

TO: Bismarck-Mandan Metropolitan Planning Organization Policy Board

FROM: Rachel Lukaszewski, MPO Executive Director

DATE: September 12, 2022

RE: Policy Board Meeting

There will be a meeting of the Bismarck-Mandan MPO Policy Board on **Tuesday, September 20, 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](http://MPOPolicyBoard).

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Next scheduled Policy Board meeting is on 10/18/2022. Please call 701-355-1852 with questions. Any individual requiring special accommodations to allow access or participation at the meeting is asked to notify ADA Coordinator, Bismarck-Mandan MPO, PO Box 5503, Bismarck, ND 58506-5503 or complete and submit the Request for Reasonable Accommodations form at <http://www.bismarcknd.gov/DocumentCenter/View/23201> at least five (5) days prior to the meeting.

PROJECTS UPDATE

<u>Project</u>	<u>% Complete</u>	<u>Contracted Completion Date</u>
East Main Avenue Corridor Study	44	06/30/2023
Sunset Drive Corridor Study	10	08/31/2023
2021 TDMSE/2025-2050 MTP	1	03/31/2025
2022 Transit Development Plan	1	12/31/2023

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
AUGUST 16, 2022**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board met on August 16, 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 Mark Berg 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; Sara Schmidt, SRF Consulting; and Adam McGill, KLJ.

CALL TO ORDER

Chair Wise called the August 16, 2022 meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board to order.

MINUTES

Chair Wise called for a motion to approve the minutes of the July 19, 2022 Regular Meeting of the Policy Board.

MOTION: Ms. Jones made a motion to approve the minutes of the July Regular Meeting. Mr. Helbling seconded the motion and with Mark Berg, Kathleen Jones, Tim Helbling, and Chair Wise voting in favor, the minutes of the July 19, 2022 Regular Meeting were approved.

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

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

Mr. Larson presented on this item. He explained the MPO is processing five TIP Amendments for August, but since the fifth amendment is being processed differently than the first four, he will present it separately.

The MPO advertised the four amendments shown in Exhibits A-D for the required 15-day public comment period, and no public comments were received. Additionally, a public hearing was held at yesterday’s TAC meeting and no comments were received. Mr. Larson said each of the four amendments address increased cost estimates for the amended projects. The first two projects are for mill and overlay work on different segments of Bismarck Expressway, the third is for mill and overlay work on ND 1804 in Bismarck, and the fourth is for a variety of intersection improvements on Bismarck Expressway from west of Washington Street to east of 2nd Street. Other than the increased cost estimates, all other project details remain unchanged, and all four projects are consistent with the Metropolitan Transportation Plan (MTP).

Mr. Larson said the fifth amendment (Exhibit E) is a reconstruction project in Mandan, originally for reconstruction on sections of 8th Avenue NW and 27th Street NW. The City of Mandan now needs to adjust this project, reducing the extents of the project to include only reconstruction work on 8th Avenue NW from Old Red Trail to 24th Street NW. This reduction of extents also reduces the cost estimates for the project, as noted on the amendment form. The project is consistent with the MTP. The changes to the project did not occur until after the public comment window for this month's TAC and Policy Board. However, there are federal deadlines NDDOT and the City of Mandan need to meet in getting this amendment into the TIP, and so the MPO advertised this amendment as soon as it was received and will hold a public hearing at the end of the 15-day public comment window. It will be held at 10:00 a.m. on August 26 at the City/County Building in Bismarck. MPO staff is requesting preliminary approval of the amendment shown in Exhibit E, contingent on no substantial changes required by public comment or the upcoming public hearing, so Mandan and NDDOT can meet their deadlines. Chair Wise suggested separate motions to address the approval of the amendments.

MOTION: Ms. Jones made a motion to approve the 2022-2025 TIP Amendments shown in Exhibits A-D as presented. Mr. Helbling seconded the motion, and with Mark Berg, Andy Zachmeier, Kathleen Jones, Tim Helbling, and Chair Wise voting in favor, the motion was approved.

SECOND MOTION: Ms. Jones made a motion to conditionally approve the 2022-2025 TIP Amendment shown in Exhibit E as presented. Mr. Helbling seconded the motion, and with Mark Berg, Andy Zachmeier, Kathleen Jones, Tim Helbling, and Chair Wise voting in favor, the motion was approved.

DRAFT 2023-2026 TIP

Ms. Lukaszewski presented on the draft TIP (Exhibit G). She noted the final version of the document will be brought to Policy Board in September. The draft TIP was advertised for the required 15-day public comment period. The document will be receiving updates per the public comments received during that period, and per the comments received at TAC yesterday. A public hearing was held at yesterday's TAC meeting, and no additional comments were received at the hearing. If the changes made to the draft prove to be substantial, the MPO will re-advertise the TIP for public comment before presenting the final version in September.

Ms. Lukaszewski gave a brief overview of the draft TIP. The entire document has been updated to include new projects, new cost estimates, and revisions to dates and years. Several sections updated in this way include Operations and Maintenance estimates, the Transit Asset Management Report, and Projects of Local Importance. The MPO is now operating under new federal legislation, the Infrastructure Investment and Jobs Act (IIJA), and the TIP now reflects this fact, and includes reference to updated federal planning priorities. The TIP also includes an updated Program of Projects for 2023 through 2026, and corresponding maps for those projects, which Ms. Lukaszewski presented in detail to TAC yesterday. TAC members had several comments on the projects, which the MPO will address before the final TIP is presented.

Ms. Lukaszewski said there are multiple TIP projects the MPO will be coordinating on with NDDOT. There are some bridge projects that may need to be mapped and described more accurately, and there are other projects that need to be checked against the State TIP (STIP). She said these and other administrative changes will not substantially alter the content of the TIP. Unless additional new projects are received for the TIP, beyond what the MPO received through public comments, the TIP should not need to be re-advertised.

Ms. Lukaszewski summarized the public comments the MPO received on the TIP.

- The U.S Army Corps of Engineers reviewed the TIP projects and indicated some of the projects may require a Section 404 review and permit. Section 404 relates to impacts on waterways. The MPO will not be involved in this process, but the lead agency for these projects in the TIP may be required to work through the Section 404 process as the projects approach construction.
- The City of Bismarck's Historic Preservation Commission provided a comment on project 23.1.03. The comment notes this project is in or adjacent to Bismarck's Downtown Historic District, and as such is subject to Section 106 regulations. Section 106 requires review of projects in historic areas to ensure historic resources are protected. Ms. Lukaszewski is confident these requirements will be met.
- Multiple comments were received on the TIP from FHWA. FHWA suggested the MPO include more information about its various funding programs, and their solicitation timelines, in the document. FHWA also recommended slight wording changes to the TIP Amendment and Modification sections, but these changes are merely for clarity and do not change the amendment or modification processes. Finally, FHWA provided comments on the program of projects, noting several projects in the TIP do not match NDDOT's STIP. The MPO will evaluate and address FHWA's comments before the final TIP is brought back to TAC and Policy Board in September.
- NDDOT notified the MPO of several TIP project changes. The first of these changes was noted in the presentation, as project 23.7.01 needs to be removed. The second change is to Burleigh County project 26.2.01; the federal funding for the project will be increasing, while the total cost estimate will remain unchanged. Finally, five new projects will be added into the TIP, per NDDOT's comments. The first of these will be a reconstruction of Mandan's 27th Street NW and will be in FY 2023. Three projects will be in FY 2024, and they will be for concrete pavement repair and grinding in Bismarck at various locations on 7th and 9th Streets, State Street, and Boulevard Avenue. The fifth project will be in FY 2025, for intersection improvements on Bismarck Expressway between Washington Street and 26th Street, and the intersection of Washington Street and Denver Avenue.

Ms. Lukaszewski concluded by stating TAC recommended approval of the draft TIP at their meeting yesterday.

MOTION: Ms. Jones made a motion to approve the Draft 2023-2026 TIP as presented. Mr. Helbling seconded the motion, and with Mark Berg, Andy Zachmeier, Kathleen Jones, Tim Helbling, and Chair Wise voting in favor, the motion was approved.

DRAFT 2023-2024 UNIFIED PLANNING WORK PROGRAM (UPWP)

Ms. Lukaszewski presented on the draft UPWP (Exhibit H). She explained the MPO updates its UPWP every other year. The UPWP document lays out a budget for the MPO's expenditures; not only for planning studies and data acquisitions, but also for the ways MPO staff allocates work time. It covers the MPO's federal spending (through the Consolidated Planning Grant or CPG) and the local spending shares for MPO projects. The MPO will bring the final UPWP back to TAC and Policy Board in September. The draft document has been sent to NDDOT and the MPO's federal partners (FHWA and Federal Transit Administration or FTA) for their review and comment (which will be completed by September 1). The MPO did not add or remove any work tasks from this UPWP compared to the previous document.

Ms. Lukaszewski highlighted some of the updates to the UPWP for the board. Some additions and updates occurred in the introduction to the document, based on best practices gathered from the other MPOs in North Dakota, NDDOT and FHWA. Some of these changes include a title page, a map of the MPO area, and additional information on the federal guidelines and planning goals the MPO follows for its studies and projects. One example of a new emphasis area coming from the IIJA bill is the inclusion of complete streets elements in the planning process.

Ms. Lukaszewski said the MPO has not been able to spend as much of its federal funding as it would typically, especially during COVID. Additional CPG funding has also been made available to MPOs through the recent IIJA legislation. This means the MPO has a federal funding surplus (CPG estimates are included in this UPWP draft). CPG grants are released every year, and NDDOT prefers the MPO to be as current as possible with their spending (so preferably working out of the current Fiscal Year's grant, or the previous Fiscal Year's grant). The MPOs in North Dakota are collectively only allowed to have up to three years of grants open at any time. If the MPO were to get too far behind on spending, it is possible the grant money would be re-allocated to another MPO in the state. The MPO estimates it will be working in the FY 2021 grant by the beginning of 2023. This is not presently a serious problem, but the MPO will need to work on increasing its federal spending over the next few years. Ms. Lukaszewski said she wants Policy Board to be aware the MPO will be increasing its requests for local match for MPO projects over the next few years because of this issue.

MOTION: Ms. Jones made a motion to approve the Draft 2023-2024 UPWP as presented. Mr. Helbling seconded the motion, and with Mark Berg, Andy Zachmeier, Kathleen Jones, Tim Helbling, and Chair Wise voting in favor, the motion was approved.

2024-2025 TRANSPORTATION ALTERNATIVES (TA) PROJECTS

Ms. Riepl presented this item to the board. Usually the TA projects would be presented later in the year; however, additional funding for the TA program from the IIJA

required NDDOT to revise their program, and they solicited for FY 2024 and 2025 with an August 19 deadline. The MPO received four TA applications before its July 15 deadline, two from Bismarck Parks and Recreation District (BPRD) and two from the Mandan Park District (MPD). Two projects were construction projects (both listed in the Bicycle Pedestrian Plan and the MTP), and two were preservation. The MPO's Bike-Ped Subcommittee met on July 27 to review and rank the projects using the MTP's goals and objectives. They were also mindful of the visions and goals of the MPO's Bicycle and Pedestrian Plan in the ranking process. MPO staff met on August 2 to score the projects, also using the MTP goals and objectives. The two sets of scores and rankings were combined to create an overall ranking, which is shown in Exhibit I.

Ms. Riepl gave a brief overview of the TA project applications. The first was submitted by BPRD for renovation of a section of Hay Creek Trail from Lilac to the 26th Street stairs. The renovation involves replacing the asphalt on nearly half a mile of trail due to wear. The total cost is \$216,929, with BPRD requesting \$173,543 in federal funding. The second BPRD application is for the extension of the South Washington Trail from Meridian Drive to Sibley Park. The cost is \$481,305, with BPRD requesting \$385,044 in federal funding.

The third project, submitted by MPD, is for Phase 3 of a Shared Use Trail construction on ND 6. The project consists of construction of a ten-foot-wide asphalt path on the east side of Highway 6 from 19th Street SE to the Heart River Bridge. Phase 1 (from Fort Lincoln Elementary School to Macedonia Ave SE) was completed in 2019, and Phase 2 (from Macedonia Ave SE to ND 6) will be done in 2023. The total project cost is \$515,000, with MPD requesting \$416,789 in federal funding. The fourth project, also from MPD, is Phase 1 of a Shared Use Path Rehabilitation on Old Red Trail. The project will involve mill and overlay of the existing asphalt trail from the Sunset Drive intersection to 120 feet east of 30th Ave NW. Some areas of this trail with failing subgrade will also be repaired. The total cost is \$452,000, and MPD is requesting \$365,803 in federal funding.

Ms. Riepl said all four projects are consistent with the MTP, and with the goals of the Bike-Ped Plan. Based on the ranking of MPO staff and the Bike-Ped Subcommittee, the South Washington Trail project was ranked as the top priority, followed in order by the ND 6 Trail project, the Old Red Trail project, and finally the Hay Creek Trail project. TAC voted unanimously at their meeting yesterday to recommend approval of all four projects and the ranking of MPO staff and the Bike-Ped Subcommittee. Policy Board may choose to accept TAC's recommended ranking, may promote its own ranking, or may decline to provide a ranking of any kind, before forwarding the projects to NDDOT for consideration.

MOTION: Ms. Jones made a motion to approve the 2024-2025 TA Projects as presented, with TAC's recommended ranking included. Mr. Helbling seconded the motion, and with Mark Berg, Andy Zachmeier, Kathleen Jones, Tim Helbling, and Chair Wise voting in favor, the motion was approved.

EAST MAIN AVENUE CORRIDOR STUDY

Ms. Schmidt provided a study update for SRF. She said SRF has nearly completed phase I (baseline input) and phase II (issues and needs) for the study. Phase

III (alternatives development) is underway. Apex Engineering, a subconsultant for SRF on this project, has been doing phase III work for SRF, looking into alternatives and cross-section design options for the corridor. Phase IV (alternatives analysis) is also underway. SRF has run some additional models for the corridor to analyze traffic and the impacts of potential changes on the corridor and on adjacent roadways. The next Study Review Committee meeting in September will go over some of the alternatives for the corridor. The first stakeholder open house and public meeting was completed earlier this summer, and SRF has been following up to continue gathering public input for the study.

SUNSET DRIVE CORRIDOR STUDY

Mr. McGill provided a study update for KLJ. He said KLJ finalized its public involvement plan before the first Study Review Committee meeting on July 20. The first public input meeting will be held on September 21. The meeting will be divided into two parts. The first will be held during the day for property owners with an open house format, and the second part will be an open house in the evening for the general public. He said the interactive website for the study is up and running and will be advertised soon. Finally, he noted KLJ will begin to collect field data for this project after Labor Day.

2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS

Mr. Larson explained the MPO completed two administrative modifications to the TIP this month, as shown in Exhibits P and Q. 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 for informational purposes. The first modification is for a wrong way detection systems installation on the McKenzie Drive Interchange within the MPO area, and the modification addresses the release of location specific cost estimates for the project. Formerly, the cost estimates included work that was being done at a location in Fargo. The second modification is for a mill and overlay project on Bismarck's 9th Street from Front Avenue to Bismarck Expressway. The modification moves the funding year from 2024 to 2022, while all other project details remain unchanged.

URBAN ROADS PROGRAM FY 2027 GRANT FUNDS

Ms. Lukaszewski reminded the board last month the MPO requested permission to hold a special meeting of TAC members to discuss their preferences for how to spend the FY 2027 Urban Roads Program funds. The Urban Roads Program is typically the most competitive grant program the MPO helps administer. For the FY 2027 solicitation (opening this fall), there are currently no new projects the MPO's jurisdictions would like to pursue for funding. The TAC special meeting took place August 1, although not enough members were present to create a quorum. The consensus from the meeting was to pursue additional funding for three projects currently listed in the TIP, as opposed to applying for new projects. This is not something the members want to pursue officially until the final numbers for the FY 2027 funding are released. Once the final numbers are released, the MPO will work with TAC to present a final recommendation for the Urban Roads Program to Policy Board.

ND HWY 1806 VETERAN'S CEMTERY CENTER TURN LANE

Mr. Wise said he put this item on the agenda together with Mr. Zachmeier. Mr. Wise said he works out at the cemetery and adding a left-turn lane into the cemetery is a major concern of his supervisor and the employees there. He said this is a concern not only for cemetery staff but for individuals across the state who bury loved ones at this cemetery. He noted the volume of traffic on that roadway and the serious potential for an accident. He has personally encountered many issues related to the lack of a turn lane. He knows the Highway Safety Improvement Program is often used to fund such projects, but applications are open for FY 2027 and he believes this is too far out. Mr. Wise said one possible idea, based on his conversations with NDDOT, would be making that area a no-pass zone until a turn lane could be constructed. Ms. Jones liked this idea.

Mr. Zachmeier said this year is Legislative Session and he would like to have MPO staff assist with bringing a turn lane project to the Legislature. He believes this is a statewide issue, since the veteran's cemetery serves the entire state, and is on a state highway. He thinks a resolution from Policy Board to the City and County Commissions, and then the Legislature and NDOT, might be helpful. Ms. Jones did mention she heard the deadline for submitting to the Legislature is early September, which may be difficult to meet. She wonders if the MPO could help with finding out what the deadline would be and help craft a resolution about the turn lane. She believes it is a safety issue and would like something to be done before FY 2027.

Ms. Lukaszewski said she appreciates the discussion and the good ideas from the board. She mentioned the MPO does have to be very careful about lobbying the Legislature for funding. There are federal regulations restricting MPOs from certain activities related to pursuing additional funding, which the MPO would need to research. Cities and Counties do not have the same restrictions. MPO staff may be limited in being able to help with a resolution or talk to the Legislature. However, the MPO has been talking to Morton County staff, and has directed them to begin discussions with NDDOT's Bismarck District, specifically their District Engineer. Ms. Lukaszewski said the NDDOT may have a greater ability to look at the funding being directed to the MPO area and see if funds can be moved or added to a turn lane project. She believes Morton County, NDDOT and the MPO may be able to arrange a project through this route. Legislative funding would be a different funding than the MPO usually works with, so that would be a much different process. She closed by noting she thinks there are a variety of options for this situation, including perhaps an advance construction, or a re-shuffling of projects. She believes NDDOT will be willing to work with the local jurisdictions to resolve the situation. She offered MPO staff could work with NDDOT staff to see what options are available.

Ms. Jones said she certainly thinks Policy Board members, as members of other boards, can lobby the Legislature at the state level, so long as the deadlines are met. She thinks working with veteran's organizations may also be an option.

ADJOURNMENT

There being no further business, Chair Wise declared the meeting adjourned at 2:33 p.m.

The next scheduled meeting will take place September 20, 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



FY 2023-2026

TRANSPORTATION IMPROVEMENT PROGRAM

FINAL

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
Bismarck-Mandan
Metropolitan Planning Organization

Date

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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 in coordination with local jurisdictions, MPO partner agencies, and NDDOT for the following grant programs: Urban Roads, Urban Regional, Urban Grant, Urban Rail/Highway Crossing Safety, Highway Safety Improvement Program (HSIP), and Transportation Alternatives (TA).

Project selection begins with a solicitation notice from the MPO to the jurisdictions and/or partner agencies. Ideally, NDDOT solicitation precedes this notice, but it may occur afterward. Local agencies select their projects, prepare applications, and have their applications approved by their local boards.

Upon submittal to the MPO, MPO staff ensures the proposed projects are compliant with the Metropolitan Transportation Plan (MTP). This occurs by reviewing the goals and objectives of the MTP to establish a project's 'goodness of fit' (as with Urban Rail Projects), or by scoring projects against the MTP goals and objectives specifically selected to prioritize the projects of a given grant program (all other programs).

Points assigned from goal and objective review may be combined with a subcommittee scoring (as in TA or Urban Regional projects) for a suggested ranking to the MPO Technical Advisory Committee and Policy Board. Alternatively, scores may be forwarded to the MPO boards for information only (as with HSIP, Urban Roads, Urban Grant projects). Projects approved by the boards are forwarded to NDDOT along with a Policy Board approved ranking, as available.

NDDOT subsequently reviews project applications, awards funding, and notifies the local agency and MPO of the award. Projects are thus considered 'programed' and are added into the Draft TIP. The Draft TIP is reviewed by the public as well as State and Federal oversight. Revisions are made as necessary based on comments received. The Final TIP is submitted for consideration and adoption by the MPO boards, and forwarded to the NDDOT, FHWA, and FTA for final approval. The general timing of this process is 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 for changes that include the following:

- 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.

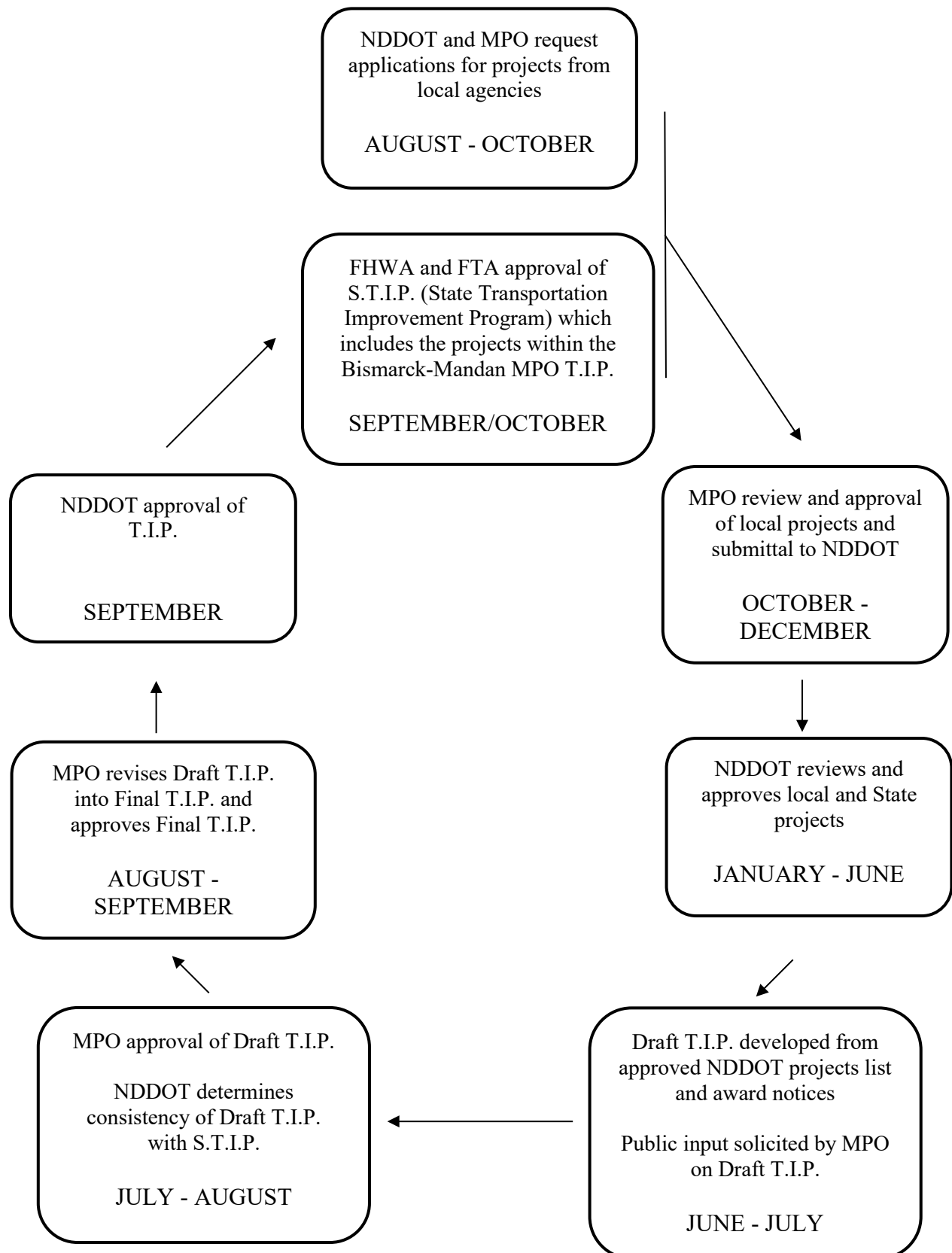
In addition, a legal notice or advertisement will be published in the Mandan News but is not subject to the 15-day notice period as the Mandan News is currently only published once per week. TIP Amendments will require MPO Policy Board approval.

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.

TIP Administrative Modifications include the following:

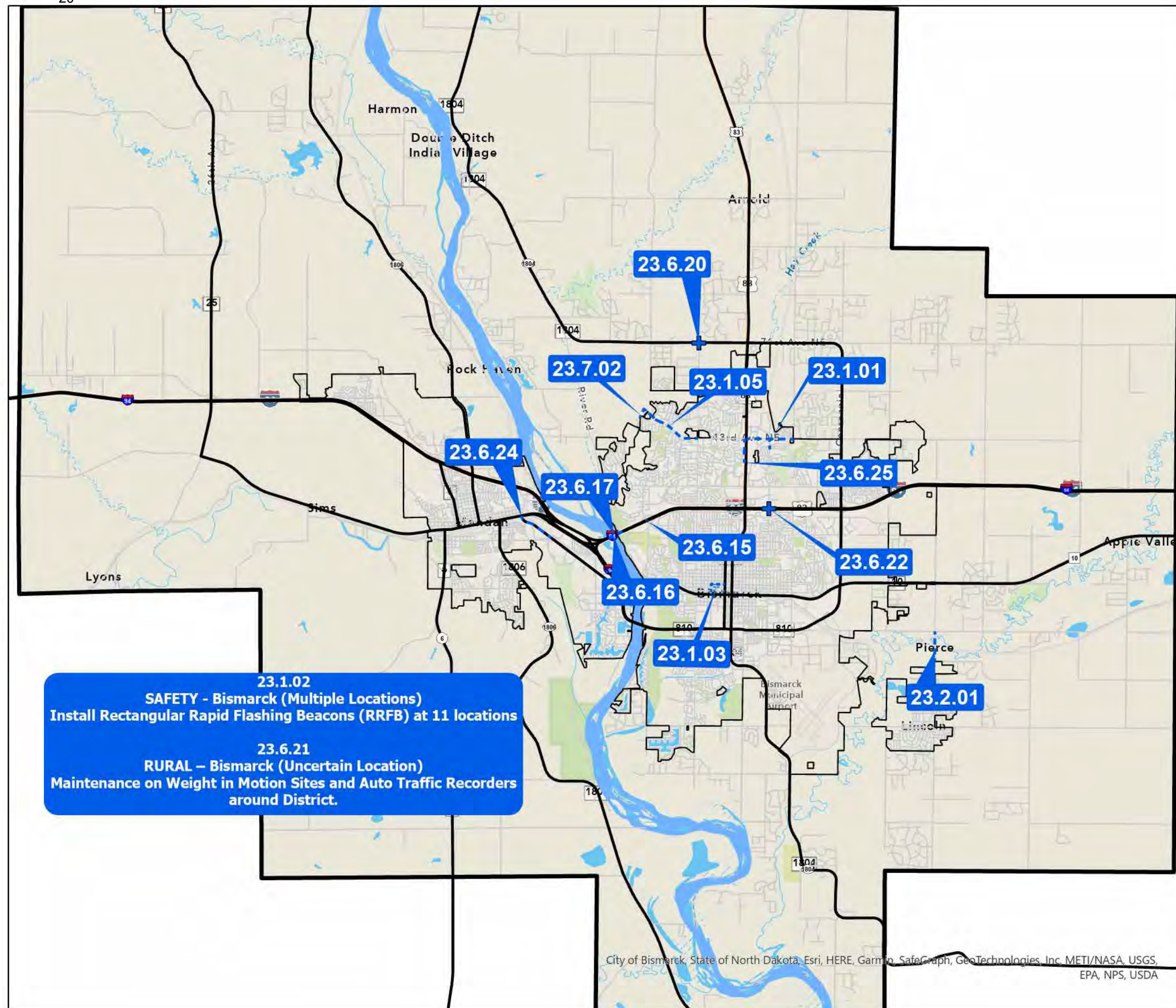
- Minor scope changes
- Change in construction and/ or funding year, without significant cost increase or major scope change
- Minor cost changes (any decrease of total project cost or an increase less than 25% of the total project cost)
- Notice of advance construction by a local agency
- Change, addition,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

General BMMPO TIP Process (Figure 1)



2023-2026

ROADWAY IMPROVEMENT PROJECT LIST



Bismarck-Mandan

METROPOLITAN PLANNING ORGANIZATION

2023-2026 Transportation Improvement Program (Year 2023)

Legend

2023 TIP Lines

2023 TIP Points



MPO Boundary

City Limits

Missouri River



4

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 September 2022 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
X:\ArcProProjects\MPO\TIP\Master TIP\MasterTIP.aprx

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	*A Urban Roads - Bismarck 43rd Ave 43rd Ave (State St - 26th St) & 19th St (N Valley Lp/Yucca Av - 43rd Ave) (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	23.6.15	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)	\$809,000	\$191,000	\$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)	\$224,000	\$25,000	\$0 (Bismarck)	\$249,000	SS	22614	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
BISMARCK PARKS & REC DIST/ BISMARCK	23.7.02	Transportation Alternatives - Bismarck Ash Coulee & Tyler Parkway (Bikeway/Walkway) (Sidewalk 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, Reconstruction)	\$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 Exit 161) (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	24.6.15	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

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

*Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2025

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR
BISMARCK	25.1.01	Urban Roads - Bismarck Boulevard Ave (6th St to 7th St) (CPR, Grinding, Curb Ramps)	\$121,395	\$0	\$28,605 (Bismarck)	\$150,000	SU	23747	NA
BISMARCK	25.1.02	Urban Roads - Bismarck Washington St (S Washington St and Denver Ave) (Traffic Signals, planned to be constructed with 25.6.13)	\$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	25.6.05	Bridge - I-94 (6 miles east of ND 25, Collins Ave Overpass, 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, Collins Ave Overpass, 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, Mandan Ave/Refinery Road Interchange, East Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA
NDDOT	25.6.08	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, West Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$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)	\$23,927,000	\$2,659,000	\$0 (Burleigh)	\$26,586,000	IM	22957	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	\$238,000	\$262,000 (Bismarck)	\$2,620,000	NHU	23347	NA
NDDOT	25.6.13	Urban Regional - Bismarck Expy (Washington St to 26th St) (Traffic Signals, planned to be constructed with 25.1.02)	\$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, Curb Ramps)	\$987,346	\$110,654	\$122,000 (Bismarck)	\$1,220,000	NHU	23742	NA

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

*Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 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)	\$3,330,000	\$0	\$370,000 (Burleigh)	\$3,700,000	HEU	23697	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, Curb Ramps)	\$350,400	\$43,800	\$43,800 (Bismarck)	\$438,000	NHU	23743	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-94B (2 miles east of Mandan, Memorial Bridge) (Structure Paint)	\$137,000	\$15,000	\$17,000 (Mandan)	\$169,000	NH		NA
NDDOT	26.6.10	Bridge - I-194 (1 mile southeast of Junction 194, Memorial Highway Interchange, East Bound) (Structure Paint, Structure Items)	\$387,000	\$43,000	\$48,000 (Mandan)	\$478,000	NH		NA
NDDOT	26.6.11	Bridge - I-194 (1 mile southeast of Junction 194, Memorial Highway Interchange, West Bound) (Structure Paint, Structure Items)	\$387,000	\$43,000	\$48,000 (Mandan)	\$478,000	NH		NA

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

*Pending Availability of Federal Funds

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

ANNUAL PROJECT PHASE COST ESTIMATES FOR NON-REGIONALLY SIGNIFICANT PROJECTS
(Estimated by Year)

YEAR	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	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

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 Assistance 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 (\$)
Annual Element 2023	Federal (¹ Construction)	6,728,961	0	16,712,000	10,908,147	0	5,020,978	39,370,086
	Federal (² Preservation)	1,819,313	0	0	0	0	0	1,819,313
	State (¹ Construction)	34,320	0	1,873,000	3,000	0	557,887	2,468,207
	State (² Preservation)	216,000	0	0	0	0	0	216,000
	Local (¹ Construction)	17,104,618	0	5,505,000	2,718,853	0	0	25,328,471
	Local (² Preservation)	1,125,687	0	0	0	0	0	1,125,687
	*Other Local (¹ Construction)	90,000	0	0	0	0	0	90,000
	*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)	35,957,899	0	24,090,000	13,630,000	0	5,578,865	79,256,764
	Total (Preservation)	3,161,000	0	0	0	0	0	3,161,000
	Total	39,118,899	0	24,090,000	13,630,000	0	5,578,865	82,417,764
Future Projects 2024-2026	Federal (¹ Construction)	\$34,345,968	0	6,676,029	3,330,000	1,268,000	5,470,000	51,089,997
	Federal (² Preservation)	6,963,816	0	1,963,872	48,816,000	4,149,093	121,395	62,014,176
	State (¹ Construction)	3,219,040	0	442,442	0	299,000	612,000	4,572,482
	State (² Preservation)	770,961	0	217,988	5,424,000	483,907	13,605	6,910,461
	Local (¹ Construction)	7,575,325	0	1,014,000	370,000	0	565,000	9,524,325
	Local (² Preservation)	768,905	0	113,000	0	0	15,000	896,905
	*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)	45,140,333	0	8,132,471	3,700,000	1,567,000	6,647,000	65,186,804
	Total (Preservation)	8,503,682	0	2,294,860	54,240,000	4,633,000	150,000	69,821,542
	Total	53,644,015	0	10,427,331	57,940,000	6,200,000	6,797,000	135,008,346
Total	FY 2023-2026	92,762,914	0	34,517,331	71,570,000	6,200,000	12,375,865	217,426,110

REVENUE SUMMARY

PROJECTS	REVENUE SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST (\$)
Annual Element 2023	Federal (¹ Construction)	6,728,961	0	16,712,000	10,908,147	0	5,020,978	34,349,108
	Federal (² Preservation)	1,819,313	0	0	0	0	0	1,819,313
	State (¹ Construction)	34,320	0	1,873,000	3,000	0	557,887	1,910,320
	State (² Preservation)	216,000	0	0	0	0	0	216,000
	Local (¹ Construction)	17,104,618	0	5,505,000	2,718,853	0	0	25,328,471
	Local (² Preservation)	1,125,687	0	0	0	0	0	1,125,687
	*Other Local (¹ Construction)	90,000	0	0	0	0	0	90,000
	*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)	35,957,899	0	24,090,000	13,630,000	0	5,578,865	79,256,764
	Total (Preservation)	3,161,000	0	0	0	0	0	3,161,000
	Total	39,118,899	0	24,090,000	13,630,000	0	5,578,865	82,417,764
Future Projects 2024-2026	Federal (¹ Construction)	34,345,968	0	6,676,029	3,330,000	1,268,000	5,470,000	45,619,997
	Federal (² Preservation)	6,963,816	0	1,963,872	48,816,000	4,149,093	121,395	61,892,781
	State (¹ Construction)	3,219,040	0	442,442	0	299,000	612,000	3,960,482
	State (² Preservation)	770,961	0	217,988	5,424,000	483,907	13,605	6,896,856
	Local (¹ Construction)	7,575,325	0	1,014,000	370,000	0	565,000	8,959,325
	Local (² Preservation)	768,905	0	113,000	0	0	15,000	881,905
	*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)	45,140,333	0	8,132,471	3,700,000	1,567,000	6,647,000	65,186,804
	Total (Preservation)	8,503,682	0	2,294,860	54,240,000	4,633,000	150,000	69,821,542
	Total	53,644,015	0	10,427,331	57,940,000	6,200,000	6,797,000	135,008,346
Total	FY 2023-2026	92,762,914	0	34,517,331	71,570,000	6,200,000	12,375,865	217,426,110

*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

¹The 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

¹The 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).

²Mileage 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

¹The 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).

²Mileage 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

¹The 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).

²Mileage 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

¹The 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).

²Mileage 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 emphasize 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				
	BASELINE CONDITION	NDDOT ADOPTED TARGET	MPO ADOPTED TARGET	CURRENT ADOPTION PERIOD
PM1: SAFETY				
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 Programming 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							
<i>Targets for transit agencies should be based on a review of the previous 5 years safety performance data.</i>							
[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)	Preventative maintenance and operating costs associated with the operations contract	Fed State	\$1,088,000	\$1,088,000	\$1,088,000	\$1,088,000	\$4,352,000
					Local	\$0	\$0	\$0	\$0	\$0
			80 / 20		Total	\$272,000	\$272,000	\$272,000	\$272,000	\$1,088,000
2	Bismarck/Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307)	Preventative maintenance on transit vehicles	Fed State	\$15,000	\$15,450	\$15,914	\$16,391	\$62,754
					Local	\$0	\$0	\$0	\$0	\$0
			80 / 20		Total	\$3,750	\$3,863	\$3,978	\$4,098	\$15,689
3	Bismarck/Mandan Area	Operating Expenses	FTA Sec. 9 (5307)	Operating assistance for elderly/disabled and fixed route service	Fed State	\$382,000	\$393,460	\$405,264	\$417,422	\$1,598,146
					Local	\$398,191	\$410,137	\$422,441	\$435,114	\$1,665,882
			50 / 50		Total	\$382,000	\$393,460	\$405,264	\$417,422	\$1,598,146
4	Bismarck/Mandan Area	Security	FTA Sec. 9 (5307)	Public transportation security projects	Fed State	\$15,000	\$15,450	\$15,914	\$16,391	\$62,754
					Local	\$0	\$0	\$0	\$0	\$0
			80 / 20		Total	\$3,750	\$3,863	\$3,978	\$4,098	\$15,689
5	Bismarck/Mandan Area	Transit Planning	FTA Sec. 8 (5303) (5313) 80/20	Provide funding for the Transit Development Plan	Fed State	\$0	\$0	\$0	\$0	\$0
					Local	\$0	\$0	\$0	\$0	\$0
					Total	\$0	\$0	\$0	\$0	\$0
6	Bismarck/Mandan Area	Capital Grant	FTA Section (5339) 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	\$0	\$425,000	\$850,000	\$0	\$1,275,000
					Local	\$0	\$0	\$0	\$0	\$0
					Total	\$0	\$75,000	\$150,000	\$0	\$225,000
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	\$0	\$295,800	\$304,674	\$470,722	\$1,071,196
					Local	\$0	\$0	\$0	\$0	\$0
					Total	\$0	\$52,200	\$53,766	\$83,069	\$189,035
8	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 50 / 50	Operating assistance to the elderly and disabled	Fed State	\$120,750	\$206,000	\$212,180	\$218,545	\$757,475
					Local	\$0	\$0	\$0	\$0	\$0
					Total	\$120,750	\$206,000	\$212,180	\$218,545	\$757,475
9	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 80/20	Mobility Manager salary assistance	Fed State	\$24,240	\$24,967	\$25,716	\$26,488	\$101,411
					Local	\$0	\$0	\$0	\$0	\$0
					Total	\$6,060	\$6,242	\$6,429	\$6,622	\$25,353
10	Bismarck/Mandan Area	Additional Assistance Grant	FTA ARP 100/0	Operating assistance for elderly/disabled and fixed route service	Fed State	\$500,000	\$0	\$0	\$0	\$500,000
					Local	\$0	\$0	\$0	\$0	\$0
					Total	\$0	\$0	\$0	\$0	\$0

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

Public Involvement in the Preparation of Draft 2023-2026 Bismarck-Mandan Metropolitan Transportation Improvement Program (TIP)

Notice is hereby given that the Bismarck-Mandan Metropolitan Planning Organization (MPO) will hold a public hearing on **Monday, August 15, 2022 at 10:00 a.m.** (in conjunction with the MPO Technical Advisory Committee meeting). The meeting will be held in the Ed “Bosh” Froehlich Meeting Room of Mandan City Hall at 205 2nd Ave NW, Mandan, ND. If you would like to participate via video or audio link for a 3-5 minute comment on the draft 2023-2026 TIP, please provide your e-mail address and contact information to mpo@bismarcknd.gov at least one (1) business day before the meeting.

The purpose of this meeting is to provide an opportunity for public involvement in the review and development of the draft 2023-2026 TIP. The TIP coordinates and schedules transportation projects (i.e., highway, street, bikeway, pedestrian, transit, safety, enhancements and other transportation related improvements) in the metropolitan area over the next four years, thereby making these projects eligible for federal assistance. The TIP includes metropolitan area transportation projects proposed by the following jurisdictions: Bismarck, Mandan, Lincoln, Morton County, Burleigh County, and NDDOT.

The draft TIP contains the Program of Projects or identified list of transit needs to be funded over the next four years. If there are no amendments or changes to the Program of Projects, this notice will also serve as the Final Program of Projects notice.

Furthermore, the public is notified that a draft TIP will be available for citizens to review at the Bismarck Community Development Office, 221 North 5th Street, Bismarck, North Dakota, beginning July 30, 2022. The draft TIP will also be available on the MPO web page at www.bismarcknd.gov/MPO. Following the consideration of citizen’s comments, the draft TIP will be presented to the MPO Policy Board.

The public is invited to attend the public hearing, either in person or via video or audio link; or submit written comments to the Bismarck-Mandan Metropolitan Planning Organization no later than 5:00 pm, Friday, August 12, 2022, to PO Box 5503, Bismarck, North Dakota, 58506. Written comments should be directed to Rachel Lukaszewski and faxed (701) 222-6450 or sent to the above address. Comments may also be sent via e-mail at rdrewlow@bismarcknd.gov. E-mail comments should be specifically identified as public input on the draft TIP. Contact Rachel Lukaszewski, MPO Executive Director at (701) 355-1852 for additional information.

To request accommodations for disabilities and/or language assistance, contact Title VI/ADA Coordinator at (701) 355-1332, or email mpo@bismarcknd.gov, TTY users may access Relay North Dakota at 711 or 1-800-366-6888, at least five (5) days in advance of the meeting.

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

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

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.



TO: Rachel Drewlow
Bismarck-Mandan MPO
221 North 5th Street
P.O. Box 5503
Bismarck, ND 58506-5503

FROM: Will Hutchings, AICP, Senior Planner

DATE: August 10, 2022

RE: Comments on the draft Bismarck-Mandan MPO 2023-2026 Transportation Improvement Program

Staff from the City of Bismarck Community Development Department have reviewed the draft Bismarck-Mandan MPO 2023-2026 Transportation Improvement Program (TIP) list of programmed projects.

One project, identified in the draft TIP, is located within and/or adjacent to the Downtown Bismarck Historic District. This historic district is listed on the National Register of Historic Places with the National Park Service. This project is identified with reference number 23.1.03.

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

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

Sincerely,

Will Hutchings. AICP
Senior Planner

Cc: Amy Sakariassen, Chair, Historic Preservation Commission

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.

Page: 7

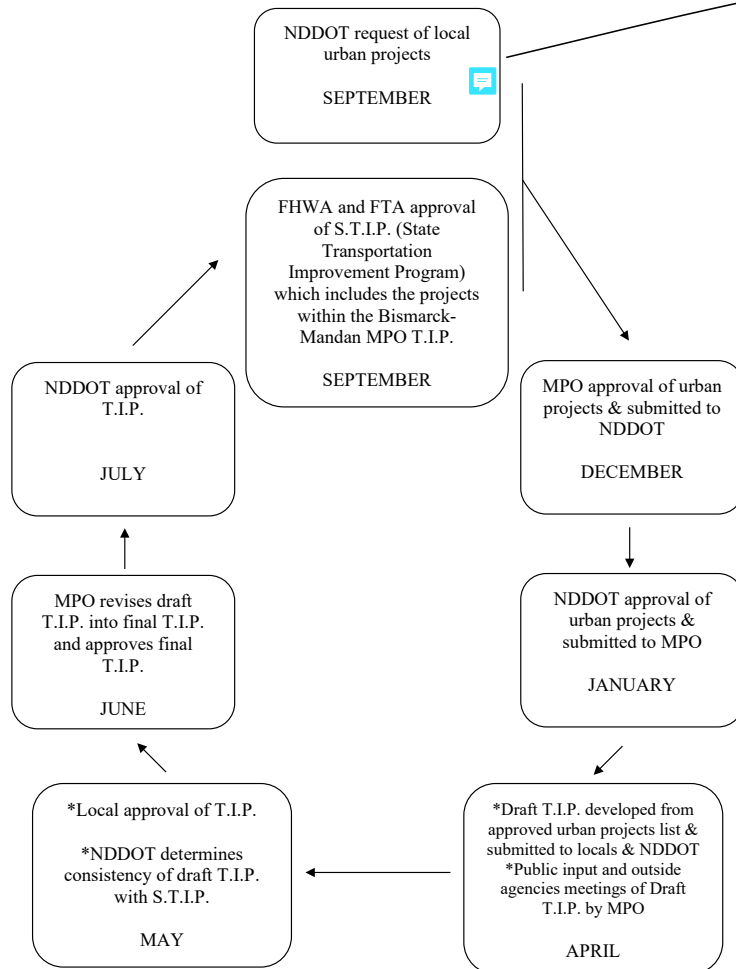
- Author: kristen.sperry Subject: Sticky Note Date: 8/12/2022 10:01:41 AM
Have you considered including an explanation on how Transportation Alternative, Highway Safety Improvement Projects, and/or Urban Grant projects are considered and put forth by local jurisdictions and the application process?
- Author: kristen.sperry Subject: Cross-Out Date: 8/12/2022 10:08:52 AM
- Author: kristen.sperry Subject: Sticky Note Date: 8/12/2022 10:08:23 AM
This may be clearer if you removed everything after "comment period" and replaced with "for changes that include the following:". Otherwise there is a question as to what then happens if they are not significant - are those considered modifications? significant in nature will require a TIP Amendment
- Author: kristen.sperry Subject: Cross-Out Date: 8/12/2022 10:08:58 AM
- Author: kristen.sperry Subject: Highlight Date: 8/12/2022 10:08:32 AM
remove significant
- Author: kristen.sperry Subject: Sticky Note Date: 8/12/2022 10:10:59 AM
TIP Modification Process to mirror what is used for calling out the Amendment process.



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.

Author: kristen.sperry Subject: Sticky Note Date: 8/12/2022 10:10:24 AM
Recommend moving this up and then explaining what would be considered a modification to set the ground work.

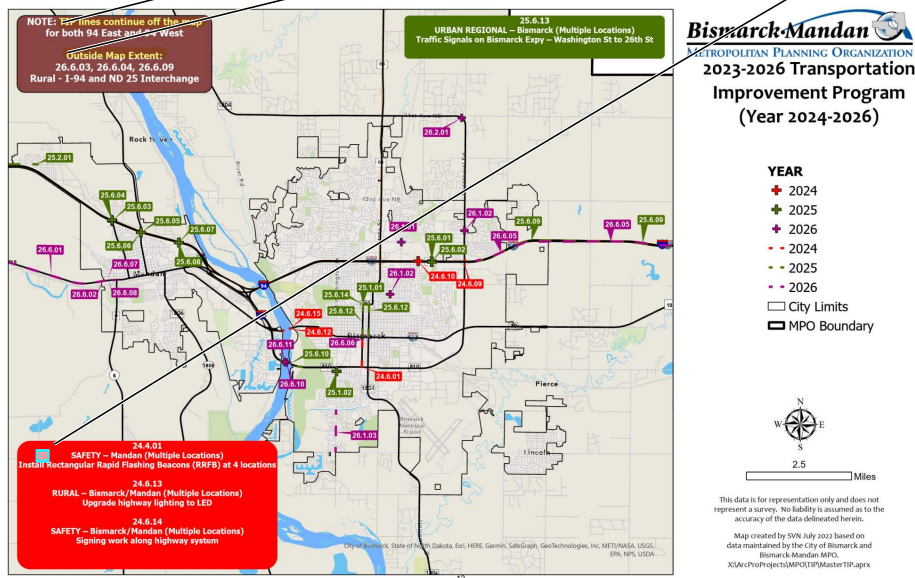
MPO TIP Process (Figure 1)



Author: kristen.sperry Subject: Highlight Date: 8/12/2022 10:12:53 AM
 What does this mean? Are you meaning that the project limits extend beyond the map?

Author: kristen.sperry Subject: Highlight Date: 8/12/2022 10:13:20 AM
 Why are these not shown?

Author: kristen.sperry Subject: Sticky Note Date: 8/12/2022 10:14:41 AM
 This is confusing have three different call outs when the previous map merged them all in to one box.



BISMARCK-MANDAN MPO TRANSPORTATION IMPROVEMENT PROGRAM 2023-2028 Page 1 of 4									
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	\$0	\$7,700,648	\$12,500,648	NHU	22629	2023
BISMARCK	23.1.02	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Bismarck (Various Locations)	\$378,000	\$0	\$43,000	\$421,000	HELI	23372	2023
BISMARCK	23.1.03	Urban Green Project - Bismarck 34th/46th St, Rosser Av, Broadway (3rd St from Main-Rosser, Rosser from 3rd-7th, 4th St from Rosser-Thayer, 6th St from Rosser-Thayer & Broadway from 3rd-4th & 6th-7th) M&M & Overlay, Curb & Gutter, ADA Ramp Rev, Bikeway/Walkway, Lighting, Signal Revision, Landscaping, Signage, Signal Modifications, Pavement Markings	\$786,313	\$0	\$1,125,850	\$1,912,163	UGP	23216	NA
BISMARCK	23.1.05	Projects of Local Importance (PLI) - Ash Coulee Dr Reconstruction (Tyler Parkway 10th St NW to N Washington St) (Reconstruction and conversion to curb and gutter roadway)	\$0	\$0	\$12,000,000	\$12,000,000	NA		2023
BURLEIGH	23.2.01	Urban Roads - Burleigh County 66th St (Apple Creek Rd to Northside Dr) (Reconstruction, Structures)	\$2,710,000	\$0	\$2,718,853	\$5,428,853	SU CVD	23056	NA
NDDOT	23.6.12	Bridge - 194 (Junction of US 83 N & 194, EB) (Spall Repair, Structure Incidents)	\$73,008	\$8,112	\$0	\$81,120	SA		NA
NDDOT	23.6.15	Bridge - 194 (2 miles west of US Highway 83, Tyler Parkway, EB) (Spall Repair, Structure Incidents, Asphalt Seal, Seal Repair)	\$308,876	\$34,320	\$0	\$343,196	IM	22603	NA
NDDOT	23.6.16	Bridge - 194 (3 miles west of US Highway 83, Grant Marsh, EB) (Structure Repair, Seal, Seal Repair, Structure Incidents)	\$526,707	\$58,513	\$0	\$585,220	IM	22603	NA
NDDOT	23.6.17	Bridge - 194 (3 miles west of US Highway 83, Grant Marsh, EB) (Check Overlay, Asphalt Seal, Structure Incidents, Spall Repair, Structure Incidents)	\$4,405,271	\$499,364	\$0	\$4,904,635	IM	22603	NA
NDDOT	23.6.20	Safety - 4th & N Washington St Intersection (Addition of 4 rectangular signs for intersection)	\$27,000	\$3,000	\$0	\$30,000	HES	23529	NA
NDDOT	23.6.21	Security - One Location in Bismarck, various locations in western ND (Group 1: Motion and Automatic Traffic Recorder Signage)	\$900,000	\$100,000	\$0	\$1,000,000	SS	23603	NA
NDDOT	23.6.22	Bridge - 194 (various locations throughout Bismarck District, one within LPO area) (19th St separation at 10 mile S of US 83) (Structure Repair)	\$1,147,500	\$127,500	\$0	\$1,275,000	SS	22614	NA
NDDOT	23.6.23	Urban Regional - Bismarck 19th St (Front Av to Bismarck Expressway) (6 miles, M&M Overlay, Curb & Gutter)	\$760,742	\$85,258	\$94,000	\$940,000	NHU	23202	NA
NDDOT	23.6.24	Urban Regional - Mandan Memorial Highway Phase 2 (Efforts TBD) (3.3 miles, Recreational, C&G, Utilities)	\$16,712,000	\$1,873,000	\$5,505,000	\$24,090,000	SU-CPU	23278	NA
NDDOT	23.6.25	Carbon Reduction - Bismarck State St (Carbon Reduction - 43rd Ave) (Shared Use Path/Bikeway/Roadside Improvements)	\$284,800	\$0	\$71,200	\$356,000	CRP	23671	NA
OTHER	23.7.01	Urban Green Project - Bismarck/Mandan Fixed Bus Route (Various Locations)	\$11,200	\$0	\$2,800	\$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	\$473,000	TAU	23326	NA

- Author: kristen.sperry Subject: Sticky Note Date: 8/1/2022 9:14:03 AM
Project Description, Work Type, and Costs do not match the NDDOT STIP.
- Author: kristen.sperry Subject: Sticky Note Date: 8/1/2022 9:18:08 AM
Funding amount is different than what is shown in the STIP.
- Author: kristen.sperry Subject: Sticky Note Date: 8/1/2022 9:22:09 AM
I didn't see this project in the STIP.
- Author: kristen.sperry Subject: Sticky Note Date: 8/2/2022 9:26:28 AM
STIP only shows state funding and no federal funding.
- Author: kristen.sperry Subject: Sticky Note Date: 8/1/2022 9:28:32 AM
23.6.16 & 23.6.17 both have different funding splits compared to the STIP?
- Author: kristen.sperry Subject: Sticky Note Date: 8/1/2022 10:41:25 AM
Shown in the STIP as a Grouped project and not broken out for the Urban area..
- Author: kristen.sperry Subject: Sticky Note Date: 8/1/2022 9:34:40 AM
ITS Equipment or WIM? The costs match the STIP WIM but not the ITS group amount.
- Author: kristen.sperry Subject: Sticky Note Date: 8/1/2022 10:31:26 AM
Cost does not match the STIP - map key 1.116.
- Author: kristen.sperry Subject: Sticky Note Date: 8/1/2022 9:39:05 AM
Not show in the STIP.
- Author: kristen.sperry Subject: Sticky Note Date: 8/1/2022 9:41:01 AM
Work Type description does not match the STIP.

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Author: kristen.sperry Subject: Sticky Note Date: 8/2/2022 12:01:32 PM
Do not see in the STIP.

Author: kristen.sperry Subject: Sticky Note Date: 8/2/2022 12:01:34 PM
PCN 23201 - shown in the STIP as a reconstruction and not a mill & overlay.

Author: kristen.sperry Subject: Sticky Note Date: 8/2/2022 12:01:37 PM
Not shown in the STIP.

Author: kristen.sperry Subject: Sticky Note Date: 8/2/2022 11:56:52 AM
Not shown in the STIP.

Author: kristen.sperry Subject: Sticky Note Date: 8/2/2022 11:56:43 AM
Not shown in the STIP - no grouped project for signing in Safety section for 202-2026.

BISMARCK-MANDAN MPD - TRANSPORTATION IMPROVEMENT PROGRAM 2023-2026 Page 2 of 4										
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 - Interchange Road Flashing Barricade (RRB) in Mandan (Various Locations) (Initial RRB at signal locations, recommended by School Safety Crossing Study)	\$125,000	\$0	(Mandan)	\$14,000	\$140,000	TBD	NA	
NDDOT	24.6.01	Urban Regional - Bismarck 76 St (Add fly to Bismarck Expressway) (.6 miles, Mill and Overlay)	\$2,529,082	\$283,438	(Bismarck)	\$312,500	\$3,125,000	NHJ	23201	NA
NDDOT	24.6.09	Urban - I-94 (2 miles E of US 83 N, EB, Cook - to Bismarck Expressway) (Structure/Interchange/Sign Revisions)	\$27,000,000	\$3,000,000	(Bismarck)	\$0	\$30,000,000	IM	22648	NA
NDDOT	24.6.10	Urban - I-94 (2 miles E of US 83 N) (Structure Paint)	\$223,891	\$24,877	(Bismarck)	\$0	\$248,768	IM	22614	NA
NDDOT	24.6.12	Urban Regional - I-94B Bismarck/Mandan Memorial Bridge (.1 miles, Memorial Bridge) (Clean drains & gutters, Clean Tubs, Pigeon Proof Utility Passages, Add Tub drains (Cleaning & maintenance adding steps for access))	\$121,395	\$13,605	50% Bismarck 50% Mandan	\$160,000	NHJ	22982	NA	
NDDOT	24.6.13	Urban - 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	(Multiple)	\$0	\$1,000,000	SS	23281	NA
NDDOT	24.6.14	Safety - US and ND Highways throughout the Bismarck District (Various Locations) (Signage)	\$372,600	\$41,400	(Multiple)	\$0	\$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	50% Bismarck 50% Mandan	\$565,000	\$5,647,000	NHJ	NA	

*Represents an "Expansion" project. An expansion project is defined as improving traffic flow through adding lanes or turn lanes, new streetlights, upgrading an intersection to a roundabout or reintergrated interchanges.
 **Pending Availability of Federal Funds
 ***Project area extent is larger than the MPD area. Costs have not been provided.

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Author: kristen.sperry Subject: Sticky Note Date: 8/2/2022 12:01:45 PM
Costs do not match what is shown in the STIP.

Author: kristen.sperry Subject: Sticky Note Date: 8/2/2022 12:01:48 PM
Not shown in the STIP.

Author: kristen.sperry Subject: Sticky Note Date: 8/2/2022 12:01:50 PM
State and Local funding amounts are different in the STIP.

BISMARCK-MANDAN MPO TRANSPORTATION IMPROVEMENT PROGRAM 2023-2026 Page 3 of 4										
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	25.1.01	Urban Roads - Bismarck Boulevard Ave (6th St to 7th St) (CPS, Grading, ADA Ramps)	\$121,395	\$0	\$28,605	\$150,000	SU		NA	
BISMARCK	25.1.02	Urban Roads - Bismarck Washington St (5 Washington St and Denver Ave) (Traffic Signal)	\$15,000	\$0	\$65,750	\$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	\$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	(Bismarck)	\$0	\$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	(Bismarck)	\$0	\$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	(Mandan)	\$0	\$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	(Mandan)	\$0	\$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	(Mandan)	\$0	\$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	(Mandan)	\$0	\$292,465	IM	22644	NA
NDDOT	25.6.07	Bridge - I-94 (6 miles west of US 83 North, East Bound) (Structure Paint)	\$263,218	\$29,247	(Burlington)	\$0	\$292,465	IM	22644	NA
NDDOT	25.6.08	Bridge - I-94 (6 miles west of US 83 North, West Bound) (Structure Paint)	\$263,218	\$29,247	(Burlington)	\$0	\$292,465	IM	22644	NA
NDDOT	25.6.09	Bridge - I-94 (East of I-94 Interchange to east of Menoken Interchange) (Burlington)	\$23,505,300	\$2,611,700	(Burlington)	\$0	\$26,117,000	IM	22957	NA
NDDOT	25.6.10	Urban Regional - Bismarck Expwy (Bismarck Expwy Bridge) (5 miles Antilope System)	\$1,173,600	\$130,400	(Bismarck)	\$0	\$1,304,000	HEU	17110	NA
NDDOT	25.6.12	Urban Regional - Bismarck Expwy (Main Ave to Boulevard Ave) (MIL and Overlay, ADA Ramps, Lighting)	\$2,120,000	\$265,000	(Bismarck)	\$2,690,000	NHU	23347	NA	
NDDOT	25.6.13	Urban Regional - Bismarck Expwy (Washington St to 26th St) (Traffic Signals)	\$1,954,460	\$219,040	\$241,500	\$2,415,000	NHU		NA	
NDDOT	25.6.14	Urban Regional - Bismarck State St (7th St to Divide Ave) (CPS, Grading, ADA Ramps)	\$987,346	\$110,654	\$122,000	\$1,220,000	NHU		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 streetlights, upgrading an intersection to a roundabout, or reconfigured interchanges.

**Pending Availability of Federal Funds.

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

Author: kristen.sperry Subject: Sticky Note Date: 8/1/2022 11:27:51 AM
26.6.10 & 26.6.11 costs are different than the STIP.

BISMARCK-MANDAN MPO TRANSPORTATION IMPROVEMENT PROGRAM 2023-2028 Page 4 of 4									
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 (19th St and Bismarck Ave, Centennial Rd and Jencho Rd) (Install RRFB)	\$4,400	\$0	\$6,930 (Bismarck)	\$69,330	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 arterial)	\$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) (M & Overlay)	\$182,093	\$42,907	\$0 (Morton)	\$225,000	NHU		NA
NDDOT	26.6.03	Rural - I-94 East Bound Lanes (W Sweet Bran E to ND 25 Interchange) (10.2 miles COPS, Grading, HBP on Ramps)	\$2,144,000	\$238,000	\$0 (Morton)	\$2,382,000	IM		NA
NDDOT	26.6.04	Rural - I-94 West Bound Lanes (W Sweet Bran E to ND 25 Interchange) (10.2 miles COPS, Grading, HBP on Ramps)	\$1,823,000	\$203,000	\$0 (Morton)	\$2,026,000	IM		NA
NDDOT	26.6.05	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 St, 9th St from Main Ave to Front Ave) (COPS, Grading, 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 8) (Selection Grading, Grading)	\$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 8) (Selection Grading, Widening)	\$1,275,029	\$300,442	\$0 (Mandan)	\$1,575,471	NHU		NA
NDDOT	26.6.09	Rural - I-94 (East of Mandan) (Structure Pave)	\$137,000	\$16,000	\$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

*Represents an "Bismarck" project. An "Bismarck" project is defined as a project that is located within the Bismarck MPO area. Projects that are located outside the Bismarck MPO area but within the Bismarck MPO area are not included in this list.
 **Pending Availability of Federal Funds
 ***Project area extent is larger than the MPO area. Costs have not been provided.

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.

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Author: kristen.sperry Subject: Sticky Note Date: 8/12/2022 10:20:25 AM
Include a copy of the letter that was sent out. Does not need to have a name/address included but should show what was sent out. Include the advertisement as well.

N O R T H
Dakota | Water Resources
 Be Legendary.

August 11, 2022

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

Dear Ms. Drewlow:

This is in response to your request for a review of the environmental impacts associated the Transportation Improvement Program (TIP) for the years 2023-2026 project.

The proposed project has been reviewed by Department of Water Resources, and the following comments are provided:

- There are floodplains and floodways mapped where the proposed project is to take place. North Dakota has no formal "permitting" authority as a state entity in National Flood Insurance Program-identified floodplains. Floodplain development permitting is completed by the local unit of government with zoning authority at the proposed project location. Please work closely with the various zoning authorities' floodplain administrators along the project route for any floodplain development permitting needs.

- The Department of Water Resources' (DWR) Engineering and Permitting Section reviewed the 2023-2026 project locations and determined that no drainage permits are likely required so long as any watercourses are not modified (i.e., deepened, widened, rerouted, etc.). However, multiple project locations involve roadway reconstruction. If roadway improvements constitute "reconstruction" as defined in N.D. Admin. Code § 89-14-01-02, all existing stream crossings within the reconstruction area must be upgraded to meet North Dakota Stream Crossing Standards (N.D. Admin. Code art. 89-14).

Project Reference Nos. 26.6.01, 26.6.02, 26.6.07, and 26.6.08 are near a flood protection dike along the Heart River. This dike is associated with Construction Permit No. 2144, a copy of which is enclosed. The DWR requests to be notified regarding any alterations, modifications, improvements, or impacts to this structure as construction permit(s) may be required.

- Initial review indicates the project does not require a conditional or temporary permit for water appropriation. However, if surface water or groundwater will be diverted for construction of the project, a water permit will be required per North Dakota Century Code § 61-04-02. Please consult with the Department of Water Resources Water Appropriation Division if you have any questions at (701) 328-2754 or appropinfo@nd.gov.

- The Department of Water Resources maintains a network of observation wells across the state for monitoring the water levels and quality in glacial and bedrock aquifers.

interoffice

MEMORANDUM

To: *DF* Dale L. Frink, State Engineer, through
ES Todd Sando, Assistant State Engineer, and
 Director, Water Development Division
JP John Paczkowski, Chief, Regulatory Section

From: *DFC* Dwight Comfort, Water Resource Engineer

Subject: Construction permit application 2144 amended conditions

Date: March 11, 2008

This is an amendment to the construction permit we have granted to the North Dakota Department of Transportation, Bismarck, North Dakota for the modification of a dike. The application states they are actually aligning the roadway to link up with the new bridge on the I-94 Business Loop in Mandan, ND, as well as raising the roadbed to match the new bridge elevation. In the cover letter, Mark S. Gaydos, P.E., Design Engineer states that a Floodplain Permit has been obtained for this project. A copy is now in the file. The permit was granted on February 22, 2008.

The dike is located in the SE 1/4 SW 1/4 Section 28, Township 139 North, Range 81 West in Morton County. The waterway along which the dike is located is the Heart River, a tributary to the Missouri River.

The length of the proposed dike system is approximately 1000 feet. The height is a maximum of 22 feet and a minimum of 17 feet. Width at the top of the dike will be 46 feet. It has 4:1 (dry and wet) side slopes as well. The embankment will be protected with permanent grass cover.

I met with several personnel from the DOT this afternoon and we discussed what exactly their project entails. The project is mainly removing top soil and the surface and substrate from the road, placing material on the North side of the road to bring the road into alignment with the new bridge, and then smoothing the sides to a 4:1 sideslope, then replacing topsoil and resurfacing on the new alignment. We discussed some of the conditions that they would have trouble implementing and they do not appear to apply to their project, so I have changed the conditions to make the project bid-able. One condition pertained to repair of damage or washout in a dike, which was not the case here. They had a soil scientist who mentioned the test for permeability is an expensive time consuming procedure and they were not affecting the core of the old dike, just adding material to the side to align a roadway. They also have a maximum rock size requirement of less than 4 inches (ours was 3 inches) and no rocks in the top foot of soil on roadsides.

On January 23, 2008, the Lower Heart Water Resource District wrote through their engineer, Ronald W. Manchester, P.E. with Toman Engineering, that they have reviewed both the control structure drawings as well as the changes to the bridge approaches and take no exceptions to either of these. They noted that the new bridge with this project will have its lowest steel at a higher elevation than the previous bridge.

This modification of the dike should not worsen the existing flood affect on adjacent, upstream, or downstream property. I do not feel that there is significant hazard to life and property created by the

modification of the dike.

I recommend signing the permit with the amended conditions.

DC\1292



**State of North Dakota
Permit to Construct or Modify**

Permit No. 2144

This permit authorizes the permittee to construct or modify a structure, pursuant to Section 61-16.1-38 NDCC.

Name of Permittee: **ND Dept of Transportation
608 E Boulevard
Bismarck, ND 58505-0660**

Structure Type: **Dike**
Purpose: **Flood Control**

Location and Waterway on which Project will be constructed:

Location: **SE1/4, SW1/4, Sec. 28 Township 139 North, Range 81 West
Morton**
Stream: **Heart River**
Basin: **Heart River**

Design Data:

a.	Length	1000	Feet
b.	Top Width	46	Feet
c.	Maximum Height	22	Feet
d.	Minimum Height	17	Feet
e.	Side Slopes	4:1	Dry
		4:1	Wet

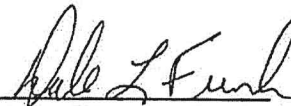
Location Map: **See Attachment A**

Construction must be completed within two years of approval date.
This permit can be extended by the State Engineer. The permittee must request an extension in writing.

State of North Dakota
Permit to Construct or Modify
Permit No. 2144
Page 2

Conditions

- 1 At the discretion of the State Engineer, in accordance with the exercise of any of his duties, the project is subject to modification at the expense of the owner.
- 2 That by granting this permit no liability for damages caused by improper design, construction, operation, or maintenance, or failure in materials, or workmanship is assumed by or transferred to the State Engineer, the State Water Commission, the County Water Resource District, or their employees, agents, or assigns.
- 3 Access to the project for the purpose of inspection shall not be denied to either the County Water Resource District or State Water Commission staff.
- 4 Fill material must not be frozen, and shall be free of sod, brush, or other organic material and rock larger than 3-inch in diameter. Top soil shall not be allowed as fill, but may be used for vegetative cover.
- 5 A sustainable vegetative cover must be reestablished as soon as possible upon completion of construction. No trees, shrubs, or other woody vegetation shall be allowed on the embankment or spillway.
- 6 By constructing this structure, the permittee acknowledges responsibility for its safety and maintenance. This maintenance will include correction of slumping or erosion problems, removal of all woody vegetation and maintenance of vegetative cover.


Dale L. Frink
State Engineer

Date: February 22, 2008



State of North Dakota

Office of the State Engineer

900 EAST BOULEVARD AVE. • BISMARCK, ND 58505-0850
701-328-2750 • FAX 701-328-3696 • www.swc.state.nd.us

February 25, 2008

ND Dept of Transportation
608 E Boulavard
Bismarck, ND 58505

Dear ND Dept of Transportation:

Enclosed is Construction Permit # 2144 issued pursuant to Section 61.16.1-38 NDCC. The application has been reviewed by the Lower Heart Water Resource District and the State Engineer. This permit is issued subject to all conditions listed. It is suggested that you file this permit with the County register of deeds in which the works are located.

If you have any questions regarding Construction Permit # 2144, please feel free to contact Dwight Comfort at (701) 328-2752.

Sincerely,

Ed Gall
Regulatory Section

Enclosure

cc: Lower Heart WRD

interoffice

MEMORANDUM

To: *dl* Dale L. Frink, State Engineer, through
TS Todd Sando, Assistant State Engineer, and
JP John Paczkowski, Chief, Regulatory Section
 Director, Water Development Division

From: *DC* Dwight Comfort, Water Resource Engineer

Subject: Construction permit application 2144

Date: February 20, 2008

The above application was received from the North Dakota Department of Transportation, Bismarck, North Dakota for the modification of a dike. The application states they are actually aligning the roadway to link up with the new bridge on the I-94 Business Loop in Mandan, ND, as well as raising the roadbed to match the new bridge elevation. In the coverletter, Mark S. Gaydos, P.E., Design Engineer states that a Floodplain Permit has been obtained for this project. A copy is now in the file.

The dike is located in the SE 1/4 SW 1/4 Section 28, Township 139 North, Range 81 West in Morton County. The waterway along which the dike is located is the Heart River, a tributary to the Missouri River.

The length of the proposed dike system is approximately 1000 feet. The height is a maximum of 22 feet and a minimum of 17 feet. Width at the top of the dike will be 46 feet. It has 4:1 (dry and wet) side slopes as well. The embankment will be protected with permanent grass cover.

This modification of the dike should not worsen the existing flood affect on adjacent, upstream, or downstream property. I do not feel that there is significant hazard to life and property created by the modification of the dike.

On January 23, 2008, the Lower Heart Water Resource District wrote through their engineer, Ronald W. Manchester, P.E. with Toman Engineering, that they have reviewed both the control structure drawings as well as the changes to the bridge approaches and take no exceptions to either of these. They noted that the new bridge with this project will have its lowest steel at a higher elevation than the previous bridge.

I recommend approval of this permit subject to the attached conditions.

DC\1292



**State of North Dakota
Permit to Construct or Modify**

Permit No. **2144**

This permit authorizes the permittee to construct or modify a structure, pursuant to Section 61-16.1-38 NDCC.

Name of Permittee: **ND Dept of Transportation
608 E Boulavard
Bismarck, ND 58505-0660**

Structure Type: **Dike**
Purpose: **Flood Control**

Location and Waterway on which Project will be constructed:

Location: **SE1/4, SW1/4, Sec. 28 Township 139 North, Range 81 West
Morton**
Stream: **Heart River**
Basin: **Heart River**

Design Data:

a.	Length	1000	Feet
b.	Top Width	46	Feet
c.	Maximum Height	22	Feet
d.	Minimum Height	17	Feet
e.	Side Slopes	4:1	Dry
		4:1	Wet

Location Map: **See Attachment A**

Construction must be completed within two years of approval date.

This permit can be extended by the State Engineer. The permittee must request an extension in writing.

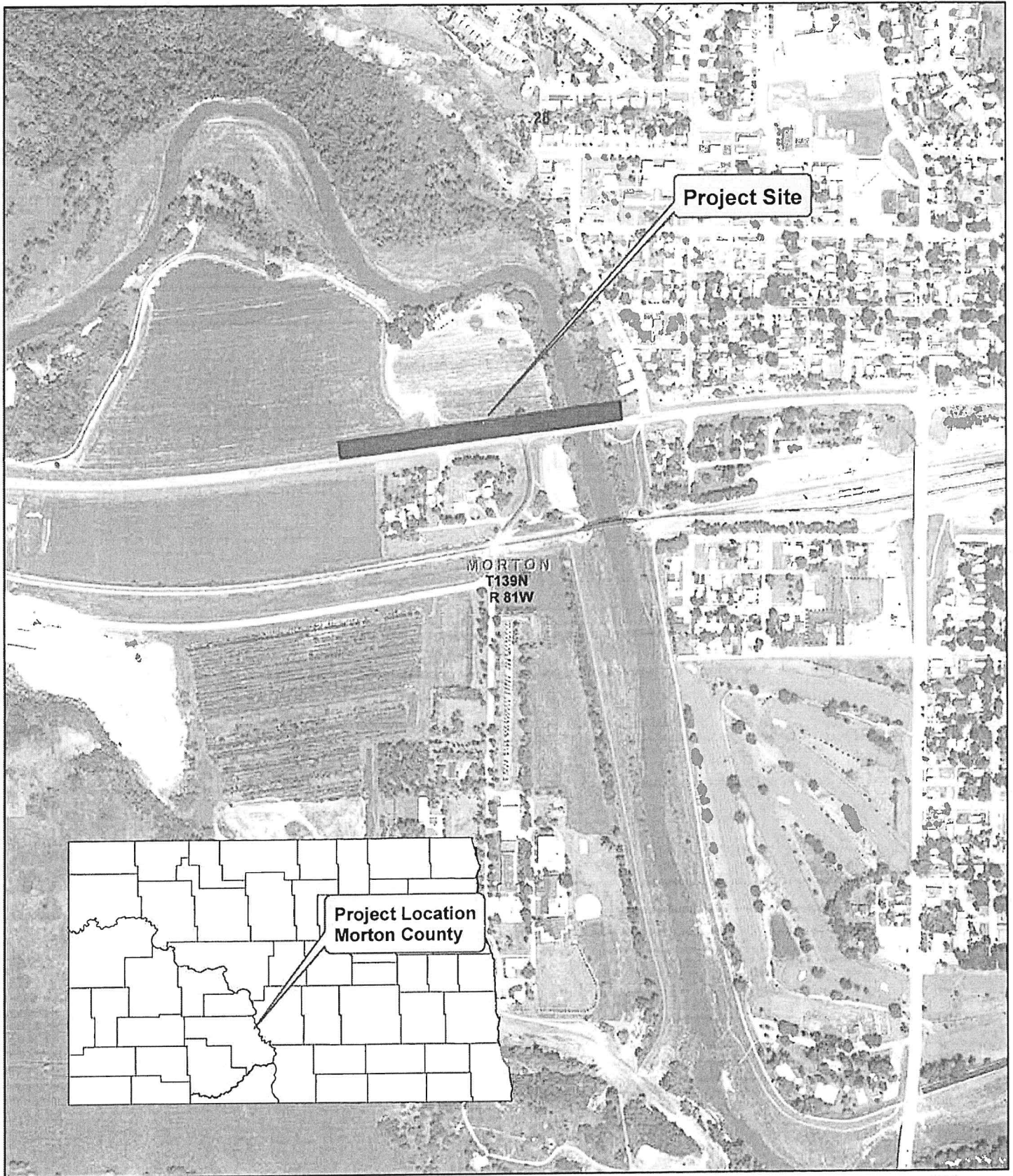
State of North Dakota
Permit to Construct or Modify
Permit No. 2144
Page 2

Conditions

- 1 At the discretion of the State Engineer, in accordance with the exercise of any of his duties, the project is subject to modification at the expense of the owner.
- 2 That by granting this permit no liability for damages caused by improper design, construction, operation, or maintenance, or failure in materials, or workmanship is assumed by or transferred to the State Engineer, the State Water Commission, the County Water Resource District, or their employees, agents, or assigns.
- 3 Access to the project for the purpose of inspection shall not be denied to either the County Water Resource District or State Water Commission staff.
- 4 Prior to repair, modification, or construction, all topsoil, vegetation, and other unsuitable material, which may include sod, riprap, and loose, soft or spongy soil must be removed from all areas to be repaired or modified. Repaired or modified areas shall cut back to 3H:1V and steps of 8 to 12 inches in height and 12 inches horizontally shall be cut in the sides to "Key In" the new fill material. All trees and brush on the existing embankment must be removed.
- 5 Fill material must not be frozen, and shall be free of sod, brush, or other organic material and rock larger than 3-inch in diameter. Fill material shall be of a non-permeable type soil and be able to maintain the constructed permeability. Top soil shall not be allowed as fill, but may be used for vegetative cover.
- 6 Fill material shall contain enough moisture so when kneaded by hand will form a ball and shall be placed in approximately horizontal layers not to exceed six inches. Passage of heavy equipment or powered mechanical hand tamping equipment over each layer is required to compact the fill material to a permeability of 3.6×10^{-4} ft/d or less.
- 7 A sustainable vegetative cover must be reestablished as soon as possible upon completion of construction. No trees, shrubs, or other woody vegetation shall be allowed on the embankment or spillway.
- 8 By constructing this structure, the permittee acknowledges responsibility for its safety and maintenance. This maintenance will include correction of slumping or erosion problems, removal of all woody vegetation and maintenance of vegetative cover.


Dale L. Frink
State Engineer

Date: February 22, 2008



ND Department of Transportation
T139N, R81W Section 28

Morton Co
Permit No. 2144



From: [Nygard, Jeremy S CIV USARMY CENWO \(USA\)](#)
To: [Rachel A. Drewlow](#)
Subject: NWO-2009-01003-BIS, Bismarck-Mandan Metropolitan Planning; 2023-2026 Transportation Improvement Program
Date: Thursday, August 11, 2022 2:09:12 PM
Attachments: [200901003_20220810_SOV_Response_Standard.pdf](#)
[Eng_Form_6082_2019Jun.pdf](#)

Hi Rachel,

Our office has reviewed the information you provided regarding the proposed project and determined that a U.S. Army Corps of Engineers Section 404 permit may be required for your projects. Please see attached letter and blank application form. Thank you,

v/r

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

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



DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
NORTH DAKOTA REGULATORY OFFICE
3319 UNIVERSITY DRIVE
BISMARCK, NORTH DAKOTA 58504-7565

August 10, 2022

NWO-2009-01003-BIS

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

Dear Ms. Drewlow:

This is in response to your letter received on August 3, 2022, requesting comments on the proposed 2023-2026 Transportation Improvement Program projects located throughout the Bismarck-Mandan area, Morton and Burleigh Counties, North Dakota.

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

Based on the information contained in your letter, the Corps has determined that your proposed projects may need a Section 10 permit for any work impacting the Missouri River or a Clean Water Act Section 404 permit if there is a discharge of dredge or fill material into any types of waters listed in the paragraph above. If you decide to submit a permit application, the permit application and instructions for completing the application are enclosed and may also be found at: <http://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/Obtain-a-Permit>. Be sure to accurately describe all proposed work and construction methodology. Once the application is complete, mail it to the letterhead address or to the email address (preferred) below.

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

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

Sincerely,



Toni R. Erhardt
Senior Project Manager
North Dakota

Enclosure

Summary of Comments on Draft_TIP_Program of Projects _Version 2_For Wayne (Zacher Comments).xlsx

Page: 1

- Author: wzacher Subject: Highlight Date: 8/24/2022 3:45:21 PM
This project is Map ID 1118 (scheduled moved out to 2024).
- Author: wzacher Subject: Highlight Date: 8/24/2022 3:51:35 PM
Project Costs match Draft STIP (IM funding is 90% Federal and 10% State)
- Author: wzacher Subject: Highlight Date: 8/24/2022 3:51:35 PM
- Author: wzacher Subject: Highlight Date: 8/24/2022 3:52:17 PM
Project Costs match Draft STIP (IM funding is 90% Federal and 10% State)
- Author: wzacher Subject: Highlight Date: 8/24/2022 4:02:16 PM
Project Costs match Draft STIP (IM funding is 90% Federal and 10% State)

BISMARCK-MANDAN MPO TRANSPORTATION IMPROVEMENT PROGRAM 2022-2032												
Page 1 of 4												
PROJECT FUNDING YEAR 2023												
ESTIMATED COST IN DOLLARS												
LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM	FCN	ESTIMATED CONSTRUCTION YEAR			
OK	BISMARCK	23.1.01	Urban Roads - Bismarck 43rd Ave 43rd Ave (State St - 26th St) & 18th St (N Valley Ln/Tyler Ave - 43rd Ave) (Reconstruction and Widening)	\$4,600,000 \$274,280	\$0	\$7,105,000 \$5,200,000 \$4,000,000 (Bismarck)	NA CVD	22879	2022			
OK	BISMARCK	23.8.00 24.1.02	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Bismarck (Various Locations) Install RRFBs at up to 11 locations, recommended by School Safety Consulting Study)	\$378,000	\$0	\$428,000 (\$20,000)	HEU	23372	2023			
OK	BISMARCK	23.1.03	Urban Grants Project - Bismarck 3rd/4th/5th St, Rosser Ave, Broadway 3rd St from Main-Rosser, Rosser from 3rd-7th, 4th St from Rosser-Thayer, 5th St from Rosser-Thayer, & Broadway from 3rd St & 6th-7th) Mill & Overlay, Curb & Gutter, ADA Ramp, Sidewalk/Walkway, Lighting, Signal Review, Landscaping, Signage, Street Modifications, Pavement Marking)	\$786,313	\$0	\$1,712,087	\$1,912,000	UGP	23118	NA		
OK	BISMARCK	23.1.05	Projects of Local Importance - Ash Creek Dr Reconstruction (Tyler Parkway/US-83 to Washington St)	\$0	\$0	\$17,000,000	NA	2023				
OK	BURLEIGH	23.2.01	Urban Roads - High County 46th St Apple Creek Road to Northgate Dr) (Reconstruction, Structures)	\$9,000,000 (IM) \$2,710,000 (CVD Federal Aid) \$172,165 (CVD)	\$0	\$2,710,000	\$13,800,000	SV	23055	NA		
OK	NDOT	23.6.10	Bridge - I-94 Intersection of US 83 N & I-94, EB) (Spall Repair, Structure Incidentals)	\$73,000	\$6,110	(Bismarck)	\$81,120	IM	NA			
OK	NDOT	23.6.14	Bridge - I-94 2 miles west of US Highway 83, Tyler Parkway, EB) (Approach Road Modifications, Approach Drain, Spill Repair)	\$108,500	\$24,300	(Bismarck)	\$134,800	IM	22803	NA		
OK	NDOT	23.6.16	Bridge - I-94 3 miles west of US Highway 83, Grant Marsh, EB) (Structure Paint, Median & Crown)	\$108,500	\$18,320	(Bismarck)	\$126,820	IM	22803	NA		
OK	NDOT	23.6.17	Bridge - I-94 3 miles west of US Highway 83, Grant Marsh, EB) (Deck Overlay, Approach Drain, Structure Paint, Spill Repair, Structure Incidentals)	\$1,464,270	\$500,300	(Bismarck)	\$1,964,570	IM	22803	NA		
OK	NDOT	23.6.20	Safety - Roundabout Signage (ND 1804 & N Washington St intersection) (Addition of 4 roundabout signs for intersection)	\$27,000	\$3,000	(Bismarck)	\$30,000	HES	23529	NA		
OK	NDOT	23.6.21	"Recall - Staggered TIS Equipment (Possibly One Location in Bismarck, various locations in western ND) (Signs to Median and Automatic Traffic Recorder Maintenance)	\$900,000	\$100,000	(Bismarck)	\$1,000,000	SS	23603	NA		
OK	NDOT	23.6.22	Bridge - I-94 (various locations throughout Bismarck District, one within MPO area) (10th St expansion and at 1/2 mile E of US 83 N) (Structure Paint)	\$224,000	\$25,000	(Bismarck)	\$249,000	GS	23604	NA		
OK	NDOT	23.6.23	Urban Regional - Bismarck 66th St Front Ave to Bismarck Expressway) (6 miles Mill & Overlay, Curb & Gutter)	\$760,742	\$86,250	(Bismarck)	\$846,992	NHJ	23202	NA		
OK	NDOT	23.6.24	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 3, Externa T80) (2.3 miles, Reconstruction, City Utilities)	\$16,712,000	\$1,873,000	\$5,505,000 (Mandan)	\$24,090,000	SU-CPU	23278	NA		
OK	NDOT	23.6.25	Carbon Reduction - Bismarck State St (Calgary Ave to 43rd Ave) (Shared Use Path/Bikeway Roadside Improvements)	\$284,800	\$0	\$71,200	\$356,000	CRP	23671	NA		
OK	OTHER	23.7.01	Urban Grants Project - Bismarck/Mandan Road Blue Route (Various Locations) (Solar Lighting at Existing Shelters, Bus Benches)	\$11,200	\$0	\$2,800	\$14,000	UGP	23224	NA		
OK	BISMARCK PARKS & RECREATION DIST/BISMARCK	23.7.02	Transportation Alternatives - Bismarck Ash Creek & Tyler Parkway (Bikeway/Walkway) (Bikeway Improvements)	\$363,000	\$0	\$80,000 (Bismarck via Bismarck Transit)	\$443,000	TAU	23286	NA		
* Represents an "Optimistic" analysis; impacts projected to occur on improving traffic flow through efforts such as adding through lanes to turn lanes, new roundabouts, upgrading an intersection to an intersection or reconstructed intersection * Funding available to Bismarck City												
© City plans to advance construct project in 2022												

*Bismarck's "Urban Grants" project is a separate project focused on improving traffic flow through efforts such as adding through lanes or turn lanes, new streetlights, upgrading an intersection to a roundabout or roundabout interchange.
*Pending availability of Federal Funds.
@ City plans to advance construction project in 2022

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

BISMARCK-MANDAN MPO TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEAR 2025 Page 2 of 4									
ESTIMATED COST BY AGENCY									
LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR
OK	MANDAN	24.4.01 Safety - Rectangular Road Flashing Beacons (RRFB) in Mandan (Various Locations)	\$138,000	\$0	\$0	\$138,000	THS	NA	NA
23.8.07	OK	24.6.01 Urban Regional - Bismarck 7th St (Front Av to Bismarck Expressway) 3 miles, Reconstruction	\$2,529,062	\$281,100	\$135,000	\$3,125,162	NHJ	23410	NA
23.6.11	OK	24.6.06 2 miles E of US 83 N. EB, Carternet/Overpass (Expressway) Structure/Incidentals, Ramp Revision	\$27,000,000	\$3,000,000	\$0	\$30,000,000	IM	22044	NA
OK	MANDAN	24.6.10 Bridge - I-58 (1 mile E of US 83 N) Structure Paint	\$223,800	\$24,877	\$0	\$248,677	IM	22044	NA
OK	MANDAN	24.6.12 Urban Regional - 44th Street/US 83 Memorial Bridge	\$121,395	\$13,066	\$0	\$134,461	NA	22002	NA
21.8.09	22.6.20	24.6.13 "Rural" - SD State Highway System, Bismarck and Dickinson Districts (Bismarck and Dickinson Districts) (Bismarck and Dickinson Districts) (Bismarck and Dickinson Districts)	\$900,000	\$100,000	\$0	\$1,000,000	SB	23281	NA
OK	MANDAN	24.6.14 Safety - US and ND Highways throughout the Bismarck District (Various Locations)	\$172,000	\$41,400	\$0	\$213,400	HES	23410	NA
OK	MANDAN	24.6.16 Bridge - I-58 Memorial Bridge (East Bound between Bismarck and Mandan) (East Bound) (East Bound)	\$4,570,000	\$113,000	\$0	\$4,683,000	IM	22044	NA

*** Represents an "Expansion" project. An expansion project is focused on improving safety, flow through efforts to add, delete, or turn lanes, new streetlights, upgrading to a new signal, or new signal timing.

*** Pending availability of Federal Funds

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

BISMARCK-MANDAN MPO TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEAR 2025 Page 3 of 4									
ESTIMATED COST BY AGENCY									
LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR
OK	BISMARCK	25.1.01 44th St - Bismarck Boulevard Ave (44th St to 4th St) (44th St to 4th St) (44th St to 4th St)	\$121,395	\$0	\$0	\$121,395	BU	NA	NA
OK	BISMARCK	25.1.02 44th St - Bismarck Washington St (Washington St and Denver St) (Traffic Signal)	\$279,200	\$0	\$0	\$279,200	NHJ	NA	NA
OK	MANDAN	25.2.01 44th Ave NW to 44th Ave SE (44th Ave NW to 44th Ave SE) (44th Ave NW to 44th Ave SE)	\$4,000,000	\$0	\$0	\$4,000,000	BU	NA	NA
OK	MANDAN	25.3.01 44th Ave NW to 44th Ave SE (44th Ave NW to 44th Ave SE) (44th Ave NW to 44th Ave SE)	\$119,000	\$16,000	\$0	\$135,000	IM	22044	NA
OK	MANDAN	25.3.02 44th Ave NW to 44th Ave SE (44th Ave NW to 44th Ave SE) (44th Ave NW to 44th Ave SE)	\$119,000	\$16,000	\$0	\$135,000	IM	22044	NA
OK	MANDAN	25.3.03 44th Ave NW to 44th Ave SE (44th Ave NW to 44th Ave SE) (44th Ave NW to 44th Ave SE)	\$283,200	\$29,247	\$0	\$312,447	IM	22044	NA
OK	MANDAN	25.3.04 44th Ave NW to 44th Ave SE (44th Ave NW to 44th Ave SE) (44th Ave NW to 44th Ave SE)	\$283,200	\$29,247	\$0	\$312,447	IM	22044	NA

Page: 2

- Author: wzacher Subject: Sticky Note Date: 8/24/2022 4:07:23 PM
Project is not yet set up, but still in HSIP program. It is my understanding that Seng would set this project up, but it maybe an issue of Mandan not letting us know when they want to bid it yet.
- Author: wzacher Subject: Highlight Date: 8/24/2022 4:18:04 PM
This is Exit 161 reconstruction. Anticipated for 2024 funds. This project is using IM funds, so the funding split is 90/10/0.
- Author: wzacher Subject: Highlight Date: 8/24/2022 4:14:05 PM
Project is still in 2024 per Mainframe, but I agree and do not see it in the Draft STIP. May get added. This project may get pulled or re-branded, but I have not heard anything. Suggest leaving for now.
- Author: wzacher Subject: Highlight Date: 8/24/2022 4:14:59 PM
This is one of the delineator projects. It is my understanding that this will utilize 100% state funds, so doesn't need to be in the TIP.
- Author: wzacher Subject: Highlight Date: 8/24/2022 4:36:27 PM
The LPA is the lead agency on Urban Roads Projects
- Author: wzacher Subject: Highlight Date: 8/24/2022 4:37:00 PM
The LPA is the lead agency on Urban Roads Projects
- Author: wzacher Subject: Highlight Date: 8/24/2022 4:40:03 PM
Location is correct
- Author: wzacher Subject: Highlight Date: 8/24/2022 4:39:34 PM
Structure #0094-160.649 R
- Author: wzacher Subject: Highlight Date: 8/24/2022 4:41:45 PM
Location is correct
- Author: wzacher Subject: Highlight Date: 8/24/2022 4:39:08 PM
Structure #0094-160.649 L
- Author: wzacher Subject: Highlight Date: 8/24/2022 4:42:22 PM
Removed from project 4/17/22

Page 4 of 474

Page: 4

-  Author: wzacher Subject: Highlight Date: 8/24/2022 4:57:43 PM
This is east of Mandan and on I-94 B, so I believe this is around Memorial Bridge and the ramps
-  Author: wzacher Subject: Highlight Date: 8/24/2022 4:58:03 PM
I believe this would be Mandan since the bridge is in Mandan
-  Author: wzacher Subject: Highlight Date: 8/24/2022 4:59:48 PM
I believe this is Memorial Highway Interchange on Mandan side of river.
-  Author: wzacher Subject: Highlight Date: 8/24/2022 5:00:24 PM
I believe this is Memorial Highway Interchange on Mandan side of River.

New	NDDOT	26.6.07	Urban Regional - Mandan I-94B (W Urban Limit to ND 8) (Selective Grading, Widening)	\$1,275,000	\$142,000	\$0	\$1,417,000	IM		NA
New	NDDOT	26.6.08	Urban Regional - Mandan I-94B (W Urban Limit to ND 8) (Selective Grading, Widening)	\$1,275,000	\$300,442	\$0	\$1,575,442	NHJ		NA
New	NDDOT	26.6.09	Bridge - I-94 2 miles east of Mandan, ND 26 Interchange (Structure Plant)	\$137,000	\$15,000	\$0	\$152,000	NH		NA
New	NDDOT	26.6.10	Bridge - I-94 1 mile southeast of Junction 194, Expressway Bridge (East Bound) (Structure Plant, Structure Items)	\$387,000	\$43,000	\$0	\$430,000	NH		NA
New	NDDOT	26.6.11	Bridge - I-94 1 mile southeast of Junction 194, Expressway Bridge, West Bound (Structure Plant, Structure Items)	\$387,000	\$43,000	\$0	\$430,000	NH		NA

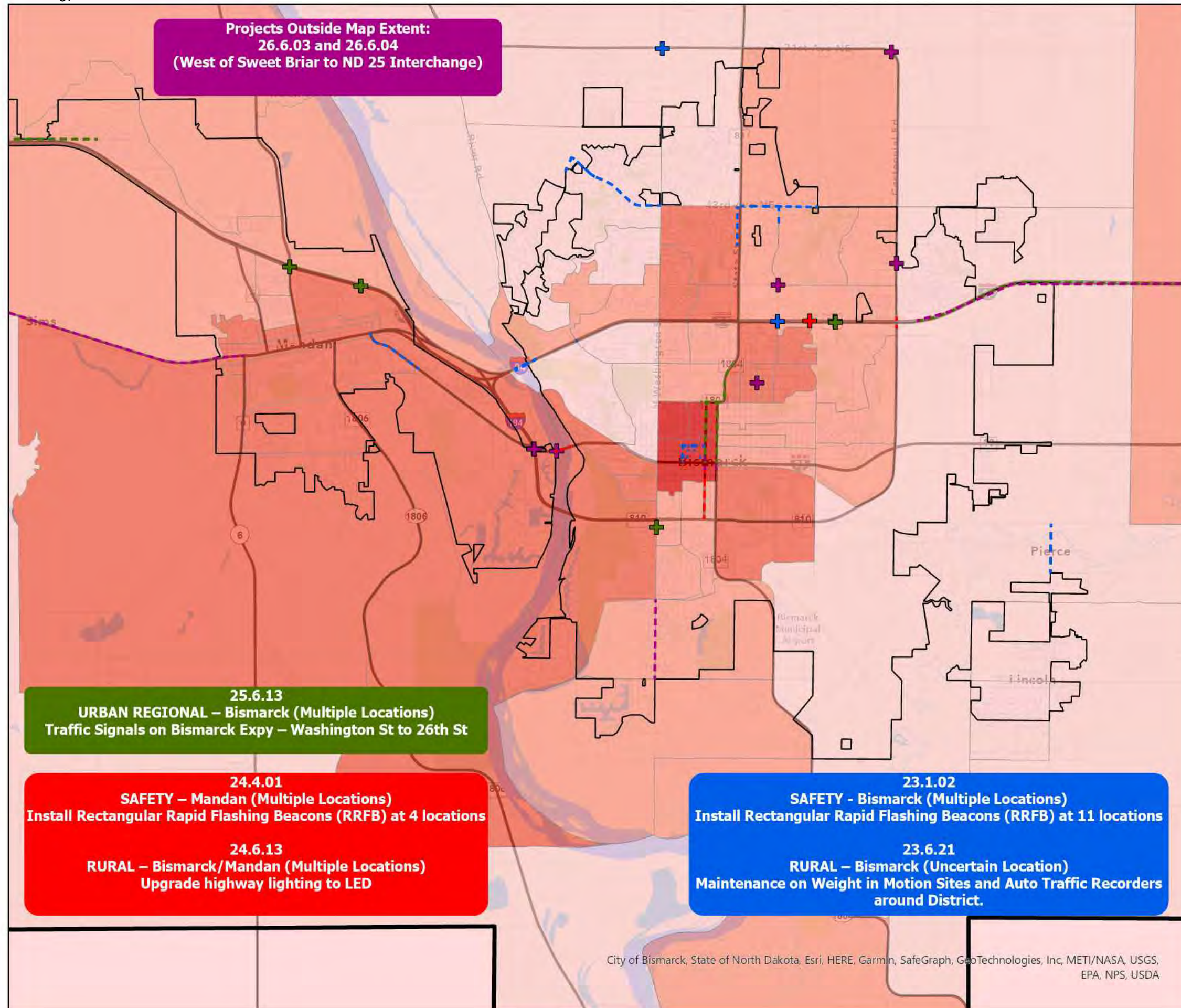
Remarks on "Expressway" project: An Expressway project is located on Highway 194B, but through affects such as, adding through lanes or turn lanes, view obstructions, upgrading an intersection to a roundabout, or constructing interchanges.

***Funding Availability or Revenue Source

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

BISMARCK-MANDAN MPO TRANSPORTATION IMPROVEMENT PROGRAM 2023-2028 Page 4 of 4

APPENDIX



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

Legend

TIP Lines

- 2023
- 2024
- 2025
- 2026

TIP Points

- 2023
- 2024
- 2025
- 2026

Population in Poverty (Census Block)

- 0% - 5%
- 5% - 10%
- 10% - 15%
- 15% - 20%
- City Limits
- MPO Boundary
- Missouri River

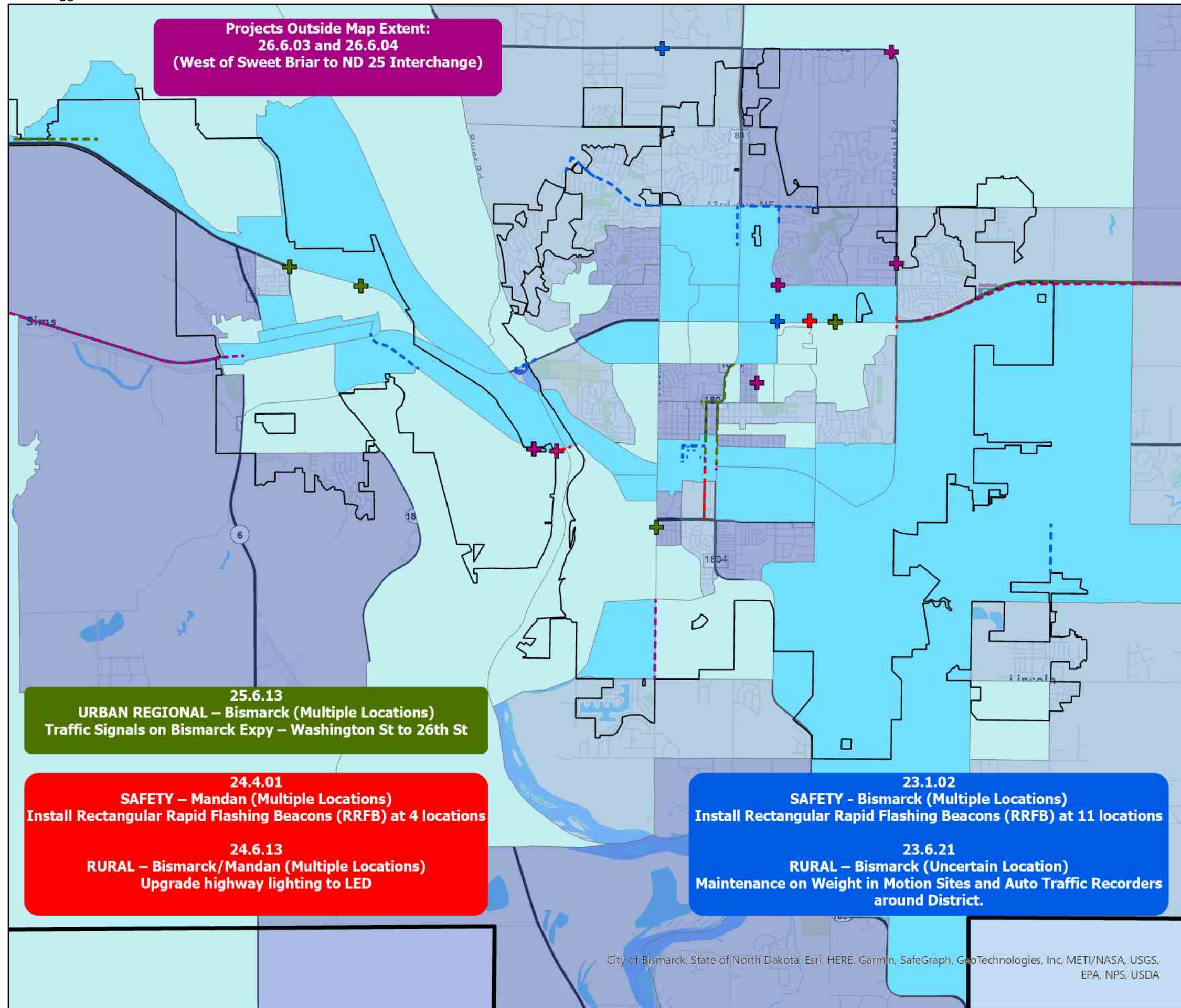


2.5

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 September 2022 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
X:\ArcProProjects\MPO\TIP\Master TIP\MasterTIP.aprx



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

Legend

TIP Lines

- 2023
- 2024
- 2025
- 2026

TIP Points

- + 2023
- + 2024
- + 2025
- + 2026

Minority Population (Census Block)

- 0% - 3%
- 3.1% - 5%
- 5.1% - 10%
- 10% +
- City Limits
- MPO Boundary
- Missouri River



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 September 2022 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
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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. Boring

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 (NCPPE) 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 ride 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
INF	=	INFRA Grant Program - Projects funded using the INFRA 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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2023-2024
UNIFIED PLANNING WORK PROGRAM

FINAL
September 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

Document prepared by: Rachel Lukaszewski
Executive Director/ Principal Transportation Planner
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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
BISMARCK-MANDAN MPO

DATE

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

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INTRODUCTION

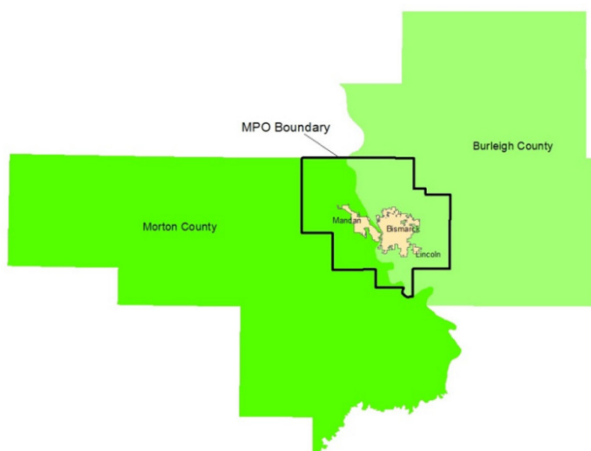
The Unified Planning Work Program (UPWP) is a description of the multi-modal transportation planning projects that will be conducted in the Bismarck/Mandan MPO area in calendar years 2023 and 2024. This biennial document is the foundation for requesting federal funds as well as a control tool for scheduling, 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), Bismarck 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 fill the Transportation Planning Studies and Data Acquisitions (Task 204) to reduce to overage. However, as anticipated, local match from jurisdictions is not as readily available as the federal funds. The program for 2023 and 2024 will not eliminate the overage. However, future UWPW will continue this practice of having robust programs in order to achieve the goal of using the most current CPG funds in the current calendar year. To promote the spend-down of the CPG funds, the MPO is committed to beginning RFPs and executing contracts as early in the year as possible. This will allow projects to start and end within the calendar years for which they are programed. As a result of this practice, the MPO staff hopes to reduce project delays and UPWP amendments, which inhibit the efficient spending of the yearly CPG funds.

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 through 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 04) 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.

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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

[Handwritten Signature]
MPO Policy Board Chair

Title

Date

June 21, 2022

North Dakota Department of Transportation

[Handwritten Signature]

Signature

Local Government Director

Title

Date

June 21, 2022

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 management of general transportation and data acquisitions, as well as administration of general office activities.

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.

In addition to the general administration and management of office, the MPO staff provide project management for various general planning studies and data acquisitions each calendar year.

Completion Date:
Ongoing Activity.

Estimated Expenditures:

	<u>2023</u>	<u>2024</u>
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	 269,560

Proposed Source of Funds:

CPG (80% or less)	216,590	215,648
Local (20% or greater)	54,148	53,912
 TOTAL	 270,738	 269,560

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

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

100.101.00

(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	269,560	215,648	53,912	
Mandan		0	0	
Morton				
County	0	0	0	
Burleigh				
County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	269,560	215,648	53,912	

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. FHWA 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:

	<u>2023</u>	<u>2024</u>
Associated Training Costs	\$2,200	\$3,500
Transportation and Lodging	6,600	8,800
Books/Subscriptions/Dues of	2,400	2,400
Transportation Planning Material		
and Organizations		
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 2025-2026 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:

2025-2026 UPWP and Amendments to the 2023-2024 UPWP.

Completion Date:

Preliminary Draft: August 2024
Final UPWP: October 2024

Estimated Expenses:

	<u>2023</u>	<u>2024</u>
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:

	<u>2023</u>	<u>2024</u>
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:

	<u>2023</u>	<u>2024</u>
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.

Completion Date:

Ongoing Activity.

Estimated Expenditures:

	<u>2023*</u>	<u>2024*</u>
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 SUBCOMMITTEES****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.

Completion Date:

Ongoing activity as staffing is available.

Estimated Expenditures:

	<u>2023</u>	<u>2024</u>
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 in the 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.

Completion Date:

The development of the next TDM will be completed in 2023, as part of the TDMSE/MTP Study update. Amendment, revision, or data preparation are an ongoing activity.

Estimated Expenditures:

	<u>2023</u>	<u>2024</u>
Staff Related TDM	\$13,054	\$4,262
TOTAL	13,054	\$4,262

Proposed Funding Sources:

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

200.203.00**203 STAFF RELATED TDM**

(All Amounts in Dollars \$)

YEAR 2023

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	13,054	10,443	2,611	
Mandan	0	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	

YEAR 2024

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	4,262	3,410	852	
Mandan		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	

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 work will be completed by consulting or data collection firms. 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:

	<u>2023</u>	<u>2024</u>
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---Add'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---Add'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	2021	TBD	4,000
2 - Origin-Destination Data	5 years	2022	TBD	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) in summer of 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:

MPO staff will develop a TIP in summer 2023 and summer 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, the 2025-2028 TIP, and amendments to the 2023-2026 TIP.

Completion Date:

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

Estimated Expenditures:

	<u>2023</u>	<u>2024</u>
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	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	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:

	<u>2023</u>	<u>2024</u>
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:

	<u>2023</u>	<u>2024</u>
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 and plan 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. This task also provides funds for newspaper advertisements that notify the public of public hearings.

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.

Completion Date:

The Public Participation Plan will be updated in the first half of 2023. Payments for advertisements is an ongoing activity.

Estimated Expenditures:

	<u>2023</u>	<u>2024</u>
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 \$)

Task	Funding Year 2023								
	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	13,054	10,443	2,611	2,611	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
	1,106,779	885,423	221,356	127,972	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

Task	Funding Year 2024								
	Total	Federal	Local	Bismarck	Mandan	Morton	Burleigh	Lincoln	Other
101	269,560	215,648	53,912	53,912	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	4,262	3,410	852	852	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
	1,047,511	838,010	209,501	157,151	30,550	2,400	17,050	2,350	0

Estimated CPG Funds Available for 2023-2024 UPWP			
Year	CPG Grant	Est. CPG Available 1/1/2023	Est. CPG Remaining 12/31/2024
2021	592,714	0	0
2022	686,074	548,234	0
2022	953,007	953,007	0
2023	868,753 (Est.)	NA	646,561
2024	886,128 (Est.)	NA	886,239
TOTAL^		1,501,241	1,532,800

^ Totals if all studies are promoted as planned in the 2023-2024 UPWP. CPG Grant for 2023 and 2024 were estimated with a 2% increase.

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	13,054	10,443	CPG	0	NA	2,611	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
	1,106,779	885,423		0		221,356	

*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	269,560	215,648	CPG	0	NA	53,912	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	4,262	3,410	CPG	0	NA	852	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
	1,047,511	838,010		0		209,501	

Rate and Program Source by Task

Task	Funding Year 2023 and 2024					
	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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Resolution of Adoption

For the North Dakota Department of Transportation's 2023 HSIP Performance Targets (PM1)

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

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

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

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

Now, therefore, be it resolved, that the Bismarck-Mandan Metropolitan Planning Organization agrees to plan and program projects so that the projects contribute to the accomplishment of NDDOT's calendar year 2023 statewide HSIP targets (PM1) for the following performance measures:

Number of fatalities:	99.2	2.5% reduction in 5-year average
Rate of fatalities:	1.080 per 100 million vehicle miles traveled	1% reduction in 5-year average
Number of serious injuries:	397.1	1% reduction in 5-year average
Rate of serious injuries:	4.201 per 100 million vehicle miles traveled	1% reduction in 5-year average
Number of non-motorized fatalities and non-motorized serious injuries:	33.5	1% reduction in 5-year average

CERTIFICATE

The undersigned, duly elected chairperson of the Bismarck-Mandan Metropolitan Planning Organization Policy Board, certifies that the forgoing is true and correct copy of a Resolution, adopted at a legally convened meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board held on September 19, 2022.

Gerarld Wise,
Chair, Bismarck-Mandan MPO Policy Board

Date

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PROGRESS REPORT

SRF COMM. NOS.	14186
PROGRESS REPORT NO.	7
DATE	September 4, 2022

REPORTING PERIOD	August 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	33%	Apex Engineering has developed cross sections, property redevelopment concepts under development	On Schedule
Phase 4- Alternative Analysis	45%	3-lane VISSIM model developed for internal review, being refined with on-street parking	On Schedule
Phase 5 – Finalization and Implementation	0%		On Schedule
Engagement	63%	Initial stakeholder open house and public meeting complete. Individual stakeholder outreach completed.	On Schedule
Project Management	46%	Client check-ins, progress reports, internal coordination	On Schedule
Total	44%		On Schedule

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Status Report #3

Project: Sunset Drive Corridor Study

Consultant: KLJ

Reporting Period: 8/5/2022 – 9/9/2022

Tasks Completed to Date:

Task	% of Task Complete
Task 1 – Project Management and Coordination	10%
Task 2 – Public Engagement	30%
Task 3 – Existing Conditions Documentation	50%
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: 10%

Summary of activities within reporting period:

Task 1 – Project Management and Coordination

- Project Oversight and management with BMMPO

Task 2 – Public Engagement

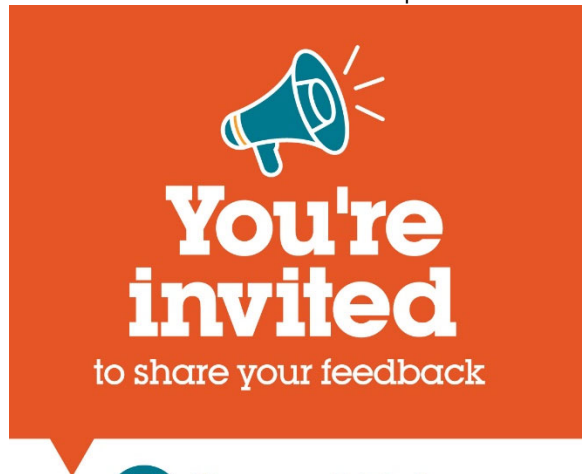
- Postcards sent out on Friday, the 9th. Should hit mailboxes on Tuesday, Sept. 13th.
- Stakeholder invite list finalized and invites sent out Sept. 9th via email and regular mail. A reminder will be sent Sept 19th.
- Flyers printed and posted at area businesses on Sept. 9th.
- Social Media advertisements finalized and scheduled for release.
 - A preliminary add will be run to invite people to the public meeting
 - A secondary ad will be run after the meeting inviting people to leave comments and take a survey on the website.
- Display Add posted in Bismarck Tribune on Sept. 6th and 9th.
- Meeting Venues finalized
 - Stakeholder meeting during the day at HIT Inc.
 - Evening open house at Middle School Cafetorium
- So far 21 detailed comments left on webpage and 36 surveys taken.

Sunset Drive Corridor Study

Social ad #1:

Run dates: **9/11-9/21**

Ad will be served to 58554 zip code



Caption:

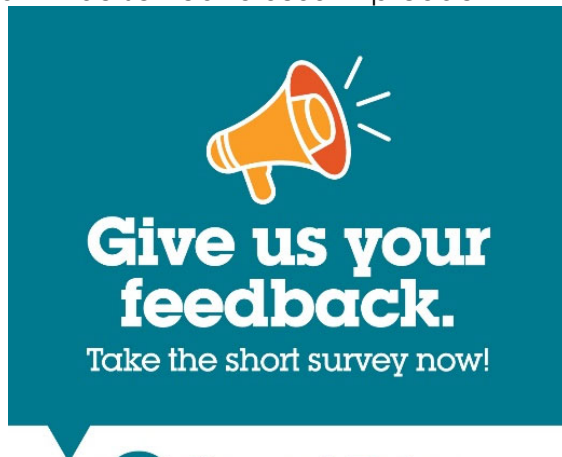
Please join us for a Public Open House to share feedback on Mandan's Sunset Drive! Wednesday, Sept. 21 from 5-7 p.m. at the Mandan Middle School Cafetorium.

Learn more: [Bit.ly/SunsetCorridor](https://bit.ly/SunsetCorridor)

Social media ad #2

Run dates: **9/14-9/30**

Ad will be served to 58554 zip code



Caption: We're seeking your input for Mandan's Sunset Drive Corridor Study. Share your thoughts and provide your feedback!

Learn More: [Bit.ly/SunsetCorridor](https://bit.ly/SunsetCorridor)

Sunset Drive Corridor Study

Task 3 – Existing Conditions Report

- Field counts scheduled for the week of Sept. 12th
- GIS data received from City of Mandan
- Existing Conditions report and figures drafted.

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

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Bismarck-Mandan MPO

2019-2021

Urban High Crash Locations

2019-2021 Urban High Crash Locations

- Annual Report produced by NDDOT, Programming Division for a 3-year timeframe.
- Lists the top 50 Locations for communities with a population of 5,000+ across the State
- Details Crash Severity: ranked using a weighted system based on the number of:
 - Fatal Crashes
 - Incapacitating Injury Crashes
 - Non-Incapacitating Injury Crashes
 - Possible Injury Crashes
 - Property Damage Only Crashes

Last Year's Report

2018-2020

- 9 Bismarck locations in the “Top 20”
- + 8 other locations ranked between 21–50 in the report

2019-2021 Report

Highest Ranking (“Worst”) Locations

- 11 Bismarck locations in the “Top 20”
 - 6 on State Street, including 1 New Location
 - 3 on Bismarck Expy
 - Main and 7th
 - Main and 9th
 - New Bismarck Location: State St & Interchange Ave
- +8 Bismarck/Mandan locations ranked between 21–50
 - Four New Bismarck Locations
 - One New Mandan Location

URBAN INTERSECTION	2018-2020 RANK	2019-2021 RANK
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Within Top 10 Ranked Urban High Crash Intersections

State St & 43rd Ave N	11	2
Main Ave & 7th St	7	5
Bismarck Expy & 3rd St	2	6
State St & I-94 EB Ramps	9	8
State St & Century Ave	5	10
Bismarck Expy & Washington St	12	10

Within Top 20 Ranked Urban High Crash Intersections

State St & Divide Ave	23	13
State St & Interchange Ave	N/A	16
State St & Interstate Ave	7	17
Main Ave & 9th St	32	18
Bismarck Expy & E Main Ave	13	19

Other New Urban High Crash Intersections Ranked Within Top 50

Memorial Hwy & 3rd St SE	N/A	32
Bismarck Expy & 12th St	N/A	40
Washington St & Rosser Ave	N/A	43
Main Ave & 26th St	N/A	44
Washington St & Divide Ave	N/A	45

Rank Changes to Previously Top 20-Ranked Urban Intersections

Bismarck Expy & Miriam Ave	14	24
Bismarck Expy & Airport Rd	33	30
Century Ave & 4th St	42	47

Dropped from List (2018-2020)

Bismarck Expy & 7th St	34	N/A
Bismarck Expy & 9th St/University Dr	40	N/A
7th St & Front Ave	43	N/A
State St & Calgary Ave	48	N/A

Rank Comparison

2018-2020 Rank to 2019-2021 Rank
Urban High Crash Intersections

green: decreased rank

red: increased rank

yellow: new location

2019-2021 Bismarck High Crash Locations

23 USC § 407 Documents
NDDOT Reserves All Objections



18 Locations in Bismarck
Time Period = 1/1/2019 - 12/31/2021

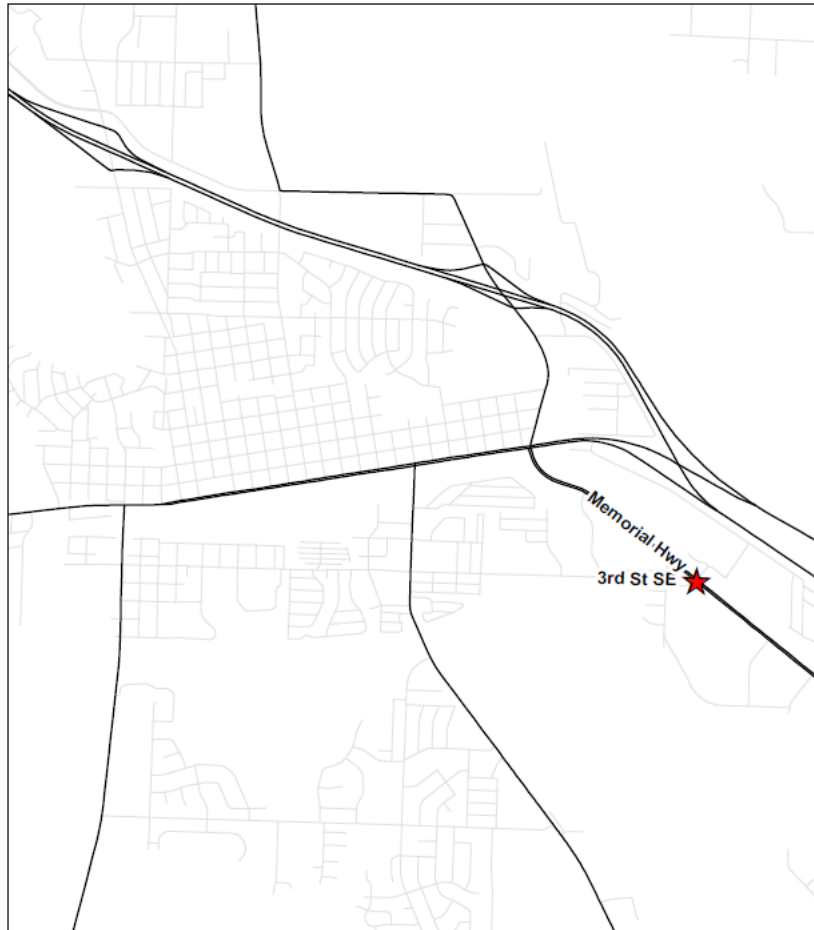
PREPARED BY THE
North Dakota Department of Transportation
Programming Division
Traffic Operations Section
May 2022

2019-2021 Bismarck High Crash Locations

PREPARED BY THE
North Dakota Department of Transportation
Programming Division
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May 2022

2019-2021 Mandan High Crash Location

23 USC § 407 Documents
NDDOT Reserves All Objections



1 Location in Mandan
Time Period = 1/1/2019 - 12/31/2021

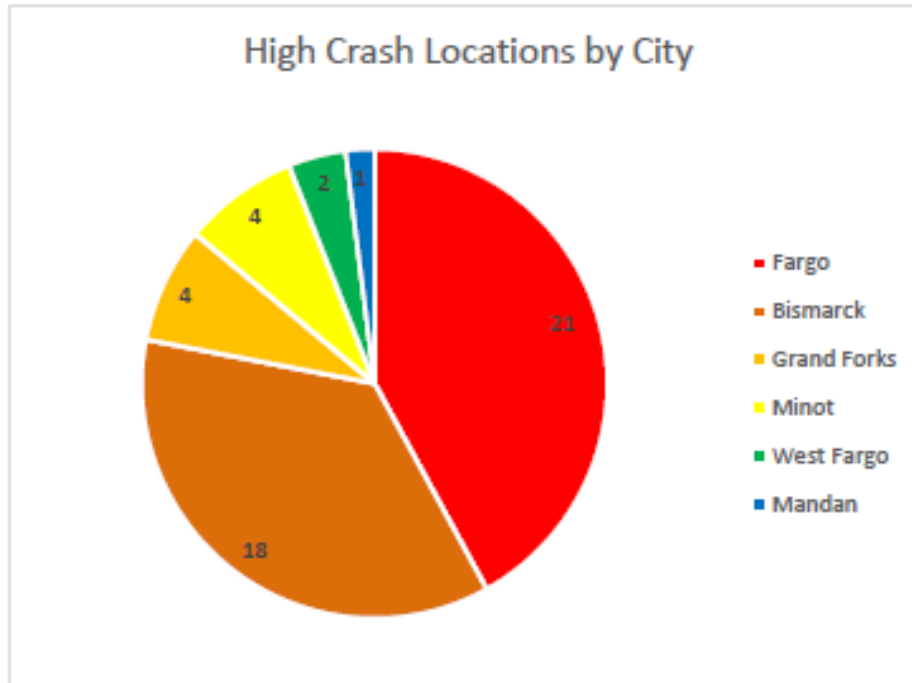


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2019-2021 Mandan High Crash Locations

PREPARED BY THE
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Identified Urban High Crash Locations (summary by community)



High Crash Locations by City	
21	Fargo
18	Bismarck
4	Grand Forks
4	Minot
2	West Fargo
1	Mandan
50	Total

- 2020 traffic volumes were lower than normal at many intersections due to the COVID-19 pandemic.
- A legislative change effective 8/01/2019 increased the cost threshold for a reportable crash from \$1,000 to \$4,000.

Discussion/ Questions

URBAN INTERSECTION	2018-2020 RANK	2019-2021 RANK
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