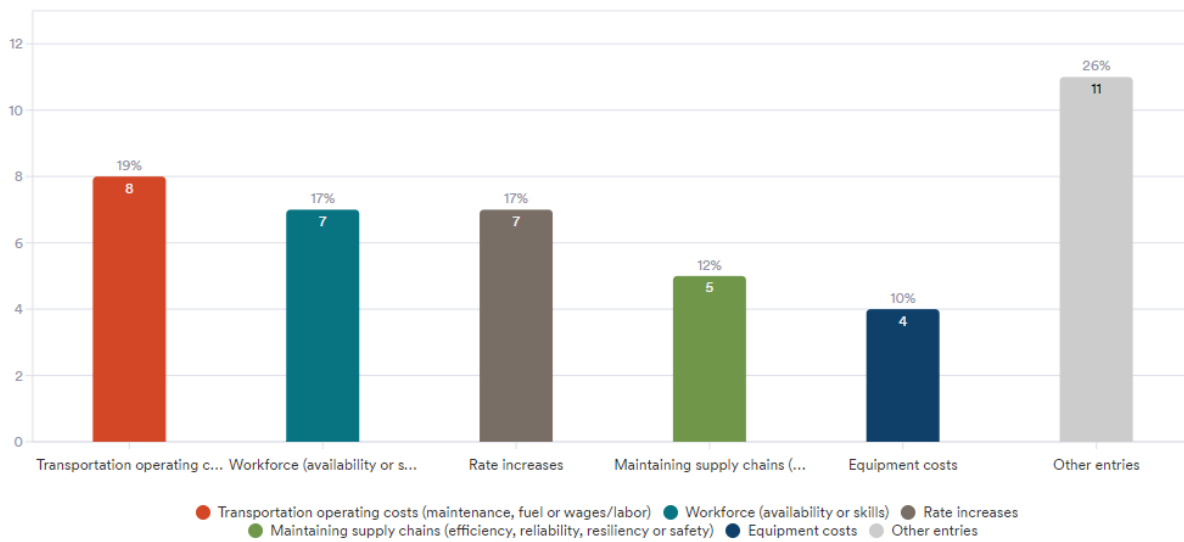
12 Responses



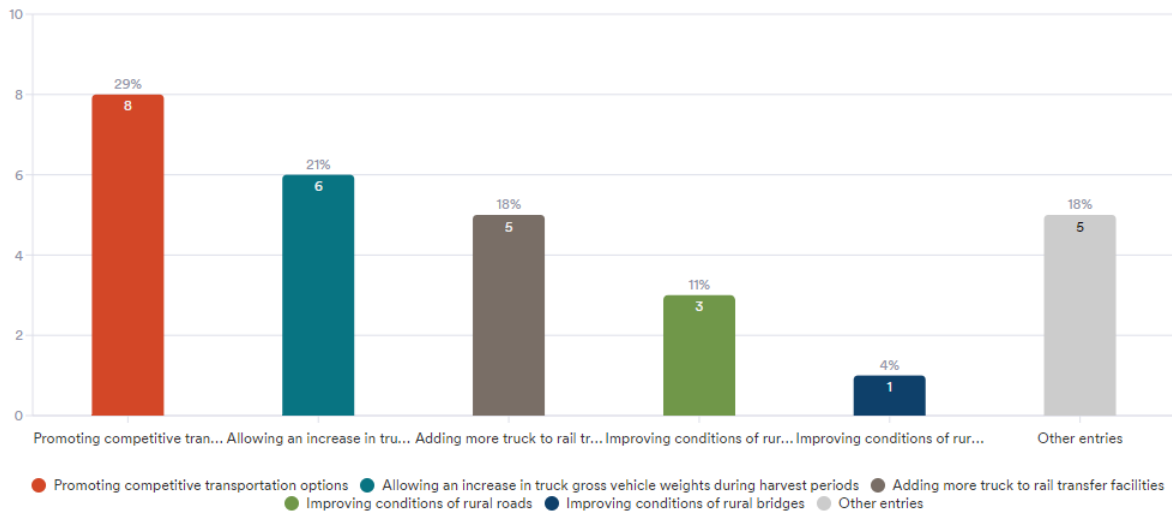
What are your TOP THREE biggest issues transporting agricultural products?



What freight transportation trends in your industry concern you the most? (select all that apply)



What transportation-related changes or improvements would help you to be more competitive and efficient in your business? (select all that apply)



Please provide any specific comments related to freight transportation issues or impediments that impact your business the most.

- Rail is not considered due to no intermodal ramp or Fargo transload for boxcars, transit variability, rail monopoly, lack of final mile options, bulk density of our product, product degradation during bulk loading/unloading, improvements needed to resume using our rail spur, etc.
- It would be nice if North Dakota would have a similar reciprocal agreement with Montana as the do with Minnesota.
- The Minot Intermodal facility operations has not been responsive to our needs.

REGIONAL AND SHORT LINE RAILROAD SURVEY

Each of the four regional and short line railroads, the Dakota Missouri Valley & Western (DMVW), the Dakota Northern Railroad (DN), the Northern Plains Railroad (NP), and the Red River Valley & Western Railroad (RRVW) were asked to update survey information from the 2017 state rail plan. The surveys addressed the following to meet FRA requirements:

- General views on rail transportation in the state
- Physical characteristics of the railroad's infrastructure, facilities, and equipment
- Infrastructure condition
- Train operations
- Issues

The surveys were distributed in October 2021. Responses were received from the DMVW, NP, and RRVW railroads. The DN did not respond.

Findings from the surveys are detailed below.

DAKOTA MISSOURI VALLEY WESTERN (DMVW)

- Availability of in-cab cameras
- Availability of railcars
- Crossings: consolidation
- Crossings: sight obstructions (e.g., trees, bushes outside railroad right-of-way)
- Interchange service from Class I railroad connections

NORTHERN PLAINS (NP)

- Availability of funds to properly maintain crossings
- Availability of funds to properly maintain rail lines
- Availability of in-cab camera to record incidents
- Availability of railcars
- Crossings: consolidation
- Crossings: poor surface conditions
- Crossings: sight obstructions (e.g., trees, bushes outside railroad right-of-way)
- Crossings: unprotected or under-protected
- Inadequate state/federal-funded programs for construction or rail line rehabilitation
- Interchange service from Class I railroad connections
- Poor bridge conditions
- Poor condition of equipment and support facilities
- Poor track conditions
- Trespassers

RED RIVER VALLEY & WESTERN (RRVW)

- Ability to handle 286,000-pound or higher weight railcar
- Availability of funds to properly maintain rail lines
- Crossings: consolidation
- Inadequate state/federal-funded programs for construction or rail line rehabilitation
- Poor track conditions

For full survey results, please see Attachment 1.

VIRTUAL PUBLIC INPUT MEETINGS

Throughout the development of the plan, the project team hosted two Virtual Public Input Meetings. These live meetings hosted via the Teams online platform were open to the public and stakeholders. The meeting link was posted to the project website prior to the meeting start date. The first Virtual Public Input Meeting was focused on providing general information about the state of freight and rail in North Dakota and the various topics that would be addressed in the final plan. The second Virtual Public Input Meeting reviewed the draft plan as well as gave instructions on how individuals can provide comments on the draft plan. A live question and answer session concluded each meeting. Recordings of the Virtual Public Input Meeting presentations were available on-demand on the project website for individuals to watch, review, or share for at least 30 days.

Meeting	Date	# Attendees
Meeting 1	October 5, 2021 (2 sessions)	10
Meeting 2	September 12, 2022 (1 session)	27

Two press releases were created to announce the online, virtual public input meetings and the request for public comment. Both outlined ways for the public to provide comments on the study. NDDOT’s Communications team distributed the press releases to their media contacts and also submitted Virtual Public Input Meeting Legal Ads to the North Dakota Newspaper Association for distribution.

Legal Ad #1

STATEWIDE VIRTUAL PUBLIC INPUT MEETING FOR STATE FREIGHT AND RAIL PLAN

WHY?

An introductory meeting to receive public input and comments on the development of the North Dakota State Freight and Rail Plan.

WHEN?

Statewide Virtual Public Meeting will be held live twice on Tuesday October 5th.

2:00-3:00 pm Central/ 1:00-2:00pm Mountain
6:30-7:30 pm Central/ 5:30-6:30pm Mountain

Comment period: October 5th through
November 3rd

WHERE?

Visit www.dot.nd.gov/projects/frp/

Facilitated By:

ND Department of Transportation (NDDOT)
WRITTEN STATEMENTS on comments about this project must be postmarked or emailed by November 3rd. Email: . Note "Public Input" in subject heading. For any questions, help, or to request hard copy materials please contact Stewart Milakovic at 701-328-3596 or smilakovic@nd.gov

The North Dakota Department of Transportation (NDDOT) will consider every request for reasonable accommodation to provide:

- an accessible accommodation for people with disabilities,
- language interpretation for people with limited English proficiency (LEP), and
- translations of written material necessary to access NDDOT programs and information.

Appropriate provisions will be considered when the Department is notified at least 10 days prior to the date or the date the written material translation is needed.

To request accommodations, contact Atiana Beck, Civil Rights Division, NDDOT, at (701) 328-2978 or civilrights@nd.gov. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

Published

- Bismarck Tribune 9/8/21
- Devil's Lake Journal 9/7/21
- Dickinson Press 9/8/21
- Fargo Forum 9/15/21
- Grand Forks Herald 9/8/21
- Jamestown Sun 9/8/21
- Minot Daily News 9/8/21
- Williston Herald 9/8/21

Legal Ad #2

STATEWIDE VIRTUAL PUBLIC INPUT MEETING FOR STATE FREIGHT AND RAIL PLAN

WHY?

To receive public input and comments prior to the finalization of the North Dakota State Freight and Rail Plan.

WHEN?

A Statewide Virtual Public Input Meeting will be held live on Monday, September 12th.

2:00-3:00 pm CT/1:00-2:00 pm MT

A recorded presentation will also be available on the project website to access if you cannot attend the live event.

Comment period: September 12th through October 12th

WHERE?

Visit www.dot.nd.gov/projects/frp/

Facilitated By:

ND Department of Transportation (NDDOT)

WRITTEN STATEMENTS on comments about this project must be postmarked or emailed by October 12th. Email: connect@transportationconnection.org. Note "Public Input" in subject heading.

For any questions, help, or to request hard copy materials please contact Stewart Milakovic at 701-328-3596 or smilakovic@nd.gov

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Published

- Bismarck Tribune 8/23/22
- Devil's Lake Journal 8/23/22
- Dickinson Press 8/24/22
- Fargo Forum 8/24/22
- Grand Forks Herald 8/24/22
- Jamestown Sun 8/24/22
- Minot Daily News 8/23/22
- Williston Herald 8/24/2022

ONLINE, SELF-GUIDED MEETING

An Online, Self-Guided Meeting was developed to accompany the first Virtual Public Input Meeting. The meeting consisted of educational content related to freight and rail in North Dakota followed by survey elements to capture reactions and comments. This meeting was hosted on the project website and was available for 45 days.

MEETING ANALYTICS:

Total Users: 67

Total Sessions: 58

Avg Time on Site: 1:36

Top Cities by User:

- Bismarck: 19
- Denver, CO: 5
- Fort Worth, TX: 3
- Grand Forks: 3
- Minot: 3

Acquisition by User:

- Direct: 52
- Facebook: 14

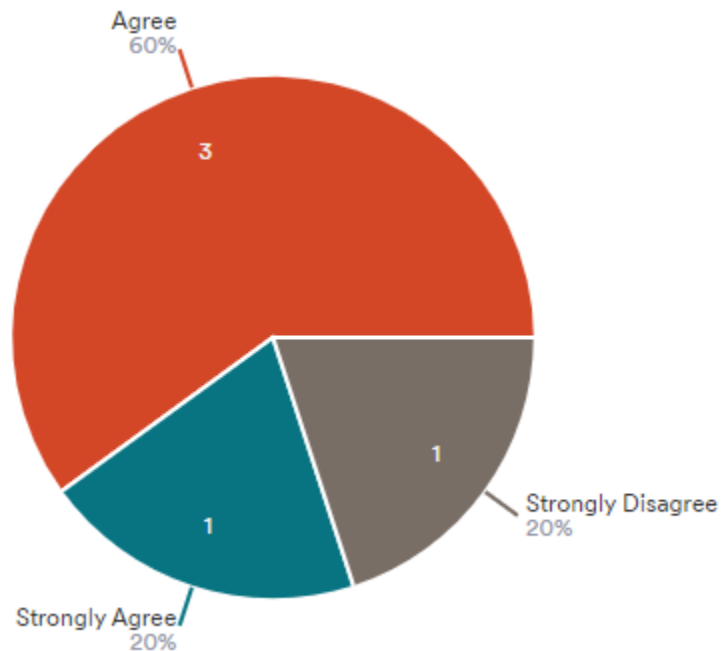
Rank Each Challenge from 1 to 7 with 1 being the most important to you and 7 being the least.

Sustainability	Resiliency	Safety	Market Access	E-Commerce	Technology	Rural Transportation Preservation
2	3	1	6	4	7	5
2	5	1	6	4	3	7
1	2	5	3	4	7	6
1	2	5	3	4	7	6
1	2	5	3	4	7	6
1	4	6	3	5	2	7
3	2	1	4	5	7	6
3	4	1	5	6	2	7
3	4	1	5	6	7	2
7	3	2	5	1	4	6
6	1	5	2	4	7	3
Total 30	32	33	45	47	60	61

What industry do you work in? How do you think your job would be impacted if railroad, truck, or air freight systems were unable to operate?

- New stock for retail restocking is slower and less is available for consumer purchase
- I work in the civil engineering – specifically transportation – industry. We exist to help keep the transportation infrastructure safe, long-lasting, and as efficiently done as possible to allow for the greatest number of projects to be completed within the State’s budget.

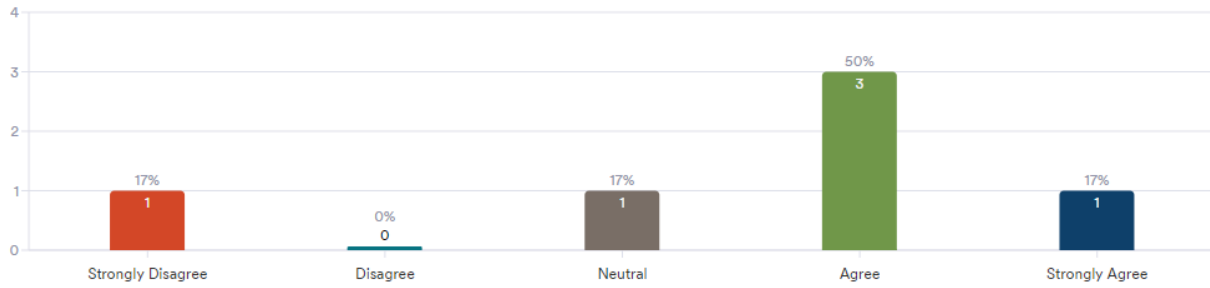
ND highways and interstates are well-maintained (condition, snow/ice removal, timely improvements, etc.) overall.



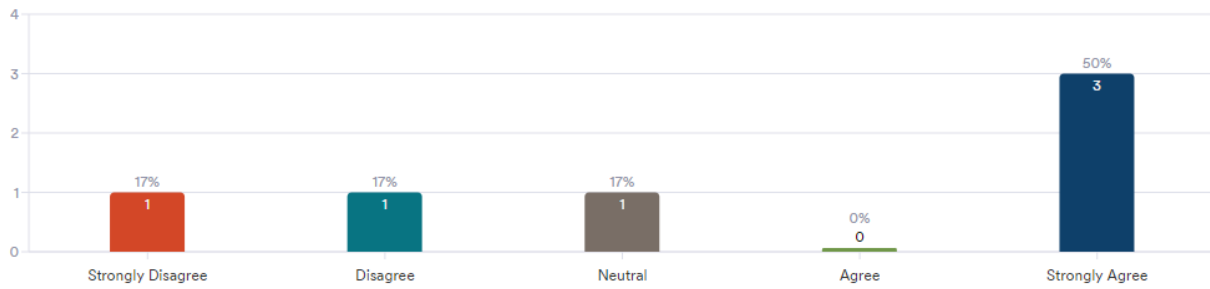
Are there any specific areas of highways or interstates you would like to bring to our attention where maintenance could be improved? Please include specific location information about details and potential improvements.

- Additional animal crossings would be beneficial to wildlife and the traveling public. The Hwy 52 corridor had public comments regarding animal collisions and how animals are funneled through the trees near a curve and it would be a great location to prevent collisions with an animal crossing and fencing.

Semis and other freight vehicles are easy to share the road with most of the time.



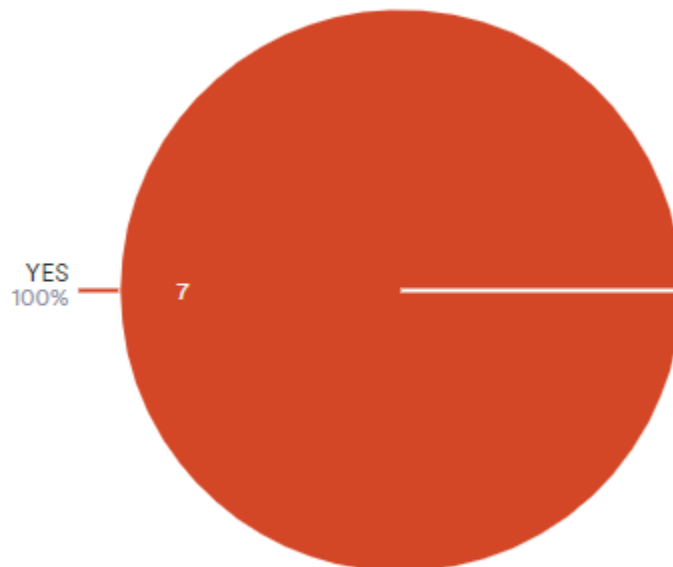
Trains passing through my community are generally not an issue and part of normal life.



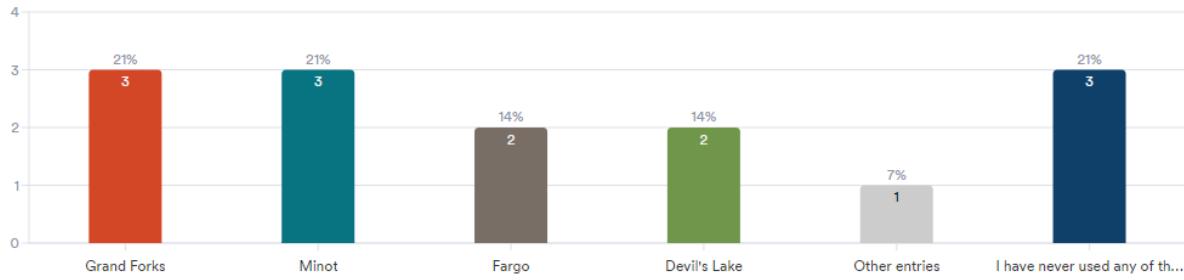
Are there any specific train/rail details that could be improved (cargo, speeds, horns, wait times, safety mechanisms, etc.)? Please include name of community/specific location details.

- Small rural towns have long wait times for unit cars to be off loaded at elevators.

Did you know that North Dakota has passenger rail?



Have you ever left from or arrived at an Amtrak station in North Dakota? Please indicate which stations below.



Other entries: Stanley

TRIBAL ENGAGEMENT

On October 13, 2022, the project team met virtually with Tribal Transportation Directors to brief them on key aspects of the SFRP and collect information about freight transportation needs and issues.

- Tribal lands are part of the statewide transportation network and economy. Freight and rail infrastructure supports or inhibits the movement of good and people and has significant impacts on economic opportunities and quality of life for reservation residents.
- Freight and rail-related data is not readily accessible for tribal transportation planners and enhanced data sharing will enable closer collaboration and planning between tribal, state, and local officials.
- The impact of oil and gas extraction and transportation has a significantly disproportionate impact on the Fort Berthold Indian Reservation and the Three Affiliated Tribes. Freight-related crashes, congestion, parking issues, hazardous materials spills, noise, and related environmental impacts are prevalent in the western half of the reservation.
- At grade rail crossings on state highways located on and near tribal lands present safety concerns for the public, school busses, and other road users.

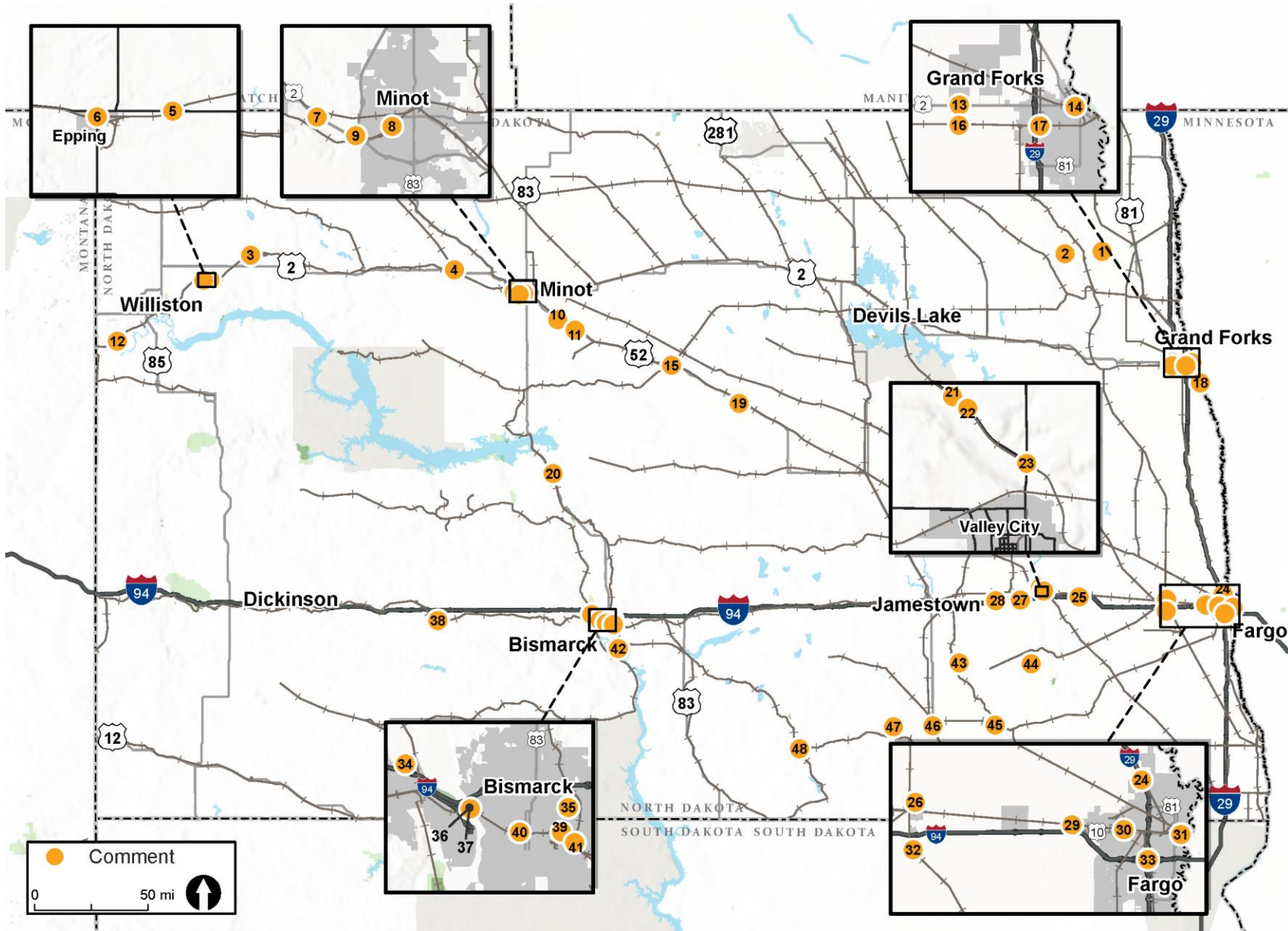
30-DAY OPEN COMMENT PERIOD

A 30-day open comment period was available from September 12-October 12, 2022. No additional comments were received via the project website or project email during this timeframe.

INTERACTIVE COMMENT MAP

To collect location-specific comments, a comment map was available on the project website throughout the development of the plan. Commenters categorized their comments and could leave their contact information as well. Below is summary of comments received on the interactive comment map.

Comment Topic	Number of Comments
General	2
Roadway	37
Railroad	17
Trucking	2
Total Comments Received	58



Number	Comment
1	Snow / Ice accumulation
2	Multiple accidents and near misses this year just due to wind erosion blackouts.
3	County Road 19 an BNSF Railroad Right of Way DOT Crossing Inventory Number 093352L located on County Road 19 (110th Ave NW) 0.86-mile south of County Road 10 (68th St NW) in the SE 1/4 of Section 26, T157 N, R96 W. Williams County is planning a reconstruction of County Road 19 with future paving. The north side of the railroad crossing is steep and will need to be graded within the railroad right when the project is constructed.
4	Trains tend to stop for long durations at this crossing. This crossing tends to be hazardous.
5	County Road 8 and BNSF Railroad Crossing DOT Crossing Inventory Number 093373E on County 8 (60th St NW) and 0.4-mile East from County Road 8C (122nd Ave NW) in the NW 1/4, Section 5, T 155 N, R 98 W. There are 3 sets of tracks in this wide railroad crossing. County Road 8 has been paved with double chip seal to the tracks previously and Williams County will pave County Road 8 with new 6" asphalt in 2022. The area between the tracks is rough and makes it difficult for both car and truck traffic to cross. The area between the tracks should be graded and paved.
6	County Road 42 over BNSF Railroad Bridge # 53-133-25, DOT Crossing Inventory Number 093376A, located on County Road 42 (123rd Ave NW) over the Burlington Northern Tracks (BNSF RR) 0.1- mile south of County Road 8 (60th St NW) NW 1/4 of section 1, T155 N, R 99 W. This bridge is posted at 12 tons after a train has a collision with the bridge. After the collision, the owner ship of the bridge was transferred to BN Railroad. The detour around the bridge is about 9 miles. The bridge piles, beams and cross bracing should be verified. The bridge should be load rated and the posting of 12 tons verified.
7	Intersection with County Road and US Hwy doesn't flow well. Cross traffic tends to backup.
8	Bridge is significantly low and haulers tend to hit this bridge often.
9	83 Bypass stops here but with the growth of Minot and the new hospital, this section should continue around the southwest side of Minot to US 83.
10	Only 2 lane Hwy and causes traffic to backup, several accidents yearly.
11	Dangerous terrain for vehicles passing on Hwy 52 from Minot to Fessenden due to no passing lanes.
12	Comments from local residents regarding proposed SAFX renewable fuels production facility along 42nd Street (via NEPA Environmental Assessment study) included a high level of concern over the existing issue of the Marley "at grade" RR crossing interfering with vehicle traffic and emergency response beginning aggravated with the additional rail traffic of the potential project. Both could be addressed with the installation of a road overpass at Marley Crossing by 2024.
13	Needs to be quiet zone and reduced speeds
14	Reconfiguring the mill spur to connect to the mainline via another route north of the city would be a great plan to improve safety and reduce traffic train events.
15	Train blocks tracks for hours at a time. Limits access in or out of the town.

16	Needs to be quiet zone and reduced train speeds
17	It is incredibly important for the future of the city to find funding for a project to implement a grade separation and finally allow traffic to flow even when trains are coming in and out of this route.
18	Building a bridged to cross the Red River would to allow much of the agricultural traffic to bypass the city would be a big improvement to safety and traffic levels.
19	CP Rail runs right through the girth of Harvey, N.D. All crossings within the city are at grade, except for one underpass that is of ancient origin. Pedestrian, bicycle, and vehicular traffic interacts with railroad traffic continually, with near misses frequently occurring since cross arms come down nearly at the same time as the first locomotive arrives at the intersection. Children are at considerable risk as they cannot anticipate the higher speed at which all rail traffic is now moving. Please...CP Rail has clearly indicated that this is a Harvey City problem to be solved with Harvey \$\$ resources. In the future, no railroad should be permitted to bisect a city in this manner; these facets of train history need to be corrected with overpass/underpass technologies such as what Devils Lake N.D. did with its high speed rail traffic.
20	Not sure why speed is slowed down so far in this section of US 83.
21	Train blocks this crossing for a significant amount of time, there is a Convent on the South Side of the crossing and this is the only access point that emergency vehicles could drive on to render aid. When the tracks are blocked emergency services can not be rendered.
22	Train blocks this crossing for a significant amount of time, there is a Convent on the South Side of the crossing and this is the only access point that emergency vehicles could drive on to render aid. When the tracks are blocked emergency services can not be rendered.
23	Trains often stop and block crossing for longer periods of time. This is a main road in and out of Valley City that goes to the Lake Area and Northern Part of the county.
24	Concerns with safety, Amazon is opening and the increase in delivery vehicles, employees, and the completed seconded edition of Relies Acres all contribute to the need for redesign of this overpass to handle the volume of traffic. The north bound ramps are blind as is.
25	Extremely icy conditions at times when wind causes blowing and drifting snow. Numerous rollovers and accidents happen here during the winter months
26	test
27	Both the east bound and west bound lanes of this portion of I-94 become extremely icy during the winter months from blowing and drifting snow coming off Hobart Lake. Between this location and Eckelson Lake west of here are where 50% of the rescue calls come in for rollovers etc... (I will also mark Eckelson Lake)
28	Between this location and Hobart Lake east of this location, 50% of the rescue calls are for these areas during the winter months. The blowing and drifting snow causes extremely icy conditions in these areas.
29	railroad line bridge ice jams during spring melt.
30	Rail road close to fuel tank farm.
31	Rail goes through highly populated downtown area. Concerns on derailment of hazardous material here would have high impact.
32	Roadway and rail crossing very rough.
33	Tri level bridge aging and has been hit by vehicles in the past.
34	This location is particularly dangerous with trucks backing up from the refinery, but moreso the trucks turning left (south) into a trucking business on a busy road. Due to limited options to turn, truck drivers push the limits and cut vehicles off. Recent construction may improve the traffic there, but it is yet to be seen.

35	Trains are way to long! Waiting at crossings for what appears to be 2 trains put together. Come on railroads!
36	Railway crosses Missouri River at this location. Major flooding can affect pier stability and at certain levels overtop or shift bridge decks and foundations.
37	There is a permit underway for a new bridge that would support 2 tracks. This would impact rail traffic through downtown Bismarck as well, and it has not been appropriately studied.
38	This bridge should get looked at. It might look like it will crumble but maybe it is ok. It would be nice to make sure it is safe for trains to cross since it is so close to Glen Ullin. Could end up being another Minot anhydrous derailment situation.
39	there is no safety barrier at this crossing, but it is hard to see trains coming from the west as there is a huge building blocking the view right on the tracks.
40	excessive negative impact of rail on adjacent land uses. safety, traffic impact, noise, etc.
41	37 coal cars derailed July 5 2003. Coal was spilled against the trestle on the Expressway Bridge. No cars hit the bridge. August 8, 2021 - 24 coal cars involved in train derailment near intersection of Fuller Drive and Hemlock (just east of Bismarck city limits). July 10 of 2010, 30 coal cars derailed near 93rd Street (not too far east of Bismarck). These 3 locations aren't identical of course, but relatively close geographically. Not sure of the cause for the 2021 derailment, but the first two are identified as T109 Track Alignment Irregular (buckled / sunkink).
42	Rough pavement
43	In Winter 2019, there was a specific spot on Highway 46 that plugged with snow that was between Highway 281 and Marion
44	This curve prior to the intersection provides a blind spot entering from the south; speed and failure to stop again on Highway 46
45	bottle neck for flooding - bridge holding debris
46	Speed and failure to stop at this intersection causing property and fatalities
47	This is a low spot for flooding and also snow impacts yet it is scheduled to be repaired
48	This crossing tends to have snow build up with a challenge to remove snow to allow access into the town of Wishek.

COMMENT MANAGEMENT

Throughout the development of the plan, stakeholders and the public could submit comments via a form on the project website.

First Name

Last Name

Would you like to be added to our mailing list?

Comment or Question

Submit

Comments/Questions Received
I am with Otter Tail Power Company. I am the Economic Development Manager. I am working with some potential businesses and I am trying to gather information regarding existing, useable rail. Who would be able to provide that sort of information to me?
I live in Flaxton and have mainline CP rail and adjoining track of rail to Westby Montana in our little town. CP managed to establish a yard here and when they are setting up a unit train, it can take forever. A main county road goes into our town from Hwy 52/5 and crosses this trackage. when they block the tracks, the regular oilfield trucks and locals have to use the city paved road. How do they get to block that crossing for many minutes to "set up this train". The folks here in town never had a say in if we would put up with a yard, and no public notice given. We also get to endure the whistles for the crossing day and night and with a with all sorts of combinations of whistles and how long they blow each blast. Fix it. Get the city /public notice of what is happening that makes a difference in our town. Note: We have a lot of storage of oil tankers....and then you have the random engine make the lightning fast dash to its donation....all ready for a mighty accident.
from Nekoma, ND west to east of Fordville ND - THE TRAIN IS 131 CARS ± LONG! IT TAKES 8 MINUTES TO CROSS A ROAD. THIS COULD BE THE DIFFERENCE BETWEEN LIFE AND DEATH. AT NIGHT, WE PRAY ALL THE CARS HAVE REFLECTORS PROPERLY IN PLACE. SOLAR FLASHERS ON THE TRAIN SIGN WOULD HELP. LONG SLOW TRAINS ARE DANGEROUS. THEY BLOCK OFF EXITS.

Two man rail crews need to be mandatory in the state of North Dakota for the safety of both the public and the crews.

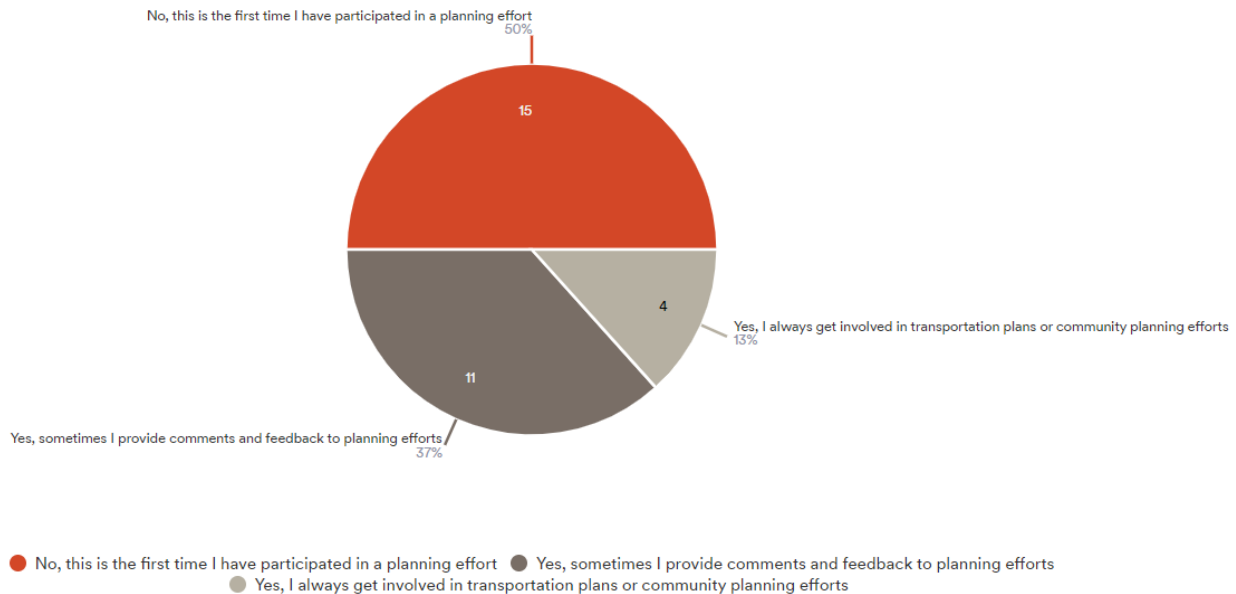
Hello, I am excited about the possibility of having a passenger train going east and west and running through Bismarck. Like so many my age, driving out of town to visit family, friends, and medical appointments is worrisome especially in the winter. But what a wonderful mode of transportation for college students, legislators, disabled, and rural residents who could use it for travel. As for funding, we have over six billion sitting in the Bank of North Dakota. The passenger fares could cover some of the cost as well. There must be federal funding avenues that I'm not aware of. For the state's capitol not to have rail passenger service gives the wrong impression of our wonderful state. I would use the train quite often to visit family and friends in the east.

There are a lot of workers on the tracks that would have a lot to say and have some great input. I believe labor should be involved in these discussions, just as the shippers and carriers are. There are 12 labor unions. The Teamsters and AFL-CIO should be contacted about this

TITLE VI: DEMOGRAPHIC SURVEY SUMMARY

In accordance with NDDOT policy, individuals who participated in virtual public input events or completed surveys were asked to complete a demographic survey.

Have you ever been involved in a statewide transportation plan or provided your ideas and input into other planning efforts?



Why are you interested in being part of the development of the Freight & Rail Plan?

Answers Received

The state of ND should be more aggressive at supporting passenger rail.

I am interested in the impact of rail traffic in downtown Bismarck
I represent a ND based NVOCC and Drayage Company. Rail networks and road legislation directly impact the international volume my customers import and export.
concerns about mismatch of transportation service and adjacent land use. High speed/volume traffic next to high pedestrian areas.
I am a railroader and a member of the SMART union and an officer
Due to the Intermodal Facility located at the Logistics Park of North Dakota in Minot and it's connection to the freight needs of the region.
Working for another state agency, we are involved in the planning and after impacts of planning from NDDOT.
This directly impacts the industry in which I work. It also impacts industries in which my family works.
Would personally use passenger rail and know it would be used vastly by area Bismarck college students!
I would like to see reinstatement of the passenger train services that once served Bismarck, and points west. In our time of global warming, we need to utilize all opportunities to minimize our impact on the environment. Passenger train service can help with that.
As a railroad employee I am increasingly concerned with the safety of the citizens and the lack of interest in safety displayed by the railroad companies.
I am hoping that a part of this is Passenger rail transportation which is seriously lacking in our state.
I'm particularly interested in Bismarck having railroad passenger service available. I would most certainly ride the train as I'm sure many others would, especially senior citizens. Now our options are to drive to Minot or fly to out of state destinations to visit family and friends. Something that is now harder to do. Montana is currently trying to get passenger service once again. We should surely do the same. I'm sure many people would appreciate and use a passenger train.
u asked
Personal safety and interest
To help ensure safety of the community.
It will effect traffic flow in front of my business.
I have trucked in ND for the last 6 yrs.

I have trucked in ND for the last 6 yrs.

U.S. Highway # 52 transects Harvey, N.D. providing linkage to Highway # 3, # 91, and further south Highway # 200. The Soo Line railroad also is routed through the heart of the city, and both forms of transportation are essential to the city's existence and well as its projected future growth. The city hosts advanced manufacturing, large agribusiness entities, and is a retail center for agriculture, medical services, the equine industry, recreation (6 area lakes, upland game, waterfowl, and big game hunting), auto and truck repair, and numerous other retail outlets. However, agriculture and advanced agricultural product manufacturing are key to the city's present and future and rely heavily upon trucking and rail transport of both raw commodity sourcing and finished product distribution.

Provide input to make positive changes.

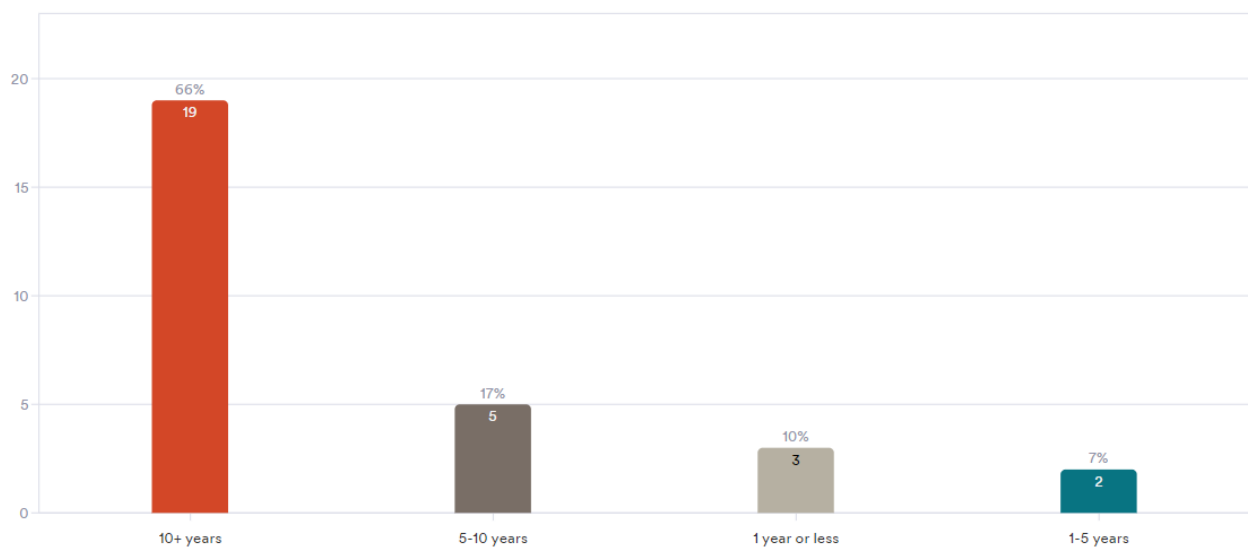
Everyone uses North Dakota roads. I put on thousands of miles monthly for work and personal use. It is important that the road infrastructure is functioning in a safe manner.

I believe this mode of transportation gives people another choice of travel, especially now when we see thousands of flight cancellations across the country. Passenger trains offer safe, comfortable, less stressful accommodations. I would certainly take advantage of it. A passenger rail line through the south central part of ND is needed!

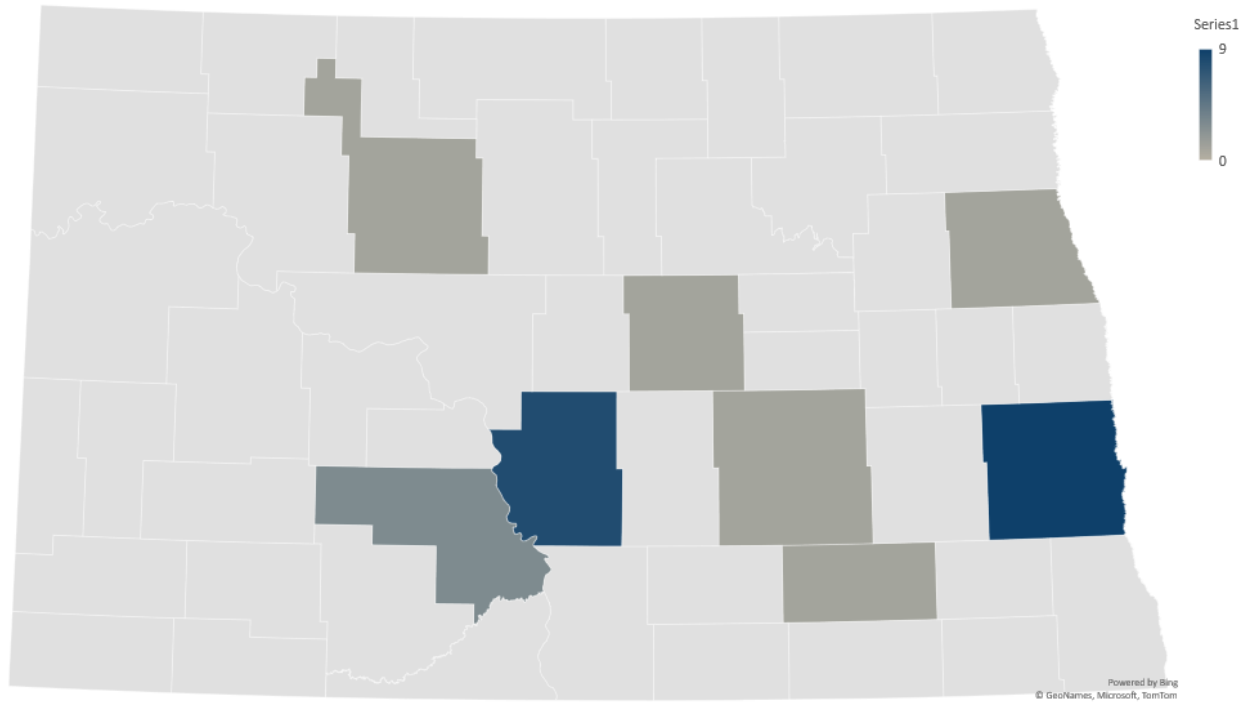
I own and manage a business, AXIS Track Report, that advertises approximately 4,000+ RFPs, RFQs, IFBs annually for railroad track infrastructure, railroad crossings, rr bridge rehab, for both freight and transit systems in the US. We have been in business since 2002. I use many state DOT budgeting and planning forecast to create reports to assist the railroad contractors, design engineers and rail industry material suppliers to learn about these events so they can participate in the related bidding process.

Monitoring on behalf of BNSF Railway

How many years have you lived in North Dakota?



What is your zipcode?

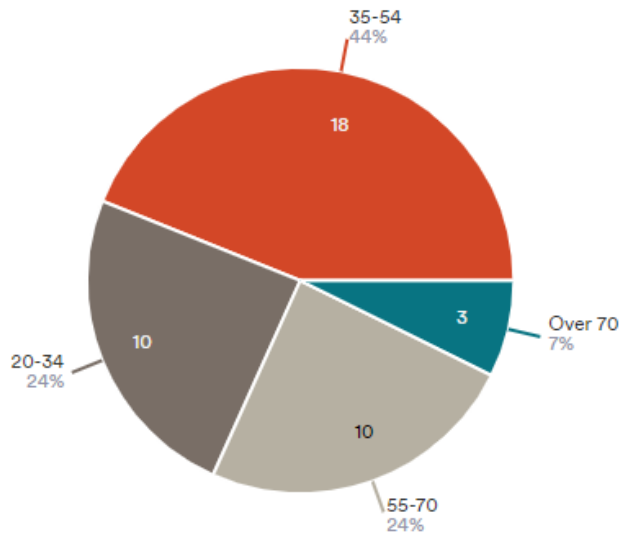


What industry/profession do you work in?

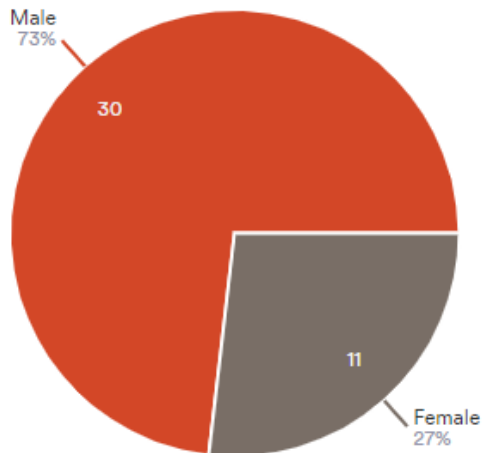
Answers Received
Agriculture
Chamber/Economic Development
Civil Engineering
Commercial Transportation
Consulting
Emergency Management
Healthcare
Insurance
International Logistics
Policy
Public Service

Railroad
Real Estate Development
Retired
Stay At Home Parent
Trades
University Professor
Water Distribution

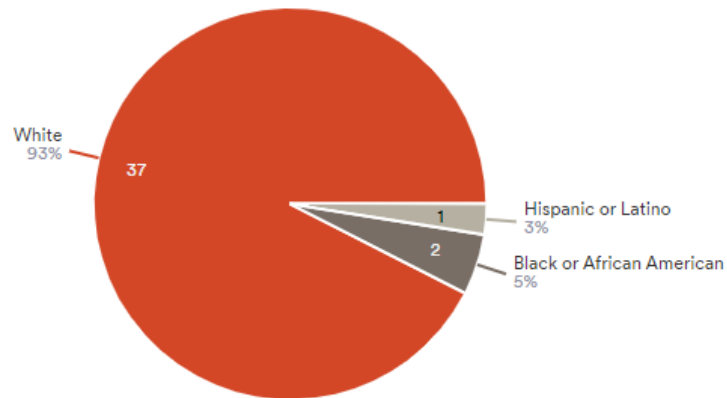
What is your age?



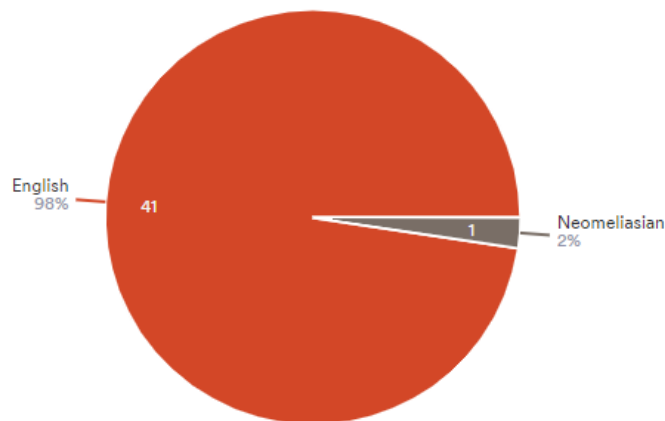
What is your gender?



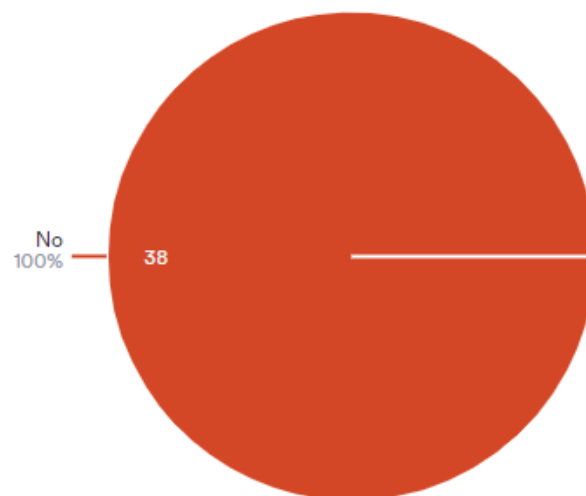
Please indicate your ethnicity.



What language is most frequently spoken in your home?



Do you receive public assistance?



Do you have a disability?

