Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

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

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

DATE: **August 8, 2022**

RE: **Policy Board Meeting**

There will be a meeting of the Bismarck-Mandan MPO Policy Board on **Tuesday, August 16, 2022, at 1:30 PM.** The meeting will be held in the Ed "Bosh" Froehlich Meeting room of the Mandan City Hall at 205 2nd Avenue NW, Mandan, ND. The agenda is outlined below.

The City of Bismarck and Policy Board members are encouraging citizens to provide their comments for public hearing items on the Bismarck-Mandan 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.

AGENDA

1. MINUTES
   Review and Possible Approval of Minutes from July 19, 2022 Meeting 3

2. 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS – Stephen Larson, MPO
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   Bismarck Expwy Project, Washington St to Main Ave, Amendment (Exhibit B) 13
   Bismarck ND 1804 Project, Amendment (Exhibit C) 15
   Bismarck Hwy 810 E Project, Amendment (Exhibit D) 17
   Mandan 8th Ave NW Project, Amendment (Exhibit E) 19
   Updated 2022-2025 TIP Program of Projects (Exhibit F) 21
   ACTION ITEM: 2022-2025 TIP Amendments

3. DRAFT 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM – Rachel Lukaszewski, MPO
   Draft 2023-2026 TIP (Exhibit G) 23
   ACTION ITEM: Draft 2023-2026 TIP

4. DRAFT 2023-2024 UNIFIED PLANNING WORK PROGRAM – Rachel Lukaszewski, MPO
   Draft 2023-2024 UPWP (Exhibit H) 81
   ACTION ITEM: Draft 2023-2024 UPWP

5. 2024-2025 TRANSPORTATION ALTERNATIVE (TA) PROJECTS – Kim Riepl, MPO
   TA Projects Summary Sheet (Exhibit I) 133
   Bismarck Parks and Recreation Hay Creek Trail Rehab (Exhibit J) 137
   Bismarck Parks and Recreation S Washington Trail Extension (Exhibit K) 149
   Mandan Hwy 6 Trail Construction Phase 3 (Exhibit L) 163
   TA Projects Summary Sheet (Exhibit M) 179
   ACTION ITEM: 2024-2025 TA Projects

6. EAST MAIN AVENUE CORRIDOR STUDY – Scott Harmstead, SRF
   Progress Report (Exhibit N) 193

7. SUNSET DRIVE CORRIDOR STUDY – Adam McGill, KLJ
   Progress Report (Exhibit O) 195

8. 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION – Stephen Larson, MPO
   McKenzie Dr Interchange Project Administrative Modification (Exhibit P) 197
   Bismarck 9th Street Project Administrative Modification (Exhibit Q) 199

9. URBAN ROADS PROGRAM FY 2027 GRANT FUNDS – Rachel Lukaszewski, MPO

10. ND HWY 1806 VETERAN'S CEMETERY CENTER TURN LANE – Mayor Wise/Commissioner Zachmeier

11. OTHER BUSINESS

12. ADJOURNMENT

Next scheduled Policy Board meeting is on 9/20/2022. 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

Project	% Complete	Contracted Completion Date
East Main Avenue Corridor Study	39	06/30/2023
Sunset Drive Corridor Study	4	08/31/2023

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
JULY 19, 2022

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board met on July 19, 2022, at 1:30 p.m. in the Ed "Bosh" Froehlich Meeting Room, Mandan City Hall, 205 2nd Ave NW, Mandan, ND. Chair Gerarld Wise presided.

Members present or participating via Zoom were Gabe Schell for Mike Schmitz, Andy Zachmeier, Kathleen Jones, Gerarld Wise, and Tim Helbling.

Others present or attending via Zoom were Rachel Lukaszewski, Stephen Larson, and Kim Riepl of the Bismarck-Mandan MPO; Scott Harmstead, SRF Consulting; and Adam McGill, KLJ.

CALL TO ORDER

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

REMOVAL OF AGENDA ITEM 4 (RTP APPLICATION)

Per the request of MPO staff, Chair Wise called for a motion to remove agenda item 4 from the meeting, since the Recreational Trails Program application in the packet no longer requires MPO consideration.

MOTION: Mr. Helbling made a motion to remove agenda item 4 from the agenda. Ms. Jones seconded the motion and with Tim Helbing, Gabe Schell, Kathleen Jones, and Chair Wise voting in favor, the motion was approved.

MINUTES

Chair Wise called for a motion to approve the minutes of the June 21, 2022 Regular Meeting of the Policy Board.

MOTION: Mr. Helbling made a motion to approve the minutes of the June Regular Meeting. Ms. Jones seconded the motion and with Gabe Schell, Kathleen Jones, Tim Helbling, and Chair Wise voting in favor, the minutes of the June 21, 2022 Regular Meeting were approved.

JULY ELECTION OF OFFICERS

Ms. Lukaszewski reminded the board election of officers for Policy Board takes place every other year in July per the MPO by-laws. The terms for both Chair and Vice-Chair are for two years.

Chair Wise called for nominations to the position of Policy Board Chair.

MOTION: Ms. Jones made a motion to re-nominate Gerarld Wise to the position of Policy Board Chair, ceasing other nominations. Mr. Helbling seconded the

motion and with Gabe Schell, Kathleen Jones, Tim Helbling, and Chair Wise voting in favor, the motion was approved.

Chair Wise called for nominations to the position of Policy Board Vice-Chair.

MOTION: Ms. Jones made a motion to re-nominate Tim Helbling to the position of Policy Board Vice-Chair, ceasing other nominations. Mr. Schell seconded the motion and with Gabe Schell, Kathleen Jones, Tim Helbling, and Chair Wise voting in favor, the motion was approved.

2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT

Mr. Larson presented on this item. The MPO advertised one TIP Amendment (Exhibit A) for the required 15-day public comment period, and no public comments were received. A public hearing was also held at yesterday's TAC meeting, and no public comments were received. Mr. Larson presented a brief overview of the amendment.

The amendment is an addition to the Bis-Man Transit Program of Projects. Transit was awarded FY 2022 Section 5339 Small Urban Program funding in the amount of $156,000 to provide the 80% federal funding needed to procure and install a new bus hoist and a new farebox system. Because the funding is now expected to be used during FY 2022, the MPO is amending the Transit Program of Projects in the TIP to show this new project. The project is consistent with the MTP (Metropolitan Transportation Plan), and TAC recommended approval.

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

Note: Andy Zachmeier joined the meeting after approval of this item.

TRANSIT DEVELOPMENT PLAN (TDP)

Ms. Lukaszewski said on July 13 the selection committee interviewed two consultants for the 2022 TDP. The consultants being considered were SRF and The Goodman Group, or TGG. The committee consisted of members of Bis-Man Transit, the City of Bismarck, the City of Mandan, the MPO, and a community member at-large representing transit interests. The selection committee's deliberations ranked SRF as the top-ranked consultant for the TDP. Ms. Lukaszewski shared the MPO's standard QBS Letter with the board. This letter notifies the North Dakota Department of Transportation (NDDOT) the MPO complied with the Qualifications Based Selection process in soliciting proposals and selecting a consultant for this project. The letter will be presented to NDDOT for their review as soon as all appropriate QBS documentation is compiled. MPO staff is requesting approval of SRF as the top-ranked consultant so the MPO can move forward with executing a contract with SRF for the TDP. TAC recommended approval at yesterday's meeting.

MOTION: Mr. Helbling made a motion to approve SRF as the 2022 TDP consultant, as presented. Ms. Jones seconded the motion, and with Gabe Schell, Andy Zachmeier, Kathleen Jones, Tim Helbling, and Chair Wise voting in favor, the motion was approved.

TITLE VI PLAN UPDATE

Mr. Larson presented on Exhibit D. He explained the Bismarck-Mandan MPO, as a recipient of federal funding, is required to have a Title VI and Non-Discrimination/ADA Plan. The Title VI program is in place to ensure the MPO takes all necessary steps to prevent unlawful discrimination in its programs, services and activities, regardless of whether those programs are federally funded or not. The MPO does an audit of its Title VI plan each year, and the 2022 audit was completed in March. The updates to the plan resulting from this audit were minor in nature. Mr. Larson gave a brief overview of the updates.

The first of these updates was made to the MPO's demographic information. Specifically, a new Human Resources Director was installed for the City of Bismarck and is presently serving as the MPO's Title VI Coordinator. There were also changes to membership on TAC over the past year. The MPO sent out demographic surveys earlier in 2022 to account for these changes.

The second update was made to the Title VI maps. These maps are based on the 2022 TIP Program of Projects and the latest available Census data, and they show the roadway projects for the 2022 funding year set against relevant minority population backdrops. These populations include individuals in poverty, racial minorities, elderly persons, and Limited English Proficiency (LEP) populations. The maps are updated to show the impact of current roadway projects on minority populations in the MPO area. Mr. Larson said, per TAC's recommendation, he will be adding notes to the maps to indicate which population year each map is based on, since the LEP maps are based on 2015 American Community Survey data and the others are based on 2020 data.

The final update of note was the updated Title VI goals and accomplishments for the MPO. Mr. Larson highlighted some items from this update. The MPO is required to provide an hour of Title VI training to its staff, which was completed in March. Another accomplishment for this update is the MPO's continuing efforts to expand outreach to minority populations in the community. Specific outreach efforts have been made as part of the East Main Avenue Corridor Study, including communication with the Missouri Valley Coalition of Homeless People. Mr. Larson also stated a Title VI goal for the upcoming year is an update to the MPO's Public Participation Plan since this plan can support Title VI outreach efforts.

Mr. Larson reminded the board the Title VI Policy Statement and Title VI Assurances included in the Title VI Plan need to be signed by the Policy Board Chair, assuming Policy Board approves the Title VI update, so the MPO can continue to be eligible for federal funding. TAC recommended approval of the update.

MOTION: Ms. Jones made a motion to approve the Title VI Plan Update, as presented. Mr. Zachmeier seconded the motion, and with Gabe Schell, Andy Zachmeier,

Kathleen Jones, Tim Helbling, and Chair Wise voting in favor, the motion was approved.

CONSIDERATION OF URBAN ROAD PROGRAM PROJECT FOR FY 2027

Ms. Lukaszewski referred to Exhibit E, a copy of the MPO's short-range roadway project list from the "Arrive 2045" MTP. The MPO uses this list as a guide to direct solicitation and application for its grants, and particularly the Urban Roads Program grants. The MPO will soon be asking for applications for many of its grant programs, and typically for the Urban Roads Program the MPO would contact the jurisdiction with the next applicable listed project to discuss application.

The next project on the list is the number four ranked project for the widening of Ash Coulee Drive in Bismarck from Tyler Parkway to Washington Street. However, per City of Bismarck Engineer, Gabe Schell, this project is already underway and is being funded by City of Bismarck sales tax dollars. This project may be too far along to be eligible for federal funding. The number five ranked project is the reconstruction of Division Street in Mandan from Sunset Drive to ND 1806/Collins Avenue. Per City of Mandan Engineer, Justin Froseth, however, this project is not a high priority this year as they have projects currently in the TIP they would prefer for additional funding.

Ms. Lukaszewski explained the MPO wants to use the short-range list to inform future Urban Roads applications as much as possible, but the next projects on the list are not currently viable options. There are several options to be considered moving forward. One option would be to give additional Urban Roads funding to projects currently in the TIP. Another option would be to move further down the short-range list to project six or higher. A third option is to bank the Urban Roads funding for future years, and a final option would be to promote a project outside of both the MTP list and the TIP. Ms. Lukaszewski said she would not recommend this last option, since projects outside the MTP list may not have received the same technical, public, or political consideration as those vetted and incorporated into the list.

TAC recommended Policy Board allow them to meet as a small group, hopefully within the next couple of weeks, with however many TAC members who want to attend, to discuss the various options for the local jurisdictions. MPO staff supports holding this meeting. The outcome and recommendation of this group meeting would be brought to TAC and Policy Board again, in August or September. Ms. Lukaszewski noted there seemed to be initial support at TAC yesterday for banking the funding or for applying funding to current TIP projects.

MOTION: Ms. Jones made a motion to approve TAC's recommendation to hold a group meeting for interested TAC members to discuss the best use of FY 2027 Urban Roads funding. Mr. Helbling seconded the motion, and with Gabe Schell, Andy Zachmeier, Kathleen Jones, Tim Helbling, and Chair Wise voting in favor, the motion was approved.

EAST MAIN AVENUE CORRIDOR STUDY

Mr. Harmstead provided a study update for SRF. He said SRF has completed their traffic simulation models and has worked with ATAC on modeling for the corridor. The existing conditions memorandum for the project is undergoing some staff revision

and should be completed soon. Last week on July 13 and 14 SRF had stakeholder open houses, one for property owners and one for the general community. SRF visited every business on the corridor to hand out fliers for this, sent out postcards to all property owner addresses along the corridor, and did a traditional newspaper advertisement and social media outreach. SRF has also been in contact with the Missouri Valley Coalition for Homeless People, and the Coalition has an Unmet Needs Committee which SRF met with last week. This committee has connections with many of the social services organizations close to the corridor. Two property owners came to the July 13 open house sessions and four community members to the July 14 open house. SRF will try to reach out personally to property owners on the corridor in the coming weeks to see if they can get some quick interviews with them. Going forward, SRF will be laying out design alternatives for the corridor and will continue to strive to get input from relevant stakeholders. There is a recorded presentation and an interactive map for the study online at www.eastmainstudy.com.

SUNSET DRIVE CORRIDOR STUDY

Mr. McGill provided a study update for KLJ. The first steering committee meeting is scheduled for July 20. The public involvement plan for the study has been completed and MPO staff has provided comment. The revised plan will be shown at the kickoff steering committee meeting. KLJ has been developing its social pinpoint interactive website for the study, and this will also be presented for comment to the steering committee. The social pinpoint website will involve an interactive map of the corridor where people will be able to pin comments and interact with other people's comments. KLJ has started developing existing conditions for the project, including getting data from NDDOT and creating a list of data needed from the MPO. KLJ will collect additional traffic data when school starts again.

2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS

Mr. Larson explained the MPO completed seven administrative modifications to the TIP this month, as shown in Exhibit H. Administrative modifications are used for minor changes to any TIP project which do not meet the threshold for an amendment. Modifications do not have to be advertised or opened for public comment, and they are presented to TAC and Policy Board for informational purposes. Of these seven modifications, six move projects into the 2022 funding year from various other funding years, while the other modification makes some minor additions to the scope of a Bismarck State Street project that were overlooked when the project was initially added to the TIP. None of the modifications make any changes to the cost estimates. Mr. Larson noted a correction made at TAC yesterday will remove the first modification in the packet (the Bismarck RRFB project). This is because City of Bismarck Engineer Gabe Schell indicated the project will still be funded in 2023 and does not need to be moved to 2022. This change reduced the administrative modifications from eight to seven.

MPO SOLICITATION OF GRANTS TIMELINE

Ms. Riepl referred to Exhibit I for this item. The exhibit shows the various grants the MPO solicits for each year, and the timeline for each solicitation. She noted the Transportation Alternatives Program (TA) solicitation recently closed on July 15, because of the changes to the program resulting from the new federal infrastructure law. The MPO received four TA applications, and MPO staff and the Bike-Ped Subcommittee will both score and rank them. The TA applications will then be brought to Policy Board in August, since the applications need to be sent to NDDOT by August 19.

The MPO plans to open solicitation for the Highway Safety Improvement Program, the Urban Regional Program, and the Urban Grants Program on August 1, with an application deadline of October 16. The Urban Roads Program would normally follow the same timeline, but its schedule will now depend on the outcome of the TAC small group meeting. One grant area, Urban Rail, will not be solicited until NDDOT sends notification. Typically, the MPO sees few Urban Rail applications, although three Urban Rail projects were amended into the TIP earlier in 2022. Finally, two of the grant programs, the Recreational Trails Program and the Projects of Local Importance, are solicited in the spring of each year, so the 2022 solicitation is already complete.

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

Ms. Riepl provided an IIJA update. She explained the MPO works to monitor available funding opportunities in order to help its local jurisdictions take advantage of them when applicable. However, with the new IIJA law, there are about 130 grant options available, and it can be difficult to keep track of them all. Ms. Riepl referred to the hyperlink in the packet (https://www.transportation.gov/dot-navigator) for a FHWA resource to help with this. It is called the DOT Navigator.

Ms. Riepl gave a short presentation on some different features of the website. She talked about the Transportation Toolkit, which provides an overview of the grants process for organizations new to the grants process, and touched on the Grants.gov application procedure, including the requirement for organizations to get their own unique entity identifying number (the application process for this number can take a few weeks) before using Grants.gov. A good DOT Navigator search to use is the Technical Assistance by Stakeholder Type. Ms. Riepl recommended using the ROUTES (Rural Opportunities to Use Transportation for Economic Success) tool to assist with the application process. This is located in the Local Governments section. Also in this section, under All Resources, you can search the grants, for which a Notice of Funding Opportunity (NOFO) has been released, according to the specific needs of your jurisdiction. This allows you to search for resources by the kind of organization you represent. The website will be updated frequently as grants continue to open for funding.

Ms. Riepl said the MPO is very interested in the SS4A (Safe Streets For All) grant program. FHWA is encouraging local agencies to collaborate to take advantage of the funding available through SS4A. The program is two-tier, as funds are available to develop a comprehensive action plan, and then to implement construction projects based on this plan. You need the action plan in place before you apply for construction project funds. The MPO sees an opportunity for its local jurisdictions to develop an action plan as a unit, with the MPO acting as a partnering agency. The SS4A program is a five-year

opportunity. It is unlikely the MPO will have enough information to move forward by this year's September 15 deadline, but subsequent years are possibilities.

Mr. Schell asked if the MPO has the capacity to facilitate an application for SS4A action plan funding, either through SS4A funding or through the MPO's own federal funding. Ms. Riepl said the MPO is looking into its options for this, to make sure the program is a good fit and the MPO would have the necessary resources to help its jurisdictions.

ADJOURNMENT

There being no further business, Chair Wise declared the meeting adjourned at 2:18 p.m.

The next scheduled meeting will take place August 16, 2022, at 1:30 p.m. in the Ed "Bosh" Froehlich Meeting Room in the Mandan City Hall, 205 2nd Ave NW, Mandan.

Respectfully submitted,

_____
Stephen Larson
Recording Secretary

APPROVED:

_____
MPO Policy Board Chair

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EXHIBIT A

Bismarck-Mandan MPO

TIP 2022-2025 Amendment

Project Year(s) 2022

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	22.6.16	$60,698 (old) $138,357 (new)	$6,802 (old) $15,506 (new)	$7,500 (old) $17,095 (new)	$75,000 (old) $170,958 (new)	NHU

Project Description:	This project is for mill and overlay and ADA ramp revisions on Bismarck Expressway from Main Ave to the end of the asphalt. This amendment addresses increased cost estimates for the project, as noted above. The PCN is 23208.
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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EXHIBIT B

EXHIBIT B

Bismarck-Mandan MPO

TIP 2022-2025 Amendment

Project Year(s) 2022

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	22.6.17	$1,217,000 (old) $2,762,497 (new)	$691,000 (old) $309,599 (new)	$42,000 (old) $341,344 (new)	$1,950,000 (old) $3,413,440 (new)	NHU

Project Description: This project is for mill and overlay and ADA ramp revisions on Bismarck Expressway from Washington St to Main Ave. This amendment addresses increased cost estimates for the project, as noted above. The PCN is 23207.

Consistency with the Bismarck-Mandan MPO Metropolitan Transportation Plan: The project is 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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EXHIBIT C

Bismarck-Mandan MPO

TIP 2022-2025 Amendment

Project Year(s) 2022

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	22.6.18	$2,427,900 (old) $3,311,570 (new)	$272,100 (old) $371,134 (new)	$300,000 (old) $409,189 (new)	$3,000,000 (old) $4,091,893 (new)	SU

Project Description: This project is for mill and overlay on ND 1804 in Bismarck from Signal Street to Bismarck Expressway. This amendment addresses increased cost estimates for the project, as noted above. The PCN is 23223.

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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EXHIBIT D

Bismarck-Mandan MPO

TIP 2022-2025 Amendment

Project Year(s) 2022

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	22.6.34	$199,800 (old) $1,191,127 (new)	$11,100 (old) $66,173 (new)	$11,100 (old) $66,173 (new)	$222,000 (old) $1,323,473 (new)	SHE

Project Description: This project is for pavement markings, intersection improvements, turn lanes, and flashing beacons on Hwy 810 E/Bismarck Expressway from west of Washington Street to east of 2nd Street. This amendment addresses increased cost estimates for the project as noted above. The PCN is 23225.

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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EXHIBIT E

EXHIBIT E

Bismarck-Mandan MPO

TIP 2022-2025 Amendment

Project Year(s) 2022

Entity	Project	Federal	State	Local	Total	Federal Funding Source
Mandan	22.4.03	$1,052,000 (unchanged)	$0	$4,348,000 (old) $1,248,000 (new)	$5,400,000 (old) $2,300,000 (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. This amendment reduces the extents of the project to just 8th Ave NW, from Old Red Trail to 24th St NW, and reduces the cost estimates as noted above. The project has a PCN of 22537, and PCN 23699 is now associated with the new extents.

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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EXHIBIT F

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 (Bismarck)	$1,251,000	UGP	22512	NA	Amendment Moved from 2021 (JAN 2022)
BISMARCK	22.1.06 ~~23.1.04~~	Transportation Alternatives - Bismarck Expy (Bismarck Expy Pedestrian Facility) (Structure Items)	$250,883	$0	$59,117 (Bismarck)	$310,000	TAU	23235	NA	Modification Moved from 2023 (JULY 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 - 8th Ave NW (Old Red Trail to 24th St NW) (Reconstruction)	~~$1,052,090~~ $1,052,000	$0	~~$4,348,000~~ $1,248,000 (Mandan)	~~$5,400,000~~ $2,300,000	SU	22537 23699	2023	Amendment Updated Costs & Extents (AUG 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* (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~~ $2,706,000	~~$793,625~~ $303,000	~~$3,375,000~~ $2,999,000 (Mandan)	~~$11,250,000~~ $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 (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, State St/I-94 Bridge) (.7 miles, CPR, Grinding, Spall Repair, Structure Items)	$659,580	$73,920	$81,500 (Bismarck)	$815,000	NHU	22769	2022	Modification Minor Scope change (JULY 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 ~~24.6.11~~	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	Modification Moved from 2024 (AUG 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~~ $149,371	~~$19,204~~ $16,740	~~$21,173~~ $18,457 (Bismarck)	~~$211,729~~ $184,568	NHU	22905	2022	Modification Costs changed (FEB 2022)
NDDOT	22.6.16	Urban Regional - Bismarck Expy (Main Av to end of asphalt) (Mill & Overlay, ADA Ramp Rev)	~~$60,698~~ $138,357	~~$6,802~~ $15,506	~~$7,500~~ $17,095 (Bismarck)	~~$75,000~~ $170,958	NHU	23208	2022	Amendment Costs changed (AUG 2022)
NDDOT	22.6.17	Urban Regional - Bismarck Expy (Washington St to Main Av) (Mill & Overlay, ADA Ramp Rev)	~~$1,217,000~~ $2,762,497	~~$691,000~~ $309,599	~~$42,000~~ $341,344 (Bismarck)	~~$1,950,000~~ $3,413,440	NHU	23207	2022	Amendment Costs changed (AUG 2022)
NDDOT	22.6.18	^Urban Regional - ND 1804 (Signal St to Bismarck Expy) (Mill & Overlay)	~~$2,427,900~~ $3,311,570	~~$272,100~~ $371,134	~~$300,000~~ $409,189 (Bismarck)	~~$3,000,000~~ $4,091,893	SU	23223	2022	Amendment Costs changed (AUG 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 to 2024 (MAR 2022) (Formerly moved from 2021 in 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 Expwy/McKenzie Drive Interchange (Bismarck Expressway, and McKenzie Drive Interchange west-bound off-ramp) (Installation of wrong way detection systems)	~~$670,372~~ $546,722	~~$74,486~~ $60,747	~~$0~~ $0	~~$744,858~~ $607,469	HEN	23378	NA	Modification Updated Costs (AUG 2022, Amended into TIP in JAN 2022)
NDDOT	22.6.23	<Safety - US & NH Highways throughout the Bismarck District (I-94, I-94 BL, ND 6, ND 25, ND 1804, ND 1806) (Pavement Markings)	(TBD)	(TBD)	(TBD)	$1,050,186	HES	23426	2022	Amendment New Project (FEB 2022)
NDDOT	22.6.24	Rural - Statewide ITS equipment (I-94 Mile Marker 165, 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 (I-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 Crossing between 24th and 26th St) (Remove abandoned rail crossing 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 - Morrison Ave Bismarck (Morrison Ave Rail Crossing, NPCC spur line) (Upgrade crossing by installation of new, improved rail signal and related accessories)	$244,935	$0	$0	$244,935	RPS	23355	2022	Amendment New Project (APR 2022)
NDDOT	22.6.29 ~~23.6.03~~	< Rural - Hwy 1804 (N Hazelton Jct to Signal St) (24.9 miles, Thin Overlay)	$3,566,000	$840,000	$0 (Burleigh)	$4,406,000	SS	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 (I-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)
NDDOT	22.6.32 ~~23.6.14~~	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 2, Extents TBD) (Reconstruction, City Utilities)	~~$13,758,100~~ $15,848,000	~~$1,541,900~~ $1,776,000	~~$6,700,000~~ $5,398,000 (Mandan)	~~$22,000,000~~ $23,022,000	SU-CPU	23277	NA	Modification Moved from 2023 (JULY 2022)
NDDOT	22.6.33 ~~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	Modification Moved from 2025 (JULY 2022)
NDDOT	22.6.34 ~~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 Beacons)	~~$199,800~~ $1,191,127	~~$11,100~~ $66,173	~~$11,100~~ $66,173 (Bismarck)	~~$222,000~~ $1,323,473	SHE	23225	NA	Amendment Costs changed (AUG 2022)
NDDOT	22.6.35 ~~23.6.13~~	Bridge - I-94 (CP rail/hay 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)	~~$536,328~~ $1,195,087	~~$59,592~~ $132,788	$0 (Bismarck)	~~$595,920~~ $1,327,875	IM	23009	NA	Modification Moved from 2023 (JULY 2022)
NDDOT	22.6.36 ~~24.6.07~~	<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	Modification Moved from 2024 (JULY 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 area extent is larger than the MPO area. Costs have not been prorated.

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EXHIBIT G

Bismarck·Mandan

METROPOLITAN PLANNING ORGANIZATION

FY 2023-2026

TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT

RESOLUTION

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization hereby adopts the Bismarck-Mandan Transportation Improvement Program for the FY 2023 through 2026.

BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization certifies that the requirements of 23 CFR 450.336 and the IIJA Act (Pub. L. 117-58) are met.

Dated this ____ day of _____, 2022

_____ _____

Chair Date
Bismarck-Mandan
Metropolitan Planning Organization

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TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW

The Transportation Improvement Program (TIP) for the Bismarck-Mandan Planning Area shows the significant transportation system improvements to be implemented during the next four years. The 2023-2026 TIP is prepared as a requirement of the Federal-aid planning process.

The requirements of 23 CFR 450.326 stipulate each MPO must develop a TIP and project selection must be performed in cooperation with MPOs. Similarly, the local TIP must be developed in cooperation with the State. While federal regulations require this document be updated every four years, the Bismarck-Mandan MPO updates the TIP annually. The duration of the TIP is four federal fiscal years. In order to remain consistent with these requirements, projects programmed for 2023 are considered the Annual Element and are priority 1. Program Years 2024 and 2025 and 2026 are designated as future year projects and are priority 2, 3, and priority 4 respectively.

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

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

It is intended that the 2023-2026 TIP is compliant with the requirements of the Infrastructure Investment and Jobs Act (IIJA) and regulations. The following three paragraphs discuss efforts undertaken to incorporate a variety of federal initiatives into the planning process, namely, Complete Streets, Public Involvement, and the use of Data in Transportation Planning.

The MPO will work cooperatively with FHWA, FTA, and NDDOT, as well as its local jurisdictions, to ensure complete streets concepts are incorporated into its planning projects. Complete streets refer to the development of streets and transportation networks that prioritize the safety, comfort, and access to destinations for all transportation users, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. Each complete street is unique and developed to best serve its community context. The TIP includes projects with complete streets elements. Additionally, MPO expenses will be monitored to ensure at least 2.5% of its overall federal funding is directed towards complete streets analysis and/or planning, as per federal guidelines.

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. The MPO has made efforts to increase meaningful public involvement in the transportation planning process. These efforts have included making public meetings available virtually, encouraging MPO consultants to utilize virtual tools and illustrations to educate and

communicate with the public, and continually updating its online platforms. The MPO continues to use traditional outreach tools to ensure public participation from those without access to computers and mobile devices can engage in the public participation process.

The MPO strives to share and manage data in an efficient and equitable manner throughout the transportation planning process. A major goal of the MPO is to gather relevant transportation data for local, state, and federal partners, as well as the public. The MPO actively collects pavement conditions data, traffic turning movement counts, orthophotography and lidar, and socio-economic and demographic data for the MPO area. The MPO also draws upon the outcomes of past studies and projects in order improve ongoing its policy and decision-making.

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

MPO staff worked with the local communities and State Department of Transportation to prepare the FY 2023-2026 Transportation Improvement Program for the Bismarck-Mandan Metropolitan Area.

In 2023, the MPO will adopt a Transit Development Plan (TDP) update for Bis-Man Transit, who brokers the current transit system. The current TDP was adopted in 2019 and revised in 2020.

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

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

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

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

Online: http://bismarcknd.gov/1225/Public-Participation-Plan

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

TIP Project Selection Process

Project selection for the 2023-2026 TIP was accomplished through the MPO/DOT TIP process of local jurisdiction project selection, MPO and NDDOT review, subsequent funding development by the NDDOT, and finally TIP public review and final submission to the MPO Policy Board, the NDDOT, FHWA, and FTA as detailed in Figure 1.

TIP Amendment Process

The TIP will be amended or modified when there are project changes to the first programming year, known as the in-year. For the 2023-2026 TIP, this is 2023. Out-year programs will be updated with each annual TIP update.

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

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

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

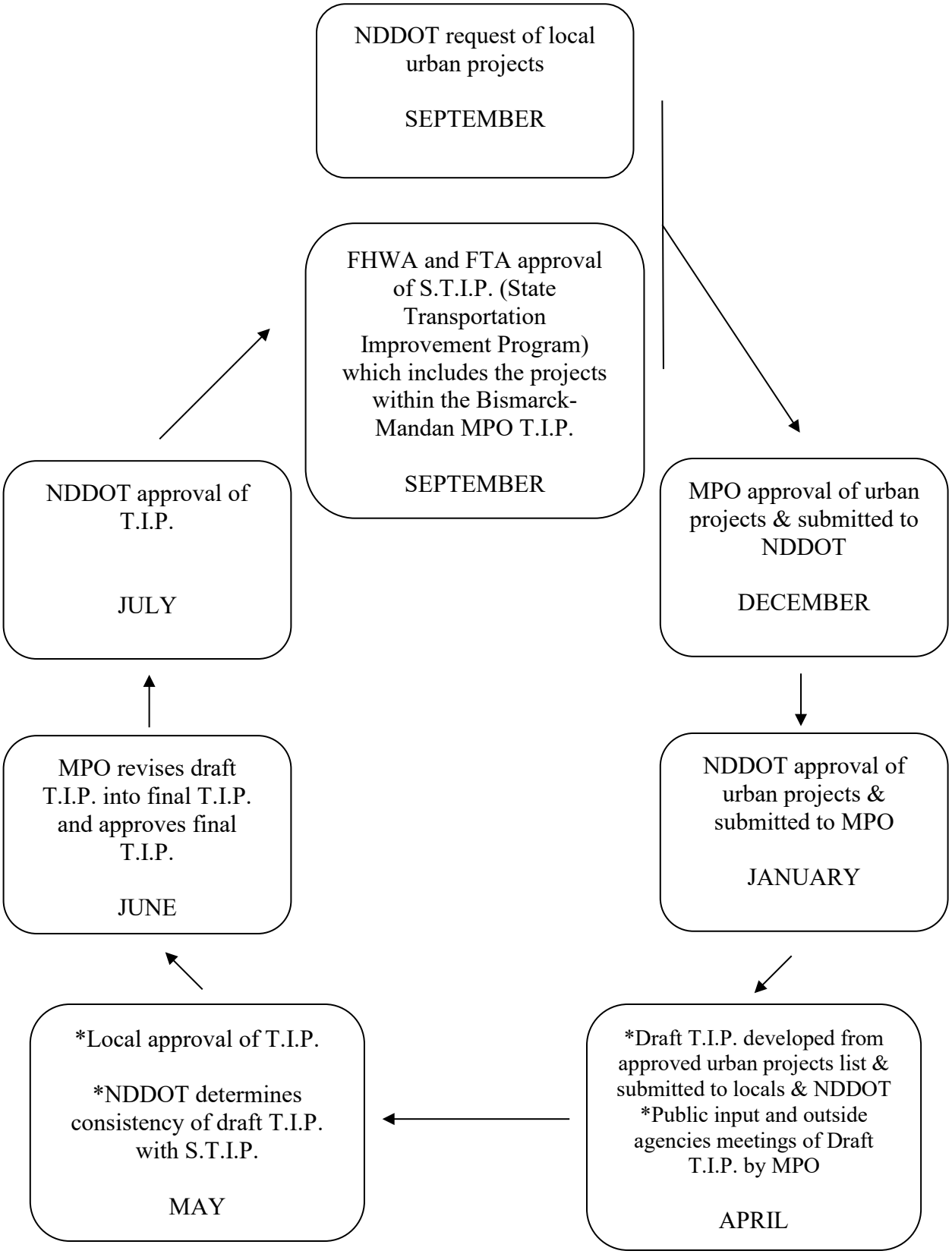
In addition, a legal notice or advertisement will be published in the Mandan News but is not subject to the 15-day notice period as the Mandan News is currently only published once per week. Significant TIP Amendments will require MPO Policy Board approval.

TIP Administrative Modifications may include:

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

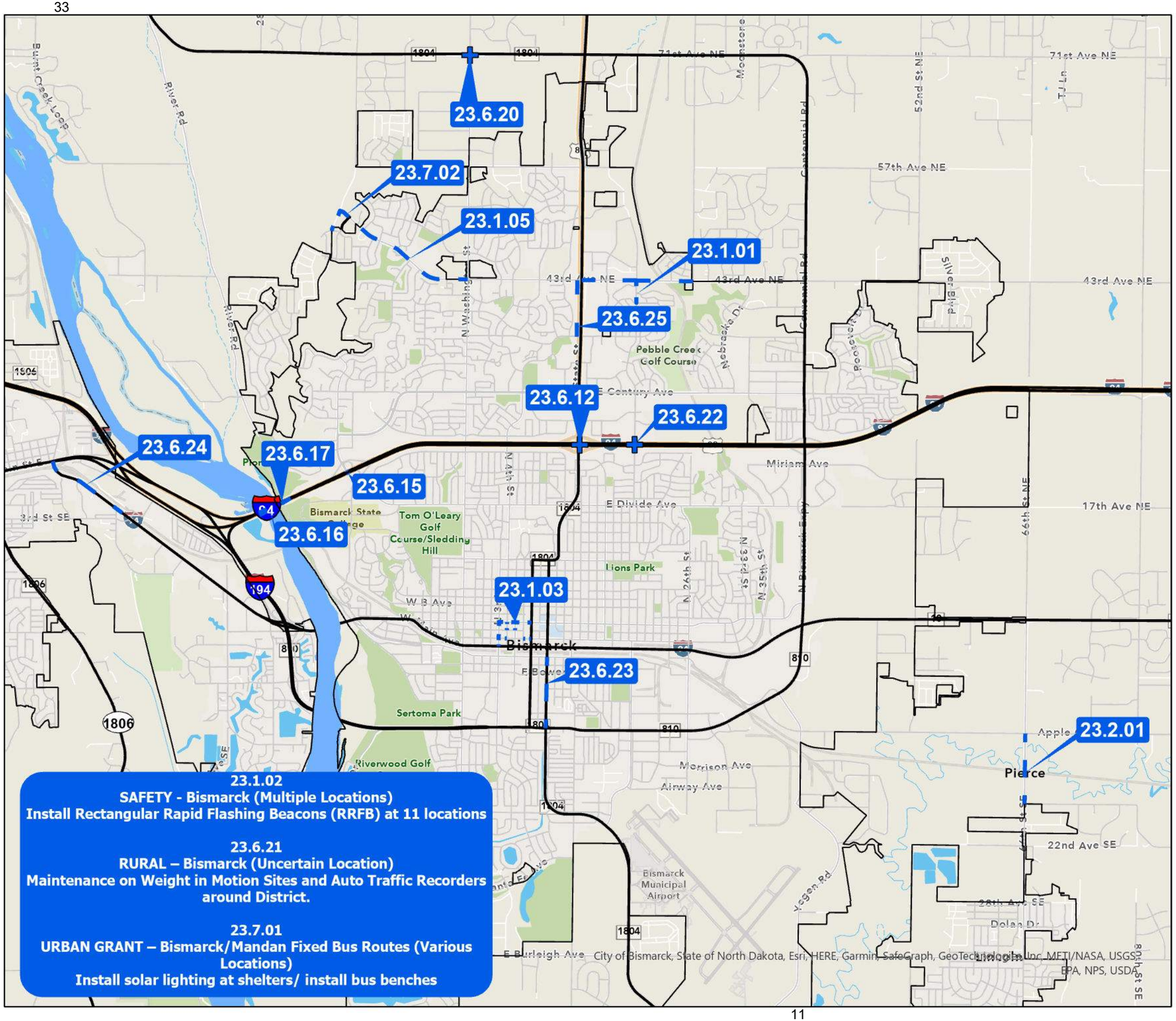
The MPO TAC and Policy Board, as well as NDDOT, FHWA, and FTA, will be notified regarding TIP Administrative Modifications. Public notification is not required for a TIP Administrative Modification. Modifications will be considered complete upon document development by MPO staff, and the public, MPO boards, and MPO oversight will be notified of the TIP Administrative Modification(s) at the soonest opportunity for public meeting.

MPO TIP Process (Figure 1)



2023-2026

ROADWAY IMPROVEMENT PROJECT LIST



23.1.02
SAFETY - Bismarck (Multiple Locations)
Install Rectangular Rapid Flashing Beacons (RRFB) at 11 locations

23.6.21
RURAL – Bismarck (Uncertain Location)
Maintenance on Weight in Motion Sites and Auto Traffic Recorders around District.

23.7.01
URBAN GRANT – Bismarck/Mandan Fixed Bus Routes (Various Locations)
Install solar lighting at shelters/ install bus benches

City of Bismarck, State of North Dakota, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

Bismarck-Mandan
Metropolitan Planning Organization
2023-2026 Transportation Improvement Program (Year 2023)

YEAR
- 2023
- 2023
- City Limits
- MPO Boundary

N
W E
S

1.5 Miles

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

Map created by SVN July 2022 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
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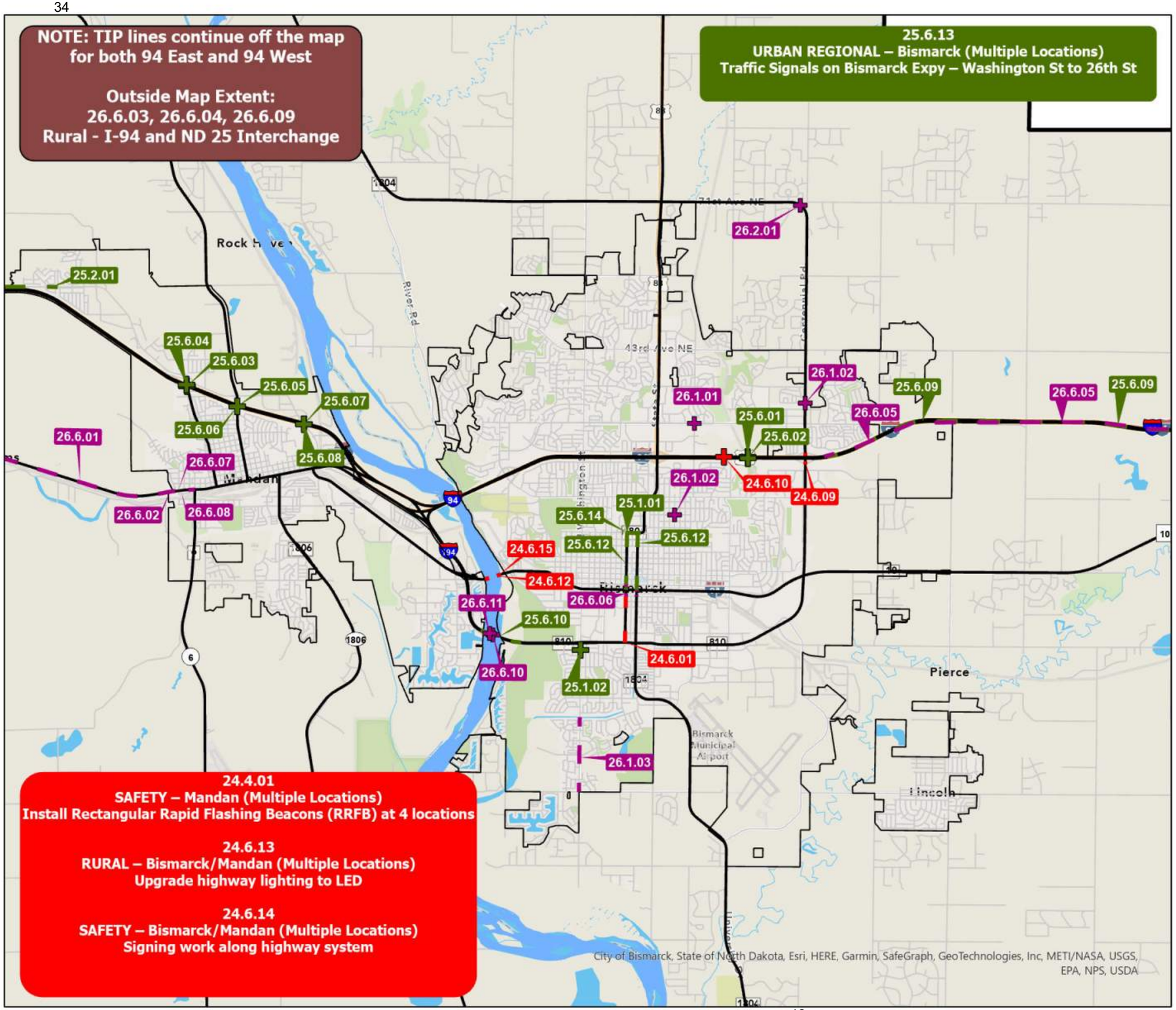

Bismarck-Mandan
Metropolitan Planning Organization
2023-2026 Transportation Improvement Program (Year 2024-2026)

YEAR

- 2024
- 2025
- 2026
- 2024
- 2025
- 2026
- City Limits
- MPO Boundary

N W E S

2.5 Miles

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

Map created by SVN July 2022 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
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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
BISMARCK	23.1.01	*^@Urban Roads - Bismarck 43rd Ave (State St - 26th St) & 19 St (N Valley Lp/Yucca Av - 43rd Av) (Reconstruction and Widening)	$4,800,000 $574,285	$0	$7,700,649 $5,290,769 $4,000,000 (Bismarck)	$22,365,703	NHU CVD	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
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	23.1.05	*Projects of Local Importance (PLI) - Ash Coulee Dr Reconstruction (Tyler Parkway/15th St NW to N Washington St) (Reconstruction and conversion to curb and gutter roadway)	$0	$0	$12,000,000 (Bismarck)	$12,000,000	NA		2023
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 CVD	23055	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	23.6.15	Bridge - I-94 (2 miles west of US Highway 83, Tyler Parkway, EB) (Expansion Joint Modifications, Approach Slabs, Spall Repair)	$308,876	$34,320	$0 (Bismarck)	$343,196	IM	22603	NA
NDDOT	23.6.16	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Structure Paint, Median X-Overs)	$526,707	$58,523	$0 (Multiple)	$585,230	IM	22603	NA
NDDOT	23.6.17	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Deck Overlay, Approach Slabs, Structure Paint, Spall Repair, Structure/Incidentals)	$4,494,271	$499,364	$0 (Multiple)	$4,993,635	IM	22603	NA
NDDOT	23.6.20	Safety - Roundabouts Statewide (ND 1804 & N Washington St intersection) (Addition of 4 roundabout signs for intersection)	$27,000	$3,000	$0 (Burleigh)	$30,000	HES	23529	NA
NDDOT	23.6.21	MPO Rural - Statewide ITS Equipment (Possibly One Location in Bismarck, various locations in western ND) (Weigh in Motion and Automatic Traffic Recorder Maintenance)	$900,000	$100,000	$0 (Bismarck)	$1,000,000	SS	23603	NA
NDDOT	23.6.22	MPO Bridge - I-94 (various locations throughout Bismarck District, one within MPO area) (19th St separation abt 1/2 mile E of US 83 N) (Structure Paint)	$1,147,500	$127,500	$0 (Bismarck)	$1,275,000	SS	22614	NA
NDDOT	23.6.23	^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	NA
NDDOT	23.6.24	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 3, Extents TBD) (3.3 miles, Reconstruction, City Utilities)	$16,712,000	$1,873,000	$5,505,000 (Mandan)	$24,090,000	SU-CPU	23278	NA
NDDOT	23.6.25	Carbon Reduction - Bismarck State St (Calgary Ave to 43rd Ave) (Shared Use Path/Bikeway Roadside Improvements)	$284,800	$0	$71,200 (Bismarck)	$356,000	CRP	23671	NA
OTHER	23.7.01	Urban Grants Project - Bismarck/Mandan Fixed Bus Route (Various Locations) (Solar Lighting at Existing Shelters, Bus Benches)	$11,200	$0	$2,800 (Bismarck via Bis-Man Transit)	$14,000	UGP	23224	NA
BISMARCK PARKS & REC DISTRICT	23.7.02	Transportation Alternatives - Bismarck Ash Coulee & Tyler Parkway (Bikeway/Walkway) (Municipal Improvements)	$383,000	$0	$90,000 (Bis P&R District)	$473,000	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

@ 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
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	TBD		NA
NDDOT	24.6.01	^Urban Regional - Bismarck 7th St (Front Av to Bismarck Expressway) (.6 miles, Mill and Overlay)	$2,529,062	$283,438	$312,500 (Bismarck)	$3,125,000	NHU	23201	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
NDDOT	24.6.12	^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	NA
NDDOT	24.6.13	MPO Rural - State Highway System, Bismarck and Dickinson Districts (Numerous locations within the State Highway ROW) (Replace non-LED lighting with LED and assess and upgrade existing light system)	$900,000	$100,000	$0 (Multiple)	$1,000,000	SS	23281	NA
NDDOT	24.6.14	MPO Safety - US and ND Highways throughout the Bismarck District (Various Locations) (Signing)	$372,600	$41,400	$0 (Multiple)	$414,000	HES	23410	NA
NDDOT	24.6.15	Bridge - I-94B (Memorial Bridge East Bound between Bismarck and Mandan) (Deck Overlay, Structure Paint, Joint Repair and Joint Sealant)	$4,570,000	$512,000	$565,000 50% Bis 50% Man	$5,647,000	NH		NA

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^Pending Availability of Federal Funds

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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
BISMARCK	25.1.01	Urban Roads - Bismarck Boulevard Ave (6th St to 7th St) (CPR, Grinding, ADA Ramps)	$121,395	$0	$28,605 (Bismarck)	$150,000	SU		NA
BISMARCK	25.1.02	Urban Roads - Bismarck Washington St (S Washington St and Denver Ave) (Traffic Signal)	$279,208	$0	$65,792 (Bismarck)	$345,000	NHU		NA
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 miles 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 miles 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 miles 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 miles 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 miles 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 miles 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	HEU	17110	NA
NDDOT	25.6.12	Urban Regional - Bismarck 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
NDDOT	25.6.13	Urban Regional - Bismarck Expy (Washington St to 26th St) (Traffic Signals)	$1,954,460	$219,040	$241,500 (Bismarck)	$2,415,000	NHU		NA
NDDOT	25.6.14	Urban Regional - Bismarck State St (7th St to Divide Ave) (CPR, Grinding, ADA Ramps)	$987,346	$110,654	$122,000 (Bismarck)	$1,220,000	NHU		NA

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^Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2026

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR
BISMARCK	26.1.01	Safety - 19th St and Century Ave (19th St and Century Ave Intersection east/west turn lanes) (Reconstruct the east/west turn lanes to remove the existing negative offset, signal work)	$531,900	$0	$59,100 (Bismarck)	$591,000	HEU	23645	NA
BISMARCK	26.1.02	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Bismarck (16th St and Braman Ave, Centennial Rd and Jericho Rd) (Install RRFB)	$80,400	$0	$8,933 (Bismarck)	$89,333	HEU	23644	NA
BISMARCK	26.1.03	*Urban Roads - Bismarck S Washington St (Burleigh Ave to drainage ditch) (Widening, Reconstruction)	$4,500,000	$0	$7,200,000 (Bismarck)	$11,700,000	NHU		NA
BURLEIGH	26.2.01	*Safety - Centennial Rd/71st Ave (Centennial Rd/71st Ave Intersection, including adjoining 41st St NE & Rooster Rd) (Reconstruction of intersection into a roundabout, with lighting and landscaping)	$2,000,000	$0	$1,700,000 (Burleigh)	$3,700,000	TBD		NA
NDDOT	26.6.01	Rural - I-94B (Junction of old Hwy 10 to west Mandan) (Major rehab)	$1,268,000	$299,000	$0 (Morton)	$1,567,000	NH		NA
NDDOT	26.6.02	Urban Regional - Mandan I-94B (W Urban Limit to Heart River Bridge) (Mill & Overlay)	$182,093	$42,907	$0 (Morton)	$225,000	NHU		NA
NDDOT	26.6.03	[MPO]Rural - I-94 East Bound Lanes (W Sweet Briar E to ND 25 Interchange) (10.2 miles CPR, Grinding, HBP on Ramps)	$2,144,000	$238,000	$0 (Morton)	$2,382,000	IM		NA
NDDOT	26.6.04	[MPO]Rural - I-94 West Bound Lanes (W Sweet Briar E to ND 25 Interchange) (10.2 miles CPR, Grinding, HBP on Ramps)	$1,823,000	$203,000	$0 (Morton)	$2,026,000	IM		NA
NDDOT	26.6.05	[MPO]Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (PCC Pave)	$24,889,000	$2,765,000	$0 (Burleigh)	$27,654,000	IM	22958	NA
NDDOT	26.6.06	Urban Regional - Bismarck 7th St/ 9th St (7th St from Broadway Ave to Front Ave, 9th St from Main Ave to Front Ave) (CPR, Grinding, ADA Ramps)	$350,400	$43,800	$43,800 (Bismarck)	$438,000	NHU		NA
NDDOT	26.6.07	Urban Regional - Mandan I-94B (W Urban Limit to ND 6) (Selective Grading, Widening)	$1,275,000	$142,000	$0 (Mandan)	$1,417,000	IM		NA
NDDOT	26.6.08	Urban Regional - Mandan I-94B (W Urban Limit to ND 6) (Selective Grading, Widening)	$1,275,029	$300,442	$0 (Mandan)	$1,575,471	NHU		NA
NDDOT	26.6.09	Bridge - I-94 (2 miles east of Mandan) (Structure Paint)	$137,000	$15,000	$17,000 (Bismarck)	$169,000	NH		NA
NDDOT	26.6.10	Bridge - I-94 (1 mile southeast of Junction 194, East Bound) (Structure Paint, Structure Items)	$387,000	$43,000	$48,000 (Multiple)	$478,000	NH		NA
NDDOT	26.6.11	Bridge - I-94 (1 mile southeast of Junction 194, West Bound) (Structure Paint, Structure Items)	$387,000	$43,000	$48,000 (Multiple)	$478,000	NH		NA

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^Pending Availability of Federal Funds

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

ANNUAL PROJECT PHASE COST ESTIMATES FOR NON-REGIONALLY SIGNIFICANT PROJECTS

(Estimated by Year)

YEAR	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL		AMENDMENT/ MODIFICATION (Date)
2023	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	NA	NA	NA	NA	
2023	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	NA	NA	NA	NA	
2023	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	NA	NA	NA	NA	
2023	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	NA	NA	NA	NA	
2024	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	NA	NA	NA	NA	
2024	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	NA	NA	NA	NA	
2024	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	NA	NA	NA	NA	
2024	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	NA	NA	NA	NA	
2025	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	NA	NA	NA	NA	
2025	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	NA	NA	NA	NA	
2025	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	NA	NA	NA	NA	
2025	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	NA	NA	NA	NA	
2026	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	NA	NA	NA	NA	
2026	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	NA	NA	NA	NA	
2026	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	NA	NA	NA	NA	
2026	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	NA	NA	NA	NA	

Note: No projects in the 2023-2026 TIP were identified as RSP.
Above estimates are provided by NDDOT, based on spreadsheets maintained for their planning and construction purposes.

2023-2026

TRANSIT IMPROVEMENT PROJECT LIST

BISMARCK-MANDAN MPO BIS-MAN TRANSIT IMPROVEMENT PROGRAM For 2023-2026 Page 1 of 1

Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2023	2024	2025	2026	Total
1	Bismarck/ Mandan Area	Capital Cost of Contracting (CCOC)	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance and operating costs associated with the operations contract	Fed State Local Total	$1,088,000 $0 $272,000 $1,360,000	$1,088,000 $0 $272,000 $1,360,000	$1,088,000 $0 $272,000 $1,360,000	$1,088,000 $0 $272,000 $1,360,000	$4,352,000 $0 $1,088,000 $5,440,000
2	Bismarck/ Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance on transit vehicles	Fed State Local Total	$15,000 $0 $3,750 $18,750	$15,450 $0 $3,863 $19,313	$15,914 $0 $3,978 $19,892	$16,391 $0 $4,098 $20,489	$62,754 $0 $15,689 $78,443
3	Bismarck/ Mandan Area	Operating Expenses	FTA Sec. 9 (5307) 50 / 50	Operating assistance for elderly/disabled and fixed route service	Fed State Local Total	$382,000 $398,191 $382,000 $1,162,191	$393,460 $410,137 $393,460 $1,197,057	$405,264 $422,441 $405,264 $1,232,968	$417,422 $435,114 $417,422 $1,269,957	$1,598,146 $1,665,882 $1,598,146 $4,862,173
4	Bismarck/ Mandan Area	Security	FTA Sec. 9 (5307) 80 / 20	Public transportation security projects	Fed State Local Total	$15,000 $0 $3,750 $18,750	$15,450 $0 $3,863 $19,313	$15,914 $0 $3,978 $19,892	$16,391 $0 $4,098 $20,489	$62,754 $0 $15,689 $78,443
5	Bismarck/ Mandan Area	Transit Planning	FTA Sec. 8 (5303) (5313) 80/20	Provide funding for the Transit Development Plan	Fed State Local Total	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
6	Bismarck/ Mandan Area	Capital Grant	FTA Section (5339) 80/20; 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed State Local Total	$0 $0 $0 $0	$425,000 $0 $75,000 $500,000	$850,000 $0 $150,000 $1,000,000	$0 $0 $0 $0	$1,275,000 $0 $225,000 $1,500,000
7	Bismarck/ Mandan Area	Capital Grant	FTA Section (5310) 85/15	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed State Local Total	$0 $0 $0 $0	$295,800 $0 $52,200 $348,000	$304,674 $0 $53,766 $358,440	$470,722 $0 $83,069 $553,790	$1,071,196 $0 $189,035 $1,260,230
8	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 50 / 50	Operating assistance to the elderly and disabled	Fed State Local Total	$120,750 $0 $120,750 $241,500	$206,000 $0 $206,000 $412,000	$212,180 $0 $212,180 $424,360	$218,545 $0 $218,545 $437,091	$757,475 $0 $757,475 $1,514,951
9	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 80/20	Mobility Manager salary assistance	Fed State Local Total	$24,240 $0 $6,060 $30,300	$24,967 $0 $6,242 $31,209	$25,716 $0 $6,429 $32,145	$26,488 $0 $6,622 $33,110	$101,411 $0 $25,353 $126,764
10	Bismarck/ Mandan Area	Additional Assitance Grant	FTA ARP 100/0	Operating assistance for elderly/disabled and fixed route service	Fed State Local Total	$500,000 $0 $0 $500,000	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$500,000 $0 $0 $500,000

2023-2026

EXPENSE/REVENUE SUMMARY

FY 2023 - 2026 TIP

EXPENSE SUMMARY BY GEOGRAPHIC LOCATION

PROJECTS	FUNDING SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST ($)
	Federal ([1]Construction)	7,335,169	0	16,712,000	10,908,147	0	5,020,978	34,955,316
	Federal ([2]Preservation)	2,694,555	0	0	0	0	0	2,694,555
	State ([1]Construction)	142,432	0	1,873,000	3,000	0	557,887	2,018,432
Annual Element	State ([2]Preservation)	212,758	0	0	0	0	0	212,758
2023	Local ([1]Construction)	17,062,618	0	5,505,000	2,718,853	0	0	25,286,471
	Local ([2]Preservation)	1,219,687	0	0	0	0	0	1,219,687
	*Other Local ([1]Construction)	92,800	0	0	0	0	0	92,800
	*Other Local ([2]Preservation)	0	0	0	0	0	0	0
	PLI ([1]Construction)	12,000,000	0	0	0	0	0	12,000,000
	**PLI ([2]Preservation)	0	0	0	0	0	0	0
	Total (Construction/Engineering)	36,633,019	0	24,090,000	13,630,000	0	5,578,865	79,931,884
	Total (Preservation)	4,127,000	0	0	0	0	0	4,127,000
	Total	40,760,019	0	24,090,000	13,630,000	0	5,578,865	84,058,884
	Federal ([1]Construction)	$35,519,568	0	6,676,029	2,000,000	1,268,000	5,842,600	51,306,197
	Federal ([2]Preservation)	7,100,816	0	1,052,872	48,920,736	4,149,093	895,395	62,118,912
Future Projects	State ([1]Construction)	3,349,440	0	442,442	0	299,000	653,400	4,744,282
2024-2026	State ([2]Preservation)	812,961	0	116,988	5,435,194	483,907	99,605	6,948,655
	Local ([1]Construction)	7,575,325	0	1,014,000	1,700,000	0	565,000	10,854,325
	Local ([2]Preservation)	788,905	0	0	0	0	111,000	899,905
	*Other Local ([1]Construction)	0	0	0	0	0	0	0
	*Other Local ([2]Preservation)	0	0	0	0	0	0	0
	Total (Construction/Engineering)	46,444,333	0	8,132,471	3,700,000	1,567,000	7,061,000	66,904,804
	Total (Preservation)	8,702,682	0	1,169,860	54,355,930	4,633,000	1,106,000	69,967,472
	Total	55,147,015	0	9,302,331	58,055,930	6,200,000	8,167,000	136,872,276
Total	**FY 2023-2026**	**95,907,034**	**0**	**33,392,331**	**71,685,930**	**6,200,000**	**13,745,865**	**220,931,160**

REVENUE SUMMARY

PROJECTS	REVENUE SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST ($)
	Federal ([1]Construction)	7,335,169	0	16,712,000	10,908,147	0	5,020,978	34,955,316
	Federal ([2]Preservation)	2,694,555	0	0	0	0	0	2,694,555
	State ([1]Construction)	142,432	0	1,873,000	3,000	0	557,887	2,018,432
Annual Element	State ([2]Preservation)	212,758	0	0	0	0	0	212,758
2023	Local ([1]Construction)	17,062,618	0	5,505,000	2,718,853	0	0	25,286,471
	Local ([2]Preservation)	1,219,687	0	0	0	0	0	1,219,687
	*Other Local ([1]Construction)	92,800	0	0	0	0	0	92,800
	*Other Local ([2]Preservation)	0	0	0	0	0	0	0
	PLI ([1]Construction)	12,000,000	0	0	0	0	0	12,000,000
	**PLI ([2]Preservation)	0	0	0	0	0	0	0
	Total (Construction/Engineering)	36,633,019	0	24,090,000	13,630,000	0	5,578,865	79,931,884
	Total (Preservation)	4,127,000	0	0	0	0	0	4,127,000
	Total	40,760,019	0	24,090,000	13,630,000	0	5,578,865	84,058,884
	Federal ([1]Construction)	35,519,568	0	6,676,029	2,000,000	1,268,000	5,842,600	45,463,597
	Federal ([2]Preservation)	7,100,816	0	1,052,872	48,920,736	4,149,093	895,395	61,223,517
Future Projects	State ([1]Construction)	3,349,440	0	442,442	0	299,000	653,400	4,090,882
2024-2026	State ([2]Preservation)	812,961	0	116,988	5,435,194	483,907	99,605	6,849,050
	Local ([1]Construction)	7,575,325	0	1,014,000	1,700,000	0	565,000	10,289,325
	Local ([2]Preservation)	788,905	0	0	0	0	111,000	788,905
	*Other Local ([1]Construction)	0	0	0	0	0	0	0
	*Other Local ([2]Presevation)	0	0	0	0	0	0	0
	Total (Construction/Engineering)	46,444,333	0	8,132,471	3,700,000	1,567,000	7,061,000	66,904,804
	Total (Preservation)	8,702,682		1,169,860	54,355,930	4,633,000	1,106,000	69,967,472
	Total	55,147,015	0	9,302,331	58,055,930	6,200,000	8,167,000	136,872,276
Total	**FY 2023-2026**	**95,907,034**	**0**	**33,392,331**	**71,685,930**	**6,200,000**	**13,745,865**	**220,931,160**

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

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

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

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

TRANSIT PROJECTS FUNDING/COSTS SUMMARY OF BISMARCK-MANDAN AREA

2023 - 2026

	FUNDING SOURCE	FUNDING AMOUNT ($)	ANTICIPATED COSTS ($)
Annual Element 2023	Federal	$2,144,990	$2,144,990
	Federal Match	$0	$0
	State	$398,191	$398,191
	Local	$788,310	$788,310
	Total	$3,331,491	$3,331,491
Future Projects 2024-2026	Federal	$7,635,746	$7,635,746
	Federal Match	$0	$0
	State	$1,267,691	$1,267,691
	Local	$3,126,075	$3,126,075
	Total	$12,029,513	$12,029,513
Transit Total	**FY 2023-2026**	**$15,361,003**	**$15,361,003**

2023-2026

OPERATIONS AND MAINTENANCE

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

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

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

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

The following is a breakdown of O&M for the 2023-2026 TIP.

Bismarck-Mandan MPO Operations and Maintenance NDDOT and Member Jurisdiction Expenditures and Revenues 2023-2026

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

Year(s)	Anticipated Operations and Maintenance Expenses[1]	Anticipated Maintenance and Operations Revenue[1]	Federal-aid Highway Lane Miles in Bismarck-Mandan MPO Area which NDDOT Provides Operation and Maintenance Activities	Percent Federal-Aid Highway Lane Miles in MPO per Total Statewide Roadway Lane Miles	MPO Area Apportioned Operations and Maintenance Expenses	MPO Area Apportioned Operations and Maintenance Revenues
2023	$125,588	$125,588	312	1.90%	$2,386.17	$2,386.17
2024-2026	$376,764	$376,764	312	1.90%	$7,158.52	$7,158.52

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

City of Bismarck Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses[1*]	Anticipated Maintenance and Operations Revenue[1*]	Funding Sources for Operations and Maintenance Activities	Percent of Federal-Aid Highways to total roadways in City of Bismarck[2]	City of Bismarck Apportioned Operations and Maintenance Expenses for Federal-Aid Highways[2]	City of Bismarck Apportioned Operations and Maintenance Revenues for Federal-Aid Highways[2]
2023	$9,382,181	$9,382,181	State Motor Vehicle Fuel and Licensing, General Fund, Sales Tax, Street Light Utility fund	26.90%	$2,523,806.69	$2,523,806.69
2024	$9,757,468	$9,757,468	State Motor Vehicle Fuel and Licensing, General Fund, Sales Tax, Street Light Utility fund	26.90%	$2,624,758.89	$2,624,758.89
2025	$10,147,767	$10,147,767	State Motor Vehicle Fuel and Licensing, General Fund, Sales Tax, Street Light Utility fund	26.90%	$2,729,749.32	$2,729,749.32
2026	$10,553,678	$10,553,678	State Motor Vehicle Fuel and Licensing, General Fund, Sales Tax, Street Light Utility fund	26.90%	$2,838,939.38	$2,838,939.38

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

Federal-Aid Highways in the City of Bismarck

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

Burleigh County Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses[1*]	Anticipated Maintenance and Operations Revenue[1*]	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in Metropolitan portion of Burleigh County[2]	Burleigh County Apportioned Operations and Maintenance Expenses for Federal-Aid HIghways[2]	Burleigh County Apportioned Operations and Maintenance Revenues for Federal-Aid Highways[2]
2023	$1,395,000	$1,395,000	Hwy Gas Tax and Mill Levy	5.60%	$78,120.00	$78,120.00
2024	$1,450,800	$1,450,800	Hwy Gas Tax and Mill Levy	5.60%	$81,244.80	$81,244.80
2025	$1,508,832	$1,508,832	Hwy Gas Tax and Mill Levy	5.60%	$84,494.59	$84,494.59
2026	$1,569,185	$1,569,185	Hwy Gas Tax and Mill Levy	5.60%	$87,874.36	$87,874.36

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

Federal-Aid Highways in Burleigh County

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

City of Mandan Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses[1*]	Anticipated Maintenance and Operations Revenue[1*]	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in City of Mandan[2]	City of Mandan Apportioned Operations and Maintenance Expenses for Federal-Aid Highways[2]	City of Mandan Apportioned Operations and Maintenance Revenues for Federal-Aid Highways[2]
2023	$1,598,844	$1,598,844	Highway Tax Distribution	29.90%	$478,054.36	$478,054.36
2024	$1,662,798	$1,662,798	Highway Tax Distribution	29.90%	$497,176.60	$497,176.60
2025	$1,729,309	$1,729,309	Highway Tax Distribution	29.90%	$517,063.39	$517,063.39
2026	$1,798,482	$1,798,482	Highway Tax Distribution	29.90%	$537,746.12	$537,746.12

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

Federal-Aid Highways in the City of Mandan

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

Morton County Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses[1*]	Anticipated Maintenance and Operations Revenue[1*]	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in Metropolitan portion of Morton County[2]	Morton County Apportioned Operations and Maintenance Expenses for Federal-Aid Highways[2]	Morton County Apportioned Operations and Maintenance Revenues for Federal-Aid Highways[2]
2023	$6,450,000	$6,450,000	Mill Levies, State and Federal Funding, Gas Tax	0.11%	$7,095.00	$7,095.00
2024	$6,500,000	$6,500,000	Mill Levies, State and Federal Funding, Gas Tax	0.11%	$7,150.00	$7,150.00
2025	$6,600,000	$6,600,000	Mill Levies, State and Federal Funding, Gas Tax	0.11%	$7,260.00	$7,260.00
2026	$6,708,000	$6,708,000	Mill Levies, State and Federal Funding, Gas Tax	0.11%	$7,378.80	$7,378.80

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

Federal-Aid Highways in Morton County

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

2023-2024

PROJECTS OF LOCAL IMPORTANCE

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

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

Guidance for Projects of Local Importance

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

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

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

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

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

In early summer of 2022, the MPO solicited member jurisdictions and parks and recreation entities serving the MPO area for PLI. There was one PLI provided for the 2023-2026 TIP.

REGIONALLY SIGNIFICANT PROJECTS

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

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

Definition for Regionally Significant Projects

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

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

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

There are no projects identified currently as RSP in the 2023-2026 TIP.

PERFORMANCE BASED PLANNING AND PROGRAMING

Federal Performance Measures:

Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law in 2012 and included several provisions that collectively transformed the Federal surface transportation program to greater focus on the achievement of performance-based outcomes. In 2015, Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act expanded upon MAP-21 performance-based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. This process is collectively known as Performance-Based Planning and Programming (PBPP). The Infrastructure Investment and Jobs Act (IIJA, signed into law in 2021) has carried performance measures into the next Federal Highway Bill. Various agencies of the US Department of Transportation (USDOT), which includes FHWA, are responsible of administering the rulemaking regarding PBPP. The overall goal is to link Performance-Based Planning practices to future investments in the transportation system through concordant development of the MPOs Metropolitan Transportation Plan (MTP) and TIP. 23 CFR 450.326(d) specifies this process by stating 'the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.'

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

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

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

Any system or process must be measured to gauge its effectiveness. Federal rule has ratified specific Performance Measures for three of the seven Performance Goal Areas: Safety and

Security (PM1), Infrastructure Condition (PM2), and System Reliability (PM3). These assist State DOTs and MPOs in monitoring the effectiveness of their performance-based planning programs. Federal guidance outlines which specific data sets should be measured. A list of all Performance Measures can be found in the table below.

PERFORMANCE MEASURES	
PM1: SAFETY AND SECURITY	NOTES
1) Number of Fatalities	- Individual targets are update ANNUALLY - Individual targets are report to FHWA ANNUALLY - Safety Targets are calculated a 5-year rolling average. The 2022 targets will be based on the average of data from 2017, 2018, 2019, 2020, and 2021.
2) Rate of Fatalities per 100 million vehicle miles traveled (VMT)	
3) Number of Serious Injuries	
4) Rate of Serious Injuries per 100 million VMT	
5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	
PM2: INFRASTRUCTURE CONDITION	
1) Percent of National Highway System (NHS) Bridges in Good Condition	- Individual target are updated every TWO YEARS (optional) or FOUR YEARS (mandatory). - Individual targets are reported to FHWA ANNUALLY
2) Percentage of NHS Bridges in Poor Condition	
3) Percentage of Interstate Pavement in Good Condition	
4) Percentage of Interstate Pavement in Poor Condition	
5) Percentage of Non-Interstate NHS Pavement in Good Condition	
6) Percentage of Non-Interstate NHS Pavement in Poor Condition	
PM3: SYSTEM RELIABILITY	
1) Percentage of Person Miles Travel on the Interstate that are reliable	- Individual target are updated every FOUR YEARS. - Individual targets are report to FHWA ANNUALLY **- Reliability** is defined as the consistency or dependability of travel times from day to day and at different times of a day. For example, traveling the same distance within the same amount of time, no matter the time of day or days of the week, is a reliable system. Being able to travel quickly at one time but slowly the next (as in a traffic jam) is an unreliable system. Reliability does not guarantee quick travel, but rather, a similar travel experience.
2) Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	
3) Truck Travel Time Reliability Index	

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

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

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

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

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

Transit Performance Measures:

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

Public Transportation Agency Safety Plan Rule:

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

Similar to the FHWA targets, FTA allows local Transit Operators to either adopt the plan created by their State DOT or develop their own PTASP. The Bis-Man Transit Board, representing the area Transit Operator, adopted the most recent NDDOT State Safety Plan in May 2022. The MPO Policy Board approved a resolution of support for the PTASP in June 2022. Bis-Man Transit's current PTASP targets are outlined below:

[Transit] Safety Performance Measures

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

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

[Transit] Safety Performance Targets:

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

Source: NDDOT Transit Section 'State Agency Safety Plan (for) Small Public Transportation Providers'. Adopted by Bis-Man Transit Board, 5/22.

Transit Asset Management:

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

2023

TRANSIT ASSET MANAGEMENT (TAM) REPORT

Bis-Man Transit Useful Life Benchmarks and TAM Targets

Bis-Man Transit completed and adopted their TAM plan in September 2018. As of July 2022, the transit provider had adopted performance targets set forth by FTA, but a new TAM plan adoption is anticipated for the region by October 1, 2022. Targets areas include rolling stock, equipment, and facilities, and are based on Useful Life Benchmarks (ULB) for vehicles and transit facilities. A description of the Federal, State and local useful life benchmarks and performance targets follow:

Useful Life Benchmark for Vehicles

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

Useful Life Benchmark for Transit Facilities

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

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

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

Bismarck-Mandan MPO Reporting

The Bismarck-Mandan MPO—through their annual Transportation Improvement Program (TIP) update—reports on the condition of Bis-Man Transit's rolling stock and/or facilities (as provided by the National Transit Database), as well as Transit's progress toward adopted performance targets. Further, the TIP provides an opportunity to note future investments which maintain the fleet and facility in a State of Good Repair. The Bis-Man Transit Fleet Inventory provided by Bis-Man Transit follows. This inventory matches information submitted to NTD in March 2022, but also accounts for a bus Transit decommissioned in May 2022, after Transit's NTD submission.

Bis-Man Transit Fleet Inventory

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

* Condition and fleet reported as of April 8, 2022

Typically, the Bismarck-Mandan MPO's TIP includes enhancement projects for Bis-Man Transit fleet and facilities. Projects include, but are not limited to, the procurement of replacement buses, federal and local funds given to annual preventive maintenance and security needs, and like procurements. Upcoming projects in the 2023-2026 TIP which contribute to the preventive maintenance of Transit's assets and State of Good Repair (SOGR) program are shaded below:

BISMARCK-MANDAN MPO BIS-MAN TRANSIT IMPROVEMENT PROGRAM For 2023-2026 Page 1 of 1

Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2023	2024	2025	2026	Total
1	Bismarck/ Mandan Area	Capital Cost of Contracting (CCOC)	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance and operating costs associated with the operations contract	Fed State Local Total	$1,088,000 $0 $272,000 $1,360,000	$1,088,000 $0 $272,000 $1,360,000	$1,088,000 $0 $272,000 $1,360,000	$1,088,000 $0 $272,000 $1,360,000	$4,352,000 $0 $1,088,000 $5,440,000
2	Bismarck/ Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance on transit vehicles	Fed State Local Total	$15,000 $0 $3,750 $18,750	$15,450 $0 $3,863 $19,313	$15,914 $0 $3,978 $19,892	$16,391 $0 $4,098 $20,489	$62,754 $0 $15,689 $78,443
3	Bismarck/ Mandan Area	Operating Expenses	FTA Sec. 9 (5307) 50 / 50	Operating assistance for elderly/disabled and fixed route service	Fed State Local Total	$382,000 $398,191 $382,000 $1,162,191	$393,460 $410,137 $393,460 $1,197,057	$405,264 $422,441 $405,264 $1,232,968	$417,422 $435,114 $417,422 $1,269,957	$1,598,146 $1,665,882 $1,598,146 $4,862,173
4	Bismarck/ Mandan Area	Security	FTA Sec. 9 (5307) 80 / 20	Public transportation security projects	Fed State Local Total	$15,000 $0 $3,750 $18,750	$15,450 $0 $3,863 $19,313	$15,914 $0 $3,978 $19,892	$16,391 $0 $4,098 $20,489	$62,754 $0 $15,689 $78,443
5	Bismarck/ Mandan Area	Transit Planning	FTA Sec. 8 (5303) (5313) 80/20	Provide funding for the Transit Development Plan	Fed State Local Total	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
6	Bismarck/ Mandan Area	Capital Grant	FTA Section (5339) 80/20; 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed State Local Total	$0 $0 $0 $0	$425,000 $0 $75,000 $500,000	$850,000 $0 $150,000 $1,000,000	$0 $0 $0 $0	$1,275,000 $0 $225,000 $1,500,000
7	Bismarck/ Mandan Area	Capital Grant	FTA Section (5310) 85/15	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed State Local Total	$0 $0 $0 $0	$295,800 $0 $52,200 $348,000	$304,674 $0 $53,766 $358,440	$470,722 $0 $83,069 $553,790	$1,071,196 $0 $189,035 $1,260,230
8	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 50 / 50	Operating assistance to the elderly and disabled	Fed State Local Total	$120,750 $0 $120,750 $241,500	$206,000 $0 $206,000 $412,000	$212,180 $0 $212,180 $424,360	$218,545 $0 $218,545 $437,091	$757,475 $0 $757,475 $1,514,951
9	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 80/20	Mobility Manager salary assistance	Fed State Local Total	$24,240 $0 $6,060 $30,300	$24,967 $0 $6,242 $31,209	$25,716 $0 $6,429 $32,145	$26,488 $0 $6,622 $33,110	$101,411 $0 $25,353 $126,764
10	Bismarck/ Mandan Area	Additional Assitance Grant	FTA ARP 100/0	Operating assistance for elderly/disabled and fixed route service	Fed State Local Total	$500,000 $0 $0 $500,000	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$500,000 $0 $0 $500,000

Based on the existing condition of the Bis-Man Transit fleet and facilities, and the programmed activities outlined in the 2023-2026 TIP, the Bis-Man MPO believes the investments fall within category A. of the three federally defined maintenance options:

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

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

PROOF OF PUBLIC INVOLVEMENT

Public Meeting Notice

Consultation with Transportation and Planning Officials

Letters to local and regional planning officials and stakeholders (including State and local planned growth, economic development, environmental protection, airport operations and freight movement) were mailed in July of 2022 for the draft TIP with the intention to receive input on proposed TIP projects. In addition, a public meeting was advertised for the Draft TIP consistent with the requirements of the Bismarck-Mandan MPO Public Participation Plan. The Final TIP document considers and includes the responses received from the various agencies and the general public.

STATUS OF PROJECTS FOR 2021

Completion Analysis of 2021 Projects Associated with 2021-2024 TIP

In April 2022 the MPO analyzed the status of all projects programmed for completion in 2021.

Total 2021 Projects – 28
Total Projects added by amendment in 2021 – 8
- Total 2021 projects completed – 14
- Total 2021 projects that were started but not completed – 11
  - **This category includes projects bid or designed in 2021 but not constructed*
- Total 2021 projects that were postponed to a later date – 2
- Total 2021 projects that were cancelled – 1

Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

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

May 13, 2022

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

Dear Mr. Zacher:

The following is the 2021 Status Report of projects contained within the Bismarck-Mandan MPO 2021-2024 Transportation Improvement Program (TIP), as of the end of the 2021 Calendar year.

Mandan

Transportation Alternatives

1. 19th St SE Trail – South Side, Hwy 6 to Macedonia Ave SE – Trail project
   a. Expected to rebid in fall 2022 and be constructed in 2023

Urban Roads Program

1. 27th St NW – ND 1806 to 8th Ave NW – Reconstruction
   a. Preliminary Engineering ongoing, expected to bid in late 2022 and be constructed in 2023

Urban Regional Program

1. ND 1806 – Main St to Heart River Bridge – CPR, Deck Overlay, Signal Work
   a. Under contract, project to be constructed in 2022

Urban Grant Program

1. 1st Street NW and Connecting Avenues—5th Ave to Collins Ave– Road reconstruction and pedestrian improvements
   a. Project canceled for now due to cost overages (Amended, May 2021)

NDDOT

Bridge

1. I-94 – 5 miles east of US Hwy 83, 80th St, eastbound – Structure replacement
   a. Project in progress, expected completion in 2022

Urban Regional Program

1. I-94 – Bismarck/Mandan Memorial Bridge – Railing, Deck Sealing, Cleaning, Access, and other maintenance
   a. Project postponed, expected to bid in 2024
2. Bismarck 7th St – Ave C to Front Ave - Signals
   a. Bid in January 2022, expected completion in 2022
3. ND 810 – Bismarck/Mandan Expressway Bridge – Joint repair, structure paint, structure/incidentals and grinding
   a. Project completed in 2021
4. ND 1806 – Mandan, I-94 ramps to 27th St NW – Reconstruction
   a. Project completed in 2021

5. Bismarck Expressway – BN and CP Railway Bridge, 2 miles south and 1 mile west of I-94 Exit 161 – Spall repairs, beam repair, and joint sealing
    a. Bid in March 2022, expected completion in 2022
6. Bismarck 9th St – Ave C to Front Ave – Signals
    a. Bid in March 2022, expected completion in 2022

Rural

1. I-94 – Mandan Ave Interchange, eastbound – PCC pavement, ramp revisions
    a. Project completed in 2021
2. I-94 – from west of Sweet Briar eastward to ND 25 Interchange, westbound – CPR, grinding, and HBP on ramps
    a. Project completed in 2021
3. I-94 Business Loop – Between ND 25 and W Main St – Chip seal
    a. Project completed in 2021
4. State Parks and Rec Signs – Various locations – Signage
    a. Bid in October 2021, expected completion in spring 2022
5. Statewide ITS equipment – I-94 Apple Creek WIM site RP 165.00, eastbound lane – Add electronics to cabinet
    a. Bid in March 2022, expected completion in 2022

Interstate

1. I-94 – South to Memorial Highway, east and westbound – PCC pavement, concrete median barrier
    a. Project completed in 2021
2. ND 810 – Memorial Highway to McKenzie Dr, east and westbound – Concrete median barrier
    a. Project completed in 2021
3. I-94 – West of Sunset Dr to East of Mandan Ave – High tension median cable guardrail
    a. Project completed in 2021
4. I-94 weather station – I-94, westbound – Environmental Sensor Station installation
    a. Project completed in 2021

Bismarck

Safety

1. 26th St and Interstate Ave – Restriping/pavement markings
    a. Project completed in 2021
2. Century Ave and Washington St, Century Ave and 4th St – Positive left turns
    a. Project completed in 2021
3. 7th St at Ave D and Ave E, 9th St at Ave D and Ave E – Rectangular Rapid Flashing Beacons (RRFB)
    a. Project completed in 2021

Urban Grants Program

1. N 4th St and N 5th St from Main Ave to Thayer Ave, Broadway from N 4th to N 6th St – CPR, curb and gutter, sidewalk, pavement markings, lighting, landscaping, ADA ramps, and signing
    a. Project postponed to 2022

Regionally Significant Project

1. Various functionally classified roads Bismarck wide – Rehab
    a. Project in progress, expected completion in 2022

Urban Roads Program

1. 43rd Ave from Montreal St to State St – Reconstruction and widening
    a. Project completed in 2021

Burleigh

Urban Roads Program

1. 43rd Ave – N 26th St to Roosevelt Dr – Reconstruction and widening
    a. Project in progress, expected completion in July 2022

Lincoln

Transportation Alternatives

1. Lincoln Shared Use Path – 66th St and Dolan Dr, Lincoln Rd and McDougall Dr, south side of Dolan Dr, 66th St to Butler St, Lincoln Rd and Benteen St, Lincoln Rd from McDougall Dr to 66th St – Crosswalks, sidewalks, lighting along Shared Use path
    a. Project completed in 2021

Sincerely,

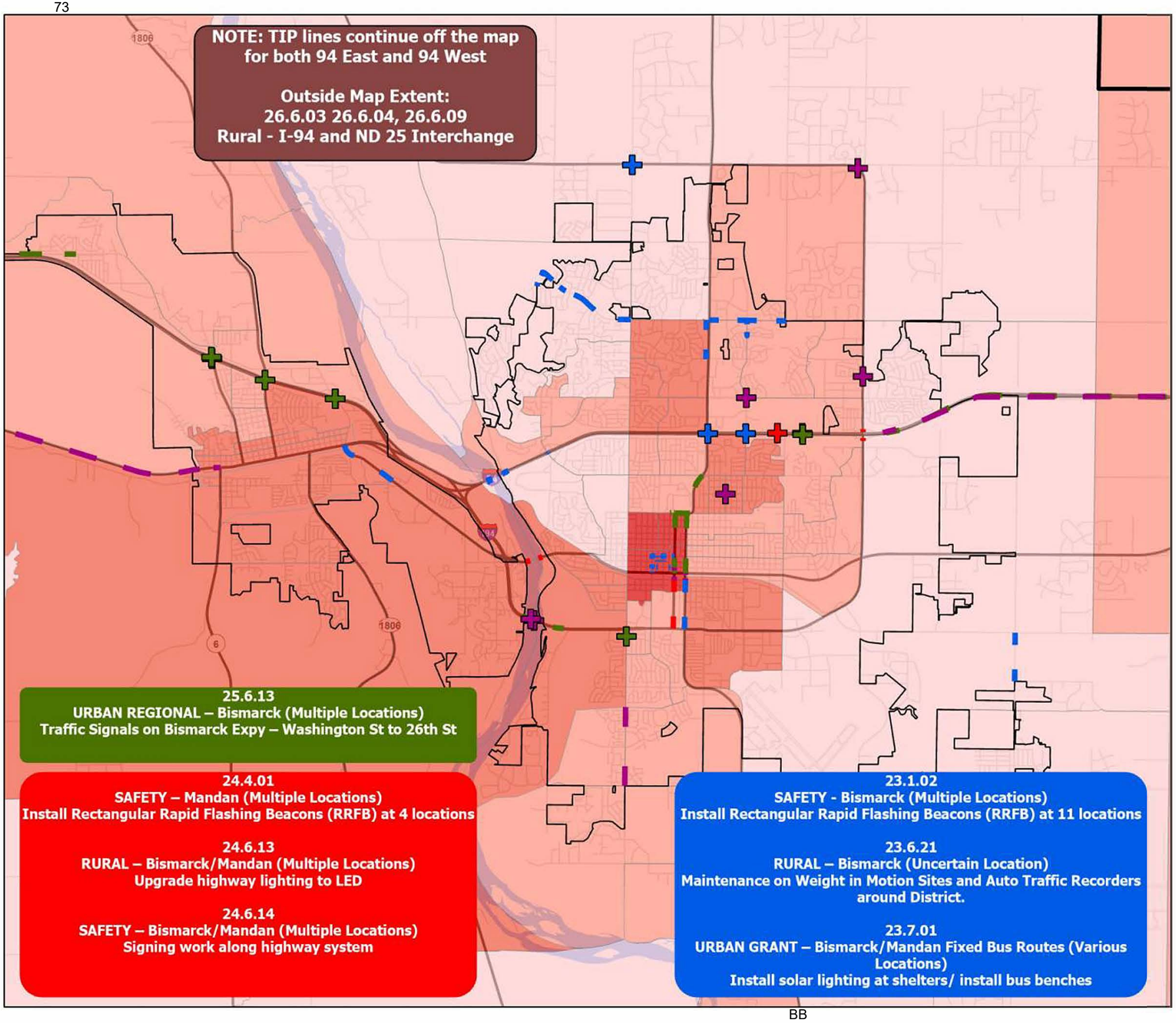
Stephen Larson

Stephen Larson
Bismarck-Mandan Transportation Specialist
Attch: 2021 Project List from the Bismarck-Mandan MPO 2021-2024 TIP and applicable Amendments.

PUBLIC COMMENTS ON 2023-2026 TIP

The Draft 2023-2026 TIP was released for public comment beginning July 30, 2022. Public comments regarding the Draft 2023-2026 TIP were received until 5 pm on August 14, 2022. All stakeholder comments related to the Draft TIP will be considered for incorporation into the Final 2023-2026 TIP.

APPENDIX



Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

2023-2026 TIP Projects with Concentration of Households in Poverty in MPO Area

YEAR
- 2023
- 2024
- 2025
- 2026
- 2023
- 2024
- 2025
- 2026
- City Limits
- MPO Boundary

Population in Poverty (Census Block)
- 0% - 5%
- 5% - 10%
- 10% - 15%
- 15% - 20%

N
W E
S

2.5 Miles

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

Map created by SVN July 2022 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
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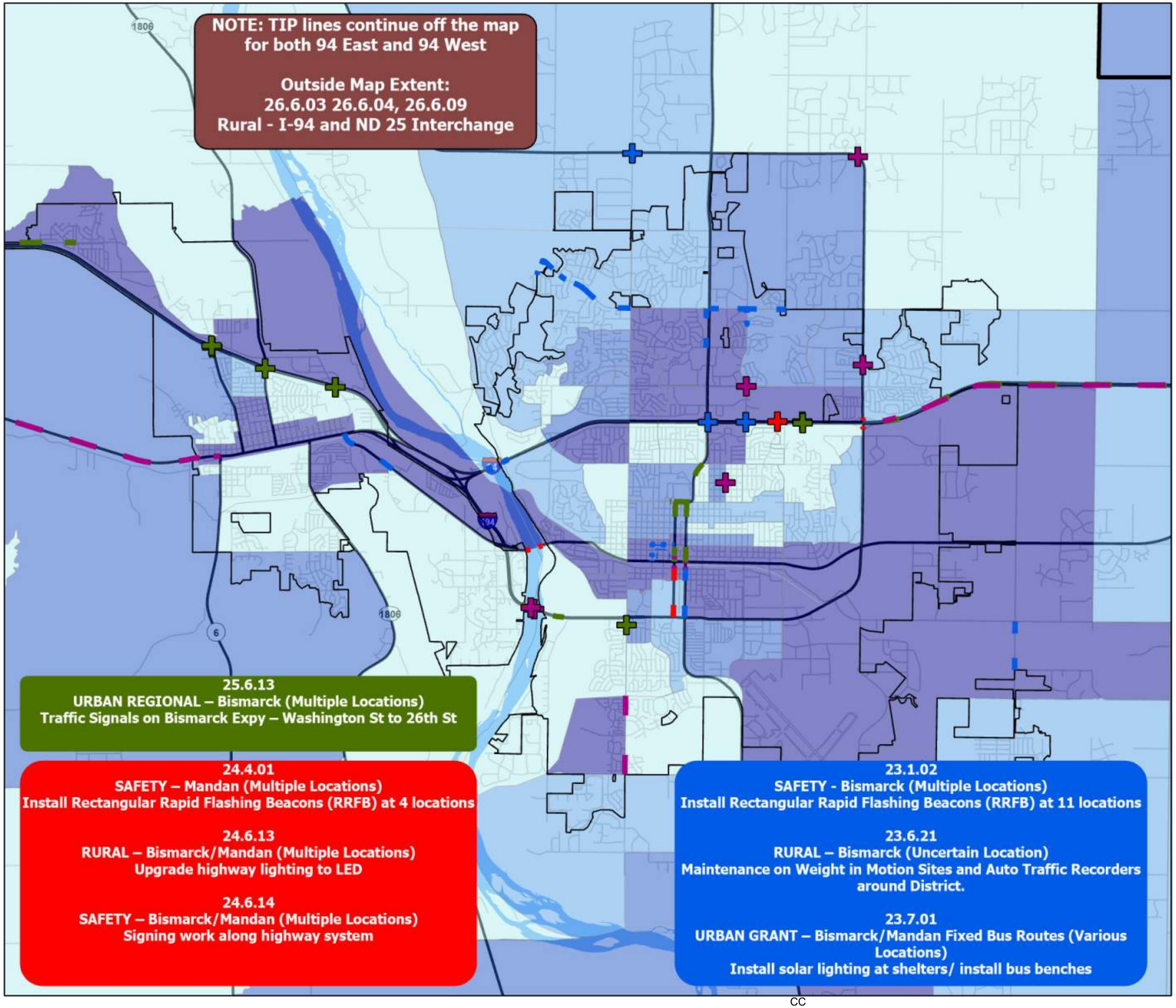

Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

2023-2026 TIP Projects with Concentration of Minority Populations in MPO Area

YEAR
- 2023
- 2024
- 2025
- 2026
- 2023
- 2024
- 2025
- 2026
- City Limits
- MPO Boundary

Minority Population (Census Block)
- 0% - 3%
- 3.1% - 5%
- 5.1% - 10%
- 10% +

N W E S

2.5 Miles

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

Map created by SVN July 2022 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
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CC

TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION STATEMENT

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 11101(e) of the IIJA (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bismarck-Mandan Metropolitan Planning Organization

Signature

MPO Policy Board Chair

Title

June 21, 2022

Date

North Dakota Department of Transportation

Paul M. Benning

Signature

Local Government Director

Title

June 21, 2022

Date

Glossary of Pavement Treatment Types

Glossary of Common Flexible and Rigid Pavement Treatments

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

FLEXIBLE PAVEMENTS

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

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

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

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

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

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

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

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

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

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

RIGID PAVEMENTS

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

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

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

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

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

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

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

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

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

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

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

FUNDING SOURCES

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

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EXHIBIT H

Bismarck·Mandan
METROPOLITAN PLANNING ORGANIZATION

2023-2024
UNIFIED PLANNING WORK PROGRAM

Draft
August 2022

BISMARCK-MANDAN MPO

UNIFIED PLANNING WORK PROGRAM
for 2023-2024

Funding identified in the UPWP is provided by the following partners.

FHWA
FTA
NDDOT
City of Bismarck
City of Mandan
City of Lincoln
Burleigh County
Morton County
Bis-Man Transit

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USDOT Disclaimer: This document was prepared with federal funds but does not reflect the views or policies of the United States Department of Transportation.

THE SIGNATURE ON THE LINE THAT FOLLOWS CONSTITUTES THE OFFICIAL ADOPTION OF THE 2023-2024 UNIFIED PLANNING WORK PROGRAM (UPWP) BY THE BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION (MPO). THE UPWP WAS ADOPTED ON _____.

_____ _____

GERARLD WISE, CHAIRPERSON DATE
BISMARCK-MANDAN MPO

BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM
January 2023 through December 2024

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INTRODUCTION

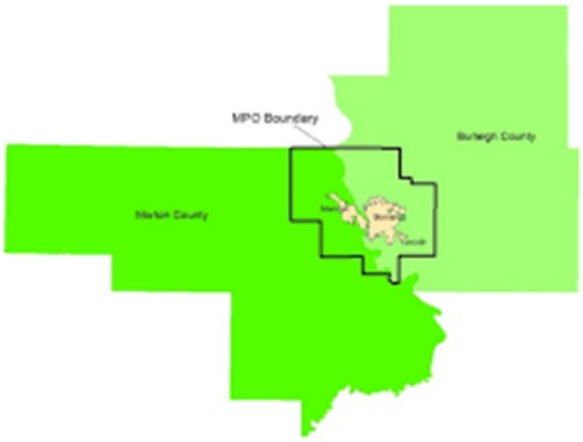
The Unified Planning Work Program (UPWP) is a description of the multi-modal transportation planning projects that will be conducted in the Bismarck/Mandan MPO area in calendar years 2023 and 2024. This biennial document is the foundation for requesting federal funds as well as a control tool for scheduling, budgeting and monitoring the transportation planning process.

The 2023-2024 UPWP was developed with the input of the North Dakota Department of Transportation (NDDOT), Federal Transit Administration (FTA), and Federal Highway Administration (FHWA), Bis-Man Transit and the jurisdictional partners of the MPO (Bismarck, Lincoln, Mandan, Burleigh County and Morton County). Also, public input from previous MPO studies were used to form the 2023-2024 UPWP.

The 2023-2024 UPWP is the MPO's budgeting action tool that takes the goals and projects from the active MPO Metropolitan Transportation Plan (*Arrive 2045*) and formats the chosen projects into a budgeting action plan.

It is hoped that this 2023-2024 UPWP will not only provide the MPO with a very useful budgeting, scheduling and monitoring tool, but will also provide an understandable expectation of what the MPO will endeavor in 2023 and 2024, with the public's help.

MPO BOUNDARY MAP



MPO STAFF

Rachel Lukaszewski: Executive Director/ Principal Transportation Planner
Kim Riepl: Transportation Planner
Stephen Larson: Transportation Specialist
Vacant: Part-Time Transportation/Transit Planner

PREVIOUS ACCOMPLISHMENT

Since January 2021 the MPO has completed two Title VI audits and plan updates, 1 MTP amendment, and 43 TIP amendments (as of the updating of this document in July 2022). There have also been several projects and data acquisitions completed. These projects include the Intersection Analysis Study and 2021 ITS Update, as well as the purchase of Socio-Economic Data, Origin-Destination Data, and Supplemental Traffic Counting.

UPWP NEW ADDITIONS

The 2023-2024 UPWP will address changes to our work products and activities now that we are post-pandemic. The MPO anticipates increased travel and training (Task 102) for 2023 and 2024. This will include in-person and remote attendance. We also plan to replace outdated furniture at the MPO office (Task 101).

The MPO is aware of the Consolidated Planning Grant (CPG) overage which needs to be spent over the next several years. There has been an attempt to over-fill the Transportation Planning Studies and Data Acquisitions (Task 204) to meet a yearly spend down goal. However, as anticipated, local match from jurisdictions is not as readily available and not all proposed projects are being promoted for 2023 and 2024. To help this situation, the MPO is committed to beginning RFPs early. This will allow projects to start and end within the calendar year. As a result, the MPO staff hope to reduce project delays and ensure the CPG spend down occurs in a timely manner.

The MPO expects to hire a part-time Transportation/Transit Planner. This staff person's hours have been incorporated into both years of the 2023-2024 UPWP. It is expected that this additional staff will be able to increase the office workload, producing more work product, and assisting with the CPG spenddown.

SOURCE OF UPWP FUNDS

Funding identified in the UPWP is provided by the following partners. Federal funds are allocated under the Consolidated Planning Grant (CPG). State funds, when used, are provided thru allocation by the state legislature and/or NDDOT Local Government Division. Local funds are provided through local sales tax or mill levy. The columns below indicate the agency providing funding and the type of funding they provide.

FHWA (Fed)	City of Bismarck (Local)
FTA (Fed)	City of Mandan (Local)
NDDOT (Fed/State)	City of Lincoln (Local)
	Burleigh County (Local)
	Morton County (Local)
	Bis-Man Transit (Local)

FEDERAL PLANNING FACTORS

FHWA and FTA have encouraged MPOs to plan in a continuous, cooperative, and comprehensive manner, as well as to give prioritization to the federal planning factors in their project selection, strategies and services. (23 CFR 450.306(b)). The ten federal planning factors are listed below.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

The MPO is committed to upholding these 10 factors in the planning process. This includes involving federal, state, and local input—including public input—into the development of planning studies through Title VI compliant public input plans, collection of ideas and direction from study steering committees, and sufficient time to review and comment before planning studies are adopted/accepted by the MPO boards and partner jurisdictions.

MTP/ FEDERAL PERFORMANCE GOALS AND UPWP PROJECTS

The 2020-2045 Metropolitan Transportation Plan (MTP) adopts the federal goals areas established thru the MAP-21 and FAST Act legislation, which have now been replaced by the Infrastructure Investment and Jobs Act (IIJA):

1. Safety and Security
2. Infrastructure Conditions
3. Congestion Reduction
4. System Reliability for Freight Movement and Economic Vitality
5. Alternative Transportation Modes to Automobile Travel
6. Environmental Sustainability
7. Reduced Project Delay

Following is a table which identifies which MTP Goals are addressed by the 2023-2024 UPWP identified Studies.

MTP Goals

	1	2	3	4	5	6	7
Continuation of East Main Avenue Corridor Study	x	x		x	x		
Continuation of Sunset Drive Corridor Study	x	x	x	x			
Continuation of the Travel Demand Model and Socio-Economic Update/ 2025-2050 Metropolitan Transportation Plan Update)	x	x	x	x	x	x	x
Continuation of the Transit Development Plan	x		x		x		
2024 ITS Update	x	x	x			x	
Safe Routes to Services/ Complete Streets Study	x				x		
MPO Safety Policies Study	x		x	x			

TIMELINE FOR METROPOLITAN TRANSPORTATION PLAN UPDATE

2021
- Develop RFP for a joint study: Travel Demand Model and Socio-Economic Update (TDMSE) **AND** the 2025-2050 Metropolitan Transportation Plan [1-2Q]
- Purchase Socio-Economic Data (Household and Employment Estimates) [2-3Q]
- IF NEEDED: 'Clean-Up' Socio-Economic Data [3-4Q]]
- Update the Traffic Analysis Zone (TAZ) Structure and roadway network to reflect current conditions [3-4 Q]

2022
- Purchase Origin-Destination Data to be used to calibrate the updated TDM [3Q]
- Execute the Travel Demand Model and Socio-Economic Update (TDMSE) [3Q]
- Assess the need for additional data for the MTP and TDM [3-4Q]
- Determine Forecast Methodology and Growth Scenarios [3-4Q]
- Develop the baseline population and employment estimates and the 2045 projections [3-4Q]
- Allocate future residents and employees by TAZ (2035-2045 mid, 2045-2050 long) [4Q]
- Review the current Travel Demand Model [3-4Q]
- ATAC updates Travel Demand Model (TDM) [4Q]

2023
- ATAC updates Travel Demand Model (TDM) [1Q]
- Begin 2025-2050 MTP update [1Q]

2025
- Adoption of 2025-2050 MTP [1Q]

2021 PLANNING EMPHASIS AREAS

In 2021, FHWA and FTA jointly issued updated Planning Emphasis Area (PEAs). It is the federal government's priority that these PEAs be incorporated into the MPO's UPWP and inform planning processes. The updated PEAs include:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement (specifically, Virtual Public involvement)
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

The 2023-2024 UPWPW highlights multiple PEAs. Both **equity** and **complete streets** will be addressed by planning studies (Task 204) which are programmed for 2023 and 2024. This specifically includes the continuation of the East Main Avenue Corridor Study, the continuation of the Sunset Drive Corridor Study, the continuation of the 2021 TDMSE/ 2050 MTP, the Safe Routes to Services/ Complete Streets Study, and the Transit Development Plan. All planning studies also provide an opportunity to look more closely at **planning and environmental linkages**. Items regarding **climate crisis** and **data in**

transportation planning will be addressed through the development of our Travel Demand Model (Task 203) update in 2023. Additionally, coordination with the **Strategic Highway Network (STRAHNET)/ US Department of Defense (DOD)** and **Federal Land Management Agency (FLMA)** may be possible through distribution of the TIP (Task 205) to State and Federal partners during Draft TIP consideration. Finally, the MPO will be pursuing an update to our Public Participation Plan (Task 302) in 2023 which will evaluate how best to constantly incorporate **virtual public involvement (VPI)** into our public outreach efforts.

An additional planning emphasis area—highlighted under the IIJA legislation—is to promote **safe and accessible transportation options**. This requires 2.5% of the MPO's CPG funds to be used toward evaluation of complete streets elements, safety, and equity. The MPO will meet this requirement through staff time and expenditures attributed to the Bike-Ped Subcommittee as well as select transportation planning studies. For a typical MPO calendar year, this 2.5% is estimated to be $20,000-25,000.

UPWP AMENDMENT THRESHOLD

The MPO can move funding between tasks to an amount up to 10% of the total cumulative yearly amount, without North Dakota Department of Transportation (NDDOT) and Federal Highway Administration/Federal Transit Administration (FHWA/FTA) approval. Funding added to a planning study or data acquisition already under contract, new tasks or projects, or budgetary changes in excess of 10% (cumulative yearly amount) will continue to require NDDOT and FHWA/ FTA approvals of amendments to the UPWP. In addition, the MPO must advise the NDDOT and FHWA/FTA of any budgetary changes within the 10% limits described above.

TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION STATEMENT

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 11101(e) of the IIJA (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bismarck-Mandan Metropolitan Planning Organization

Signature

MPO Policy Board Chair

Title

June 21, 2022

Date

North Dakota Department of Transportation

Paul M. Benning

Signature

Local Government Director

Title

June 21, 2022

Date

BISMARCK-MANDAN MPO ACTIVITIES SUPPORTING TITLE VI AND ENVIRONMENTAL JUSTICE

The MPO recognizes Title VI and Environmental Justice requirements as they relate to the planning process. The requirements directly affect such elements within the planning process including, but not limited to, plan development, public involvement, and project management decisions.

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 states: "No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

The Bismarck-Mandan MPO Policy Board approved changes to the MPO's Title VI and Non-Discrimination/ADA Plan in July 2022. This document provides policies prohibiting discrimination on the basis of race, color, or national origin. The Title VI/ADA Coordinator is identified within the Title VI Plan and contact information is also provided.

There is also a section within the document which provides information, forms and instructions relative to filing complaints in the event any individual feels he/she has been discriminated against in the MPO's programs or processes.

The Title VI and Non-Discrimination/ADA Plan is subject to annual audits performed by the Title VI/ADA Coordinator in conjunction with MPO staff to assess the program's effectiveness at all levels and to ensure continued compliance with Title VI requirements. The audits are completed each year by March 31 for the reporting period running July 1 to June 30. Remedial actions are taken within 90 days of the audit, and approval of plan updates typically occurs in July.

The Title VI and Non-Discrimination/ADA Plan contains a section which includes a list of MPO staff and appointed positions within the MPO, including the Technical Advisory Committee and Policy Board. It identifies how each position is appointed and details the responsibilities of each as it relates to Title VI.

Additionally, training programs for all MPO employees on Title VI and other related statutes are conducted annually, and will consist of, minimally, one hour of training per reporting period.

Bismarck-Mandan MPO maintains maps within the Title VI and Non-Discrimination/ADA Plan indicating high concentrations of minority, low-income, and elderly and limited English proficiency populations for consideration in planning and programming activities.

Finally, the Bismarck-Mandan MPO also includes appropriate FTA Federal Clauses, and "Title VI Assurances", which contain language prohibiting discrimination of groups identified in the Civil Rights Act of 1964, within all of the Request for Proposals (RFPs) and contracts for all studies solicited by Bismarck-Mandan MPO.

Environmental Justice

Executive Order 12989, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations.

Bismarck-Mandan MPO's Public Participation Plan, originally adopted May 2010, requires the evaluation of adverse impacts through MPO activities to "Environmental Justice" groups

including low-income and minority populations. The MPO maintains maps with high concentrations of minority, low-income, limited English proficiency, and elderly populations for consideration in planning and programming activities. These maps are included in the Title VI and Non-Discrimination/ADA Plan, the 2020-2045 Long Range Transportation Plan (the Metropolitan Transportation Plan, or MTP, updated every five years), and the Transportation Improvement Program (updated annually). The socio-economic data used to maintain the maps is utilized in a variety of applications, including MPO studies and the production and updating of the Bismarck-Mandan Metropolitan Planning Organization Monitoring Report.

Further, the MPO seeks the active participation of Environmental Justice populations in the planning process as identified in the Public Participation Plan. The document indicates that meeting facilities should be accessible to mobility impaired individuals and meetings should be scheduled at various times to accommodate various work schedules. Contact information for the Title VI/ADA Coordinator is provided within the Title VI Plan and is also provided on MPO meeting agendas and on the MPO webpage to ensure accessibility by individuals with disabilities to request appropriate provisions, auxiliary aids, or services for meeting facilities or materials. Forms, along with complete instructions, to request reasonable accommodations and processes for filing of complaints about violations are also provided.

Bismarck-Mandan MPO maintains a database of approximately 220 transportation stakeholders within the Bismarck-Mandan Metropolitan Planning Area (MPA). The stakeholders are sent notification and/or draft copies of various studies and programs including, but not limited to, the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and newsletter updates (as available) which provide information on MPO activities. A variety of organizations representing low- income, minority, and elderly agencies and advocacy groups are on the MPO stakeholder list.

Bismarck-Mandan MPO continues to increase accessibility to its programs and activities by all applicants, participants, and members of the public regardless of race, color, national origin, sex, age, disability, or income status and has recently installed display racks containing the Title VI and Non Discrimination/ADA Plan, the Title VI Policy Statement, LEP Plan, ADA reasonable accommodations request forms, Title VI complaint forms and procedures, and newsletters (when available) at the entrances of the MPO work site. Additionally, forms, documents, meeting information, and study updates are made accessible via social media using Facebook to link to the MPO webpage. Copies of adopted programs and plans, such as the TIP and the MTP, as well as final reports of adopted MPO studies are made available through the public libraries in both Bismarck and Mandan.

ADMINISTRATION

100

101 ADMINISTRATION, COORDINATION & TRANSPORTATION PERFORMANCE MANAGEMENT
2023-2024

Objective:

The MPO manages and coordinates the accounts, records, agreements, and administration of contracts for the Unified Planning Work Program and the Bismarck-Mandan Metropolitan Planning Organization. This task provides the necessary coordination and communications between the various agencies in the Bismarck-Mandan Metropolitan area and provides for citizen information and involvement. This task uses Transportation Performance Management processes and follows performance-based planning and programming practices.

Present Status:

The Bismarck-Mandan Metropolitan Planning Organization (MPO) is presently staffed with an Executive Director, a Transportation Planner, and a Transportation Specialist, who are responsible for coordinating MPO activities with the various entities within the boundaries of the MPO, which represents the MPO's operational and technical agencies. Hiring for the part- time Transit/Transportation Planner is ongoing. Work accomplished under this task in 2022 included reporting and billing activities and preparations for and attendance at the Technical Advisory Committee (TAC) and MPO Policy Board Meetings.

Proposed Work:

Compile and maintain records of MPO work in progress as performed by individual consulting companies and submit them to the North Dakota Department of Transportation. Prepare monthly billings for MPO activities in progress as outlined in the Unified Planning Work Program and receive and disburse funds received for these MPO activities.

The MPO provides liaison activities to the MPO's membership including preparation of agendas and minutes, scheduling and attendance at Technical Advisory Committee (TAC) and MPO Policy Board meetings. The MPO also takes leadership in the development and implementation of the Metropolitan Transportation Plan and other required elements of the Infrastructure Investment and Jobs Act (IIJA), including updating of the Unified Planning Work Program, Transportation Improvement Program, and other MPO actions where necessary and appropriate.

Products:

Products of the MPO include formal meetings of the MPO Policy Board and Technical Advisory Committee (TAC) and submission of billings and monthly activity summaries, as well as coordination and management of all MPO accounts and records.

The MPO produces a Transportation Improvement Plan every year, a Metropolitan Transportation Plan and Transit Development Plan approximately every 5 years, and a Public Participation plan, Freight Plan, and Bicycle-Pedestrian Plan as needed.

Completion Date:
Ongoing Activity.

Estimated Expenditures:

	2023	**2024**
General Staff Administration of MPO Program*	$244,688	$249,010
Office Space Rental/ Parking	13,500	14,500
Office Equipment and Supplies	8,500	2,000
Telephone Service	600	600
Mileage (Local)	500	500
Postage	750	750
Printing	1,200	1,200
Direct Miscellaneous Costs	1,000	1,000
TOTAL	270,738	255,060

Proposed Source of Funds:

CPG (80% or less)	216,590	204,048
Local (20% or greater)	54,148	51,012
TOTAL	270,738	255,060

* Staff includes 3 full-time members (1 Executive Director, 1 Transportation Planner, 1 Transportation Specialist) and 1 part-time member (Transit/Transportation Planner)

100.101.00 **101 ADMINISTRATION, COORDINATION & TRANSPORTATION PERFORMANCE MANAGEMENT**

(All Amounts in Dollars $)

YEAR 2023

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	270,738	216,590	54,148	
Mandan		0		
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	270,738	216,590	54,148	

YEAR 2024

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	255,060	204,048	51,012	
Mandan		0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	255,060	204,048	51,012	

102 TRAINING/TRAVEL AND EDUCATION
2023-2024

Objective:

To provide MPO support staff with appropriate skills to carry out the comprehensive, continuing and coordinated Transportation Planning Process.

Present Status:

Training activities undertaken during 2022 were the attendance of the Executive Director to the Annual AMPO Conference in Washington DC, the attendance of MPO staff to the Western Planner Conference in Bismarck, the TRB Tools of the Trade Conference in Boise, ID, the NDDOT's Transportation Conference, and Main Street Conference. FWHA training is also expected to occur for Functional Classification in the late summer or fall.

Proposed Work:

The MPO will encourage staff attendance at selected national/local short courses, seminars, and conferences. The MPO will work with other MPOs, FHWA, FTA and the NDDOT to develop and support local training programs.

Products:

To foster a more informed, capable, and efficient staff.

Completion Date:

Ongoing Activity.

Estimated expenditures:

	2023	**2024**
Associated Training Costs	$2,200	$3,500
Transportation and Lodging	6,600	8,800
Books/Subscriptions/Dues of Transportation Planning Material and Organizations	2,400	2,400
Mileage (Non-local)	500	500
Meals	1,000	1,500
TOTAL	12,700	16,700

Proposed Source of Funds:

CPG (80%)	10,160	13,360
Local (20%)	2,540	3,340
TOTAL	12,700	16,700

100.102.00 **102 TRAINING, EDUCATION & ASSOCIATED TRAVEL**

(All Amounts in Dollars $)

YEAR 2023

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	12,700	10,160	2,540	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	12,700	10,160	2,540	

YEAR 2024

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	16,700	13,360	3,340	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	16,700	13,360	3,340	

103 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT 2023-2024

Objective:

To prepare a Unified Planning Work Program (UPWP) for the Bismarck-Mandan Metropolitan Planning Organization and any subsequent UPWP amendments.

Present Status:

The Bismarck-Mandan Metropolitan Planning Organization has operated under a unified work program for the past thirty-six years.

Proposed Work:

The 2023-2024 Unified Planning Work Program will be developed by the MPO staff, with assistance from the Planning and Engineering departments of the cities of Bismarck, Mandan, Lincoln, and Burleigh and Morton counties, as well as being offered for review and input by local citizen groups as required under the Infrastructure Investment and Jobs Act (IIJA) regulatory requirements. Maintenance of the 2023-2024 UPWP will be provided by the MPO staff.

Products:

2023-2024 Unified Planning Work Program and Amendments

Completion Date:

Preliminary Draft:	August 2022
Final UPWP:	October 2022

Estimated Expenses:

	2023	**2024**
Development of UPWP and Amendments	$1,669	$3,837
TOTAL	1,669	3,837

Proposed Source of Funds:

CPG (80%)	1,335	3,070
Local (20%)	334	767
TOTAL	1,669	3,837

100.103.00 **103 UNIFIED PLANNING WORK PROGRAM**

(All Amounts in Dollars $)

YEAR 2023

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	1,669	1,335	334	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	1,669	1,335	334	

YEAR 2024

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	3,837	3,070	767	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	3,837	3,070	767	

104 COMPUTER ENHANCEMENTS AND SOFTWARE
2023-2024

Objectives:

To enhance the MPO's capabilities to monitor transportation data traffic forecasting, and traffic operations. To overall improve MPO staff's ability to provide analysis, communication, and distribute applicable transportation related data. To keep staff informed on pertinent transportation issues. To build and furnish reports to satisfy FHWA, FTA, and NDDOT reporting requirements.

Present Status:

During 2021-2022 the Bismarck-Mandan MPO used computers and associated software to aid the transportation planning efforts of Bismarck, Mandan, Lincoln, Morton County and Burleigh County within the MPO area.

Proposed Work:

To provide computer hardware and software aid to the transportation planning efforts of the MPO.

Products:

To provide the MPO with effective administration, data processing, and analytical tools for transportation planning.

Completion Date:

Ongoing Activity.

Estimated Expenditures:

	2023	**2024**
Computers and Misc. Hardware	$4,000	$3,000
Computer Software	3,200	3,200
TOTAL	7,200	6,200

Proposed Source of Funds:

CPG (80%)	5,760	4,960
Local (20%)	1,440	1,240
TOTAL	7,200	6,200

100.104.00 **104 COMPUTER ENHANCEMENTS & SOFTWARE**

(All Amounts in Dollars $)

YEAR 2023

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	7,200	5,760	1,440	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	7,200	5,760	1,440	

YEAR 2024

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	6,200	4,960	1,240	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	6,200	4,960	1,240	

105 TRANSIT SYSTEM ADMINISTRATION AND LIAISON
2023-2024

Objective:

To provide technical assistance and coordinated transportation planning to Bis-Man Transit. Support the City of Bismarck and Bis-Man Transit in maintaining State and Federal requirements, promoting community use of the transit system, and implementing recommendations of the Transit Development Plan.

Present Status:

Facilitate interaction between the City of Bismarck and Bis-Man Transit, including updates to the contract, reporting to FTA, assisting with communication to the City Commission, and planning for the preparation and administration of Transit grants.

Proposed Work:

To maintain grant maintenance and control functions. To act as a liaison between FTA, the City of Bismarck, and Bis-Man Transit regarding FTA and NDDOT grant applications, reports and meetings. To adhere to federal performance measures requirements pertaining to Transit operations within the MPO. Update member jurisdictions of transit developments at TAC and Policy Board Meetings. Activities also include aiding Transit in the development of the 2022 Transit Development Plan, which is underway for Summer 2022 to Summer/Fall 2023.

Products:

Prepare grants pertaining to Operations, Bus and Bus Facilities, and Mobility of Seniors and Persons with Disabilities, along with all the associated reporting. Maintenance of appropriate FTA records on behalf of the City of Bismarck and Bis-Man Transit. Development of the 2022 Transit Development Plan.

Completion Date:

Ongoing.

Estimated Expenditures:

	2023	2024
Transit Liaison and Administration	$35,361	$33,634
TOTAL	35,361	33,634

Proposed Source of Funds:

CPG (80%)	28,289	26,907
Local (20%)	7,072	6,727
TOTAL	35,361	33,634

100.105.00 **105 TRANSIT SYSTEM ADMINISTRATION**

(All Amounts in Dollars $)

YEAR 2023

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	35,361	28,289	7,072	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	35,361	28,289	7,072	

YEAR 2024

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	33,634	26,907	6,727	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	33,634	26,907	6,727	

TRANSPORTATION PLANNING

200

201 SUBCOMMITTEES

(Bis-Man MPO Bicycle-Pedestrian Subcommittee and Freight Advisory Committee)

2023-2024

Objective:

To further recommendations of the Bicycle-Pedestrian Plan and Freight Plan using engaged local partners and community members. Coordinated by MPO staff and allowed to enhance transportation needs and MPO objectives related to alternative modes of transportation and/or freight.

Present Status:

The MPO's Bicycle-Pedestrian Subcommittee meets several times a year. They evaluate and prioritize the TA applications for consideration by TAC and Policy Board. A Freight Advisory Committee has not yet formed but may form in the future.

Proposed Work:

During the 2023 and 2024 calendar years, Bicycle-Pedestrian Subcommittee will review and critique TA applications to improve the applications and make them more competitive in the statewide selection. The Subcommittee will subsequently score and prioritize the applications for consideration by TAC and Policy Board. Finally, the Subcommittee will pursue special projects in an ad-hoc manner as the group's interests align with the Bicycle-Pedestrian Plan.

Products:

The Bicycle-Pedestrian Subcommittee will create improved TA applications which also align with local, state and federal performance measures. They will also compile a list of TA prioritized projects to be considered by the MPO TAC and Policy Board.

Estimated Expenditures:

	2023*	**2024***
Staff Coordination	$1,933	$1,991
Ad Hoc Activities	2,500	2,500
TOTAL	4,433	4,491

Proposed Funding Sources:

CPG (80%)	3,546	3,593
Local (20%)	887	898
TOTAL	4,433	4,491

*These activities contribute toward the 2.5% spending requirement for Safe and Accessible Transportation Options.

200.201.00

201 SUBCOMMIITTEES

BICYCLE- PEDESTRIAN SUBCOMMITTEE and FREIGHT ADVISORY COMMITTEE

(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	4,433	3,546	887	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	4,433	3,546	887	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	4,491	3,593	898	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	4,491	3,593	898	

202 MONITORING AND REPORTING
2023-2024

Objective:

To continually monitor trends of the Bismarck-Mandan Metropolitan area transportation system through the development of a Surveillance and Monitoring Report.

Present Status:

The Bismarck-Mandan MPO monitors transportation trends for significant transportation modes for a variety of reasons including, but not limited to, performance measures, transportation modeling, and other transportation planning related efforts. An annual surveillance and monitoring report was developed to share these trends with local partners and the community. Due to MPO staff reduction in 2019, there has been very little work done in this area since 2018. The plan is to resurrect and update the monitoring and reporting data in 2023 and 2024 and continue to monitor transportation, socio-economic, and related trends to assist in the transportation planning process.

Products:

The MPO updates the Surveillance and Monitoring report on a rolling basis. This report monitors transportation, socio-economic, and related trends to assist in the transportation planning process.

Estimated Expenditures:

	2023	**2024**
Staff Update of Surveillance and Monitoring Report	$6,676	$6,877
TOTAL	6,676	6,877

Proposed Funding Sources:

CPG (80%)	5,341	5,502
Local (20%)	1,335	1,375
TOTAL	6,676	6,877

200.202.00 **202 MONITORING AND REPORTING**

(All Amounts in Dollars $)

YEAR 2023

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	6,676	5,341	1,335	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	6,676	5,341	1,335	

YEAR 2024

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	6,877	5,502	1,375	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	6,877	5,502	1,375	

203 STAFF RELATED TDM
2023-2024

Objective:

To routinely update and maintain the Travel Demand Model (TDM), through coordination with Advanced Traffic Analysis Center (ATAC), direct MPO staff efforts, and a consultant-led Model Review and Socio-Economic Projections effort.

Present Status:

The TDM update will begin in 2022 and continue into 2023. The TDM will be reviewed through the Model Review and Socio-Economic Projection Project, which also includes projection and allocation of future households and employment centers. This effort occurs in coordination with local jurisdictions and approval of the TAC and Policy Boards, and feeds directly into the Metropolitan Transportation Plan update.

MPO staff will annually update ATAC on roadway network expansions, with the release of the 'Status of Projects Report' for the annual Transportation Improvement Program.

A routine update of the population and employment data, by traffic analysis zones (TAZ), will be performed using building permits issued by local units of government, Census and American Community Survey data, and other purchased data. The updated population and employment data may be reviewed to determine if there are significant differences in growth patterns from those projected.

Products:

The Travel Demand Model will be updated 12-24 months prior to the commencement of the next Metropolitan Transportation Plan. MPO staff efforts will include, but are not limited to, review of census data and/or other acquired data (i.e. origin-destination data, socio-economic data), coordination with local jurisdiction on revisions to current and future land use, revaluation and adjustment (if needed) of the TAZ network, annual notification to ATAC of roadway network expansion, and coordination of and management of the contracted Socio-Economic and Projections Project.

Estimated Expenditures:

	2023	**2024**
Staff Related TDM	$4,262	$13,054
TOTAL	4,262	13,054

Proposed Funding Sources:

CPG (80%)	3,410	10,443
Local (20%)	852	2,611
TOTAL	4,262	13,054

200.203.00 **203 STAFF RELATED TDM**

(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	4,262	3,410	852	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	4,262	3,410	852	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	13,054	10,443	2,611	
Mandan		0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	13,054	10,443	2,611	

204 PLANNING STUDIES/ DATA ACQUISITION
2023-2024

Objective:

To provide for studies of specific transportation concerns that may have an impact on the MPO's Transportation Plan, Transportation Improvement Program or MPO planning process.

Present Status:

At the request of the MPO and based on needs identified in the 2020-2045 Long Range Transportation Plan, local jurisdictional partners and MPO staff brought forward recommendations for transportation-related planning studies. Projects were discussed by the jurisdictions. Preferred projects were allocated funds within the MPO's allowance and have been approved by the TAC and Policy Board.

Proposed Work:

The proposed 2023-2024 studies include the East Main Avenue Corridor Study, Sunset Drive Corridor Study, Travel Demand Model and Socio-Economic Update/ 2025-2050 Metropolitan Transportation Plan Update, Transit Development Plan, 2024 ITS Update, Safe Routes to Services/ Complete Streets Study, MPO Safety Policies Study.

New studies that will commence in 2023 or 2024 will be the following: 2024 ITS Update, Safe Routes to Services/ Complete Streets Study, and MPO Safety Policies Study.

The MPO will pursue data acquisitions for the following efforts in 2023 or 2024: Ortho/LiDAR Collection and Pavement Condition Collection

Products: The studies and data collections programmed for 2023-2024 are:

- East Main Avenue Corridor Study*
- Sunset Drive Corridor Study
- Travel Demand Model and Socio-Economic Update/ 2025-2050 Metropolitan Transportation Plan Update)*
- Transit Development Plan*
- 2024 ITS Update
- Safe Routes to Services/ Complete Streets Study*
- MPO Safety Policies Study
- 2023 Ortho/Lidar Collection
- Pavement Condition Collection

Completion Date:

While projects are scheduled to be completed in 2023 and 2024, not all projects may be completed in the year indicated. This may cause some projects to carry over into the 2025-2026 UPWP.

*These activities may contribute toward the 2.5% spending requirement for Safe and Accessible Transportation Options.

Estimated Expenditures:

	2023	2024
Planning Studies	$556,225	$570,000
Routine Data Acquisitions	180,000	100,000
TOTAL	736,255	670,000

Proposed Source of Funds:

CPG (80%)	589,004	536,000
Local (20%)	147,251	134,000
TOTAL	736,255	670,000

200.204.00 **204 TRANSPORTATION PLANNING STUDIES and DATA ACQUISITIONS**

(Data acquisitions on next page; All Amounts in Dollars $)

YEAR 2023

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	PROJECT PARTICIPATION
Bismarck	238,735	190,988	47,747	A,B,C,E,F,K
Mandan	180,775	144,620	36,155	A,B,C,E,F,G,L
Morton County	6,155	4,924	1,231	A,B,C,F
Burleigh County	36,935	29,548	7,387	A,B,C,F
Lincoln	6,155	4,924	1,231	A,B,C,F
Other*	87,500	70,000	17,500	D
TOTAL	556,255	445,004	111,251	

YEAR 2024

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	PROJECT PARTICIPATION
Bismarck	342,000	273,600	68,400	A,B,E,F,H,J
Mandan	134,000	107,200	26,800	A,B,E,F,H,J
Morton County	11,750	9,400	2,350	A,B,F,H,J
Burleigh County	70,500	56,400	14,100	A,B,F,H,J
Lincoln	11,750	9,400	2,350	A,B,F,H,J
Other	0	0	0	
TOTAL	570,000	456,000	114,000	

PLANNED STUDIES

A---ATAC Annual Fee ($10,000) - yearly

B---Study Associated Modeling ($40,000) - yearly

C--Addt'l fee for TDM work with ATAC ($6,228) - 100% in 2023

D---Transit Development Plan ($175,000) - 50% in 2023

E---Safe Routes to Services/ Complete Streets Study ($200,000) - 50% in 2023, 50% in 2024

F---Travel Demand Management and Socio-Economic Study (TDMSE)/ 2025-2050 Metropolitan Transportation Plan (MTP) ($520,000) - 36.5% in 2023, 41.5% in 2024

G---Addt'l fee for Sunset Ave Corridor Modeling ($1,527) - 100% in 2023

H---MPO Safety Policies Study ($180,000) - 100% in 2024

J---2024 ITS Update ($2,000) - 100% in 2024

K---Continuation of East Main Avenue Corridor Study (Carryover from 2022) ($31,000) - 100% in 2023

L---Continuation of Sunset Drive Corridor Study (Carryover from 2022) ($90,000) - 100% in 2023

* 'Other' funding partner is Bis-Man Transit.

200.204.00 **DATA ACQUISITIONS**

(All Amounts in Dollars $)

YEAR 2023

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	PROJECT PARTICIPATION
Bismarck	30,600	24,480	6,120	3
Mandan	16,200	12,960	3,240	3
Morton County	67,500	54,000	13,500	3
Burleigh County	63,900	51,120	12,780	3
Lincoln	1,800	1,440	360	3
Other	0	0	0	
TOTAL	180,000	144,000	36,000	

YEAR 2024

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	PROJECT PARTICIPATION
Bismarck	66,250	53,000	13,250	4
Mandan	18,750	15,000	3,750	4
Morton County	250	200	50	4
Burleigh County	14,750	11,800	2,950	4
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	100,000	80,000	20,000	

Data Procurement	Cycle	Last Collection	Next Collection	Estimated Cost
1 - Socio-Economic Data	5 years	2017	2021	4,000
2 - Origin-Destination Data	5 years	2017	2021	35,500
3 - Ortho/LiDAR Collection	3 years	2020	2023	180,000
4 - Pavement Management	3-5 years	2020	2024	100,000
5 - Traffic Counting	Ad Hoc	2022	TBD	100,000

205 TRANSPORTATION IMPROVEMENT PROGRAM
2023-2024

Objective:

Prepare Transportation Improvement Program (TIP) for 2023 and 2024, as well as subsequent TIP amendments that comply with the Infrastructure Investment and Jobs Act (IIJA) regulatory requirements. Submit amendments to the North Dakota Department of Transportation.

Present Status:

A TIP has been prepared and approved nearly every year since 1983. The MPO has an approved 2023-2026 TIP.

Proposed Work:

To develop a TIP in 2023 and 2024 that meets the requirements of the Infrastructure Investment and Jobs Act (IIJA). The TIPs will have projects that were prioritized and approved through coordination between the MPO, its member jurisdictions, and NDDOT. Starting in 2020, projects will be compliant with the updated performance-based 2020-2045 MTP. All MPO TIP projects will be financially constrained.

Product:

The 2024-2027 TIP and the 2025-2028 TIP

Completion Date:

Priority List Submission:	December 2022	December 2023
Draft TIP:	July 2023	July 2024
Final TIP:	August 2023	August 2024

Estimated Expenditures:

	2023	**2024**
TIP Development, Implementation, and Amendments	$11,364	$12,103
TOTAL	11,364	12,103

Proposed Source of Funds:

CPG (80%)	9,091	9,682
Local (20%)	2,273	2,421
TOTAL	11,364	12,103

200.205.00 **205 TRANSPORTATION IMPROVEMENT PROGRAM**

(All Amounts in Dollars $)

YEAR 2023

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck/Planning	11,364	9,091	2,273	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	11,364	9,091	2,273	

YEAR 2024

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck/Planning	12,103	9,682	2,421	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	12,103	9,682	2,421	

206 METROPOLITAN TRANSPORTATION PLAN
2023-2024

Objective:

To define, identify and prioritize the transportation needs of the Bismarck-Mandan area by creating a fiscally constrained, performance-based Metropolitan Transportation Plan. The MTP should be developed in coordination with the public, stakeholders, jurisdictional partners, and state and federal oversight, and be compliant with the Infrastructure Investment and Jobs Act (IIJA) legislation.

Present Status:

The active 2020-2045 MTP (Metropolitan Transportation Plan), *Arrive 2045*, was adopted in February 2020 and addressed the concerns of public and local partners regarding the transportation network and major modes of transportation. The MTP identifies which alternatives are available and feasible to implement, that will allow the metropolitan area to improve through 2045. An update of the TDMSE/ 2050 MTP began in Summer 2022. Work will continue on this update through Spring 2025.

Proposed Work:

Staff hours will be allocated to the 2050 MTP update to a small degree in 2023 and a large degree in 2024. Some staff time has been allocated for amendments to the 2020-2050 MTP, if they are needed.

Products:

A performance-based Metropolitan Transportation Plan that can guide the MPO and partner agencies in 2025 and beyond.

Completion Date:

March 2025

Estimated Expenditures:

	2023	**2024**
Staff Coordination for MTP	$1,210	$14,097
TOTAL	1,210	14,097

Proposed Source of Funds:

CPG (80%)	968	11,278
Local (20%)	242	2,819
TOTAL	1,210	14,097

200.206.00 **206 METROPOLITAN TRANSPORTATION PLAN**

(All Amounts in Dollars $)

YEAR 2023

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	1,210	968	242	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	1,210	968	242	

YEAR 2024

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	14,097	11,278	2,819	
Mandan		0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	14,097	11,278	2,819	

PROGRAM IMPLEMENTATION

300

301 GIS/IT DEVELOPMENT AND IMPLEMENTATION
2023-2024

Objective:

The Bismarck-Mandan Metropolitan Planning Organization (MPO) uses an MPO Geographic Information System (GIS) that provides access to a common digital geographic database for land use planning, zoning activities, traffic analysis, and other related activities.

The MPO also presently has four computers. The MPO at times requires technical help from City of Bismarck professionals to maintain and aid the MPO in its computer use and applications.

Present status:

Presently the following has been developed in GIS: MPO and Transportation Study information and data, Bismarck/Mandan Bike Trails, MPO TIP project and development maps, functionally classified roadways within the MPO area, digital aerial photographs and aerial contours.

NOTE: The City of Bismarck lacks an indirect cost plan and therefore cannot charge the MPO for these activities. This task will be $0 until there are mechanisms to charge the MPO.

Proposed Work:

To continue to provide valuable map data and imagery concerning MPO projects in conjunction with all the partner entities. To assist MPO in census, transit, roadway, and bridge imagery, and other projects as needed.

Product:

The computer aided and generated products Geographic Information System (GIS) for Bismarck-Mandan Area MPO. The products generated by GIS usage benefit the MPO a great deal.

Estimated Expenditures:

	2023	**2024**
GIS Production	$0	$0
TOTAL	$0	$0

Proposed Source of Funds:

CPG (80%)	$0	$0
Local (20%)	$0	$0
TOTAL	$0	$0

300.301.00 **301 GIS PROGRAM**

(All Amounts in Dollars $)

YEAR 2023

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	0	0	0	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	0	0	0	

YEAR 2024

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	0	0	0	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	0	0	0	

302 CITIZEN PARTICIPATION PROGRAM
2023-2024

Objective:

To establish procedures that provide for citizen input into the planning process as part of the development of the following: the MPO's Metropolitan Transportation Plan, the UPWP, the TIP, the DBE Program, and the Public Participation Plan. The MPO will use this process to identify community issues regarding transportation planning and will consider these issues when developing programs within the MPO's planning area.

Present Status:

As stipulated in the Infrastructure Investment and Jobs Act (IIJA), the UPWP, the DBE Program, the Public Participation Plan (PPP), the Metropolitan Transportation Plan, and the TIP will receive public review at various levels during the development and update processes by the MPO.

Proposed Work:

To provide a citizen input forum for the MPO operational functional tools of TIP, UPWP, DBE Program, and the Metropolitan Transportation Plan (MTP), and applicable transportation studies as prescribed by the Infrastructure Investment and Jobs Act (IIJA), as well as an evaluation and update of the existing Public Participation Plan.

Product:

Ongoing program.

Estimated Expenditures:

	2023	2024
Advertising	$5,750	$5,750
Evaluation and Update of Public Participation Plan	369	0
TOTAL	6,119	5,750

Proposed Source of Funds:

CPG (80%)	4,895	4,600
Local (20%)	1,224	1,150
TOTAL	6,119	5,750

300.302.00 **302 CITIZEN PARTICIPATION**

(All Amounts in Dollars $)

YEAR 2023

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	6,119	4,895	1,224	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	6,119	4,895	1,224	

YEAR 2024

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	5,750	4,600	1,150	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	5,750	4,600	1,150	

COST SUMMARIES APPENDIX

FY'S 2023-2024

Unified Planning Work Program
Staff Allocation of Hours by Task
2023

	*PT Time Planner	Planner	Executive Director	Transportation Specialist
101: Administration, Coordination and Transporting Performance Management	1126	1575	1555	1725
102: Training, Travel, and Education	0	0	0	0
103: UPWP	0	10	20	5
104: Computer Enhancement and Software	0	0	0	0
105: Transit System Administration and Liaison	200	280	200	200
201: Subcommittees	0	50	0	0
202: Monitoring and Reporting	100	50	10	30
203: Staff Related TDM	0	25	200	30
204: MPO and Local Planning Studies/ Data Acquisition	0	0	0	0
205: Transportation Improvement Program	30	80	80	80
206: Metropolitan Transportation Plan	0	10	15	0
301: GIS Program	0	0	0	0
302: Citizen Participation	0	0	0	10
TOTAL	**1456**	**2080**	**2080**	**2080**

*Efforts to fill the part-time planner vacancy will continue until filled.

Unified Planning Work Program
Staff Allocation of Hours by Task
2024

	*PT Time Planner	Planner	Executive Director	Transportation Specialist
101: Administration, Coordination and Transportation Performance Management	1126	1530	1530	1730
102: Training, Travel, and Education	0	0	0	0
103: UPWP	0	30	40	10
104: Computer Enhancement and Software	0	0	0	0
105: Transit System Administration and Liaison	200	210	200	200
201: Subcommittees	0	50	0	0
202: Monitoring and Reporting	100	50	10	30
203: Staff Related TDM	0	50	20	30
204: MPO and Local Planning Studies/ Data Acquisition	0	0	0	0
205: Transportation Improvement Program	30	90	80	80
206: Metropolitan Transportation Plan	0	70	200	0
301: GIS Program	0	0	0	0
302: Citizen Participation	0	0	0	0
TOTAL	**1456**	**2080**	**2080**	**2080**

*Efforts to fill the part-time planner vacancy will continue until filled.

2023-2024 Unified Planning Work Program Summary By Task

(All Amounts in Dollars $)

	Funding Year 2023								
Task	Total	Federal	Local	Bismarck	Mandan	Morton	Burleigh	Lincoln	Transit
101	270,738	216,590	54,148	54,148	0	0	0	0	0
102	12,700	10,160	2,540	2,540	0	0	0	0	0
103	1,669	1,335	334	334	0	0	0	0	0
104	7,200	5,760	1,440	1,440	0	0	0	0	0
105	35,361	28,289	7,072	7,072	0	0	0	0	0
201	4,433	3,546	887	887	0	0	0	0	0
202	6,676	5,341	1,335	1,335	0	0	0	0	0
203	4,262	3,410	852	852	0	0	0	0	0
*204	736,255	589,004	147,251	53,867	39,395	14,731	20,167	1,591	17,500
205	11,364	9,091	2,273	2,273	0	0	0	0	0
206	1,210	968	242	242	0	0	0	0	0
301	0	0	0	0	0	0	0	0	0
302	6,119	4,895	1,224	1,224	0	0	0	0	0
	1,097,987	**878,390**	**219,597**	**126,213**	**39,395**	**14,731**	**20,167**	**1,591**	**17,500**

*Includes Carryover Funding from 2022 into 2023:

	Total	Federal	Local	Partner
East Main Ave Corridor Study	31,000	24,800	6,200	Bismarck
Sunset Drive Corridor Study	90,000	72,000	18,000	Mandan

Estimated Remaining CPG balances at year-end 2022:

FY 2020	0 of 592,714
FY 2021	548,234 of 686,074
FY 2022	953,007 of 953,007
TOTAL	**1,501,241**

	Funding Year 2024								
Task	Total	Federal	Local	Bismarck	Mandan	Morton	Burleigh	Lincoln	Other
101	255,060	204,048	51,012	51,012	0	0	0	0	0
102	16,700	13,360	3,340	3,340	0	0	0	0	0
103	3,837	3,070	767	767	0	0	0	0	0
104	6,200	4,960	1,240	1,240	0	0	0	0	0
105	33,634	26,907	6,727	6,727	0	0	0	0	0
201	4,491	3,593	898	898	0	0	0	0	0
202	6,877	5,502	1,375	1,375	0	0	0	0	0
203	13,054	10,443	2,611	2,611	0	0	0	0	0
204	670,000	536,000	134,000	81,650	30,550	2,400	17,050	2,350	0
205	12,103	9,682	2,421	2,421	0	0	0	0	0
206	14,097	11,278	2,819	2,819	0	0	0	0	0
301	0	0	0	0	0	0	0	0	0
302	5,750	4,600	1,150	1,150	0	0	0	0	0
	1,041,803	**833,443**	**208,360**	**156,010**	**30,550**	**2,400**	**17,050**	**2,350**	**0**

Funding Breakdown and Program Source by Task

(All Amounts in Dollars $)

	Funding Year 2023						
Task	Total	Federal Total	Federal Source	State Totals	State Source	Local Totals	Local Source
101	270,738	216,590	CPG	0	NA	54,148	Mill Levy; Sales Tax
102	12,700	10,160	CPG	0	NA	2,540	Mill Levy; Sales Tax
103	1,669	1,335	CPG	0	NA	334	Mill Levy; Sales Tax
104	7,200	5,760	CPG	0	NA	1,440	Mill Levy; Sales Tax
105	35,361	28,289	CPG	0	NA	7,072	Mill Levy; Sales Tax
201	4,433	3,546	CPG	0	NA	887	Mill Levy; Sales Tax
202	6,676	5,341	CPG	0	NA	1,335	Mill Levy; Sales Tax
203	4,262	3,410	CPG	0	NA	852	Mill Levy; Sales Tax
*204	736,255	589,004	CPG	0	NA	147,251	Mill Levy; Sales Tax
205	11,364	9,091	CPG	0	NA	2,273	Mill Levy; Sales Tax
206	1,210	968	CPG	0	NA	242	Mill Levy; Sales Tax
301	0	0	NA	0	NA	0	NA
302	6,119	4,895	CPG	0	NA	1,224	Mill Levy; Sales Tax
	1,097,987	**878,390**		**0**		**219,597**	

*Includes Carryover Funds from 2022 into 2023:	Total	Federal	Local
East Main Ave Corridor Study	31,000	24,800	6,200
Sunset Drive Corridor Study	90,000	72,000	18,000

	Funding Year 2024						
Task	Total	Federal Total	Federal Source	State Total	State Source	Local Total	Local Source
101	255,060	204,048	CPG	0	NA	51,012	Mill Levy; Sales Tax
102	16,700	13,360	CPG	0	NA	3,340	Mill Levy; Sales Tax
103	3,837	3,070	CPG	0	NA	767	Mill Levy; Sales Tax
104	6,200	4,960	CPG	0	NA	1,240	Mill Levy; Sales Tax
105	33,634	26,907	CPG	0	NA	6,727	Mill Levy; Sales Tax
201	4,491	3,593	CPG	0	NA	898	Mill Levy; Sales Tax
202	6,877	5,502	CPG	0	NA	1,375	Mill Levy; Sales Tax
203	13,054	10,443	CPG	0	NA	2,611	Mill Levy; Sales Tax
204	670,000	536,000	CPG	0	NA	134,000	Mill Levy; Sales Tax
205	12,103	9,682	CPG	0	NA	2,421	Mill Levy; Sales Tax
206	14,097	11,278	CPG	0	NA	2,819	Mill Levy; Sales Tax
301	0	0	NA	0	NA	0	NA
302	5,750	4,600	CPG	0	NA	1,150	Mill Levy; Sales Tax
	1,041,803	**833,443**		**0**		**208,360**	

Rate and Program Source by Task

	Funding Year 2023 and 2024					
Task	Federal Rate	Federal Source	State Rate	State Source	Local Rate	Local Source
101	80%	CPG	0%	NA	20%	Mill Levy; Sales Tax
102	80%	CPG	0%	NA	20%	Mill Levy; Sales Tax
103	80%	CPG	0%	NA	20%	Mill Levy; Sales Tax
104	80%	CPG	0%	NA	20%	Mill Levy; Sales Tax
105	80%	CPG	0%	NA	20%	Mill Levy; Sales Tax
201	80%	CPG	0%	NA	20%	Mill Levy; Sales Tax
202	80%	CPG	0%	NA	20%	Mill Levy; Sales Tax
203	80%	CPG	0%	NA	20%	Mill Levy; Sales Tax
204	80%	CPG	0%	NA	20%	Mill Levy; Sales Tax
205	80%	CPG	0%	NA	20%	Mill Levy; Sales Tax
206	80%	CPG	0%	NA	20%	Mill Levy; Sales Tax
301	0%	NA	0%	NA	0%	NA
302	80%	CPG	0%	NA	20%	Mill Levy; Sales Tax

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EXHIBIT I

EXHIBIT I

TRANSPORTATION ALTERNATIVES PROJECT SUMMARY

A total of four (4) projects were submitted; 2 from Bismarck Parks and Recreation District and two from Mandan Parks District. The projects were scored by MPO staff against MPT Objectives and ranked by the Bike-Ped Subcommittee. The two sets of number were then combined to create the recommended ranking. MPO staff supports the ranking as shown; however, TAC and Policy Board can choose to accept, change or deny prioritization of the Transportation Alternatives program.

MPO STAFF SCORING 08/02/2022 | BMMPO BIKE-PED SUBCOMMITTEE RANKING 07/27/2022

Submitting Agency	Description	Total Cost / Federal	Project Type	1	2	3	4	5	6	7	8	9	Subcommittee Average Rank	MPO Score	Combined Score	Overall Rank
Bismarck Parks and Recreation District	**South Washington Trail Extension (Meridian Drive to Sibley Park):** 10' wide shared use asphalt trail extension (approximately 4,568 linear feet or 0.86 Miles)	$481,305 / $385,044	Construction	2	3	1	1	2	1	1	1	1	1.444444444	1	2.44444444	1
Mandan Park District	**ND 6 Shared Use Trail Phase 3 (19th Street SE to Heart River Bridge):** 10' wide asphalt shared use trail extension, phase 3 of 3	$515,000 / $416,789	Construction	1	1	3	3	1	2	2	2	2	1.888888889	1	2.88888889	2
Bismarck Parks and Recreation District	**Hay Creek Trail Renovation:** Remove and replace asphalt on .45 miles (2,368.8 linear feet) of shared use trail from Lilac to 26th Street stairs	$216,929 / $173,543	Preservation	4	4	2	4	4	4	1	4	4	3.444444444	2	5.44444444	4
Mandan Park District	**Old Red Trail Phase 1 Rehab:** 2" mill and 2" asphalt overlay on 10.5' wide shared use trail from Sunset Drive intersection to 120' east of 30th Avenue NW	$452,000 / $365,803	Preservation	3	2	4	2	3	3	2	3	3	2.777777778	1	3.77777778	3

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TA SCORING METHODOLOGY:

Step 1: Subcommittee members rank applications using either a pairwise or straight ranking. Members should not have ties and must rank all applications or none of their votes will be accepted. The individual ranks of each application will be averaged, and the resulting 'average' rank will be used in step 3.

Step 2: MPO staff will review the applications and score them according to the three TA-specific MTP objectives. If a project meets the objective all points are awarded. If the project does not meet the objective, no points are awarded. Objective 1A is 4 points; Objective 2B, 2C, and 2E are worth 1.66 points each (5 points collectively); and Objective 5C is 2.1 points. The applications with the most points of the group will be given a score of 1. Applications with the second most points will be scored 2, and so on.

Step 3: Score from step 1 and step 2 will be added together for each project to create a combined score.

Step 4: The top ranked construction project and the top ranked preservation project will be promoted as number 1 priorities. All remaining projects will be ranked in descending order according to the combined score or with a set priority (lesser than one) as determined by the Subcommittee.

TA SCORING OBJECTIVES *(For MPO Staff Use):*

TA Scoring Objectives
1A: Reduce the incidence of all motor vehicle and non-motor vehicle (pedestrian and cyclist) crashes, with an emphasis on serious injury and fatal crashes. This may include implementing improvements that are both proven Crash Reduction Measures at locations with an existing crash history or at locations without an existing crash history as a proactive improvement (SMO)
2B: Maintain street signage and visibility (SMO)
2C: Maintain the current bicycle & pedestrian system (SMO)
2E: Maintain traffic signals, lighting, and other transportation ITS assets at acceptable levels (SMO)
5C: Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan (SMO)

1. Project: Hay Creek Trail – Lilac to 26th St. — Total Points 7.1 /11.1
   Submitting Entity: BPRD — Score _2_____
   a. Objective 1A: ____ 4 pts
   b. Objective 2B: __x__ 1.666 pts
   c. Objective 2C: __x__ 1.666 pts
   d. Objective 2E: __x_ 1.666 pts
   e. Objective 5C: __x__ 2.1 pts

2. Project: South Washington Trail Extension — Total Points 11.1 /11.1
   Submitting Entity: BPRD — Score __1____
   a. Objective 1A: _x___ 4 pts
   b. Objective 2B: _x___ 1.666 pts
   c. Objective 2C: _x___ 1.666 pts
   d. Objective 2E: _x___ 1.666 pts
   e. Objective 5C: _x___ 2.1 pts

3. Project: Highway 6 Shared Use Trail Phase 3 Construction — Total Points 11.1 /11.1
   Submitting Entity: Mandan Park District — Score __1____
   a. Objective 1A: _x___ 4 pts
   b. Objective 2B: _x___ 1.666 pts
   c. Objective 2C: _x___ 1.666 pts
   d. Objective 2E: _x___ 1.666 pts
   e. Objective 5C: _x___ 2.1 pts

4. Project: Old Red Trail Phase 1 Shared Use Path Rehab — Total Points 11.1 /11.1
   Submitting Entity: Mandan Park District — Score __1____
   a. Objective 1A: _x___ 4 pts
   b. Objective 2B: _x___ 1.666 pts
   c. Objective 2C: _x___ 1.666 pts
   d. Objective 2E: _x___ 1.666 pts
   e. Objective 5C: _x___ 2.1 pts

TA SCORING RESULTS

Number (in order of rank)	**Agency/ Project**	**Score**			**Rank**
		MPO	**Subcommittee**	**Combined**	
1	BPRD-S. Washington Trail Extension	1	1.444	2.444	1
2	MPD-ND 6 Phase 3 Shared Use Trail	1	1.888	2.888	2
3	MPD-Old Red Trail Rehabilitation	1	2.777	3.777	3
4	BPRD-Hay Creek Trail Renovation	2	3.444	5.444	4

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EXHIBIT J

NDDOT Transportation Alternatives Program Application FY 2024/2025

Hay Creek Trail Section Renovation – Lilac to 26th Street Stairs

BISMARCK PARKS AND RECREATION DISTRICT
Est. 1927

NDDOT's Transportation Alternatives Program Application

1. **Project Name:** Hay Creek Trail Section Rehabilitation – North Connections

2. **Project Location:** Bismarck, North Dakota

3. **Project Contact:** Bismarck Parks and Recreation District (BPRD)

4. **Contact Person:**
Kevin Klipfel, Executive Director
Bismarck Parks and Recreation District (BPRD)
400 East Front Avenue Bismarck, ND 58503
701-222-6455 kklipfel@bisparks.org

5. **Project Sponsor:** City of Bismarck

6. **Sponsoring Official:**
Michael Schmitz, Mayor
221 North 5th Street, Bismarck, ND 58501
701-355-1300

7. **Project Description:**
The Hay Creek Trail is a segment of the Bismarck Parks and Recreation District's Hay Creek Trail system. This segment allows users to travel north and south on the east side of Bismarck through a natural corridor, off the busy roadways. ***Please refer to Exhibit 2, Trail Connection Map.***

Trail Rehabilitation
The trail section shown in red on the attached Exhibit 1 needs replacement to improve accessibility and safety, due to cracks, wearing, and overall condition. This portion of the project consists of removal and replacement of the asphalt. The shared use path sections total approximately 2,368.8 linear feet, or .45 miles. ***Please refer to Exhibit 1.***

8. **Project Cost:**
The estimated construction cost of the proposed trail segment is $ 216,928.80 including a 10% contingency. Federal Funds in the amount of 80% of the total cost, or $ 173,543.04 are requested. The construction cost does not include any local costs of topographic survey, utility relocation, right-of-way acquisition, or preliminary and construction engineering. ***Please refer to a detailed Preliminary Cost Estimate, Exhibit 3.***

9. **What TAP category best fits your project?**
Category A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.

10. Supporting Data:

1) Is this project part of an identified tourism, recreation or transportation plan and if so, explain?

a. The Bismarck-Mandan Metropolitan Planning Organization Long Range Transportation Plan does include this trail connection as a priority. In addition, the Bismarck Parks and Recreation District conducted a community survey in 2019. Hiking trails were the #2 recreation activity requested.

b. The 2018-2022 State of North Dakota State Comprehensive Outdoor Recreation Plan – Recreational Trail Needs identifies that Region 7, which includes Burleigh County, the primary need is trails. In addition, the 2018-2022 ND SCORP Recreation Trail Needs identified maintenance as a priority, stating that both "quality and quantity of trails are critical to the recreation user's experience".

2) Is your project tied to another project? If so, please explain.

No.

3) How does your project fit with similar projects in your community and/or region?

Bismarck Parks and Recreation District maintains over 55 miles of paved trails and is committed to providing a comprehensive trail system for the betterment of the community. Currently, BPRD is constructing and replacing segments of the trail system throughout the area to continue that commitment to the residents.

4) Provide the names of governmental agencies that are in support of this project. Also, please state if there is support from the general public, other groups and organizations.

a. Bismarck Parks and Recreation District
b. City of Bismarck
c. Bismarck-Mandan Metropolitan Planning Organization
d. North Dakota State Parks and Recreation Department supports trails throughout the state in general:

1. The ND Comprehensive Outdoor Recreation Plan identifies trails as its number one priority in the Region and the SCORP Recreation Trail Needs document identifies that quality is as important as quantity.

11. Public Accessibility:

Bismarck Parks and Recreation District will own and maintain the trail. In addition to regular maintenance to keep the trails in good condition, BPRD also clears the trails in the winter to allow for use year-round.

12. Matching Funds Provided By:

Bismarck Parks and Recreation District will provide matching funds.

13. Will Right of Way For This Project Be Needed?

No new right of way will be required. The trail is within the public ROW.

14. Maintenance of This Project Will Be Provided By:

The Bismarck Parks & Recreation District will provide the required trail maintenance for this project.

15. Environmental Impacts

1) Land Use -The land use adjacent to the proposed trail includes recreational/public use and residential. There are minimal negative impacts to land use as a result of this trail.
2) Farmland -No farmland will be affected as a result of the trail overlay.
3) Social -This project is expected to have a positive impact upon the neighborhood and the community as a whole. The trail will continue to allow access to various recreational areas, businesses, schools, parks, public facilities, and neighborhoods through alternate modes of transportation. The proposed trail overlay could have a positive impact on the health of Bismarck residents by encouraging more pedestrian and bicycle use and less motor vehicle travel.
4) Economic -The positive economic benefits to the immediate area are expected to be small. The economic benefit of trails in general, to the community as a whole, is much greater.
5) Relocation -Neither people or businesses will be relocated by this project.
6) Wetlands -This existing trail segment does not cross any wetlands.
7) Flood Plain - This existing trail does not go through floodplain.
8) Threatened or Endangered Species -There are no threatened or endangered species within or along the project corridor.
9) Cultural Resources - There are no known cultural resources within this development area, and this project is a trail overlay of an existing amenity.
10) Hazardous Waste -There are no known hazardous waste sites within the project area.

16. Signatures

Contact Person: _____ Date: 7/13/2022
Kevin Klipfel, Executive Director

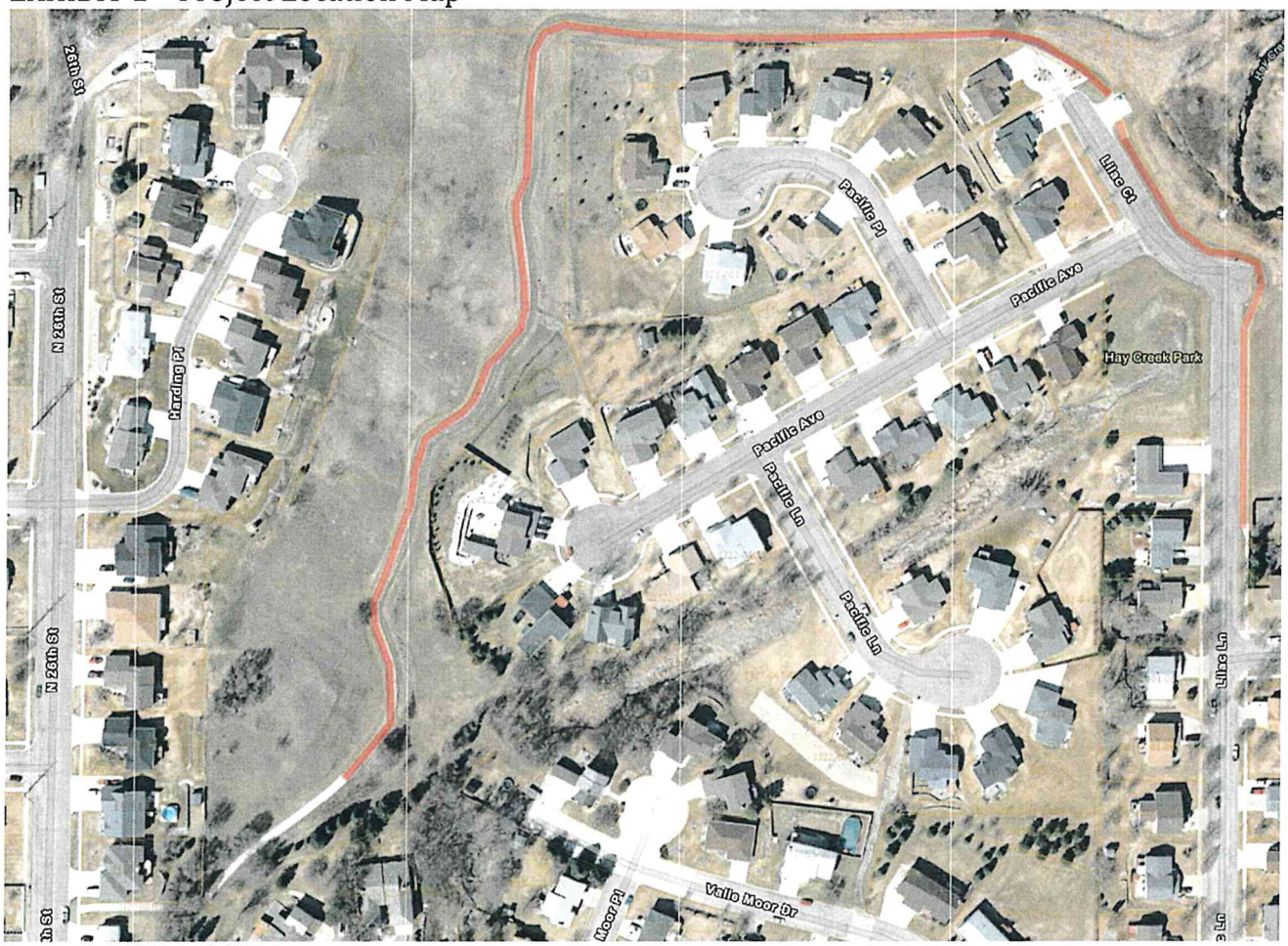
Sponsoring Official: _____ Date: 7/14/2022
Michael Schmitz, Mayor

MPO Official: _____ Date: _____

17. Attachments

Exhibit 1 – Project Location Map
Exhibit 2 – Trail Connections Map
Exhibit 3 – Preliminary Cost Estimate
Exhibit 4 – Existing Conditions
Exhibit 5 - Bismarck Parks and Recreation District Minutes
Exhibit 6 - City of Bismarck Endorsement

EXHIBIT 1 – Project Location Map



Source: City of Bismarck GIS

EXHIBIT 2 – Trail Connections Map

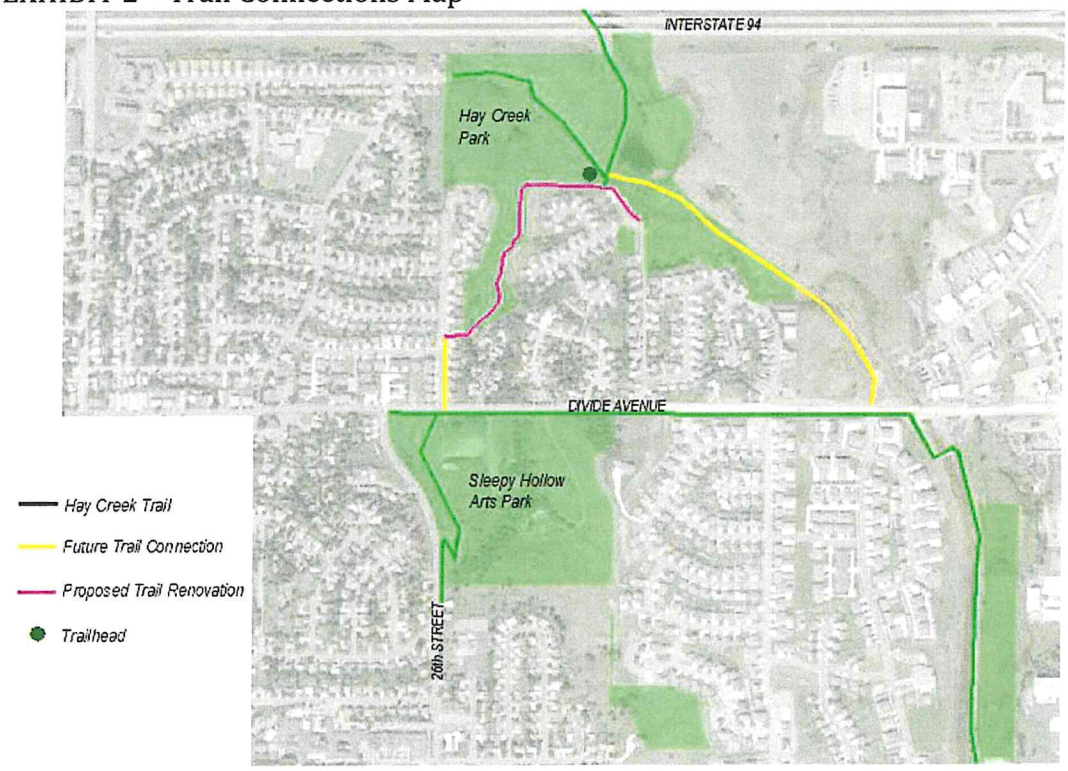
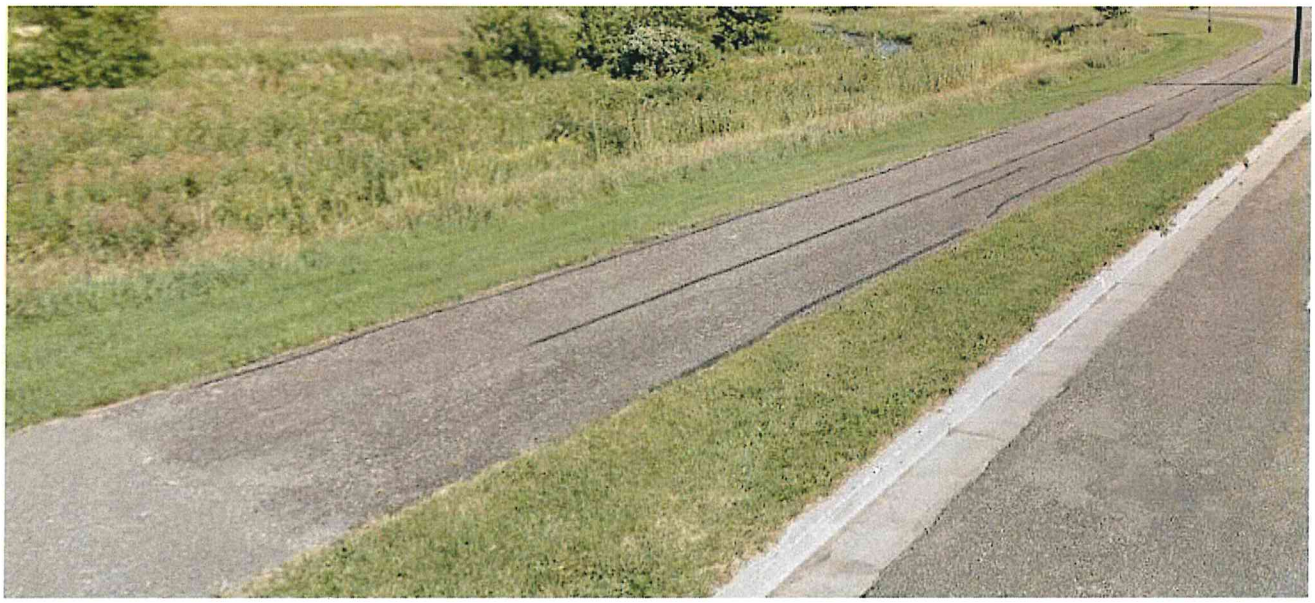


EXHIBIT 3 – Preliminary Cost Estimate

Hay Creek Trail - Lilac to the 26th Street Stairs					
Estimated Total Trail length = 2,369 LF (.45 Miles)					
Preliminary Opinion of Cost					
7/12/2022					
Item	Description	QTY	Unit	Unit Price	Total
	Contract Bond	1	LS	$ 2,400.00	$ 2,400.00
	Mobilization	1	LS	$ 15,000.00	$ 15,000.00
	Remove Asphalt	2632	SY	$ 10.00	$ 26,320.00
	Remove Gravel	20	TON	$ 15.00	$ 300.00
	Aggregate Base Course CL 5	430	TON	$ 50.00	$ 21,500.00
	Commercial Grade Hot Asphalt Mix (2")	255	TON	$ 150.00	$ 38,250.00
	4" Concrete Sidewalk	667	SY	$ 64.00	$ 42,688.00
	Erosion Control	1	LS	$ 5,000.00	$ 5,000.00
	Topsoil	200	CY	$ 200.00	$ 40,000.00
	Seeding	0.5	ACRE	$ 3,000.00	$ 1,500.00
	Hydro Mulch	0.5	ACRE	$ 3,500.00	$ 1,750.00
	Signage	1	LS	$ 2,500.00	$ 2,500.00
				Total Construction Cost =	$ 197,208.00
				Construction Contingency (10%) =	$ 19,720.80
				Total Estimated Construction Cost =	$ 216,928.80

EXHIBIT 4 - Existing Conditions



MINUTES OF THE BOARD OF PARK COMMISSIONERS
September 16, 2021

The Board of Park Commissioners held their regular meeting on September 16, 2021 in the Tom Baker meeting room of the City/County Building. Vice President Munson called the meeting to order at 5:15 pm. Commissioners Gilbertson, Jordan, and Zimmerman were present. President Jeske was present via phone.

Commissioner Zimmerman moved approval of the agenda as presented. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson and President Jeske. The nays being none, the motion carried.

Finance Director Kathy Feist provided an overview of the proposed 2022 operating budget. Vice President Munson opened the public hearing on the 2022 budget. He asked three times for anyone opposed or concerned with the budget to appear before the Board. He then asked three times for anyone in favor of the budget to appear before the Board. Hearing no comments, Vice President Munson closed the public hearing.

Commissioner Gilbertson moved to approve the second reading of the budget resolution and mill levy. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Jordan moved to adopt the 2022 operating budget. Commissioner Zimmerman seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Beth Demke with Gateway to Science appeared before the Board as the featured partner and program.

Travis Johnson with Houston Engineering reviewed the bids received for the development of Hidden Star Neighborhood Park. Commissioner Zimmerman moved to accept the apparent low bid of $603,154 from Earthwork Services. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Jordan moved to approve a change order, conditional upon the approval of the contractor, which would reduce the cost of the construction by $114,327, and the revised contract award would be lowered to $488,827. President Jeske seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Jason Petryszyn with Swenson Hagen reviewed the bids received for the Promontory Point Neighborhood Park project. Commissioner Gilbertson moved to accept the apparent low bid of $455,693.25 from Northwest Contracting, Inc. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

President Jeske moved approval of the change order to reduce the cost of the Promontory Park Neighborhood Park project to $384,538.25. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, and President Jeske. Nays: Commissioners Zimmerman and Munson. The motion carried.

Jason Petryszyn from Swenson Hagen reviewed information with the Board about the Boden Addition that includes the option for a neighborhood park. This park could potentially replace the Boulder Ridge neighborhood park which hasn't been developed yet. Commissioner Gilbertson moved to direct staff to receive input from neighbors in the Boden Addition regarding the potential park as well as discuss options regarding both the Boulder Ridge neighborhood park and the option for one in the Boden Addition. Commissioner Jordan seconded the

motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Executive Director Bina provided information about a potential partnership with the Bismarck Public School District and others to expand multi-use facilities/ice opportunities. Jeff Ubl with Ubl Design reviewed a draft concept for a potential renovation/expansion opportunity at the VFW Sports Center. The Board directed staff to schedule a special meeting, prior to the October meeting, to consider approving a consultant for the project.

Commissioner Gilbertson moved that staff begin the consultant selection process to select a consultant to develop a final design/cost estimates and discovery phase with Bismarck Public Schools and others for the potential renovation/expansion opportunity at the VFW Sports Center. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

The ND Recreation and Park Association held its annual awards banquet on September 14, 2021. Vice President Munson recognized the following local award recipients:

- The Cottonwood Park expansion received the Golden Egg Award, which recognizes outstanding and innovative park projects in North Dakota.
- Dr. Steve Chuppe, co-chair of Bismarck Recreation Council capital campaigns for the Bismarck Municipal Ballpark and Cottonwood Park Expansion, received the Citizen Advocacy Award.
- Mike Wald, facilities manager for ice arenas and outdoor pools, received the Distinguished Professional Award.
- Two former Bismarck Parks and Recreation District employees were inducted into the NDRPA Hall of Fame, the association's highest honor – Tim Kuntz and Dennis Nybo.

Community Relations Manager Dana Schaar Jahner provided the Board with information about the Bismarck Recreation Council and its endowment fund that was started in 2019. She then showed the Board a video about the endowment fund that has been developed to raise awareness.

Vice President Munson reviewed the following items on the consent agenda:

- Review and approval of August 19 and September 7, 2021 Board meeting minutes.
- Board authorization to apply for Land and Water Fund Conservation and Transportation Alternative grants for the following projects:
    - Land and Water Fund Conservation Grants: One would be to create a new neighborhood park and trailhead at what is now called Hay Creek Park, off 26th Street and the second proposed project would be for two playgrounds - the first would be a replacement playground at Sam McQuade Softball Complex and the second playground is a new play area at the Joann Hetzel Memorial 4-H Building at the Missouri Valley Complex.
    - Transportation Alternative Grants: The first proposed project is an extension of the South Washington Trail from South Meadows Park to General Sibley Park and Campground and the second proposed project is a trail rehabilitation project of a portion of the Hay Creek Trail from Lilac to the 26th Street staircase.
- Consideration of Agreements
    - Amendment to Commercial Lease regarding the Joann Hetzel Memorial 4-H Building
    - Updated lease agreement with Dakota Zoo
    - Bismarck Sports Group (BSG) video board signage addendum
    - Eagles Park Lease with Bismarck Fraternal Order of Eagles Aerie No. 2237
- Request Board authorization to call for bids for 2022 equipment purchases.

Commissioner Gilbertson moved to approve the consent agenda with the except of the item regarding the grant applications. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

After receiving additional information, Commissioner Zimmerman moved approval for staff to apply for Land and Water Conservation Fund and Transportation Alternative grants. Commissioner Gilbertson seconded the motion,

and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Gilbertson moved to appoint Kevin Klipfel as Clerk of the Park District, effective October 2, 2021. Commissioner Jeske seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried. Legal Counsel Connie Hofland administered the oath of office.

Commissioner Zimmerman moved to approve bills for payment with checks 407293 to 407301 and 206290 to 206626 along with bank drafts DFT001005 to DFT001011, EFTs 1483 to 1524 and direct deposits 41754 to 42857. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson and President Jeske. The nays being none, the motion carried.

Vice President Munson recognized retiring Executive Director Randy Bina by reading the following:

Whereas, **Randy Bina**, in his capacity as the Executive Director of the Bismarck Parks and Recreation District since 2011, has served the residents and visitors of the City of Bismarck in a most exceptional, professional, and collaborative manner; and

Whereas, he has provided leadership and inspiration that has greatly assisted in providing high quality park, program, facility, and event experiences that are affordable, accessible, and sustainable; and

Whereas, Randy Bina has given freely and graciously of his time and many talents to the Park District of the City of Bismarck for these many years, greatly contributing to a better, more active community; and

Whereas, it is fitting and proper that such dedication, loyalty, and public service be recognized, publicly proclaimed, historically noted, and made part of the permanent record of the Bismarck Parks and Recreation District;

Now, therefore, be it resolved by the Park District of the City of Bismarck and on behalf of the citizens of Bismarck, on this 16th day of September 2021, that the Board of Park Commissioners and staff of the Bismarck Parks and Recreation District extend to Randy Bina sincere thanks and grateful appreciation for his outstanding leadership and distinguished service.

The next regular Board meeting will be held on October 21, 2021 at 5:15 pm in the Tom Baker Meeting Room. The meeting was adjourned at 7:22 pm.

Bismarck

City Administration

TO: Gabe Schell, City Engineer

DATE: 10/13/2021

FROM: Jason Tomanek, Assistant City Administrator

SUBJECT: Endorsement of Bismarck Parks and Recreation District Application for NDDOT Transportation Alternatives Grant

The Board of City Commissioners met on Tuesday, October 12, 2021 and considered endorsing a Bismarck Parks and Recreation District grant request for two (2) projects for the NDDOT Transportation Alternatives funds to the Metropolitan Planning Organization.

- South Washington Street Trail – South Meadows Park to General Sibley Park
- Hay Creek Trail – Lilac Lane to 26th Street Staircase

The scope of the south Washington Street trail would be to extend the trail from South Meadows Park to General Sibley Park and Campground. The trail extension would be approximately 4,568 linear feet or 0.86 miles of new trail. The Hay Creek Trail would be a rehabilitation project that would begin at Lilac Lane to the 26th Street staircase. A map of the proposed project locations is attached.

If awarded, Bismarck Parks & Recreation District would enter into a companion agreement with the City of Bismarck and assume all responsibilities for local matching dollars and maintenance of the improvement. Construction would occur in 2025.

The Commission considered the request and approved it as presented.

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EXHIBIT K

NDDOT Transportation Alternatives Program Application FY 2024/2025

South Washington Trail Extension – Meridian Drive to Sibley Park

BISMARCK PARKS AND RECREATION DISTRICT
Est. 1927

NDDOT's Transportation Alternatives Program Application

1. **Project Name:** South Washington Street Trail Extension–Meridian Drive to Sibley Park

2. **Project Location:** Bismarck, North Dakota

3. **Project Contact:** Bismarck Parks and Recreation District (BPRD)

4. **Contact Person:**
Kevin Klipfel, Executive Director
Bismarck Parks and Recreation District (BPRD)
400 East Front Avenue Bismarck, ND 58504
701-222-6455 kklipfel@bisparks.org

5. **Project Sponsor:** Burleigh County

6. **Sponsoring Official:**
Jim Peluso, Board Chair
Burleigh County Commission
221 North 5th Street, Bismarck, ND 58501

7. **Project Description:**
The proposed project includes a trail extension of the well-utilized South Washington Street Trail from South Meadows Park to General Sibley Park and Campground. South Washington Trail is currently part of a safe trail route to South Meadows Park, Solheim Elementary and Wachter Middle School from many residential subdivisions and is also a commuter and recreational trail connection to the Burleigh Avenue Trail, University Avenue Trail and all businesses in the heart of South Bismarck. Adding the South Washington Trail extension would allow for a direct trail connection to General Sibley Park and Campground, a recreation and tourism destination. *Please refer to Exhibit 2, Trail Site Plan.*

   The **South Washington extension trail** would be a 10' shared use asphalt trail that will begin where the existing trail ends at Meridian Drive and go south to the entrance to Sibley Park, approximate **4,568 LF**. The new trail connection, including crossings, would add .86 miles to the trail system in south Bismarck. *Please refer to Exhibit 1, Project Location Map.*

8. **Project Cost:**
The estimated construction cost of the proposed trail segment is $ 481,305.60 including a 10% contingency. Federal Funds in the amount $385,044.48 are requested. The construction cost does not include any local costs of topographic survey, utility relocation, right-of-way acquisition, or preliminary and construction engineering. The remaining balance of the project will be budgeted and funded from the BPRD General Construction Fund. *Please refer to a detailed Preliminary Cost Estimate, Exhibit 3.*

9. **What TAP category best fits your project?**
Category A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.

10. Supporting Data:

1) Is this project part of an identified tourism, recreation or transportation plan and if so, explain?

a. The **Arrive 2045 Metropolitan Transportation Plan (MTP)** highlights the need for safe trail alternatives to traditional transportation options, including Objective 5C: "Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan".

b. The **Bismarck Mandan MPO Bicycle and Pedestrian Master Plan** includes five goals for the community, and this proposed project helps to fulfill all five goals. This trail extension is specifically called out as a recommended connection.

b. The **2018-2022 State of North Dakota State Comprehensive Outdoor Recreation Plan** – Recreational Trail Needs identifies that Region 7, which includes Burleigh County, the primary need is trails. In addition, the 2018-2022 ND SCORP Recreation Trail Needs identified maintenance as a priority, stating that both "quality and quantity of trails are critical to the recreation user's experience". In addition, the **Bismarck Parks and Recreation District conducted a community survey** in January of 2019 and trails ranked #2 in importance of recreational amenities.

2) Is your project tied to another project? If so, please explain.

The proposed trail connections would tie in to the South Washington Trail and the larger trail system in south Bismarck.

3) How does your project fit with similar projects in your community and/or region?

Bismarck Parks and Recreation District maintains over 55 miles of paved trails and is committed to providing a comprehensive trail system for the betterment of the community. Currently, BPRD is constructing and replacing segments of the trail system throughout the area to continue that commitment to the residents.

4) Provide the names of governmental agencies that are in support of this project. Also, please state if there is support from the general public, other groups and organizations.

a. Bismarck Parks and Recreation District
b. City of Bismarck
c. Bismarck-Mandan Metropolitan Planning Organization
d. North Dakota State Parks and Recreation Department supports trails throughout the state in general:
    1. The ND Comprehensive Outdoor Recreation Plan identifies trails as its number one priority in the Region.

11. Public Accessibility:

Bismarck Parks and Recreation District will own and maintain the trail. In addition to regular maintenance to keep the trails in good condition, BPRD also clears the trails in the winter to allow for use year-round.

12. Matching Funds Provided By:

Bismarck Parks and Recreation District will provide matching funds.

13. Will Right of Way For This Project Be Needed?

Yes. There are currently two lots for which ROW or easements will need to be secured.

14. Maintenance of This Project Will Be Provided By:

The Bismarck Parks & Recreation District will provide the required trail maintenance.

15. Environmental Impacts

1) Land Use -The land use adjacent to the proposed trail includes recreational/public use and residential. There are minimal negative impacts to land use as a result of this trail.

2) Farmland -No farmland will be affected as a result of the trail.

3) Social -This project is expected to have a positive impact upon the neighborhood and the community as a whole. The trail will continue to allow access to various recreational areas, businesses, schools, parks, public facilities, and neighborhoods through alternate modes of transportation.

4) Economic -The positive economic benefits to the immediate area are expected to be small. The economic benefit of trails in general, to the community as a whole, is much greater.

5) Relocation -Neither people or businesses will be relocated by this project.

6) Wetlands -This existing trail does include a few crossings of identified wetland areas. All efforts will be made to minimize any impact of the topography and drainage within the project perimeters.

7) Flood Plain - The proposed trail does go through the floodplain. All best management practices will be utilized to minimize any disturbance in water flows and to minimize erosion during construction. See Exhibit 3 for Flood Plain Map.

8) Threatened or Endangered Species -There are no threatened or endangered species within or along the project corridor.

9) Cultural Resources - There are no known cultural resources within this development area.

10) Hazardous Waste -There are no known hazardous waste sites within the project area.

16. Signatures

Contact Person: _____ Date: 7/13/2022
Kevin Klipfel, BPRD Executive Director

Sponsoring Official: Jim Peluso Date: 7/14/2022
Jim Peluso, Burleigh County Board Chair

MPO Official: _____ Date: _____

17. Attachments

Exhibit 1 – Project Location Map
Exhibit 2 – Trail Site Plan
Exhibit 3 – Flood Plain Map
Exhibit 4 – Preliminary Cost Estimate
Exhibit 5 – Existing Conditions
Exhibit 6 – BPRD Board of Park Commissioner Minutes
Exhibit 7 – Burleigh County Board Minutes

Exhibit 1 – Project Location Map

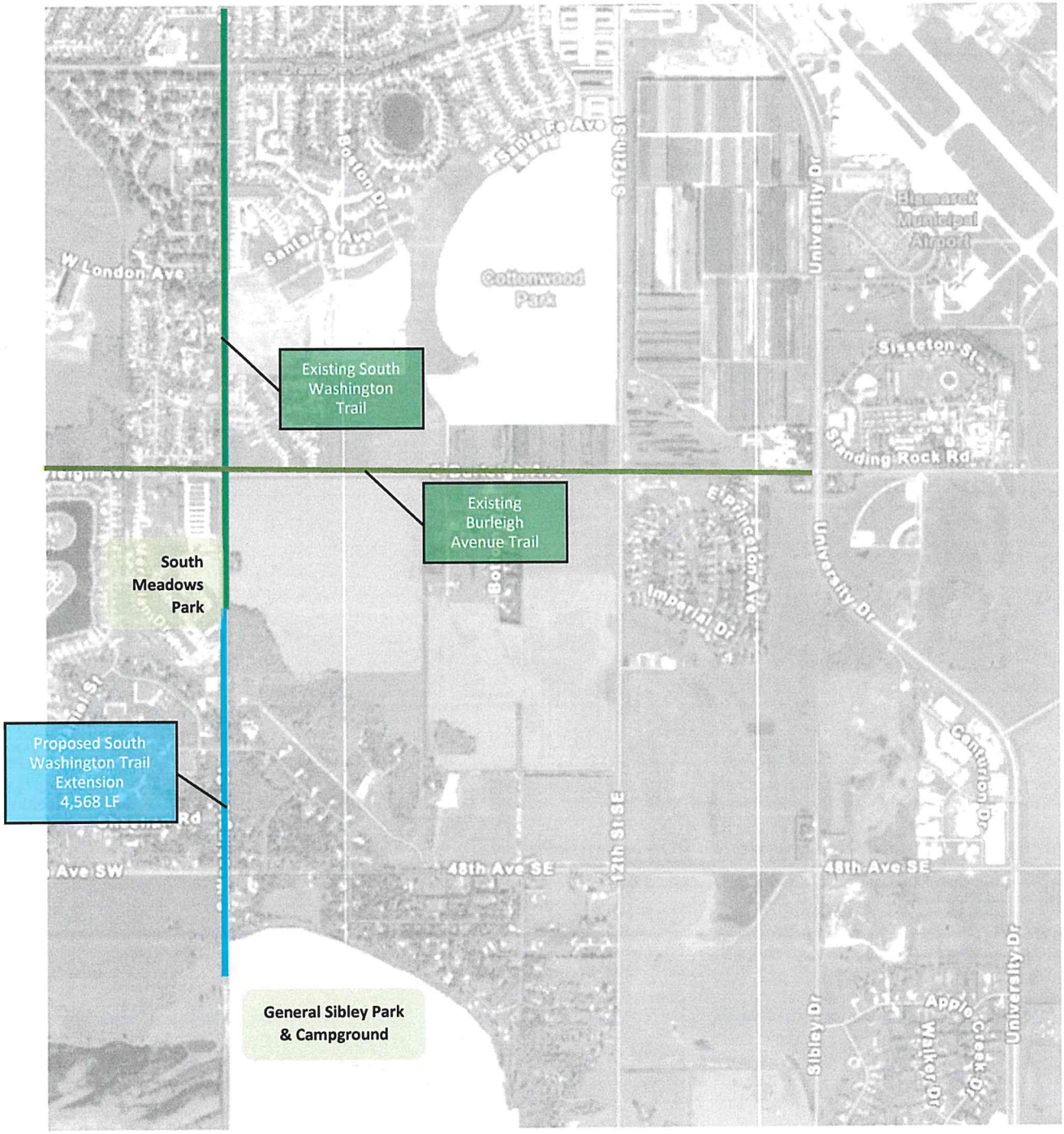


Exhibit 2 – Trail Site Plan

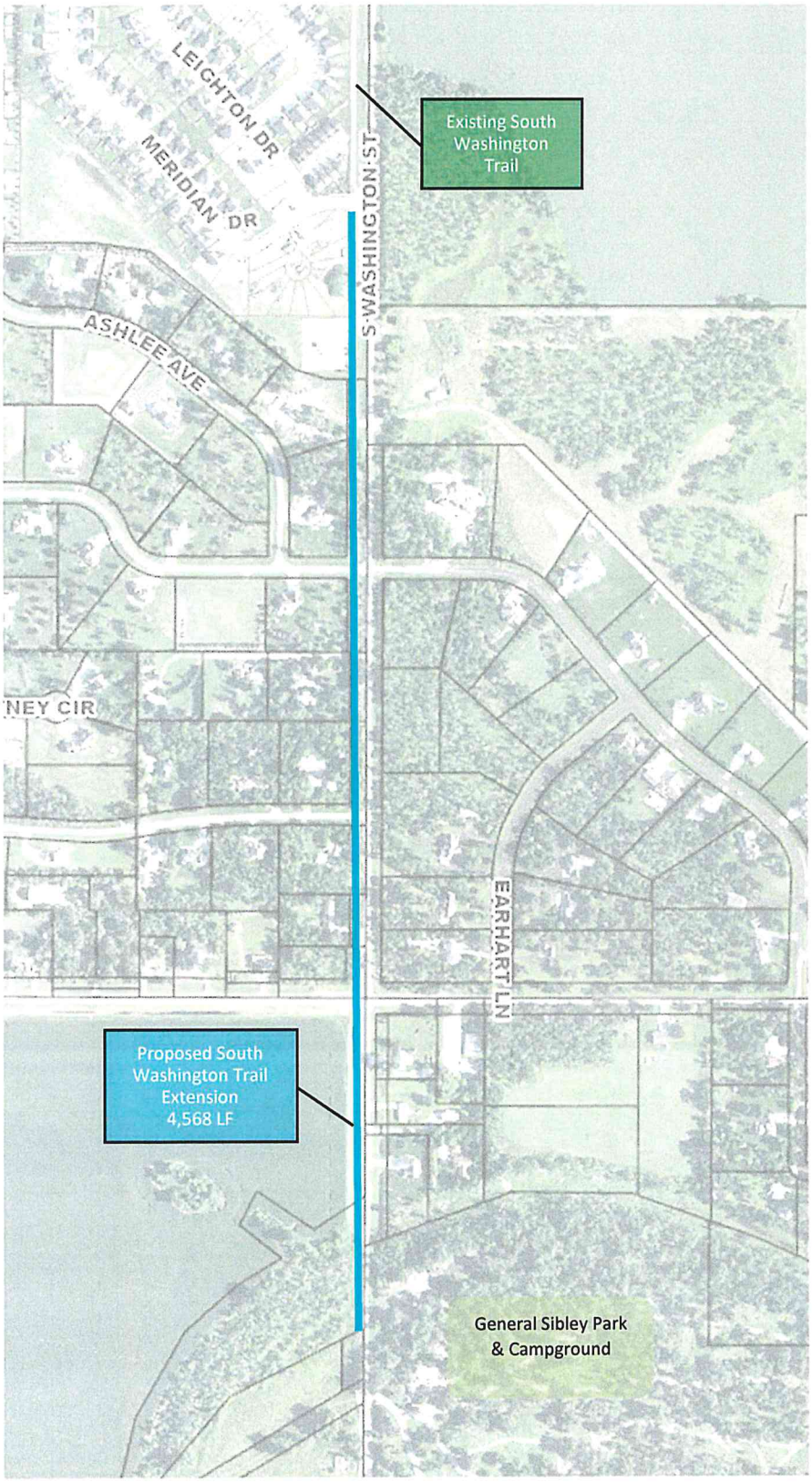
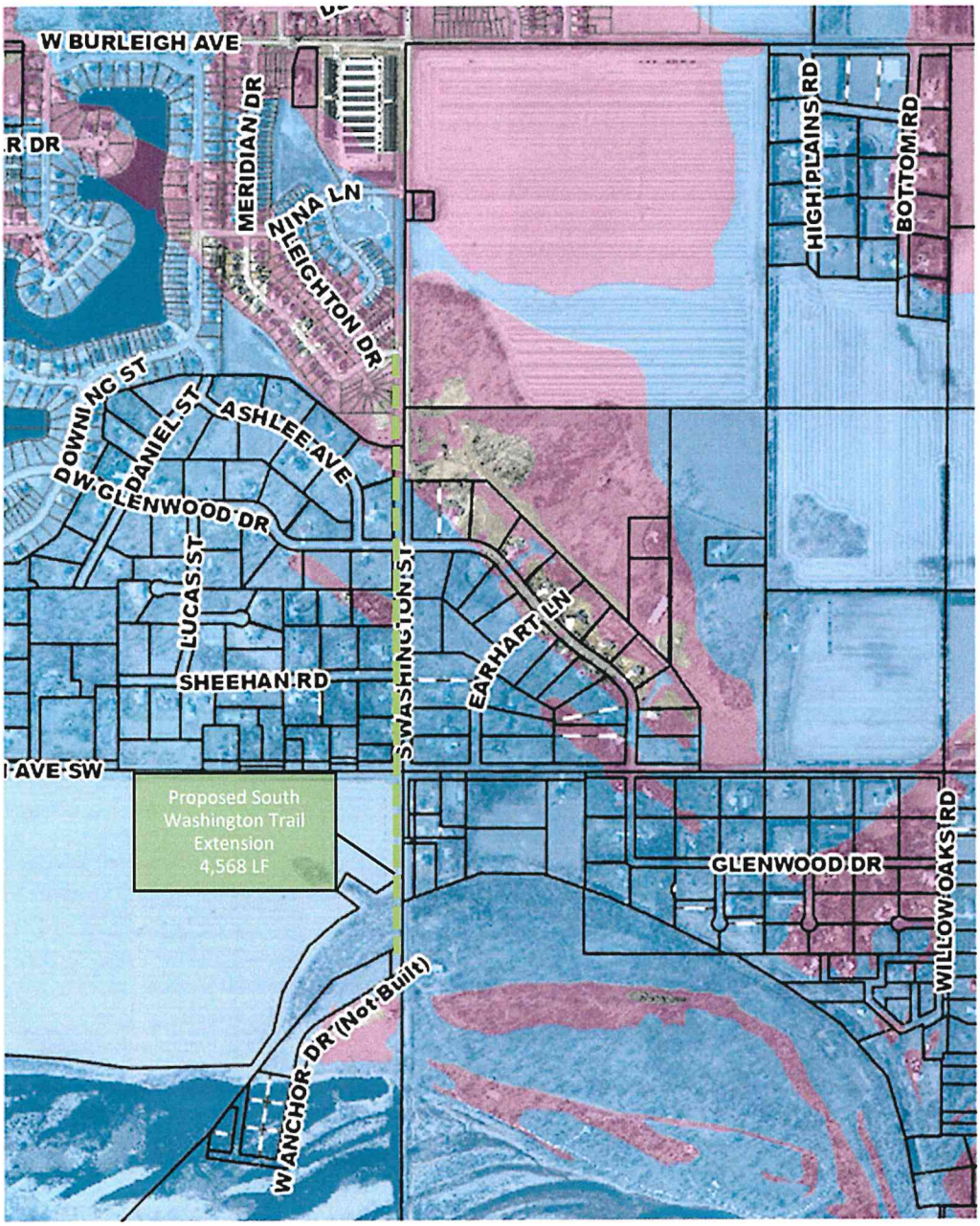


Exhibit 3 – Flood Plain Map



Burleigh County Parcel Viewer Map

Exhibit 4 – Preliminary Cost Estimate

South Washington Trail Extension					
Meridian Drive to General Sibley Park & Campground					
Estimated Total Trail Length = 4,568 LF (.86 miles)					
Preliminary Opinion of Cost					7/11/2022
Item	Description	Quantity	Unit	Unit Price	Total
1	Mobilization	1	EA	$ 31,000.00	$ 31,000.00
2	Contract Bond	1	EA	$ 5,100.00	$ 5,100.00
3	Construction Staking	1	LS	$ 8,000.00	$ 8,000.00
4	Topsoil (remove and replace)	1200	CY	$ 10.00	$ 12,000.00
5	Tree Removals	1	LS	$ 50,000.00	$ 50,000.00
6	Earthwork cut/fill	1	LS	$ 30,000.00	$ 30,000.00
7	Seeding	2.07	ACRE	$ 2,500.00	$ 5,175.00
8	Hydro Mulch	2.07	ACRE	$ 3,500.00	$ 7,245.00
9	Aggregate Base Course CL 5	1150	TON	$ 60.00	$ 69,000.00
10	Commercial Grade Hot Asphalt Mix (2 3/4")	875	TON	$ 140.00	$ 122,500.00
11	Pedestrian Crossings	5	EA	$ 3,000.00	$ 15,000.00
12	Signage	1	LS	$ 6,000.00	$ 6,000.00
13	Traffic Control	1	LS	$ 5,000.00	$ 5,000.00
14	Erosion Control	1	LS	$ 10,000.00	$ 10,000.00
				Total Construction Cost =	$ 376,020.00
				Construction Contingency (10%) =	$ 37,602.00
				Consultant Fees (18%) =	$ 67,683.60
				Total Estimated Construction Cost =	**$ 481,305.60**

Exhibit 5 - Existing Conditions

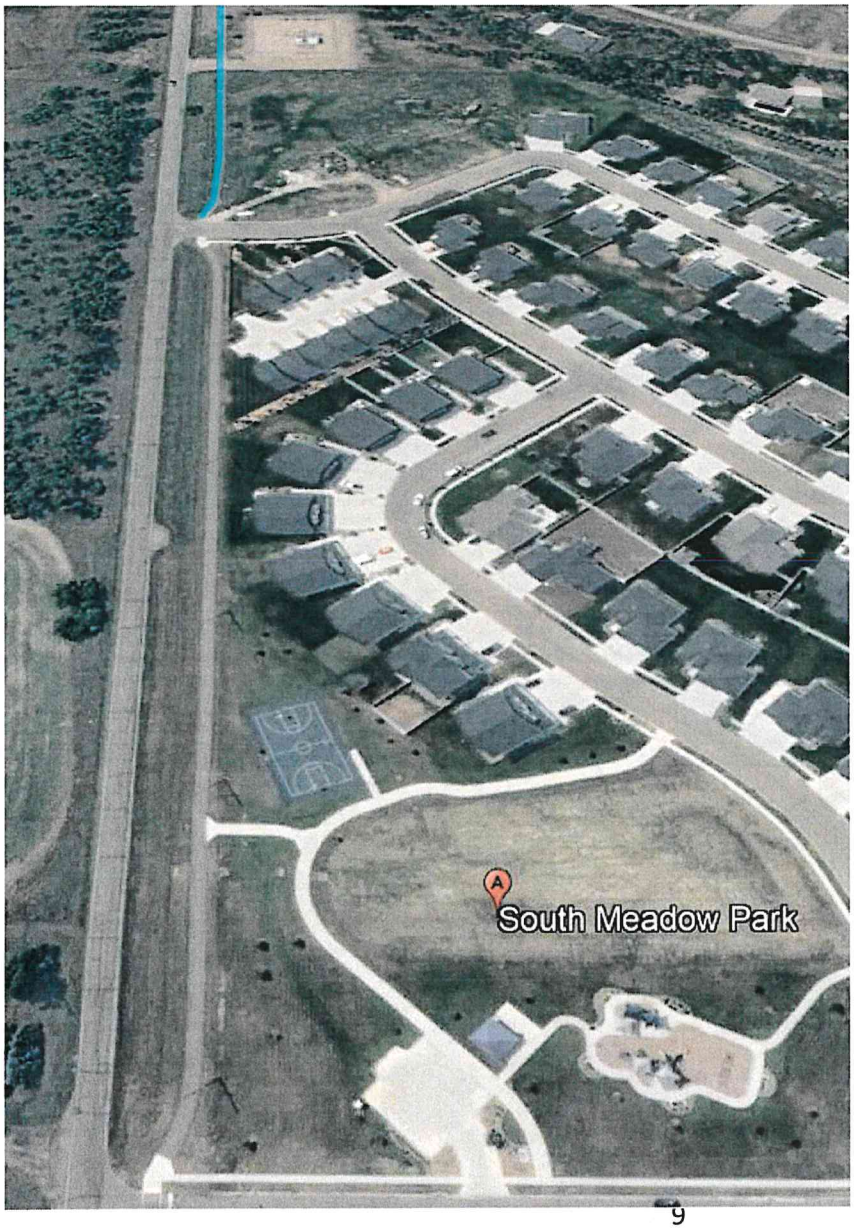


Exhibit 6 – BPRD Board of Park Commissioner Minutes

MINUTES OF THE BOARD OF PARK COMMISSIONERS (DRAFT)

June 16, 2022

The Board of Park Commissioners held their regular meeting on June 16, 2022 in the Tom Baker meeting room of the City/County Building. President Jeske called the meeting to order at 5:15 pm. Commissioners Gilbertson, Jordan, Zimmerman, and Munson were present.

Commissioner Gilbertson moved approval of the agenda as presented. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson and President Jeske. The nays being none, the motion carried.

Mike Wolf presented the Board with the James Farrell ASA Award of Excellence for hosting the 2021 Men's Class D Northern National Tournament.

Recreation Specialist Spencer Aune appeared before the Board as the Featured Partner and Program and provided information about the Park District's July Celebration.

City Engineer Gabe Schell provided information about a possible Tyler Coulee Stormwater Improvement project. Commissioner Zimmerman moved approval for Park District staff to work with city of Bismarck staff, Ducks Unlimited and other related groups on this potential project. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson and President Jeske. The nays being none, the motion carried.

Brad Krogstad with KLJ reviewed the bids received for the Hay Creek Trail Re-Bid Project. Commissioner Munson moved to approve the low bid of $318,217.61 submitted by Knife River Corporation for an asphalt surfaced trail project. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson and President Jeske. The nays being none, the motion carried.

Commissioner Gilbertson moved to reject the bids received for the Elk Ridge Fencing Repair Project and to re-bid the project. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson and President Jeske. The nays being none, the motion carried.

Commissioner Munson moved to approve the second round of Matching Grant funds for a total of $18,991 as follows:

Applicant	Project Title	Proposed Funding
Capital Curling Club	New scraper for Curling Club	$4,231.00
BisMarket	Propane generator for vendor power	$1,580.00
Bismarck Mandan Lacrosse Assoc.	Goals and ball replacement	$680.00
Step Into The Batter's Box Campaign Committee	Walt Stack umpire's headquarters	$12,500.00

Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson and President Jeske. The nays being none, the motion carried.

Finance Director Kathy Feist reviewed proposed changes to the Accounting Handbook with the Board. Commissioner Munson moved to approve the changes. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Administrative Services Manager Julie Fornshell reviewed proposed changes to the Human Resource Policy and Procedure Handbook. Commissioner Gilbertson moved to approve the changes as outlined. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Nuss Construction sent notification to the Park District that they would like to withdraw their bid on the Tatley Eagles Warming House roofing project. Commissioner Zimmerman moved to withdraw the bid from Nuss Construction and award it to L&L Brendel Construction for their bid price of $6,475. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Jordan moved to approve the following consent agenda:

- Review and approval of May 19, 2022 Board meeting minutes.
- Authorization to submit Transportation Alternative Grant applications for an extension of the South Washington trail from South Meadows Park to General Sibley Park and Campground and a trail rehabilitation project for a portion on Hay Creek Trail.
- Consideration of consultant selection agreement for the Hay Creek Retaining Wall Project.
- Consideration of consultant selection agreement for Municipal Ballpark Videoboard/Scoreboard Project and authorization to call for bids.
- Authorization to call for bids for Marian Park project.

Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Gilbertson moved to approve bills for payment with checks 407434 to 407450 to 208565 to 208843 along with bank drafts DFT001116 to DFT001126, EFTs 1879 to 1922 and direct deposits 50023 to 50765. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson and President Jeske. The nays being none, the motion carried.

The meeting was adjourned sine die.

Legal Counsel Connie Hofland asked Commissioners-Elect Julie Jeske, Mike Gilbertson and Mark Zimmerman to appear before the Board. She then conducted the oath of office to swear them in as Commissioners of the city of Bismarck Park Board.

Connie Hofland, Park District Legal Counsel, then opened the floor for nominations for President of the Park Board. Commissioner Munson nominated Commissioner Gilbertson. Commissioner Jeske seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson and Jeske. The nays being none, the motion carried.

Commissioner Munson moved to reconvene the meeting of the Board of Park Commissioners. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Jordan, Zimmerman, Munson, Jeske and President Gilbertson. The nays being none, the motion carried.

President Gilbertson opened the floor for nominations for Vice President. Commissioner Munson nominated Commissioner Zimmerman. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Jordan, Zimmerman, Munson, Jeske and President Gilbertson. The nays being none, the motion carried.

Commissioner Jordan moved to appoint Executive Director Klipfel as Park Board Clerk. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Jordan, Zimmerman, Munson, Jeske and President Gilbertson. The nays being none, the motion carried.

Commissioner Jeske moved to reappoint Zuger Kirmis and Smith Law Firm as legal counsel for the Park District. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Jordan, Zimmerman, Munson, Jeske and President Gilbertson. The nays being none, the motion carried.

The following management team assignments were made:

- Administration – President Gilbertson
- Operations – Commissioners Jordan and Munson
- Facilities and Programs – Commissioners Jeske and Zimmerman

Committee and liaison representations were also made for the commissioners:

- Bismarck Recreation Council – President Gilbertson
- Community Bowl Authority – President Gilbertson
- Forestry Advisory Board – Commissioner Jordan
- Sleepy Hollow Park Liaison Committee – Commissioner Munson
- BSC Aquatic and Wellness Center Advisory Committee – Commissioner Zimmerman
- Intergovernmental Committee – Commissioner Jeske with Commissioner Munson serving as an alternate

The next regular Board meeting will be held July 21, 2022 at 5:15 pm in the Tom Baker Meeting Room. The meeting was adjourned at 6:28 pm.

Exhibit 7 – Burleigh County Board Draft Minutes

BURLEIGH COUNTY COMMISSION
DRAFT MEETING MINUTES
July 6, 2022

5:04 P.M.

Chairman Peluso called the regular meeting of the Burleigh County Commission to order.

Roll call of the members; Commissioners, Jones, Armstrong, and Chairman Peluso present, Commissioner Bitner and Matthews absent.

Motion by Comm. Jones, 2nd by Comm. Armstrong to approve the June 20, 2022, meeting minutes and bills. All members present voted "AYE"; motion carried.

The following abatement were presented for the Board's consideration; a complete copy of which are on file and available for inspection in the office of the Burleigh County Auditor/Treasurer:

Abatements here…

Motion by Comm. Armstrong, 2nd by Comm. Jones to approve the …… abatements; the Special Events License of Flash's Place LLC; along with the remainder of the Consent Agenda. All members present voted "AYE"; motion carried.

This was the hour and date set for a public hearing on SAD #74, Olive Tree Subdivision.

County Engineer Hall explained the process stating the purpose of the hearing is not to discuss costs but how costs are assessed. Hall reported assessments are spread equally among the benefitted properties pursuant to the submitted petition. Hall stated the average cost for Special Assessment District #74 will be $787/year over 11 years at 4.33 percent interest.

Chairman Peluso closed the regular commission meeting and opened the public hearing and called for public testimony. As no one present appeared, the public hearing was closed, and the Burleigh County Commission immediately reconvened with all members present and made the following motion:

Motion by Comm. Armstrong, 2nd by Comm. Jones to approve, confirm, and certify the Special Assessment List for; Olive Tree Subdivision SAD #74, as recommended by the Special Assessment Commission. All members present voted "AYE"; motion carried.

Bismarck Parks and Recreation District (BPRD) Operations Director Mayer appeared before the commission and mentioned that they are proposing to submit a Transportation Alternatives (TA) grant application to the ND DOT for fiscal year 2025 and is seeking support and sponsorship from Burleigh County. The grant program requires a local sponsor for the project, and BPRD requests that Burleigh County sponsor the project since the trail is mostly outside of City of Bismarck limits. The proposed project is an extension of the South Washington Trail from South Meadows Park to General Sibley Park & Campground. The trail would be a 10' shared use asphalt trail that will begin at Meridian Drive and continue south to Sibley Park for approximately 4,568 linear feet, or .86 miles.

Motion by Comm. Jones, 2nd by Comm. Armstrong to support and sponsor the Bismarck Parks and Recreation District with the submission of a Transportation Alternatives (TA) grant application to the ND DOT for fiscal year 2025. All members present voted "AYE"; motion carried.

County HR Director Binder presented the Emergency Management Director job summary, duties, and qualifications and asked for approval to reclassify the position from a Grade 11 to a Grade 14. Motion by Comm. Jones 2nd by Comm. Armstrong to approve the reclassification of the Emergency Management Director from a Grade 11 to a Grade 14.

All members present voted "AYE"; motion carried.

County Finance Director Grenz brought to the County Commissions attention that after the budget committee hearings were complete, she received the revenue estimates from NDACo for the Highway Gas Tax and that this amount will be adjusted to reflect the new estimate in the budget binders that the Commission will receive next week.

County Finance Director Grenz also re-capped a budgeted item from the 2017 budget cycle that approved a $100K transfer from the general fund to Lincoln Township to then be distributed to the Water Resource District for the Fox Island Project over 9 years for a total of $920K. The 2017 to 2020 transfers were never completed, so Finance Director Grenz will complete those in 2022 along with 2022's transfer. This will total $600K to be distributed to the Water Resource District in 2022. The remaining funds will be transferred each year as prescribed.

County Finance Director Grenz informed the commission the City of Bismarck is building a new Public Health Facility and will be charging the County for a portion of the building expenses. This expense was not included in the budget committee discussions. The approximate amount is $2.1 million. The city did provide financing options should the County choose not to pay in a lump sum. ARPA funds could also be used for this purpose. If ARPA funds are not used, this amount should be budgeted for in 2023. Grenz will reflect this in the budget binders.

Chairman Peluso asked County Engineer Hall what the process is to change the speed limit on roads and Hall mentioned that a traffic study needs to be done which entails about 10 factors and then a recommendation is made based on the study. Peluso then asked if a study could be done on Burnt Creek Loop, Hall said he would need a request to do so at which time Peluso made a request to do a study on Burnt Creek Loop.

Commissioner Armstrong shared with the commission that everyone should start locking up their bikes since he had his stollen earlier in the day.

Meeting adjourned.

EXHIBIT L

NDDOT Transportation Alternatives Program Application FY 2024 & 2025

ND 6 Shared Use Trail Construction (Phase 3)

FY 2024

NDDOT's Transportation Alternatives Program Application

1. **Project Name** ND 6 – New Shared Use Trail Construction (Phase 3)

2. **Project Location** Mandan, North Dakota

3. **Project Contact** Mandan Park District

4. **Contact Person** Cole Higlin, Director of Parks
Mandan Park District
2600 26th Avenue SE
Mandan, ND 58554
(701) 751-6161
chiglin@mandanparks.com

5. **Project Sponsor** City of Mandan

6. **Sponsoring Official** Mr. Tim Helbling, Mayor
205 Second Avenue NW
Mandan, ND 58554
(701) 667-7460
tim.helbling@cityofmandan.com

7. **Project Description**
The project consists of the construction of a 10' wide asphalt shared use trail on the east side of North Dakota Highway (ND) 6 within existing right-of-way from 19th Street SE to the Heart River Bridge. The proposed project is phase 3 of 3, with phase 2 slated for 2023 construction from Macedonia Ave SE to ND 6, and phase 1 completed in 2019 from Fort Lincoln Elementary School to Macedonia Ave SE. ***Please refer to the project Location Map, Exhibit A.***

8. **Project Cost**
The estimated construction cost of the proposed trail segment is $515,000 including a 10% contingency to allow for items, conditions, or events which have an uncertain status, occurrence, and/or effect that could result in additional costs. The estimated cost also includes a 4% inflationary rate for year of expenditure dollars (FY 2024). Federal Funds in the amount of 80.93% of the total cost, or $416,789 are requested. This cost estimate was completed by SRF Consulting Group. The construction cost does not include any local costs of topographic survey, utility relocation, right-of-way acquisition, or preliminary and construction engineering. ***Please refer to the detailed Cost Estimate, Exhibit B.***

9. **What TA category best fits your project?**
Category A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

10. Supporting Data

a. Is your project part of an identified recreation or transportation plan?

i. *Arrive 2045*, the Bismarck-Mandan Metropolitan Planning Organization's (BMMPO) Metropolitan Transportation Plan has a strong bicycle and pedestrian trail priority. Goal 5 of *Arrive 2045* is to increase alternative transportation modes to automobile travel, with a critical objective to:

> Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan. (pg. ix)

A desired target of Goal 5 in the MTP is to increase miles of bicycle facilities.

ii. The Bismarck-Mandan Bicycle + Pedestrian Plan identifies the ND 6 connection from 19th Street SE to the Heart River bridge as within the top 40% for scoring of future bicycle and pedestrian connections. The connection ranks as number five (5) on the list of priorities in the Bismarck-Mandan metropolitan area.

iii. The proposed ND 6 shared use trail project is adjacent to one of the highest anticipated growth areas in Mandan over the next 20 years, which is identified as the South Mandan growth area in the 2015 Mandan Land Use & Transportation Plan.

iv. The Mandan Parks & Recreation Plan 2021-2023 Strategic Plan states an initiative to prioritize use of resources in operation and align the District to address economic/legislative actions, optimize alternative revenue sources, capitalize on partnerships, and pursue funding options. Pursuing TA funding is a strategic priority of the Mandan Park District and will also help the agency meet another strategic initiative, to provide high quality parks and amenities and provide for their upkeep, maintenance, and replacement.

v. The 2018-2022 North Dakota State Comprehensive Outdoor Recreation Plan identifies Non-Motorized Trails, such as a shared use trail, as the number one priority of Region 7, which includes Morton County. 66% of Region 7 households identified trails for walking, running, bicycling, or horseback riding as a primary outdoor recreational need.

b. Is your project tied to another project?

i. No, the work is independent.

c. How does your project fit with similar projects in your community and/or region?

i. Mandan Park District is committed to providing a comprehensive trail system for the betterment of the community. The ND 6 shared use trail will also fill a significant trail system gap between 19th Street SE to the Heart River, connecting the high growth South Mandan area to the rest of the Mandan community

including park district facilities, recreational opportunities, employment opportunities, and Mary Stark and Fort Lincoln Elementary Schools. The proposed project will connect to existing shared use trails at both termini:

1. 19th Street SE - shared use trail on the south side of 19th Street SE will run from Macedonia Avenue SE to ND 6. The project is to be bid for construction in 2023.

2. Heart River bridge – existing shared use trail on the east side currently runs from the Heart River Bridge to W Main Street.

All applicable references from recreation and transportation plans are included in Exhibit C.

d. Provide documentation of governmental agencies that are in support of this project. Also please provide documentation of support, if any, from the general public, other groups, and organizations.

   i. Mandan Park District

   ii. City of Mandan

   iii. Bismarck-Mandan Metropolitan Planning Organization

11. Public Accessibility

Mandan Park District will own and operate the facility. Mandan trails are available free of charge to all users.

12. Matching Funds Provided By

City of Mandan will provide matching funds. If awarded a TA program grant, the City of Mandan is committed to providing $98,211 of local funds for the 19.07% match requirement of the program.

13. Will Right of Way For This Project Be Needed?

The proposed project is within existing ND 6 right-of-way, and no additional right-of-way will be necessary for the project.

14. Maintenance of This Project Will Be Provided By:

The Mandan Park District will provide the required trail maintenance for this project.

15. Environmental Impacts

a. Land Use: The land adjacent to this proposed shared use trail includes Vacant Agricultural and Social Institutional. There are no impacts on land use as a result of this shared use trail. There are no residential properties immediately adjacent to this portion of shared use trail between 19th Street SE and the Heart River Bridge. No changes or potential changes to land use are likely to occur due to the proposed share use trail, other than those changes identified in the 2015 Mandan Land Use and Transportation Plan for the South Mandan growth area, which may change the existing Vacant Agricultural to Low Density Residential land use as growth in Mandan continues.

b. Farmland: No farmland will be taken out of production as a result of the proposed shared use trail.

c. Social: The proposed shared use trail will allow access to and from various neighborhoods (both established and new), recreational areas, businesses and employment opportunities, public facilities, schools such as Mary Stark Elementary School and Fort Lincoln Elementary, and parks through alternative modes of transportation. The proposed project will ensure the future success, sustainability, and positive impact on the health and wellbeing of Mandan residents by encouraging more pedestrian and bicycle use and less dependency on motor vehicle travel.

d. Section 4(f) & 6(f): No Section 4(f) or Section 6(f) properties will be impacted by the proposed shared use trail.

e. Economic: Positive economic benefits to the immediate area may include increased residential property values (across the country, adjacent trails have been proven to increase neighborhood desirability and therefore residential property values).

f. Relocation: Neither people nor businesses will be relocated by this project.

g. Wetlands: The proposed project will avoid or mitigate impacts to any wetlands.

h. Floodplain: The project is not within a floodplain.

i. Threatened or Endangered Species: There are no known threatened or endangered species within the project vicinity. There may be potential for Whooping Crane and Northern Long Eared Bat within the project vicinity however, the proposed shared use trail project would have no effect on these species given the anticipated project scope.

j. Cultural Resources: There are no properties on or eligible to be on the National Register of Historic Places within the project vicinity.

k. Hazardous Waste: There are no known hazardous waste sites within the project area.

16. Required Signatures and Dates

Contact Person:_____ Date: 6-27-22

Sponsor:_____ Date: 7-5-22

MPO Official:_____ Date:_____

17. Attachments

a. Exhibit A – Location Map
b. Exhibit B - Detailed Cost Estimate
c. Exhibit C – Applicable Plan References

Exhibit A - Location Map | NDDOT Transportation Alternatives Program Application FY 2024 & 2025

ND 6 Shared Use Trail Construction (Phase 3)

N

0 125 250 500 750 1,000

Feet

Legend

Proposed Trail

SRF

Exhibit B – Detailed Cost Estimate | NDDOT Transportation Application FY 2024 &2025

ND 6 TRAIL (19TH STREET TRAIL - PHASE 3)
Estimate of Probable Cost
Mandan Parks & Recreation

SPEC	CODE	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
103	100	Contract Bond	L SUM	1	$5,000.00	$5,000.00
203	102	Common Excavation-Type B	CY	1000	$20.00	$20,000.00
203	109	Topsoil	CY	1000	$20.00	$20,000.00
203	140	Borrow-Excavation	CY	2743	$30.00	$82,290.00
251	100	Seeding Class I	ACRE	2	$1,500.00	$3,000.00
251	2000	Temporary Cover Crop	ACRE	2	$750.00	$1,500.00
261	112	Fiber Rolls 12IN	LF	1347	$2.50	$3,367.50
261	113	Remove Fiber Rolls 12IN	LF	1347	$1.00	$1,347.00
113	201	Hydraulic Mulch	ACRE	4	$3,000.00	$12,000.00
302	120	Aggregate Base Course Class 5	TON	686	$60.00	$41,160.00
430	500	Commercial Grade Hot Mix Asphalt	TON	732	$175.00	$128,100.00
702	100	Mobilization	L SUM	1	$60,000.00	$60,000.00
704	1100	Traffic Control	L SUM	1	$10,000.00	$10,000.00
714	4106	Pipe Conduit 24IN-Approach	LF	30	$300.00	$9,000.00
750	120	Sidewalk Concrete 5IN Reinf	SY	34	$75.00	$2,550.00
750	2115	Detectable Warning Panels	SF	40	$50.00	$2,000.00
900	-	Connection to Heart River Bridge	L SUM	1	$50,000.00	$50,000.00
					Estimated Cost	$451,314.50
					Contingency (10%)	$45,131.45
					Inflation (1 years - 4%)	$18,052.58
					Total Estimated Cost	**$514,498.53**

*The probable cost estimate provided to the Client by the Consultant, does not control the cost of available labor, equipment or materials, or over market conditions or the Contractor's pricing methods. The Consultant estimate of probable cost is made based on the Consultant's professional judgement and experience. The Consultant makes no warranty, express or implied, that the bids or the negotiated cost of the Work will not vary from the Consultant's estimate of probable construction cost. The Client assumes all liability when using this Estimate of Probable Cost for determining project feasibility or securing project funding/financing.

SRF

ARRIVE 2045 GOAL 5:

Alternative Transportation Modes to Automobile Travel

Goal 5 incorporates the following goals, performance measures, and planning factors:

- National Performance Goals for congestion reduction, system reliability and environmental sustainability.
- National Performance Measure Categories of traffic congestion and on-road mobile source emissions.
- MAP-21 Planning Factors to increase accessibility and mobility of people and freight; protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; and enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

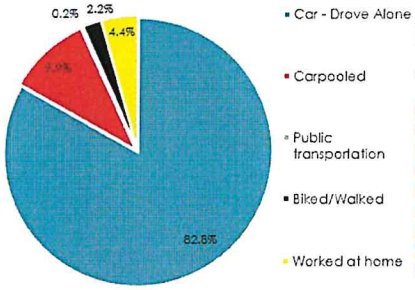
More people are choosing to use alternate modes of transportation to live a healthier lifestyle, reduce their environmental footprint, or spend less money out of their budget on transportation costs. Also, due to various social justice issues, certain portions of the population also are dependent on public transportation or non-motorized transportation. Regardless of the reason, it is important to provide a well-balanced transportation system that supports modes other than a single occupancy motor vehicle. This includes supporting alternative modes of transportation for users of all ages and all abilities.

Performance Measures

Existing Metrics and Targets:

Local MPO System Optional Requirements

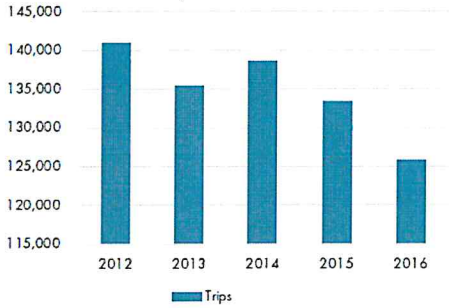
Mode Share



Desired Target:

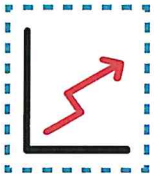
Decrease single vehicle use

CAT Ridership



Desired Target:

Increase fixed route transit ridership

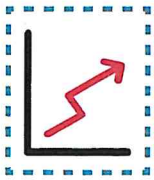


Miles of Facilities

Facility Type	Miles	
	Bismarck	Mandan
Multi-use Trails	52 miles	18 miles
Bicycle Lanes	4 miles	0 miles
Shared-Use Routes	5 miles	0 miles

Desired Target:

Increase miles of bicycle facilities



How will we achieve the goal?

Objectives:

- **5A**: Consider coordination with transit agencies to improve transit route efficiency, system productivity, and community awareness by implementing transportation investments that support the transit system (PBO)
- **5B**: Improve transit and rideshare opportunities for travelers commuting into Bismarck-Mandan from outside the urban area (PBO)
- **5C**: Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan (SMO)
- **5D**: Improve the awareness and safety of bicycling, and educate both bicyclists and motorists on rules and responsibilities (PBO)

SMO: Scoring Metric Objective | PBO: Policy Based Objective

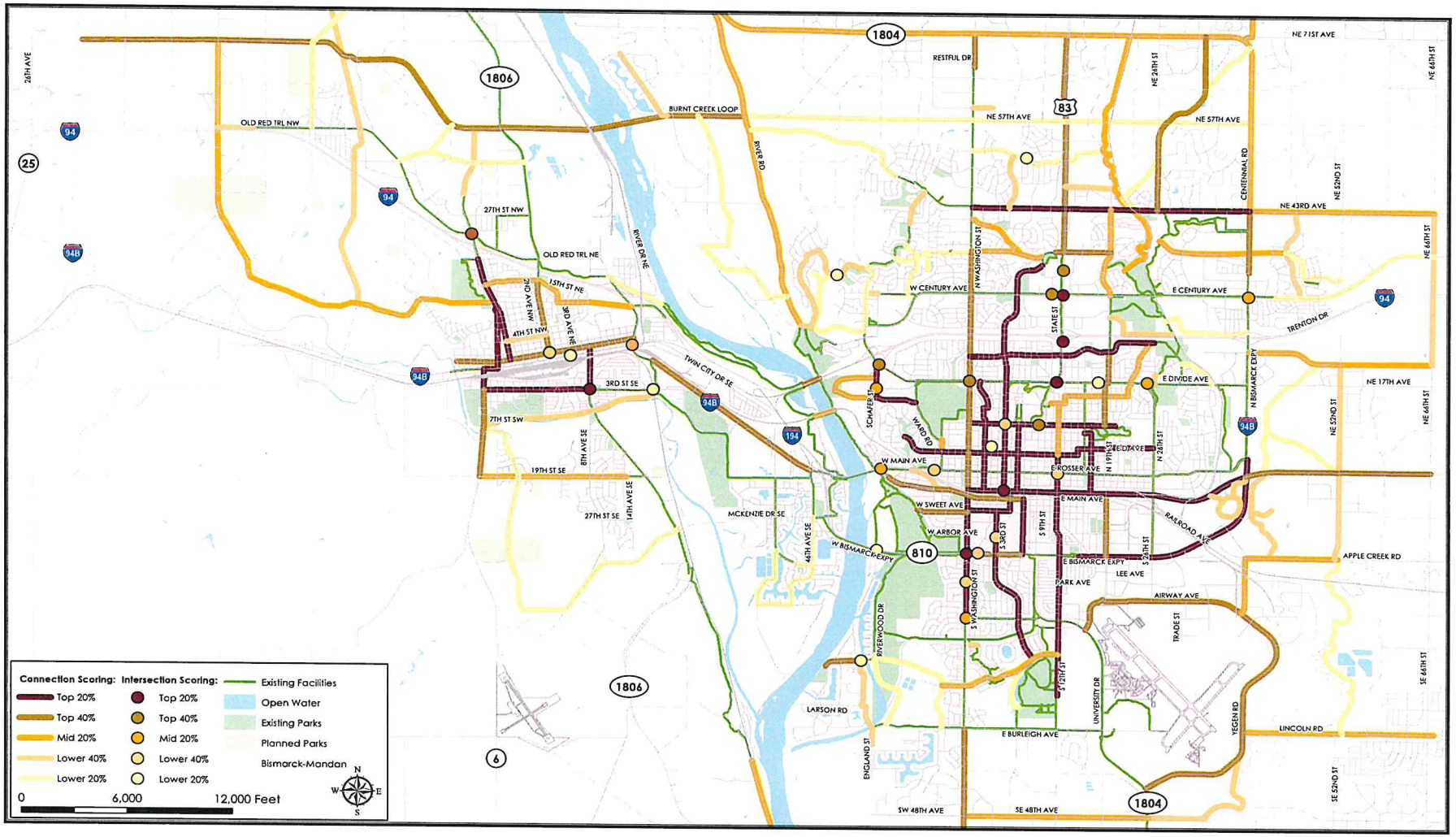


Figure 4-6: Connection and Intersection Analysis Scoring

Bismarck-Mandan Bicycle and Pedestrian Plan

October 16, 2017

Stantec

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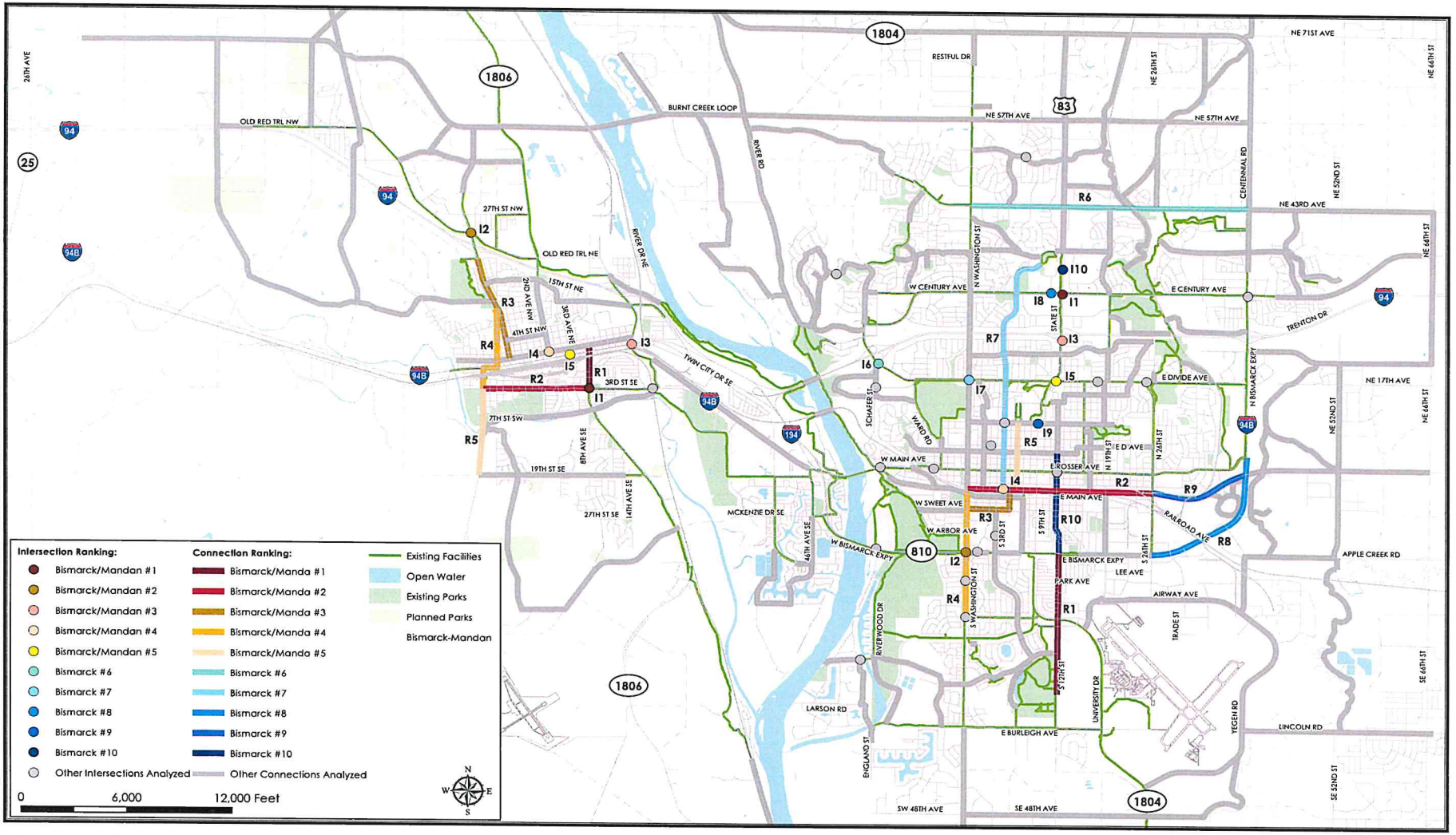


Figure 4-7: Connection and Intersection Ranking

Bismarck-Mandan Bicycle and Pedestrian Plan

October 16, 2017

Stantec

V:\1938\active\193803697\GIS\Projects\Connection and Intersection Ranking.mxd

In evaluating intersections for prioritization, the project team utilized the Long Range Transportation Plan plus any issues identified by the public. All four corners of an intersection were considered. Intersections were evaluated for both bicycling and walking. For intersections, safety addressed collision history and intersection conflicts. Equity criteria included lower income populations, children, and the elderly; accessibility and mobility were also considered. Demand factors included destinations served; community acceptance and input; plus bicycle and pedestrian user counts.

Prioritized Route and Intersections

Once a selection of potential routes and intersections was determined, each route and intersection were given a score based on the evaluation criteria mentioned earlier. There was a total of 10 routes and 10 intersections in Bismarck that were included in the evaluation process; there were five routes and five intersections in Mandan that were included in the evaluation process. The scores of the route and intersection were the main determinants to identify the routes and intersections. The top ten routes and intersection in Bismarck and top five routes and intersections in Mandan include:

Bismarck Routes

- 1: South 12th Street (0.4mi N of Burleigh Avenue to E Bismarck Expressway)
- 2: West & East Main Avenue (N Washington Street to N 26th Street)
- 3: West & East Bowen Avenue and South 5th Street (S Washington Street to E Main Avenue)
- 4: South Washington Street (W Wachter Avenue to W Main Avenue)
- 5: North 6th Street (E Main Avenue to E Boulevard Avenue)
- 6: Northeast 43rd Avenue (N Washington Street to Centennial Road)
- 7: North 4th Street and Dominion Street (W Main Avenue to N 10th Street)
- 8: East Bismarck Expressway (S 26th Street to E Rosser Avenue)
- 9: East Main Avenue (S 26th Street to E Bismarck Expressway)
- 10: South & North 12th Street (E Bismarck Expressway to Avenue C)

Mandan Routes

- 1: 6th Avenue Southeast (3rd Street SE to 1st Street NE)
- 2: 3rd Street Southwest & Southeast (Highway 6 to 6th Avenue SE)
- 3: Sunset Drive Northwest (1st Street NW to Boundary Street NW)
- 4: Highway 6 & Main Street West & 8th Avenue Northwest (3rd Street SW to 9th Street NW)
- 5: Highway 6 (19th Street SW to 3rd Street SW)

Bismarck Intersections

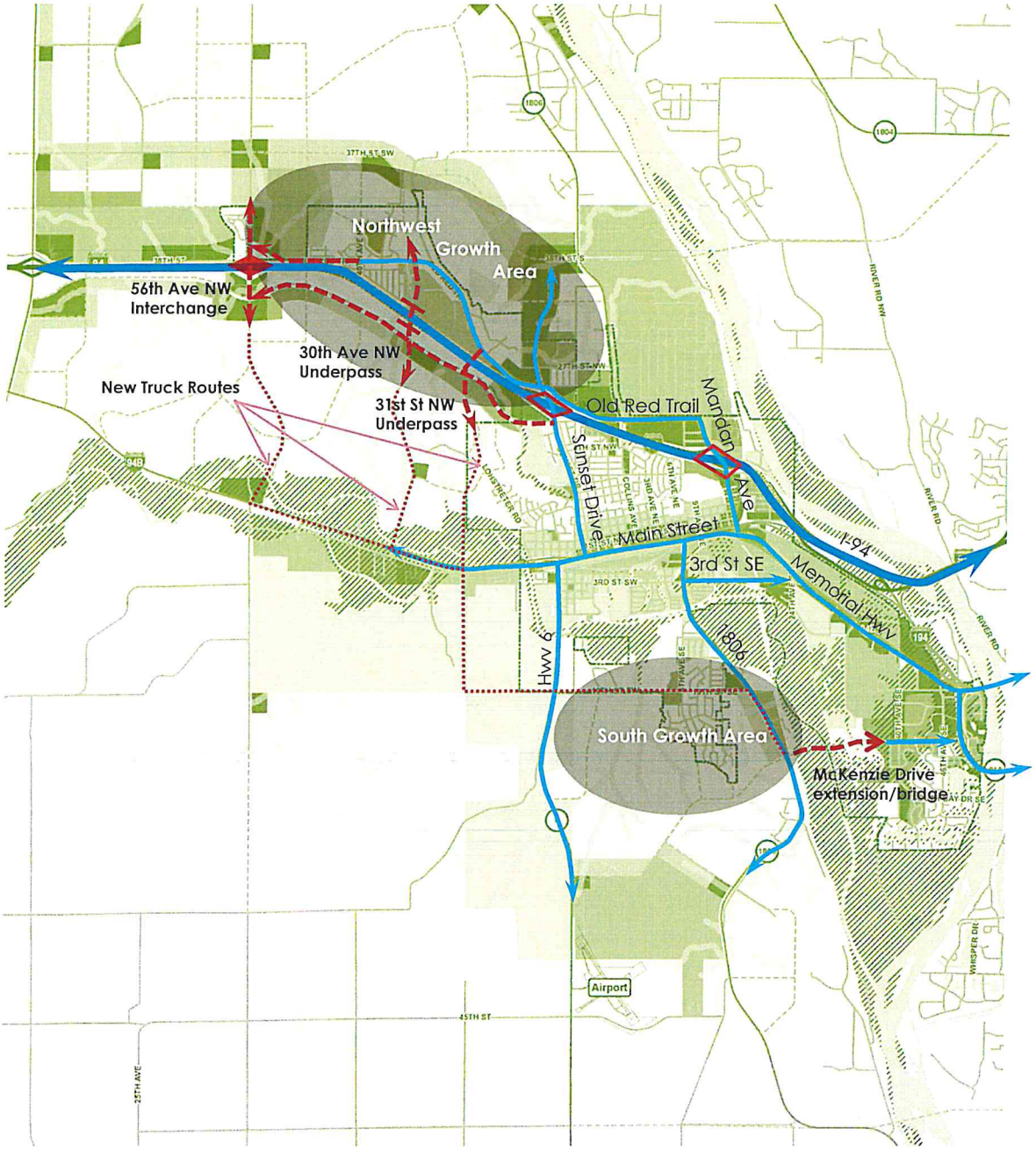
- 1: East Century Avenue & State Street
- 2: West Bismarck Expressway & South Washington Street
- 3: I-94 Ramp & State Street
- 4: East Main Avenue & North 4th Street
- 5: East Divide Avenue & State Street
- 6: Tyler Parkway & I-94 Ramp & West Divide Avenue & Schafer Street
- 7: West Divide Avenue & North Washington Street
- 8: East Century Avenue & North 11th Street
- 9: State Street & East Boulevard Avenue
- 10: Weiss Avenue & State Street

Mandan Intersections

- 1: 3rd Street Southeast & 6th Avenue Southeast
- 2: Sunset Drive Northwest & Old Red Trail Northwest
- 3: Mandan Avenue East & Main Street East
- 4: 1st Street Northwest & Collins Avenue
- 5: 3rd Avenue Northeast & Main Street East

Impact of Key Recommendations

Taken together these key projects will serve the highest growth areas anticipated in Mandan in the next twenty years or more, and would serve to alleviate traffic, especially truck traffic, from some of the most congested roadway segments and points in Mandan: Sunset Drive/I-94 interchange, Sunset Drive, Main Street/1st Street, and 3rd Street SE.



Strategic Initiatives

1. Highest Quality of Financial Stewardship

Prioritize use of resources in operation and align the District to address economic/legislative actions, optimize alternative revenue sources, capitalize on partnerships, and pursue funding options.

2. Highest Quality of Parks & Amentities

Provide high quality parks and amentities and provide for their upkeep, maintenance and replacement.

3. Highest Quality of Facilities

Fund and support a maintenance schedule that provides high quality facilities with updated equipment.

4. Highest Quality Recreation Programs & Services

Provide high quality service and offer a diverse range of high quality recreational programs and opportunities for the entire community, while coordinating the best use of facilities and space.

5. Highest Quality of Staff & Team

Foster a work environment that encourages collaborative teamwork, develops, retains, and motivates quality park and recreational professionals.

6. Highest Quality Customer Service

Retain and provide excellent community/governmental partnerships and seek additional opportunities.

Tertiary Needs

Forty-eight percent of households in Region 6 are interested in using a boat, pontoon or personal watercraft for recreational boating other than fishing and 44% in using boat ramps or landings. Half of launch ramps without docks or slips in the region are in poor condition, according to providers.

Off-highway vehicle (ATV/dirt bike or side by side) trails are primary weaknesses in the region.

Outdoor golf driving or practice ranges are a primary weakness. Providers report 50% of outdoor driving ranges in Region 6 are in poor condition.

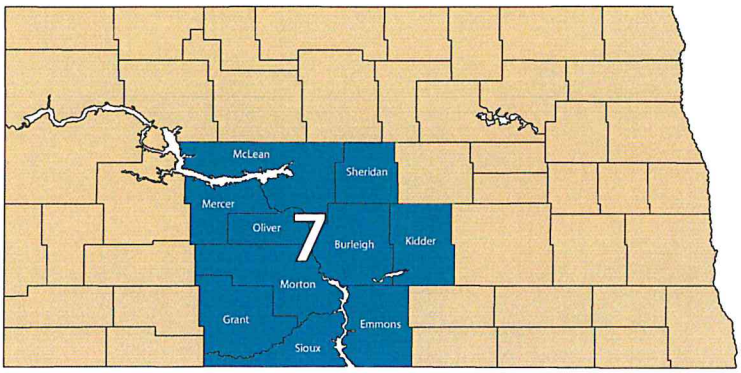
According to providers, 50% of outdoor skateboard parks and 25% of outdoor disc or Frisbee golf courses in the region are in poor condition.

REGION 7 FACILITY PRIORITIES

- 94% of Region 4 households report outdoor recreation is important.
- 54% of providers report demand for outdoor recreation facilities and activities exceeds supply.

Primary Needs

Trails for walking, running, bicycling or horseback riding are of interest to 66% of Region 7 households. Fifty-four percent are interested in using paved multi-use trails, 53% in modern trails, 47% in hiking trails, 46% in unpaved multi-use trails and 46% in semi-modern trails. Hiking trails and semi-modern trails are primary weaknesses. Providers listed paved multi-use trails (33%), unpaved multi-use trails (31%) and mountain biking trails (24%) as facilities where demand exceeds supply. According to providers, all exercise trails in the region are in poor condition, as are 29% of mountain biking trails.



McLean, Sheridan, Mercer, Oliver, Burleigh, Kidder, Morton, Grant, Sioux and Emmons Counties

Primary Needs	Secondary Needs	Tertiary Needs
Non-Motorized Trails	Campgrounds	Recreational Boating Facilities
Swimming/Water Facilities	Shooting Sport Facilities	Sports Courts/Fields
Playgrounds/Picnic Areas/Open Space Parks	Canoeing/Kayaking Facilities	Motorized Trails
	Winter Sports Facilities	Specialty Facilities

Fifty-one percent of North Dakota households in the region are interested in swimming outdoors with 48% interested in designated swimming beaches on lakes or rivers, 42% in regular swimming pools and 41% in specialty pools. Specialty pools and designated swimming beaches on lakes or rivers are primary weaknesses. Thirty-six percent of providers note demand exceeds supply for swimming beaches. According to providers, 33% of regular swimming pools and 20% of specialty pools in the region are in poor condition.

Sixty-five percent of North Dakota households in the region are interested in going to a park, natural area or green space to use a playground, enjoy nature or relax, with 56% interested in visiting modern parks or natural areas and 40% interested in semi-modern. Forty-eight percent are interested in playing at playgrounds. Forty-four percent are interested in visiting natural areas. Modern general purpose parks and recreation areas (28%) and

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EXHIBIT M

NDDOT Transportation Alternatives Program Application FY 2024 & 2025

Old Red Trail Phase 1 – Shared Use Path Rehabilitation

FY 2025

Mandan Parks & Recreation

NDDOT's Transportation Alternatives Program Application

1. **Project Name** Old Red Trail Phase 1 – Shared Use Trail Rehabilitation

2. **Project Location** Mandan, North Dakota

3. **Project Contact** Mandan Park District

4. **Contact Person** Cole Higlin, Director of Parks
Mandan Park District
2600 26th Avenue SE
Mandan, ND 58554
(701) 751-6161
chiglin@mandanparks.com

5. **Project Sponsor** City of Mandan

6. **Sponsoring Official** Mr. Tim Helbling, Mayor
205 Second Avenue NW
Mandan, ND 58554
(701) 667-7460
tim.helbling@cityofmandan.com

7. **Project Description**
The project consists of a 2" mill and 2" asphalt overlay on the existing 10.5' wide shared use trail on the south/southwest side of Old Red Trail from the intersection of Sunset Drive to 120' east of 30th Ave NW. Specific locations will also be identified as part of this project to repair areas of the trail with failing subgrade, which is anticipated to be limited to specific areas and not the entire trail corridor. The proposed project is phase 1 and a continuation of phase 2, which was also a rehabilitation project of Old Red Trail from Collins Avenue to Sunset Drive in 2020. ***Please refer to the project Location Map, Exhibit A.***

8. **Project Cost**
The estimated construction cost of the proposed trail rehabilitation is $452,000 including a 10% contingency to allow for items, conditions, or events which have an uncertain status, occurrence, and/or effect that could result in additional costs. The estimated cost also includes an 8% inflationary rate for year of expenditure dollars (FY 2025). Federal Funds in the amount of 80.93% of the total cost, or $365,803 are requested. This cost estimate was completed by SRF Consulting Group. The construction cost does not include any local costs of topographic survey, utility relocation, right-of-way acquisition, or preliminary and construction engineering. ***Please refer to the detailed Cost Estimate, Exhibit B.***

9. **What TA category best fits your project?**
Category A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

10. Supporting Data

a. Is your project part of an identified recreation or transportation plan?

i. *Arrive 2045*, the Bismarck-Mandan Metropolitan Planning Organization's (BMMPO) Metropolitan Transportation Plan has a strong bicycle and pedestrian trail priority. Goal 5 of *Arrive 2045* is to increase alternative transportation modes to automobile travel, with a critical objective to:

> Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan. (pg. ix)

Part of improving the bicycle and pedestrian system includes maintaining existing Mandan's existing trail infrastructure, such as along Old Red Trail.

ii. The Bismarck-Mandan Bicycle + Pedestrian Plan's goals three and four reference maintaining safe and comfortable bicycle facilities for people of all ages and protecting the public's investment in the bicycling system over the long-term. Although a specific rehabilitation project is not identified in the plan, the Old Red Trail Phase 1 Rehabilitation Project will forward major goals and objectives of the Bismarck-Mandan Bicycle + Pedestrian Plan.

iii. The 2015 Mandan Land Use & Transportation Plan identifies the Northwest Growth Area surrounding the Old Red Trail, that this rehabilitation project will focus on, as one of the highest growth areas anticipated in Mandan over the next twenty years, which strengthens the need to maintain the trail as needed.

iv. The Mandan Parks & Recreation Plan 2021-2023 Strategic Plan states an initiative to prioritize use of resources in operation and align the District to address economic/legislative actions, optimize alternative revenue sources, capitalize on partnerships, and pursue funding options. Pursuing TA funding is a strategic priority of the Mandan Park District and will also help the agency meet another strategic initiative, to provide high quality parks and amenities and provide for their upkeep, maintenance, and replacement.

v. The 2018-2022 North Dakota State Comprehensive Outdoor Recreation Plan identifies Non-Motorized Trails, such as a shared use trail, as the number one priority of Region 7, which includes Morton County. 66% of Region 7 households identified trails for walking, running, bicycling, or horseback riding as a primary outdoor recreational need.

b. Is your project tied to another project?

No, the work is independent.

c. How does your project fit with similar projects in your community and/or region?

i. Mandan Park District is committed to providing a comprehensive trail system for the betterment of the community. Currently, MPD is rehabilitating segments of the trail system throughout the City to continue that commitment to the residents.

All applicable references from recreation and transportation plans are included in Exhibit C.

d. Provide documentation of governmental agencies that are in support of this project. Also please provide documentation of support, if any, from the general public, other groups, and organizations.
   i. Mandan Park District

   ii. City of Mandan

   iii. Bismarck-Mandan Metropolitan Planning Organization

11. Public Accessibility

Mandan Park District will own and operate the facility. Mandan trails are available free of charge to all users.

12. Matching Funds Provided By

City of Mandan will provide matching funds. If awarded a TA program grant, the City of Mandan is committed to providing $86,197 of local funds for the 19.07% match requirement of the program.

13. Will Right of Way For This Project Be Needed?

The proposed project is within existing Old Red Trail public right-of-way, and no additional right-of-way will be necessary for the project.

14. Maintenance of This Project Will Be Provided By:

The Mandan Park District will provide the required trail maintenance for this project.

15. Environmental Impacts

a. Land Use: The land adjacent to this proposed shared use trail includes Vacant Agricultural, Single Family Residential, Commercial, High Density Residential, Office, Industrial, and Social Institutional. There are minimal to no impacts on land use as a result of this shared use trail. There are approximately 15 single family residential properties immediately adjacent to this portion of shared use trail between Sunset Drive and 120' east of 30th Avenue NW. No changes or potential changes to land use are likely to occur due to the proposed share use trail, other than those changes identified in the 2015 Mandan Land Use and Transportation Plan for the Northwest Mandan growth area, which may change the existing land uses over time as the City continues to grow.

b. Farmland: No farmland will be taken out of production as a result of the proposed shared use trail rehabilitation.

c. Social: The proposed shared use trail rehabilitation will improve access to and from various neighborhoods (both established and new), recreational areas, businesses and

employment opportunities, public facilities, schools, and parks through alternative modes of transportation. The proposed project will ensure the future success, sustainability, and positive impact on the health and wellbeing of Mandan residents by encouraging more pedestrian and bicycle use and less dependency on motor vehicle travel.

d. Section 4(f) & 6(f): No Section 4(f) or Section 6(f) properties will be impacted by the proposed shared use trail rehabilitation.

e. Economic: Positive economic benefits to the immediate area are expected to be small but may include increased residential property values (across the country, adjacent trails have been proven to increase neighborhood desirability and therefore residential property values). The economic benefit to the Mandan community, is expected to be much greater.

f. Relocation: Neither people nor businesses will be relocated by this project.

g. Wetlands: The proposed project will avoid or mitigate impacts to any wetlands.

h. Floodplain: The proposed project is not within a floodplain.

i. Threatened or Endangered Species: There are no known threatened or endangered species within the project vicinity.

j. Cultural Resources: There are no properties on or eligible to be on the National Register of Historic Places within the project vicinity.

16. Hazardous Waste: There are no known hazardous waste sites within the project area.

17. Required Signatures and Dates

Contact Person: _____ Date: 6.27.22

Sponsor: _____ Date: 7.5.22

MPO Official: _____ Date: _____

18. Attachments

a. Exhibit A – Location Map
b. Exhibit B - Cost Estimate
c. Exhibit C – Applicable Plan References

Exhibit A - Location Map | NDDOT Transportation Alternatives Program Application FY 2024 & 2025

Old Red Trail Phase 1 - Shared Use Trail Rehabilitation

N

0 310 620 1,240 1,860 2,480

Legend

Proposed Trail Rehabilitation

SRF

Exhibit B – Detailed Cost Estimate | NDDOT Transportation Application FY 2024 &2025

OLD RED TRAIL PHASE 1 REHABILITATION Estimate of Probable Cost Mandan Parks & Recreation						
SPEC	**CODE**	**ITEM**	**UNIT**	**QUANTITY**	**UNIT PRICE**	**TOTAL COST**
103	100	Contract Bond	L SUM	1	$5,000.00	$5,000.00
251	300	Seeding Class III	ACRE	1	$1,500.00	$1,500.00
253	201	Hydraulic Mulch	ACRE	1	$3,000.00	$3,000.00
302	120	Aggregate Base Course Class 5	TON	30	$50.00	$1,500.00
411	602	Milling 2IN Bituminous Pavement	SY	10657	$10.00	$106,570.00
430	500	Commercial Grade Hot Mix Asphalt	TON	1196	$175.00	$209,300.00
702	100	Mobilization	L SUM	1	$30,000.00	$30,000.00
704	1100	Traffic Control	L SUM	1	$5,000.00	$5,000.00
750	120	Sidewalk Concrete 5IN Reinf	SY	157.5	$75.00	$11,812.50
750	2115	Detectable Warning Panels	SF	180	$50.00	$9,000.00
					Estimated Cost	$382,682.50
					Contingency (10%)	$38,268.25
					Inflation (2 years - 8%)	$30,614.60
					Total Estimated Cost	**$451,565.35**

*The probable cost estimate provided to the Client by the Consultant, does not control the cost of available labor, equipment or materials, or over market conditions or the Contractor's pricing methods. The Consultant estimate of probable cost is made based on the Consultant's professional judgement and experience. The Consultant makes no warranty, express or implied, that the bids or the negotiated cost of the Work will not vary from the Consultant's estimate of probable construction cost. The Client assumes all liability when using this Estimate of Probable Cost for determining project feasibility or securing project funding/financing.

SRF

ARRIVE 2045 GOAL 5:

Alternative Transportation Modes to Automobile Travel

Goal 5 incorporates the following goals, performance measures, and planning factors:

- National Performance Goals for congestion reduction, system reliability and environmental sustainability.
- National Performance Measure Categories of traffic congestion and on-road mobile source emissions.
- MAP-21 Planning Factors to increase accessibility and mobility of people and freight; protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; and enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

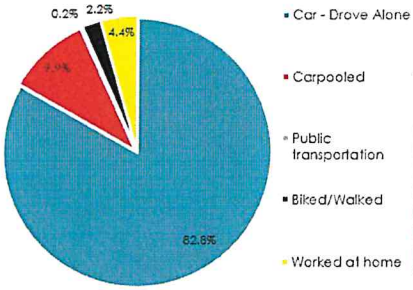
More people are choosing to use alternate modes of transportation to live a healthier lifestyle, reduce their environmental footprint, or spend less money out of their budget on transportation costs. Also, due to various social justice issues, certain portions of the population also are dependent on public transportation or non-motorized transportation. Regardless of the reason, it is important to provide a well-balanced transportation system that supports modes other than a single occupancy motor vehicle. This includes supporting alternative modes of transportation for users of all ages and all abilities.

Performance Measures

Existing Metrics and Targets:

Local MPO System Optional Requirements

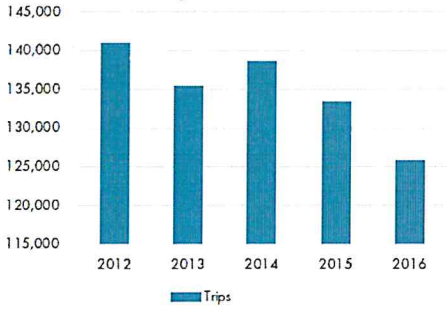
Mode Share



Desired Target:

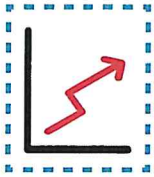
Decrease single vehicle use

CAT Ridership



Desired Target:

Increase fixed route transit ridership

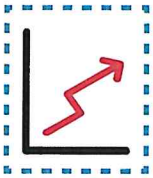


Miles of Facilities

Facility Type	Miles	
	Bismarck	Mandan
Multi-use Trails	52 miles	18 miles
Bicycle Lanes	4 miles	0 miles
Shared-Use Routes	5 miles	0 miles

Desired Target:

Increase miles of bicycle facilities



How will we achieve the goal?

Objectives:

- **5A**: Consider coordination with transit agencies to improve transit route efficiency, system productivity, and community awareness by implementing transportation investments that support the transit system (PBO)
- **5B**: Improve transit and rideshare opportunities for travelers commuting into Bismarck-Mandan from outside the urban area (PBO)
- **5C**: Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan (SMO)
- **5D**: Improve the awareness and safety of bicycling, and educate both bicyclists and motorists on rules and responsibilities (PBO)

SMO: Scoring Metric Objective | PBO: Policy Based Objective

CHAPTER 3:
Vision + Goals

VISION FOR WALKING AND BICYCLING

The Bismarck-Mandan Bicycle and Pedestrian Plan's vision is to convey that bicycling and walking are safe, comfortable, and convenient choices for all people. In hopes of creating an environment in which people feel comfortable and safe to bicycle and walk in Bismarck and Mandan.

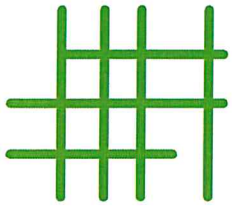
PLAN GOALS

The five goals described in the following sections help to promote the vision for the Plan. They serve as pillars which will support the development of the proposed network and implementation strategies discussed later in the Plan. The goals will also guide the implementation of the 5 E's of the Plan: Engineering, Education, Encouragement, Enforcement, and Evaluation. It was important that the goals developed for this plan were in line with the goals outlined within the MPO Long Range Transportation Plan all while responding to comments received by the public during the development of the plan.

Goal 1: Network Use

Increase the number of bicycling and walking trips made by people in Bismarck and Mandan.

Once perceived and real barriers are removed, walking and biking can become a daily experience for all residents, employees, and visitors. A well-established network gives people the option to not only be healthier but, be environmentally friendly by choosing to walk or bike. Encouraging people to bike and walk more frequently increases the number of bicycling and walking trips made by people.



Goal 2: Connectivity

Develop a connected network of bicycling and walking routes throughout both communities in partnership with local, regional and state partners. Connect bicycling and walking routes to community destinations and other transportation systems, including transit.

The connectivity of bicycle and pedestrian routes to not only community destinations but other transportation systems can decrease vehicle miles traveled per person in Bismarck and Mandan while providing viable options to combine travel needs. Connectivity of routes that lead people to community destinations is important as it promotes bicycling and walking not as a form of leisure activities but as alternative modes of transportation.

Goal 3: Safety and Comfort

Build and maintain safe and comfortable bicycling and walking facilities for people of all ages and abilities. Support driving, walking and bicycling behaviors that increase the safety of people who walk and bicycle.

Promoting and encouraging safe behaviors from drivers, walkers, and bicyclists offers a level of predictability to a functional system. Predictability of modes in a shared space better ensures the safety of drivers, bicyclists and pedestrians. By creating an environment in which all individuals feel safe and comfortable, this can be a driving force in encouraging biking and walking.

Goal 4: Maintenance

Protect the public's investment in the bicycling and walking system over the long-term and ensure system accessibility all year round.

Walking and bicycling can become a habitual part of daily life with a high-level of maintenance reliability. People will choose alternative modes of transportation when obstacles are reduced. The maintenance of public investment in the bicycling and walking system conveys the cities' commitment in trying to encourage people to bike and walk. It ensures people the permanency of these alternative modes of transportation.

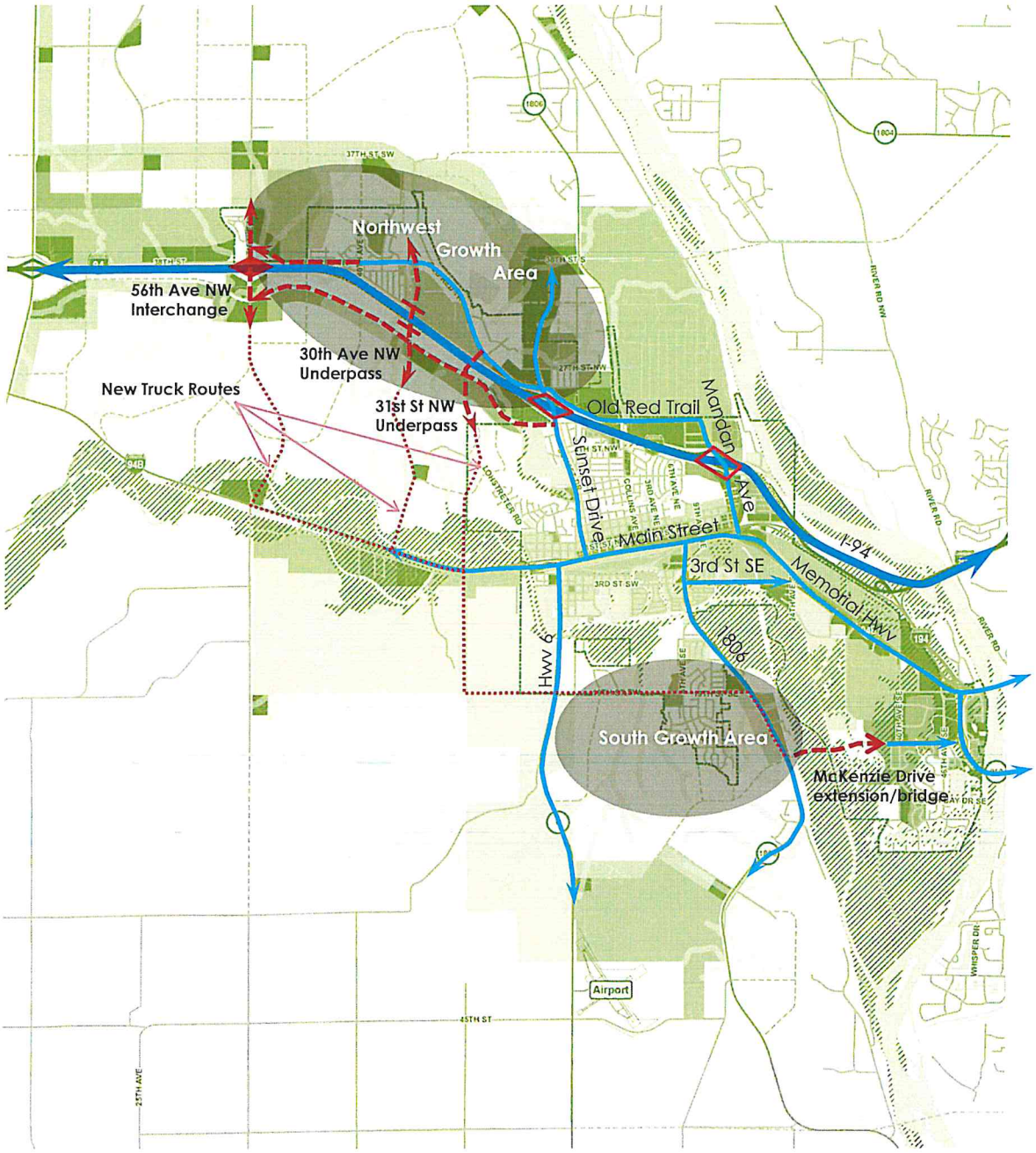
Goal 5: Planning

As new commercial and residential projects are planned, integrate bicycle and pedestrian facilities with project designs during the development review process.

Implementing improved facilities in the development review process not only increases opportunities to better allocate physical space needs, but property owners and developers reap the benefits of an enhanced public realm. By incorporating bicycle and pedestrian facilities in project designs during the development review process, this establishes a sense of permanency in advocating biking and walking in the community.

Impact of Key Recommendations

Taken together these key projects will serve the highest growth areas anticipated in Mandan in the next twenty years or more, and would serve to alleviate traffic, especially truck traffic, from some of the most congested roadway segments and points in Mandan: Sunset Drive/I-94 interchange, Sunset Drive, Main Street/1st Street, and 3rd Street SE.



Strategic Initiatives

1. Highest Quality of Financial Stewardship

Prioritize use of resources in operation and align the District to address economic/legislative actions, optimize alternative revenue sources, capitalize on partnerships, and pursue funding options.

2. Highest Quality of Parks & Amentities

Provide high quality parks and amentities and provide for their upkeep, maintenance and replacement.

3. Highest Quality of Facilities

Fund and support a maintenance schedule that provides high quality facilities with updated equipment.

4. Highest Quality Recreation Programs & Services

Provide high quality service and offer a diverse range of high quality recreational programs and opportunities for the entire community, while coordinating the best use of facilities and space.

5. Highest Quality of Staff & Team

Foster a work environment that encourages collaborative teamwork, develops, retains, and motivates quality park and recreational professionals.

6. Highest Quality Customer Service

Retain and provide excellent community/governmental partnerships and seek additional opportunities.

Tertiary Needs

Forty-eight percent of households in Region 6 are interested in using a boat, pontoon or personal watercraft for recreational boating other than fishing and 44% in using boat ramps or landings. Half of launch ramps without docks or slips in the region are in poor condition, according to providers.

Off-highway vehicle (ATV/dirt bike or side by side) trails are primary weaknesses in the region.

Outdoor golf driving or practice ranges are a primary weakness. Providers report 50% of outdoor driving ranges in Region 6 are in poor condition.

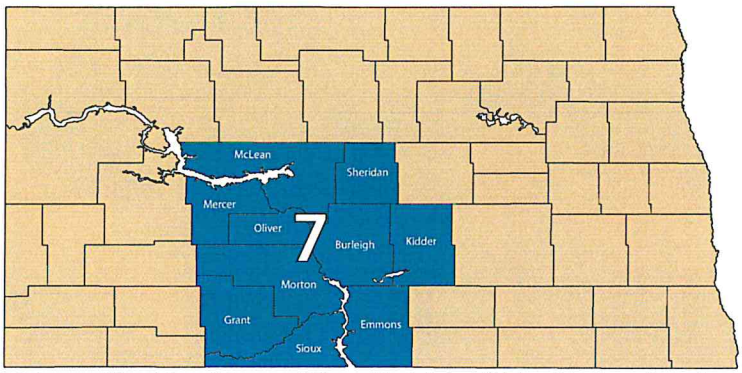
According to providers, 50% of outdoor skateboard parks and 25% of outdoor disc or Frisbee golf courses in the region are in poor condition.

REGION 7 FACILITY PRIORITIES

- 94% of Region 4 households report outdoor recreation is important.
- 54% of providers report demand for outdoor recreation facilities and activities exceeds supply.

Primary Needs

Trails for walking, running, bicycling or horseback riding are of interest to 66% of Region 7 households. Fifty-four percent are interested in using paved multi-use trails, 53% in modern trails, 47% in hiking trails, 46% in unpaved multi-use trails and 46% in semi-modern trails. Hiking trails and semi-modern trails are primary weaknesses. Providers listed paved multi-use trails (33%), unpaved multi-use trails (31%) and mountain biking trails (24%) as facilities where demand exceeds supply. According to providers, all exercise trails in the region are in poor condition, as are 29% of mountain biking trails.



McLean, Sheridan, Mercer, Oliver, Burleigh, Kidder, Morton, Grant, Sioux and Emmons Counties

Primary Needs	Secondary Needs	Tertiary Needs
Non-Motorized Trails	Campgrounds	Recreational Boating Facilities
Swimming/Water Facilities	Shooting Sport Facilities	Sports Courts/Fields
Playgrounds/Picnic Areas/Open Space Parks	Canoeing/Kayaking Facilities	Motorized Trails
	Winter Sports Facilities	Specialty Facilities

Fifty-one percent of North Dakota households in the region are interested in swimming outdoors with 48% interested in designated swimming beaches on lakes or rivers, 42% in regular swimming pools and 41% in specialty pools. Specialty pools and designated swimming beaches on lakes or rivers are primary weaknesses. Thirty-six percent of providers note demand exceeds supply for swimming beaches. According to providers, 33% of regular swimming pools and 20% of specialty pools in the region are in poor condition.

Sixty-five percent of North Dakota households in the region are interested in going to a park, natural area or green space to use a playground, enjoy nature or relax, with 56% interested in visiting modern parks or natural areas and 40% interested in semi-modern. Forty-eight percent are interested in playing at playgrounds. Forty-four percent are interested in visiting natural areas. Modern general purpose parks and recreation areas (28%) and

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PROGRESS REPORT

SRF COMM. NOS.	14186
PROGRESS REPORT NO.	6
DATE	August 7, 2022

REPORTING PERIOD	July 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 snowstorm delayed traffic counts/cameras to week of May 2. No significant impact to overall project schedule anticipated.

Existing Conditions and Issues and Needs memorandums have been combined.

TASK PROGRESS – SCHEDULE/BUDGET SUMMARY

TASK	PERCENT COMPLETE	NOTES	STATUS
Phase 1 – Baseline Input	99%	Traffic data collection complete. Existing operations analysis via VISSIM complete. ATAC has completed existing and future model runs, currently under SRF review. Issues and Needs memorandum to be combined with Existing Conditions memorandum. Single memo submitted to PRC for review.	On Schedule
Phase 2 – Issues and Needs	99%	VISSIM model further developed and 2045 no-build model complete. Issues and Needs memorandum to be combined with Existing Conditions memorandum. Single memo submitted to PRC for review.	On Schedule
Phase 3 – Alternative Development	7%	Apex Engineering has begun alternatives development.	On Schedule
Phase 4- Alternative Analysis	34%	3-lane VISSIM model developed for internal review	On Schedule
Phase 5 – Finalization and Implementation	0%		On Schedule
Engagement	60%	Initial stakeholder open house and public meeting complete. Individual stakeholder outreach underway.	On Schedule
Project Management	46%	Client check-ins, progress reports, internal coordination	On Schedule
Total	**39%**		**On Schedule**

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EXHIBIT O

Status Report #2

Project: Sunset Drive Corridor Study

Consultant: KLJ

Reporting Period: 7/7/2022 – 8/5/2022

Tasks Completed to Date:

Task	% of Task Complete
Task 1 – Project Management and Coordination	7%
Task 2 – Public Engagement	15%
Task 3 – Existing Conditions Documentation	8%
Task 4 – Future Conditions Analysis	0%
Task 5 – Goals/Objectives/Project Purpose & Need	0%
Task 6 – Alternatives Development	0%
Task 7 – Alternative Analysis	0%
Task 8 – Project Implementation & Corridor Concept Plan	0%
Task 9 – Draft Report	0%

Overall percentage of project complete: 4%

Summary of activities within reporting period:

Task 1 – Project Management and Coordination

- Project Oversight and management with BMMPO

Task 2 – Public Engagement

- Public Involvement plan finalized
- Steering Committee (SC) #1 – Project kickoff meeting held on July 20th.
- Social Pinpoint (SPP) project survey and interactive issues map developed as draft. Presented to steering committee and received comments. Revisions completed.
- Date for public input meeting 1 set for Wednesday September 21st.

Task 3 – Existing Conditions Report

- Field collection pending for August/September
- GIS data received from City of Mandan

Task 4 – Future Conditions Analysis

- No Activities

Task 5 – Goals/Objectives/Project Purpose & Need

- No activities

Task 6 – Alternatives Development

- No activities

Task 7 – Alternative Analysis

- No activities

Task 8 – Project Implementation & Corridor Concept Plan

- No activities

Task 9 – Draft and Final Report

- No activities

EXHIBIT P

EXHIBIT P

Bismarck-Mandan MPO

TIP 2022-2025 Administrative Modification

Project Year(s) 2022

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	22.6.22	$670,372 (old) $546,722 (new)	$74,486 (old) $60,747 (new)	$0	$744,858 (old) $607,469 (new)	HEN

Project Description:	This safety project is for the installation of wrong way detection systems on the McKenzie Drive Interchange in the Bismarck-Mandan MPO area. Formerly, the cost estimates for this project included both the Bismarck-Mandan MPO area and a project location in Fargo. This modification addresses the release of estimates for just the work being done in the Bismarck-Mandan region, as noted above. The PCN is 23378.
Consistency with the Bismarck-Mandan MPO Metropolitan Transportation Plan:	This 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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EXHIBIT Q

Bismarck-Mandan MPO

TIP 2022-2025 Administrative Modification

Project Year(s) 2024; 2022

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	24.6.11 (old) 22.6.13 (new)	$760,742	$85,258	$94,000	$940,000	NHU

Project Description: This project is for mill and overlay and curb and gutter on Bismarck's 9th Street from Front Avenue to Bismarck Expressway. This modification moves the project from funding year 2024 to funding year 2022. All other project details remain unchanged. The PCN is 23202.

Consistency with the Bismarck-Mandan MPO Metropolitan Transportation Plan: This 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)