Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

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TO: **Bismarck-Mandan Metropolitan Planning Organization Policy Board**

FROM: **Rachel Drewlow, MPO Executive Director**

DATE: **October 11, 2021**

RE: **Policy Board Meeting**

There will be a meeting of the Bismarck-Mandan MPO Policy Board on **Tuesday, October 19, 2021, at 1:30 PM.** The meeting will be held in the Ed "Bosh" Froehlich Meeting Room of the Mandan City Hall at 205 2nd Avenue NW, Mandan, ND. The agenda is outlined below.

The City of Bismarck and Policy Board members are encouraging citizens to provide their comments for public hearing items on the Bismarck-Mandan Metropolitan Planning Organization Policy Board agenda via email to mpo@bismarcknd.gov. Please include which item number your comment references. It will be sent to the members, as well as placed with the minutes. To ensure your comments are received prior to the meeting, please submit them by 5:00 pm 1 business day prior to the meeting. If you would like to participate via video or audio link for a 3-5 minute comment on a regular agenda public hearing item, please provide your name, agenda item and e-mail address to the above e-mail at least 3 days before the meeting.

Many of the 5 (five) Policy Board members will attend this meeting remotely. **Policy Board members and those presenting at the meeting will receive ZOOM invites approximately 1 business day prior to the meeting**. **Individuals wishing to participate via ZOOM should email contact information to mpo@bismarcknd.gov at least 3 days in advance of the meeting to receive a meeting invite tailored uniquely to them.**

As always, live meeting coverage is available on Government Access Channels 2 & 602HD, Radio Access at 102.5 FM Radio, or stream FreeTv.org and RadioAccess.org. Agenda items can be found online at MPO Technical Advisory Committee.

AGENDA

1. MINUTES
   Review and Possible Approval of Minutes from September 21, 2021 Meeting 3

2. 2022-2025 DRAFT FINAL TIP PRESENTATION & APPROVAL – Rachel Drewlow, MPO
   2022-2025 Draft Final TIP (Exhibit A) 7
   Draft Final TIP also available online at:
   https://www.bismarcknd.gov/DocumentCenter/View/38434/DRAFT-FINAL_TIP_2022-2025
   ACTION ITEM: 2022-2025 Draft Final TIP Approval

3. PM1 HIGHWAY SAFETY IMPROVEMENT PROGRAM TARGETS ADOPTION – Rachel Drewlow, MPO
   PM1 HSIP Targets (Exhibit B) 87
   ACTION ITEM: Resolution of Adoption for PM1 HSIP Targets

4. APPROVAL FOR SOCIO-ECONOMIC DATA PURCHASE – Rachel Drewlow, MPO
   UPWP Task 204 (Exhibit C) 93
   ACTION ITEM: Purchase of Socio-Economic Data

5. AUTHORIZATION REQUEST OF MPO EXECUTIVE DIRECTOR CONCERNING CONTRACTS & MICRO-PURCHASES – Rachel Drewlow, MPO
   Policy Statement (Exhibit D). 95
   ACTION ITEM: Authorization Request Concerning Contracts & Micro-Purchases

6. INTELLIGENT TRANSPORTATION SYSTEM UPDATE – Kim Riepl, MPO

7. BISMARCK COMP PLAN UPDATE – Ben Ehreth, MPO

8. EAST MAIN AVENUE CORRIDOR STUDY UPDATE – Kim Riepl, MPO

9. OTHER BUSINESS

10. ADJOURNMENT

Next scheduled Policy Board meeting is on 11/16/2021. Please call 701-355-1852 with questions.

Any individual requiring special accommodations to allow access or participation at the meeting is asked to notify ADA Coordinator, Bismarck-Mandan MPO, PO Box 5503, Bismarck, ND 58506-5503 or complete and submit the Request for Reasonable Accommodations form at http://www.bismarcknd.gov/DocumentCenter/View/23201 at least five (5) days prior to the meeting.

PROJECTS UPDATE

Project	% Complete	Contracted Completion Date
Intersection Analysis Study	100	01/31/2021
2020 Ortho/Topo Mapping Project	100	11/30/2020
2020 Pavement Conditions & Analysis Report	100	4/30/2021

Common MPO Acronyms

ATAC: Advanced Traffic Analysis Center	NDDOT: North Dakota Department of Transportation
CPG: Consolidated Planning Grant	RSP: Regionally Significant Project
FHWA: Federal Highway Administration	TDM: Travel Demand Model
FTA: Federal Transit Administration	TIP: Transportation Improvement Plan
MTP: Metropolitan Transportation Plan	UPWP: Unified Planning Work Program

A full list of common MPO acronyms may be accessed online
https://www.bismarcknd.gov/DocumentCenter/View/37890/MPO-acronyms

BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING
SEPTEMBER 21, 2021

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board met on September 21, 2021, at 1:30 p.m. in the Ed "Bosh" Froehlich Meeting Room, Mandan City Hall, 205 2nd Avenue NW, Mandan, ND. Chairman Gerarld Wise presided.

Members present or participating via Zoom were Gerarld Wise, Kathleen Jones, Andy Zachmeier, Steve Bakken, and Joe Camisa for Tim Helbling.

Others present or attending via Zoom were Rachel Drewlow, Kim Riepl and Stephen Larson of the Bismarck-Mandan MPO.

CALL TO ORDER

Chair Wise called the September 21, 2021 meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board to order.

MINUTES

Chair Wise called for a motion to approve the minutes of the August 17, 2021 Regular Meeting of the Policy Board.

MOTION: Ms. Jones made a motion to approve the minutes of the August Regular Meeting. Mr. Camisa seconded the motion and with Joe Camisa, Steve Bakken, Kathleen Jones, and Chair Wise voting in favor, the minutes of the August 17, 2021 Regular Meeting were approved.

Note: Mr. Zachmeier joined the meeting after the approval of the minutes.

2021-2024 TIP AMENDMENTS

Ms. Riepl referred members to Exhibit A. The first of the two amendments addresses a project on the Bismarck-Mandan Memorial Bridge and includes a change to both the project scope and project cost. The cost of this project was previously amended in February of 2021. She said the scope of the project in the current amendment is changing from "railing, deck sealing, and access" to "clean drains and glands, clean tubs, pigeon proof utility passages, add tub drains (if needed) and potentially adding steps for access." The total cost of the project was formerly $250,000 and the amendment reduces the total cost to $150,000, with federal, state and local portions all noted in the amendment.

Ms. Riepl explained the second amendment is for two Bismarck projects being added into the 2021 Program of Projects, as both are now being funded in 2021 (and will be constructed in 2022). Project 21.6.10 is for signal work on 7th Street between Avenue C and Front Avenue, while Project 21.6.16 is for signal work on 9th Street, also between Avenue C and Front Avenue. These two projects are treated as one amendment because they have the same PCN number. The projects are also notated in the 2022-2025 TIP.

Ms. Riepl said there was discussion at TAC about the two Bismarck projects. Based on the discussion, the MPO will be attempting to ensure projects with the same PCN number that are of a similar nature are combined and shown as one project within the TIP in future. Ms. Riepl concluded by saying both amendments were advertised for the required 15-day period with no public comment received, and TAC recommended approval of both amendments.

MOTION: Ms. Jones made a motion to approve the 2021-2024 TIP Amendments as presented. Mr. Zachmeier seconded the motion, and with Joe Camisa, Steve Bakken, Andy Zachmeier, Kathleen Jones, and Chair Wise voting in favor, the motion was approved.

2022-2025 DRAFT FINAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PRESENTATION & APPROVAL

Ms. Drewlow said unfortunately the MPO failed to hold the public hearing for the Draft Final TIP at the TAC meeting. She said after seeking legal advice, the MPO will re-advertise for a public hearing at next month's TAC meeting, and will bring the Draft Final TIP to Policy Board at next month's Policy Board meeting. This delay still falls within the required time frame to have the new TIP approved. Ms. Drewlow concluded by requesting Policy Board on behalf of MPO staff to allow this agenda item to be withdrawn. Board members all agreed, and because the item was withdrawn, no motion or vote was needed.

ADVANCED TRAFFIC ANALYSIS CENTER (ATAC) MASTER AGREEMENT UPDATE

Ms. Drewlow presented on this item (Exhibit C in the packet). She explained the MPO holds a standing agreement with ATAC, which is housed at North Dakota State University (NDSU). The contract with ATAC is for them to provide a number of modeling and accessory model functions for the MPO (such as the Travel Demand Model). ATAC is also working on updating the MPO's Intelligent Transportation System (ITS), which should be completed by the end of this year. The master agreement is a multi-party contract, so it exists between ATAC and all three MPOs in the state, as well as NDDOT. It is updated every three years, so the current update will run from fall of 2021 to fall of 2024.

Ms. Drewlow explained the master agreement has been updated to further detail the work ATAC does for the MPOs and NDDOT. Each party to the contract had the opportunity to suggest changes or adjustments before it was finalized (Fargo put forward some edits that were agreed to by all parties). This update includes clarification on ATAC's responsibility to update the MPO on the status of its projects.

Ms. Drewlow said the Bismarck-Mandan MPO's fee for this contract is unchanged. The MPO pays an annual fee to ATAC of $10,000, which covers a number of the basic functions and models ATAC runs for the MPO. The MPO maintains a different pot of money for any specialty projects or requests of ATAC that would go beyond the scope and costs of the regular annual fee. These types of projects would be added to the master agreement as addendums. Each party to the contract may add their own addendums for ATAC projects, and these addendums do not affect the other parties

to the contract. Ms. Drewlow concluded by stating TAC recommended approval of the ATAC Master Agreement.

Mr. Camisa asked how often the MPO requests assistance from ATAC. Ms. Drewlow said it can vary by year. There have been several specific questions directed to ATAC this year, such as a request for information on potential future travel around US 83 and 71st Avenue. She said two or three special questions for ATAC per year is about average. Also, the MPO is soon moving into an update of the Travel Demand Model, and the Metropolitan Transportation Plan, both of which will involve significantly greater interactions with ATAC.

MOTION: Ms. Jones made a motion to approve the ATAC Master Agreement update as presented. Mr. Zachmeier seconded the motion, and with Joe Camisa, Steven Bakken, Andy Zachmeier, Kathleen Jones, and Chair Wise voting in favor, the motion was approved.

REVIEW & APPROVAL OF THE REVISED EAST MAIN AVENUE CORRIDOR STUDY REQUEST FOR PROPOSAL (RFP)

Ms. Drewlow presented this item to the board. She explained this RFP was previously brought to Policy Board in July, and Policy Board elected to deny it at that time. Since then, the MPO has worked with City of Bismarck and Burleigh County to address the questions and concerns expressed by Policy Board. Additionally, NDDOT had some comments that were not able to be reflected in the packet, but Ms. Drewlow was able to share their revisions on the screen for members and the public.

Ms. Drewlow noted many of the dates in the RFP were updated and some minor typological changes made. A section was added to clarify that ATAC will be performing limited model runs for this study, but the contract for this will exist between the MPO and ATAC; the study consultant will not be expected to contract with ATAC directly.

Most of the changes to the RFP took place in the Objective section, the study area map, and the Scope of Work section. The Objective was updated to better convey that the purpose of this study is to identify feasible configurations for the roadway, and leaving the roadway in its current configuration is definitely a possibility. Language was also updated to advise the consultant the different characteristics existing on the East Main Avenue Corridor may call for different configurations depending on the location. The goal is to make sure the roadway works well for all its users.

Ms. Drewlow said per the Policy Board's request, the modeling scope for the study was enlarged to include Bismarck Expressway and other roads potentially impacted by changes to East Main Avenue. Ms. Drewlow noted the modeling study area shown in the RFP can also be further enlarged if necessary, based on impacts shown by the model runs. The study area is intended to show consultants the area of top priority.

The consultant will be instructed to include a status-quo alternative with their study, so as to reiterate to the consultant that the current configuration of East Main Avenue may in fact be acceptable. Additionally, Ms. Drewlow explained the MPO tried to reduce the emphasis on bicycle and transit elements for this study, while still including multi-modal travel. She said all modes of travel will be looked at in the study and in the public participation process as required by federal law, but she wanted to be sensitive to the concerns of the board and not overstate this to the consultant. The MPO is aiming for

the study to be responsive to local stakeholders.

Ms. Drewlow concluded the presentation by explaining the MPO is no longer looking to complete the study within 12 months, but instead will give the selected consultant a 12 to 15 month time frame for completion. This is because it is no longer possible for the MPO to meet the grant solicitation deadline it previously hoped to coordinate with the end of the study, and so leaves more flexibility regarding its completion.

Mr. Bakken thanked Ms. Drewlow for her work on the RFP. He said he had quite a few concerns initially, especially with the scope of the study, and his concerns have been addressed for the most part. He indicated he is now supportive of the RFP.

MOTION: Mr. Bakken made a motion to approve the revised East Main Avenue Corridor Study RFP as presented. Mr. Zachmeier seconded the motion, and with Joe Camisa, Steve Bakken, Andy Zachmeier, Kathleen Jones, and Chair Wise voting in favor, the motion was approved.

ADJOURNMENT

There being no further business, Chair Wise declared the meeting adjourned at 1:59 p.m.

The next scheduled meeting will take place October 19, 2021, at 1:30 p.m. in the Ed "Bosh" Froehlich Meeting Room in Mandan City Hall, 205 2nd Avenue NW, Mandan.

Respectfully submitted,

_____
Stephen Larson
Recording Secretary

APPROVED:

_____
MPO Policy Board Chair

Bismarck·Mandan

METROPOLITAN PLANNING ORGANIZATION

FY 2022-2025

TRANSPORTATION IMPROVEMENT PROGRAM

FINAL DRAFT

RESOLUTION

WHEREAS, the U.S. Department of Transportation requires the development and annual updating of a Transportation Improvement Program (TIP) for each urbanized area under the direction of a Metropolitan Planning Organization (MPO); and

WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization has been designated as the policy body with responsibility for performing urban transportation planning reviews; and

WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization under 23 CFR 450.336, certifies that its planning process complies with requirements such as: non-discrimination on the basis of sex, color, creed, disablement, age or national origin; and compliance with Section 174 and 176 (c) and (d) of the Clean Air Act; and

WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization under 23 CFR 450.336 and the requirements of the Federal-Aid Planning Process, certifies that its planning process complies with requirements for involvement of minority business enterprises; involvement of the appropriate public and private transportation providers; elderly and disabled utilization of transportation services and facilities; consultation with officials responsible for other types of planning activities; and

NOW, THEREFORE, BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization hereby adopts the Bismarck-Mandan Transportation Improvement Program for the FY 2022 through 2025.

BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization certifies that the requirements of 23 CFR 450.336 and FAST Act (Pub. L. 114-357) are met.

Dated this ____ day of _____, 2021

_____ _____

Chair
Bismarck-Mandan
Metropolitan Planning Organization

Date

Table of Contents

TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW 5

TIP Project Selection Process 7
TIP Amendment Process 7
MPO TIP Process (Figure 1) 9

ROADWAY IMPROVEMENT PROJECT LIST 10

Map of 2022 Roadway Projects 11
Map of 2023-2025 Roadway Projects 12
2022 Project List 13
2023 Project List 14
2024 Project List 15
2025 Project List 16
Annual Lump-Sum Project Phase Cost Estimates for Non-Regionally Significant Projects 17

TRANSIT IMPROVEMENT PROJECT LIST 18

2022-2025 Transit Improvement Project List 19

EXPENSE/REVENUE SUMMARY 20

Roadway Improvement Summary 21
Transit Improvement Summary 22

OPERATIONS AND MAINTENANCE 23

Operations and Maintenance Expenditures and Revenues 25

PROJECTS OF LOCAL IMPORTANCE 26

Guidance for Projects of Local Importance 27

REGIONALLY SIGNIFICANT PROJECTS 28

Definition for Regionally Significant Projects 29

PERFORMANCE BASED PLANNING AND PROGRAMING 30

TRANSIT ASSET MANAGEMENT (TAM) REPORT 35

PROOF OF PUBLIC INVOLVEMENT 40

Public Meeting Notice 41
Consultation with Transportation and Planning Officials 42

STATUS OF PROJECTS FOR 2020 43

Completion Analysis of 2020 Projects Associated with 2020-2023 TIP 44
Letter to NDDOT Identifying Status of 2020 Projects 45

PUBLIC COMMENTS ON 2022-2025 TIP 47

APPENDIX ..... AA

Comparisons of TIP Projects to Poverty Concentrations Map ..... BB
Comparisons of TIP Projects to Minority Concentrations Map CC

MPO Self Certification ..... DD
Glossary of Pavement Treatment Types ..... EE
List of Funding Sources by Prefix ..... HH

TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW

The Transportation Improvement Program (TIP) for the Bismarck-Mandan Planning Area shows the significant transportation system improvements to be implemented during the next four years. The 2022-2025 TIP is prepared as a requirement of the Federal-aid planning process.

The requirements of 23 CFR 450.326 stipulate each MPO must develop a TIP, and project selection must be performed in cooperation with MPOs. Similarly, the local TIP must be developed in cooperation with the State. While federal regulations require this document be updated every four years, the Bismarck/Mandan MPO updates the TIP annually. The duration of the TIP is four federal fiscal years. In order to remain consistent with these requirements, projects programmed for 2022 are considered the Annual Element and are priority 1. Program Years 2023 and 2024 and 2025 are designated as future year projects and are priority 2, 3, and priority 4 respectively.

The projects which comprise the TIP were developed, studied, and evaluated as part of the Metropolitan "3C" Transportation Planning Processes which has been established in the Bismarck-Mandan Planning Area. The TIP may be modified at any time consistent with the procedures established for its development and consistent with the appropriate sub-plan or element of the Transportation Plan.

The projects selected for inclusion in the TIP are based upon MPO review, local prioritization and funding factors, DOT prioritization and funding considerations, as well as consistency with the 2020-2045 Metropolitan Transportation Plan, as determined by the MPO. Figure 1 shows a flowchart of the typical schedule of development for the TIP.

It is the intent that the 2022-2025 TIP is compliant with the requirements of the MAP -21 and FAST Act regulations. The following three paragraphs discuss efforts undertaken to incorporate a variety of federal initiatives into the planning process, namely, Performance-Based Planning and Programming (PBPP), Transportation Systems Management and Operations (TSM&O), and Transit Asset Management (TAM).

MAP-21 and FAST ACT requires incorporation of Performance-Based Planning and Programming (PBPP) in the development of the MPOs Metropolitan Transportation Plan (MTP) and TIP. Further, 23 CFR 450.326(d) defines that 'the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.' Information about the various performance measures and annual targets are included in a later section.

The MPO has made efforts to incorporate Transportation Systems Management and Operations (TSM&O) and its objectives into the planning process. Actions include incorporating TSM&O language and ideas into the 2020-2045 MTP, and (as a result) the TIP, by considering TSM&O projects during the selection and prioritization process. As a developing system, TSM&O is

expected to be further integrated in future years. Overall, TSM&O elements will aim to preserve capacity while improving the security, safety and reliability of the existing transportation system.

Federal requirements regarding Transit Asset Management (TAM) are completed in cooperation with Bis-Man Transit. The MPO must report upon the condition of transit's fleet and, if necessary, facilities. The MPO is also required to list all applicable TIP projects that maintain or enhance transit assets in a State of Good Repair. Finally, the MPO will determine if Transit has adequate planning to maintain its assets in the future. Reporting of the TAM targets—which were established by NDDOT and adopted by Transit—can be found in a later section of the TIP.

23 U.S.C. Sec. 134 indicates that projects in the MPO area, which are funded with federal assistance, must be included in a Transportation Improvement Program (TIP) and approved by the Metropolitan Planning Organization (MPO).

MPO staff worked with the local communities and State Department of Transportation to prepare the FY 2022-2025 Transportation Improvement Program for the Bismarck-Mandan Metropolitan Area.

In 2019, the MPO adopted a Transit Development Plan (TDP) for Bis-Man Transit, who brokers the current transit system.

The MPO Public Participation Plan was followed in developing this TIP. A copy of the Public Participation Plan is available for inspection at the following locations:

Bismarck-Mandan Metropolitan Planning Organization
221 N 5th Street/ P.O. Box 5503
Bismarck, ND 58506-5503
(701) 355-1840

Bismarck Veterans Memorial Public Library
515 N 5th Street
Bismarck, ND 58501

Morton Mandan Public Library
609 W Main St.
Mandan, ND 58554

Online: http://www.bismarcknd.gov/index.aspx?nid=1225

The Transportation Improvement Program (TIP) development process provides an opportunity for discussing and receiving input on the various transportation projects under consideration.

TIP Project Selection Process

Project selection for the 2022-2025 TIP was accomplished through the MPO/DOT TIP process of local jurisdiction project selection, MPO and NDDOT review, subsequent funding development by the NDDOT, and finally TIP public review and final submission to the MPO Policy Board, the NDDOT, FHWA, and FTA as detailed in Figure 1.

TIP Amendment Process

TIP Amendments will be released for a 15-day public comment period if they are significant in nature. Significant amendments may include:

- Major scope changes (including, but not limited to, changing work type such as bridge rehabilitation to replacement, resurface to reconstruct, adding additional work/bridge/lane/intersection/route)
- Significant cost increase (greater than or equal to 25% of the total project cost)
- Adding or removing projects from the TIP
- Capacity-increasing projects
- Projects negatively impacting air quality or environmental justice areas (concentrated populations of low income and minorities)
- Any other projects that have the potential to affect the fiscal constraint of the MTP

The MPO will host a public hearing and publish a legal notice or advertisement in The Bismarck Tribune at least 15 days prior to the public meeting if the proposed amendment is deemed significant in nature. The day of publication does not count toward the 15-day requirement; however, the final day of the comment period does count toward the required minimum.

In addition, a legal notice or advertisement will be published in the Mandan News but is not subject to the 15-day notice period as the Mandan News is currently only published once per week. Significant TIP Amendments will require MPO Policy Board approval.

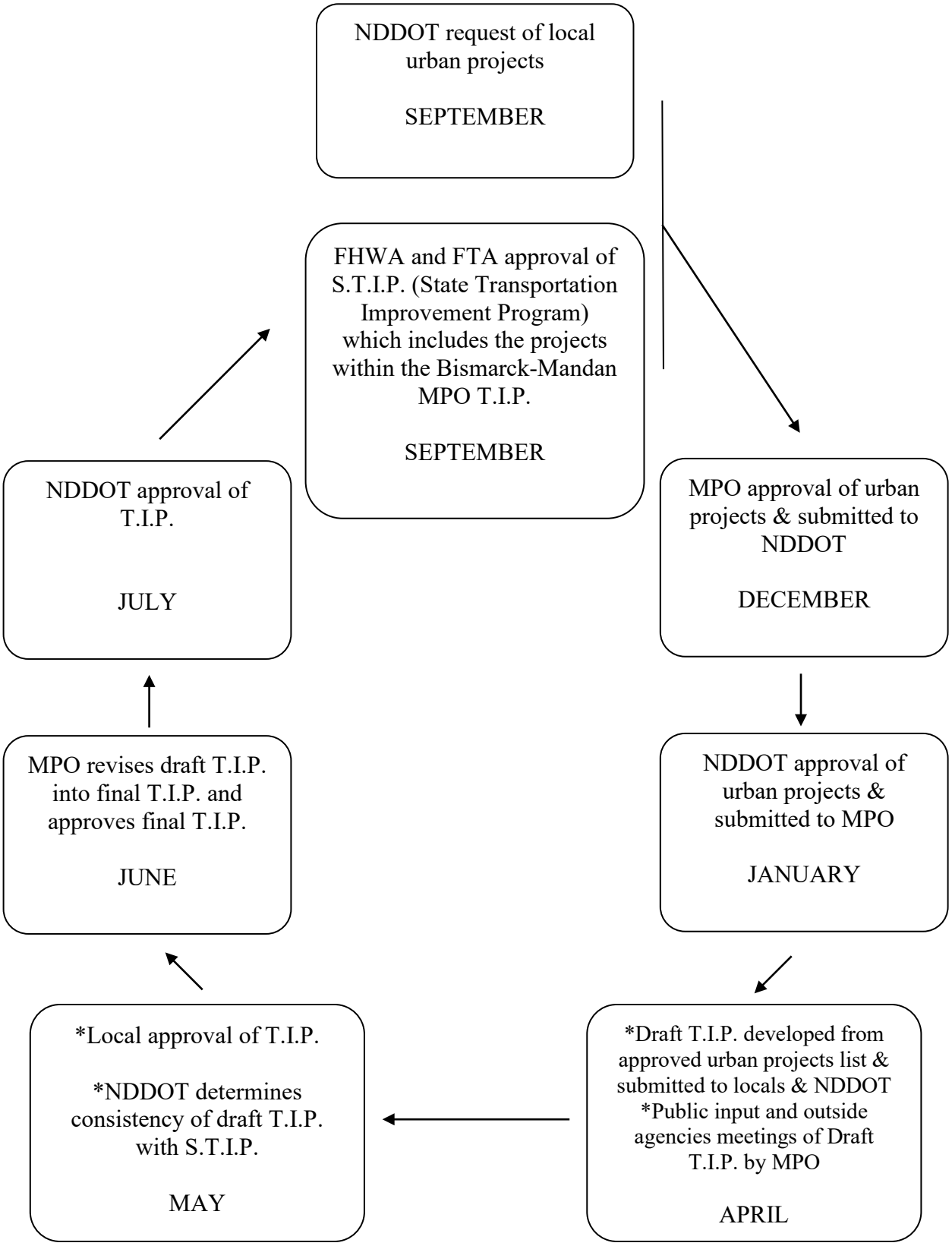
TIP Administrative Modifications may include:

- Minor scope changes
- Change in construction and/ or funding year, without significant cost increase or major scope change
- Minor cost changes (any decrease of total project cost or an increase less than 25% of the total project cost)
- Notice of advance construction by a local agency
- Change, addition, or deletion to the project phasing of an RSP or the Annual Lump-Sum Project Phase Estimates.

The MPO TAC and Policy Board, as well as NDDOT, FHWA, and FTA, will be notified regarding TIP Administrative Modifications. Public notification is not required for a TIP Administrative Modification.

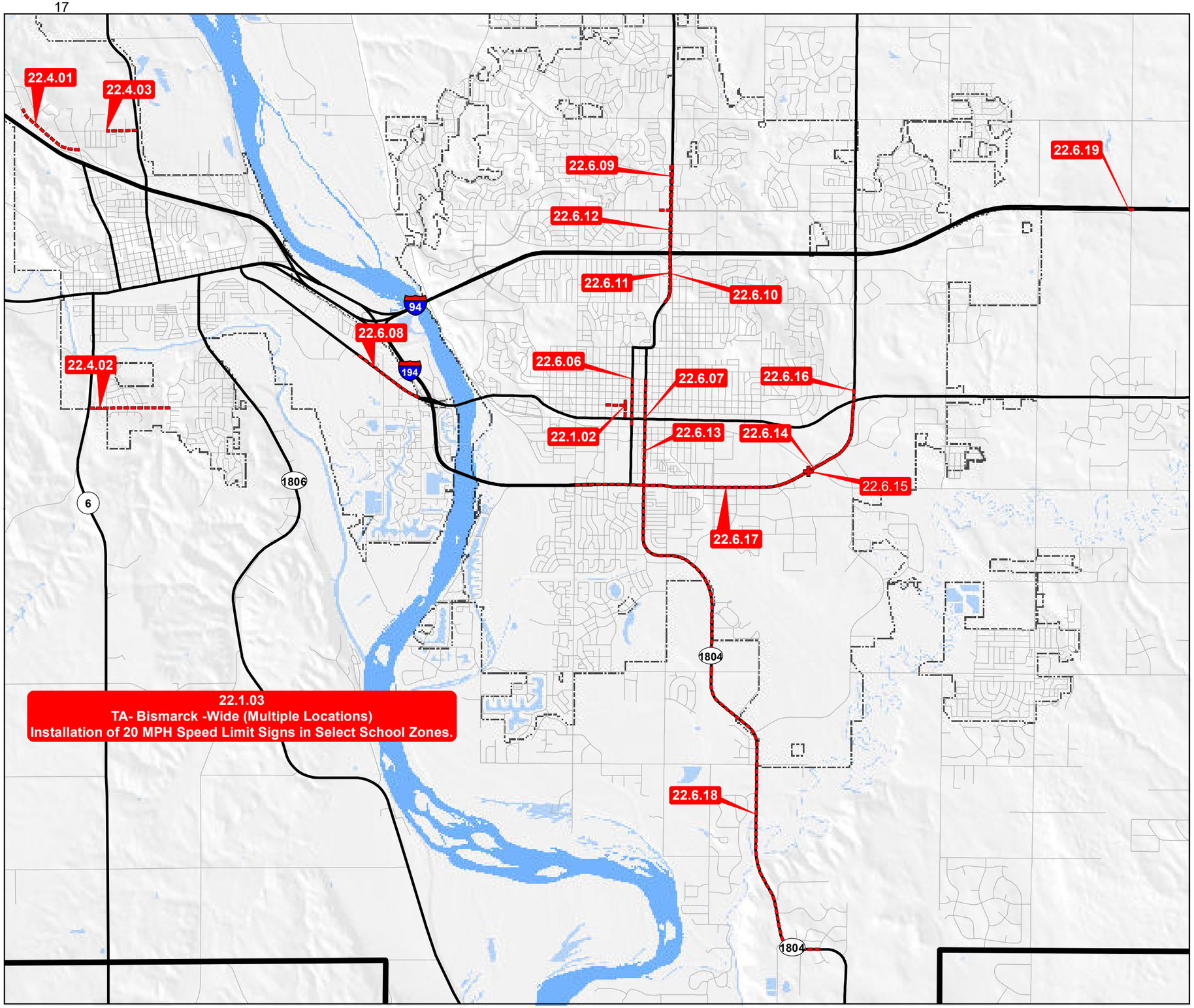
Participation plan please see: http://bismarcknd.gov/1225/Public-Participation-Plan.

MPO TIP Process (Figure 1)



2022-2025

ROADWAY IMPROVEMENT PROJECT LIST



Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

2022-2025 Transportation Improvement Program (Year 2022)

- 2022 TIP Points
- 2022 TIP Lines
- MPO Boundary
- Corporate Limits

N
W E
S

Miles
0 0.475 0.95 1.9 2.85

This data is for representation only and does not represent a survey. No liability is assumed as to the accuracy of the data delineated herein.

Map created by RAD August 2021 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
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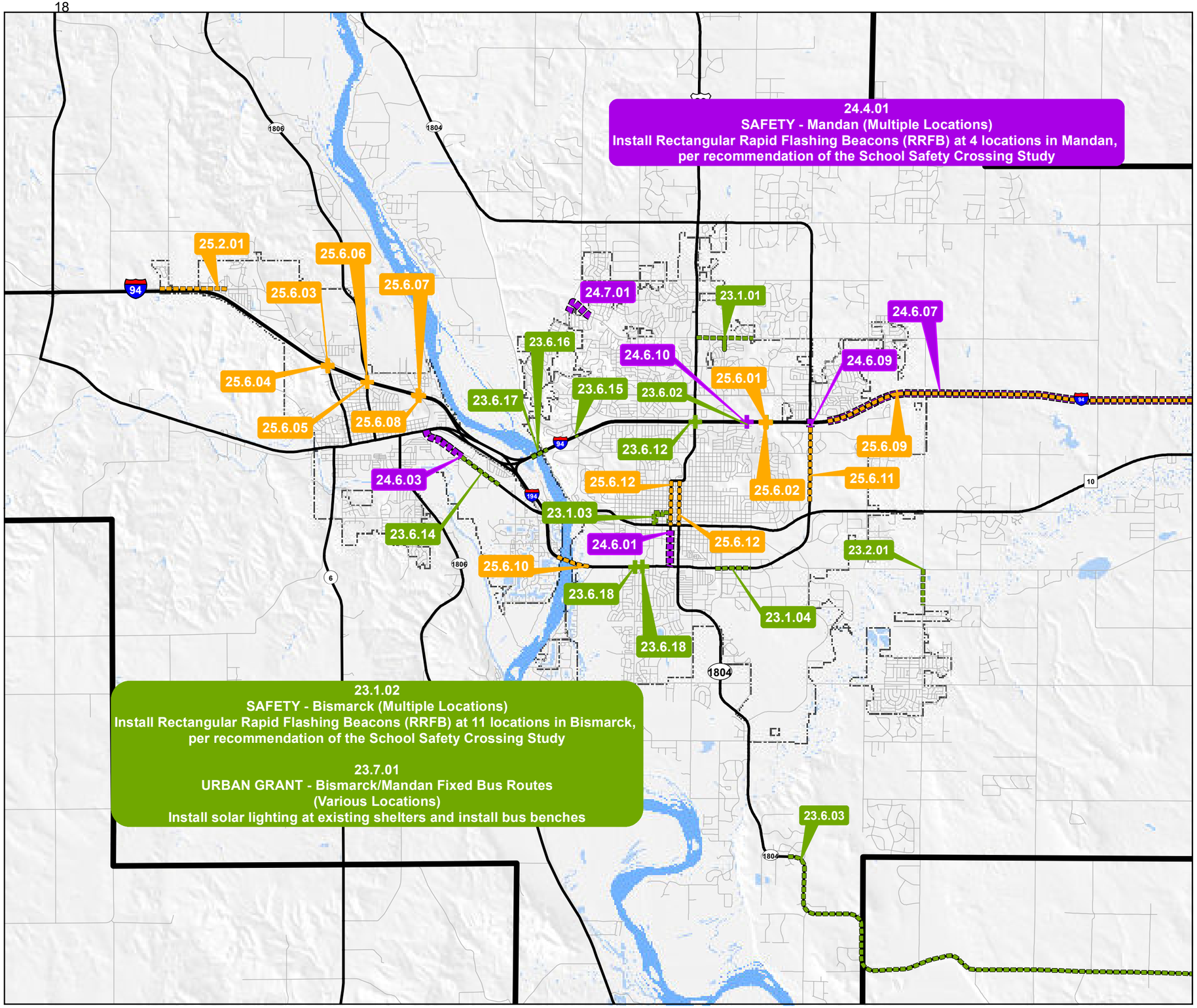

Bismarck-Mandan Metropolitan Planning Organization

2022-2025 Transportation Improvement Program (Years 2023 - 2025)

YEAR

- 2025
- 2024
- 2023

2025

2024

2023

MPO Boundary

Corporate Limits

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W E
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0 ¾ 1½ 3 4½ Miles

This data is for representation only and does not represent a survey. No liability is assumed as to the accuracy of the data delineated herein.

Map created by RAD August 2021 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
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PROJECT FUNDING YEAR 2022

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	22.1.02	Urban Grants Project - Bismarck Thayer Avenue (N 3rd St-N 6th St) & N 6th St (Main Av - Rosser Av) (CPR, Curb & Gutter, Bulb-outs, Sidewalk, ADA Ramps, Pavement Marking, LED Roadway Lighting, Pedestrian Lighting, Street Trees, Landscaping, Signing, Parking Improvements)	$1,280,000	$0	$320,000 (Bismarck)	$1,600,000	UGP	22870	2022	
BISMARCK	22.1.03	Transportation Alternatives - Bismarck Public School Safety Improvement Project (City-Wide) (Installation of 20 MPH speed limit signs near public schools)	$27,516	$0	$6,484 (Bismarck)	$34,000	TAU	22950	2022	
MANDAN	22.4.01	Transportation Alternatives - Mandan - Old Red Trail Phase 2 Shared Use Path (South side of Old Red Trail, starting at Sunset Drive going west 0.8 miles) (2 inch overlay with 0.5 inch leveling course for the existing 10.5 foot wide path)	$168,237	$0	$39,642 (Mandan)	$207,879	TAU	22951	2022	
MANDAN	22.4.02	Transportation Alternatives - Mandan 19th St SE Trail Project~ (South Side of 19th SE, ND Highway 6 to Macedonia Av SE) (10' Wide Shared Use Path, 4,570' ft Long, Signed & Marked X-Walks, Rapid Rectangular Flashing Beacon)	$290,000	$0	$369,000 (Mandan)	$659,000	TAU	22573	2022	
MANDAN	22.4.03	*#Urban Roads - Mandan 27th Street (ND Highway 1806 to 8th Ave NW) (Reconstruction)	$1,052,090	$0	$947,910 (Mandan)	$2,000,000	SU	22537	2023	
NDDOT	22.6.06	~Urban Regional - Bismarck 7th St (Ave C to Front Ave) (Signals)	*Funded in 2021*	*Funded in 2021*	*Funded in 2021* (Bismarck)	*Funded in 2021*	NHU	22904	2022	
NDDOT	22.6.07	~Urban Regional - Bismarck 9th St (Ave C to Front Ave) (Signals)	*Funded in 2021*	*Funded in 2021*	*Funded in 2021* (Bismarck)	*Funded in 2021*	NHU	22904	2022	
NDDOT	22.6.08	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 1, Extents TBD) (Reconstruction, Sanitary Sewer & Drainage)	$7,081,375	$793,625	$3,375,000 (Mandan)	$11,250,000	SU-CPU	22005 23133	2022	
NDDOT	22.6.09	*#Safety - State Street/ US 83 (Calgary Ave to 1-94) (Turn Lanes)	$2,250,000	$250,000	$0 (Bismarck)	$2,500,000	SHE	20098	2023	
NDDOT	22.6.10	*#Safety - State Street/ US 83 (1-94 to Divide Ave) (Turn Lanes)	$2,520,000	$140,000	$140,000 (Bismarck)	$2,800,000	SHE	20097	2023	
NDDOT	22.6.11	Urban Regional - Bismarck State St (Divide Av to I-94) (.7 miles, CPR, Grinding)	$659,580	$73,920	$81,500 (Bismarck)	$815,000	NHU	22769	2022	
NDDOT	22.6.12	Urban Regional - Bismarck State St (I-94 to Calgary Ave), (Century Ave/11th St) (1 mile, CPR, Grinding)	$1,869,483	$440,517	$0 (Bismarck)	$2,310,000	NHU	22770	2022	
NDDOT	22.6.13	Urban Regional - Bismarck 9th St (Front Av to Bismarck Expressway) (.6 miles, Mill & Overlay, Curb & Gutter)	$760,742	$85,258	$94,000 (Bismarck)	$940,000	NHU	23202	2022	
NDDOT	22.6.14	*Safety - Bismarck Expressway Lighting (Burlington Dr to Yegen Rd and Yegen Rd to Main Ave) (Install corridor lighting in gaps along Bismarck Expy, Turn lanes)	$396,000	$22,000	$22,000 (Bismarck)	$440,000	SHE	23155	2022	
NDDOT	22.6.15	Urban Regional - Bismarck Expy Railroad Bridge (Bismarck Expy BN & CP Railway Bridge) (Approach Slab & Barrier Spall Repair, SE Beam End Repair, Seal Joints & Barrier)	$171,352	$19,204	$21,173 (Bismarck)	$211,729	NHU	22905	2022	
NDDOT	22.6.16	Urban Regional - Bismarck Expy (Main Av to end of asphalt) (Mill & Overlay, ADA Ramp Rev)	$60,698	$6,802	$7,500 (Bismarck)	$75,000	NHU	23208	2022	
NDDOT	22.6.17	Urban Regional - Bismarck Expy (Washington St to Main Av) (Mill & Overlay, ADA Ramp Rev)	$1,618,600	$181,400	$200,000 (Bismarck)	$2,000,000	NHU	23207	2022	
NDDOT	22.6.18	^Urban Regional - ND 1804 (Signal St to Bismarck Expy) (Mill & Overlay)	$2,427,900	$272,100	$300,000 (Bismarck)	$3,000,000	SU	23223	2022	
NDDOT	22.6.19	~Bridge - I-94 (5 miles east of US Highway 83, 80th St, EB) (Structure Replacement)	*Funded in 2021*	*Funded in 2021*	*Funded in 2021* (Burleigh)	*Funded in 2021*	IM	21854	2022	

** Represents an "Expansion" project. An expansion project is focused on improving traffic flow through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout; or new/improved interchanges.*

^ Pending Availability of Federal Funds

 # Projects are funded in 2022 but will be constructed in 2023.

~ Projects are funded in 2021, but are constructed in 2022. Projects are not included in the expense report.

PROJECT FUNDING YEAR 2023

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	23.1.01	*^@Urban Roads - Bismarck 43rd Ave (State St - 26th St) & 19 St (N Valley Lp/Yucca Av - 43rd Av) (Reconstruction and Widening)	$4,800,000	$0	$9,200,000 (Bismarck)	$14,000,000	NHU	22929	2022	
BISMARCK	23.1.02	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Bismarck (Various Locations) (Install RRFB at up to 11 locations, recommended by School Safety Crossing Study)	$378,000	$0	$42,000 (Bismarck)	$420,000			NA	
BISMARCK	23.1.03	Urban Grants Project - Bismarck 3rd/4th/5th St, Rosser Av, Broadway (3rd St from Main-Rosser, Rosser from 3rd-7th, 4th St from Rosser-Thayer, 5th St from Rosser-Thayer, & Broadway from 3rd-4th & 6th-7th) (Mill & Overlay, Curb & Gutter, ADA Ramp Rev, Bikeway/Walkway, Lighting, Signal Revision, Landscaping, Signing, Signal Modifications, Pavement Marking)	$786,313	$0	$1,125,687 (Bismarck)	$1,912,000	UGP	23216	NA	
BISMARCK	23.1.04	Transportation Alternatives - Bismarck Expy (Bismarck Expy Pedestrian Facility)	$250,883	$0	$59,117 (Bismarck)	$310,000	TAU	23235	NA	
BURLEIGH	23.2.01	*Urban Roads - Burleigh County 66th St (Apple Creek Rd to Northgate Dr) (Reconstruction, Structures)	$8,000,000 (UR) $2,710,000 (CO Federal Aid) $171,147 (CVD)	$0	$2,718,853 (Burleigh)	$13,600,000	SU	23055	NA	
NDDOT	23.6.02	Bridge - I-94 (1 mile E of US 83 N, EB) (Approach Slabs, Expand Joint Mod)	$168,480	$18,720	$0 (Bismarck)	$187,200	IM	23009	NA	
NDDOT	23.6.03	MPO Rural - Hwy 1804 (N Hazelton Jct to Signal St) (24.9 miles, Thin Overlay)	$3,566,000	$840,000	$0 (Burleigh)	$4,406,000	SS		NA	
NDDOT	23.6.12	Bridge - I-94 (Junction of US 83 N & I-94, EB) (Spall Repair, Structure Incidentals)	$73,008	$8,112	$0 (Bismarck)	$81,120	IM		NA	
NDDOT	23.6.13	Bridge - I-94 (1 mile E of US 83 N, EB) (Deck Overlay, Rail Retrofit)	$536,328	$59,592	$0 (Bismarck)	$595,920	IM	23009	NA	
NDDOT	23.6.14	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 2, Extents TBD) (Reconstruction, City Utilities)	$13,758,100	$1,541,900	$6,700,000 (Mandan)	$22,000,000	SU-CPU		NA	
NDDOT	23.6.15	Bridge - I-94 (2 miles west of US Highway 83, Tyler Parkway, EB) (Expansion Joint Modifications, Approach Slabs, Spall Repair)	$308,876	$34,320	$0 (Bismarck)	$343,196	IM	22603	NA	
NDDOT	23.6.16	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Structure Paint, Median X-Overs)	$526,707	$58,523	$0 (Multiple)	$585,230	IM	22603	NA	
NDDOT	23.6.17	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Deck Overlay, Approach Slabs, Structure Paint, Spall Repair, Structure/Incidentals)	$4,494,271	$499,364	$0 (Multiple)	$4,993,635	IM	22603	NA	
NDDOT	23.6.18	*Safety - Hwy 810 E/Bismarck Expressway (.4 miles, W of Washington St to East of 2nd Street) (Pavement Markings, Intersection Improvements, Turn Lanes, Flashing Beacon)	$199,800	$11,100	$11,100 (Bismarck)	$222,000	SHE	23225	NA	
OTHER	23.7.01	Urban Grants Project - Bismarck/Mandan Fixed Bus Route (Various Locations) (Solar Lighting at Existing Shelters, Bus Benches)	$11,200	$0	$2,800 (Bismarck via Bis-Man Transit)	$14,000	UGP		NA	

** Represents an "Expansion" project. An expansion project is focused on improving traffic flow through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout; or new/improved interchanges.*

^Pending Availability of Federal Funds

@ City plans to advance construct project in 2022

MPO Project area extent is larger than the MPO area. Costs have not been prorated.

PROJECT FUNDING YEAR 2024

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
MANDAN	24.4.01	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Mandan (Various Locations) (Install RRFB at up to 4 locations, recommended by School Safety Crossing Study)	$126,000	$0	$14,000 (Mandan)	$140,000			NA	
NDDOT	24.6.01	^Urban Regional - Bismarck 7th St (Front Av to Bismarck Expressway) (.6 miles, Reconstruction)	$2,529,062	$283,438	$312,500 (Bismarck)	$3,125,000	NHU	23201	NA	
NDDOT	24.6.03	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 3, Extents TBD) (3.3 miles, Reconstruction, City Utilities)	$11,330,200	$1,269,800	$4,900,000 (Mandan)	$17,500,000	SU-CPU		NA	
NDDOT	24.6.07	[MPO]Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (9.8 miles, Median X-Overs, Ramp Connections)	$1,366,544	$151,838	$0 (Burleigh)	$1,518,382	IM	22639	NA	
NDDOT	24.6.09	*Urban - I-94 (2 miles E of US 83 N, EB, Centennial/Bismarck Expressway) (Structure/Incidentals, Ramp Revisions)	$27,000,000	$3,000,000	$0 (Bismarck)	$30,000,000	IM	22648	NA	
NDDOT	24.6.10	Bridge - I-94 (1 mile E of US 83 N) (Structure Paint)	$223,891	$24,877	$0 (Bismarck)	$248,768	IM	22614	NA	
BISMARCK PARKS & REC DISTRICT	24.7.01	Transportation Alternatives - Bismarck Ash Coulee & Tyler Parkway (Bikeway/Walkway)	$290,000	$0	$99,015 (Bis P&R District)	$389,015	TAU	23236	NA	

** Represents an "Expansion" project. An expansion project is focused on improving traffic flow through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout; or new/improved interchanges.*

^Pending Availability of Federal Funds

[MPO] Project area extent is larger than the MPO area. Costs have not been prorated.

PROJECT FUNDING YEAR 2025

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
MANDAN	25.2.01	*^Urban Roads - Mandan Old Red Trail (40th Ave NW to Urban Limits) (Reconstruction)	$4,000,000	$0	$1,000,000 (Mandan)	$5,000,000	SU		NA	
NDDOT	25.6.01	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, West Bound) (Structure Paint)	$315,861	$35,096	$0 (Bismarck)	$350,957	IM	22644	NA	
NDDOT	25.6.02	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, East Bound) (Structure Paint)	$315,861	$35,096	$0 (Bismarck)	$350,957	IM	22644	NA	
NDDOT	25.6.03	Bridge - I-94 (5 mile east of ND 25, East Bound) (Structure Paint)	$263,218	$29,247	$0 (Mandan)	$292,465	IM	22644	NA	
NDDOT	25.6.04	Bridge - I-94 (5 mile east of ND 25, West Bound) (Structure Paint)	$263,218	$29,247	$0 (Mandan)	$292,465	IM	22644	NA	
NDDOT	25.6.05	Bridge - I-94 (6 mile east of ND 25, East Bound) (Structure Paint)	$263,218	$29,247	$0 (Mandan)	$292,465	IM	22644	NA	
NDDOT	25.6.06	Bridge - I-94 (6 mile east of ND 25, West Bound) (Structure Paint)	$263,218	$29,247	$0 (Mandan)	$292,465	IM	22644	NA	
NDDOT	25.6.07	Bridge - I-94 (5 mile west of US 83 North, East Bound) (Structure Paint)	$263,218	$29,247	$0 (Burleigh)	$292,465	IM	22644	NA	
NDDOT	25.6.08	Bridge - I-94 (5 mile west of US 83 North, West Bound) (Structure Paint)	$263,218	$29,247	$0 (Burleigh)	$292,465	IM	22644	NA	
NDDOT	25.6.09	[MPO]Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (9.8 mi Fencing, PCC Pave)	$23,505,300	$2,611,700	$0 (Burleigh)	$26,117,000	IM	22957	NA	
NDDOT	25.6.10	Safety - Bismarck Expy (Bismarck Expy Bridge) (.5 miles Anti-Icing System)	$1,173,600	$130,400	$0 (Bismarck)	$1,304,000	S-HEU	17110	NA	
NDDOT	25.6.11	^Urban Regional - Bismarck Expy (Rosser Ave to Miriam Ave) (CPR, Grinding)	$1,968,800	$246,100	$246,100 (Bismarck)	$2,461,000	NHU	23346	NA	
NDDOT	25.6.12	Urban Regional - 7thSt/ 9th St (Main Ave to Boulevard Ave) (Mill and Overlay, ADA Ramps, Lighting)	$2,120,000	$265,000	$265,000 (Bismarck)	$2,650,000	NHU	23347	NA	

** Represents an "Expansion" project. An expansion project is focused on improving traffic flow through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout; or new/improved interchanges.*

^Pending Availability of Federal Funds

[MPO] Project area extent is larger than the MPO area. Costs have not been prorated.

ANNUAL PROJECT PHASE COST ESTIMATES FOR NON-REGIONALLY SIGNIFICANT PROJECTS

(Estimated by Year)

YEAR	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	AMENDMENT/ MODIFICATION (Date)
2022	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	NA	NA	NA	NA	
2022	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	$78,000	$6,000	$4,000	$88,000	
2022	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	NA	NA	NA	$246,000	
2022	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	$9,252,000	$812,000	$578,000	$10,642,000	
2023	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	NA	NA	NA	$246,000	
2023	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	$1,350,000	$150,000	NA	$1,500,000	
2023	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	$270,000	$30,000	NA	$300,000	
2023	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	$10,125,000	$1,531,000	$71,000	$11,727,000	
2024	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	NA	NA	NA	NA	
2024	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	NA	NA	NA	NA	
2024	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	NA	NA	NA	NA	
2024	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	$28,881,000	$3,177,000	$100,000	$32,158,000	
2025	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	NA	NA	NA	NA	
2025	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	NA	NA	NA	NA	
2025	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	NA	NA	NA	NA	
2025	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	$26,890,000	$2,988,000	NA	$29,878,000	

Note: No projects in the 2022-2025 TIP were identified as RSP.

Above estimates are provided by NDDOT, based on spreadsheets maintained for their planning and construction purposes.

2022-2025

TRANSIT IMPROVEMENT PROJECT LIST

BISMARCK-MANDAN MPO BIS-MAN TRANSIT IMPROVEMENT PROGRAM For 2022-2025 Page 1 of 1

Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2022	2023	2024	2025	Total
1	Bismarck/ Mandan Area	Capital Cost of Contracting (CCOC)	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance and operating costs associated with the operations contract	Fed State Local Total	$1,088,000 $0 $272,000 $1,360,000	$1,088,000 $0 $272,000 $1,360,000	$1,088,000 $0 $272,000 $1,360,000	$1,088,000 $0 $272,000 $1,360,000	$4,352,000 $0 $1,088,000 $5,440,000
2	Bismarck/ Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance on transit vehicles	Fed State Local Total	$10,000 $0 $2,500 $12,500	$10,300 $0 $2,575 $12,875	$10,609 $0 $2,652 $13,261	$10,927 $0 $2,732 $13,659	$41,836 $0 $10,459 $52,295
3	Bismarck/ Mandan Area	Operating Expenses	FTA Sec. 9 (5307) 50 / 50	Operating assistance for elderly/disabled and fixed route service	Fed State Local Total	$180,090 $316,528 $180,090 $676,708	$185,493 $326,024 $185,493 $697,009	$191,057 $335,805 $191,057 $717,920	$196,789 $345,879 $196,789 $739,457	$753,429 $1,324,235 $753,429 $2,831,094
4	Bismarck/ Mandan Area	Security	FTA Sec. 9 (5307) 80 / 20	Public transportation security projects	Fed State Local Total	$12,910 $0 $3,228 $16,138	$13,297 $0 $3,325 $16,622	$13,696 $0 $3,425 $17,121	$14,107 $0 $3,527 $17,634	$54,011 $0 $13,505 $67,515
5	Bismarck/ Mandan Area	Transit Planning	FTA Sec. 8 (5303) (5313) 80/20	Provide funding for the Transit Development Plan	Fed State Local Total	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
6	Bismarck/ Mandan Area	Capital Grant	FTA Section (5339) 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed State Local Total	$398,516 $0 $70,326 $468,842	$0 $0 $0 $0	$410,471 $0 $72,436 $482,907	$820,942 $0 $144,872 $965,814	$1,629,929 $0 $287,634 $1,917,563
7	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5339) 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed State Local Total	$797,031.46 $0 $140,652 $937,683	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$797,031 $0 $140,652 $937,683
8	Bismarck/ Mandan Area	Capital Grant	FTA Section (5310) 80 / 20	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed State Local Total	$208,014 $0 $36,708 $244,722	$240,312 $0 $42,902 $283,214	$21,642 $0 $4,328 $25,970	$245,417 $0 $43,833 $289,250	$715,385 $0 $127,771 $843,156
9	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 50 / 50	Operating assistance to the elderly and disabled	Fed State Local Total	$115,760 $0 $115,760 $231,520	$119,233 $0 $119,233 $238,466	$122,810 $0 $122,810 $245,620	$126,494 $0 $126,494 $252,988	$484,297 $0 $484,297 $968,593
10	Bismarck/ Mandan Area	COVID Relief Funds	FTA CRSSA (5310) 100/0	Mobility Manager salary assistance	Fed State Local Total	$25,500 $0 $0 $25,500	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$25,500 $0 $0 $25,500
11	Bismarck/ Mandan Area	COVID Relief Funds	FTA ARP 100/0	Operating assistance for elderly/disabled and fixed route service	Fed State Local Total	$1,332,869 $0 $0 $1,332,869	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$1,332,869 $0 $0 $1,332,869

2022-2025

EXPENSE/REVENUE SUMMARY

FY 2022 - 2025 TIP

EXPENSE SUMMARY BY GEOGRAPHIC LOCATION

PROJECTS	FUNDING SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST ($)
	Federal ([1]Construction)	6,473,516	0	8,423,465	0	0	0	14,896,981
	Federal ([2]Preservation)	7,568,355	0	168,237	0	0	0	7,736,592
	State ([1]Construction)	412,000	0	793,625	0	0	0	1,205,625
Annual Element	State ([2]Preservation)	1,079,201	0	0	0	0	0	1,079,201
2022	Local ([1]Construction)	488,484	0	4,691,910	0	0	0	5,180,394
	Local ([2]Preservation)	704,173	0	39,642	0	0	0	743,815
	*Other Local ([1]Construction)	0	0	0	0	0	0	0
	*Other Local ([2]Preservation)	0	0	0	0	0	0	0
	PLI ([1]Construction)	0	0	0	0	0	0	0
	**PLI ([2]Preservation)	0	0	0	0	0	0	0
	Total (Construction/Engineering)	7,374,000	0	13,909,000	0	0	0	21,283,000
	Total (Preservation)	9,351,729	0	207,879	0	0	0	9,559,608
	Total	16,725,729	0	14,116,879	0	0	0	30,842,608
	Federal ([1]Construction)	$38,574,850	0	30,267,172	12,774,127	0	5,020,978	86,637,127
	Federal ([2]Preservation)	4,875,113	0	0	27,071,300		0	31,946,413
Future Projects	State ([1]Construction)	3,640,751	0	2,928,688	210,332	0	557,887	7,337,658
2023-2025	State ([2]Preservation)	511,100	0	0	3,451,700		0	3,962,800
	Local ([1]Construction)	9,624,717	0	12,614,000	2,718,853	0	0	24,957,570
	Local ([2]Preservation)	4,021,787	0	0	0	0	0	4,021,787
	*Other Local ([1]Construction)	101,815	0	0	0	0	0	101,815
	*Other Local ([2]Preservation)	0	0	0	0	0	0	0
	Total (Construction/Engineering)	51,942,133	0	45,809,860	15,703,312	0	5,578,865	119,034,170
	Total (Preservation)	9,408,000	0	0	30,523,000	0	0	39,931,000
	Total	61,350,133	0	45,809,860	46,226,312	0	5,578,865	158,965,170
Total	**FY 2022-2025**	**78,075,862**	**0**	**59,926,739**	**46,226,312**	**0**	**5,578,865**	**189,807,778**

REVENUE SUMMARY

PROJECTS	REVENUE SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST ($)
	Federal ([1]Construction)	6,473,516	0	8,423,465	0	0	0	14,896,981
	Federal ([2]Preservation)	7,568,355	0	168,237	0	0	0	7,736,592
	State ([1]Construction)	412,000	0	793,625		0	0	1,205,625
Annual Element	State ([2]Preservation)	1,079,201	0	0	0	0	0	1,079,201
2022	Local ([1]Construction)	488,484	0	4,691,910	0	0	0	5,180,394
	Local ([2]Preservation)	704,173	0	39,642	0	0	0	743,815
	*Other Local ([1]Construction)	0	0	0	0	0	0	0
	*Other Local ([2]Preservation)	0	0	0	0	0	0	0
	PLI ([1]Construction)	0	0	0	0	0	0	0
	**PLI ([2]Preservation)	0	0	0	0	0	0	0
	Total (Construction/Engineering)	7,374,000	0	13,909,000	0	0	0	21,283,000
	Total (Preservation)	9,351,729	0	207,879	0	0	0	9,559,608
	Total	16,725,729	0	14,116,879	0	0	0	30,842,608
	Federal ([1]Construction)	38,574,850	0	30,267,172	12,774,127	0	5,020,978	81,616,149
	Federal ([2]Preservation)	4,875,113	0	0	27,071,300	0	0	31,946,413
Future Projects	State ([1]Construction)	3,640,751	0	2,928,688	210,332	0	557,887	6,779,771
2023-2025	State ([2]Preservation)	511,100	0	0	3,451,700	0	0	3,962,800
	Local ([1]Construction)	9,624,717	0	12,614,000	2,718,853	0	0	24,957,570
	Local ([2]Preservation)	4,021,787	0	0	0	0	0	4,021,787
	*Other Local ([1]Construction)	101,815	0	0	0	0	0	101,815
	*Other Local ([2]Presevation)	0	0	0	0	0	0	0
	Total (Construction/Engineering)	51,942,133	0	45,809,860	15,703,312	0	5,578,865	119,034,170
	Total (Preservation)	9,408,000		0	30,523,000	0	0	39,931,000
	Total	61,350,133	0	45,809,860	46,226,312	0	5,578,865	158,965,170
Total	**FY 2022-2025**	**78,075,862**	**0**	**59,926,739**	**46,226,312**	**0**	**5,578,865**	**189,807,778**

*Other Local refers to another non-traditional local matching funding source such as a local Park District or University. The specific local funding source is identified in the project.

PLI (Preservation) refers to preservation type projects (i.e. mill and overlay, etc.) on Federal-Aid Eligible Roadways that are funded **solely by a partner city or county.

[1] Construction projects refer to expansion and/or rehabilitation projects. Expansion projects focus on improving traffic flow or safety and could include projects such as: adding through lanes or turn lanes; new streets;upgrading an intersection; or new/improved interchanges on interstate. Rehabilitation projects are focused on maintaining the current network and may include projects such as: resurfacing or reconstructing a new street or multi-use trail; or bridge replacement.

[2] Preservation refers to activities conducted to maintain the current transportation system in a state of good repair, such as mill and overlays, etc.

TRANSIT PROJECTS FUNDING/COSTS SUMMARY OF BISMARCK-MANDAN AREA

2022 - 2025

	FUNDING SOURCE	FUNDING AMOUNT ($)	ANTICIPATED COSTS ($)
Annual Element 2022	Federal	$4,168,690	$4,168,690
	Federal Match	$0	$0
	State	$316,528	$316,528
	Local	$821,264	$821,264
	Total	$5,306,482	$5,306,482
Future Projects 2023-2025	Federal	$6,017,597	$6,017,597
	Federal Match	$0	$0
	State	$1,007,707	$1,007,707
	Local	$2,084,483	$2,084,483
	Total	$9,109,787	$9,109,787
Transit Total	**FY 2022-2025**	**$14,416,269**	**$14,416,269**

2022-2025

OPERATIONS AND MAINTENANCE

Operations and Maintenance (O&M) includes the routine and regular activities necessary to maintain a safe and operational roadway network. These activities may include winter maintenance (snow removal, sanding, plowing, salting), street sweeping, street maintenance (pot holes, chip seals, crack seals, signalization/ lighting, sign repair and replacement, concrete pavement repairs, gravel and grading), or labor costs associated with the administration and/or engineering of these activities. O&M is specific to managing the day-to-day operations of the road system. Therefore, it does not include new construction, major rehabilitation, or reconstruction of any transportation system element.

According to U.S. Federal Code of Regulation 23 CFR 450.324(f), the Metropolitan Planning Organization (MPO) is required to report on the local and state funds used toward O&M activities. Cost estimates are captured at a 'system level'—that is, they are comprehensive of all roadways within the metropolitan area and should be inclusive of a variety of O&M activities. Further, the cost estimates indicate the sources of local funding and approximate how much of the local funds are used on Federal-Aid Highways (i.e. roadways deemed eligible to be (re)-constructed with federal funds).

The MPO fulfills its federal O&M reporting requirement with assistance from NDDOT and its member cities and counties. Traditionally, the jurisdictions/NDDOT provide an estimate of expenditures for the base year of the TIP and forecast future years at a 4% inflation rate.

Although federal funding is not used toward state or local O&M programs within the MPO area, these types of activities are supported by the MPO's 2045 Metropolitan Transportation Plan. They are supported specifically through goals that aim to 'Maintain and Improve Regional Mobility and Connections' and 'Maintain the Transportation System in a State-of-Good-Repair'. Further support is found in the goals and objectives of the 2020-2045 MTP, which was adopted in March 2020.

The following is a breakdown of O&M for the 2022-2025 TIP.

Bismarck-Mandan MPO Operations and Maintenance NDDOT and Member Jurisdiction Expenditures and Revenues 2022-2025

NDDOT Operations and Maintenance Expenses/Revenues for Federal-Aid Highways in the Bismarck-Mandan MPO Area

Year(s)	Anticipated Operations and Maintenance Expenses[1]	Anticipated Maintenance and Operations Revenue[1]	Federal-aid Highway Lane Miles in Bismarck-Mandan MPO Area which NDDOT Provides Operation and Maintenance Activities	Percent Federal-Aid Highway Lane Miles in MPO per Total Statewide Roadway Lane Miles	MPO Area Apportioned Operations and Maintenance Expenses	MPO Area Apportioned Operations and Maintenance Revenues
2022	$125,588	$125,588	312	1.90%	$2,386.17	$2,386.17
2023-2025	$376,764	$376,764	312	1.90%	$7,158.52	$7,158.52

[1]The operations and maintenance expenditures/revenues consider all roadway lane miles maintained by NDDOT throughout the State of North Dakota.

City of Bismarck Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses[1*]	Anticipated Maintenance and Operations Revenue[1*]	Funding Sources for Operations and Maintenance Activities	Percent of Federal-Aid Highways to total roadways in City of Bismarck[2]	City of Bismarck Apportioned Operations and Maintenance Expenses for Federal-Aid Highways[2]	City of Bismarck Apportioned Operations and Maintenance Revenues for Federal-Aid Highways[2]
2022	$11,851,004	$11,851,004	State Motor Vehicle Fuel and Licensing, General Fund, Street Light Utility fund	26.90%	$3,187,920.08	$3,187,920.08
2023	$12,206,534	$12,206,534	State Motor Vehicle Fuel and Licensing, General Fund, Street Light Utility fund	26.90%	$3,283,557.65	$3,283,557.65
2024	$12,572,730	$12,572,730	State Motor Vehicle Fuel and Licensing, General Fund, Street Light Utility fund	26.90%	$3,382,064.37	$3,382,064.37
2025	$12,949,912	$12,949,912	State Motor Vehicle Fuel and Licensing, General Fund, Street Light Utility fund	26.90%	$3,483,526.33	$3,483,526.33

[1]The operations and maintenance expenditures/revenues consider all roadway lane miles in the City of Bismarck (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).
[2]Mileage calculations for Federal-aid Highways is based on centerline roadway miles and excludes roadways maintained solely by NDDOT.
*4% inflation rate was assumed for future year expenses and revenues.

Federal-Aid Highways in the City of Bismarck

Name	Location	Jurisdiction Responsible for Operations and Maintenance
US 83/State Street	Within Bismarck Corporate City Limits	Partnership with NDDOT
Expressway	Between Expressway Bridge and I-94	Partnership with NDDOT
7th and 9th Streets	Between Boulevard and Expressway	Partnership with NDDOT
ND 1804/University	Between Expressway and Corporate City Limits	Partnership with NDDOT
I-94	Within Bismarck Corporate City Limits	NDDOT is Fully Responsible
All other functionally classified roadways	Within Bismarck Corporate City Limits	City is Fully Responsible

Burleigh County Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses[1*]	Anticipated Maintenance and Operations Revenue[1*]	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in Metropolitan portion of Burleigh County[2]	Burleigh County Apportioned Operations and Maintenance Expenses for Federal-Aid HIghways[2]	Burleigh County Apportioned Operations and Maintenance Revenues for Federal-Aid Highways[2]
2022	$1,106,909	$1,106,909	Hwy Gas Tax and Mill Levy	5.60%	$61,986.90	$61,986.90
2023	$1,151,185	$1,151,185	Hwy Gas Tax and Mill Levy	5.60%	$64,466.36	$64,466.36
2024	$1,197,233	$1,197,233	Hwy Gas Tax and Mill Levy	5.60%	$67,045.05	$67,045.05
2025	$1,245,122	$1,245,122	Hwy Gas Tax and Mill Levy	5.60%	$69,726.83	$69,726.83

[1]The operations and maintenance expenditures/revenues consider all roadway lane miles in Burleigh County (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).
[2]Mileage calculations for Federal-aid Highways is based on centerline roadway miles and excludes roadways maintained solely by NDDOT.
*4% inflation rate was assumed for future year expenses and revenues.

Federal-Aid Highways in Burleigh County

Name	Location	Jurisdiction Responsible for Operations and Maintenance
ND 1804	North of Bismarck to County Line	NDDOT is Fully Responsible
Interstate 94	County Wide	NDDOT is Fully Responsible
ND 1804	South of Bismarck to County Line	NDDOT is Fully Responsible
US Highway 83	North of Bismarck to County Line	NDDOT is Fully Responsible
All other functionally classified roadways	Bismarck and Lincoln Corporate City Limits to Urbanized Area Boundary	County is Fully Responsible

City of Mandan Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses[1*]	Anticipated Maintenance and Operations Revenue[1*]	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in City of Mandan[2]	City of Mandan Apportioned Operations and Maintenance Expenses for Federal-Aid Highways[2]	City of Mandan Apportioned Operations and Maintenance Revenues for Federal-Aid Highways[2]
2022	$1,604,600	$1,604,600	Highway Tax Distribution	29.90%	$479,775.40	$479,775.40
2023	$1,668,784	$1,668,784	Highway Tax Distribution	29.90%	$498,966.42	$498,966.42
2024	$1,735,535	$1,735,535	Highway Tax Distribution	29.90%	$518,924.97	$518,924.97
2025	$1,804,957	$1,804,957	Highway Tax Distribution	29.90%	$539,682.14	$539,682.14

[1]The operations and maintenance expenditures/revenues consider all roadway lane miles in the City of Mandan (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).
[2]Mileage calculations for Federal-aid Highways is based on centerline roadway miles and excludes roadways maintained solely by NDDOT.
*4% inflation rate was assumed for future year expenses and revenues.

Federal-Aid Highways in the City of Mandan

Name	Location	Jurisdiction Responsible for Operations and Maintenance
ND 1806	Within Mandan Corporate City Limit	City is Fully Responsible
Mandan Avenue	Between Main Avenue and I-94	City is Fully Responsible
Main Street	Between ND 6 and I-94	City is Fully Responsible
ND 6	Within Mandan Corporate City Limit	Partnership with NDDOT
Memorial Highway	Between Main Avenue and Liberty Memorial Bridge	NDDOT is Fully Responsible
Business Loop	Between ND 6 and Mandan Corporate City Limits	City is Fully Responsible
Highway 810	Between Memorial Highway Interchange and Expressway Bridge	NDDOT is Fully Responsible
I-94	Within Mandan Corporate City Limits	NDDOT is Fully Responsible
All other functionally classified roadways	Within Mandan Corporate City Limits	City is Fully Responsible

Morton County Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses[1*]	Anticipated Maintenance and Operations Revenue[1*]	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in Metropolitan portion of Morton County[2]	Morton County Apportioned Operations and Maintenance Expenses for Federal-Aid Highways[2]	Morton County Apportioned Operations and Maintenance Revenues for Federal-Aid Highways[2]
2022	$6,640,771	$6,640,771	Mill Levies, State and Federal Funding, Gas Tax	0.11%	$7,304.85	$7,304.85
2023	$6,906,401	$6,906,401	Mill Levies, State and Federal Funding, Gas Tax	0.11%	$7,597.04	$7,597.04
2024	$7,182,658	$7,182,658	Mill Levies, State and Federal Funding, Gas Tax	0.11%	$7,900.92	$7,900.92
2025	$7,469,964	$7,469,964	Mill Levies, State and Federal Funding, Gas Tax	0.11%	$8,216.96	$8,216.96

[1]The operations and maintenance expenditures/revenues consider all roadway lane miles in Morton County within the MPO (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).
[2]Mileage calculations for Federal-aid Highways is based on centerline roadway miles and excludes roadways maintained solely by NDDOT.
*4% inflation rate was assumed for future year expenses and revenues.

Federal-Aid Highways in Morton County

Name	Location	Jurisdiction Responsible for Operations and Maintenance
25 N	I-94 to County Line	NDDOT is Fully Responsible
I-94	County wide	NDDOT is Fully Responsible
I-94B	Outside of Mandan to I-94	NDDOT is Fully Responsible
ND 1806	North of Mandan to County Line	NDDOT is Fully Responsible
ND 1806	South of Mandan to County Line	NDDOT is Fully Responsible
Highway 6	South and Outside of Mandan to County Line	NDDOT is Fully Responsible
All other functionally classified roadways	Mandan Corporate City Limits to Urbanized Area Boundary	County is Fully Responsible

2022-2023

PROJECTS OF LOCAL IMPORTANCE

The MPO strives to incorporate Projects of Local Importance (PLI) into the TIP. PLI reporting provides a more comprehensive understanding of transportation development within the MPO area. The purpose of PLI identification is to highlight network development that may be done on a local scale, without the MPO's typical federal programs, but are still significant to the regional system.

PLI are identified by partner jurisdictions, at the MPO's request, and coincide with TIP development. To assist jurisdictions in determining PLI designations, the MPO offers the following guidance:

Guidance for Projects of Local Importance

1. Projects must be entirely locally funded OR aided by Federal or State funds other than the typically administered MPO programs. (i.e. Transportation Alternatives Program, Urban Roads Program, Urban Regional Program, Highway Safety Improvement Program,)

2. Projects must have 'substantial' impact on the Regional Transportation Network.
   a. *Projects* could include those identified in the active MTP OR those developed outside of the planning process.
   b. *'Substantial' impacts* have a large degree of influence on the functionality or capacity of a local Jurisdiction's network OR a neighboring Jurisdiction's network OR both.
   c. The *Regional Transportation Network* is all encompassing, including the roadway AND non-roadway/accessory (bike trails, park and rides, transit shelters, etc.) networks.

3. Projects are anticipated to be constructed/ committed within the upcoming 1-2 years. (The MPO reserves the opportunity to report on RSP construction which occurred during the calendar year preceding the TIP's scope.)

4. Projects include mill and overlay, concrete pavement repair, or full depth reconstruction activities that are completed on Federal-Aid Eligible roadways by the local partners. These projects must also be solely locally funded.

The MPO receives few Projects of Local Importance. This is attributed to different development schedules for the TIP and the Counties' and Cities' 'Capital Improvement Plans', as well as a lack of formalized mechanisms to fund local level transportation projects outside of the current federal aid channels. The MPO requests local jurisdictions report on anticipated construction of regionally significant roadways. It is recognized that most local roadways are constructed without federal funds. Roadways that are committed to be constructed and are regionally significant, should be reported with the most current cost estimates available. Reasonable estimates are based on current average costs of similar road sections and will be developed by the respective reporting jurisdiction. In addition, the MPO solicits for PLI whose construction is expected to start in the first 1-2 years of the current TIP's scope.

In early summer of of 2021, the MPO solicited member jurisdictions and parks and recreation entities serving the MPO area for PLI. There were no PLI provided for the 2022-2025 TIP.

REGIONALLY SIGNIFICANT PROJECTS

According to 23 CFR 450.104, a Regionally Significant Project (RSP) is defined as a "transportation project that is on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network." Federal regulations require the notation of RSP projects in the MPO's TIP and State DOT's STIP.

In 2021, the North Dakota Department of Transportation (NDDOT) was requested by the North Dakota Division of the Federal Highway Administration (FHWA) to adopt a revised definition for RSP. NDDOT consulted with the state MPO's via their executive directors and offered the MPO's an opportunity to develop a collective definition. The Bismarck-Mandan MPO additionally consulted with its jurisdictions, including the Technical Advisory Committee (TAC), in order to draft a revised RSP definition for their region. On May 18, 2021, the MPO's Policy Board officially approved the following RSP definition:

Definition for Regionally Significant Projects

1. A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or
2. Creating new roadways on new right-of-way, both funded with federal funds, which do not consist of an extension of the existing urban roadway network resulting from urban expansion; or
3. Creating a new transit building on a newly purchased real estate.

Going forward, the MPO will note projects that meet this definition in their TIP's Program of Projects and will break out the cost of each RSP project by phasing (phases include preliminary engineering, construction, utilities, and right-of-way). Additionally, NDDOT will provide the MPO with lump sum cost estimates for the phases of all non-RSP projects. The lumps sum cost estimates will also be included in the TIP. The goal of these activities to give the public a clear understanding of the costs and funding sources of local transportation improvement projects.

RSP project phases will be monitored by their lead agency throughout their design lifespan – from award of funds to award of construction bid – and cost changes will be brought to the attention of the MPO. Cost changes will be noted in the TIP by amendment or modification. FHWA releases funds for RSP projects as indicated in the TIP so changes are expected to occur on an ongoing basis.

There are no projects identified currently as RSP in the 2022-2025 TIP.

PERFORMANCE BASED PLANNING AND PROGRAMING

Federal Performance Measures:

Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law in 2012 and included several provisions that collectively transformed the Federal surface transportation program to greater focus on the achievement of performance-based outcomes. In 2015, Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act expanded upon MAP-21 performance-based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. This process is collectively known as Performance-Based Planning and Programming (PBPP). Various agencies of the US Department of Transposition (USDOT), which includes FHWA, are responsible of administering the rulemaking regarding PBPP. The overall goal is to link Performance-Based Planning practices to future investments in the transportation system through concordant development of the MPOs Metropolitan Transportation Plan (MTP) and TIP. 23 CFR 450.326(d) specifies this process by stating 'the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.'

To create an effective PBPP, the federal government has identified seven major aspects of the transportation system which, when kept in good standing, ensure a safer and more efficient network and user experience. State DOTs and MPOs have been directed to emphasis the following Performance Goals Areas in their LRTP/MTP and TIP.

- Safety and Security
- Infrastructure Condition (for Bridges and Pavement)
- Congestion Reduction
- System Reliability for Freight Movement and Economic Vitality
- Alternative Transportation Modes to Automobile Travel
- Environmental Sustainability
- Reduced Project Delivery

For each Performance Goal Area, the MPT also adopts local-level targets and objectives that have been deemed appropriate to meet the needs of the Bismarck-Mandan region. These regional targets and objectives specify how the MPO should improve within a given Performance Goal Area. Regional targets and objectives, along with public input and financial constraint, were used to identify a constrained project lists for the short-, mid-, and long-term planning horizons. The constrained projects—particularly the short-term projects—meet local transportation needs and improve the system consistent with Federal requirements. The Bismarck-Mandan MPO, in accordance with the federal rule, will incorporate the short-term projects identified in the 2020-2045 MTP into the current and future TIPs.

Any system or process must be measured to gauge its effectiveness. Federal rule has ratified specific Performance Measures for three of the seven Performance Goal Areas: Safety and Security (PM1), Infrastructure Condition (PM2), and System Reliability (PM3). These assist State DOTs and MPOs in monitoring the effectiveness of their performance-based planning programs.

Federal guidance outlines which specific data sets should be measured. A list of all Performance Measures can be found in the table below.

PERFORMANCE MEASURES	
PM1: SAFETY AND SECURITY	NOTES
1) Number of Fatalities	- Individual targets are update ANNUALLY - Individual targets are report to FHWA ANNUALLY - Safety Targets are calculated a 5-year rolling average. The 2021 targets are based on the average of data from 2016, 2017, 2018, 2019, and 2020.
2) Rate of Fatalities per 100 million vehicle miles traveled (VMT)	
3) Number of Serious Injuries	
4) Rate of Serious Injuries per 100 million VMT	
5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	
PM2: INFRASTRUCTURE CONDITION	
1) Percent of National Highway System (NHS) Bridges in Good Condition	- Individual target are updated every TWO YEARS (optional) or FOUR YEARS (mandatory). - Individual targets are reported to FHWA ANNUALLY
2) Percentage of NHS Bridges in Poor Condition	
3) Percentage of Interstate Pavement in Good Condition	
4) Percentage of Interstate Pavement in Poor Condition	
5) Percentage of Non-Interstate NHS Pavement in Good Condition	
6) Percentage of Non-Interstate NHS Pavement in Poor Condition	
PM3: SYSTEM RELIABILITY	
1) Percentage of Person Miles Travel on the Interstate that are reliable	- Individual target are updated every FOUR YEARS. - Individual targets are report to FHWA ANNUALLY **- Reliability** is defined as the consistency or dependability of travel times from day to day and at different times of a day. For example, traveling the same distance within the same amount of time, no matter the time of day or days of the week, is a reliable system. Being able to travel quickly at one time but slowly the next (as in a traffic jam) is an unreliable system. Reliability does not guarantee quick travel, but rather, a similar travel experience.
2) Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	
3) Truck Travel Time Reliability Index	

As a minimum requirement, State DOTs must establish specific, numerical targets for each measure outlined above. MPOs have the option to adopt their state DOT's targets or create their own. To date, the Bismarck-Mandan MPO has adopted targets established by the North Dakota Department of Transportation. The most recently adopted targets are outlined on the next page.

BMMPO ADOPTED TARGETS				
PM1: SAFETY	BASELINE CONDITION	NDDOT ADDOPTED TARGET	MPO ADDOPTED TARGET	CURRENT ADOPTION PERIOD
1) Number of Fatalities	113	102.0	102.0	2021
2) Rate of Fatalities	1.148	1.103	1.103	2021
3) Number of Serious Injuries	432.4	382.1	382.1	2021
4) Rate of Serious Injuries	4.390	4.046	4.046	2021
5)Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	33.0	30.4	30.4	2021
PM2: INFRASTRUCTURE CONDITION				
1) Percent of National Highway System (NHS) Bridges in Good Condition	64.44%	60%	60%	2020-2022
2) Percentage of NHS Bridges in Poor Condition	3.67%	4%	4%	2020-2022
3) Percentage of Interstate Pavement in Good Condition	80.2%	75.6%	75.6%	2020-2022
4) Percentage of Interstate Pavement in Poor Condition	0.1%	3%	3%	2020-2022
5) Percentage of Non-Interstate NHS Pavement in Good Condition	62.8%	58.3%	58.3%	2020-2022
6) Percentage of Non-Interstate NHS Pavement in Poor Condition	.3%	3%	3%	2020-2022
PM3: SYSTEM RELIABILITY				
1) Percentage of Person Miles Travel on the Interstate that are reliable	91.6	85%	85%	2020-2022
2) Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	99.4	85%	85%	2020-2022
3) Truck Travel Time Reliability Index	1.15	3.0	3.0	2020-2022

Since the MPO has opted to support the NDDOT targets, reporting on this information is completed at the state level. Reporting indicates that the agency has met, has made considered progress toward, or did not meet their established targets.

Some state targets are set at a level lower than the current or baseline condition. This is allowed by the Federal Government when a state's network is in exceptionally good repair or operates well above the national average. This is the case with the National Highway System of North Dakota. Often, it is economically infeasible for a state to maintain the road network at such a high level for perpetuity. In these instances, the adopted target is set at a reasonable level – one that would still be considered 'good' by users.

Federal funds can be tied to accomplishment of or progress towards adopted targets. This incentivizes planning efforts to promote a PBPP processes. It also ensuring a linkage between the planning of projects in the MTP and the programing of projects in the TIP. Ultimately, the process is designed to use federal funding in a responsible and effective way in order to maintain and enhance the transportation system.

Transit Performance Measures:

Similar rules exist from the Federal Transit Administration (FTA) regarding Performance Based Planning and Programing related to Transit Operations. These include the Public Transportation Agency Safety Plan (PTASP) Rule (49 CFR Part 673) and Transit Asset Management (TAM) (49 CFR Part 625.25).

Public Transportation Agency Safety Plan Rule:

This rule establishes a requirement for Transit Operators to develop a Public Transportation Agency Safety Plan (PTASP) by December 31, 2020. The plan outlines strategies to minimize unsafe situations that may be experienced by users and operators of public transportation. Safety promotion is achieved through the enactment of safety management policy, safety assurances, and risk management procedures. The PTASP also outlines a Transit Operator's safety performance measures and targets. Measure areas include transit-related fatalities, injuries, safety events, and system reliability.

Similar to the FHWA targets, FTA allows local Transit Operators to either adopt the plan created by their State DOT or develop their own PTASP. The Bis-Man Transit Board, representing the area Transit Operator, adopted the NDDOT State Safety Plan in September 2020. The MPO Policy Board approved a resolution of support for the PTASP in July 2021. Bis-Man Transit's current PTASP targets are outlined below:

[Transit] Safety Performance Measures

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

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

[Transit] Safety Performance Targets:

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

Source: NDDOT Transit Section 'State Agency Safety Plan (for) Small Public Transportation Providers'. Adopted by Bis-Man Transit Board, 9/20.

Transit Asset Management:

Transit Asset Management is reported by Bis-Man Transit on an annual basis. It takes notice of the condition of the transit facilities and vehicles and additionally notates the anticipated revenues used to maintain the fleet and building. The TAM report is included in a separate section of this document. Adoption of the TIP on an annual basis is also considered MPO approval of the TAM report and performance metrics.

2022

TRANSIT ASSET MANAGEMENT (TAM) REPORT

Bis-Man Transit Useful Life Benchmarks and TAM Targets

Bis-Man Transit completed and adopted their TAM plan in September 2018. As of July 2019, the transit provider had adopted performance targets set forth by FTA. Targets areas include rolling stock, equipment, and facilities, and are based on Useful Life Benchmarks (ULB) for vehicles and transit facilities. A description of the Federal, State and local useful life benchmarks and performance targets follow:

Useful Life Benchmark for Vehicles

Category	Length	Seats	FTA UL Years	FTA UL Miles	FTA ULB Years	NDDOT ULB Years	BMTP ULB Years
Heavy Duty Large Bus	35 to 40+ ft	24 to 40+	12	500,000	14	14	14
Heavy Duty Small Bus	30 to 35 ft	24 to 35	10	350,000	14	14	14
Medium Size Cutaway	25 to 30 ft	16 to 30	7	200,000	10	8	10
Light Duty Mid-Sized Cutaway	20 to 25 ft	8 to 16	5	150,000	10	8	10
Light Duty Small Cutaway	16 to 22 ft	3 to 14	4	100,000	10	7	10
Modified Van	20 to 22 ft	3 to 14	4	100,000	8	7	8
Minivan	Up to 12 ft	3 to 12	4	100,000	8	7	8
Automobile		3 to 7	4	100,000	8	7	8

Useful Life Benchmark for Transit Facilities

Category	Usage	ULB Years
Bus Garage	Bus Storage, Wash	40
Garage Operations Facility	Storage, Wash, Dispatch, Training, Light Maintenance	40
Garage Operations Admin	Admin Offices, Storage, Wash, Dispatch	40
Shelters	Seating	20

TAM Performance Measures and Targets (as identified in 49 CFR 625.34)

Asset Category	Performance Measure	Performance Target
Rolling Stock	Age	10% of revenue vehicles within any particular asset class that have met or exceeded their ULB
Equipment	Age	10% of non-revenue vehicles that have met or exceeded their ULB
Facilities	Condition	0% of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirement Model Scale

Bismarck-Mandan MPO Reporting

The Bismarck-Mandan MPO—through their annual Transportation Improvement Program (TIP) update—reports on the condition of Bis-Man Transit's rolling stock and/or facilities (as provided by the National Transit Database), as well as Transit's progress toward adopted performance targets. Further, the TIP provides an opportunity to note future investments which maintain the fleet and facility in a State of Good Repair. The Bis-Man Transit Fleet Inventory provided by Bis-Man Transit follows. This inventory matches information submitted to NDT in the March 2021.

Bis-Man Transit Fleet Inventory

Service Type	Bus Fleet ID	Year	Category	Condition*
Fixed Route	401	2004	Heavy-Duty Small Bus	Adequate
Fixed Route	602	2006	Heavy-Duty Small Bus	Adequate
Fixed Route	1001	2010	Heavy-Duty Small Bus	Good
Fixed Route	1002	2010	Heavy-Duty Small Bus	Good
Fixed Route	1003	2010	Heavy-Duty Small Bus	Good
Fixed Route	1501	2015	Heavy-Duty Large Bus	Good
Fixed Route	1502	2015	Heavy-Duty Large Bus	Good
Paratransit	53	2012	Medium-Duty Bus	Good
Paratransit	54	2012	Medium-Duty Bus	Good
Paratransit	55	2012	Medium-Duty Bus	Good
Paratransit	1701	2017	Medium-Duty Bus	Good
Paratransit	1702	2017	Medium-Duty Bus	Good
Paratransit	1703	2017	Medium-Duty Bus	Good
Paratransit	1704	2017	Medium-Duty Bus	Good
Paratransit	1801	2018	Medium-Duty Bus	Excellent
Paratransit	1802	2018	Medium-Duty Bus	Excellent
Paratransit	1803	2018	Medium-Duty Bus	Excellent
Paratransit	1804	2018	Medium-Duty Bus	Excellent
Paratransit	1901	2018	Medium-Duty Bus	Excellent
Paratransit	1902	2018	Medium-Duty Bus	Excellent
Paratransit	1903	2019	Medium-Duty Bus	Excellent
Paratransit	1904	2019	Medium-Duty Bus	Excellent
Paratransit	1905	2019	Medium-Duty Bus	Excellent
Paratransit	1906	2019	Medium-Duty Bus	Excellent
Paratransit	1907	2019	Medium-Duty Bus	Excellent
Paratransit	1908	2019	Medium-Duty Bus	Excellent
Fixed Route	1909	2019	Heavy-Duty Small Bus	Excellent
Fixed Route	1910	2019	Heavy-Duty Small Bus	Excellent
Paratransit	1911	2019	Light-Duty Van	Excellent
Paratransit	1912	2019	Light-Duty Van	Excellent

* Condition and fleet reported as of June 10, 2021

Typically, the Bismarck-Mandan MPO's TIP includes enhancement projects for Bis-Man Transit fleet and facilities. Projects include, but are not limited to, the procurement of replacement buses, federal and local funds given to annual preventive maintenance and security needs, and like procurements. Upcoming projects in the 2022-2025 TIP which contribute to the preventive maintenance of Transit's assets and State of Good Repair (SOGR) program are shaded below:

Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2022	2023	2024	2025	Total
1	Bismarck/ Mandan Area	Capital Cost of Contracting (CCOC)	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance and operating costs associated with the operations contract	Fed State Local Total	$1,088,000 $0 $272,000 $1,360,000	$1,088,000 $0 $272,000 $1,360,000	$1,088,000 $0 $272,000 $1,360,000	$1,088,000 $0 $272,000 $1,360,000	$4,352,000 $0 $1,088,000 $5,440,000
2	Bismarck/ Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance on transit vehicles	Fed State Local Total	$10,000 $0 $2,500 $12,500	$10,300 $0 $2,575 $12,875	$10,609 $0 $2,652 $13,261	$10,927 $0 $2,732 $13,659	$41,836 $0 $10,459 $52,295
3	Bismarck/ Mandan Area	Operating Expenses	FTA Sec. 9 (5307) 50 / 50	Operating assistance for elderly/disabled and fixed route service	Fed State Local Total	$155,316 $316,528 $155,316 $627,160	$159,975 $326,024 $159,975 $645,975	$164,775 $335,805 $164,775 $665,354	$169,718 $345,879 $169,718 $685,315	$649,784 $1,324,235 $649,784 $2,623,804
4	Bismarck/ Mandan Area	Security	FTA Sec. 9 (5307) 80 / 20	Public transportation security projects	Fed State Local Total	$12,660 $0 $3,165 $15,825	$13,040 $0 $3,260 $16,300	$13,431 $0 $3,358 $16,789	$13,834 $0 $3,458 $17,292	$52,965 $0 $13,241 $66,206
5	Bismarck/ Mandan Area	Transit Planning	FTA Sec. 8 (5303) (5313) 80/20	Provide funding for the Transit Development Plan	Fed State Local Total	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
6	Bismarck/ Mandan Area	Capital Grant	FTA Section (5339) 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed State Local Total	$398,516 $0 $70,326 $468,842	$0 $0 $0 $0	$410,471 $0 $72,436 $482,907	$820,942 $0 $144,872 $965,814	$1,629,929 $0 $287,634 $1,917,563
7	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5339) 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed State Local Total	$797,031.46 $0 $140,652 $937,683	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$797,031 $0 $140,652 $937,683
8	Bismarck/ Mandan Area	Capital Grant	FTA Section (5310) 80 / 20	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed State Local Total	$208,014 $0 $36,708 $244,722	$240,312 $0 $42,902 $283,214	$21,642 $0 $4,328 $25,970	$245,417 $0 $43,833 $289,250	$715,385 $0 $127,771 $843,156
9	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 50 / 50	Operating assistance to the elderly and disabled	Fed State Local Total	$115,760 $0 $115,760 $231,520	$119,233 $0 $119,233 $238,466	$122,810 $0 $122,810 $245,620	$126,494 $0 $126,494 $252,988	$484,297 $0 $484,297 $968,593
10	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA CRSSA (5310) 100/0	Mobility Manager salary assistance	Fed State Local Total	$25,500 $0 $0 $25,500	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$25,500 $0 $0 $25,500
11	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA ARP 100/0	Operating assistance for elderly/disabled and fixed route service	Fed State Local Total	$1,332,869 $0 $0 $1,332,869	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$1,332,869 $0 $0 $1,332,869

Based on the existing condition of the Bis-Man Transit fleet and facilities, and the programmed activities outlined in the 2022-2025 TIP, the Bis-Man MPO believes the investments fall within category A. of the three federally defined maintenance options:

A.) Sufficient to maintain the current SOGR condition for rolling stock,
B.) Insufficient to maintain current conditions, causing SOGR to worsen, or
C.) Sufficient to improve the SOGR for rolling stock.

Overview:
Bis-Man Transit has an active TAM plan and is currently meeting their TAM performance targets.

PROOF OF PUBLIC INVOLVEMENT

Public Meeting Notice

Consultation with Transportation and Planning Officials

Letters to local and regional planning officials and stakeholders (including State and local planned growth, economic development, environmental protection, airport operations and freight movement) were mailed in July of 2021 for the draft TIP with the intention to receive input on proposed TIP projects. In addition, a public meeting was advertised for the Draft TIP consistent with the requirements of the Bismarck-Mandan MPO Public Participation Plan. The Final TIP document considers and includes the responses received from the various agencies and the general public.

STATUS OF PROJECTS FOR 2020

Completion Analysis of 2020 Projects Associated with 2020-2023 TIP

In May 2021 the MPO analyzed the status of all projects programmed for completion in 2020.

Total 2020 Projects – 14
Total Projects added by amendment in 2020 – 2
- Total 2020 projects completed – 6
- Total 2020 projects that were started but not completed – 5
  - **This category includes projects bid or designed in 2020 but not constructed*
- Total 2020 projects that were postponed to a later date – 1
- Total 2020 projects that were cancelled – 2

Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

P.O. Box 5503 • 221 North 5th Street
Bismarck, North Dakota 58506
Telephone 701 355 1840
TDD Dial 711
Fax 701 222 6450
Email mpo@bismarcknd.gov
Web www.bismarcknd.gov/MPO

May 18, 2021

Wayne Zacher
Local Government Division
NDDOT
608 E Boulevard Ave
Bismarck, ND 58505-0700

Dear Mr. Zacher:

The following is the 2020 Status Report of projects contained within the Bismarck-Mandan MPO 2020-2023 Transportation Improvement Program (TIP), as of the end of the 2020 Calendar year.

Mandan

Regionally Significant Projects

1. 16th Street NE – 8th Ave NE to Old Red Trail – Extension
    a. Project cancelled due to developer disinterest, no anticipated completion date

Urban Regional Program

1. Main Street – ND 6 to ND 1806 – Traffic signal upgrades
    a. Under contract, project to be constructed in 2021

Urban Grant Program

1. 1st Street NW and Connecting Avenues—5th Avenue to Collins Ave– Road reconstruction and pedestrian improvements
    a. Under contract, project to be constructed in 2021 (Amended September 2020)
    b. Project canceled due cost overages (Amended May 2021)

NDDOT

Bridge

1. Apple Creek Separation – 7 miles east of western junction of US 83 and I-94 – Structural replacement
    a. Project in progress, expected completion fall 2021

Urban Regional Program

1. ND 1806 – I-94 Ramps to 27th St NW - Reconstruction
    a. a. Project getting underway in 2021, expected completion in spring 2022
2. ND 810 – Expressway Bridge - Joint repair, structure paint, structure incidentals, lighting
    a. Bid in March 2021, expected completion in fall 2021
3. US Highway 83 N – Calgary to 57th Ave, northbound - Mill and overlay
    a. Project completed in 2020, finishing final records
4. US Highway 83 N – Calgary to 57th Ave, southbound – Mill and overlay
    a. Project completed in 2020, finishing final records

Rural

1. US Highway 83 – 57th Ave to Wilton, northbound – Mill and overlay, turn lanes
    a. Completed in 2020, finishing final records
2. US Highway 83 – 57th Ave to Wilton, southbound – Mill and overlay, turn lanes
    a. Completed in 2020, finishing final records

Interstate

1. I-94 – Exit 153/ Mandan Ave Interchange – Ramp revisions
    b. Bid in fall 2020, expected completion 2021

OTHER (Bismarck)

Regionally Significant Projects

1. Mill and Overlays
    a. Completed in 2020

OTHER (Bismarck Parks and Recreation District)

Transportation Alternatives

1. Bismarck Sunrise Trail Connection Project – Trail project
    a. Completed in 2020

OTHER (Lincoln Park District)

Recreational Trails Program

1. Lincoln Shared Use Path Project – Lincoln Road, between 52nd St NE and Benteen Dr – Trail project and lighting
    a. Awarded in winter 2020/2021, project to be constructed in 2021

Sincerely,

Rachel A. Drewlow

Rachel Drewlow
Bismarck-Mandan MPO Executive Director
Attch: 2020 Project List from the Bismarck-Mandan MPO 2020-2023 TIP and applicable Amendments.

PUBLIC COMMENTS ON 2022-2025 TIP

The Draft 2022-2025 TIP was released for public comment beginning July 29, 2021. Public comments regarding the Draft 2022-2025 TIP were received until 5 pm on August 13, 2021. The Draft 2022-2025 TIP was re-released for public comments on September 2, 2021. Public comments regarding the revised draft were received until 5 pm on September 17, 2021. All stakeholder comments related to the Draft TIP will be considered for incorporation into the Final 2022-2025 TIP.

TO: Rachel Drewlow
Bismarck-Mandan MPO
221 North 5th Street
P.O. Box 5503

Bismarck, ND 58506-5503

FROM: Will Hutchings, AICP, Planner

DATE: August 6, 2021

RE: Comments on the draft Bismarck-Mandan MPO 2022-2025 Transportation Improvement Program

Staff from the City of Bismarck Community Development Department have reviewed the draft Bismarck-Mandan MPO 2022-2025 Transportation Improvement Program (TIP) list of programmed projects.

One project, identified in the draft TIP, is located within the Downtown Bismarck Historic District. This historic district is listed on the National Register of Historic Places with the National Park Service. This project is identified with reference number 22.1.02.

The Bismarck Historic Preservation Commission participates in all Section 106 reviews on behalf of the City of Bismarck. Pursuant to the National Historic Preservation Act of 1966 as amended (Section 106), prior to construction of any federal funded project, both the North Dakota State Historic Preservation Office and the Bismarck Historic Commission must be consulted to evaluate any potential impacts federally funded projects may have on historic resources.

If you have any questions or comments, please contact me at 701-355-1850 or whutchings@bismarcknd.gov.

Sincerely,

Will Hutchings. ACIP
Planner

Cc: Amy Sakarriessen, Chair, Historic Preservation Commission

NORTH Dakota | Water Resources
Be Legendary.

August 10, 2021

Rachel Drewlow
Bismarck-Mandan MPO
PO Box 5503
Bismarck, ND 58506-5503

Dear Ms. Drewlow:

This is in response to your request for a review of the environmental impacts associated with the Transportation Improvement Program for the years 2022-2025.

The proposed project has been reviewed by State Water Commission staff, and the following comments are provided:

- There are floodplains identified and/or mapped where for some of these projects are proposed to take place. Areas are designated to be in Zone AE. North Dakota has no formal 'permitting' authority as a state entity in NFIP identified floodplain areas. The permitting is always done by the local entity, which has jurisdiction in the area in question. Please work closely with the local Floodplain Administrator.

  This project also appears to take place in the regulatory floodway, which carries additional requirements per North Dakota Century Code Chapter 61-16.2. Before authorizing any development, the community responsible for permitting such use shall request a floodway review from the State Engineer.

- Upon initial review, the proposed projects do not appear to require a construction permit from the Department of Water Resources. However, if the projects results in the storage of water, a construction permit may be required. Please contact the DWR Regulatory Division at 701-328-2752 if you have any questions.

- Projects crossing the Missouri River may need a Sovereign Land Permit. As projects proceed more detailed designs will be needed to make that determination.

Thank you for the opportunity to provide review comments. Should you have further questions, please contact me at 701-328-4970 or stevebest@nd.gov.

Sincerely,

Steven Best
Planner III

SB:dm/1570

From: Harley Swenson
To: Rachel A. Drewlow
Subject: Transportation planning
Date: Monday, August 9, 2021 8:39:22 PM

CAUTION: ***External Email - Use caution clicking links or opening attachments***

It is surprising to see that no plans are contemplated for improvements to the Yegen/Lincoln Road intersection! There is considerable traffic at this intersection and on the dangerous, narrow stretch of Yegen Road north of the intersection. South of the intersection, a mill and overlay is needed on Yegen Road (Airway Avenue).
Also, acceleration/deceleration lanes should be considered at the intersection of Yegen Road and University Drive.
Harley Swenson
Sent from my iPhone

From: Rachel A. Drewlow
To: Deidre Hughes
Cc: Kimberly Riepl
Subject: RE: Draft TIP Comment
Date: Thursday, August 5, 2021 8:49:00 AM

Thank you, Deidre. I am going to consider this a comment and include it in the final TIP. Please let me know if you find anything else that requires revision.

Thanks,
Rachel

Rachel Drewlow
Executive Director
Bismarck-Mandan Metropolitan Planning Organization
221 North 5th Street
PO Box 5503
Bismarck ND 58506-5503
Office: 701-355-1852
Fax: 701-222-6450
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MPO Facebook: https://www.facebook.com/BismarckMandanMPO
Facebook: www.facebook.com/bismarcknd.gov|Twitter: www.twitter.com/BismarckNDGov|Instagram: bismarckndgov

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From: Deidre Hughes <dhughes@bismantransit.com>
Sent: Wednesday, August 4, 2021 3:58 PM
To: Rachel A. Drewlow <rdrewlow@bismarcknd.gov>
Cc: Kimberly Riepl <kriepl@bismarcknd.gov>
Subject: Draft TIP Comment

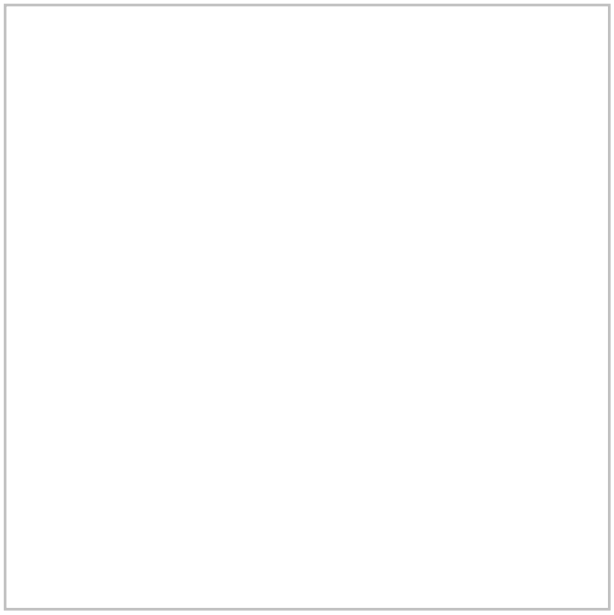
CAUTION: ***External Email - Use caution clicking links or opening attachments***

Hi Ladies,

I got the draft TIP this week and I was just going through it and I noticed a discrepancy. Page 37 of the TIP doesn't have the totals carried over for a few of the grants. I crudely highlighted these items below. It appears the correct numbers are located on the chart on page 18. I apologize, I'm guessing this was an issue with the spreadsheet we provided.

Please let me know if you have any questions!

Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2022	2023	2024	2025	Total
1	Bismarck/ Mandan Area	Capital Cost of Contracting (CCOC)	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance and operating costs associated with the operations contract	Fed	$1,088,000	$1,088,000	$1,088,000	$1,088,000	$4,352,000
					State	$0	$0	$0	$0	$0
					Local	$272,000	$272,000	$272,000	$272,000	$1,088,000
					Total	$1,360,000	$1,360,000	$1,360,000	$1,360,000	$5,440,000
2	Bismarck/ Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance on transit vehicles	Fed	$10,000	$10,300	$10,609	$10,927	$41,836
					State	$0	$0	$0	$0	$0
					Local	$2,500	$2,575	$2,652	$2,732	$10,459
					Total	$12,500	$12,875	$13,261	$13,659	$52,295
3	Bismarck/ Mandan Area	Operating Expenses	FTA Sec. 9 (5307) 50 / 50	Operating assistance for elderly/disabled and fixed route service	Fed	$155,316	$159,975	$164,775	$169,718	$649,784
					State	$316,528	$326,024	$335,805	$345,879	$1,324,235
					Local	$155,316	$159,975	$164,775	$169,718	$649,784
					Total	$627,160	$645,975	$665,354	$685,315	$2,623,804
4	Bismarck/ Mandan Area	Security	FTA Sec. 9 (5307) 80 / 20	Public transportation security projects	Fed	$12,660	$13,040	$13,431	$13,834	$52,965
					State	$0	$0	$0	$0	$0
					Local	$3,165	$3,260	$3,358	$3,458	$13,241
					Total	$15,825	$16,300	$16,789	$17,292	$66,206
5	Bismarck/ Mandan Area	Transit Planning	FTA Sec. 8 (5303) (5313) 80/20	Provide funding for the Transit Development Plan	Fed	$0	$0	$0	$0	$0
					State	$0	$0	$0	$0	$0
					Local	$0	$0	$0	$0	$0
					Total	$0	$0	$0	$0	$0
6	Bismarck/ Mandan Area	Capital Grant	FTA Section (5339) 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed	$398,516	$0	$410,471	$820,942	$1,629,929
					State	$0	$0	$0	$0	$0
					Local	$70,326	$0	$72,436	$144,872	$287,634
					Total	$468,842	$0	$482,907	$965,814	$1,917,563
7	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5339) 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed	$797,031.46	$0	$0	$0	$0
					State	$0	$0	$0	$0	$0
					Local	$140,652	$0	$0	$0	$0
					Total	$937,683	$0	$0	$0	$0
8	Bismarck/ Mandan Area	Capital Grant	FTA Section (5310) 80 / 20	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed	$208,014	$240,312	$21,642	$245,417	$715,385
					State	$0	$0	$0	$0	$0
					Local	$36,708	$42,902	$4,328	$43,833	$127,771
					Total	$244,722	$283,214	$25,970	$289,250	$843,156
9	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 50 / 50	Operating assistance to the elderly and disabled	Fed	$115,760	$119,233	$122,810	$126,494	$484,297
					State	$0	$0	$0	$0	$0
					Local	$115,760	$119,233	$122,810	$126,494	$484,297
					Total	$231,520	$238,466	$245,620	$252,988	$968,593
10	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA CRSSA (5310) 100/0	Mobility Manager salary assistance	Fed	$25,500	$0	$0	$0	$0
					State	$0	$0	$0	$0	$0
					Local		$0	$0	$0	$0
					Total	$25,500	$0	$0	$0	$0
11	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA ARP 100/0	Operating assistance for elderly/disabled and fixed route service	Fed	$1,332,869	$0	$0	$0	$0
					State	$0	$0	$0	$0	$0
					Local	$0	$0	$0	$0	$0
					Total	$1,332,869	$0	$0	$0	$0



Deidre Hughes

Executive Director

Bis-Man Transit

p: 701.258.6817
m: 701.516.0193

f: 701.258.6752

a: 3750 E Rosser Ave
Bismarck, ND 58501

w: bismantransit.com

e: dhughes@bismantransit.com

From: Brent Kleinjan
To: Rachel A. Drewlow
Cc: William Hutchings
Subject: TIP
Date: Friday, August 6, 2021 8:58:02 AM
Attachments: image001.png

CAUTION: ***External Email - Use caution clicking links or opening attachments***

Hello Rachel,

My name is Brent Kleinjan, and I am the College Relations Director at UTTC. I received your letter on the TIP and wanted to reach out. I also know Will Hutchings from Leadership Bismarck/Mandan, so I included him as I am assuming you work together.

UTTC has updated our overall Master plan, and we are working on moving our main entrance and road to the North to have a more inviting entry to campus and improve safety. Is this something that should be incorporated into the work you are doing? If so, I can connect you with the right people on our side.

Thanks!

Brent Kleinjan
College Relations Director
bkleinjan@uttc.edu
701-221-1491
United Tribes Technical College

UNITED TRIBES TECHNICAL COLLEGE

Leadership Begins Here…

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Table of Contents

TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW 5

TIP Project Selection Process 7
TIP Amendment Process 7
MPO TIP Process (Figure 1) 8

ROADWAY IMPROVEMENT PROJECT LIST 9

Map of 2022 Roadway Projects 10
Map of 2023-2025 Roadway Projects 11
2022 Project List 12
2023 Project List 13
2024 Project List 14
2025 Project List 15
Annual Lump-Sum Project Phase Cost Estimates for Non-Regionally Significant Projects 16

TRANSIT IMPROVEMENT PROJECT LIST 17

2022-2025 Transit Improvement Project List 18

EXPENSE/REVENUE SUMMARY 19

Roadway Improvement Summary 20
Transit Improvement Summary 21

OPERATIONS AND MAINTENANCE 22

Operations and Maintenance Expenditures and Revenues 24

PROJECTS OF LOCAL IMPORTANCE 25

Guidance for Projects of Local Importance 26

REGIONALLY SIGNIFICANT PROJECTS 27

Definition for Regionally Significant Projects 28

PERFORMANCE BASED PLANNING AND PROGRAMING 29

TRANSIT ASSET MANAGEMENT (TAM) REPORT 34

PROOF OF PUBLIC INVOLVEMENT 39

Public Meeting Notice 40
Consultation with Transportation and Planning Officials 41

STATUS OF PROJECTS FOR 2020 42

Completion Analysis of 2020 Projects Associated with 2020-2023 TIP 43
Letter to NDDOT Identifying Status of 2020 Projects 44

PUBLIC COMMENTS ON 2022-2025 TIP 46

APPENDIX ..... AA

Comparisons of TIP Projects to Poverty Concentrations Map ..... BB
Comparisons of TIP Projects to Minority Concentrations Map CC

Summary of Comments on TRANSPORTATION IMPROVEMENT PROGRAM

Page: 3

Author: ranae.tunison Subject: Sticky Note Date: 8/13/2021 11:54:15 AM
I didn't see any page numbers in the document.

PROJECT YEAR 2022

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	AMENDMENT/ MODIFICATION (Date)
BISMARCK	22.1.02	Urban Grants Project - Bismarck Thayer Avenue (N 3rd St-N 6th St)/ N 6th St (Main Av - Rosser Av) (CPR, Curb & Gutter, Bulb-outs, Sidewalk, ADA Ramps, Pavement Marking, LED Roadway Lighting, Pedestrian Lighting, Street Trees, Landscaping, Signing, Parking Improvements)	$1,280,000	$0	$320,000 (Bismarck)	$1,600,000	UGP	22870	
BISMARCK	22.1.03	Transportation Alternatives - Bismarck Public School Safety Improvement Project (City-Wide) (Installation of 20 MPH speed limit signs near public schools)	$27,516	$0	$6,484 (Bismarck)	$34,000	TAU	22950	
MANDAN	22.4.01	Transportation Alternatives - Mandan - Old Red Trail Phase 2 Shared Use Path (South side of Old Red Trail, starting at Sunset Drive going west 0.8 miles) (2 inch overlay with 0.5 inch leveling course for the existing 10.5 foot wide path)	$168,237	$0	$39,642 (Mandan)	$207,879	TAU	22951	
MANDAN	22.4.02	Transportation Alternatives - Mandan 19th St SE Trail Project^ (South Side of 19th SE, ND Highway 6 to Macedonia Av SE) (10' Wide Shared Use Path, 4,570' ft Long, Signed & Marked X-Walks, Rapid Rectangular Flashing Beacon)	$290,000	$0	$369,000 (Mandan)	$659,000	TAU	22573	
MANDAN	22.4.03	*Urban Roads - Mandan 27th Street (ND Highway 1806 to 8th Ave NW) (Reconstruction)	$1,052,090	$0	$947,910 (Mandan)	$2,000,000	SU	22537	
NDDOT	22.6.06	*Urban Regional - Bismarck 7th St (Ave C to Front Ave) (Signals)	$890,230	$99,770	$110,000 (Bismarck)	$1,100,000	NHU	22904	
NDDOT	22.6.07	*Urban Regional - Bismarck 9th St (Ave C to Front Ave) (Signals)	$890,230	$99,770	$110,000 (Bismarck)	$1,100,000	NHU	22904	
NDDOT	22.6.08	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 1, Extents TBD) (Reconstruction, Sanitary Sewer & Drainage)	$7,081,375	$793,625	$3,375,000 (Mandan)	$11,250,000	SU-CPU	22005 23129	
NDDOT	22.6.09	**Safety - State Street/ US 83 (Calgary Ave to 1-94) (Turn Lanes)	$2,250,000	$250,000	$0 (Bismarck)	$2,500,000	SHE	20098	
NDDOT	22.6.10	*Safety - State Street/ US 83 (1-94 to Divide Ave) (Turn Lanes)	$2,520,000	$140,000	$140,000 (Bismarck)	$2,800,000	SHE	20097	
NDDOT	22.6.11	Urban Regional - Bismarck State St (Divide Av to I-94) (.7 miles, CPR, Grinding)	$659,580	$73,920	$81,500 (Bismarck)	$815,000	NHU	22769	
NDDOT	22.6.12	Urban Regional - Bismarck State St (I-94 to Calgary Ave), (Century Ave/11th St) (1 mile, CPR, Grinding)	$1,869,483	$440,517	$0 (Bismarck)	$2,310,000	NHU	22770	
NDDOT	22.6.13	Urban Regional - Bismarck 9th St (Front Av to Bismarck Expressway) (.6 miles, Mill & Overlay, Curb & Gutter)	$760,742	$85,258	$94,000 (Bismarck)	$940,000	NHU	23202	
NDDOT	22.6.14	*Safety - Bismarck Expressway Lighting (Burlington Dr to Yegen Rd and Yegen Rd to Main Ave) (Install corridor lighting in gaps along Bismarck Expy, Turn lanes)	$396,000	$22,000	$22,000 (Bismarck)	$440,000	SHE	23155	
NDDOT	22.6.15	Urban Regional - Bismarck Expy Railroad Bridge (Bismarck Expy BN & CP Railway Bridge) (Approach Slab & Barrier Spall Repair, SE Beam End Repair, Seal Joints & Barrier)	$171,352	$19,204	$21,173 (Bismarck)	$211,729	NHU	22905	
NDDOT	22.6.16	Urban Regional - Bismarck Expy (Main Av to end of asphalt) (Mill & Overlay, ADA Ramp Rev)	$60,698	$6,802	$7,500 (Bismarck)	$75,000	NHU	23208	
NDDOT	22.6.17	Urban Regional - Bismarck Expy (Washington St to Main Av) (Mill & Overlay, ADA Ramp Rev)	$1,618,600	$181,400	$200,000 (Bismarck)	$2,000,000	NHU	23207	
NDDOT	22.6.18	*Urban Regional - ND 1804 (Signal St to Bismarck Expy) (Mill & Overlay)	$2,427,900	$272,100	$300,000 (Bismarck)	$3,000,000	SU	23223	
NDDOT	22.6.19	~Bridge - I-94 (5 miles east of US Highway 83, 80th St, EB) (Structure Replacement)	$3,600,000	$400,000	$0 (Burleigh Co.)	$4,000,000	IM	21854	

** Represents an "Expansion" project. An expansion project is focused on improving traffic flow through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout; or new/improved interchanges.*

^ Pending Availability of Federal Funds

** Projects are funded in 2022 but will be constructed in 2023.*

~ Projects are funded in 2021, but are constructed in 2022

Page: 12

Author: kristen.sperry Subject: Sticky Note Date: 8/18/2021 3:43:12 PM
Missing PCN 23155 E Vermont Ave to Main Ave - $440,000

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 3:44:42 PM
$208,000 in STIP

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 3:41:21 PM
$1,600,000 in STIP

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 3:50:27 PM
Project not listed in the STIP in 2022. The symbols for this project are confusing if the project is ^ pending availability of funding, but ~was funded in 2021, but constructed in 2022.

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 3:46:16 PM
Cost is $940 in the STIP

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 4:05:00 PM
Not included in the STIP

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 3:39:03 PM
$816,000 in STIP

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 3:47:09 PM
Not included in the 2022 STIP.

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 3:47:29 PM
Not included in the STIP.

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 3:39:44 PM
$76 in STIP

PROJECT YEAR 2023

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	ESTIMATED COST IN DOLLARS FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	AMENDMENT/ MODIFICATION (Date)
BISMARCK	23.1.01	*,^,@Urban Roads - Bismarck 43rd Ave (State St - 26th St) & 19 St (N Valley Lp/Yucca Av - 43rd Av) (Reconstruction and Widening)	$4,800,000	$0	$9,200,000 (Bismarck)	$14,000,000	NHU	22929	
BISMARCK	23.1.02	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Bismarck (Various Locations) (Install RRFP at up to 11 locations, recommended by School Safety Crossing Study)	$378,000	$0	$42,000 (Bismarck)	$420,000			
BISMARCK	23.1.03	Urban Grants Project - Bismarck 3rd/4th/5th St, Rosser Av, Broadway (3rd St from Main-Rosser, Rosser from 3rd-7th, 4th St from Rosser-Thayer, 5th St from Rosser-Thayer, & Broadway from 3rd-4th & 6th-7th) (Mill & Overlay, Curb & Gutter, ADA Ramp Rev, Bikeway/Walkway, Lighting, Signal Revision, Landscaping, Signing, Signal Modifications, Pavement Marking)	$786,313	$0	$1,125,687 (Bismarck)	$1,912,000	UGP	23216	
BISMARCK	23.1.04	Transportation Alternatives - Bismarck Expy (Bismarck Expy Pedestrian Facility) (Structure Items)	$250,883	$0	$59,117 (Bismarck)	$310,000	TAU	23235	
BURLEIGH	23.2.01	*Urban Roads - Burleigh County 66th St (Apple Creek Rd to Northgate Dr) (Reconstruction, Structures)	$8,000,000 (UR) $2,710,000 (CO Federal Aid) $171,147 (CVD)	$0	$2,718,853 (Burleigh)	$13,600,000	SU	23055	
NDDOT	23.6.02	Bridge - I-94 (1 mile E of US 83 N, EB) (Approach Slabs, Expand Joint Mod)	$168,480	$18,720	$0 (Bismarck)	$187,200	IM	23009	
NDDOT	23.6.03	Rural - Hwy 1804 (N Hazelton Jct to Signal St) (24.9 miles, Thin Overlay)	$3,566,000	$840,000	$0 (Morton)	$4,406,000	SS		
NDDOT	23.6.12	Bridge - I-94 (Junction of US 83 N & I-94, EB) (Spall Repair, Structure Incidentals)	$73,008	$8,112	$0 (Bismarck)	$81,120	IM		
NDDOT	23.6.13	Bridge - I-94 (1 mile E of US 83 N, EB) (Deck Overlay, Rail Retrofit)	$536,328	$59,592	$0 (Bismarck)	$595,920	IM	23009	
NDDOT	23.6.14	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 2, Extents TBD) (Reconstruction, City Utilities)	$13,758,100	$1,541,900	$6,700,000 (Mandan)	$22,000,000	SU,CPU		
NDDOT	23.6.15	Bridge - I-94 (2 miles west of US Highway 83, Tyler Parkway, EB) (Expansion Joint Modifications, Approach Slabs, Spall Repair)	$308,876	$34,320	$0 (Bismarck)	$343,196	IM	22603	
NDDOT	23.6.16	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Structure Paint, Median X-Overs)	$526,707	$58,523	$0 (Multiple)	$585,230	IM	22603	
NDDOT	23.6.17	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Deck Overlay, Approach Slabs, Structure Paint, Spall Repair, Structure/Incidentals)	$4,494,271	$499,364	$0 (Multiple)	$4,993,635	IM	22603	
NDDOT	23.6.18	*Safety - Hwy 810 E/Bisamrck Expressway (4 miles, W of Washington St to East of 2nd Street) (Pavement Markings, Intersection Improvements, Turn Lanes, Flashing Beacon)	$199,800	$11,100	$11,100 (Bismarck)	$222,000	SHE	23225	
OTHER	23.7.01	Urban Grants Project - Bismarck/Mandan Fixed Bus Route (Various Locations) (Solar Lighting at Existing Shelters, Bus Benches)	$11,200	$0	$2,800 (Bismarck via Bis-Man Transit)	$14,000	UGP		

* Represents an "Expansion" project. An expansion project is focused on improving traffic flow through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout; or new/improved interchanges.
[1] Pending Availability of Federal Funds
[2] Projects are funded in 2023 but will be constructed in 2022.
+ Urban Limits are approximately 0.6 miles west of Heart River Bridge
@ City plans to advance construct project in 2022
^,[MPO] Project area extent is larger than the MPO area. Costs have not been prorated.

Page: 13

Author: kristen.sperry Subject: Sticky Note Date: 8/18/2021 3:56:13 PM
Missing 7th/9th St (Main Ave - Boulevard Ave) $2,650,000

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 4:09:12 PM
Not in the STIP.

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 3:59:52 PM
$596 in STIP

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 3:59:10 PM
$586 in STIP

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 4:09:02 PM
Not in the STIP.

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 4:07:37 PM
Missing from STIP.

PROJECT YEAR 2024

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	AMENDMENT/ MODIFICATION (Date)
MANDAN	24.4.01	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Mandan (Various Locations) (Install RRFP at up to 4 locations, recommended by School Safety Crossing Study)	$126,000	$0	$14,000 (Mandan)	$140,000			
NDDOT	24.6.01	*Urban Regional - Bismarck 7th St (Front Av to Bismarck Expressway) (.6 miles, Reconstruction)	$2,529,062	$283,438	$312,500 (Bismarck)	$3,125,000	NHU	23201	
NDDOT	24.6.03	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 3, Extents TBD) (3.3 miles, Reconstruction, City Utilities)	$11,330,200	$1,269,800	$4,900,000 (Mandan)	$17,500,000	SU-CPU		
NDDOT	24.6.07	MPO Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (9.8 miles, Median X-Overs, Ramp Connections)	$1,366,544	$151,838	$0 (Burleigh)	$1,518,382	IM	22639	
NDDOT	24.6.09	*Urban - I-94 (2 miles E of US 83 N, EB, Centennial/Bismarck Expressway) (Structure/Incidentals, Ramp Revisions)	$27,000,000	$3,000,000	$0 (Bismarck)	$30,000,000	IM	22648	
NDDOT	24.6.10	Bridge - I-94 (1 mile E of US 83 N) (Structure Paint)	$223,891	$24,877	$0 (Bismarck)	$248,768	IM	22614	
BISMARCK PARKS & REC DISTRICT	24.7.01	Transportation Alternatives - Bismarck Ash Coulee & Tyler Parkway (Bikeway/Walkway)	$290,000	$0	$99,015 (Bis P&R District)	$389,015	TAU	23236	

** Represents an "Expansion" project. An expansion project is focused on improving traffic flow through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout; or new/improved interchanges.*

***Pending Availability of Federal Funds*

Page: 14

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 4:09:31 PM
Not in the STIP

BISMARCK-MANDAN MPO BIS-MAN TRANSIT IMPROVEMENT PROGRAM For 2022-2025 Page 1 of 1

Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2022	2023	2024	2025	Total
1	Bismarck/ Mandan Area	Capital Cost of Contracting (CCOC)	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance and operating costs associated with the operations contract	Fed	$1,088,000	$1,088,000	$1,088,000	$1,088,000	$4,352,000
					State	$0	$0	$0	$0	$0
					Local	$272,000	$272,000	$272,000	$272,000	$1,088,000
					Total	$1,360,000	$1,360,000	$1,360,000	$1,360,000	$5,440,000
2	Bismarck/ Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance on transit vehicles	Fed	$10,000	$10,300	$10,609	$10,927	$41,836
					State	$0	$0	$0	$0	$0
					Local	$2,500	$2,575	$2,652	$2,732	$10,459
					Total	$12,500	$12,875	$13,261	$13,659	$52,295
3	Bismarck/ Mandan Area	Operating Expenses	FTA Sec. 9 (5307) 50 / 50	Operating assistance for elderly/disabled and fixed route service	Fed	$155,316	$159,975	$164,775	$169,718	$649,784
					State	$316,528	$326,024	$335,805	$345,879	$1,324,235
					Local	$155,316	$159,975	$164,775	$169,718	$649,784
					Total	$627,160	$645,975	$665,354	$685,315	$2,623,804
4	Bismarck/ Mandan Area	Security	FTA Sec. 9 (5307) 80 / 20	Public transportation security projects	Fed	$12,660	$13,040	$13,431	$13,834	$52,965
					State	$0	$0	$0	$0	$0
					Local	$3,165	$3,260	$3,358	$3,458	$13,241
					Total	$15,825	$16,300	$16,789	$17,292	$66,206
5	Bismarck/ Mandan Area	Transit Planning	FTA Sec. 8 (5303) (5313) 80/20	Provide funding for the Transit Development Plan	Fed	$0	$0	$0	$0	$0
					State	$0	$0	$0	$0	$0
					Local	$0	$0	$0	$0	$0
					Total	$0	$0	$0	$0	$0
6	Bismarck/ Mandan Area	Capital Grant	FTA Section (5339) 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed	$398,516	$0	$410,471	$820,942	$1,629,929
					State	$0	$0	$0	$0	$0
					Local	$70,326	$0	$72,436	$144,872	$287,634
					Total	$468,842	$0	$482,907	$965,814	$1,917,563
7	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5339) 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed	$797,031.46	$0	$0	$0	$797,031
					State	$0	$0	$0	$0	$0
					Local	$140,652	$0	$0	$0	$140,652
					Total	$937,683	$0	$0	$0	$937,683
8	Bismarck/ Mandan Area	Capital Grant	FTA Section (5310) 80 / 20	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed	$208,014	$240,312	$21,642	$245,417	$715,385
					State	$0	$0	$0	$0	$0
					Local	$36,708	$42,902	$4,328	$43,833	$127,771
					Total	$244,722	$283,214	$25,970	$289,250	$843,156
9	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 50 / 50	Operating assistance to the elderly and disabled	Fed	$115,760	$119,233	$122,810	$126,494	$484,297
					State	$0	$0	$0	$0	$0
					Local	$115,760	$119,233	$122,810	$126,494	$484,297
					Total	$231,520	$238,466	$245,620	$252,988	$968,593
10	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA CRSSA (5310) 100/0	Mobility Manager salary assistance	Fed	$25,500	$0	$0	$0	$25,500
					State	$0	$0	$0	$0	$0
					Local	$0	$0	$0	$0	$0
					Total	$25,500	$0	$0	$0	$25,500
11	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA ARP 100/0	Operating assistance for elderly/disabled and fixed route service	Fed	$1,332,869	$0	$0	$0	$1,332,869
					State	$0	$0	$0	$0	$0
					Local	$0	$0	$0	$0	$0
					Total	$1,332,869	$0	$0	$0	$1,332,869

Page: 18

Author: ranae.tunison Subject: Sticky Note Date: 8/13/2021 8:35:37 AM
I need to check with NDDOT as well on why the total amounts for 5307 federal and local funds are not matching up with the STIP.

Author: ranae.tunison Subject: Highlight Date: 8/13/2021 8:34:12 AM

Author: ranae.tunison Subject: Highlight Date: 8/13/2021 8:34:16 AM

Author: ranae.tunison Subject: Highlight Date: 8/13/2021 8:34:21 AM

Author: ranae.tunison Subject: Highlight Date: 8/13/2021 8:34:30 AM

Author: ranae.tunison Subject: Highlight Date: 8/13/2021 8:38:02 AM

Author: ranae.tunison Subject: Sticky Note Date: 8/13/2021 8:37:49 AM
Not sure if your system allows to rename these funds COVID-19 Relief Funds instead of Discretionary/Earmark.

Author: ranae.tunison Subject: Highlight Date: 8/13/2021 8:38:06 AM

Author: ranae.tunison Subject: Highlight Date: 8/13/2021 8:38:09 AM

Page: 31

Author: kristen.sperry Subject: Sticky Note Date: 8/18/2021 4:40:14 PM
Have you considered incorporating in how projects assist the MPO in reaching performance measures when you are revising the TIP format next year. Some I have reviewed TIPs for MPOs that list which performance measures each project would assist in reaching.

Federal guidance outlines which specific data sets should be measured. A list of all Performance Measures can be found in the table below.

PERFORMANCE MEASURES	
PM1: SAFETY AND SECURITY	NOTES
1) Number of Fatalities	- Individual targets are update ANNUALLY - Individual targets are report to FHWA ANNUALLY - Safety Targets are calculated a 5-year rolling average. The 2021 targets are based on the average of data from 2016, 2017, 2018, 2019, and 2020.
2) Rate of Fatalities per 100 million vehicle miles traveled (VMT)	
3) Number of Serious Injuries	
4) Rate of Serious Injuries per 100 million VMT	
5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	
PM2: INFRASTRUCTURE CONDITION	
1) Percent of National Highway System (NHS) Bridges in Good Condition	- Individual target are updated every TWO YEARS (optional) or FOUR YEARS (mandatory). - Individual targets are reported to FHWA ANNUALLY
2) Percentage of NHS Bridges in Poor Condition	
3) Percentage of Interstate Pavement in Good Condition	
4) Percentage of Interstate Pavement in Poor Condition	
5) Percentage of Non-Interstate NHS Pavement in Good Condition	
6) Percentage of Non-Interstate NHS Pavement in Poor Condition	
PM3: SYSTEM RELIABILITY	
1) Percentage of Person Miles Travel on the Interstate that are reliable	- Individual target are updated every FOUR YEARS. - Individual targets are report to FHWA ANNUALLY **- Reliability** is defined as the consistency or dependability of travel times from day to day and at different times of a day. For example, traveling the same distance within the same amount of time, no matter the time of day or days of the week, is a reliable system. Being able to travel quickly at one time but slowly the next (as in a traffic jam) is an unreliable system. Reliability does not guarantee quick travel, but rather, a similar travel experience.
2) Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	
3) Truck Travel Time Reliability Index	

As a minimum requirement, State DOTs must establish specific, numerical targets for each measure outlined above. MPOs have the option to adopt their state DOT's targets or create their own. To date, the Bismarck-Mandan MPO has adopted targets established by the North Dakota Department of Transportation. The most recently adopted targets are outlined on the next page.

Page: 32

Author: kristen.sperry Subject: Sticky Note Date: 8/18/2021 4:41:18 PM
The table is great and is easy to read.

BMMPO ADOPTED TARGETS				
PM1: SAFETY	BASELINE CONDITION	NDDOT ADDOPTED TARGET	MPO ADDOPTED TARGET	CURRENT ADOPTION PERIOD
1) Number of Fatalities	113	102.0	102.0	2021
2) Rate of Fatalities	1.148	1.103	1.103	2021
3) Number of Serious Injuries	432.4	382.1	382.1	2021
4) Rate of Serious Injuries	4.390	4.046	4.046	2021
5)Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	33.0	30.4	30.4	2021
PM2: INFRASTRUCTURE CONDITION				
1) Percent of National Highway System (NHS) Bridges in Good Condition	64.44%	60%	60%	2020-2022
2) Percentage of NHS Bridges in Poor Condition	3.67%	4%	4%	2020-2022
3) Percentage of Interstate Pavement in Good Condition	80.2%	75.6%	75.6%	2020-2022
4) Percentage of Interstate Pavement in Poor Condition	0.1%	3%	3%	2020-2022
5) Percentage of Non-Interstate NHS Pavement in Good Condition	62.8%	58.3%	58.3%	2020-2022
6) Percentage of Non-Interstate NHS Pavement in Poor Condition	.3%	3%	3%	2020-2022
PM3: SYSTEM RELIABILITY				
1) Percentage of Person Miles Travel on the Interstate that are reliable	91.6	85%	85%	2020-2022
2) Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	99.4	85%	85%	2020-2022
3) Truck Travel Time Reliability Index	1.15	3.0	3.0	2020-2022

Since the MPO has opted to support the NDDOT targets, reporting on this information is completed at the state level. Reporting indicates that the agency has met, has made considered progress toward, or did not meet their established targets.

Some state targets are set at a level lower than the current or baseline condition. This is allowed by the Federal Government when a state's network is in exceptionally good repair or operates well above the national average. This is the case with the National Highway System of North Dakota. Often, it is economically infeasible for a state to maintain the road network at such a high level for perpetuity. In these instances, the adopted target is set at a reasonable level – one that would still be considered 'good' by users.

Federal funds can be tied the accomplishment of or progress towards adopted targets. This incentivizes planning efforts to promote a PBPP processes. It also ensuring a linkage between the planning of project in the MTP and the programing of project in the TIP. Ultimately, the process is designed to use federal funding in a responsible and effective way in order to maintain and enhance the transportation system.

From: Nygard, Jeremy S CIV USARMY CENWO (USA)
To: Rachel A. Drewlow
Subject: NWO-2009-01003-BIS, Bismarck-Mandan Metropolitan Planning Organization; 2022-2025 Transportation Improvement Program
Date: Monday, August 23, 2021 4:34:28 PM
Attachments: NWO-2009-01003_20210823_SOV Response.pdf
Eng_Form_6082_2019Jun.pdf

Good Afternoon Rachel Drewlow,

Our office has reviewed the information you provided regarding the proposed Bismarck-Mandan Metropolitan Planning Organization, 2022-2025 Transportation Improvement Program and determined that a U.S. Army Corps of Engineers Section 404 permit may be required for your project. Please see attached letter and blank application form. Thank you,

v/r

Jeremy Nygard
Regulatory Permit Assistant
U.S. Army Corps of Engineers
North Dakota Regulatory Office
3319 University Drive
Bismarck, ND 58504
701-255-0015 ext. 2006

Due to precautions taken in response to the COVID-19 pandemic, email is currently the best way to contact me. I am mostly teleworking from home so if you call my office phone extension and leave a voicemail, I'll receive it via email and I'll respond as soon as possible.

The North Dakota Regulatory office prefers that all submissions are sent electronically to the following email address: CENWO-OD-RND@usace.army.mil instead of a hard copy by mail. Please split large attachments (>25 MB) into multiple emails if needed.

August 23, 2021

NWO-2009-01003-BIS

Bismarck-Mandan Metropolitan Planning Organization
Attn: Ms. Rachel Drewlow
PO Box 5503
Bismarck, ND 58506-5503

Dear Ms. Drewlow:

This is in response to your letter dated August 2, 2019, requesting comments on the proposed 2022-2025 Transportation Improvement Program located throughout the Bismarck-Mandan area, Morton and Burleigh Counties, North Dakota.

U. S. Army Corps of Engineers Regulatory Offices administer Section 10 of the Rivers and Harbors Act (Section 10) and Section 404 of the Clean Water Act (Section 404). A Section 10 permit would be required for work impacting navigable waters, this includes work over, through, or under Section 10 waters. Section 10 waters in North Dakota are the Missouri River (including Lake Sakakawea and Lake Oahe), Yellowstone River, James River (south of the railroad tracks in Jamestown, North Dakota), Bois de Sioux River, Red River of the North, and Upper Des Lacs Lake. A Section 404 permit would be required for the discharge of dredge or fill material (temporarily or permanently) in waters of the United States. Waters of the United States may include, but are not limited to, rivers, streams, ditches, coulees, lakes, ponds, and their adjacent wetlands. Fill material includes, but is not limited to, rock, sand, soil, clay, plastics, construction debris, wood chips, overburden from mines or other excavation activities and materials used to create any structure or infrastructure in waters of the United States.

Based on the information contained in your letter, the Corps has determined that your proposed project may need a Clean Water Act Section 404 permit. The permit application and instructions for completing the application are enclosed and may also be found at: http://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/Obtain-a-Permit. Be sure to accurately describe all proposed work and construction methodology. Once the application is complete, mail it to the letterhead address or to the email address (preferred) below.

Due to precautions taken in response to the COVID-19 pandemic, The North Dakota Regulatory office prefers that all submissions are sent electronically to the following email address: CENWO-OD-RND@usace.army.mil instead of a hard copy by mail. Please split large attachments (>25 MB) into multiple emails if needed.

Please refer to identification number NWO-2009-01003-BIS in any correspondence concerning this project. If you have any questions, please contact Jeremy Nygard at U.S. Army Corps of Engineers, North Dakota Regulatory Office, 3319 University Drive, Bismarck, North Dakota 58504-7565, by email at *Jeremy.S.Nygard@usace.army.mil*, or telephone at (701) 255-0015, Extension 2006. For more information regarding our program, please visit our website at *http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/NorthDakota.aspx*.

Sincerely,

Toni R. Erhardt
Senior Project Manager
North Dakota Regulatory Office

U.S. Army Corps of Engineers (USACE)

NATIONWIDE PERMIT PRE-CONSTRUCTION NOTIFICATION (PCN)

33 CFR 330. The proponent agency is CECW-CO-R.

Form Approved - OMB No. 0710-0003 Expires: 02-28-2022

DATA REQUIRED BY THE PRIVACY ACT OF 1974

Authority	Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332.
Principal Purpose	Information provided on this form will be used in evaluating the nationwide permit pre-construction notification.
Routine Uses	This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of the agency coordination process.
Disclosure	Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued.

The public reporting burden for this collection of information, 0710-0003, is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PLEASE DO NOT RETURN YOUR RESPONSE TO THE ABOVE EMAIL.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (*see sample drawings and/or instructions*) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME	8. AUTHORIZED AGENT'S NAME AND TITLE (*agent is not required*)
First - Middle - Last -	First - Middle - Last -
Company -	Company -
Company Title -	E-mail Address -
E-mail Address -	
6. APPLICANT'S ADDRESS:	**9. AGENT'S ADDRESS:**
Address-	Address-
City - State - Zip - Country -	City - State - Zip - Country -
7. APPLICANT'S PHONE NOs. with AREA CODE	**10. AGENT'S PHONE NOs. with AREA CODE**
a. Residence b. Business c. Fax d. Mobile	a. Residence b. Business c. Fax d. Mobile

STATEMENT OF AUTHORIZATION

11. I hereby authorize, _____ to act in my behalf as my agent in the processing of this this nationwide permit pre-construction notification and to furnish, upon request, supplemental information in support of this nationwide permit pre-construction notification.

_____ _____

SIGNATURE OF APPLICANT DATE

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME or TITLE (*see instructions*)

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY	
13. NAME OF WATERBODY, IF KNOWN (*if applicable*)	14. PROPOSED ACTIVITY STREET ADDRESS (*if applicable*)
15. LOCATION OF PROPOSED ACTIVITY (*see instructions*) Latitude °N Longitude °W	City: State: Zip:
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (*see instructions*) State Tax Parcel ID Municipality Section Township Range	
17. DIRECTIONS TO THE SITE.	
18. IDENTIFY THE SPECIFIC NATIONWIDE PERMIT(S) YOU PROPOSE TO USE:	
19. DESCRIPTION OF PROPOSED NATIONWIDE PERMIT ACTIVITY (*see instructions*)	
20. DESCRIPTION OF PROPOSED MITIGATION MEASURES (*see instructions*)	
21. PURPOSE OF NATIONWIDE PERMIT ACTIVITY (*Describe the reason or purpose of the project, see instructions*)	
22. Quantity of Wetlands, Streams, or Other Types of Waters Directly Affected by Proposed Nationwide Permit Activity (*see instructions*) Acres Linear Feet Cubic Yards Dredged or Discharged	
Each PCN must include a delineation of wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial, intermittent, and ephemeral streams, on the project site.	
23. List any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project on any related activity (*see instructions*)	
24. If the proposed activity will result in the loss of greater than 1/10-acre of wetlands and requires pre-construction notification, explain how the compensatory mitigation requirement in paragraph (c) of general condition 23 will be satisfied, or explain why the adverse environmental effects are no more than minimal and why compensatory mitigation should not be required for the proposed activity.	

25. Is Any Portion of the Nationwide Permit Activity Already Complete? ☐ Yes ☐ No If Yes, describe the completed work:

26. List the name(s) of any species listed as endangered or threatened under the Endangered Species Act that might be affected by the proposed NWP activity or utilize the designated critical habitat that might be affected by the proposed NWP activity. (*see instructions*)

27. List any historic properties that have the potential to be affected by the proposed NWP activity or include a vicinity map indicating the location of the historic property or properties. (*see instructions*)

28. For a proposed NWP activity that will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a "study river" for possible inclusion in the system while the river is in an official study status, identify the Wild and Scenic River or the "study river":

29. If the proposed NWP activity also requires permission from the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers federally authorized civil works project, have you submitted a written request for section 408 permission from the Corps district having jurisdiction over that project? ☐ Yes ☐ No

If "yes", please provide the date your request was submitted to the Corps District:

30. If the terms of the NWP(s) you want to use require additional information to be included in the PCN, please include that information in this space or provide it on an additional sheet of paper marked Block 30. (*see instructions*)

31. Pre-construction notification is hereby made for one or more nationwide permit(s) to authorize the work described in this notification. I certify that this information in this pre-construction notification is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT	DATE	SIGNATURE OF AGENT	DATE

The Pre-Construction Notification must be signed by the person who desires to undertake the proposed activity (applicant) and, if the statement in block 11 has been filled out and signed, the authorized agent.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than $10,000 or imprisoned not more than five years or both.

Instructions for Preparing a

Department of the Army

Nationwide Permit (NWP) Pre-Construction Notification (PCN)

Blocks 1 through 4. To be completed by the Corps of Engineers.

Block 5. Applicant' Name. Enter the name and the e-mail address of the responsible party or parties. If the responsible party is an agency, company, corporation, or other organization, indicate the name of the organization and responsible officer and title. If more than one party is associated with the preconstruction notification, please attach a sheet of paper with the necessary information marked Block 5.

Block 6. Address of Applicant. Please provide the full address of the party or parties responsible for the PCN. If more space is needed, attach an extra sheet of paper marked Block 6.

Block 7. Applicant Telephone Number(s). Please provide the telephone number where you can usually be reached during normal business hours.

Blocks 8 through 11. To be completed, if you choose to have an agent.

Block 8. Authorized Agent's Name and Title. Indicate name of individual or agency, designated by you, to represent you in this process. An agent can be an attorney, builder, contractor, engineer, consultant, or any other person or organization. Note: An agent is not required.

Blocks 9 and 10. Agent's Address and Telephone Number. Please provide the complete mailing address of the agent, along with the telephone number where he / she can be reached during normal business hours.

Block 11. Statement of Authorization. To be completed by the applicant, if an agent is to be employed.

Block 12. Proposed Nationwide Permit Activity Name or Title. Please provide a name identifying the proposed NWP activity, e.g., Windward Marina, Rolling Hills Subdivision, or Smith Commercial Center.

Block 13. Name of Waterbody. Please provide the name (if it has a name) of any stream, lake, marsh, or other waterway to be directly impacted by the NWP activity. If it is a minor (no name) stream, identify the waterbody the minor stream enters.

Block 14. Proposed Activity Street Address. If the proposed NWP activity is located at a site having a street address (not a box number), please enter it in Block 14.

Block 15. Location of Proposed Activity. Enter the latitude and longitude of where the proposed NWP activity is located. Indicate whether the project location provided is the center of the project or whether the project location is provided as the latitude and longitude for each of the "corners" of the project area requiring evaluation. If there are multiple sites, please list the latitude and longitude of each site (center or corners) on a separate sheet of paper and mark as Block 15.

Block 16. Other Location Descriptions. If available, provide the Tax Parcel Identification number of the site, Section, Township, and Range of the site (if known), and / or local Municipality where the site is located.

Block 17. Directions to the Site. Provide directions to the site from a known location or landmark. Include highway and street numbers as well as names. Also provide distances from known locations and any other information that would assist in locating the site. You may also provide a description of the location of the proposed NWP activity, such as lot numbers, tract numbers, or you may choose to locate the proposed NWP activity site from a known point (such as the right descending bank of Smith Creek, one mile downstream from the Highway 14 bridge). If a large river or stream, include the river mile of the proposed NWP activity site if known. If there are multiple locations, please indicate directions to each location on a separate sheet of paper and mark as Block 17.

Block 18. Identify the Specific Nationwide Permit(s) You Propose to Use. List the number(s) of the Nationwide Permit(s) you want to use to authorize the proposed activity (e.g., NWP 29).

Block 19. Description of the Proposed Nationwide Permit Activity. Describe the proposed NWP activity,including the direct and indirect adverse environmental effects the activity would cause. The description of the proposed activity should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal. Identify the materials to be used in construction, as well as the methods by which the work is to be done.

Provide sketches when necessary to show that the proposed NWP activity complies with the terms of the applicable NWP(s). Sketches usually clarify the activity and result in a quicker decision. Sketches should contain sufficient detail to provide an illustrative description of the proposed NWP activity (e.g.,a conceptual plan), but do not need to be detailed engineering plans.

The written descriptions and illustrations are an important part of the application. Please describe, in detail, what you wish to do. If more space is needed, attach an extra sheet of paper marked Block 19.

Block 20. Description of Proposed Mitigation Measures. Describe any proposed mitigation measures intended to reduce the adverse environmental effects caused by the proposed NWP activity. The description of any proposed mitigation measures should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal and to determine the need for compensatory mitigation or additional mitigation measures.

Block 21. Purpose of Nationwide Permit Activity. Describe the purpose and need for the proposed NWP activity. What will it be used for and why? Also include a brief description of any related activities associated with the proposed project. Provide the approximate dates you plan to begin and complete all work.

Block 22. Quantity of Wetlands, Streams, or Other Types of Waters Directly Affected by the Proposed Nationwide Permit Activity. For discharges of dredged or fill material into waters of the United States, provide the amount of wetlands, streams, or other types of waters filled, flooded, excavated, or drained by the proposed NWP activity. For structures or work in navigable waters of the United States subject to Section 10 of the Rivers and Harbors Act of 1899, provide the amount of navigable waters filled, dredged, occupied by one or more structures (e.g., aids to navigation, mooring buoys) by the proposed NWP activity.

For multiple NWPs, or for separate and distant crossings of waters of the United States authorized by NWPs 12 or 14, attach an extra sheet of paper marked Block 21 to provide the quantities of wetlands, streams, or other types of waters filled, flooded, excavated, or drained (or dredged or occupied by structures, if in waters subject to Section 10 of the Rivers and Harbors Act of 1899) for each NWP. For NWPs 12 and 14, include the amount of wetlands, streams, or other types of waters filled, flooded, excavated, or drained for each separate and distance crossing of waters or wetlands. If more space is needed, attach an extra sheet of paper marked Block 21.

Block 23. Identify Any Other Nationwide Permit(s), Regional General Permit(s), or Individual Permit(s) Used to Authorize Any Part of Proposed Activity or Any Related Activity. List any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity. For linear projects, list other separate and distant crossings of waters and wetlands authorized by NWPs 12 or 14 that do not require PCNs. If more space is needed, attach an extra sheet of paper marked Block 22.

Block 24. Compensatory Mitigation Statement for Losses of Greater Than 1/10-Acre of Wetlands When Pre-Construction Notification is Required. Paragraph (c) of NWP general condition 23 requires compensatory mitigation at a minimum one-for-one replacement ratio will be required for all wetland losses that exceed 1/10-acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation is more environmentally appropriate or the adverse environmental effects of the proposed NWP activity are no more than minimal without compensatory mitigation, and provides an activity-specific waiver of this requirement. Describe the proposed compensatory mitigation for wetland losses greater than 1/10 acre, or provide an explanation of why the district engineer should not require wetland compensatory mitigation for the proposed NWP activity. If more space is needed, attach an extra sheet of paper marked Block 23.

Block 25. Is Any Portion of the Nationwide Permit Activity Already Complete? Describe any work that has already been completed for the NWP activity.

Block 26. List the Name(s) of Any Species Listed As Endangered or Threatened under the Endangered Species Act that Might be Affected by the Nationwide Permit Activity. If you are not a federal agency, and if any listed species or designated critical habitat might be affected or is in the vicinity of the proposed NWP activity, or if the proposed NWP activity is located in designated critical habitat, list the name(s) of those endangered or threatened species that might be affected by the proposed NWP activity or utilize the designated critical habitat that might be affected by the proposed NWP activity. If you are a Federal agency, and the proposed NWP activity requires a PCN, you must provide documentation demonstrating compliance with Section 7 of the Endangered Species Act.

Block 27. List Any Historic Properties that Have the Potential to be Affected by the Nationwide Permit Activity. If you are not a federal agency, and if any historic properties have the potential to be affected by the proposed NWP activity, list the name(s) of those historic properties that have the potential to be affected by the proposed NWP activity. If you are a Federal agency, and the proposed NWP activity requires a PCN, you must provide documentation demonstrating compliance with Section 106 of the National Historic Preservation Act.

Block 28. List the Wild and Scenic River or Congressionally Designated Study River if the Nationwide Permit Activity Would Occur in such a River. If the proposed NWP activity will occur in a river in the National Wild and Scenic River System or in a river officially designated by Congress as a "study river" under the Wild and Scenic Rivers Act, provide the name of the river. For a list of Wild and Scenic Rivers and study rivers, please visit http://www.rivers.gov/

Block 29. Nationwide Permit Activities that also Require Permission from the Corps Under 33 U.S.C. 408. If the proposed NWP activity also requires permission from the Corps under 33 U.S.C. 408 because it will temporarily or permanently alter, occupy, or use a Corps federal authorized civil works project, indicate whether you have submitted a written request for section 408 permission from the Corps district having jurisdiction over that project.

Block 30. Other Information Required For Nationwide Permit Pre-Construction Notifications. The terms of some of the Nationwide Permits include additional information requirements for preconstruction notifications:

* NWP 3, Maintenance –information regarding the original design capacities and configurations of the outfalls, intakes, small impoundments, and canals.
* NWP 31, Maintenance of Existing Flood Control Facilities –a description of the maintenance baseline and the dredged material disposal site.
* NWP 33, Temporary Construction, Access, and Dewatering –a restoration plan showing how all temporary fills and structures will be removed and the area restored to pre-project conditions.
* NWP 44, Mining Activities –if reclamation is required by other statutes, then a copy of the final reclamation plan must be submitted with the pre-construction notification.
* NWP 45, Repair of Uplands Damaged by Discrete Events –documentation, such as a recent topographic survey or photographs, to justify the extent of the proposed restoration.
* NWP 48, Commercial Shellfish Aquaculture Activities –(1) a map showing the boundaries of the project area, with latitude and longitude coordinates for each corner of the project area; (2) the name(s) of the species that will be cultivated during the period this NWP is in effect; (3) whether canopy predator nets will be used; (4) whether suspended cultivation techniques will be used; and (5) general water depths in the project area (a detailed survey is not required).
* NWP 49, Coal Remining Activities –a document describing how the overall mining plan will result in a net increase in aquatic resource functions to the district engineer and receive written authorization prior to commencing the activity.
* NWP 50, Underground Coal Mining Activities –if reclamation is required by other statutes, then a copy of the reclamation plan must be submitted with the pre-construction notification.

If more space is needed, attach an extra sheet of paper marked Block 29.

Blocks 31 and 32. For bank stabilization activities, we are collecting information on the use of living shorelines in coastal waters and lakes to inform future NWP rulemaking efforts. If the PCN is for a proposed NWP 13 activity, and it is located in coastal waters or a lake, please check the appropriate box in block 31 to indicate whether you considered the use of a living shoreline to protect your property from erosion. If the PCN is for a proposed NWP 13 activity, and it is located in coastal waters or a lake, please check the appropriate box in block 32 to indicate whether there are contractors in your area that construct living shorelines.

Block 33. Signature of Applicant or Agent. The PCN must be signed by the person proposing to undertake the NWP activity, and if applicable, the authorized party (agent) that prepared the PCN. The signature of the person proposing to undertake the NWP activity shall be an affirmation that the party submitting the PCN possesses the requisite property rights to undertake the NWP activity (including compliance with special conditions, mitigation, etc.).

DELINEATION OF WETLANDS, OTHER SPECIAL AQUATIC SITES, AND OTHER WATERS

Each PCN must include a delineation of wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial, intermittent, and ephemeral streams, on the project site. Wetland delineations must be prepared in accordance with the current wetland delineation manual and regional supplement published by the Corps. The permittee may ask the Corps to delineate the special aquatic sites and other waters on the project site, but there may be a delay if the Corps does the delineation, especially if the project site is large or contains many wetlands, other special aquatic sites, and other waters. The 45 day PCN review period will not start until the delineation is submitted or has been completed by the Corps.

DRAWINGS AND ILLUSTRATIONS

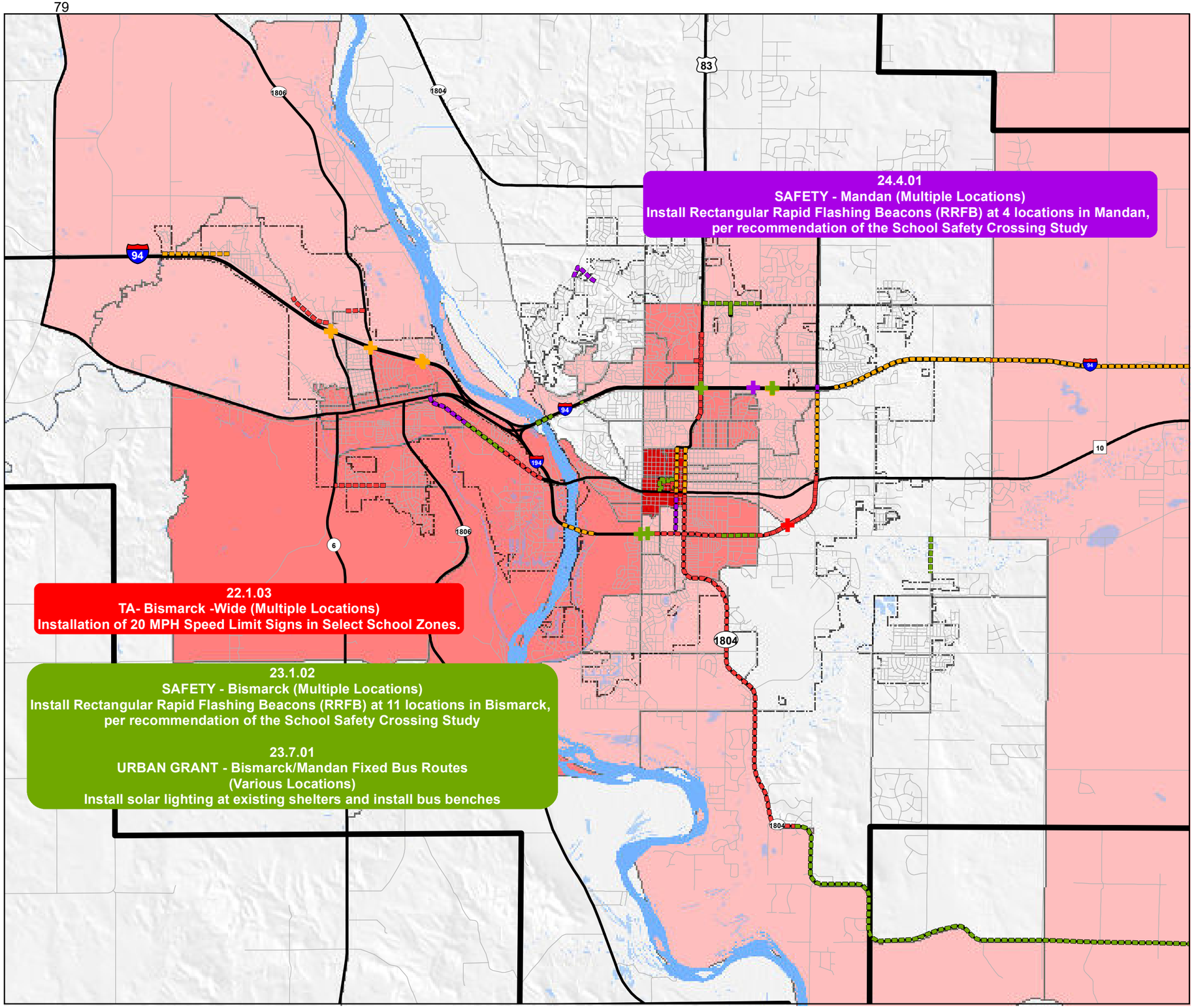
General Information.

Three types of illustrations are needed to properly depict the work to be undertaken. These illustrations or drawings are identified as a Vicinity Map, a Plan View or a Typical Cross-Section Map. Identify each illustration with a figure or attachment number. For linear projects (e.g. roads, subsurface utility lines, etc.) gradient drawings should also be included. Please submit one original, or good quality copy, of all drawings on 8½x11 inch plain white paper (electronic media may be substituted). Use the fewest number of sheets necessary for your drawings or illustrations. Each illustration should identify the project, the applicant, and the type of illustration (vicinity map, plan view, or cross-section). While illustrations need not be professional (many small, private project illustrations are prepared by hand), they should be clear, accurate, and contain all necessary information.

ADDITIONAL INFORMATION AND REQUIREMENTS

For proposed NWP activities that involve discharges into waters of the United States, water quality certification from the State, Tribe, or EPA must be obtained or waived (see NWP general condition 25). Some States, Tribes, or EPA have issued water quality certification for one or more NWPs. Please check the appropriate Corps district web site to see if water quality certification has already been issued for the NWP(s) you wish to use. For proposed NWP activities in coastal states, state Coastal Zone Management Act consistency concurrence must be obtained, or a presumption of concurrence must occur (see NWP general condition 26). Some States have issued Coastal Zone Management Act consistency concurrences for one or more NWPs. Please check the appropriate Corps district web site to see if Coastal Zone Management Act consistency concurrence has already been issued for the NWP(s) you wish to use.

APPENDIX



Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

2022-2025 TIP Projects with Concentration of Households in Poverty in the MPO Area

TIP POINTS

- 2022
- 2023
- 2024
- 2025

TIP LINES

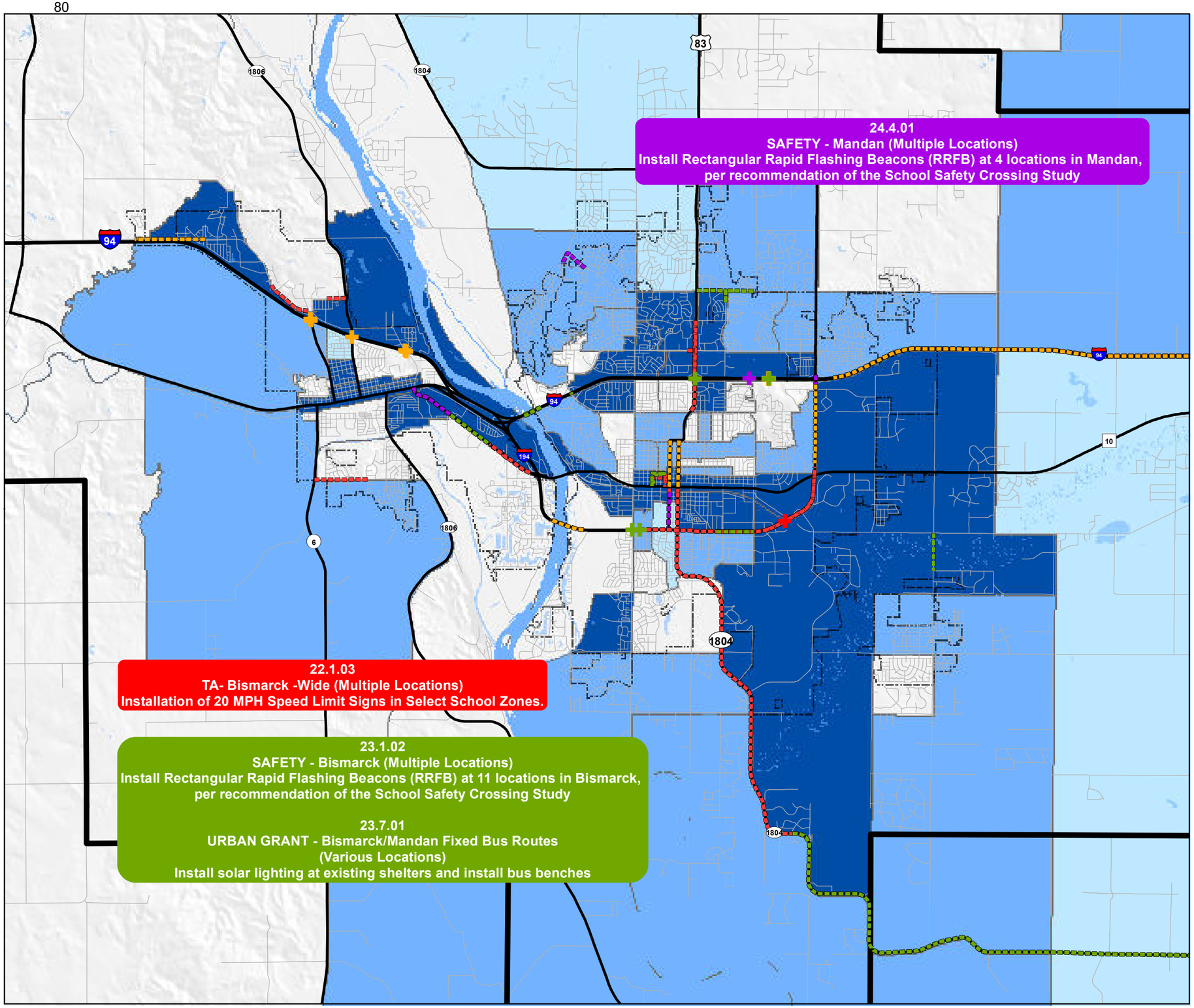
- 2022
- 2023
- 2024
- 2025

Population in Poverty (Census Block)

- 0% - 5%
- 5% - 10%
- 10% - 15%
- 15% - 20%
- MPO Boundary
- Corporate Limits

Map created July 2021 by R.A.D. Based on data from the US Census Bureau 2012-2016 American Community Survey Geodatabase format, as well as the City of Bismarck, Morton County, and the MPO. Percent population obtained by considering US Census Bureau Tables B17017e1 and B17017e2.

X:\ArcMapProjects\MPO\TIP\2022 TIP



Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

2022-2025 TIP Projects with Concentration of Minority Population in the MPO Area

TIP POINTS

- 2022
- 2023
- 2024
- 2025

TIP LINEs

- 2022
- 2023
- 2024
- 2025

Minority Population

(Census Block)

- 0% - 3%
- 3.1% - 5%
- 5.1% - 10%
- 10% +
- MPO Boundary
- Corporate Limits

Map created July 2021 by R.A.D. Based on data from the US Census Bureau 2012-2016 American Community Survey Geodatabase format, as well as the City of Bismarck, Morton County, and the MPO. Percent population obtained by considering US Census Bureau Tables B17017e1 and B17017e2.

X:\ArcMapProjects\MPO\TIP\2022 TIP

TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION STATEMENT

The Bismarck-Mandan Metropolitan Planning Organization (BMMPO) hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process in accordance with the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bismarck-Mandan Metropolitan Planning Organization

Signature

MPO Policy Board chair

Title

7-20-21

Date

North Dakota Department of Transportation

Paul M. Benning

Signature

Local Government Director

Title

7/26/2021

Date

Glossary of Pavement Treatment Types

Glossary of Common Flexible and Rigid Pavement Treatments

The following definitions were obtained from an excerpt of the "Pavement Preservation: Applied Asset Management" training manual offered by the National Center for Pavement Preservation (NCPP) Department of Civil and Environmental Engineering Michigan State University April 2012

FLEXIBLE PAVEMENTS

Asphalt Crack Sealing – Asphalt crack sealing is generally targeted to working cracks. It involves routing or sawing a reservoir, preparing the reservoir by abrasive blasting and thoroughly cleaning it with compressed air. Hot poured, rubberized asphalt sealants are most commonly used with or without backer rod material depending upon crack width/depth.

Asphalt Crack Filling – Asphalt crack filling is principally used for treating non-working cracks. It involves blowing the crack clean with dried, compressed air and filling it with specifically blended asphaltic material. Numerous crack fill configurations have been designed for different types of applications

Fog Seal – A fog seal is the light application of diluted asphalt emulsion to renew surfaces and seal small cracks and surface voids.

Sand Seal – A sand seal is the application of asphalt emulsion followed by a thin layer of sand to seal small cracks and protect pavements. The treatment is used to improve skid resistance and seal pavement surfaces on low volume roads.

Chip Seal – A chip seal is an application of asphalt emulsion followed by a thin layer of aggregate to protect the pavement from oxidation, prevent water infiltration, retard raveling, and restore skid coefficients. Chip seals may be applied in several applications – a single, double or triple course.

Slurry Seal – A slurry seal is a mixture of slow setting emulsified asphalt, well graded fine aggregate, mineral filler, and water. It is used to fill cracks in the pavement, restore a uniform surface texture, seal the surface against water and air intrusion, and to improve skid resistance.

Micro-Surfacing – Micro-Surfacing is a mixture of polymer-modified asphalt emulsion, mineral aggregate, mineral filler, water, and additives, properly proportioned, mixed, and spread on a paved surface.

A single course micro-surfacing applied to a pavement will retard oxidation and improve skid resistance. A multiple-course micro-surfacing application will correct certain pavement surface deficiencies including rutting, minor surface profile irregularities, polished aggregate or low skid resistance, and light to moderate raveling.

Hot Mix Asphalt (HMA) Overlay – These overlays are limited to 1-1/2 inch thickness (170 lbs/sq yd) of generally dense graded mixture. A HMA overlay will improve the ride quality and strengthen the existing pavement structure.

Surface Milling/Non-Structural HMA Overlay – Surface milling is the removal of an existing asphalt surface by the cold milling method followed by the placement of an asphalt overlay with a maximum thickness of 1-1/2 inch. This treatment, which is sometimes called "Mill" and "Fill", will correct several pavement deficiencies such as improving the existing cross section, matching curb and gutter grades, and improving the ride quality.

RIGID PAVEMENTS

Diamond Grinding – Diamond grinding is a process that uses a series of diamond-tipped saw blades mounted on a shaft or arbor to shave off the upper surface (about 0.25 inch) of a rigid pavement.

Diamond grinding is used to improve the surface longitudinal profile and crown of a concrete pavement. Diamond grinding benefits include improved rid equality, removal of joint and crack faults, removal of wheel ruts caused by studded tires, restoration of transverse drainage, and improvement of skid resistance

Concrete Crack Sealing – Concrete crack sealing is a first line of defense in pavement preservation and is intended to prevent or reduce the ingress of moisture and incompressible material into cracks, thereby slowing deterioration. (Crack sealing is not usually done on Continuous Reinforced Concrete Pavement (CRCP)).

The treatment involves sawing, cleaning and sealing of concrete pavement cracks that are longer than 3 feet and wider than 0.125 inch. For cracks wider than 0.4 inch, a backer rod must be used.

Concrete Joint Resealing – This treatment includes the removal of the existing deteriorated joint seals and resealing the transverse and longitudinal joints with preformed neoprene, silicon, or low-modulus hot-poured rubber.

Concrete pavement joints are sealed to prevent water and incompressible materials from entering the pavement structure, thereby slowing the rate of deterioration of the concrete pavement. The many aspects of the process are essentially the same as Concrete Crack Sealing.

Partial Depth Repair – Partial depth repair is used to improve the ride quality and assist in sealing the pavement surface by repairing localized areas of surface deterioration within the upper one-third of the slab depth. The concrete pavement should be in relatively good condition with only localized areas needing repair. This treatment involves substantial hand work at the top portion of the concrete slab.

Dowel Bar (Load Transfer) Retrofit – A dowel bar retrofit is the placement of dowel bars across faulted joints and/or cracks to re-establish load transfer between slabs.
The treatment restores effective load transfer at joints and cracks, significantly reduces the occurrence of severe faulting, and increases the structural capacity of the pavement.

The work consists of five operations: cutting the slots across the joint and/or crack, preparing the slots, placing the dowel bars, backfilling the slots, and opening the pavement to traffic.

Full Depth Concrete Pavement Repair – Full depth concrete pavement repair consists of the removal and replacement of the concrete pavement at the deteriorated joint or open crack. The repair may include the insertion of load transfer dowels, pavement reinforcement, and contraction and/or expansion joints with joint seals.

This treatment will restore pavement structural integrity and should (at least) maintain its existing ride quality. Secondary benefits include reducing the quantity of water entering the pavement structure and slowing the rate of distress.

FUNDING SOURCES

PROJECT PREFIX		
IM	=	Interstate Maintenance - State Project
NH	=	National Highway System - State Project
NHU	=	National Highway System - State Urban Project
AC	=	Advance Construction
SS	=	Non-National Highway System - State Rural Project
SU	=	Non-National Highway System - State or City Urban Project
CPU	=	Non-National Highway System - City Urban Project
STP	=	Transportation Improvement - Non-National Highway System - State Rural Project
STU	=	Transportation Improvement - Non-National Highway System State or City Urban Project
SC	=	Non-National Highway System - County Rural Project
BRI	=	Bridge Replacement - State Project - Interstate System
BRN	=	Bridge Replacement - State Project - National Highway System
U-BRN	=	Urban Bridge Replacement - State Project - National Highway System
BRS	=	Bridge Replacement - State Project - Non-National Highway System
BRU	=	Bridge Replacement - State or City Urban Project - Non-National Highway System
BRC	=	Bridge Replacement - County Project - Non-National Highway System
BRO	=	Bridge Replacement - County Off-System Project
HRR	=	High Risk Rural Roads - State Safety Project – Non-National Highway System
HEN	=	High Hazard Elimination - State Safety Project - National Highway System
SHE	=	High Hazard Elimination - "Small" State Safety Project - National Highway System
HES	=	High Hazard Elimination - State Safety Project - Non-National Highway System
HEU	=	High Hazard Elimination - State or City Urban Safety Project - Non-National Highway System
HEC	=	High Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector)
HEO	=	High Hazard Elimination - County Off-System Safety Project
HLS	=	High Hazard Elimination - State Safety Project
HLU	=	High Hazard Elimination - Urban Safety Project
HLC	=	High Hazard Elimination - County Safety Project
RSN	=	Railroad Crossing Hazard Elimination - State Safety Project - National Highway System
RSS	=	Railroad Crossing Hazard Elimination - State Safety Project - Non-National Highway System
RSU	=	Railroad Crossing Hazard Elimination - State or City Urban Safety Project - Non-National Highway System
RSC	=	Railroad Crossing Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector)
RSO	=	Railroad Crossing Hazard Elimination - County Off-System Safety Project
RPN	=	Railroad Crossing Protection Device - State Safety Project - National Highway System
RPS	=	Railroad Crossing Protection Device - State Safety Project - Non-National Highway System
RPU	=	Railroad Crossing Protection Device - State or City Urban Safety Project - Non-National Highway System
RPC	=	Railroad Crossing Protection Device - County Safety Project - Non-National Highway System - (County major collector)
RPO	=	Railroad Crossing Protection Device - County Off-System Safety Project
TAU	=	Transportation Alternatives - State or City Urban Project – National or Non-National Highway System
TAC	=	Transportation Alternatives - County Project - Non-National Highway System
TCAP	=	Transit - Section 5339 Bus & Bus Facilities
TE/D	=	Transit - Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities
TPL	=	Transit - Section 5303/4 Metropolitan and Statewide Planning
TRUR	=	Transit - Section 5311 Formula Grants for other than Urbanized Areas
TURB	=	Transit - Section 5307 Urbanized Area Formula Program
FHS	=	Forest Highway - State Project
FHC	=	Forest Highway - County Project
FHO	=	Forest Highway - County Off-System Project
SOIA	=	State Oil Infrastructure – Projects funded with special legislative funding for the 2013-2015 Biennium
SOIB	=	State Oil Infrastructure – Projects funded with special legislative funding for the 2015-2017 Biennium
TBD	=	Project Funding will be determined at a future date
ROM	=	Regraveling Project - U.S. Air Force Transporter-Erector System - (FHWA project designation = OM-AD)
SER	=	State Emergency Relief - State projects on any federal aid highway that uses funds from the Emergency Relief Program
SIB	=	State Infrastructure Bank - Projects funded using the State Infrastructure Bank program
UGP	=	Urban Grant Program - Projects funded using the Urban Grant Program
TRP	=	Transportation Research Innovation Projects – State projects using innovation

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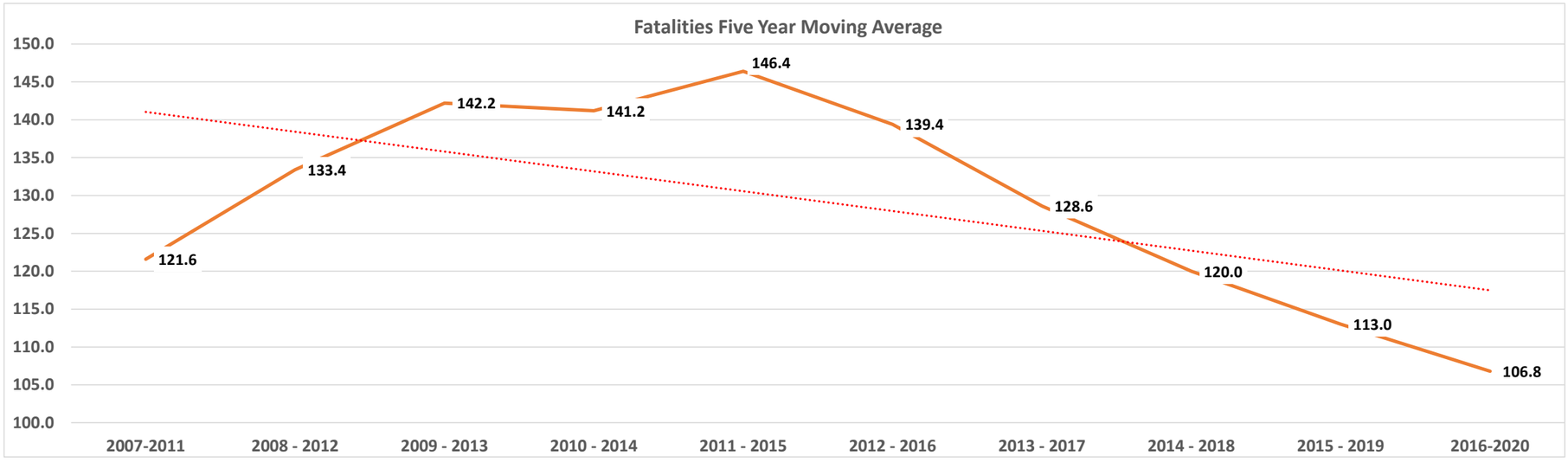
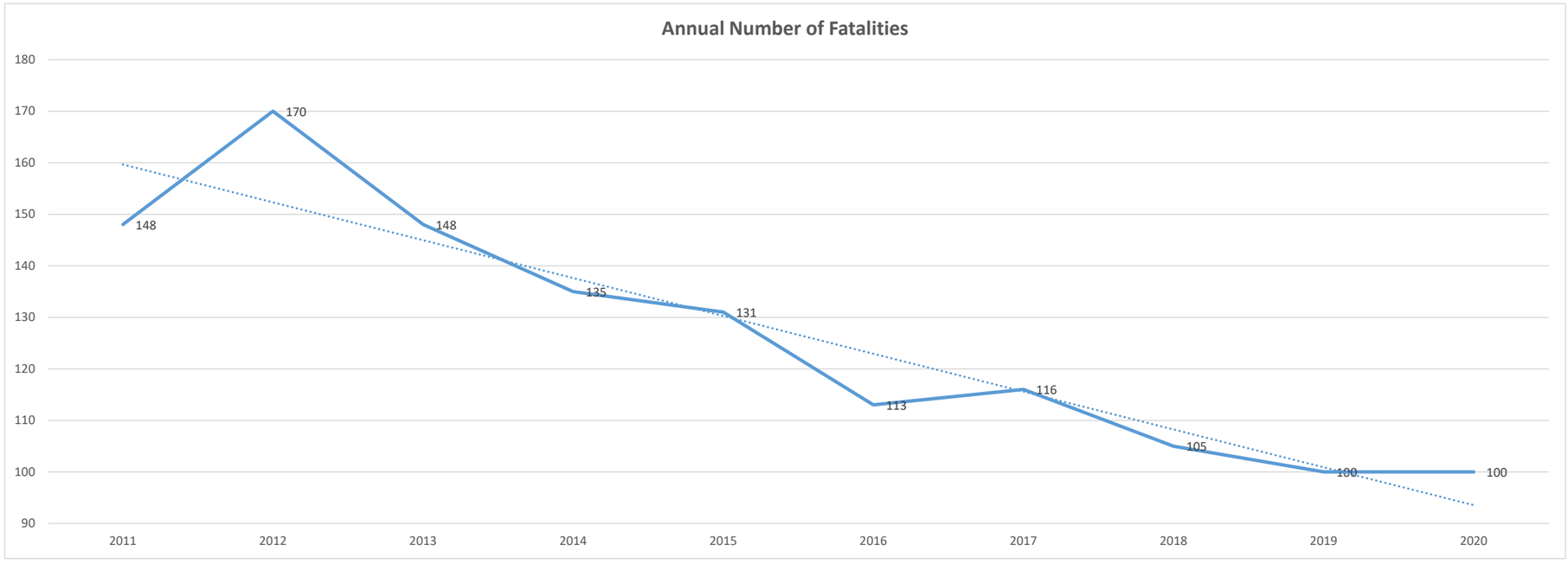
EXHIBIT B

Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Number of fatalities	123	111	111	104	140	105	148	170	148	135	131	113	116	105	100	100	88	88

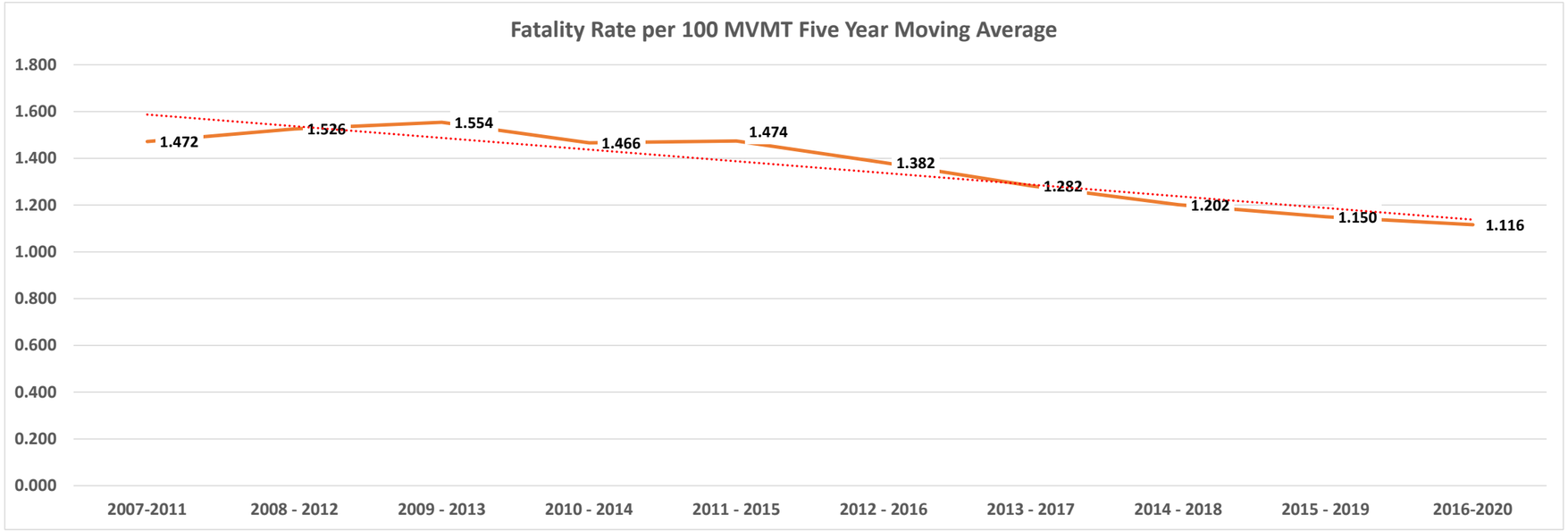
					2005-2009	2006-2010	2007-2011	2008 - 2012	2009 - 2013	2010 - 2014	2011 - 2015	2012 - 2016	2013 - 2017	2014 - 2018	2015 - 2019	2016-2020	2017-2021	2018-2022
Five Year Average					117.8	114.2	121.6	133.4	142.2	141.2	146.4	139.4	128.6	120.0	113.0	106.8	101.5	96.4
Reduction in 5 Year Averages	5.00%					-3.056027	6.4798599	9.703947	6.5967016	-0.7032349	3.68271955	-4.78142077	-7.7474892	-6.6874028	-5.8333333	Baseline		Target
												-4.78142077	**-7.7474892**	**-6.6874028**	**-5.8333333**	**-5.486726**		

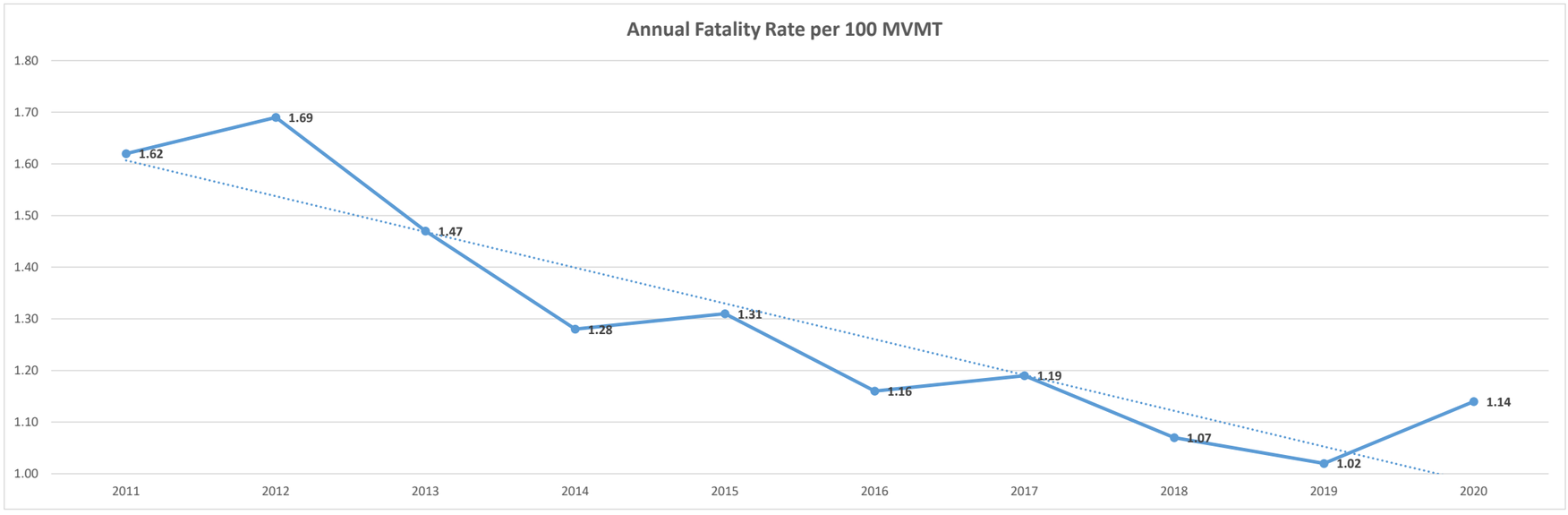




Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatality rate per 100 million VMT	1.62	1.41	1.42	1.33	1.72	1.27	1.62	1.69	1.47	1.28	1.31	1.16	1.19	1.07	1.02	1.14	1.12	1.12

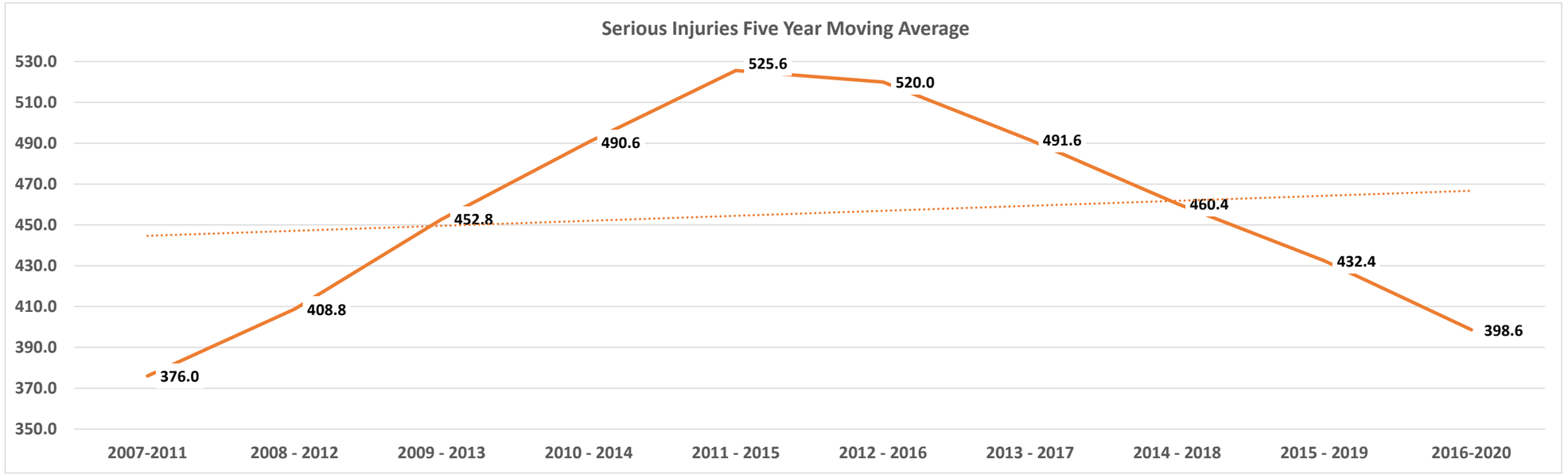
					2005-2009	2006-2010	2007-2011	2008 - 2012	2009 - 2013	2010 - 2014	2011 - 2015	2012 - 2016	2013 - 2017	2014 - 2018	2015 - 2019	2016-2020	2017-2021	2018-2022
Five Year Average					1.500	1.430	1.472	1.526	1.554	1.466	1.474	1.382	1.282	1.202	1.150	1.116	1.105	1.094
Reduction in 5 Year Average	1.00%															Baseline		Target
						-4.666667	2.9370629	3.6684783	1.8348624	-5.6628057	0.5457026	-6.241519674	-7.23589	-6.2402496	-4.3261231	-2.956522		

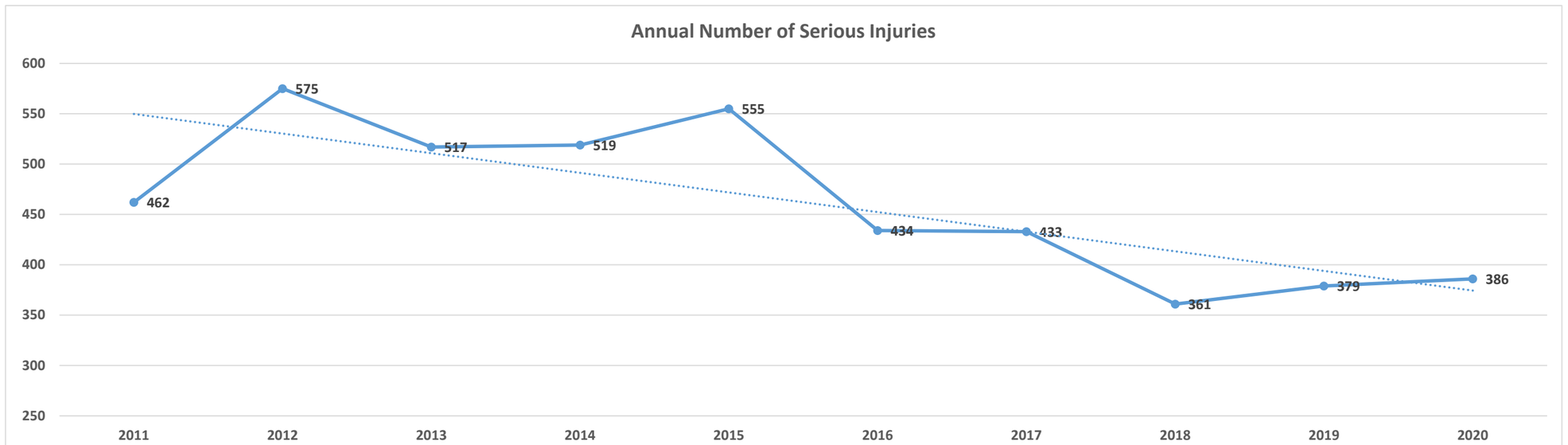




Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Number of serious injuries (state data)	382	418	411	297	330	380	462	575	517	519	555	434	433	361	379	386	336	336

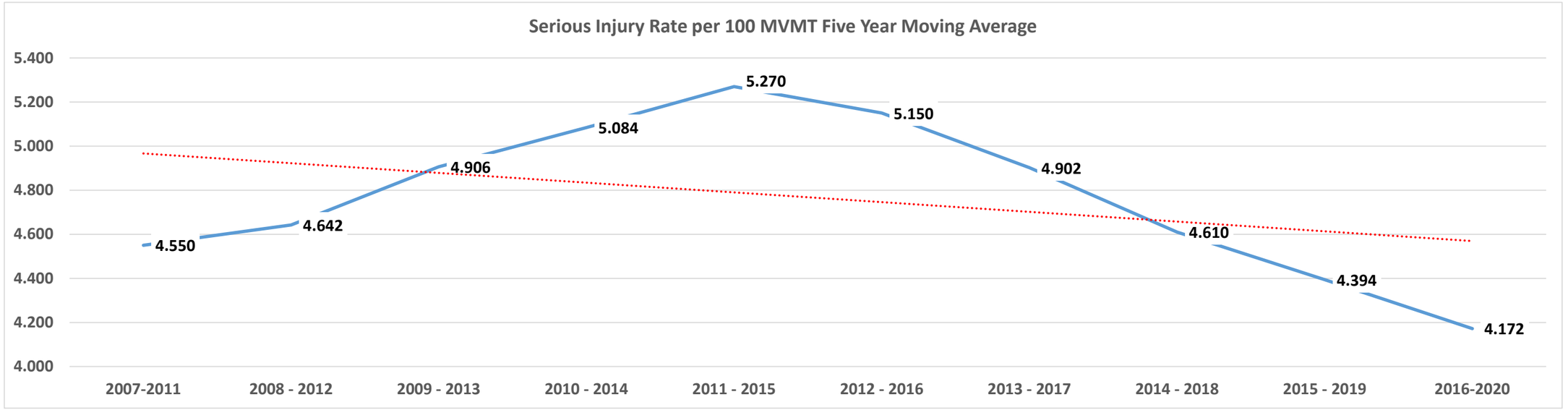
					2005-2009	2006-2010	2007-2011	2008 - 2012	2009 - 2013	2010 - 2014	2011 - 2015	2012 - 2016	2013 - 2017	2014 - 2018	2015 - 2019	2016-2020	2017-2021	2018-2022
Five Year average					367.6	367.2	376.0	408.8	452.8	490.6	525.6	520.0	491.6	460.4	432.4	398.6	378.7	359.7
Reduction in 5 Year Average	5.00%															Baseline		Target
						-0.108814	2.396514	8.723404	10.7632094	8.34805654	7.13412148	-1.065449	-5.4615385	-6.3466233	-6.0816681	-7.8168363		

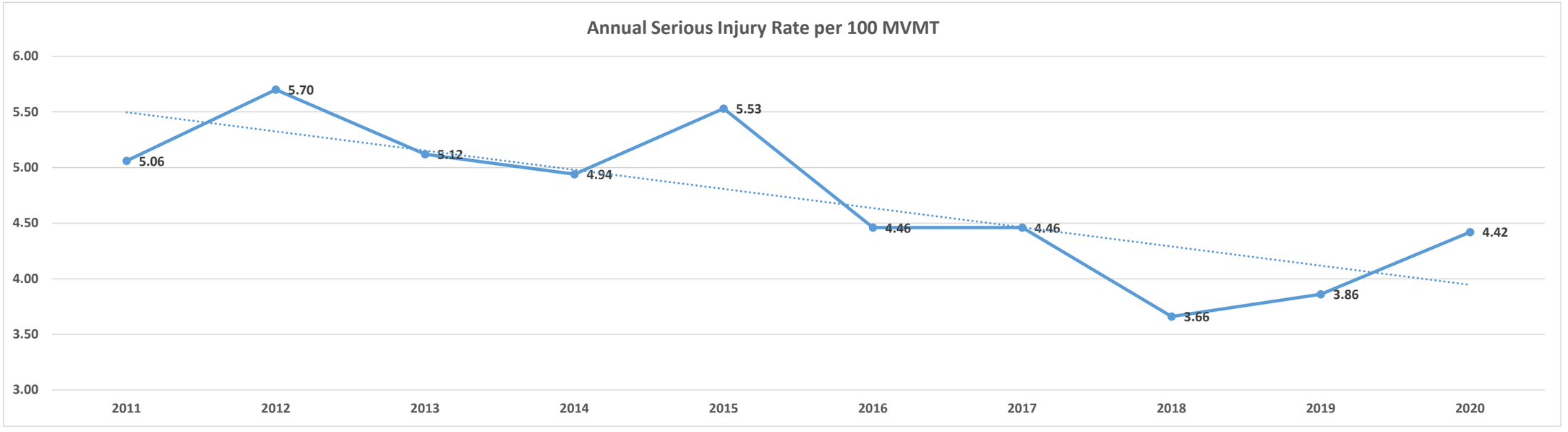




Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Serious Injury rate per 100 million VMT	5.05	5.30	5.24	3.80	4.05	4.60	5.06	5.70	5.12	4.94	5.53	4.46	4.46	3.66	3.86	4.42	4.25	4.25

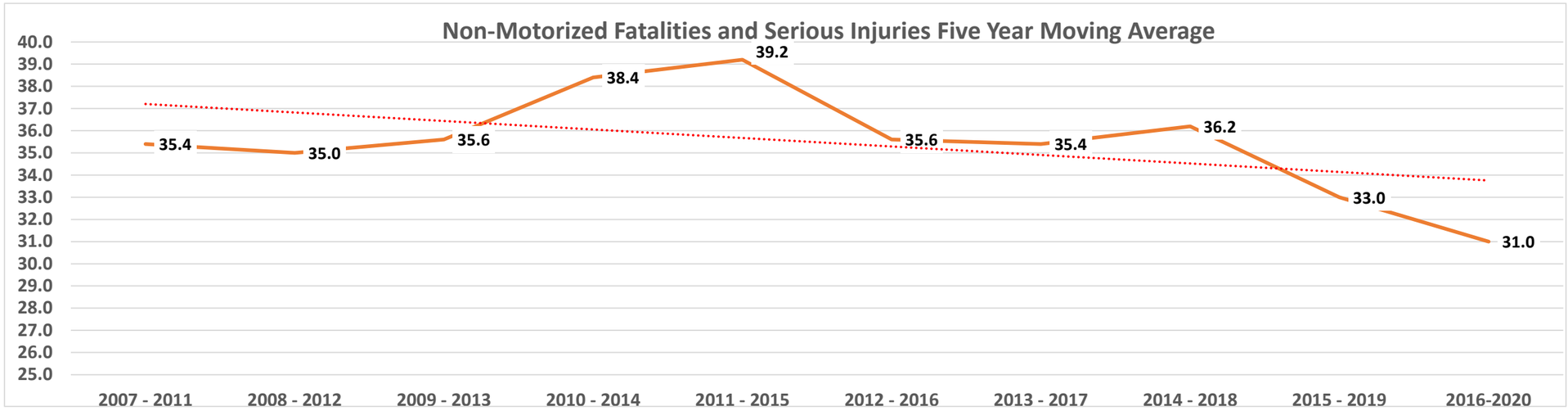
					2005-2009	2006-2010	2007-2011	2008 - 2012	2009 - 2013	2010 - 2014	2011 - 2015	2012 - 2016	2013 - 2017	2014 - 2018	2015 - 2019	2016-2020	2017-2021	2018-2022
Five Year Average					4.688	4.598	4.550	4.642	4.906	5.084	5.270	5.150	4.902	4.610	4.394	4.172	4.130	4.089
Reduction in 5 Year Average	1.00%															Baseline		Target
						-1.919795	-1.0439321	2.021978	5.68720379	3.62821035	3.65853659	-2.277039848	-4.815534	-5.9567523	-4.6854664	-5.052344		

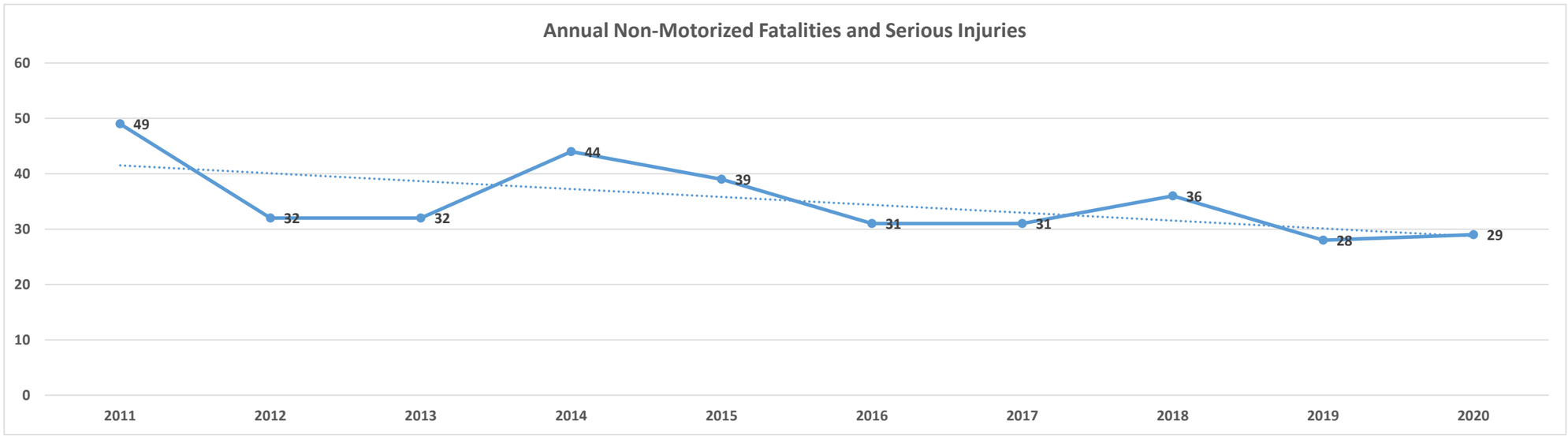




Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Pedestrian Fatalities	9	4	5	6	4	7	9	7	1	9	7	7	5	6	5	8		
Pedalcycle Fatalities	2	0	0	1	1	1	1	0	1	3	1	3	2	2	2	1		
Pedestrian Serious Injury	15	11	22	12	18	19	28	19	18	24	21	13	22	23	14	12		
Pedalcycle Serious Injury	12	8	7	10	7	8	11	6	12	8	10	8	2	5	7	8		
Total Non-Motorized	38	23	34	29	30	35	49	32	32	44	39	31	31	36	28	29	28	28

					2005 - 2009	2006 - 2010	2007 - 2011	2008 - 2012	2009 - 2013	2010 - 2014	2011 - 2015	2012 - 2016	2013 - 2017	2014 - 2018	2015 - 2019	2016-2020	2017-2021	2018-2022
Five Year Average					30.8	30.2	35.4	35.0	35.6	38.4	39.2	35.6	35.4	36.2	33.0	31.0	30.4	29.8
Reduction in 5 Year Average	2.00%															Baseline		Target
						-1.9480519	17.218543	-1.1299435	1.71428571	7.86516854	2.08333333	-9.1836735	-0.5617978	2.25988701	-8.839779	-6.060606		





Resolution of Adoption

For the North Dakota Department of Transportation's
2022 HSIP Performance Targets (PM1)

Whereas, the U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) as detailed in 23 CFR 490, Subpart B, National Performance Measures for the Highway Safety Improvement Program;

Whereas, the North Dakota Department of Transportation (NDDOT) established performance targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

Whereas, metropolitan planning organizations (MPOs) must establish performance targets for each of the HSIP performance measures; and

Whereas, MPOs establish HSIP targets by either agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT HSIP target or commit to a quantifiable HSIP target for the metropolitan planning area; and

Now, therefore, be it resolved, that the Bismarck-Mandan Metropolitan Planning Organization agrees to plan and program projects so that the projects contribute to the accomplishment of NDDOT's calendar year 2022 HSIP targets (PM1) for the following performance measures:

Number of fatalities:	**96.4**	5% reduction in 5-year average
Rate of fatalities:	**1.094 per 100 million vehicle miles traveled**	1% reduction in 5-year average
Number of serious injuries:	**359.7**	5% reduction in 5-year average
Rate of serious injuries:	**4.089 per 100 million vehicle miles traveled**	1% reduction in 5-year average
Number of non-motorized fatalities and non-motorized serious injuries:	**29.8**	2% reduction in 5-year average

CERTIFICATE

The undersigned, duly elected chairperson of the Bismarck-Mandan Metropolitan Planning Organization Policy Board, certifies that the forgoing is true and correct copy of a Resolution, adopted at a legally convened meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board held on October 19, 2021.

_____ _____

Gerarld Wise, Date
Chair, Bismarck-Mandan MPO Policy Board

EXHIBIT C

200.204.00

DATA ACQUISITIONS

(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	PROJECT PARTICIPATION
Bismarck	8,400	6,720	1,680	1,2
Mandan	2,800	2,240	560	1,2
Morton County	350	280	70	1,2
Burleigh County	2,100	1,680	420	1,2
Lincoln	350	280	70	1,2
Other	0	0	0	
TOTAL	14,000	11,200	2,800	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	PROJECT PARTICIPATION
Bismarck	60,000	48,000	12,000	5
Mandan	20,000	16,000	4,000	5
Morton County	2,500	2,000	500	5
Burleigh County	15,000	12,000	3,000	5
Lincoln	2,500	2,000	500	5
Other	0	0	0	
TOTAL	100,000	80,000	20,000	

Data Procurement	Cycle	Last Collection	Next Collection	Estimated Cost
1 - Socio-Economic Data	5-years	2017	2021	4,000
2 - Origin-Destination Data	5-years	2017	2021	10,000
3 - Ortho/LiDAR Collection	3-years	2020	2020	180,000
4 - Pavement Management	5-years	2020	2023/2024	82,000
5 - Traffic Counting	Ad Hoc	2018	2022	100,000

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Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

Policy: MPO Staff-Level Approvals and Contract Execution

Type of Policy: Administrative
Effective Date: October 2021
Last Revised: October 2021

1. Reason for Policy

Staff-level approval and/or execution of contracts and purchases, which hold low or no financial risk, will allow the Bismarck-Mandan MPO to 1) maintain the workflow for the office and 2) ensure timely acquisition and development of standard work products.

2. Policy Statement

Bismarck-Mandan MPO staff will be granted authorization to approve and/or execute low-risk /no-risk contracts and 'micro-purchases', as detailed in Section 5., in accordance with federal, state, and hosting agency (i.e. City of Bismarck) guidance.

3. Scope

This policy applies to 1) contracts, services or costs previously approved by the TAC and/or Policy Board and 2) products approved in the Unified Planning Work Program (UPWP) and considered a 'micro-purchase'. This policy does not apply to standard, routinely incurred office expenses—which could be categorized as 'micro-purchases'—as these need no individual approval by the Policy Board.

4. Definition(s)

Micro-purchase	Purchases which use federal grant funding and are less than $10,000. Requires at least one reasonable quote.

5. Procedures

- Execute contracts upon review and approval of the TAC and/or Policy Board, when the Policy Board Chair is not indicated as the signature.
  - Traditionally practiced. Approval would create a standing privilege.
  - Ex) ATAC Master Agreement, MOA's from NDDOT
- Execute transportation planning study contracts when the cost of project and consultant have been approved by TAC and/or Policy Board.
  - Routinely requested for each study. Approval would create a standing privilege.

- Approve time extensions for transportation planning studies, when no additional funding is requested, up to one time per study and for not more than 4 months.
  - Any funding change to a transportation planning study would require TAC and/or Policy Board approval and, possibly, a UPWP amendment.
- Execute 'micro-purchases' or contracts less than $10,000, which have been approved in UPWP, without prior board approval.
  - UPWP ensures the TAC and/or Policy Board has approved the expense.
  - $10,000 is the 'micro-purchase' threshold for City of Bismarck, the State of North Dakota, and the Federal Government.
  - Ex) Data purchases, Specialty office needs/office furniture

6. Enforcement/Renewal

Guidance will be revised as needed and reaffirmed biennially by the MPO TAC and/or Policy Board, following the update of the UPWP.

7. Related Information

Agency	Supporting Resource
City of Bismarck	City of Bismarck Ordinance; Title 7 – Fiscal Procedures Section 7-01-03, part 4 (Competitive Bidding Requirements)
State of North Dakota	ND Dept of Transportation; Local Government Manual, Section 2.7 (Administration) ND Office of Management and Budget; State Procurement Manual, Section 1.5 (Purchasing Thresholds)
U.S. Federal Government	Amendment to 2 CFR 200, Referencing 48 CFR part 2, subpart 2.1,

8. Policy History

Revision Date	Author	Description
10/19/2021	Rachel Drewlow, MPO Executive Director	Initial Policy Approval

9. Certificate:

The undersigned, duly elected chairperson of the Bismarck-Mandan Metropolitan Planning Organization Policy Board, certifies that the forgoing policy was adopted at a legally convened meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board held on October 19, 2021.

_____ _____

Chair
Bismarck-Mandan MPO Policy Board

Date