

TO: Bismarck-Mandan Metropolitan Planning Organization Policy Board

FROM: Rachel Lukaszewski, MPO Executive Director

DATE: August 7, 2023

RE: Policy Board Meeting

There will be a meeting of the Bismarck-Mandan MPO Policy Board on **Tuesday, August 15, 2023, 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.

Any of the 5 (five) Policy Board members can 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 or streaming live and archived online at FreeTv.org. Agenda items can be found online at [MPO Policy Board](#).

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Next scheduled Policy Board meeting is on 09/19/2023. 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 (Bismarck)	100	06/30/2023
Sunset Drive Corridor Study (Mandan)	100	08/31/2023
Arrive 2050 Forecast/Arrive 2050 MTP (MPO wide)	21	03/31/2025
2022 Transit Development Plan (Bis-Man Transit)	90	12/31/2023
2023 Ortho-Contour Project (MPO wide)	29	02/29/2024

Common MPO Acronyms

ATAC: Advanced Traffic Analysis Center	NDDOT: North Dakota Department of Transportation
CPG: Consolidated Planning Grant	TAZ: Traffic Analysis Zone
FHWA: Federal Highway Administration	TDMSE: Travel Demand Model & Socioeconomic Data
FTA: Federal Transit Administration	TIP: Transportation Improvement Plan
MTP: Metropolitan Transportation Plan	UPWP: Unified Planning Work Program

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

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING
JULY 18, 2023**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board met on July 18, 2023, at 1:30 p.m. in the Ed “Bosh” Froehlich Meeting Room, Mandan City Hall, 205 2nd Ave NW, Mandan, ND. Tim Helbling presided.

Members present or participating via Zoom were Greg Zenker for Mike Schmitz, Tim Helbling, Andy Zachmeier, and Carrie Praska for Keli Berglund. Member absent was Steve Schwab.

Others present or attending via Zoom were Kim Riepl, Rachel Lukaszewski, and Stephen Larson of the Bismarck-Mandan MPO; Susan Dingle, Citizen; Mike Connelly, City of Bismarck Commissioner; Deidre Hughes, Bis-Man Transit; Bill Troe, SRF Consulting; and Jason Carbee, HDR.

CALL TO ORDER

Chair Helbling called the July 18, 2023 meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board to order.

MINUTES

Chair Helbling called for a motion to approve the minutes of the June 20, 2023 Regular Meeting of the Policy Board.

MOTION: Mr. Zenker made a motion to approve the minutes of the June Regular Meeting. Ms. Praska seconded the motion and with Carrie Praska, Andy Zachmeier, Greg Zenker, and Chair Helbling voting in favor, the minutes of the June 20, 2023 Regular Meeting were approved.

JULY ELECTION OF OFFICERS

Ms. Lukaszewski explained it is customary for Policy Board to elect officers in July of every other year for two-year terms. Earlier this year, with Mayor Wise stepping down from the City of Lincoln, Mayor Helbling moved from Vice-Chair to Acting Chair, and several months ago Mayor Schmitz was elected Vice-Chair. Ms. Lukaszewski turned the election over to the board. Chair Helbling noted it would be difficult to elect officers with several members absent and suggested moving this election to August.

MOTION: Mr. Zenker made a motion to continue the Election of Officers item to August. Ms. Praska seconded the motion and with Carrie Praska, Andy Zachmeier, Greg Zenker, and Chair Helbling voting in favor, the motion was approved.

JURISDICTIONAL PAYMENTS FOR TASK 204 (TRANSPORTATION STUDIES/DATA ACQUISITIONS)

Ms. Lukaszewski presented. Task 204 is the task within the MPO's Unified Planning Work Program (UPWP) that denotes transportation studies and data acquisitions. Currently, for studies or data acquisitions where all five of the MPO's jurisdictions participate, the local cost share (20%) is usually divided between the jurisdictions based on population. The finalized 2020 Decennial Census numbers for the jurisdictions updates the existing local cost share percentages slightly from the previously used percentages based on the 2010 Decennial Census (although Ms. Lukaszewski believes the 2010 numbers may have been rounded). Bismarck's percentage changes from 12% to 11.9%, Mandan's from 4% to 3.9%, Burleigh County's from 3% to 2.9%, Lincoln's from .5% to .7%, and Morton County's from .5% to .6%. TAC recommended maintaining the 2010 percentages, since they are so similar to 2020 and rounded numbers are a little easier to use.

Mr. Helbling asked if MPO staff would recommend staying with the current 2010 breakout. Ms. Lukaszewski said the MPO is happy to accommodate the preferences of the board. She does see a logic for keeping the 2010 numbers, as it would be a little easier administratively, but either way is acceptable. Mr. Helbling indicated it would not make a difference to him either way, since the numbers are so similar.

MOTION: Mr. Zenker made a motion to approve retaining the 2010 Decennial Census percentages for Task 204 Jurisdictional Payments. Ms. Praska seconded the motion and with Carrie Praska, Andy Zachmeier, Greg Zenker, and Chair Helbling voting in favor, the motion was approved.

ARRIVE 2050 FORECAST/ARRIVE 2050 MTP

Mr. Carbee provided a study update for HDR. For the 2050 Forecast portion of the project, final comments from the jurisdictions on the socioeconomic data that will feed into the Travel Demand Model (TDM) are coming in today, so the Forecast phase of the project is nearing completion. On the Arrive 2050 MTP side, the first Steering Committee meeting for the MTP was held on June 29. HDR is working with ETC who will be conducting a household survey. A survey was performed ten years ago for another MTP update, so it will be useful to compare the results of the upcoming survey with the one conducted previously. Finally, HDR is targeting October or November for the first open house for the MTP.

2022 TRANSIT DEVELOPMENT PLAN (TDP)

Mr. Troe provided an update for SRF, using a presentation. The first part of the TDP SRF is focusing on is whether a change in Bis-Man Transit's organizational structure is needed. There was a workshop on organizational structure held recently with members of the Transit Board, a Bismarck City Commissioner, and City of Bismarck staff members. Conversations were also held with a City of Mandan Commissioner. One of the primary concerns about the existing organizational structure is all the different people and departments involved with Bis-Man Transit and its decision making, especially within the City of Bismarck. One alternative explored for this was to move Transit operations, which are currently contracted out, in-house to the City of Bismarck.

This alternative has been ruled out, as it is believed this would increase operational costs for Transit service. Another alternative is to add Transit to the City of Bismarck as a new department, or into an existing department, and a final alternative discussed is establishing a transit authority to govern Bis-Man Transit as an independent entity. The City of Fargo has been looking into establishing a transit authority also. An authority in either Bismarck-Mandan or Fargo-Moorhead would require Legislative action. There was no consensus that came out of the workshop, except that Transit should not become a department within the City of Bismarck. The status quo, or an independent transit authority, are the options that have the most traction.

The other important item the TDP is exploring is Transit's financial situation, particularly the gap between revenue and expenses (about \$1.3 million annually) that currently would leave Transit's reserves exhausted by 2026. Reducing service seems to be an unpalatable option. Both short and long-term options are being evaluated for closing the gap. In the short term, SRF and Transit have evaluated the expenses for Transit to operate its non-ADA service (which operates outside of fixed route hours and is not federally required). The Transit Board has requested reductions to its non-ADA service in the past, but the City of Bismarck has traditionally maintained the service as is. So, Transit is exploring requests for some short-term funding for non-ADA service from the Cities of Bismarck and Mandan. The latest calculations SRF has done would lead to requests for \$213,425 from Bismarck and \$42,335 from Mandan for the last year of non-ADA service. These short-term funding requests came out of the workshop SRF hosted earlier in July, when it was noted the City of Bismarck is in the middle of a budget cycle.

These short-term requests do not close the gap, however. Long-term, property taxes are an option for funding, but a more palatable option would be evaluating a sales tax increase, where a modest increase could generate substantial revenue. SRF is evaluating the benefits Transit provides to the community, to support pursuing additional funding.

The final set of public meetings for the TDP will be held on July 25. The first will be at the Mandan Public Library from noon to 1:30 p.m. and the second will be at the Bismarck Veteran's Library from 4:30 p.m. to 6:00 p.m.

Mr. Helbling noted the way Bis-Man Transit is currently structured, the Bismarck City Commission governs their operations and neither the City of Mandan nor the City of Lincoln have direct input. The City of Mandan voted for two mills to support Transit and the City of Bismarck is currently at three mills. He said if the structure and costs for Transit are going to change the City of Mandan will want to see more detailed budgets and financial details for Transit. He also believes if the City of Lincoln wants to stay involved, they would need to contribute financially based on population or ridership.

Mr. Troe said the City of Lincoln does contribute financially to Transit, but it is a modest amount, since they are only provided paratransit service and their use of that service is light.

Mr. Helbling suggested the use of paratransit may need to be examined, to make sure people are not abusing the system and a small number of users are not disproportionately increasing the expenses for the service. He said there are several different things that could be looked at to possibly raise more revenue.

Mr. Troe said Ms. Hughes and Bis-Man Transit have been reaching out to local organizations who have clients using paratransit, to have conversations about those

organizations providing some Transit funding. Some of these organizations used to provide their own transportation services, but now they tend to use Bis-Man Transit.

Ms. Hughes confirmed she has been reaching out to local organizations, about eighty. Some of those do not rely heavily on Transit, but there are some that utilize it significantly. She said for the month of June, most paratransit trips outside of normal service hours were not associated with organizations, they were for people going to jobs and related activities. She said she can get information on the number of unique paratransit users and related data and share that with Mr. Helbling.

2023 ORTHO-CONTOUR PROJECT

Ms. Lukaszewski gave an update in place of Mr. Strain. The project is still underway and 95West Aerial Mapping has been processing the data and imagery collected for the Bismarck-Mandan MPO area. The Steering Committee for the project has identified the preferred projection for the imagery, which is different than the projection that has been previously used for the Ortho-Lidar imagery. The new projection should provide for increased accuracy. It will make it more difficult to compare the new data with historical data, but the Steering Committee believes this tradeoff is worthwhile.

TITLE VI PLAN UPDATE

Mr. Larson presented. The Bismarck-Mandan MPO, as a recipient of federal funding, is required to have a Title VI and Non-Discrimination/ADA Plan. The Title VI Program is in place to ensure the MPO takes all necessary steps to prevent unlawful discrimination in its programs, services, and activities, regardless of whether those programs are federally funded or not. The MPO does an audit of its Title VI plan each year, and the 2023 audit was completed in late February. The updates to the plan resulting from this audit were minor in nature, and Mr. Larson gave a brief overview of the updates (Exhibit E). Mr. Larson noted the North Dakota Department of Transportation (NDDOT) just completed an audit of the MPO's Title VI procedures, and so there will be additional changes to this plan in the coming months.

First, an update was made to the MPO's demographic information, to account for changes to TAC and Policy Board membership over the past year. The MPO sent out demographic surveys to account for these changes.

Second, an update was made to the MPO's Limited English Proficiency or LEP Plan. The LEP Plan helps the MPO fulfill its responsibilities to address the needs of individuals with Limited English Proficiency language skills, per Title VI regulations. No significant adjustments were made to MPO's LEP Plan practices or policies, but new census data was available for this year's update which allowed the MPO to re-evaluate the populations of LEP persons that live within its area. To summarize, currently 1.52% of the population in Bismarck, Lincoln and Mandan aged 5 years and older speak English less than very well. About half that population are Spanish speakers, Spanish officially passing German as the most common language among LEP persons in the area while German dropped to fourth place.

Third, the Title VI maps were updated. The maps are based on the 2023 TIP Program of Projects and the latest available Census data, and they show the roadways projects for funding year 2023 set against relevant minority populations backdrops,

including individuals in poverty, racial minorities, elderly persons, and LEP populations. The maps are intended to show the impact of current roadway projects on minority populations in the MPO area.

The goals and accomplishments were also updated for 2023. A couple of items to note for this year include MPO staff's completion of its one hour of required Title VI training in February, and the MPO's continued outreach efforts to disadvantaged populations, including significant outreach to local social service agencies as part of the recently completed East Main Avenue Corridor Study. Finally, the Title VI Policy Statement and the Title VI Assurances included in the Title VI Plan update this year will be signed by the Policy Board Chair and included in the final document, so that the MPO can continue to be eligible for federal funding.

2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATION

Mr. Larson presented on Exhibit F. This month the MPO completed one administrative modification to the 2023-2026 TIP. Modifications are used for minor changes to the TIP, and they do not need to be advertised or opened for public comment. This modification is on a project for the installation of wrong way detection systems on the Bismarck Expressway/McKenzie Drive Interchange. The modification moves the project from funding year 2024 to 2023, while all other project details remain unchanged.

NATIONAL ROADWAY SAFETY STRATEGY WEBSITE/STORY MAP

Mr. Larson presented. The MPO wanted to make its boards aware of a new resource website available through the US Department of Transportation (DOT). The website (<https://www.transportation.gov/NRSS>) covers DOT's National Roadway Safety Strategy and provides resources about their approach to significantly reduce serious injuries and deaths on the nation's highways, roads, and streets. DOT's long-term goal of reaching zero roadway fatalities aligns with NDDOT's own Vision Zero goal for North Dakota. Mr. Larson highlighted a specific section of the website, an interactive story map available under 'The Roadway Safety Problem' and 'Our Nation's Roadway Safety Crisis.' This interactive story map details various aspects of roadway safety nationwide, primarily through maps demonstrating existing safety conditions based on recent data. For example, the first map shows roadway fatality hotspots over the past five years. Mr. Larson recommended the board explore the other maps on this page, and mentioned that according to DOT data, the Bismarck-Mandan area is low in fatalities and has good safety numbers (though improvements can always be made).

POPULATION BASED POLICY BOARD VOTING REPRESENTATION

Ms. Lukaszewski presented. The MPO took the 2020 Decennial Census population numbers for its jurisdictions to see if there were any changes needed to the Policy Board voting representation (which is population-based and taken from the latest official census, per the by-laws). The county populations are measured by taking their total populations and subtracting the city populations from them. As shown in Exhibit G, there were no changes to the voting representation on Policy Board, per the latest census.

ADJOURNMENT

There being no further business, Chair Helbling declared the meeting adjourned at 2:20 p.m.

The next scheduled meeting will take place August 15, 2023, at 1:30 p.m. in the Ed “Bosh” Froehlich Room in Mandan City Hall, 205 2nd Ave NW, Mandan.

Respectfully submitted,

Stephen Larson
Recording Secretary

APPROVED:

MPO Policy Board Chair

Bismarck-Mandan MPO

TIP 2023-2026 Amendment

Project Year(s) 2023

Entity	Project	Federal	State	Local	Total	Federal Funding Source
BURLEIGH	23.2.01	\$15,671,147	\$0	\$7,427,819 (Burleigh)	\$23,066,328	SU, BRU

Project Description:

This amendment is for the reconstruction of Burleigh County's 66th Street from Apple Creek Road to Northgate Dr. The amendment is to remove the project from the TIP, per Burleigh County's request, due to the local cost share having risen to over \$11 million. The PCN is 23055.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

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

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

Bismarck-Mandan MPO Policy Board Chair

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

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	23.6.25	\$320,000 (old) \$508,196 (new)	\$0	\$75,000 (old) \$119,749 (new) Bismarck	\$395,000 (old) \$627,945 (new)	CRP

Project Description:

This amendment is for the construction of a shared use path along Bismarck's State Street from Calgary Avenue to 43rd Ave. The amendment increases the cost estimates for the project, as noted above. All other project details remain unchanged. The PCN is 23671.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

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

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

 Bismarck-Mandan MPO Policy Board Chair

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FY 2024-2027

TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT

RESOLUTION

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization hereby adopts the Bismarck-Mandan Transportation Improvement Program for the FY 2024 through 2027.

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 _____, 2023

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 2024-2027 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 2024 are considered the Annual Element and are priority 1. Program Years 2025 and 2026 and 2027 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 2024-2027 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 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 2024-2027 Transportation Improvement Program for the Bismarck-Mandan Metropolitan Area.

In September 2023, the MPO plans to adopt a Transit Development Plan (TDP) update for Bis-Man Transit, who brokers the current transit system. The prior 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 2024-2027 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 2024-2027 TIP, this is 2024. 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.

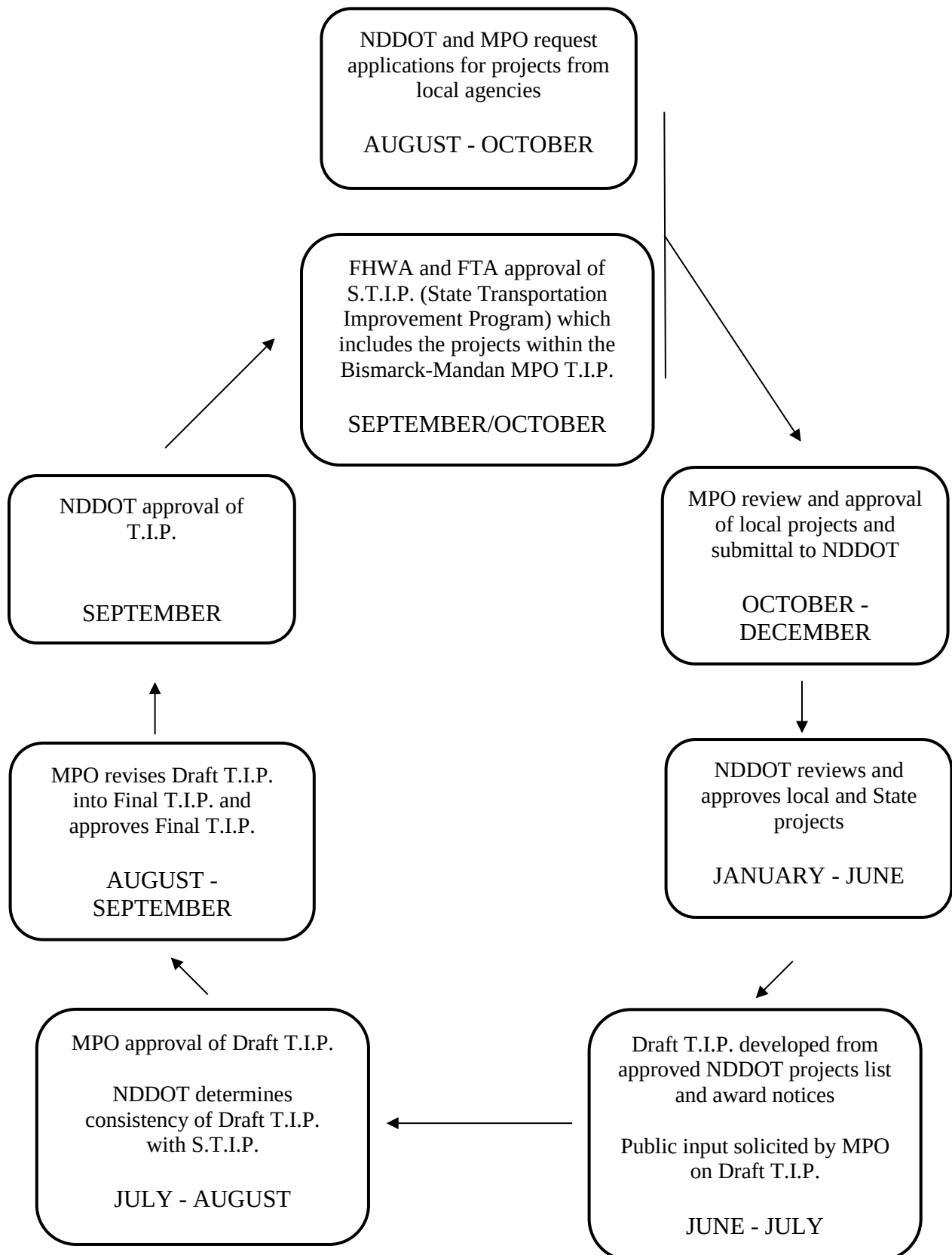
TIP Amendments will require MPO Policy Board approval.

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)



2024-2027

ROADWAY IMPROVEMENT PROJECT LIST

PROJECT FUNDING YEAR 2024

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	24.1.01	Transportation Alternatives - Bismarck Ash Coulee and Tyler Parkway Trails (Ash Coulee Dr from Golden Eagle Ln to Tyler Pkwy, Tyler Pkwy from just north of Harp Hawk Dr to Cogburn Rd) (Shared Use Trail Extensions/New Trail Connections)	\$383,000	\$0	\$90,000 (Bismarck Parks)	\$473,000	TAU	23236	NA	
MANDAN	24.4.01	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Mandan (Custer Elementary, Lewis & Clark Elementary, Mary Stark Elementary, and 46th Ave SE Crossing) (Install RRFB at 4 locations, recommended by School Safety Crossing Study)	\$126,000	\$0	\$14,000 (Mandan)	\$140,000	HEU	24054	NA	
MANDAN	24.4.02	Transportation Alternatives - Mandan ND 6 Shared Use Trail Phase 3 (ND 6 shared use trail from 19th St SE to Heart River Bridge) (Construction of new shared use trail on east side of ND 6)	\$416,384	\$0	\$98,115 (Mandan Parks)	\$514,499	TAU	23922	2024	
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 NHU	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	24.6.13	^{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%	\$5,647,000	NH		NA	
NDDOT	24.6.17	^{MPO} Rural - Statewide ITS Equipment (One Location at Bismarck Expressway/ND 810, various other locations in western ND) (Weigh in Motion and Automatic Traffic Recorder Maintenance)	\$809,000	\$191,000	\$0 (Bismarck)	\$1,000,000	SS	23887	NA	
NDDOT	24.6.18	Urban Regional - Bismarck Expressway (Expressway at Exit 161) (Reconstruction)	\$1,070,488	\$119,972	\$132,273 (Bismarck)	\$1,322,733	NHU	22648	NA	
NDDOT	24.6.19	Urban Roads - Bismarck Centennial Road (Centennial Road at Exit 161) (Reconstruction)	\$1,147,808	\$0	\$270,465 (Bismarck)	\$1,418,273	NHU	22648	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.

^A Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2025

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BURLEIGH	25.2.01	Transportation Alternatives - Bismarck S Washington St Trail (Meridian Dr to Sibley Park) (Shared Use Trail Extension)	\$334,744	\$0	\$78,878 (Bis Parks & Rec for Burleigh)	\$413,622	TAU	23910	2025	
MANDAN	25.4.02	Transportation Alternatives - Mandan Old Red Trail Phase 1 (Old Red Trail shared use path, from Sunset Dr to east of 30th Ave NW) (Rehab and municipal improvements for existing trail)	\$365,452	\$0	\$86,113 (Mandan Parks)	\$451,565	TAU	23914	2025	
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	25.6.15	^A 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	25.6.16	Bridge - I-94B (Memorial Bridge between Bismarck and Mandan) (Deck Overlay, Structure Paint, Joint Repair, Structural Incidentals)	\$4,942,631	\$553,931	\$610,729 50% Bismarck 50% Mandan	\$6,107,291	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.

^A 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	AMENDMENT/ MODIFICATION (Date)
BISMARCK	26.1.01	Safety - Bismarck 19th St and Century Ave (19th St and Century Ave Intersection east/west and north/south turn lanes) (Reconstruct the east/west and north/south turn lanes to remove the existing negative offset, signal work)	\$1,023,300	\$0	\$113,700 (Bismarck)	\$1,137,000	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)	\$121,000	\$0	\$13,000 (Bismarck)	\$134,000	HEU	23644	NA	
BISMARCK	26.1.03	*Urban Roads - Bismarck S Washington St (Burleigh Ave to drainage ditch, and Burleigh Ave from S Washington St to Boston Dr) (Widening from 2 to 3 lanes, Reconstruction)	\$4,500,000	\$0	\$8,500,000 (Bismarck)	\$13,000,000	NHU	23859	2024	
BISMARCK	26.1.04	Urban Grants Project - Bismarck Front Ave, 3rd St, and 5th St (Front Ave from Mandan St to 9th St, 3rd St from Front Ave to Main Ave, 5th St from Bowen Ave to Main Ave) (Mill & Overlay, curb, gutter, & sidewalk repairs, ADA ramps, pavement markings, LED lighting, street trees, bike racks, traffic signal improvements, signing, curb extensions, & bus shelter pads)	\$1,610,000	\$0	\$670,000 (Bismarck)	\$2,280,000	UGP		NA	Total and Local Cost still TBD
BURLEIGH	26.2.01	*Safety - Burleigh Centennial Rd and 71st Ave NE (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	
MANDAN	26.4.01	Urban Grants Project - Mandan Downtown (Phase 1) (1st St NW from 6th Ave NW to 4th Ave NW, 5th Ave NW from 1st St NW to 2nd St NW, & 4th Ave NW from Main St to 2nd St NW) (Reconstruction, with beautification elements, storm sewer, sidewalks, and LED lighting)	\$2,356,000	\$0	\$4,687,438 (Mandan)	\$7,043,438	UGP		NA	Total and Local Cost still TBD
NDDOT	26.6.01	Rural - I-94B (Junction of old Hwy 10 to W Urban Limit, Mandan) (Selective Grading, Widening)	\$5,933,000	\$659,000	\$0 (Morton)	\$6,592,000	IM		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) (Fencing, PCC Pave)	\$24,889,000	\$2,765,000	\$0 (Burleigh)	\$27,654,000	IM	22958	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, ramp next to Memorial Highway Interchange) (Structure Paint)	\$152,000	\$17,000	\$0 (Mandan)	\$169,000	NH	23898	NA	
NDDOT	26.6.10	Bridge - I-194 (1 mile southeast of Junction 194, Memorial Highway Interchange, East Bound) (Structure Paint, Structure Items)	\$430,000	\$43,000	\$0 (Mandan)	\$478,000	NH	23898	NA	
NDDOT	26.6.11	Bridge - I-194 (1 mile southeast of Junction 194, Memorial Highway Interchange, West Bound) (Structure Paint, Structure Items)	\$430,000	\$43,000	\$0 (Mandan)	\$478,000	NH	23898	NA	
NDDOT	26.6.12	Bridge - I-194 (Burlington Northern RR Overhead Separation) (Structure Paint, Structure Items, Spall Repairs)	\$253,000	\$28,000	\$0 (Mandan)	\$281,000	IM	23898	NA	

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^{NA} Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2027

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	27.1.01	Safety - Bismarck S Washington St (S Washington St and W Bowen Ave Intersection) (Remove existing traffic signal, install raised median island & RRFB crossing)	\$126,000	\$0	\$14,000 (Bismarck)	\$140,000	HEU		NA	
BISMARCK	27.1.02	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	
BURLEIGH	27.2.01	*Safety - Burleigh 71st Ave NE and 26th St NE (71st Ave NE and 26th St NE Intersection) (Construction of a roundabout including lighting and landscaping)	\$3,600,000	\$0	\$1,200,000 (Burleigh)	\$4,800,000	HEU	24021	NA	
MANDAN	27.4.01	*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	24025	NA	
NDDOT	27.6.01	*Bridge - I-94 (Sunset Drive Interchange, Mandan) (Reconstruction)	\$27,000,000	\$3,000,000	\$0 (Mandan)	\$30,000,000	IM	23594	NA	
NDDOT	27.6.02	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	27.6.03	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	

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* Pending Availability of Federal Funds

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

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

YEAR	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	AMENDMENT/ MODIFICATION (Date)
2024	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	NA	NA	NA	NA
2024	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	NA	NA	NA	NA
2024	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	NA	NA	NA	NA
2024	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	\$28,881,000	\$3,177,000	\$100,000	\$32,158,000
2025	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	NA	NA	NA	NA
2025	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	NA	NA	NA	NA
2025	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	NA	NA	NA	NA
2025	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	\$26,890,000	\$2,988,000	NA	\$29,878,000
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
2027	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	NA	NA	NA	NA
2027	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	NA	NA	NA	NA
2027	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	NA	NA	NA	NA
2027	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	NA	NA	NA	NA

Note: No projects in the 2024-2027 TIP were identified as RSP.

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

2024-2027

TRANSIT IMPROVEMENT PROJECT LIST

Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2024	2025	2026	2027	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	\$1,120,640 \$0 \$280,160 \$1,400,800	\$1,154,259 \$0 \$288,565 \$1,442,824	\$1,188,887 \$0 \$297,222 \$1,486,109	\$1,224,554 \$0 \$306,138 \$1,530,692	\$4,688,340 \$0 \$1,172,085 \$5,860,425
2	Bismarck/Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance on transit vehicles and facility	Fed State Local Total	\$20,000 \$0 \$5,000 \$25,000	\$20,600 \$0 \$5,150 \$25,750	\$21,218 \$0 \$5,305 \$26,523	\$21,855 \$0 \$5,464 \$27,318	\$83,673 \$0 \$20,918 \$104,591
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	\$632,923 \$357,916 \$632,923 \$1,623,762	\$651,911 \$368,653 \$651,911 \$1,672,475	\$671,468 \$379,713 \$671,468 \$1,722,649	\$691,612 \$391,104 \$691,612 \$1,774,329	\$2,647,914 \$1,497,387 \$2,647,914 \$6,793,215
4	Bismarck/Mandan Area	Security	FTA Sec. 9 (5307) 80 / 20	Public transportation security projects	Fed State Local Total	\$17,972 \$0 \$4,493 \$22,465	\$18,511 \$0 \$4,628 \$23,139	\$19,066 \$0 \$4,767 \$23,833	\$19,638 \$0 \$4,910 \$24,548	\$75,188 \$0 \$18,797 \$93,985
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	\$403,750 \$0 \$71,250 \$475,000	\$850,000 \$0 \$150,000 \$1,000,000	\$0 \$0 \$0 \$0	\$901,000 \$0 \$159,000 \$1,060,000	\$2,154,750 \$0 \$380,250 \$2,535,000
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	\$364,371 \$0 \$64,301 \$428,672	\$561,000 \$0 \$99,000 \$660,000	\$577,830 \$0 \$101,970 \$679,800	\$595,165 \$0 \$105,029 \$700,194	\$2,098,366 \$0 \$370,300 \$2,468,666
8	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 50 / 50	Operating assistance to the elderly and disabled	Fed State Local Total	\$117,475 \$0 \$117,475 \$234,950	\$120,999 \$0 \$120,999 \$241,999	\$124,629 \$0 \$124,629 \$249,258	\$128,368 \$0 \$128,368 \$256,736	\$491,472 \$0 \$491,472 \$982,943
9	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 80/20	Mobility Manager salary assistance	Fed State Local Total	\$24,800 \$0 \$6,200 \$31,000	\$32,000 \$0 \$8,000 \$40,000	\$33,280 \$0 \$8,320 \$41,600	\$34,611 \$0 \$8,653 \$43,264	\$124,691 \$0 \$31,173 \$155,864

2024-2027

EXPENSE/REVENUE SUMMARY

FY 2024 - 2027 TIP

EXPENSE SUMMARY BY GEOGRAPHIC LOCATION

PROJECTS	FUNDING SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST (\$)
Annual Element 2024	Federal ⁽¹⁾ Construction	29,601,296	0	542,384	0	0	5,470,000	35,613,680
	Federal ⁽²⁾ Preservation	1,032,891	0	0	0	0	0	1,032,891
	State ⁽¹⁾ Construction	3,119,972	0	0	0	0	612,000	3,731,972
	State ⁽²⁾ Preservation	215,877	0	0	0	0	0	215,877
	Local ⁽¹⁾ Construction	402,738	0	14,000	0	0	565,000	416,738
	Local ⁽²⁾ Preservation	0	0	0	0	0	0	0
	*Other Local ⁽¹⁾ Construction	90,000	0	98,115	0	0	0	188,115
	*Other Local ⁽²⁾ Preservation	0	0	0	0	0	0	0
	PLI ⁽¹⁾ Construction	0	0	0	0	0	0	0
	**PLI ⁽²⁾ Preservation	0	0	0	0	0	0	0
Future Projects 2025-2027	Total (Construction/Engineering)	33,214,006	0	654,499	0	0	6,647,000	40,515,505
	Total (Preservation)	1,248,768	0	0	0	0	0	1,248,768
	Total	34,462,774	0	654,499	0	0	6,647,000	41,764,273
	Federal ⁽¹⁾ Construction	\$6,105,044	0	34,996,481	6,930,000	5,933,000	0	53,964,525
	Federal ⁽²⁾ Preservation	3,700,863	0	2,317,872	48,816,000	4,149,093	5,064,026	64,047,854
	State ⁽¹⁾ Construction	0	0	3,300,442	0	659,000	0	3,959,442
	State ⁽²⁾ Preservation	224,646	0	247,988	5,424,000	483,907	567,536	6,948,077
	Local ⁽¹⁾ Construction	8,640,700	0	5,687,438	1,570,000	0	0	15,898,138
	Local ⁽²⁾ Preservation	864,405	0	0	0	0	625,729	1,490,134
	*Other Local ⁽¹⁾ Construction	78,878	0	86,113	0	0	0	164,991
	*Other Local ⁽²⁾ Preservation	0	0	0	0	0	0	0
Total	Total (Construction/Engineering)	14,824,622	0	44,070,474	8,500,000	6,592,000	0	73,987,096
	Total (Preservation)	4,789,914	0	2,565,860	54,240,000	4,633,000	6,257,291	72,486,065
	Total	19,614,536	0	46,636,334	62,740,000	11,225,000	6,257,291	146,473,161
Total	FY 2024-2027	54,077,310	0	47,290,833	62,740,000	11,225,000	12,904,291	188,237,434

REVENUE SUMMARY

PROJECTS	REVENUE SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST (\$)
Annual Element 2024	Federal ⁽¹⁾ Construction	29,601,296	0	542,384	0	0	5,470,000	30,143,680
	Federal ⁽²⁾ Preservation	1,032,891	0	0	0	0	0	1,032,891
	State ⁽¹⁾ Construction	3,119,972	0	0	0	0	612,000	3,731,972
	State ⁽²⁾ Preservation	215,877	0	0	0	0	0	215,877
	Local ⁽¹⁾ Construction	402,738	0	14,000	0	0	565,000	416,738
	Local ⁽²⁾ Preservation	0	0	0	0	0	0	0
	*Other Local ⁽¹⁾ Construction	90,000	0	98,115	0	0	0	188,115
	*Other Local ⁽²⁾ Preservation	0	0	0	0	0	0	0
	PLI ⁽¹⁾ Construction	0	0	0	0	0	0	0
	**PLI ⁽²⁾ Preservation	0	0	0	0	0	0	0
Future Projects 2025-2027	Total (Construction/Engineering)	33,214,006	0	654,499	0	0	6,647,000	40,515,505
	Total (Preservation)	1,248,768	0	0	0	0	0	1,248,768
	Total	34,462,774	0	654,499	0	0	6,647,000	41,764,273
	Federal ⁽¹⁾ Construction	6,105,044	0	34,996,481	6,930,000	5,933,000	0	53,964,525
	Federal ⁽²⁾ Preservation	3,700,863	0	2,317,872	48,816,000	4,149,093	5,064,026	58,983,828
	State ⁽¹⁾ Construction	0	0	3,300,442	0	659,000	0	3,959,442
	State ⁽²⁾ Preservation	224,646	0	247,988	5,424,000	483,907	567,536	6,380,541
	Local ⁽¹⁾ Construction	8,640,700	0	5,687,438	1,570,000	0	0	15,898,138
	Local ⁽²⁾ Preservation	864,405	0	0	0	0	625,729	864,405
	*Other Local ⁽¹⁾ Construction	78,878	0	86,113	0	0	0	164,991
	*Other Local ⁽²⁾ Preservation	0	0	0	0	0	0	0
Total	Total (Construction/Engineering)	14,824,622	0	44,070,474	8,500,000	6,592,000	0	73,987,096
	Total (Preservation)	4,789,914	0	2,565,860	54,240,000	4,633,000	6,257,291	72,486,065
	Total	19,614,536	0	46,636,334	62,740,000	11,225,000	6,257,291	146,473,161
Total	FY 2024-2027	54,077,310	0	47,290,833	62,740,000	11,225,000	12,904,291	188,237,434

*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**2024 - 2027**

	FUNDING SOURCE	FUNDING AMOUNT (\$)	ANTICIPATED COSTS (\$)
Annual Element 2024	Federal	\$2,701,931	\$2,701,931
	Federal Match	\$0	\$0
	State	\$357,916	\$357,916
	Local	\$1,181,802	\$1,181,802
	Total	\$4,241,649	\$4,241,649
Future Projects 2025-2027	Federal	\$9,662,462	\$9,662,462
	Federal Match	\$0	\$0
	State	\$1,139,471	\$1,139,471
	Local	\$3,951,106	\$3,951,106
	Total	\$14,753,039	\$14,753,039
Transit Total	FY 2024-2027	\$18,994,688	\$18,994,688

2024-2027

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 2024-2027 TIP.

Bismarck-Mandan MPO Operations and Maintenance NDDOT and Member Jurisdiction Expenditures and Revenues 2024-2027
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
2024	\$125,588	\$125,588	312	1.90%	\$2,386.17	\$2,386.17
2025-2027	\$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
2024	\$2,605,000	\$2,605,000	Intergovernmental Rev, Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	\$700,745.00	\$700,745.00
2025	\$2,709,000	\$2,709,000	Intergovernmental Rev, Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	\$728,721.00	\$728,721.00
2026	\$2,817,000	\$2,817,000	Intergovernmental Rev, Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	\$757,773.00	\$757,773.00
2027	\$2,930,000	\$2,930,000	Intergovernmental Rev, Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	\$788,170.00	\$788,170.00

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
2024	\$1,508,832	\$1,508,832	Hwy Gas Tax and Mill Levy			
2025	\$1,569,185	\$1,569,185	Hwy Gas Tax and Mill Levy	5.60%	\$84,494.59	\$84,494.59
2026	\$1,631,953	\$1,631,953	Hwy Gas Tax and Mill Levy	5.60%	\$87,874.36	\$87,874.36
2027	\$1,697,231	\$1,697,231	Hwy Gas Tax and Mill Levy	5.60%	\$91,389.37	\$91,389.37
				5.60%	\$95,044.94	\$95,044.94

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
2024	\$1,707,588	\$1,707,588	Highway Tax Distribution	29.90%	\$510,568.81	\$510,568.81
2025	\$1,775,892	\$1,775,892	Highway Tax Distribution	29.90%	\$530,991.71	\$530,991.71
2026	\$1,846,928	\$1,846,928	Highway Tax Distribution	29.90%	\$552,231.47	\$552,231.47
2027	\$1,920,805	\$1,920,805	Highway Tax Distribution	29.90%	\$574,320.70	\$574,320.70

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
2024	\$816,000	\$816,000	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$897.60	\$897.60
2025	\$848,640	\$848,640	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$933.50	\$933.50
2026	\$882,586	\$882,586	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$970.84	\$970.84
2027	\$917,889	\$917,889	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$1,009.68	\$1,009.68

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

2024-2025

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 2023, the MPO solicited member jurisdictions and parks and recreation entities serving the MPO area for PLI. There were no PLI provided for the 2024-2027 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 2024-2027 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 2023 targets will be based on the average of data from 2018, 2019, 2020, 2021, and 2022.
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 ADDOPTED TARGET	MPO ADDOPTED TARGET	CURRENT ADOPTION PERIOD
PM1: SAFETY				
1) Number of Fatalities	104.4	99.2	99.2	2023
2) Rate of Fatalities	1.102	1.080	1.080	2023
3) Number of Serious Injuries	405.2	397.1	397.1	2023
4) Rate of Serious Injuries	4.286	4.201	4.201	2023
5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	34.2	33.5	33.5	2023
PM2: INFRASTRUCTURE CONDITION				
1) Percent of National Highway System (NHS) Bridges in Good Condition	Not Available (NA)	50%	50%	2022-2026
2) Percentage of NHS Bridges in Poor Condition	NA	10%	10%	2022-2026
3) Percentage of Interstate Pavement in Good Condition	NA	75.6%	75.6%	2022-2026
4) Percentage of Interstate Pavement in Poor Condition	NA	3%	3%	2022-2026
5) Percentage of Non-Interstate NHS Pavement in Good Condition	NA	58.3%	58.3%	2022-2026
6) Percentage of Non-Interstate NHS Pavement in Poor Condition	NA	3%	3%	2022-2026
PM3: SYSTEM RELIABILITY				
1) Percentage of Person Miles Travel on the Interstate that are reliable	NA	85%	85%	2022-2026
2) Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	NA	85%	85%	2022-2026
3) Truck Travel Time Reliability Index	NA	2.0	2.0	2022-2026

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.

2024

TRANSIT ASSET MANAGEMENT (TAM) REPORT

Bis-Man Transit Useful Life Benchmarks and TAM Targets

Bis-Man Transit completed and adopted their TAM plan in October 2022. Targets areas include rolling stock, equipment, and facilities, and are based on Useful Life Benchmarks (ULB) for vehicles and transit facilities. The target number is a percent of assets within a particular asset class that have met or exceeded the ULB benchmark. 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	BMT 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	10	10
Light Duty Mid-Sized Cutaway	20 to 25 ft	8 to 16	5	150,000	10	10	10
Light Duty Small Cutaway	16 to 22 ft	3 to 14	4	100,000	10	10	10
Modified Van	20 to 22 ft	3 to 14	4	100,000	8	8	8
Minivan	Up to 12 ft	3 to 12	4	100,000	8	8	8
Automobile		3 to 7	4	100,000	8	8	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)

Agency Name	Asset Category	Asset Class	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
NDDOT	Equipment	Non Revenue/Service Automobile	29%	40%	40%	37%	35%	29%
NDDOT	Equipment	Other Rubber Tire Vehicles	60%	40%	40%	37%	35%	29%
NDDOT	Facilities	Administrative / Maintenance Facilities	0%	0%	0%	0%	0%	0%
NDDOT	Facilities	Passenger Facilities	0%	0%	0%	0%	0%	0%
NDDOT	Revenue Vehicles	BU - Bus	29%	28%	15%	14%	15%	15%
NDDOT	Revenue Vehicles	CU - Cutaway	15%	25%	25%	24%	28%	20%
NDDOT	Revenue Vehicles	MV - Minivan	11%	20%	25%	28%	25%	24%
NDDOT	Revenue Vehicles	SV - Sports Utility Vehicle	50%	50%	40%	37%	35%	40%
NDDOT	Revenue Vehicles	VN - Van	36%	35%	42%	40%	35%	24%

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 February 2023, but also accounts for a bus that was decommissioned since after February 2023.

Bis-Man Transit Fleet Inventory

Service Type	Bus Fleet ID	Year	Category	Condition*
Fixed Route	1001	2010	Heavy-Duty Small Bus	Marginal
Fixed Route	1002	2010	Heavy-Duty Small Bus	Marginal
Fixed Route	1003	2010	Heavy-Duty Small Bus	Marginal
Fixed Route	1501	2015	Heavy-Duty Large Bus	Good
Fixed Route	1502	2015	Heavy-Duty Large Bus	Good
Paratransit	54	2012	Medium-Duty Bus	Marginal
Paratransit	55	2012	Medium-Duty Bus	Marginal
Paratransit	1701	2017	Medium-Duty Bus	Marginal
Paratransit	1702	2017	Medium-Duty Bus	Marginal
Paratransit	1703	2017	Medium-Duty Bus	Marginal
Paratransit	1704	2017	Medium-Duty Bus	Marginal
Paratransit	1801	2018	Medium-Duty Bus	Good
Paratransit	1802	2018	Medium-Duty Bus	Good
Paratransit	1803	2018	Medium-Duty Bus	Good
Paratransit	1804	2018	Medium-Duty Bus	Good
Paratransit	1901	2018	Medium-Duty Bus	Good
Paratransit	1902	2018	Medium-Duty Bus	Good
Paratransit	1903	2019	Medium-Duty Bus	Good
Paratransit	1904	2019	Medium-Duty Bus	Good
Paratransit	1905	2019	Medium-Duty Bus	Good
Paratransit	1906	2019	Medium-Duty Bus	Good
Paratransit	1907	2019	Medium-Duty Bus	Good
Paratransit	1908	2019	Medium-Duty Bus	Good
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
Fixed Route	2201	2022	Heavy-Duty Small Bus	Excellent
Fixed Route	2202	2022	Heavy-Duty Small Bus	Excellent
Fixed Route	2301	2023	Heavy-Duty Small Bus	Excellent

* Condition and fleet reported as of June 15, 2023

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 2024-2027 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 2024-2027 Page 1 of 1										
Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2024	2025	2026	2027	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	\$1,120,640	\$1,154,259	\$1,188,887	\$1,224,554	\$4,688,340
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$280,160	\$288,565	\$297,222	\$306,138	\$1,172,085
					Total	\$1,400,800	\$1,442,824	\$1,486,109	\$1,530,692	\$5,860,425
2	Bismarck/Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307)	Preventative maintenance on transit vehicles and facility	Fed	\$20,000	\$20,600	\$21,218	\$21,855	\$83,673
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$5,000	\$5,150	\$5,305	\$5,464	\$20,918
					Total	\$25,000	\$25,750	\$26,523	\$27,318	\$104,591
3	Bismarck/Mandan Area	Operating Expenses	FTA Sec. 9 (5307)	Operating assistance for elderly/disabled and fixed route service	Fed	\$632,923	\$651,911	\$671,468	\$691,612	\$2,647,914
					State	\$357,916	\$368,653	\$379,713	\$391,104	\$1,497,387
					Local	\$632,923	\$651,911	\$671,468	\$691,612	\$2,647,914
					Total	\$1,623,762	\$1,672,475	\$1,722,649	\$1,774,329	\$6,793,215
4	Bismarck/Mandan Area	Security	FTA Sec. 9 (5307)	Public transportation security projects	Fed	\$17,972	\$18,511	\$19,066	\$19,638	\$75,188
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$4,493	\$4,628	\$4,767	\$4,910	\$18,797
					Total	\$22,465	\$23,139	\$23,833	\$24,548	\$93,985
5	Bismarck/Mandan Area	Transit Planning	FTA Sec. 8 (5303) (5313)	Provide funding for the Transit Development Plan	Fed	\$0	\$0	\$0	\$0	\$0
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$0	\$0	\$0	\$0	\$0
					Total	\$0	\$0	\$0	\$0	\$0
6	Bismarck/Mandan Area	Capital Grant	FTA Section (5339)	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed	\$403,750	\$850,000	\$0	\$901,000	\$2,154,750
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$71,250	\$150,000	\$0	\$159,000	\$380,250
					Total	\$475,000	\$1,000,000	\$0	\$1,060,000	\$2,535,000
7	Bismarck/Mandan Area	Capital Grant	FTA Section (5310)	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed	\$364,371	\$561,000	\$577,830	\$595,165	\$2,098,366
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$64,301	\$99,000	\$101,970	\$105,029	\$370,300
					Total	\$428,672	\$660,000	\$679,800	\$700,194	\$2,468,666
8	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA Section (5310)	Operating assistance to the elderly and disabled	Fed	\$117,475	\$120,999	\$124,629	\$128,368	\$491,472
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$117,475	\$120,999	\$124,629	\$128,368	\$491,472
					Total	\$234,950	\$241,999	\$249,258	\$256,736	\$982,943
9	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA Section (5310)	Mobility Manager salary assistance	Fed	\$24,800	\$32,000	\$33,280	\$34,611	\$124,691
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$6,200	\$8,000	\$8,320	\$8,653	\$31,173
					Total	\$31,000	\$40,000	\$41,600	\$43,264	\$155,864

Based on the existing condition of the Bis-Man Transit fleet and facilities, and the programmed activities outlined in the 2024-2027 TIP, the Bis-Man MPO believes the investments fall within category A. of the three federally defined maintenance options:

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

Overview:

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

PROOF OF PUBLIC INVOLVEMENT

Public Meeting Notice

Consultation with Transportation and Planning Officials

Letters to local and regional planning officials and stakeholders (including State and local planned growth, economic development, environmental protection, airport operations and freight movement) were mailed in July of 2023 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 2022

Completion Analysis of 2022 Projects Associated with 2022-2025 TIP

In April 2023 the MPO analyzed the status of all projects programmed for completion in 2022.

Total 2022 Projects – 38

Total Projects added by amendment or modification in 2022 – 20

Total 2022 projects completed – 12

Total 2022 projects that were started but not completed – 18

**This category includes projects bid or designed in 2022 but not constructed*

Total 2022 projects that were postponed to a later date – 8

Total 2022 projects that were cancelled – 0

April 6, 2023

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

Dear Mr. Zacher:

The following is the 2022 Status Report of projects contained within the Bismarck-Mandan MPO 2022-2025 Transportation Improvement Program (TIP), as of the end of the 2022 Calendar year.

Mandan

Transportation Alternatives

1. Old Red Trail Phase 2 (South Side, Starting at Sunset Dr going west 0.8 miles) – Trail Project
 - a. Completed in 2022
2. 19th St SE Trail Project (South Side, Hwy 6 to Macedonia Ave SE) – Trail Project
 - a. Expected to be constructed in 2023

Urban Roads Program

1. 8th Ave NW (Old Red Trail to 24th St NW) – Reconstruction
 - a. Project moved to 2023 (Amended, February 2023). Expected to bid in the fall of 2023 and be constructed in 2024

NDDOT

Bridge

1. I-94 (5 miles east of US Hwy 83, 80th St, EB) – Structure replacement
 - a. Completed in 2022
2. I-94 (Sunset Drive Interchange, Mandan) – Preliminary Engineering Work for a reconstruction project
 - a. Work on project ongoing, to continue in 2023
3. I-94 (Midway and Grant Marsh Bridge) – Preliminary Engineering Work for a highway planning study evaluating Grant Marsh Bridge replacement
 - a. Moved to 2023 (Modification, October 2022)
4. I-94 (CP rail/hay creek structure and 19th St separation) – Deck Overlay, Rail Retrofit, Approach Slabs, Expansion Joint Modifications
 - a. Moved to 2023 (Modification, January 2023)

Safety

1. State St/US 83 (Calgary Ave-I-94) – Turn Lanes
 - a. To be constructed in 2023

2. State St/US 83 (I-94-Divide Ave) – Turn Lanes
 - a. To be constructed in 2023
3. Bismarck Expressway (Burlington Dr-Yegen Rd, and Yegen Rd-Main Ave) – Turn Lanes, install corridor lighting in gaps along Expressway
 - a. Completed in 2022
4. Bismarck Expressway/McKenzie Drive Interchange– Installation of wrong way detection systems
 - a. Moved to 2023 (Modification, January 2023)
5. US and NH Highways throughout the Bismarck District– Pavement Markings
 - a. Completed in 2022
6. Highway 810 E/Bismarck Expressway (West of Washington St to East of 2nd St) – Pavement Markings, Intersection Improvements, Turn Lanes, Flashing Beacons
 - a. To be constructed in 2023

Urban Regional Program

1. Bismarck 7th St (Ave C to Front Ave) – Signals
 - a. Project largely completed in 2022, a few items remain to be completed in spring of 2023
2. Bismarck 9th St (Ave C to Front Ave) – Signals
 - a. Project largely completed in 2022, a few items remain to be completed in spring of 2023
3. Mandan Memorial Highway (Phase 1, extents TBD) – Reconstruction
 - a. Currently scheduled to be bid in 2023, construction date TBD (Modification, December 2022)
4. Bismarck State St (Divide Ave-I-94, and State St/I-94 Bridge) – CPR, Grinding, Spall Repair, Structure Items
 - a. To be constructed in 2023
5. Bismarck State St (I-94-Calgary Ave, and Century Ave/11th St) – CPR, Grinding
 - a. To be constructed in 2023
6. Bismarck 9th St (Front Ave-Bismarck Expressway) – Mill and Overlay, Curb and Gutter
 - a. To be constructed in 2023
7. Bismarck Expressway Railroad Bridge – Approach Slab and Barrier Spall Repair, SE Beam End Repair, Seal Joints and Barrier
 - a. Completed in 2022
8. Bismarck Expressway (Main Ave to end of asphalt) – Mill and Overlay, ADA Ramp Revisions
 - a. To be constructed in 2023
9. Bismarck Expressway (Washington St to Main Ave) – Mill and Overlay, ADA Ramp Revisions
 - a. To be constructed in 2023
10. ND 1804 (Signal St-Bismarck Expressway) – Mill and Overlay
 - a. To be constructed in 2023
11. I-94B (Bismarck/Mandan Memorial Bridge – Clean drains and glands, clean tubs, pigeon proof utility passages, add tub drains if needed, and potentially add steps for access
 - a. Moved to 2024 (Amended, March 2022)
12. Mandan Memorial Highway (Phase 2, extents TBD) – Reconstruction

- a. Currently scheduled to be bid in 2023, construction date TBD (Modification, December 2022)
- 13. Bismarck Expressway (Rosser Ave-Miriam Ave) – CPR, Grinding
 - a. To be constructed in 2023

Rural

- 1. Statewide ITS equipment (I-94 Mile Marker 165, Apple Creek EB Weigh in Motion site) – Add electronics to existing WIM cabinet
 - a. Completed in 2022
- 2. Statewide ITS equipment (I-94 Mile Marker 165, Apple Creek EB Weigh in Motion site) – Recalibrate electronics in existing WIM cabinet
 - a. Completed in 2022
- 3. Highway 1804 (North Hazelton Juncture-Signal St) – Thin Overlay
 - a. To be constructed in 2023
- 4. I-94 (East of Exit 161 Interchange to east of Menoken Interchange) – Median X-overs, Ramp Connections
 - a. Moved to 2023, to be constructed in 2023 (Modification, December 2022)

Urban Rail

- 1. Bismarck Main Ave (Rail Crossing between 24th and 26th St) – Remove abandoned rail crossing and related infrastructure, restore pavement
 - a. Completed in 2022
- 2. Bismarck 43rd Ave NE (43rd Ave Rail Crossing)– New extended crossing surface, new full depth concrete panels on N and S sidewalks, upgrade and relocation of crossing signal system
 - a. Completed in 2022
- 3. Bismarck Morrison Ave (Morrison Ave Rail Crossing, NPCC spur line) – Upgrade crossing by installation of a new, improved rail signal and related accessories
 - a. Completed in 2022

Planning Studies

- 1. Transportation Management Center (TMC) and SMART Corridor (I-29 from the SD border to the Canadian border is intended to be a SMART corridor, and the TMC may be located in Bismarck) – Planning Study
 - b. Work on project ongoing, to continue in 2023

Bismarck

Transportation Alternatives

- 1. Bismarck Public Schools City-wide – Safety Improvements (installation of 20 MPH speed limit signs near schools)
 - a. Signs purchased, but still to be installed in 2023
- 2. Bismarck Expressway Pedestrian Facility– Structural Items
 - a. Project to be constructed in 2023

Urban Grants Program

- 1. Thayer Ave (N 3rd St-N 6th St) and N 6th St (Main Ave-Rosser Ave) – CPR, curb and gutter, sidewalk, bulb-outs, ADA ramps, pavement marking, LED roadway and pedestrian lighting, street trees, landscaping, signing, and parking improvements

- a. Project completed in 2022
- 2. N 4th St (Main Ave-Thayer Ave), N 5th St (Main-Thayer), and Broadway Ave (N 4th St-N 6th St) – CPR, curb and gutter, sidewalk, pavement marking, LED roadway and pedestrian lighting, signing, ADA ramps, and landscaping
 - a. Project completed in 2022

Sincerely,

A handwritten signature in cursive script that reads "Stephen Larson".

Stephen Larson

Bismarck-Mandan Transportation Specialist

Attch: 2022 Project List from the Bismarck-Mandan MPO 2022-2025 TIP and applicable Amendments/Modifications.

PUBLIC COMMENTS ON 2024-2027 TIP

The Draft 2024-2027 TIP was released for public comment beginning July 29, 2023. Public comments regarding the Draft 2024-2027 TIP were received until 5 pm on August 14, 2023. All stakeholder comments related to the Draft TIP will be considered for incorporation into the Final 2024-2027 TIP.

APPENDIX

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

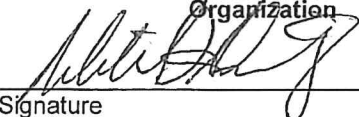
PROJECT PREFIX		
IM	=	Interstate Maintenance - State Project
NH	=	National Highway System - State Project
NHU	=	National Highway System - State Urban Project
AC	=	Advance Construction
SS	=	Non-National Highway System - State Rural Project
SU	=	Non-National Highway System - State or City Urban Project
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
RAI	=	RAISE Grant Program – Projects funded using the RAISE Grant Program

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.

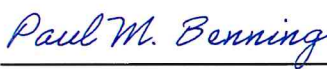
Bismarck-Mandan Metropolitan Planning
Organization


Signature

Policy Board chair
Title

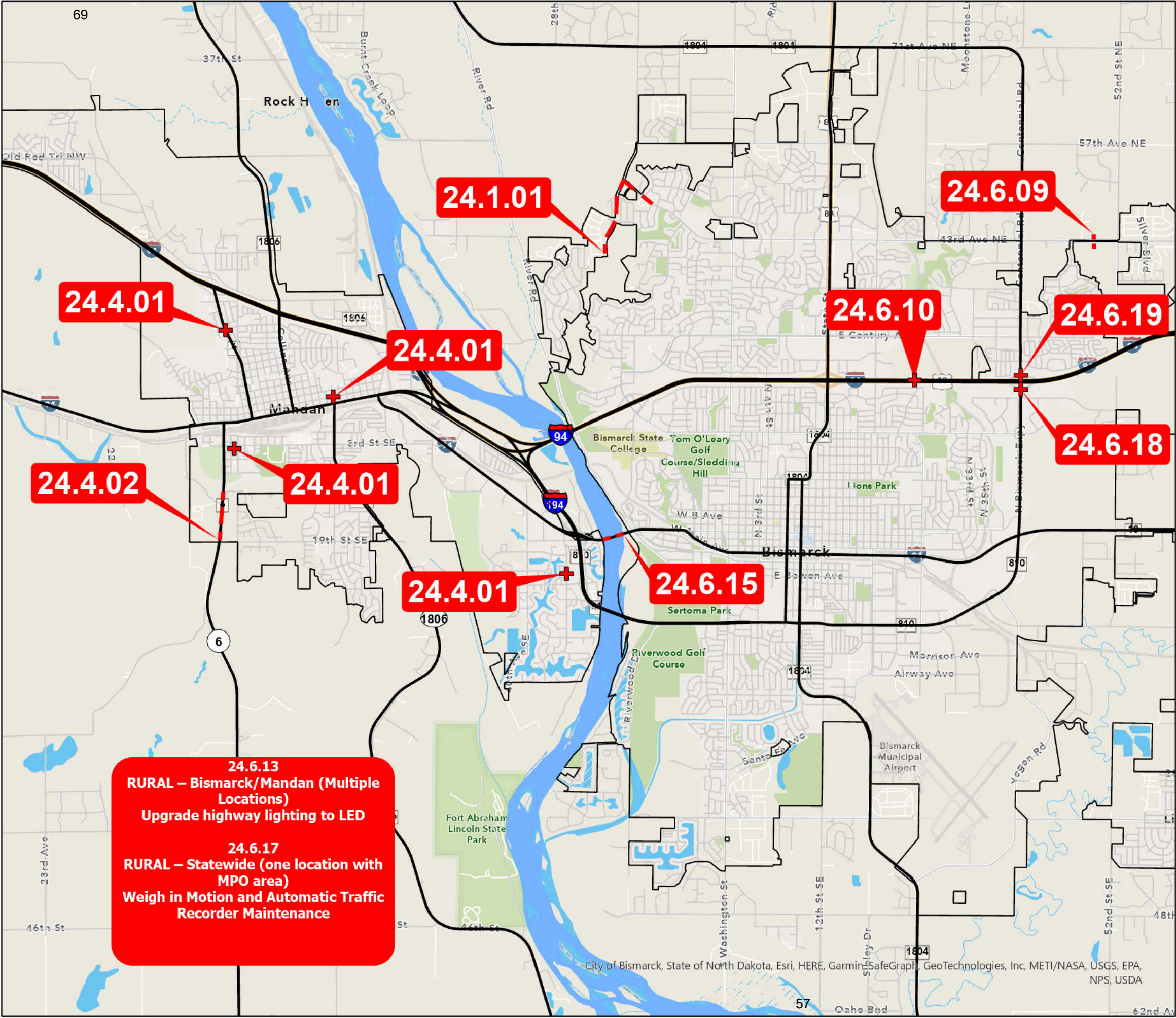
6/20/23
Date

North Dakota Department of Transportation


Signature

Local Government Engineer
Title

7/21/2023
Date



**2024-2027 Transportation Improvement Program
(Year 2024)**

Legend

-  2024
-  2024
-  City Limits
-  MPO Boundary
-  Missouri River



2
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 July 2023 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
X:\ArcProProjects\MPO\TIP\Master TIP\MasterTIP.aprx

24.6.13
RURAL – Bismarck/Mandan (Multiple Locations)
Upgrade highway lighting to LED

24.6.17
RURAL – Statewide (one location with MPO area)
Weigh in Motion and Automatic Traffic Recorder Maintenance

2024-2027 Transportation Improvement Program (Year 2025-2027)

Legend

YEAR

2025

2026

2027

YEAR

2025

2026

2027

City Limits

MPO Boundary

Missouri River

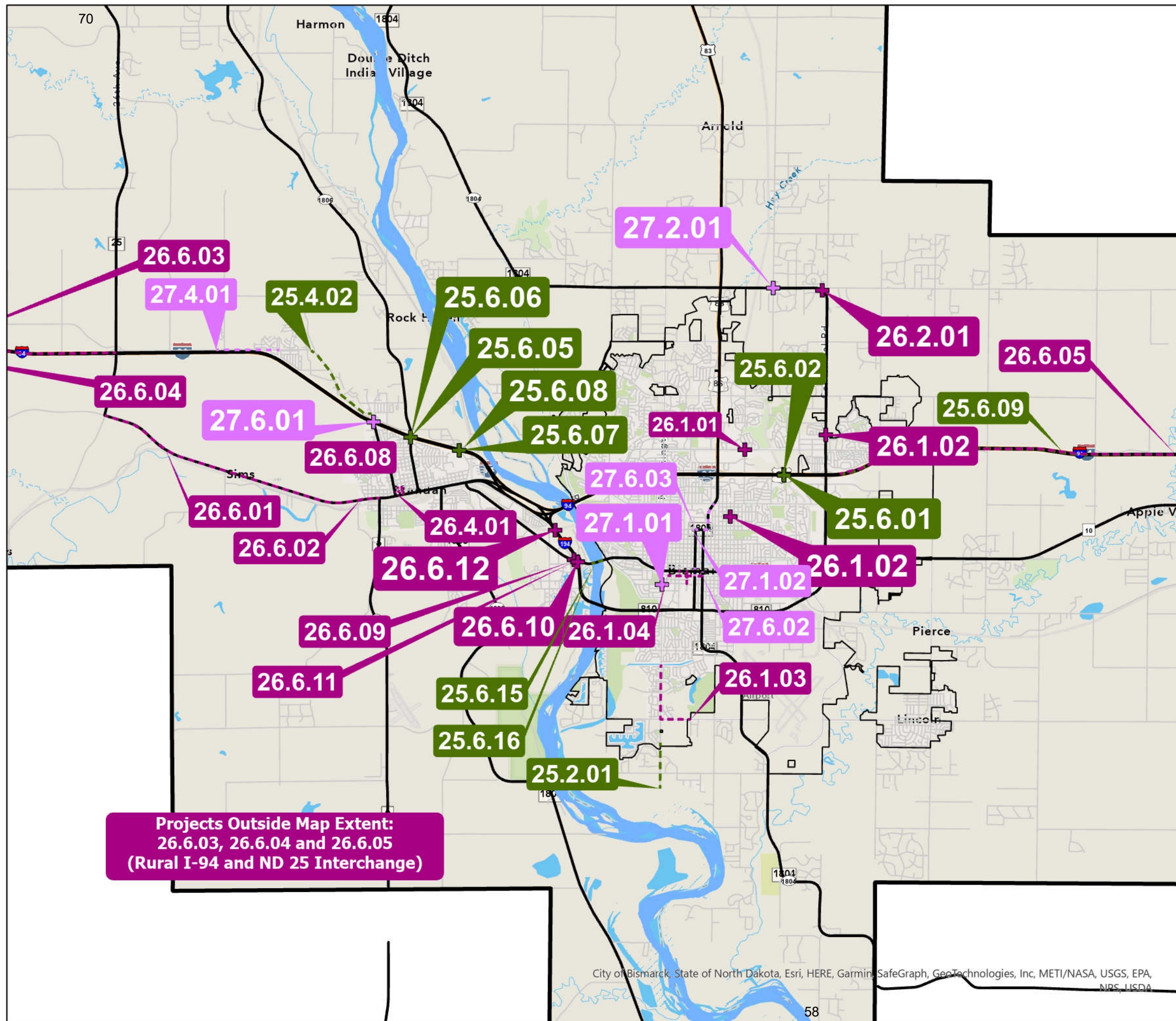


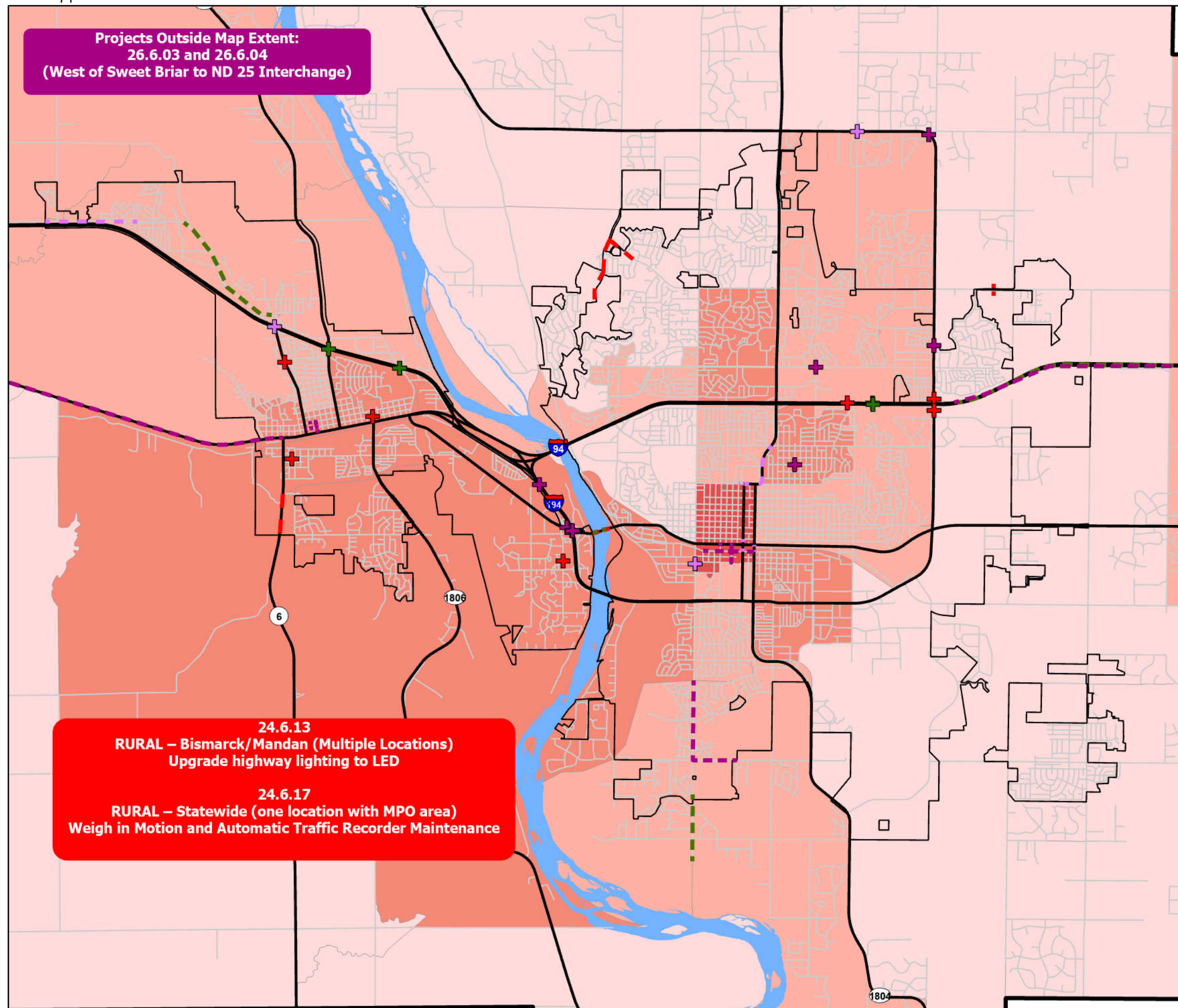
3.5

Miles

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Map created July 2023 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
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2024-2027 TIP Projects with Concentration of Minority Populations in MPO Area

Legend

YEAR

- 2024
- 2025
- 2026
- 2027
- 2024
- 2025
- 2026
- 2027

Population in Poverty

(Census Block)

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



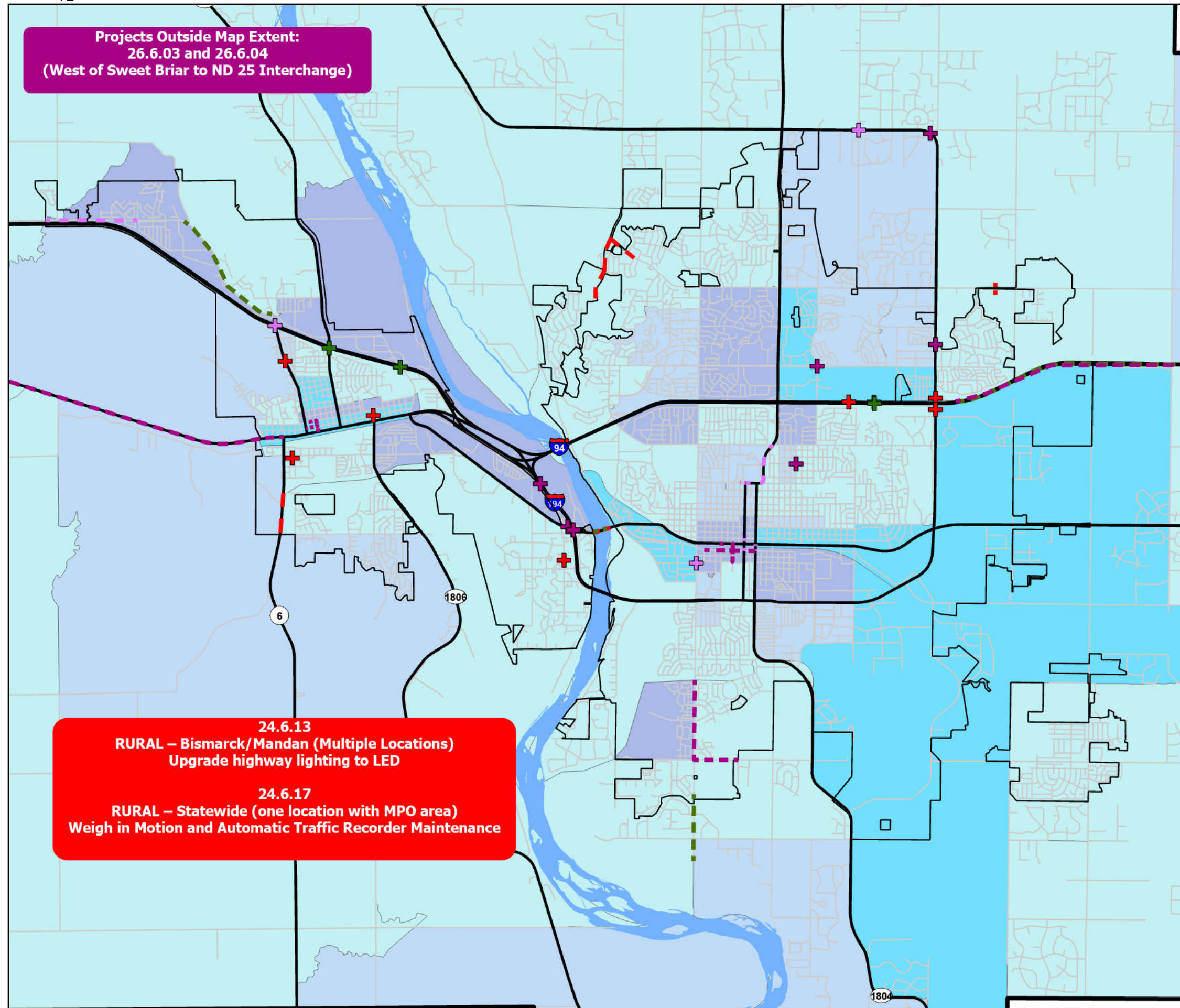
2.5

Miles

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Map created July 2023 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
X:\ArcProProjects\MPO\TIP\Master TIP\MasterTIP.aprx

Projects Outside Map Extent:
26.6.03 and 26.6.04
(West of Sweet Briar to ND 25 Interchange)



24.6.13
RURAL – Bismarck/Mandan (Multiple Locations)
Upgrade highway lighting to LED

24.6.17
RURAL – Statewide (one location with MPO area)
Weigh in Motion and Automatic Traffic Recorder Maintenance

2024-2027 TIP Projects with Concentration of Minority Populations in MPO Area

Legend

YEAR

- + 2024
- + 2025
- + 2026
- + 2027
- 2024
- 2025
- 2026
- 2027

Minority Population (Census Block)

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



2.5

Miles

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Map created July 2023 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.

X:\ArcProProjects\MPO\TIP\Master TIP\MasterTIP.aprx

Resolution of Support

For Bis-Man Transit's Public Transportation Agency Safety Plan

Whereas, the Federal Transit Administration established the Public Transportation Agency Safety Plan (PTASP) rule (49 CFR Part 673) requiring Transit Operators to develop a PTASP plan; and

Whereas, the PTASP outlines strategies to minimize unsafe situations that may be experienced by users and operators of public transportation and outlines a Transit Operator's safety performance measures and targets; and

Whereas, the Bis-Man Transit Board in July 2023 adopted a Safety Plan and targets to serve as their PTASP for 2023-2024; and

Whereas, the Bismarck-Mandan Metropolitan Planning Organization endorses and supports the Safety Performance Targets outlined in Bis-Man Transit's adopted PTASP.

Now, therefore, be it resolved, that the Bismarck-Mandan Metropolitan Planning Organization supports Bis-Man Transit's PTASP and will program investments which contribute toward the accomplishment of the following performance targets:

[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	3 or less	0.2	5 or less	0.33	9,500
ADA/ Paratransit	0	0	3 or less	0.75	1 or less	0.1	35,000

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 August 15, 2023.

Chair, Bismarck-Mandan MPO Policy Board

Date

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TAC and Policy Board Progress Report

Date: Friday, August 04, 2023

Project: Bismarck-Mandan Arrive 2050 Update

To: Rachel Lukaszewski

From: Jason Carbee

Subject: Progress Report for July 2, 2023 to July 29, 2023

Please note that this progress report summarizes the work completed during the period above.

TDMSE Task 1 – Project Management

- The consultants continued monthly accounting and progress reports.
- Consulting team continued internal coordination calls.
- Conducted MPO-HDR-SRF team coordination calls on July 12.
- Provided updates to TAC and Policy Board meetings July 17 and 18.

TDMSE Task 7 – Allocate Socioeconomic Data

- SRF provided an updated version of the socio-economic data for jurisdiction review.
- SRF coordinated with the City of Bismarck on employment methodology and household and employment allocation.
- Coordination on SE data allocation is anticipated to be completed in August.

MTP Task 2 – MTP Engagement

- MPO and consultant staff began development of draft versions of the Community Household Survey.
- Continued planning for Fall Open House (October/November)

MTP Task 3 – MTP Data Collection

- HDR staff continued data collection.

Project Progress Summary

Task	Start Date	End Date	Percent Complete		Explanation / Discussion
			Period Start	Period End	
TDMSE Task 1 - Project Management	Sep-22	Aug-23	90%	95%	Reflects combined SRF / HDR hours for TDMSE.
TDMSE Task 2 - Outreach and Stakeholder Consultation	Sep-22	Jun-23	100%	100%	
TDMSE Task 3- TDMSE Data Needs	Sep-22	Nov-23	100%	100%	
TDMSE Task 4 - TDMSE Methodology	Oct-22	Nov-23	100%	100%	
TDMSE Task 5 - Development Scenario and Forecasts	Nov-22	Feb-23	100%	100%	
TDMSE Task 6 - Baseline Study Expectations (Forecasts)	Nov-22	Mar-23	100%	100%	
TDMSE Task 7- Allocate Socioeconomic Data	Dec-22	Aug-23	90%	95%	Continued coordination on SE data allocation.
TDMSE Task 8 - Model Performance Review and Validation	Feb-23	Oct-23?	0%	0%	Have not received base year model files from ATAC yet.
TDMSE Task 9 - Report	Sep-22	Oct-23	0%	0%	Extended schedule per model delay
MTP TASK 1 - Project Management	Jun-23	Dec-24	7%	9%	Continued accounting and invoicing.
MTP TASK 2 – Public Engagement	Jun-23	Dec-24	2%	7%	Organized and conducted first steering committee meeting.
MTP TASK 3 – Data Collection	Jun-23	Sep-23	0%	0%	
MTP TASK 4 - Goals, Objectives & Performance Measures	Aug-23	Oct-23	0%	0%	
MTP TASK 5 – Baseline System Conditions	Aug-23	Jan-24	0%	0%	
MTP TASK 6 - Develop & Screen Alternatives	Jan-24	May-24	0%	0%	
MTP TASK 7 – Financial Plan and Implementation Schedule	Oct-23	Jun-24	0%	0%	
MTP TASK 8 – MTP Document Development and Review	Jun-24	Dec-24	0%	0%	
Project Totals	Sep-22	Dec-24	20%	21%	



PROGRESS REPORT

SRF COMMISSION NO.	022-15824
PROGRESS REPORT NO.	11
DATE	July 31, 2023

REPORTING PERIOD	July 1, 2023 through July 31, 2023
PROJECT NAME	Bismarck-Mandan MPO Transit Development Plan
PREPARED BY	Bill Troe
ROUTE/COPY TO	Teresa Carey
Percent Complete through Period	90%

COMPLETED ACTIVITIES PREVIOUS PERIOD (July 2023)

- Presented workshop findings on funding to the Bismarck City Commission on July 11.
- Updated material regarding funding and presented to the Bismarck City Commission on July 25.
- Met with representatives of Mandan (Mayor, Finance Director and City Administrator) to discuss the non-ADA funding request.
- Prepared ads for the July public information meetings (Meeting round 3).
- Prepared material for the July public information meetings.
- Facilitated public information meetings in Bismarck and Mandan on July 25.
- Addressed questions from the public meeting.
- Continue with draft document.

ONGOING ACTIVITY THIS PERIOD (August 2023)

- Update the funding assessment as needed to address comments.
- Update the service alternatives as needed.
- Finalize the draft TDP document and distribute for comments.
- Address comments received on the draft.
- Initiate final document preparation.

PROJECTED ACTIVITY NEXT PERIOD (September 2023)

- Initiate presentations to city commissions and MPO committees.

PROBLEMS ENCOUNTERED/ITEMS OF NOTE/SCHEDULE REVISIONS

- None.

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Bismarck-Mandan MPO * 2023 Ortho - Lidar Project * Period ending 6/30/23

<i>Bismarck-Mandan MPO Field Survey</i>				
Phase (Percent of Project)	Percent Complete	Start	End	Comments
Kick-off Meeting (0.5%)	100.00%	4/20/2023	4/20/2023	
Targeting (2%)	100.00%	4/24/2023	4/30/2023	
Field Survey (3%)	100.00%	4/24/2023	6/30/2023	MPO opted for NAD83(2011) on 6/30/23
Survey Report (0.5%)	0.00%			
Supplemental Field Topo (2.5%)	0.00%			

<i>Bismarck-Mandan MPO Digital Orthophotos</i>				
Phase (Percent of Project)	Percent Complete	Start	End	Comments
Imagery Acquisition (9%)	100.00%	5/3/2023	5/3/2023	NTP 5/1 * Acquisition start-up 5/3
Raw Imagery Processing and QC (1%)	100.00%	5/5/2023	5/19/2023	
Aero-Triangulation (2%)	75.00%	7/17/2023		Holding for control and datum/projection finalization
Stereo Model Set QC (1%)	0.00%			Review for parallax / target report
Orthophoto Processing (22%)	0.00%			Pilot delivery in July / Aug timeline
Accuracy Analysis (0.5%)	0.00%			Accuracy reporting
File Formatting and Mosaics (3%)	0.00%			
Metadata (1%)	0.00%			
Final Delivery (Due 12/31/23)				due 12/31/23

<i>Bismarck-Mandan MPO Lidar Terrain</i>				
Phase (Percent of Project)	Percent Complete	Start	End	
Lidar Acquisition (9%)	100.00%	5/3/2023	5/3/2023	NTP 5/1 * Acquisition start-up 5/3
Calibration and Index (4%)	75.00%	5/9/2023		New boresight required * next step index to control
Bare Earth Edit (25%)	0.00%			
Hydro Breakline Collection (10%)	0.00%			Hydro flattening
Terrain Building and Formatting (2%)	0.00%			
Contour Generation (2%)	0.00%			
Final Delivery (Due 12/31/23)				due 12/31/23

Project Percent Complete	29.0%
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Bismarck-Mandan MPO

TIP 2023-2026 Administrative Modification

Project Year(s) 2024

Entity	Project	Federal	State	Local	Total	Federal Funding Source
MANDAN	23.4.02 (old) 24.4.02 (new)	\$416,384	\$0	\$98,115 (Mandan)	\$514,499	TAU

Project Description:

This project is for the construction of a new shared use trail on the east side of ND 6 in Mandan, from 19th St SE to Heart River Bridge. This modification moves the project funding year from 2023 to 2024. The PCN is 23922.

Consistency with the Bismarck-Mandan MPO Metropolitan Transportation Plan:

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

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