

TO: Bismarck-Mandan Metropolitan Planning Organization Policy Board
FROM: Rachel Drewlow, MPO Executive Director
DATE: January 11, 2022
RE: Policy Board Meeting

There will be a meeting of the Bismarck-Mandan MPO Policy Board on **Tuesday, January 18, 2022, at 1:30 PM.** The meeting will be held in the Tom Baker Meeting Room of the City/County Office Building at 221 N. 5th Street, Bismarck, 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 MPO 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 December 21, 2021 Meeting 3
2. 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS – Stephen Larson, MPO
 4th Street, 5th Street, & Broadway Avenue Project, Amendment (Exhibit A) 15
 Memorial Bridge Project, Amendment (Exhibit B) 17
 Apple Creek Site Project, Amendment (Exhibit C) 19
 McKenzie Drive Project (Exhibit D) 21
 US Highway Delineators Project, Amendment (Exhibit E) 23
 Updated 2022-2025 TIP Program of Projects (Exhibit F) 25
ACTION ITEM: 2022-2025 TIP Amendments
3. 2022-2025 TIP ADMINISTRATIVE MODIFICATION – Stephen Larson, MPO
 Bismarck Rectangular Rapid Flashing Beacons Project, Modification (Exhibit G) 29
4. ATAC MASTER AGREEMENT ADDENDUM NO. 2 – Rachel Drewlow, MPO
 Addendum No. 2 (Exhibit H) 31
ACTION ITEM: ATAC Master Agreement Addendum No. 2

5.	2021-2022 UPWP ADMINISTRATIVE MODIFICATIONS – Kim Riepl, MPO	
	Transportation Bill Inclusion (Exhibit I)	33
	Study Budget Increase (Exhibit J)	35
6.	OTHER BUSINESS	
7.	ADJOURNMENT	

Next scheduled Policy Board meeting is on 02/15/2022. 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

<u>Project</u>	<u>% Complete</u>	<u>Contracted Completion Date</u>
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
DECEMBER 21, 2021**

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

Members present or participating via Zoom were Gerald Wise, Steve Bakken, Kathleen Jones, Andy Zachmeier, and Tim Helbling.

Others present or attending via Zoom were Rachel Drewlow, Kim Riepl and Stephen Larson of the Bismarck-Mandan MPO; Deidre Hughes, Bis-Man Transit; Justin Froeth, City of Mandan Engineering; Gabe Schell, City of Bismarck Engineering; Marcus Hall and Dan Schriock, Burleigh County Highway Department; and Sharijaj Hasan, ATAC/NDSU.

CALL TO ORDER

Chair Wise called the December 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 November 16, 2021 Regular Meeting of the Policy Board.

MOTION: Ms. Jones made a motion to approve the minutes of the November Regular Meeting. Mr. Helbling seconded the motion and with Tim Helbling, Steve Bakken, Kathleen Jones, and Chair Wise voting in favor, the minutes of the November 16, 2021 Regular Meeting were approved.

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

ITSRA UPDATE & FINAL REPORT

Mr. Hasan presented using Exhibit A. He explained with the support of the MPO, he has updated the Intelligent Transportation Systems (ITS) Regional Architecture (RA) for the Bismarck-Mandan MPO region.

Mr. Hasan first reminded the board ITS is the application of computing and communication technologies for the monitoring, evaluating, and managing of transportation systems. The goal of using ITS technology is to increase the efficiency and safety of the transportation network. A good example of an ITS is a Transportation Management Center, which can communicate with emergency vehicles, traffic signals, video surveillance, and more. ITS Architecture shows the interconnection of all ITS components, such as the connections between management systems or field devices, and increases integration between them. The National Architecture (NA) is a template containing the whole gamut of ITS applications nationwide, while the RA is a customization based on regional needs.

The goal of the ITSRA update is to accurately describe the ITS picture in the Bismarck-Mandan MPO region. Mr. Hasan said the RA describes both existing and planned regional ITS technologies and their functions. The RA serves as a roadmap to help implement and integrate ITS in the MPO area, and improve overall communication for both people and systems. He explained the RA can be used as a planning tool for ITS deployment, and it is a living product that can be continually updated. The RA is not dependent on technological changes, but is instead focused on the services and functions specific ITS elements are performing for the region. The RA is in compliance with the NA, helping to meet federal requirements for ITS projects funding.

Mr. Hasan explained the ITSRA was first developed in 2005, and was updated in 2008, 2013, and now in 2021. It has a fifteen-year planning horizon, and its geographical area includes the five service areas of the MPO region (Bismarck, Mandan, Lincoln, Burleigh County, and Morton County). The RA scope includes the various ITS centers in the area, and their relation to one another. This RA update has defined the various ITS stakeholders and their specific roles and responsibilities, as well as any agreements they have between them. The update specifies what ITS services will be provided by which stakeholders. The RA has an inventory of existing ITS, and also explains the interfaces connecting these ITS elements. ATAC conducted meetings with various stakeholders from regional transportation organizations in order to collect a list of ITS systems currently being used, or planned for future years.

The ITSRA document should assist with both short and long-range transportation planning and budgeting. Mr. Hasan indicated because of this, the 2021 RA update has been integrated with the MPO's Arrive 2045 Metropolitan Transportation Plan (MTP). The RA update specifically points out how the ITS service packages being deployed meet the goals and objectives of the MTP. There are twenty-two existing ITS service packages called out in the document, with an additional three planned service packages, and six future service packages. These packages take advantage of a new feature called service package instances. As an example, the traffic signal centers for Bismarck and Mandan are quite different from each other. Therefore, under the traffic signal control service package, Bismarck and Mandan will each have their own service package instance to address their specific needs.

Mr. Hasan concluded by explaining the ITSRA includes asset tracking, allowing ITS assets in the field to be tagged and maintained in a database. He showed the board the various resources he used to support the ITSRA update. If the board allows, he would like to still make some minor additions to the final report, primarily a list of figures and tables for user convenience. The full 2021 ITSRA document can be accessed online at <https://regional.atacenter.org/bisman/>.

MOTION: Ms. Jones made a motion to approve the ITSRA Final Report as presented. Mr. Helbling seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones, Andy Zachmeier, and Chair Wise voting in favor, the motion was approved.

2025 TRANSPORTATION ALTERNATIVE (TA) PROJECTS

Ms. Riepl explained the TA projects were tabled in November by Policy Board. The MPO originally received three applications for the TA solicitation. Two applications

were submitted by Bismarck Parks and Recreation District (BPRD) and one by the City of Bismarck. The application submitted by the City of Bismarck was a construction project for a multi-use trail extension on State Street from Calgary Avenue to 43rd Avenue. The two BPRD applications included one construction project for a multi-use trail extension on South Washington Street to connect the existing trail from Meridian Drive to Sibley Park, and the other project was a preservation project for the rehabilitation of the Hay Creek Trail between Lilac Drive and the 26th Street Stairs.

Ms. Riepl said the projects were initially reviewed and ranked by MPO staff and the Bike-Ped Subcommittee in separate categories for construction and preservation. At last month's TAC meeting, TAC expressed concerns about ranking the projects separately, since this results in having two number 1 projects. TAC believed this could be confusing for NDDOT's review committee. Both TAC and Policy Board agreed to table the TA projects so the Bike-Ped Subcommittee could rank them again, this time collectively. This was done on November 30, using a pair-wise comparison. The City of Bismarck's project came in as the top ranked project, followed by BPRD's Hay Creek Trail renovation project at second, and the South Washington Street project ranked third. Ms. Riepl noted the project costs and details are on the Exhibit B summary sheet.

Mr. Bakken observed the Hay Creek Trail project is ranked second, and that it is a preservation project. He asked if there are any public safety concerns with the section of trail being addressed by the project. Ms. Riepl said the trail is not deteriorated enough to pose a safety concern at this time. However, the MPO always wants to maintain existing roads and trails in good repair, and there are problems with this section of the Hay Creek Trail that should be addressed before they become a safety concern.

MOTION: Ms. Jones made a motion to approve the TA projects and forward them to NDDOT with TAC's recommended ranking, as presented. Mr. Bakken seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones, Andy Zachmeier, and Chair Wise voting in favor, the motion was approved.

2026 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECTS

Ms. Riepl said the HSIP solicitation did have an October 15 submittal deadline, and Burleigh County submitted one application prior to the deadline. Burleigh County's application was considered by TAC in November and TAC recommended approval of the application. At the same meeting, the City of Bismarck indicated they had applications to submit for the HSIP that were inadvertently not submitted, and they requested to be allowed to submit these applications post-deadline. TAC voted to approve this request. Subsequent to this, Policy Board voted to deny the Burleigh County HSIP application, citing concerns about cost and perceived lack of support for the project. However, Policy Board approved the City of Bismarck request to submit HSIP applications for December consideration.

Ms. Riepl explained there are a total of three HSIP applications being presented to the board. Two are new City of Bismarck applications, and one is the Burleigh County application, modified from its original version. Because Burleigh County has modified their application post-deadline, they are requesting approval to have it considered by the board, following the same process used in November to allow the City of Bismarck to submit their applications post-deadline. Ms. Riepl said the MPO is trying to achieve

consistency in the approach for late applications. She said the first action being requested of Policy Board is to consider approval of Burleigh County's request to submit their modified application post-deadline.

FIRST MOTION: Ms. Jones made a motion to allow Burleigh County to submit their revised HSIP application for consideration post-deadline.

DISCUSSION: Mr. Zachmeier asked why Bismarck missed their submission deadline, and why Burleigh County should be penalized while Bismarck is allowed to submit post-deadline. He said now government officials are missing deadlines and he wants to know why these issues are occurring. Ms. Riepl said this is a fair question, and the MPO was not given specific reasons for the City of Bismarck missing the initial October 15 HSIP deadline. However, she said since HSIP applications are not due to NDDOT until December 31, MPO staff felt there was sufficient time to review and score the Bismarck applications and so TAC granted leniency in November. Mr. Zachmeier finds the leniency being granted by the boards troubling. He believes it happens constantly, and in his opinion since Burleigh County had their application in on time, it should be the only application considered. Mr. Helbling asked if Burleigh County is now restructuring their application, and Ms. Riepl confirmed they were. Mr. Zachmeier asked if Burleigh restructured their application because Bismarck's late submissions would be more favorable than their application if they did not. He said that is how it appears to him, and he thinks that is how it would appear to the average citizen. He asked if the October 15 deadline was arbitrary, and what the reasoning for these deadlines is. He said deadlines are being missed by contractors and now by government officials, and he wants to know when someone will be held accountable. Ms. Riepl said she understands Mr. Zachmeier's concerns and MPO staff certainly feels deadlines are there for a purpose. However, in this case the decision was granted by both TAC and Policy Board in November to allow the City of Bismarck to submit post-deadline. Since that happened, Burleigh County took the opportunity to revise their application, which is why the action to allow them to do so is being requested by the MPO, so all three applications can be considered together.

Mr. Zachmeier said in his opinion Burleigh County's application was in on time and so he will vote that way. Ms. Drewlow mentioned the original Burleigh County application was denied by Policy Board in November, so the only other way they could have their project considered would be for Policy Board to rescind their November motion. MPO staff decided not to pursue this option for the current meeting, because Burleigh County changed their application and essentially made it a new application. Mr. Helbling asked what happens if the board rejects all three HSIP applications. Ms. Drewlow said she understands NDDOT has HSIP money to spread out state-wide, so if Policy Board denies the applications, the Bismarck-Mandan MPO would not be able to receive any of those funds for 2026 construction. Mr.

Helbling said he agrees with Mr. Zachmeier, but wonders if it is wise to turn down HSIP funding.

Ms. Drewlow said she set the October 15 deadline for HSIP submissions, hoping to get everything approved in November. However, a little extra time is allowed at the end of the year in case the MPO runs behind, or something is tabled. MPO staff was comfortable receiving these HSIP applications; staff tries to be friendly to the jurisdictions to allow them plentiful opportunity to receive grant funding.

FIRST MOTION SECONDED: Ms. Jones had made a motion to allow Burleigh County to submit their revised HSIP application for consideration post-deadline. Mr. Bakken seconded the motion.

DISCUSSION: Mr. Bakken said he concurs with Mr. Helbling and Mr. Zachmeier on the timeliness issue with these applications. He added he is not a fan of roundabouts, but with the Burleigh County project, something needs to happen at the Centennial Road/71st Avenue intersection to address public safety concerns. He said for the sake of addressing those concerns, even though he is not a fan of the configuration being used to address them, something does need to be done and turning back federal dollars for this project is not in the best interest of public safety.

ROLL CALL VOTE: Ms. Jones had made a motion to allow Burleigh County to submit their revised HSIP application for consideration post-deadline. Mr. Bakken had seconded the motion, and with Steve Bakken, Kathleen Jones, and Chair Wise voting in favor, and Tim Helbling and Andy Zachmeier voting against, the motion was approved.

Mr. Zachmier asked if the board should pick one of the three projects to be the top project. Ms. Riepl said Policy Board can do so, or the projects can be forwarded to NDDOT with no prioritization. Mr. Zachmeier said due to his concerns he thinks Burleigh County's application should be the only project forwarded to NDDOT. He mentioned the Burleigh County project addresses an important safety concern.

SECOND MOTION: Mr. Zachmeier made a motion to approve only the Burleigh County HSIP application to be forwarded to NDDOT. The motion failed because it was not seconded.

Ms. Riepl directed members to the project summary sheet on Exhibit F. Burleigh County's application is for the construction of a roundabout at the Centennial Road/71st Avenue intersection, to include the adjoining 41st Street NE and Rooster Road. The project would include lighting and landscaping. The intent of the project has not changed, but Burleigh County has removed some of the right-of-way and engineering costs from the original cost estimate, and the new total for the project is \$3.7 million (it was previously \$4.5 million). Burleigh County is now requesting only \$2 million in federal share for the project, and will provide the local share for the remaining costs. Ms.

Riepl noted this project is ranked first in the short-term constrained safety project list of the MTP. MPO staff scored the HSIP projects against MTP goals, and this project received 11.3 points.

The City of Bismarck's two projects include a city-wide installation or modification of Rectangular Rapid Flashing Beacons at three locations (16th Street and Braman Avenue, 8th Street and Avenue C East, and Centennial Road and Jericho Road). This project is estimated to cost \$134,000 and the federal share requested is \$120,600. The MPO staff gave the project a score of 9 points. The second project would be for reconstruction of the turn lanes at 19th Street and Century Avenue to remove the negative offset existing between the east/west left-turn lanes. The total cost is estimated at \$591,000 and the federal share requested is \$531,900. MPO staff scored this project at 12.5 points. The MPO scores simply reflect how the projects are consistent with the MTP and do not reflect a ranking. MPO staff supports the Burleigh County project as the highest priority project, since it is the number 1 safety project in the MTP short-term constrained project list.

Ms. Riepl said the MPO is requesting the Policy Board approve the HSIP applications to be forwarded to NDDOT. The board may use no ranking at all (as TAC recommended), or a ranking of their own choosing.

THIRD MOTION: Ms. Jones made a motion to approve the HSIP projects as presented, without prioritization. Mr. Bakken seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones and Chair Wise voting in favor, and Andy Zachmeier voting against, the motion was approved.

2024 URBAN GRANT PROJECTS

Ms. Riepl referred to Exhibit J in the packet for a summary of the projects submitted for the Urban Grants program (she noted the projects were tabled in November). Two applications were received from the City of Bismarck and one from the City of Mandan. Urban Grant applications are usually scored by MPO staff against the goals and objectives of the MTP and then presented to TAC and Policy Board for approval to submit to NDDOT, with or without prioritization.

MPO staff met with the submitting agencies for these applications in November and discussed the scoring process. The scoring criteria for the Urban Grants program is the same as the criteria used for the Urban Roads and Urban Regional programs, and is not tailored to the Urban Grants program. Ms. Riepl said Urban Grants is a unique and fairly new program, hence the uncertainty about the scoring criteria.

Some TAC members felt the scoring criteria being used for Urban Grants do not accurately represent the goals of the Urban Grants program, and the resulting scores are therefore somewhat misleading. Because of this, MPO staff will more closely examine the Urban Grants scoring criteria before next year's solicitation. Ms. Riepl said the scores for the current Urban Grants projects should be taken with a grain of salt, as the current scoring process is being used by the MPO to illustrate that projects are consistent with the MTP, and MPO staff is attempting to substantiate a performance-based planning process (as required by the MPO's federal oversight). The points do not suggest a ranking.

Ms. Riepl gave an overview of the projects. The first project is a rehabilitation

project submitted by the City of Bismarck, and is for pavement rehab on Front Avenue (from 9th Street to South Mandan Street and 3rd Street) and 5th Street (from Bowen Avenue to Main Avenue). The project includes a number of different elements listed on the Exhibit J summary sheet. The total cost is estimated at \$2,635,00, with a federal share of \$1,468,880 requested (the federal share represents 80% of the construction costs). MPO staff scored the project at 17.498 and it is consistent with the MTP.

The second project is also a rehabilitation project submitted by the City of Bismarck, for pavement upgrades in the West Core Business District, including 3rd Street (from Main Avenue to Rosser Avenue), Rosser Avenue (from 3rd Street to 7th Street), and portions of 4th Street, 5th Street, and Broadway Avenue. The total cost is \$1,804,000 with a federal share of \$656,887 requested (this would be combined with \$786,313 in federal share previously awarded for this project). MPO staff gave this project 15.198 points and it is consistent with the MTP.

The final project was submitted by the City of Mandan for Phase I of their Downtown Core Reconstruction. This project was awarded Urban Grants funding a couple of years ago, but cost estimates for the project were unfortunately not accurate; the actual costs were higher than expected, and there was insufficient local match for the project. Mandan had to turn the funding back in its entirety at that time, because the Urban Grants program does not allow applications to be modified. The City of Mandan is now bringing the project back, but separated into two distinct phases. Phase I will extend on 1st Street NW from Collins Avenue to 6th Avenue NW. It consists of a full reconstruction on the 1st Street NW roadway, and a number of other elements listed on the summary sheet. This first phase is estimated to cost \$6,700,288 and the requested federal share of \$4,850,390 represents 80% of the construction costs. The project was scored at 13.998 by MPO staff and it is consistent with the MTP.

MOTION: Mr. Helbling made a motion to approve the Urban Grant projects without prioritization. Ms. Jones seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones, Andy Zachmeier, and Chair Wise voting in favor, the motion was approved.

2026 URBAN REGIONAL PROGRAM PROJECTS

Ms. Drewlow referred to Exhibit N in the packet for a summary of the Urban Regional projects. She said the MPO received five applications for the Urban Regional program, and all five were submitted by the City of Bismarck. The projects were scored by MPO staff against MTP objectives, and these scores were given to the Prioritization Committee for their use in the prioritization process. The Committee met on November 23rd. All five projects are generally consistent with the MPO's MTP objectives, meaning they were not included in the MTP's constrained project list or in the MTP universe of alternatives. This is not uncommon for the Urban Regional program, as very often Urban Regional projects cannot be anticipated in the MTP.

Ms. Drewlow presented the projects in the order they were ranked by the Prioritization Committee. The top ranked project is a maintenance project for traffic signal upgrades on Bismarck Expressway/ND 810 intersections (Washington Street to 26th Street, Denver Street and Washington Street, and Arbor Avenue at 7th and 9th Streets). The cost estimate for this project is \$3.45 million dollars, and Bismarck is

requesting \$2.76 million in federal dollars, but is willing to reduce the extents of the project if costs need to be reduced. The project scored 12.966 in MPO staff scoring.

The second ranked project is a maintenance project for Concrete Pavement Repair (CPR) and grinding, along with ADA ramp replacements on State Street/Boulevard Avenue from 6th Street to Divide Avenue. The City of Bismarck estimates costs for this project at \$1.37 million, requesting a federal share of \$1.096 million. MPO staff scored this project at 12.382.

The third ranked project is a maintenance project for 7th Street from Front Avenue to Broadway Avenue, and 9th Street from Front Avenue to Main Avenue. Bismarck plans to perform CPR and grinding along with ADA ramp upgrades for this project, at an estimated cost of \$438,000. The city is requesting \$350,400 in federal share, and it received 12.382 points from MPO staff.

The fourth ranked project is an unusual submission, as it is for the preparation of environmental documentation for a potential future reconstruction and widening of State Street/US 83 from Calgary Avenue to 57th Avenue. This project is not for construction, but is solely for the environmental documentation needed to support any future work done on the project. The total cost is estimated at \$500,000 and the federal share requested is \$400,000. MPO staff scored this project at 13.432.

The fifth and final project is a construction project for a multi-use trail on the west side of State Street/US 83 from 43rd Avenue to Calgary Avenue. The project would cost an expected \$356,000 with a federal share of \$284,800. The project scored 7.216 points from MPO staff, and the Prioritization Committee felt it appropriate to rank it lower, since it is also eligible for TA funding. Ms. Drewlow said TAC recommended approval of all five projects at their meeting yesterday with the Prioritization Committee's ranking.

MOTION: Ms. Jones made a motion to approve the Urban Regional Projects as presented, with TAC's recommended prioritization. Mr. Helbling seconded the motion, and with Tim Helbling, Steven Bakken, Kathleen Jones, Andy Zachmeier, and Chair Wise voting in favor, the motion was approved.

2022 URBAN RAIL/HIGHWAY CROSSING SAFETY PROJECTS

Ms. Drewlow presented on this item. She said the MPO previously indicated in November to TAC and Policy Board there would be no Urban Rail projects this year. However, since then the MPO was made aware of two projects being promoted by NDDOT in partnership with the City of Bismarck, and so allowed these to be submitted by the City of Bismarck.

The first project is for the removal of the rail crossing and related infrastructure (and appropriate restoration as needed) at Main Avenue between 24th Street and 26th Street. The expected cost of the project is \$116,000, with \$104,400 in federal dollars requested. The second project is for a rail crossing upgrade on Morrison Avenue, which would impact the Northern Plains Commerce Center rail spur, including the rail signal and related elements. The cost is expected to be \$150,000, and the federal share requested is \$135,000.

Ms. Drewlow explained the MPO does not score Urban Rail projects, because so few projects are received and the MTP does not identify scoring objectives specifically

for the Urban Rail system. However, she did review the MTP objectives in general and both projects are consistent with them.

Mr. Helbling wanted to clarify the MPO did not receive any projects initially and it was NDDOT that brought these projects to the MPO's attention. Ms. Drewlow said the MPO was notified NDDOT was planning to pursue the Main Avenue project. The City of Bismarck had discussions with NDDOT on this project a few years ago and it did not move forward at that time. NDDOT has funding set aside for Urban Rail projects, and is now advancing the project. Ms. Drewlow said Mr. Berg provided details on the Morrison Avenue project at TAC, but she cannot recall them at the moment. She believes the two projects have similar backgrounds.

Mr. Helbling said he is not questioning the projects, he just wants to understand the timeline, and whether or not there was a deadline associated with the Urban Rail projects. Ms. Drewlow said there was a deadline, but these projects are not coming from City of Bismarck Engineering, rather NDDOT is requesting Bismarck work with them on these projects, so NDDOT initiated the projects as opposed to a local jurisdiction. Mr. Helbling thanked her for this clarification, he just wants the public to be aware this situation is different from the HSIP applications.

MOTION: Ms. Jones made a motion to approve the Urban Rail projects as presented. Mr. Bakken seconded the motion, and with Tim Helbling, Steven Bakken, Kathleen Jones, Andy Zachmeier, and Chair Wise voting in favor, the motion was approved.

2021-2022 UPWP AMENDMENT

Ms. Drewlow referred to Exhibit W for the updated Unified Planning Work Program (UPWP) and its amendment. She said at the end of every year the MPO tries to bring all remaining projects into fiscal alignment, specifically projects needing to be moved from one calendar year to the next calendar year. There are several projects needing to be moved from 2021 to 2022. The MPO also has a new study to be added to 2022 (an update to the Transit Development Plan, approved by the Bis-Man Transit Board, which will begin in 2022 and go into 2023), and has been given authority to hire a new part-time Planner in 2022. These changes increase the funding the MPO will designate for 2022, and as such, these changes need to be formally laid out with a UPWP amendment and approved by Policy Board. FHWA and NDDOT must also approve these budgetary changes.

Ms. Drewlow said the amendment includes amended work tasks for the part-time Planner, and also changes to the work tasks for other staff as a result of this new hire. One study, one data acquisition, and a portion of the 2021 Study Associated Modeling budget have been moved from 2021 to 2022. These include the work for the East Main Avenue Corridor Study (EMACS), the purchase of Origin-Destination Data, and modeling work for the EMACS and the Sunset Avenue Corridor Study. The City of Bismarck will be moving additional local match into the 2022 year to help fund the Origin-Destination Data purchase and the supplemental traffic counting the MPO will be using for its Travel Demand Model. The MPO will use some 2021 funds to provide federal match on some of these activities in 2022 to supplement local match.

Ms. Drewlow closed by sharing the outline of the movement of funds from 2021 to 2022. She said most task areas are increased in 2022, but there are a few instances where they are decreased due to budget changes for staff salaries. Some additional funding is being requested for 2022 and funding is also being encumbered from 2021. Overall, these changes reflect a requested increase of \$374,342 to the 2022 work program.

MOTION: Mr. Helbling made a motion to approve the UPWP Amendment as presented. Ms. Jones seconded the motion, and with Tim Helbling, Steven Bakken, Kathleen Jones, Andy Zachmeier, and Chair Wise voting in favor, the motion was approved.

BIS-MAN TRANSIT 5310 GRANT APPLICATION

Mr. Larson explained Bis-Man Transit is seeking approval for their Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Grant application. This application would cover expenses from July 1 of 2022 to June 30 of 2023 and would subsidize the cost of operations for Transit's after-hours service, Sunday demand response service, and the salary for the existing mobility manager position. The funding for the after-hours and Sunday demand response services would ensure Transit can continue to provide demand response services beyond the typical ADA hours. The total local share provided by Transit, should all funding requests be approved, would be \$126,810, while the total federal share would be \$144,990. The Bismarck City Commission approved this application on December 14.

MOTION: Ms. Jones made a motion to approve the Bis-Man Transit 5310 Application as presented. Mr. Bakken seconded the motion, and with Tim Helbling, Steven Bakken, Kathleen Jones, Andy Zachmeier, and Chair Wise voting in favor, the motion was approved.

2022 POLICY BOARD MEETING CALENDAR

Mr. Larson said all Policy Board meetings for 2022 are scheduled for the third Tuesday of each month. The meetings will begin at 1:30 p.m. and will be held in Bismarck January-June and in Mandan July-December, with remote participation an option.

OTHER BUSINESS

IIJA Funding Update

Ms. Riepl said the Infrastructure Investment and Jobs Act (IIJA) is a \$1.2 trillion dollar infrastructure bill signed into law on November 15, 2021. The IIJA includes a five-year surface transportation bill, and provides \$550 billion dollars in new infrastructure spending above current baseline levels. Of that amount, \$274 billion is allocated to transportation programs, and when added to baseline spending, provides \$567 billion in guaranteed transportation funding over a five-year period. \$350 billion is provided to federal highway programs over five years, the years 2022-2026. Most of this funding is distributed to states according to formulas specified in federal law. However, the IIJA also designates funding for a wide range of competitive grant programs that

provide funding opportunities.

Ms. Riepl referred to Exhibit Z in the packet for a list of a number of the grant programs being offered. These programs will include funding opportunities the MPO's local jurisdictions will be able to participate in. Some programs already exist (but have been expanded), and there are also new programs. One example of a new program is the Reconnecting Communities Pilot Program, which provides funding towards the planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure. New information on the IIJA is coming out almost daily. The MPO will strive to provide updates and any relevant policy changes to TAC and Policy Board in a timely and relevant manner. Ms. Riepl said the FHWA website www.fhwa.dot.gov has been a very good source for updates.

Chair Wise thanked the Policy Board members and MPO staff and wished everyone a Merry Christmas and a Happy New Year. Other board members echoed these comments.

ADJOURNMENT

There being no further business, Chair Wise declared the meeting adjourned at 2:45 p.m.

The next scheduled meeting will take place January 18, 2022, at 1:30 p.m. in the Tom Baker Meeting Room in City/County Office Building, 221 N 5th Street, Bismarck.

Respectfully submitted,

Stephen Larson
Recording Secretary

APPROVED:

MPO Policy Board Chair

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Bismarck-Mandan MPO

TIP 2022-2025 Amendment

Project Year(s) 2022

Entity	Project	Federal	State	Local	Total	Federal Funding Source
BISMARCK	21.1.04 (old) 22.1.04 (new)	\$1,000,000	\$0	\$251,000	\$1,251,000	UGP

Project Description:

This project is for various improvements on North 4th Street, North 5th Street, and Broadway Avenue, including CPR, Curb & Gutter work, and Lighting work. This amendment is to move the project from funding year 2021 to funding year 2022. There are no other changes to the cost or scope of this project. The project has a PCN of 22512.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

The project is currently in the TIP and is therefore consistent with the Arrive 2045 MTP.

Amendment Approved on _____ by the Bismarck-Mandan MPO Policy Board

Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO

TIP 2022-2025 Amendment

Project Year(s) 2022

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	21.6.09 (old) 22.6.20 (new)	\$121,395	\$13,605	\$15,000 50/50 percentage split Bismarck/Mandan	\$150,000	NHU

Project Description:

This project is for work on the I-94B/Bismarck-Mandan Memorial Bridge. The cost and scope of this project were amended in September 2021. In the current amendment, the project funding year is being moved from 2021 to 2022. All other aspects of this project will remain unchanged. The project has a PCN of 22902.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

The project is currently in the TIP and is therefore consistent with the Arrive 2045 MTP.

Amendment Approved on _____ by the Bismarck-Mandan MPO Policy Board

Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO

TIP 21-24 & 22-25 Amendment

Project Year(s) 2021 & 2022

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	21.6.17 & 22.6.21	\$6,300	\$700	\$0	\$7,000	SS

Project Description:

This project is a statewide project that has one site within the Bismarck-Mandan MPO region. The Apple Creek eastbound Weigh in Motion site is located on I-94, and the work done to the site will be minor (electronics will be added to the cabinet). The project will be funded with 2021 funds and will be constructed in 2022. The PCN is 23212.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

The project is consistent with the Arrive 2045 MTP, specifically goal 2E.

Amendment Approved on _____ by the Bismarck-Mandan MPO Policy Board

Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO**TIP** **Amendment**Project Year(s)

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	22.6.22	\$535,500	\$59,500	\$0	\$595,000	HEN

Project Description:

This safety project is for the installation of wrong way detection systems. One such installation will occur at a Fargo location, and one will occur in Bismarck on McKenzie Drive. The costs listed above are the totals estimated for just the McKenzie Drive project. The project will be funded in 2022, and has a PCN of 23378.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

The project is consistent with the Arrive 2045 MTP, specifically with goals 1A, 2B and 2E.

Amendment Approved on _____ by the Bismarck-Mandan MPO Policy Board

 Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO

TIP 2022-2025 Amendment

Project Year(s) 2023

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	23.6.19	To Be Determined	To Be Determined	To Be Determined	\$414,000	HES

Project Description:

This project is an NDDOT led safety project to replace delineators on 2-lane US and State highways across the state going both ways. The applicable highways affected in the Bismarck-Mandan MPO area will be ND 6 (an estimated 146 delineators will be replaced in the MPO area), and ND 1806 (464 delineators estimated). The cost breakouts for the project in the Bismarck-Mandan MPO area have yet to be released. The listed total cost is an estimate for the entire district. The project has a PCN of 23363.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

The project is consistent with the Arrive 2045 MTP, specifically Goals 1A and 2B.

Amendment Approved on _____ by the Bismarck-Mandan MPO Policy Board

Bismarck-Mandan MPO Policy Board Chair

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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	
BISMARCK	22.1.04 ~~21.1.04~~	Urban Grants Project - Bismarck N 4th St (Main to Thayer), N 5th St (Main to Thayer), Broadway (N 4th St to N 6th St) (CPR, Curb & Gutter, Sidewalk, Pavement Marking, LED Lighting, Pedestrian Lighting, Signing, ADA Ramps, Landscaping)	\$1,000,000	\$0	\$251,000	\$1,251,000	UGP	22512	NA	Amendment Moved from 2021 (JAN 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 I-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 (I-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	
NDDOT	22.6.20 ~~(21.6.09)~~	*Urban Regional - I-94B Bismarck/Mandan Memorial Bridge (.1 miles, Memorial Bridge) (Clean drains & glands, Clean Tubs, Pigeon Proof Utility Passages, Add Tub drains if needed, & potentially adding steps for access)	\$121,395	\$13,605	\$15,000 50% Bismarck 50% Mandan	\$150,000	NHU	22902	2022	Amendment Moved from 2021 (JAN 2022)
NDDOT	22.6.21	*Rural - Statewide ITS equipment (I-94 Mile Marker 165, Apple Creek eastbound Weigh in Motion site) (Electronics added to cabinet)	Funded in 2021	Funded in 2021	Funded in 2021	Funded in 2021	SS	23212	2022	Amendment New Project (JAN 2022)
NDDOT	22.6.22	Safety - Bismarck McKenzie Drive (McKenzie Drive Interchange) (Installation of wrong way detection systems)	\$535,500	\$59,500	\$0	\$595,000	HEN	23378	NA	Amendment New Project (JAN 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	*Rural Urban Roads - Bismarck 43rd Ave (State St - 26th St) & 19 St (N Valley Ln/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	HEU	23372	2023	Modification PCN & Construction Year (JAN 2022)
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	*Rural - Hwy 1804 (N Hazellon 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, Extends 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-Over)	\$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	
NDDOT	23.6.19	Safety - US & State Highways Statewide (ND 6, ND 1806) (Replace delineators along the highway going both ways)	(TBD)	(TBD)	(TBD)	\$414,000	HES	23363	NA	Amendment New Project (JAN 2022)
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 - 7th St/ 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.

Bismarck-Mandan MPO

TIP 2022-2025 Administrative Modification

Project Year(s) 2023

Entity	Project	Federal	State	Local	Total	Federal Funding Source
BISMARCK	23.1.02	\$378,000	\$0	\$42,000	\$420,000	HEU

Project Description:

This project is a Bismarck safety project for the installation of Rectangular Rapid Flashing Beacons at various locations (up to eleven) around Bismarck. This project was recommended by the School Safety Crossing Study. This modification is to address the addition of the federal funding source and a PCN number (23372) for the project.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

The project is currently in the TIP and is therefore consistent with the Arrive 2045 MTP.

Bismarck-Mandan MPO Policy Board informed of Administrative Modification at the _____ meeting.
(date)

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Travel Demand Modeling Support Program
Bismarck/Mandan Addendum #2 to Master Agreement

Upon execution by the parties below, this Addendum and any attachments shall become part of and incorporated into the *Travel Demand Modeling Support Program Master Agreement* between: ***Bismarck-Mandan MPO and North Dakota State University.***

Project Title: Bismarck East Main Ave Corridor Study

Effective Dates: January 2022 to December 2022

Statement of Work: The Bismarck-Mandan Metropolitan Planning Organization is completing corridor analysis of East Main Avenue in Bismarck. The study area boundaries are: 7th Street to 26th Street. Modeling boundary should encompass the study boundary and the surrounding arterial network.

SCOPE.

- *Analyze potential traffic impacts for reducing lanes from 5 to 3.*
- *Analyze anticipated outcomes of different lane configurations*
- *Analyze anticipated outcomes of an infill land-use scenario.*
- *Analyze effects on freight vehicles along the corridor.*

TASKS

- A. Modify Bis-Man TDM to reflect the changes for each scenario
 - 1. Perform required TDM run for each scenario
 - a) 2025 model year if needed
 - b) 2040 model year if needed
 - 2. Provide additional data if needed
 - a) Select links
 - b) Screenlines
 - c) Origin Destination data
- B. Prepare model output: draft maps (GIS or PDF) for each scenario and provide to MPO/Consultant for review and comments. Incorporate feedback to model and provide final model output to MPO/Consultant. Prepare additional output data as needed including but not limited to: select links, screenline volumes, and OD data.

DELIVERABLES

- A. PDF or GIS shapefiles showing modeled output as needed
- B. Select link, screenline volumes, and OD data if needed

32
MANAGEMENT/ORGANIZATION

The project will be coordinated between the Bis-Man MPO, SRF Consulting, and ATAC. The following representatives will serve as study coordinators:

Bis-Man MPO:
Rachel Drewlow

ATAC:
Diomo Motuba

Principal Investigator: Diomo Motuba

Project Cost: \$4,743 (see attached budget)

AUTHORIZATION:

Bismarck-Mandan MPO

North Dakota State University

Authorized Signature

Authorized Signature

Name and Title

Name and Title

Date

Date

Budget

Cost Item	Amount
Staff Salaries	\$ 2,186
Benefits	\$ 896
Grad Student Salaries	\$ 180
Undergrad Student Salaries	\$ -
Benefits	\$ 9
Operating	\$ -
Total direct costs	\$ 3,271
NDSU overhead (45%)	\$ 1,472
Total project cost	\$ 4,743

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
ADMINISTRATIVE MODIFICATION**

2021-2022 ANNUAL UNIFIED PLANNING WORK PROGRAM (UPWP)

DATE: January 11, 2022

REGARDING: Transportation Bill Inclusion in the 2021-2022 UPWP

An amendment to the 2021-2022 UPWP was approved by the MPO Policy Board in December 2021. The amendment included budgetary changes and revision of the document text in areas referencing transportation bill(s). Specifically, references to MAP-21 (Moving Ahead for Progress in the 21st Century) and/or the FAST (Fixing America's Surface Transportation) Act within the document were replaced with IIJA (Infrastructure Investment and Jobs Act).

Although the IIJA was signed into law November 15, 2021, the IIJA has not yet gone through Appropriations to enable MPOs to begin assigning expenditures to the new bill. Further, MPOs are operating under a Continuing Resolution of the previous transportation bill, and the requirements thereof, until February 2022.

Therefore, all references to MAP-21 and/or the FAST Act which previously existed in the 2021-2022 UPWP, but were removed, have been restored to the document, along with the addition of the IIJA reference, to include reference to all three transportation bills.

Approved:

Bismarck-Mandan MPO Policy Board Chair

Date

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**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
ADMINISTRATIVE MODIFICATION**

2021-2022 ANNUAL UNIFIED PLANNING WORK PROGRAM (UPWP)

DATE: January 11, 2022

REGARDING: Study Budget Increase to the 2021-2022 UPWP

The study budget for the East Main Avenue Corridor Study was originally established with a maximum threshold of \$200,000 within the 2021-2022 UPWP. The Request for Proposals for the proposed study was revised from its initial composition to reflect a change in scope of work. Due to complexities involved in the scope of work, there is a need to increase the total study budget amount by an additional \$9,500. This total cost will be shared by the MPO and the City of Bismarck with a split of 80% / 20%, respectively.

Per the Bismarck-Mandan MPO's Public Participation Plan regarding the UPWP, an amendment is required only if budgetary changes exceed 10% of the cumulative yearly amount. The additional \$9,500 budget request does not rise to the 10% threshold, so therefore, does not require a formal amendment to the UPWP. However, also pursuant to the guidance provided in the Public Participation Plan, the MPO must advise the NDDOT and FHWA/FTA of any budgetary changes within the 10% limits.

Approved:

Bismarck-Mandan MPO Policy Board Chair

Date

Project	From Task	To Task	From Year	To Year	Amount Added
East Main Avenue Corridor Study	204	204	2022	2022	\$9,500
				TOTAL - 204	\$9,500
				TOTAL SUM	\$9,500