

TO: Bismarck-Mandan Metropolitan Planning Organization Policy Board

FROM: Rachel Drewlow, MPO Executive Director

DATE: May 9, 2022

RE: Policy Board Meeting

There will be a meeting of the Bismarck-Mandan MPO Policy Board on **Tuesday, May 17, 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 Policy Board](http://MPOPolicyBoard.org).

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Next scheduled Policy Board meeting is on 06/21/2022. 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>
East Main Avenue Corridor Study	12	06/30/2023

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
APRIL 19, 2022**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board met on April 19, 2022, at 1:30 p.m. in the Tom Baker Meeting Room, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Chairman Gerarld Wise presided.

Members present or participating via Zoom were Gerarld Wise, Steve Bakken, Kathleen Jones, and Tim Helbling. Member absent was Andy Zachmeier.

Others present or attending via Zoom were Rachel Drewlow, Kim Riepl and Stephen Larson of the Bismarck-Mandan MPO; and Deidre Hughes, Bis-Man Transit.

CALL TO ORDER

Chair Wise called the April 19, 2022 meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board to order.

ADDITIONAL AGENDA ITEM

Chair Wise called for a motion, at the request of MPO staff, to add “QBS Letter” as an informational item to agenda item number 4 for the Sunset Drive Corridor Study. Mr. Bakken made a motion and it was seconded by Ms. Jones. With Tim Helbling, Steve Bakken, Kathleen Jones, and Chair Wise voting in favor, the additional agenda item was approved.

MINUTES

Chair Wise called for a motion to approve the minutes of the March 15, 2022 Regular Meeting of the Policy Board.

MOTION: Ms. Jones made a motion to approve the minutes of the March Regular Meeting. Mr. Bakken seconded the motion and with Tim Helbling, Steve Bakken, Kathleen Jones, and Chair Wise voting in favor, the minutes of the March 15, 2022 Regular Meeting were approved.

**2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENTS**

Mr. Larson explained the MPO advertised six TIP Amendments for the required 15-day comment period, and no public comments were received. A public hearing was also held at TAC yesterday, and no public comments were received. All projects are consistent with the MTP.

Mr. Larson presented a brief overview of the amendments as shown in Exhibits A-F. All six amendments add new projects to the TIP. The first, Exhibit A, was a planning project led by North Dakota Department of Transportation (NDDOT) to assist in creating a Transportation Management Center (TMC), and to develop I-29 into a Safety, Mobility, Automated, Real-time, Traffic Management (SMART) Corridor. Half the project will be funded by a federal Rebuilding American Infrastructure with

Sustainability and Equity (RAISE) grant, and the other half by NDDOT (the total cost of the project includes money for work outside the Bismarck-Mandan MPO area). NDDOT requested the MPO amend the project into the TIP because the TMC may be located in Bismarck.

The second project, Exhibit B, was for a statewide safety project adding signing to roundabouts. The location receiving signs in the MPO area is the ND 1804 and North Washington Street intersection in Bismarck. The third project, Exhibit C, was a statewide project, again with one location in the MPO area. That location is the Apple Creek eastbound Weigh-in-Motion site on I-94 at mile marker 165. The project will recalibrate the electronics in the existing cabinet at the site.

Mr. Larson noted the last three projects, Exhibit D-F, are all NDDOT led urban rail projects. NDDOT requested the MPO amend these projects into the TIP because the recently enacted federal infrastructure funding bill now makes urban rail projects eligible to receive 100% federal funding, as opposed to the usual 90/10 funding split. All three of these rail projects are located in Bismarck and expected to be constructed in 2022. The first will remove an abandoned rail crossing on Main Avenue, the second will install a new rail signal at the Morrison Avenue rail crossing, and the third project will upgrade the rail crossing on 43rd Avenue Northeast.

MOTION: Ms. Jones made a motion to approve the 2022-2025 TIP Amendments as presented. Mr. Bakken seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones, and Chair Wise voting in favor, the motion was approved.

TRAFFIC DATA ACQUISITION

Ms. Drewlow said the MPO planned to interview the potential consultants for its Traffic Data Acquisition last Thursday, but due to inclement weather, the interview has been postponed until this upcoming Thursday. TAC therefore recommended this item be tabled until the May meetings.

MOTION: Ms. Jones made a motion to approve tabling approval of the Traffic Data Acquisition consultant until May, per TAC's recommendation. Mr. Bakken seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones and Chair Wise voting in favor, the motion was approved.

SUNSET DRIVE CORRIDOR STUDY

Ms. Riepl reminded the board the Sunset Drive Corridor Study will conduct a transportation analysis of the Sunset Drive Corridor in Mandan from Division Street to 38th Street NW. The not to exceed budget for the study is \$180,000. The Request for Proposals (RFP) was released in February, and consultants had until March 11 to submit proposals. Two proposals were submitted, and the MPO received NDDOT's approval to proceed with the selection process, since three proposals is the recommended minimum. KLJ and SRF were the two consulting firms to propose, and the selection committee interviewed them March 31. The committee was composed of representatives of Bis-Man Transit, City of Mandan Planning and Engineering, and the MPO. The final ranking promoted KLJ as the top-ranked consultant to perform the study, and so the MPO is

seeking approval of this from Policy Board. The contract between the MPO and KLJ would be executed after this approval and approval from NDDOT. The MPO is hoping to expedite this process so needed traffic data can be collected before the end of the school year.

Mr. Helbling said he cannot support selecting KLJ. He said KLJ was recently awarded a project in Mandan in conjunction with NDDOT for 6th Avenue SE, to turn the road from four lanes to three lanes. The City of Mandan voted against this lane conversion twice, and Mr. Helbling does not believe KLJ listened or considered Mandan's recommendations for the project, putting Mandan in a difficult position. His understanding is the selection process for this study was close and both companies were well qualified. He reiterated he cannot support KLJ getting another large project in Mandan, since he believes they were not willing to compromise on the 6th Avenue project, and he does not want something like this to happen again.

Mr. Bakken asked if Mr. Helbling believes the City of Mandan and the potential consultant could meet and discuss possible issues. Mr. Helbling mentioned the City of Mandan and KLJ met several times on their last project about possible compromises, and he believes Mandan was essentially forced to do what KLJ recommended. After all the bids were received for the project, NDDOT did say Mandan could reject the bids and start again, but Mr. Helbling said in this environment taking that step would drive the price of the bids up and increase the cost burden on citizens.

Chair Wise asked how tight the scoring was between the two consultants. Ms. Riepl said it was very close. The scoring is tiered, and so the final ranking was 7 to 5. This essentially means one vote, and the weighted scores were also very close. She said she is not sure MPO staff has the authority to select the alternate candidate based on reluctance to approve the selected candidate. She would need to contact NDDOT for guidance on this.

Ms. Jones suggested giving Ms. Riepl the opportunity to contact NDDOT about this situation, and bring this issue back at the May meetings for further discussion.

MOTION: Ms. Jones made a motion to table approval of the Sunset Drive Corridor Study consultant until May. Mr. Bakken seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones and Chair Wise voting in favor, the motion was approved.

REVISION TO MPO CONTRACT TEMPLATE

Ms. Riepl referred to Exhibit H. She reminded the board the MPO now works under a template contract for all data acquisitions and planning studies. With the adoption of new billing procedures at last month's TAC and Policy Board meetings, the MPO is now able to guarantee payment of consultant invoices within 30 days. Previously, the MPO would pay their 80% federal share of the consultant invoices, and then the jurisdictions would pay their portions of the local share directly to the consultant. The MPO was therefore unable to guarantee complete invoice payment within 30 days. Now the MPO, through the City of Bismarck Finance Department, is providing the local share to the consultant up front (with jurisdictional reimbursements coming back to the City). The contract template, in section N, is still operating under the old payment system, and the MPO would like to update the language to reflect the new procedures.

MOTION: Mr. Bakken made a motion to approve the revised MPO Contract Template as presented. Ms. Jones seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones and Chair Wise voting in favor, the motion was approved.

ATAC MASTER AGREEMENT UPDATE

Ms. Riepl explained the first part of this agenda item (Exhibit I) is an addendum to the Master Agreement between the MPO, NDDOT, and ATAC (Advanced Traffic Analysis Center). ATAC is responsible for performing travel demand modeling for the MPO. This addendum is for the Sunset Drive Corridor Study, and secures ATAC's services to perform modeling needed on the corridor. ATAC's work on this will take place between April 2022 and April 2023. The modeling will look at growth and development along Sunset Drive and nearby roadways, and ATAC's scope of work will include items such as 2030 and 2045 model year runs and the outcome of alternative network and growth scenarios. The total cost of the addendum is \$5,327, with the MPO paying 80% and the City of Mandan paying 20%. To accommodate Mandan's budget some of this payment will be moved into 2023.

MOTION: Mr. Helbling made a motion to approve the Sunset Drive ATAC Addendum as presented. Mr. Bakken seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones and Chair Wise voting in favor, the motion was approved.

Ms. Drewlow presented on the second part of this agenda item, Exhibit J. She explained this is an ATAC addendum for the TDMSE/MTP update. The addendum focuses on the update to the Travel Demand Model (TDM), and has a standard scope of work that will be completed between May 2022 and April 2023. The 20% local share for this addendum will be divided amongst the five MPO jurisdictions by population. The overall cost of the addendum is \$46,228, to be paid to ATAC over the course of 2022 and 2023.

MOTION: Ms. Jones made a motion to approve the TDMSE/MTP ATAC Addendum as presented. Mr. Bakken seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones and Chair Wise voting in favor, the motion was approved.

BIS-MAN TRANSIT FY2022 5339 GRANT APPLICATION

Ms. Hughes said Bis-Man Transit is seeking approval to apply for a Federal Fiscal Year 2022 5339 Grant. The purpose of the application is to replace Transit's fixed route farebox system, as well as a bus hoist. The bus hoist was purchased in 2004 and has exceeded its useful life. The farebox system is using technology from 2004 and needs an upgrade. The Bismarck City Commission approved Transit's application for these items on April 12. The total cost of these items is \$195,000, and if funding was awarded, the federal share would be \$156,000. Transit would provide the remaining local share.

MOTION: Ms. Jones made a motion to approve Transit's FY2022 5339 Grant Application as presented. Mr. Helbling seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones and Chair Wise voting in favor, the motion was approved.

ORIGIN DESTINATION DATA PURCHASE

Ms. Drewlow explained on March 18 she solicited for quotes to collect Origin-Destination data. This data is used in the update to the TDM. The TDM imagines what existing traffic is like based on data entered into it, and it also projects what traffic may look like in the future. The Origin Destination data acts as a check on the accuracy of the TDM, making sure existing traffic is accurately reflected.

The MPO originally planned to secure the data for under \$10,000. This is below the federal micro-purchase threshold and is an easier way to procure data. However, this budget was not sufficient to get the needed data. The City of Bismarck had additional local share available to roll into 2022, and this allowed the MPO to increase the budget for the Origin Destination data to \$35,555. Since the amount is still less than \$50,000, the MPO did not have to do an RFP, but was required to seek at least three quotes. Ms. Drewlow said she reached out to four companies for quotes for this data purchase. Two were not responsive, one responded and did not provide a quote, and the fourth, Streetlight, responded with a successful quote. The Streetlight quote provides all the necessary data and is within budget at \$35,500.

Ms. Drewlow said she worked with NDDOT and the City of Bismarck Finance Department to make sure the MPO followed the procurement process correctly, and based on their feedback, she believes the MPO followed the guidelines. The MPO is now requesting Policy Board approve Streetlight's quote and allow the MPO to negotiate a contract with them for this data purchase.

MOTION: Ms. Jones made a motion to approve the Origin Destination Data Purchase as presented. Mr. Bakken seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones and Chair Wise voting in favor, the motion was approved.

BURLEIGH COUNTY REQUEST FOR SUPPORT TO PURSUE RURAL GRANT FUNDS FOR 66TH STREET INTERCHANGE PROJECT

Ms. Drewlow referred to Exhibit M for a draft letter of support for Burleigh County's pursuit of Rural Grant funds. Burleigh County is planning to request funding to construct an interchange at 66th Street that would include ramps onto I-94. Burleigh County requested Ms. Drewlow write a letter of support on behalf of the MPO, but she believes a letter of support would have greater weight if approved by both TAC and Policy Board. Burleigh County will have a few minor changes made to the letter, such as expanding the project scope from one mile to two miles.

Ms. Drewlow explained earlier this year the Infrastructure Investment and Jobs (IIJA) bill passed by Congress provided a large amount of infrastructure dollars to be spread around the nation. The Rural Grant is one available funding source to come out of this legislation. TAC recommended approval of the draft letter of support for Burleigh County to pursue this funding.

Mr. Bakken said he signed a letter of support from the City of Bismarck for this project last week. He believes the project will benefit Bismarck, Lincoln, and Burleigh County, and an interchange is needed at 66th Street to support future development. He asked what the full extent of the project would be. Ms. Drewlow said she was not exactly sure, but believes it would be about one mile north and south of the proposed interchange at 66th Street, to develop the connecting roadways.

Mr. Bakken asked about developing east and west of 66th Street. Ms. Jones said at this time east and west development are on hold while Burleigh County sees what funding they can secure for the project.

Chair Wise said he supports this project and believes it will benefit Lincoln and Bismarck very much, especially given the traffic issues on 66th Street.

Ms. Drewlow noted the Rural Grant funding goes for five years, beginning in 2022, and Burleigh County intends to keep applying should they not be successful the first time.

MOTION: Ms. Jones made a motion to approve the Burleigh County Request for Support as presented. Mr. Bakken seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones and Chair Wise voting in favor, the motion was approved.

EAST MAIN AVENUE CORRIDOR STUDY UPDATE

Ms. Riepl provided a brief study update since Mr. Harmstead was not able to be present. SRF just finished collecting data needed from the City of Bismarck, including GIS information. Traffic data collection has been delayed due to the winter storm last week, but it will hopefully be done next week. The first study review committee will be held this Thursday at SRF's office at 2370 Vermont Avenue in Bismarck. The committee will discuss preliminary goals and needs for the study, and go over the public involvement program and the data collected so far. Also, the new study website is live at www.eastmainstudy.com.

ND MPO DIRECTOR'S MEETING UPDATE

Ms. Drewlow said on March 24 MPO staff met with representatives from FHWA, FTA, and NDDOT, as well as staff from the other MPOs in North Dakota (Fargo and Grand Forks). These meetings occur every three months, and Ms. Drewlow shared several updates from the meeting.

NDDOT is going to update their PM2 and PM3 safety targets (concerning infrastructure condition and congestion reduction) over the coming year. NDDOT will also be working with the MPO this year, possibly this summer, to update the functional class system. With the recent census, the MPO's Urbanized Area Boundary (UZA) will be updated (it will likely expand). This boundary is the result of negotiation between local jurisdictions and the census on where urbanized growth is expected to occur over the next twenty years. With the update to the UZA, the functional class system for the MPO's urban roads can be updated as well. Functionally classified roadways are eligible to receive federal funding for projects. The MPO has submitted some changes to the functional class system for NDDOT review already, and more may be coming. The MPO will work with its local jurisdictions on this.

Mr. Bakken asked if the functional class update also identifies potential projects on functionally classified roadway or potential extensions needed to the roadways. Ms. Drewlow said road extensions within the UZA boundary are always open for discussion. Usually federal funding is much easier to secure for a roadway already functionally classified. There are processes to extend those roadways as well, but they are complicated and not usually pursued.

Ms. Drewlow said the MPO's federal partners presented on a variety of grant opportunities available through the recently enacted IIJA infrastructure bill. These grants are available to both MPOs and local jurisdictions, and Ms. Drewlow hopes to bring more information on these opportunities in May. There are also new requirements of MPOs as a result of the IIJA bill. One of these is the MPO will be required to spend at least 2.5% of its federal funding on complete streets planning efforts. Complete streets planning refers to plans accounting for all users of a roadway and not just automobile traffic. Ms. Drewlow believes the MPO is well positioned to meet this requirement, and it is something the boards will hear more about in future.

MPOs are being specifically encouraged to use social media and online tools. This is something the Bismarck-Mandan MPO has been doing, and Ms. Drewlow said the MPO will continue exploring this. Also, state DOTs are being required to support MPOs in developing Travel Demand Models. The MPO has a close relationship with NDDOT and ATAC in developing the TDM, so this requirement is an encouragement to continue existing partnerships.

Mr. Bakken asked how closely the MPO works with City and County Planning Departments on the UZA boundary process. Ms. Drewlow said very closely, and the MPO would not likely recommend any changes to the boundary unless approved by City and County staff.

TDMSE/MTP AND TDP STUDY UPDATES

Ms. Drewlow said the MPO solicited for the TDSME/MTP study for longer than required, but unfortunately received only one proposal. NDDOT and federal oversight prefer two or more proposals be received for studies, and therefore the MPO re-solicited for an additional three weeks. Today is the closure date for this re-solicitation. Ms. Drewlow said no additional proposals have yet been received, but the MPO will work with NDDOT to make sure correct procedures are followed moving forward. She does believe the proposal that was received was strong, but the MPO cannot yet move forward. She will update Policy Board at their May meeting.

The MPO also solicited for an update to the Transit Development Plan (TDP), and did not receive any proposals back for the project. This was surprising, and as a result Ms. Drewlow sent out a direct email to consultant contacts the MPO keeps to seek feedback on the RFP and why no one proposed on the project. She has heard back from a number of consultants. Some companies were not aware of the RFP, but would like to propose if it were re-released. The MPO intends to email all of these contacts again when the RFP is re-released, and also to add additional solicitation channels. Ms. Drewlow said she did not receive any critical feedback on the RFP itself. Some consultants did not have the staffing for the project, or the timing did not work for them. She also said based on feedback, there may be room to refine the MPO's solicitation process going forward.

BIKE-PED SUBCOMMITTEE UPDATE

Ms. Riepl said the Bike-Ped Subcommittee meeting scheduled last week was postponed due to inclement weather. The meeting will be rescheduled soon, and she hopes to have an update in the near future.

OTHER BUSINESS**Update on Solicitation of new Freight Member for TAC**

Ms. Drewlow said the MPO has put an application online for the freight interest TAC member opening. The application has a few simple questions for individuals to fill out who are interested in the opening. Interested applicants can find the application on the City of Bismarck website under Metropolitan Planning Organization, Technical Advisory Committee. The link is <https://www.bismarcknd.gov/136/Technical-Advisory-Committee>. The MPO is receiving applications until May 6, but if none are received, the application will be left open until the position is filled. The MPO is also reaching out to individuals directly about possible interest.

Policy Board thanks snow removal crews

Mr. Bakken thanked all the snow removal crews for doing a great job during the historic snow storm last week. The crews were working through Easter, and doing an amazing job with snow removal and now with the cleanup efforts. He also thanked NDDOT Director Bill Panos for helping keep some of Bismarck's snow emergency routes open, freeing up Bismarck crews to work on other streets. Chair Wise concurred with Mr. Bakken and thanked everyone for their efforts and teamwork.

ADJOURNMENT

There being no further business, Chair Wise declared the meeting adjourned at 2:25 p.m.

The next scheduled meeting will take place May 17, 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

Bismarck-Mandan MPO

TIP 2022-2025 Amendment

Project Year(s) 2022

Entity	Project	Federal	State	Local	Total	Federal Funding Source
Mandan	22.4.03	\$1,052,090 (old) \$1,052,000 (new)	\$0	\$947,910 (old) \$4,348,000 (new)	\$2,000,000 (old) \$5,400,000 (new)	SU

Project Description:

This project is a reconstruction project in Mandan, to reconstruct 8th Ave NW from Old Red Trail to 27th St NW, and 27th St NW from Hwy 1806 to 8th Ave NW. The reconstruction will change these segments of street from the current rural two-lane configuration (which is in poor shape) to all new three-lane sections of urban street. This amendment is to add 8th Ave NW to the project extents, and to correspondingly increase the cost of the project as noted above. The project has a PCN of 22537.

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	23.6.03 (old) 22.6.29 (new)	\$3,566,000	\$840,000	\$0	\$4,406,000	SS

Project Description:

This project is for a thin overlay on Highway 1804 from North Hazelton Juncture to Signal Street (24.9 miles in length, roughly three miles are within the Bismarck-Mandan MPO area). This amendment moves from the project from funding year 2023 to funding year 2022. All other project details remain unchanged. The PCN number is 23336.

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	22.6.30	\$2,700,000	\$300,000	\$0	\$3,000,000	IM

Project Description:

This amendment is to add a project is to perform preliminary engineering for a reconstruction of the Sunset Drive Interchange in Mandan. The funding year is 2022, and the listed costs are solely for the preliminary engineering/design work for the project. The PCN is 23594.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

The project is consistent with the Arrive 2045 MTP, specifically goals 1A and 3B.

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	22.6.31	\$4,500,000	\$500,000	\$0	\$5,000,000	IM

Project Description:

This amendment is to add a project to perform a highway planning study on I-94 Midway and Grant Marsh Bridge. The study will examine the feasibility of replacing the Grant Marsh Bridge. The funding year is 2022, and the listed costs are solely for the preliminary engineering portion of this study. The PCN is 23595.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

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

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 (MM)
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, Sidewalk, ADA Ramps, Pavement Marking, LED Roadway Lighting, Pedestrian Lighting, Street Trees, Landscaping, Signing, Parking Improvements)	\$1,280,000	\$0	\$320,000	\$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	\$34,000	TAU	22950	2022	
BISMARCK	22.1.04 21.4-04	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	\$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	\$659,000	TAU	22573	2022	
MANDAN	22.4.03	Urban Roads - Mandan 27th St NW & 6th Ave NW (ND Highway 1006 to 8th Ave NW, & Old Red Trail to 27th St NW) (Reconstruction)	\$1,062,000 \$1,052,000	\$0	\$647,940 \$434,000	\$2,000,000 \$5,400,000	SU	22537	2023	Amendment Updated Costs & Extends (MAY 2022)
NDDOT	22.6.06	Urban Regional - Bismarck 7th St (Ave C to Front Ave) (Signals)	Funded in 2021	Funded in 2021	Funded in 2021	Funded in 2021	NHJ	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	Funded in 2021	NHJ	22904	2022	
NDDOT	22.6.08	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 1, Extends TBC) (Reconstruction, Sanitary Sewer & Drainage)	\$7,081,376 \$7,705,000	\$769,626 \$303,000	\$3,336,000 \$2,999,000	\$11,260,000 \$6,008,000	SU-CPU	22005 23133	2022	Modification Costs changed (MAR 2022)
NDDOT	22.6.09	*Safety - State Street/US 83 (Calgary Ave to 1-94) (Turn Lanes)	\$2,250,000	\$250,000	\$0	\$2,500,000	SHE	20098	2023	
NDDOT	22.6.10	*Safety - State Street/US 83 (94 to Divide Ave) (Turn Lanes)	\$2,520,000	\$140,000	\$140,000	\$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	\$815,000	NHJ	22769	2022	
NDDOT	22.6.12	Urban Regional - Bismarck State St (94 to Calgary Ave), (Century Ave/11th St) (1 mile - CPR, Grinding)	\$1,869,483	\$440,517	\$0	\$2,310,000	NHJ	22770	2022	
NDDOT	22.6.13	Urban Regional - Bismarck 6th St (Front Av to Bismarck Expressway) (4 miles, M&E Overlay, Curb & Gutter)	\$769,742	\$86,264	\$94,000	\$940,000	NHJ	23002	2022	Amendment Moved to 2024 (FEB 2022)
NDDOT	22.6.14	*Safety - Bismarck Expressway Lighting (Burkholder Dr to Yeaton Rd and Yeaton Rd to Main Ave) (Install corridor lighting in gaps along Bismarck Exp. Turn lanes)	\$396,000	\$22,000	\$22,000	\$440,000	SHE	23155	2022	
NDDOT	22.6.15	Urban Regional - Bismarck Exp Railroad Bridge (Bismarck Exp BN & CP Railway Bridge) (Approach Slab & Barrier Spill Repair, SE Beam End Repair, Seal Joints & Barrier)	\$171,362 \$149,371	\$19,204 \$16,740	\$61,143 \$18,457	\$241,709 \$184,568	NHJ	22905	2022	Modification Costs changed (FEB 2022)
NDDOT	22.6.16	Urban Regional - Bismarck Exp (Main Av to end of asphalt) (M&E Overlay, ADA Ramp Rev)	\$60,698	\$6,802	\$7,500	\$75,000	NHJ	23208	2022	
NDDOT	22.6.17	Urban Regional - Bismarck Exp (Washington St to Main Av) (M&E Overlay, ADA Ramp Rev)	\$1,618,600 \$1,217,000	\$181,400 \$691,000	\$200,000 \$42,000	\$2,000,000 \$1,950,000	NHJ	23207	2022	Modification Costs changed (FEB 2022)
NDDOT	22.6.18	Urban Regional - ND 1804 (Signal Rt to Bismarck Exp) (M&E Overlay)	\$2,427,900	\$272,100	\$300,000	\$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	Funded in 2021	IM	21854	2022	
NDDOT	22.6.20 21.4-06	Urban Regional - I-94B Bismarck/Mandan Memorial Bridge (1.1 miles, Memorial Bridge) (Clean drains & clean-up, Clean Tube, Replace Paved Utility Passageway, Add Tube drains, Floodlight, & retrofitted existing access)	\$121,366	\$13,606	\$16,000	\$150,000	NHJ	20902	2022	Amendment Moved to 2024 (MAR 2022)
NDDOT	22.6.21	Rural - Statewide ITS equipment (5-24 Mile Marker 105, 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 Moved from 2021 in JAN 2022
NDDOT	22.6.22	*Safety - Bismarck Exp/McKenzie Drive Interchange (Bismarck Expressway and McKenzie Drive Interchange west-bound off-ramp) (Installation of wrong way detection systems)	\$535,500	\$59,500	\$0	\$595,000	HEJ	23378	NA	Amendment New Project (JAN 2022)
NDDOT	22.6.23	*Safety - US & I-94 Highways throughout the Bismarck District (I-94, I-94 BL, ND 4, ND 25, ND 1804, ND 1806) (Pavement Markings)	(TBC)	(TBC)	(TBC)	\$1,050,186	HES	23426	2022	Amendment New Project (JAN 2022)
NDDOT	22.6.24	Rural - Statewide ITS equipment (5-24 Mile Marker 105, Apple Creek eastbound Weigh in Motion site) (Recalibrate electronics in existing Weigh in Motion cabinet)	\$19,800	\$2,200	\$0	\$22,000	NH	23507	NA	Amendment New Project (APR 2022)
NDDOT	22.6.25	*Planning Study - Transportation Management Center (TMC) and SMART Corridor (5-29 from the SD border to the Canadian border, and the TMC may be located in Bismarck) (Planning study to make I-29 a SMART Corridor and to design a TMC)	\$550,000	\$550,000	\$0	\$1,100,000	RAISE	23513	NA	Amendment New Project (APR 2022)
NDDOT	22.6.26	Urban Rail - Main Ave Bismarck (Main Ave Rail Crossings between 24th and 26th St) (Remove abandoned rail crossings and related infrastructure, restore pavement as needed)	\$126,146	\$0	\$0	\$126,146	RSU	23593	2022	Amendment New Project (APR 2022)
NDDOT	22.6.27	Urban Rail - 43rd Ave NE Bismarck (43rd Ave NE Rail Crossing) (New extended crossing surface, new full depth concrete panels on n and s sidewalks, upgrade and relocation of crossing signal system)	\$413,788	\$0	\$0	\$413,788	RSU	23582	2022	Amendment New Project (APR 2022)
NDDOT	22.6.28	Urban Rail - Monmon Ave Bismarck (Monmon Ave Rail Crossing, NPCC sub line) (Upgrade crossing by installation of new, improved rail signal and related accessories)	\$244,935	\$0	\$0	\$244,935	RPS	23365	2022	Amendment New Project (APR 2022)
NDDOT	22.6.29 23.4-03	*Rural - Hwy 1804 (11 Hazardous Jct to Signal St) (24.9 miles, Thin Overlay)	\$3,566,000	\$840,000	\$0	\$4,406,000	SS	23336	NA	Amendment Moved to 2022 (MAY 2022)
NDDOT	22.6.30	Bridge - I-94 (Sunset Drive Interchange, Mandan) (Preliminary Engineering work for a reconstruction project)	\$2,700,000	\$300,000	\$0	\$3,000,000	IM	23594	NA	Amendment New Project (MAY 2022)
NDDOT	22.6.31	Bridge - I-94 (5-94 Midway and Grant Marsh Bridge) (Preliminary Engineering work for a highway planning study evaluating Grant Marsh Bridge)	\$4,500,000	\$500,000	\$0	\$5,000,000	IM	23595	NA	Amendment Moved to 2022 (MAY 2022)

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* Pending Availability of Federal Funds.

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

* Projects are funded in 2021, but are not included in the expense report.

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

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 Ln/Vucca Av - 43rd Av) (Reconstruction and Widening)	\$4,800,000 (NHJ) \$574,285 (CVD)	\$0	\$6,200,000 \$7,700,649 \$5,290,769 \$4,000,000 (B&S)	\$14,000,000 \$22,365,703	NHJ CVD	22929	2022	Amendment Costs updated (FEB 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	HEJ	23372	2023	Modification Added FPS 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 Retention, Landscaping, Signage, Signal Modifications, Pavement Markings)	\$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)	\$250,843	\$0	\$59,117 (Bismarck)	\$310,000	TALJ	23235	NA	
BURLEIGH	23.2.01	Urban Roads - Burleigh County 56th 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	\$13,600,000	SU CVD	23055	NA	
NDDOT	23.6.02	Bridge - I-94 (1.5 mile E of US 83 N-EB) (Approach Slabs, Expand Joint Mod)	\$168,480	\$18,720 (Bismarck)	\$0	\$187,200	IM	23009	NA	Amendment Combined with 23.6.13, Costs changed (MAR 2022)
NDDOT	23.6.03	Roundabout - Hwy 1804 (Hwy 1804 - Hwy 1804) (Hwy 1804 - Hwy 1804) (Hwy 1804 - Hwy 1804) (Hwy 1804 - Hwy 1804)	\$3,666,000	\$440,000 (Burleigh)	\$0	\$4,106,000	66	23336	NA	Amendment Moved to 2022 (MAY 2022)
NDDOT	23.6.12	Bridge - I-94 (Junction of US 83 N & I-94, EB) (Spill Repair, Structure Incidentals)	\$73,008	\$8,112 (Bismarck)	\$0	\$81,120	IM		NA	
NDDOT	23.6.13	Bridge - I-94 (CP Rail/Thy creek struct, 1 mile E of US 83 N, 19th St separation abt 1/2 mile E of US 83 N) (Deck Overlay, Rail Retrofit, Approach Slabs, Expand Joint Mod)	\$648,328 \$1,195,087	\$66,692 \$132,788 (Bismarck)	\$0	\$666,020 \$1,327,875	IM	23009	NA	Amendment Combined with 23.6.02, Costs changed (MAR 2022)
NDDOT	23.6.14	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 2, Extends T&D) (Reconstruction, City Utilities)	\$13,768,400 \$15,848,000	\$1,641,000 \$1,776,000 (Mandan)	\$6,700,000 \$5,396,000	\$20,000,000 \$23,022,000	SU-CPU	23277	NA	Modification Added PCN & Updated Costs (MAR 2022)
NDDOT	23.6.15	Bridge - I-94 (2 miles west of US Highway 83, Tyler Parkway, EB) (Expansion Joint Modifications, Approach Slabs, Spill Repair)	\$306,876	\$34,320 (Bismarck)	\$0	\$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 (Multiple)	\$0	\$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, Spill Repair, Structure Incidentals)	\$4,494,271	\$499,364 (Multiple)	\$0	\$4,993,635	IM	22603	NA	
NDDOT	23.6.18	Safety - Hwy 810 Bismarck Expressway (1.4 miles, W of Washington St to East of 2nd Street) (Pavement Markings, Intersection Improvements, Turn Lanes, Flashing Beacon)	\$199,800	\$11,100 (Bismarck)	\$11,100	\$222,000	SHE	23225	NA	
NDDOT	23.6.19	Safety - US & State Highways Statewide (Hwy 8, ND 1806) (Structure, Retention along the highway going both ways)	(TBD)	(TBD)	(TBD)	\$414,000	HES	23363	NA	Amendment New Project (JAN 2022)
NDDOT	23.6.20	Safety - Roundabouts Statewide (Hwy 1804 & N Washington St intersection) (Addition of 4 roundabout signs for intersection)	\$27,000	\$3,000	\$0	\$30,000	HES	23529	NA	Amendment New Project (APR 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 (Bismarck via Bus-Main Transit)	\$2,800	\$14,000	UGP		NA	

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* Pending Availability of Federal Funds

• City plans to advance construct project in 2022

• 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	NHJ	23201	NA	
NDDOT	24.6.03	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 3, Edens TSO) (3.3 miles, Reconstruction, City Utilities)	\$411,330,300 \$16,712,000	\$4,269,800 \$1,873,000	\$4,900,000 \$5,505,000 (Mandan)	\$47,600,000 \$24,090,000	SU-CPU	23278	NA	Amendment Cost increase, Added PCN (MAR 2022)
NDDOT	24.6.07	*Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (9.6 miles, Median X-Over, 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	
NDDOT	24.6.11 25.4.43	Urban Regional - Bismarck 9th St (Front Av to Bismarck Expressway) (.6 miles, I-18 & Overlay, Curb & Drift)	\$760,742	\$85,258	\$94,000 (Bismarck)	\$940,000	NHJ	23202	NA	Amendment Moved to 2024 (FEB 2022)
NDDOT	24.6.12 (24.6.20) (24.6.09)	*Urban Regional - I-94B Bismarck/Mandan Memorial Bridge (.1 miles, Memorial Bridge) (Clean drains & glands, Clean Tube, Pigeon Proof Utility Passages, Add Tube drains if needed, & potentially adding steps for access)	\$121,395	\$13,605	\$15,000 50% Bismarck 50% Mandan	\$150,000	NHJ	22902	2022	Amendment Moved to 2024 (MAR 2022) (Formerly moved from 2021 in JAN 2022)

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**Pending Availability of Federal Funds

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

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 (5 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 (5 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	**Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (8.8 mi Fencing, PCC Pave)	\$23,505,300	\$2,611,700	\$0 (Burleigh)	\$26,117,000	IM	22957	NA	
NDDOT	25.6.10	Safety - Bismarck Expwy (Bismarck Gap Bridge) (1.5 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 Expwy (Rosedale Ave to Miriam Ave) (CPB, Grinding)	\$1,968,800	\$246,100	\$246,100 (Bismarck)	\$2,461,000	NH-U	23345	NA	
NDDOT	25.6.12	Urban Recreational - 7th St 9th St (Main Ave to Boulevard Ave) (M&B and Overlay, ADA Ramps, Lighting)	\$2,120,000	\$265,000	\$265,000 (Bismarck)	\$2,650,000	NH-U	23347	NA	

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** Pending Availability of Federal Funds

*** Project area subject to larger than the MPO area. Costs have not been provided.



P.O. Box 5503 • 221 North 5th Street
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May 17, 2022

Wayne Zacher
Local Government Division
ND Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

Re: Qualifications Based Selection Process for the Sunset Drive Corridor Study

The Designated Responsible Charge for the Sunset Drive Corridor Study is Kim Riepl.

Items to be provided to the North Dakota Department of Transportation (NDDOT) by the Bismarck-Mandan Metropolitan Planning Organization (MPO) which serve as supporting documentation required by the NDDOT Consultant Administration Services Procedure manual include:

- a. Request for Proposal
- b. Selection Committee
- c. Shortlist evaluation and rankings for firms interviewed
- d. Interview location, date, time, and questions
- e. Selection committee interview answers and notes
- f. Ballots and ranking of selection
- g. Selection and ranking memorandum
- h. Approval of mayor or president of the LPA/MPO commission
- i. Copies of proposals received
- j. Copies of proposed Sub Consultant Request
- k. Other information, if applicable.



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The Policy Board of the Bismarck-Mandan MPO hereby certifies the appropriate federal and state requirements were followed in developing the Request for Proposal, selection of consultant, and execution of contract for the Sunset Drive Corridor Study. Said requirements are pursuant to the Qualifications Based Selection procedures, specifically as regards Local Public Agencies and Metropolitan Planning Organizations, as prescribed by the North Dakota Department of Transportation in the Consultant Administration Services Procedure Manual.

ATTEST:

Bismarck-Mandan Metropolitan
 Planning Organization

 Name (Print or Type)

 Name (Print or Type)

 Signature

 Signature

 Date

 Date



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May 17, 2022

Wayne Zacher
Local Government Division
ND Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

Re: Qualifications Based Selection Process for the 2022 Traffic Data Acquisition

The Designated Responsible Charge for the 2022 Traffic Data Acquisition was Rachel Drewlow.

Items to be provided to the North Dakota Department of Transportation (NDDOT) by the Bismarck-Mandan Metropolitan Planning Organization (MPO) which serve as supporting documentation required by the NDDOT Consultant Administration Services Procedure manual include:

- a. Request for Proposal
- b. Selection Committee
- c. Shortlist evaluation and rankings for firms interviewed
- d. Interview location, date, time, and questions
- e. Selection committee interview answers and notes
- f. Ballots and ranking of selection
- g. Selection and ranking memorandum
- h. Approval of mayor or president of the LPA/MPO commission
- i. Copies of proposals received
- j. Copies of proposed Sub Consultant Request
- k. Other information, if applicable.



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The Policy Board of the Bismarck-Mandan MPO hereby certifies the appropriate federal and state requirements were followed in developing the Request for Proposal, selection of consultant, and execution of contract for the 2022 Traffic Data Acquisition. Said requirements are pursuant to the Qualifications Based Selection procedures, specifically as regards Local Public Agencies and Metropolitan Planning Organizations, as prescribed by the North Dakota Department of Transportation in the Consultant Administration Services Procedure Manual.

ATTEST:

Bismarck-Mandan Metropolitan
 Planning Organization

 Name (Print or Type)

 Name (Print or Type)

 Signature

 Signature

 Date

 Date

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION POLICY BOARD AMENDMENT TO THE 2021-2022
ANNUAL UNIFIED PLANNING WORK PROGRAM (UPWP)**

DATE: May 17, 2022

REGARDING: Traffic Data Collection Pilot Project for Bismarck

The 2021-2022 UPWP has been amended for the addition of a Signalized Intersections Traffic Data Collection Pilot Project for City of Bismarck in 2022. The pilot project will be completed in coordination with Advanced Traffic Analysis Center (ATAC) and City of Bismarck Engineering Department. The scope of work will include 6 intersections and will allow ATAC to connect these intersections to the existing Traffic Analysis Tool Website. Traffic data will be collected using existing counting equipment. ATAC will provide the needed personnel, dedicated computer, software, and management of the project. Local match is being provided by the City of Bismarck.

On May 17, 2021 the Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board approved the funding addition according to the attached task breakout.

Approved:

Bismarck-Mandan MPO Policy Board Chair

Date

Project	From Task	To Task	From Year	To Year	Total Amount Transferred	Additional UPWP Activities/Funding
Signalized Intersections Traffic Data Collection Pilot Project		204		2022	\$ 30,386	Y
				TOTAL - 204	\$ 30,386	

TOTAL SUM \$ 30,386



UPPER GREAT PLAINS TRANSPORTATION INSTITUTE
ADVANCED TRAFFIC ANALYSIS CENTER

To: Rachel Drewlow, Bismarck-Mandan MPO

From: Kshitij Sharma, UGPTI/ATAC

Re: Signalized Intersections Traffic Data Collection Pilot Project.

Date: April 1, 2022

Background/Purpose

Upper Great Plains Transportation Institute's Advanced Traffic Analysis Center (ATAC) has setup automated traffic data collection on signalized intersections using existing detection technologies. The setup provides 15-minute turning movement count and average stop bar speeds 24/7/365. The collected data can then be used for generating reports using the Traffic Analysis Tool website. The reports include:

1. Volume Profile
24-hour plot of binned 15-minute traffic volumes
2. Speed Profile
24-hour plot of average 15-minute traffic speeds
3. Monthly Seasonal Factors
12-month chart of seasonal variations in traffic
4. Day-of-the-week Seasonal Factors
7-day chart of daily variations in traffic
5. Peak Hour Volume/Factors
Turning movement counts of AM-, Midday-, and PM-peak volumes and factors
6. Annual Average Daily Traffic
Turning movement counts of annual average daily traffic
7. Monthly Average Daily Traffic
Turning movement counts of monthly average daily traffic
8. Average Daily Traffic
Turning movement counts of a custom duration based average daily traffic

Over the recent years, these reports have proven useful in

- Transportation Planning
To calibrate and validate regional travel demand models
- Traffic Operations
To design traffic signal phasing and splits
- Other
To inform other transportation related decisions and to measure variations in traffic demand during various phases of the ongoing pandemic

Under this project the necessary connections would be established and up to 6 signalized intersections within the City of Bismarck (City) would be setup for traffic data collection. One of these intersections maybe that has older model cameras, and another one may include newer cameras operating under a metered connection. These two will

be tested for functionality and will be setup if found feasible. Otherwise all 6 intersections will be selected from the fiber-interconnected intersections list provided by the City.

Project Tasks

ATAC has outlined the tasks for this project per agency as follows:

1. Traffic PC provision (ATAC)
A computer with at least two network interface controllers capable of communicating with private traffic infrastructure network as well as secured internet connection simultaneously will be provided by ATAC to be installed at the City. The PC will have the necessary OS, remote connection software, code compilers, ODBC components, data transfer script/task, API related software etc. preinstalled on it.
2. Traffic software installation (City)
The proprietary software provided by the City's traffic detection devices manufacturer will be installed on the Traffic PC by the City staff. In addition City staff's help will be required in finalizing any required database connections to the North Dakota Department of Transportation Support Center (DOTSC) servers and in enabling data transfer tasks which may require elevated privileges. Remote connection between ATAC PCs and the Traffic PC are to be established at the same time
3. Intersection detection zones and calibration checks (ATAC)
The detection zone and calibration setup per camera will be checked and any changes or tweaks required will be applied. These changes will result in improving the count accuracy and also in making the vehicle detection more reliable.
4. Intersection traffic data collection setup (ATAC)
For the newer detection cameras, the zone labels and other nomenclature related items will be modified if necessary. In case of older detection cameras, count stations and other related zones will be created.
5. Traffic count data quality audits (ATAC)
The camera reported counts will be compared against manual counts from videos recorded from respective cameras. At least an hour's worth of traffic counts will be compared and any changes necessary in the traffic data collection setup will be made. Then a re-count of a newly recorded hour of video will be compared to the corresponding counts from the camera.
6. API script setup
An API script will be installed and corresponding task(s) scheduled to download traffic data once per day on an automated basis.
7. Traffic data transfer and import setup (ATAC & City)
Traffic data downloaded from the cameras will be transferred to DOTSC server. The data will then be imported into the database
8. Website setup (ATAC)
The intersections will be setup in the already established Traffic Analysis Tool website to enable reporting. Data import and outage notification emails will be setup.
9. Training/Project report (ATAC)
A project report detailing the tasks and findings of the project will be provided. Training will be provided on the use of Traffic Analysis Tool website to create reports based on data obtained from intersections set up in this project.

Major Milestones and Deadlines

The major milestones for this project and their deadlines are:

Milestone	Deadline
Kickoff	September 15, 2022
API agreements	October 30, 2022
Traffic PC provision	November 15, 2022
Software installation	November 30, 2022
API script setup	August 31, 2023
Intersection setup	January 31, 2024
Website setup	February 14, 2024
Training/project report	March 1, 2024

Resources Required

ATAC's requirements are listed below:

1. Assistance from City staff to setup the Traffic PC on the City's networks with all the necessary software
2. Assistance from City staff in enabling traffic data transfer between the Traffic PC and DOTSC server
3. Remote access between ATAC PCs and the Traffic PC
4. Access to transportation infrastructure including 'write' permissions for software required to communicate with traffic detection cameras
5. Necessary API agreement between City and Econolite

Deliverables

Deliverables in this project will consist of the following:

- Intersection traffic data collection setup
- Traffic PC
- API agreements/script
- Traffic Analysis Tool website setup/training
- Project report

North Dakota MPO Planning Support Program Master Agreement

Bismarck Mandan MPO Addendum to the Master Agreement

Upon execution by the parties below, this Addendum and any attachments shall become attached to and incorporated into the 'North Dakota MPO Planning Support Program Master Agreement' between 'Bismarck Mandan MPO' and North Dakota State University.

1. *Project Title:* **Signalized Intersections Traffic Data Collection Pilot Project**
2. *Effective Dates:* **September 1, 2022 through March 1, 2024**
3. *Statement of Work:* ATAC will add up to 6 signalized intersections within City of Bismarck on the existing Traffic Analysis Tool website.
4. *Principal Investigator:* Kshitij Sharma
5. *Desired Deliverables:*
 1. Intersection traffic data collection setup
Setup of up to 6 signalized intersections for traffic data collection with analysis capabilities using the existing Traffic Analysis Tool website
 2. Traffic PC
ATAC will provide Traffic PC with required OS/software set up
 3. API agreements/script
ATAC will install API script on the Traffic PC and assist with related agreements
 3. Traffic Analysis Tool website setup/training
Up to 6 intersections will be set up on the Traffic Analysis Tool website and MPO/City staff will be trained on the use of the website
 4. Project report
ATAC will provide a project report documenting the various tasks involved in the project
6. *Contract Amount:* \$ 30,386

AUTHORIZATION:
Bismarck Mandan MPO

Authorized Signature

Name and Title Date

North Dakota State University

Authorized Signature

Name and Title Date

BUDGET:

**Project Title: Signalized Intersections Traffic
Data Collection Pilot Project**

Cost Item	Amount
Staff Salaries	\$ 9,805
Benefits	\$ 4,020
Grad Student Salaries	\$ -
Undergrad Student Salaries	\$ 6,090
Benefits	\$ 305
Operating	\$ 1,000
Total direct costs	\$ 21,219
NDSU overhead (43.2%)	\$ 9,167
Total project cost	\$ 30,386

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Application Details

Contact Information

Organization Type*: Municipal Government

Tax Id: 45-0412885
Organization Website: <https://lincoln-park-district.org/>
Address*: 32 McDougall Dr

Lincoln North Dakota 58504-____
City State/Province Postal Code/Zip
Phone*: 701-391-5656 Ext.
###-###-####
Fax: ###-###-####
SAM.gov Entity ID:
SAM.gov Name:
SAM.gov Entity ID Expiration Date:

Applicant Information

Applicant Information

Applicant Legal Name*: Lincoln Park District

Applicant Type*: Park District

Employer/Taxpayer Identification Number (EIN/TIN)*: 450412885

Organizational DUNS*: 54838716

Street Address*: 6940 Dolan Drive
Address Line 1
Address Line 2

Lincoln North Dakota
City State

Please enter the 9-digit Zip Code. To obtain the zip+4 codes go to https://tools.usps.com/go/ZipLookupAction_input.

Zip Code*: 58504-9373
9-digit Zip Code (Example: #####-####)

Is the mailing address different from the street address?

Mailing Address*: No

Mailing Address: Address Line 1
Address Line 2

City North Dakota
State

To obtain the zip+4 codes go to https://tools.usps.com/go/ZipLookupAction_input.

Zip Code: 37 9-digit Zip Code (Example: #####-####)

Name and contact information of person to be contacted on matters involving this application:

Contact Person*: Nicholas Couture
First Name Last Name
President Lincoln Park District
Title Organization
701-391-5656 lincolndparks@gmail.com
Phone Number Email Address

Is the Reimbursement Contact the same as the Contact Person listed above?

Reimbursement Contact*: No

Reimbursement Contact Information:

Reimbursement Contact: Keli Berglund
First Name Last Name
Treasurer Lincoln Park District
Title Organization

Mailing Address: 6940 Dolan Drive
Address Line 1
Address Line 2

Lincoln North Dakota
City State

To obtain the zip+4 codes go to https://tools.usps.com/go/ZipLookupAction_input.

Zip Code: 58504-9373
Please enter the 9-digit Zip Code.
701-202-2228 lincolndparks@gmail.com
Phone Number Email Address

All Project Sponsors must have an established Title VI Program in order to receive RTP funding. If a Project Sponsor does not have an established Title VI Program at the time of application, one may be established in the months following application submission and the Sponsor can still be eligible for RTP funding. In order to establish a Title VI Program, find more information by clicking on the Title VI tab at NDPRD's website at: NDPRD. Once the Project Sponsor has established a Title VI Program, a completed manual must be submitted to NDPRD. After NDPRD approves the program, a Grant Award Agreement can be issued.

Is the Applicant Title VI Compliant?* Yes

Evidence of Compliance Attachment:

OR

Evidence of Compliance Website Link(s):

https://lincoln-park-district.org/?page_id=426

Project Description

Scope of Project

Based on the State Comprehensive Outdoor Recreation Plan (SCORP) SCORP, please identify the following:

Region*: Primary

Scope of Project*: Trail Extension
Select all that apply.

If Construction of New Trails OR Restoration of Existing Trails: 0.00
Number of Miles

If Trail Extension: 0.98 0.28
How long is your Number of
trail currently? Miles Extension

Project Impacts*: Bicycling/Mountain Biking/Fat Tire Biking, In-line Skating, Walking/Hiking
Select all that apply.

If other, please list:

Land Ownership where grant funds are applied.

Land Ownership*: State

Who holds the title to the project land(s)?

Holds Title*: Burleigh County

Who will own the title & insure equipment purchase?

Equipment Purchase*: Contractor

Does the project fall within a federal highway right-of-way?

Federal Highway*: No

Does your project take place within the jurisdiction of one of the three Metropolitan Planning Organizations (MPO): Bismarck-Mandan, Fargo, or Grand Forks?

MPO*: Yes

If yes, which one?

MPO: Bismarck-Mandan
Please choose one.

If yes, has your project received approval from the MPO?

Approval: No

If yes, provide documentation.

Approval Documentation:

Accessibility

*All RTP projects must meet accessibility guidelines in compliance with the Americans with Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973, the Architectural Barriers Act, PROWAG or the Outdoor Accessibility Guidelines. For more information refer to the: U.S. Access Board.

Indicate which guidelines and standards will apply and the project elements affected by the compliance: (i.e. vault toilet, running slope, parking area, signage, etc.)

Architectural Barriers Act (ABA) Accessibility Standards

ABA*: No

Project Elements Affected:

Public Rights-of-Way Accessibility Guidelines (PROWAG)

PROWAG*: Yes

Project Elements Affected:

The path extension's cross slopes, ramps, and landings will be designed and constructed to improve access for people with disabilities, meeting the requirements within the PROWAG Americans with Disabilities Act (ADA) Standards (2010)

ADA*: Yes

Project Elements Affected:

The path extension's cross slopes, ramps, and landings will be designed and constructed to improve access for people with disabilities, meeting the requirements within the ADA standards Forest Service Trail Accessibility Guidelines (FSTAG)

FSTAG*: No

Project Elements Affected:

Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG)

FSORAG*: No

Project Elements Affected:

Project Details

Requirement and Evaluation

Provide a brief narrative to understand the **scope of the project**.
Please explain if the application is for one or more phases of a multi-phase project.

Scope of Project*:

This application is for Phase I of the Shared Use Path - 66th St Extension, but is a stand alone project and will be completed as one bid. The project will include construction of a new 0.28 mile, 10' hot mix asphalt path which will tie-in to an existing shared use path. The project will consist of grading, placement of base material, paving, ADA features, and pathway lighting system to match the existing pathway system it connects to. The path will be constructed within the Burleigh County right-of-way, and permission has been granted to use the land for this project. The construction will be put out for public bid, therefore supplying the necessary equipment will be the responsibility of the successful bidder. The City of Lincoln Public Works and Lincoln Park District will perform maintenance throughout all seasons.

Clearly define the goals for the project (with a delineation of which user groups would benefit from the project).

Goals*:

This project is classified as a multi-use path intended for walking, running, biking, and roller blading. While it is a goal of the Lincoln Park District to make all areas throughout the city more accessible to pedestrians, the main goal of this project is to create a safe route for the children and families who live south of Lincoln Road to walk and bike to Lincoln Elementary School and the adjacent playground. Currently, the children who walk and bike to school must do so along 66th St which is a very highly used road within the city. The construction of this path would increase the safety for the children and all pedestrians traveling along 66th St. This project not only connects the previous phases of the Shared Use Path along Lincoln, but also to a Safe Routes to School sidewalk project constructed in 2021 through the NDDOT TA program. Hence, this project is the tying link between multiple different path and sidewalk projects.

A statement with costs associated with the project (ex. material/service purchases including hardware, sand/gravel concrete, landscape materials, signs, design/engineering services, contractor services, equipment rates, equipment costs, and land lease payments).

Costs*:

The total estimated cost for the project is \$261,700. This includes costs for contract bond, mobilization, removals, topsoil, common excavation, subgrade preparation, seeding and mulch, erosion control devices, aggregate base, hot mix asphalt, traffic control signs, pipe installation, sidewalk concrete, detectable warning panels, lighting

system, and engineering services for design. A detailed breakdown of the work items can be seen in the attached Preliminary Estimate.

Evidence of local/area support (council resolutions, minutes of public meetings, letters of support, etc.). Evidence of MPO support must be included if applicable.

Local Support*:

Please see attachments for support from public and local agencies. The City of Lincoln is dedicated to increasing pedestrian accessibility throughout the city. The Bismarck-Mandan MPO approved the project in 2021. The 2022 application information was sent to them for approval consideration on their May 17, 2022 meeting. There were not concerns last year and the project hasn't changed, so the chances of approval are highly likely.

Availability/access to 20% match. Matching funds must not be from other federal sources such as Transportation Enhancement (TE) or Transportation Alternatives Program (TAP) through the Department of Transportation. A resolution or confirmation letter from the sponsor will be required prior to any award of a grant.

Matching Funds*:

The Lincoln Park District has provided a signed Commitment Letter for the required funds to meet the remaining amount of the project, which at a minimum will be the 20% match. The Lincoln Park District fully supports this project, and has vast support from the community to complete this section of the path to provide a safe pedestrian corridor along 66th St.

Evidence of applicant capability to carry out project. For development projects, applicant capability to operate, maintain, and protect trail and facilities when completed.

Capability*:

The first section of this path along Lincoln Road was constructed in the summer of 2016 which spanned 0.42 miles. During the summer of 2018, this path was extended 0.21 miles to the east ending of 66th St. In 2021, construction of the west extension of 0.35 miles of the trail along Lincoln Road from Benteen Drive to 52nd St was completed. The City of Lincoln Public Works and Lincoln Park District have shown they are capable of maintaining these paths through use of brooms, snow plows, and ice melt spreaders. The maintenance of this section will be added to the existing maintenance agreement between City of Lincoln and Lincoln Park District.

Consideration for trail user group(s); location & relevance of the trail for the intended or existing users; clarity, detail, and quality of project plan/design; quality of existing development (if any); attention to safety, accessibility and health considerations.

Site and Project Quality*:

This path is being proposed to begin the process of connecting to the Bismarck trail network, as well as an additional safe route for pedestrians along a heavily used road in the City of Lincoln. The alignment of this path was selected to accommodate the future widening of 66th St. The grade is relatively flat, and the path is mostly straight with a couple curves allowing for good sight distance. The plans will provide permanent signing meeting MUTCD requirements and clearly indicate pedestrian and bicyclists use and stop signs as necessary at intersections. Bike or running groups will be able to use this path extension to extend their off-road routes.

Public need and benefit of project: safety concerns, urgency of action, potential to lose the opportunity, number of people who would benefit from the project when compared to cost.

Why Should This Project be Funded?*

The City of Lincoln is a fast growing community in North Dakota, and has been hard pressed to keep up on development of pedestrian facilities to get residents around newly developed areas. Previous ordinances did not mandate sidewalks. The project will provide a safe route for children to walk to school, and all pedestrians traveling along 66th St. During summer months, this path will be used by residents for outdoor fitness and walking between businesses. The project will also be a step towards future paths that will be developed along 66th St running to the north, and future connections to the City of Bismarck's trail system. The trail will also increase the walkability score of the city and for residences in the area.

How many people could be expected to use the trail over the course of the year as a result of the project?

Use of Trail*:

4000

Identify adverse impacts that might be realized as a result of completing the project, and how the project design attempts to mitigate adverse impacts. How might the project improve conditions for adjacent landowners?

Adverse Impacts*:

The project route selected has no wetland, storm water, or other adverse impacts. Due to the path running alongside 66th St, there will be no increase of noise. Planned erosion control measures, both during and after

construction, will help mitigate any surface erosion. No ecologically sensitive areas are within this project.

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Project Information

Title of Applicant's Project*: Lincoln Shared Use Path - 66th St Extension Phase I

Description of Project*:

This project will construct a new 10' bituminous path connecting to the existing path on the northwest corner of Lincoln Road and 66th St traveling north along the west side of 66th St approximately 1500 LF up to the existing crosswalk at Dolan Drive. The project is a extension of the path system in Lincoln. The project is now in Phase I of the north extension along 66th St.

*Recipients have 18 months to complete the project.

Estimated Start Date and End 05/01/2023 07/28/2023

Date*: Start Date End Date

Location

Project Address

(if available):

Project will run parallel to 66th St on the west side between Lincoln Road and Dolan Drive

Project City/Town*: Lincoln

County*: Burleigh

Latitude

(degrees, minutes, seconds): Ex. 46d78m56.9s

Longitude

(degrees, minutes, seconds): Ex. 100d62m21.7s

Latitude and Longitude*: 46d45m56.5s 100d41m23.3s

Latitude Longitude

Describe the project location.

Example: New trail in ABC Park starting at 5th Street for a distance of 300 feet to the intersection of 6th Street and Avenue D. Includes the Avenue D crosswalk and then runs for 2300 feet to Harold's Drainage trailhead.

Location:

The new HMA path with tie-in to the existing shared use path NW corner of Lincoln Road/66th St then go north for approximately 1500 LF to the existing 66th St. cross walk at Dolan Drive.

Legal Address (if applicable):

SE1/4 SE1/4 Sec 18, T138N, R79W

Example: Township Region Section

Environmental Screening

Initial Environmental Screening

Geological resources: soils, bedrock, slopes, streambeds, landforms, etc.

Geological Resources*: Not Applicable

Air Quality*: Not Applicable

Sound (noise impacts)*:	No/Negligible Impacts
Water Quality/Quantity*:	No/Negligible Impacts
Stream Flow Characteristics*:	Not Applicable
Marine/Estuarine*:	Not Applicable
Floodplains/Wetlands*:	Not Applicable
Land use/ownership patterns; property values; community livability.	
Land Use*:	No/Negligible Impacts
Circulation/Transportation*:	No/Negligible Impacts
Plant/animal/fish species of special concern and habitat; state/federal listed or proposed for listing.	
Species of Concern*:	Not Applicable
Unique ecosystems, such as biosphere reserves, World Heritage sites, old growth forests, etc.	
Unique Ecosystems*:	Not Applicable
Introduce or promote invasive species (plant or animal).	
Invasive Species*:	Not Applicable
Recreation resources, land parks, open space, conservation areas, recreation trails, facilities, services, opportunities, public access, etc.	
Recreation Resources*:	No/Negligible Impacts
Accessibility for Populations with Disabilities*:	No/Negligible Impacts
Overall aesthetics, special characteristics/features.	
Aesthetics*:	No/Negligible Impacts
Historical/cultural resources, including landscapes, ethnographic, archaeological, structures, etc.	
Historical Resources*:	Not Applicable
Socioeconomics*:	Not Applicable
Minority and Low-income Populations*:	Not Applicable
Energy resources (geothermal, fossil fuels, etc.)	
Energy Resources*:	Not Applicable
Other agency or tribal land use plans or policies.	
Other Agency or Tribal Land*:	Not Applicable
Land/structures with history of contamination/hazardous materials even if remediated.	
Hazardous Materials*:	Not Applicable
Other important environmental resources to address.	
Other*:	Not Applicable
Additional Information or Clarification:	

Certifications Regarding Debarment, Suspension, and Other Responsibility Matters

Certification - Primary Covered Transactions

This certification is for a **Primary** covered transaction and is applicable.

Primary*: Yes

Certification - Lower Tier Covered Transactions

This certification is for a **Lower Tier** covered transaction and is applicable.

Lower Tier*: Yes

Certification - Regarding Drug-Free Workplace Requirements - NOT AN INDIVIDUAL

This certification is for an applicant who is NOT AN INDIVIDUAL.

Not An Individual*: Yes

Certification - Regarding Drug-Free Workplace Requirements - INDIVIDUAL

This certification is for an applicant who is AN INDIVIDUAL.

Individual*: N/A

Certification - Regarding Lobbying

This certification is for the award of any of the following and the amount exceeds \$100,000:

A federal grant for cooperative agreement;

Subcontract or subgrant under the grant or cooperative agreement.

Applicable*: Yes

This certification is for the award of a Federal Loan Exceeding the amount of \$150,000, or a subgrant or subcontract exceeding \$100,000 under the loan.

Applicable*: No

Authorization

As the authorized certifying official, I hereby certify that the application is accurate to the best of my knowledge.

Authorization*: Yes

Responsible Official*:

Nicholas Couture

First Name Last Name

President Lincoln Parks District 04/29/2022

Title

Date

Attachments**Attachments**

44 Named Attachment	Required Description	File Name	Type	Size	Upload Date
Project Location Map	Proposed trail and trail system maps	Lincoln Shared Use Path - 66th St. Extension Phase I_Project Location Map.pdf	pdf	523 KB	04/29/2022 02:59 PM
Site Development Plans (if available)	Preliminary alignment and grading plan	66th Ph 1 - Preliminary Grading Layout.pdf	pdf	325 KB	04/28/2022 03:33 PM
Written assurances/leases that confirm the project will be open for public use	Commitment and assurance letters	Lincoln Park District Letter of Assurance and Commitment 2022.pdf	pdf	1 MB	04/29/2022 02:07 PM
Recent Cultural Review Letters or Documents (if applicable)	Draft of SOV letters	SOV Letters_Combined.pdf	pdf	182 KB	04/28/2022 04:01 PM
Board Meeting Minutes and/or Letters of Support for Project	Letters of Support	Combined Support Letter- Lincoln Shared Use Path 66th Extension Phase I.pdf	pdf	315 KB	04/28/2022 03:35 PM
Written Confirmation of MPO Approval (if applicable)	MPO 2021 letter with comments	MPO Approval_RTP application_June2021 with comments.pdf	pdf	480 KB	04/28/2022 03:59 PM

Additional Information

Description	File Name	Type	Size	Upload Date
No files attached.				

RTP Budget Narrative

Budget Information

Cost Classification	Total Cost	Additional or Sponsor Covered Costs	Total Allowable Costs
Administrative and legal expenses	\$0.00	\$0.00	\$0.00
Land, structures, rights-of-way, appraisals, etc.	\$0.00	\$0.00	\$0.00
Relocation expenses and payments	\$0.00	\$0.00	\$0.00
Architectural and engineering fees	\$22,000.00	\$0.00	\$22,000.00
Project inspection fees	\$0.00	\$0.00	\$0.00
Site work	\$0.00	\$0.00	\$0.00
Demolition and removal	\$0.00	\$0.00	\$0.00
Construction	\$217,900.00	\$0.00	\$217,900.00
Equipment	\$0.00	\$0.00	\$0.00
Miscellaneous	\$0.00	\$0.00	\$0.00
	\$239,900.00	\$0.00	\$239,900.00

Contingency

45

Contingency (typ. 10-20%): \$21,800.00

Total Budget

Total Project Cost: \$261,700.00

RTP Federal Assistance \$209,360.00

Requested Total:

Financial Match

Match Source	Type of Match	Amount Secured
Park District	Cash	\$52,340.00 Yes
		\$52,340.00

Partial Funding Feasibility

Would partial funding affect the grant?

Partial Funding*: Yes

If Yes, Briefly Explain:

Depending on the partial funding amount, the project may need to be held until next application cycle. The Lincoln Park District is able to cover more than the 20% up to a point, but this would effect the park District's plans for additional projects

Cost Estimate

Description	File Name	Type	Size	Upload Date
Engineer's Cost Estimate	2022.04.29 Lincoln Shared Use Path-66th St. Extension Phase I - Preliminary Engineers Estimate.pdf	pdf	86 KB	04/29/2022 02:19 PM

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DATE: May 16, 2022

TO: TAC and Policy Board

FROM: Rachel Drewlow, Executive Director
Bismarck-Mandan Metropolitan Planning Organization (MPO)

RE: MPO Staff Request for Permission to Negotiate Contract Changes

REQUEST:

Consider approval of allowing MPO staff to negotiate changes on an as-needed basis to the template contract used for data acquisitions and transportation studies, after the changes have been approved by the City of Bismarck Legal Department and NDDOT.

SUMMARY:

In November 2021, TAC and Policy Board voted to approve the MPO's use of a template contract for negotiations with vendors and consultants. After several months of use—and associated trial and error—the City of Bismarck Attorney recommends an alternative approval process, which is employed by the City of Bismarck.

MPO staff has authority to execute contracts, but currently lacks ability to negotiate contracts. Per the new suggestion, MPO staff would be responsible for negotiating terms of a contract and receiving approval of from legal and NDDOT via the City's contract review process or similar means. MPO staff is requesting permission from TAC and Policy Board to negotiate changes to the template contract on an as-needed basis and retain the authority to execute contracts upon approval of oversight. TAC and Policy board will be able to review a project's scope and overall cost at the time of RFP and UPWP approval.

STAFF CONTACT:

Rachel Drewlow, Executive Director
rdrewlow@bismarcknd.gov
701-355-1852

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DATE: May 16, 2022

TO: TAC and Policy Board

FROM: Rachel Drewlow, Executive Director
Bismarck-Mandan Metropolitan Planning Organization (MPO)

RE: Population Based Cost Shares for MPO Jurisdictions

REQUEST:

Consider approval of the new population-based cost shares for the MPO's local jurisdictions, based on the new 2020 Census population numbers.

SUMMARY:

The MPO's local jurisdictions pay a percentage of the local share for data acquisitions and transportation studies. Sometimes the local share is paid entirely by one jurisdiction, or divided amongst multiple jurisdictions, depending on the benefit the jurisdiction receives from the project. At other times, the data acquisition or transportation study affects all five MPO jurisdictions, and the cost of the local share (20%) is divided proportionately among them based on population. The breakout for these population-based cost shares currently puts Bismarck at 12%, Mandan at 4%, Burleigh at 3%, and Morton and Lincoln at .5% each. The new breakouts, based on the 2020 Census numbers, place Bismarck at 11.9%, Mandan at 3.9%, Burleigh at 2.9%, Morton at .6%, and Lincoln at .7%. If approved, these percentage breakouts will determine the amount of local share billed to the local jurisdictions on applicable MPO projects going forward.

STAFF CONTACT:

Rachel Drewlow, Executive Director
rdrewlow@bismarcknd.gov
701-355-1852

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PROGRESS REPORT

SRF COMM. NOS.	14186
PROGRESS REPORT NO.	3
DATE	May 5, 2022

REPORTING PERIOD	April 2022
PROJECT NAME	Bismarck E Main Ave Corridor Study
PREPARED BY	Scott Harmstead – SRF

PROBLEMS ENCOUNTERED/ITEMS OF CONCERN

Project Issues/Concerns

NA. Contract executed 2/14/22

April snow storm delayed traffic counts/cameras to week of May 2. No significant impact to overall project schedule anticipated.

TASK PROGRESS – SCHEDULE/BUDGET SUMMARY

TASK	PERCENT COMPLETE	NOTES	STATUS
Phase 1 – Baseline Input	48%	GIS and other relevant data collection, traffic data initiated (cameras sent to Bismarck and counts scheduled for week of May 2), ATAC coordination	On Schedule
Phase 2 – Issues and Needs	33%	VISSIM model further developed (ready for traffic data inputs)	On Schedule
Phase 3 – Alternative Development	1%		On Schedule
Phase 4- Alternative Analysis	0%		On Schedule
Phase 5 – Finalization and Implementation	0%		On Schedule
Engagement	16%	First SRC meeting held 4/21, draft public involvement report developed	On Schedule
Project Management	28%	Client check-ins, progress reports, internal coordination	On Schedule
Total	12%		On Schedule

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May 17, 2022

Wayne Zacher
 Local Government Division
 ND Department of Transportation
 608 East Boulevard Avenue
 Bismarck, ND 58505-0700

Re: Qualifications Based Selection Process for the 2021 Origin-Destination Data Procurement

The Designated Responsible Charge for the 2021 Origin-Destination Data Procurement was Rachel Drewlow.

Items to be provided to the North Dakota Department of Transportation (NDDOT) by the Bismarck-Mandan Metropolitan Planning Organization (MPO) which serve as supporting documentation required by the NDDOT Consultant Administration Services Procedure manual include:

- a. Request for Proposal/Request for Quotes
- b. Selection Committee
- c. Shortlist evaluation and rankings for firms interviewed
- d. Interview location, date, time, and questions
- e. Selection committee interview answers and notes
- f. Ballots and ranking of selection
- g. Selection and ranking memorandum
- h. Approval of mayor or president of the LPA/MPO commission
- i. Copies of proposals received
- j. Copies of proposed Sub Consultant Request
- k. Other information, if applicable.

The Policy Board of the Bismarck-Mandan MPO hereby certifies the appropriate federal and state requirements were followed in developing the Request for Proposal, selection of consultant, and execution of contract for the 2021 Origin-Destination Data Procurement. Said requirements are pursuant to the Qualifications Based Selection procedures, specifically as regards Local Public Agencies and Metropolitan Planning Organizations, as prescribed by the North Dakota Department of Transportation in the Consultant Administration Services Procedure Manual.

ATTEST:

Bismarck-Mandan Metropolitan Planning
 Organization

 Name (Print or Type)

 Name (Print or Type)

 Signature

 Signature

 Date

 Date