

**TO: Bismarck-Mandan Metropolitan Planning Organization
 Technical Advisory Committee**

FROM: Rachel Drewlow, MPO Executive Director

DATE: September 13, 2021

RE: TAC Meeting

There will be a meeting of the Bismarck-Mandan MPO Technical Advisory Committee on **Monday, September 20, 2021, at 10:00 AM.** The meeting will be held in the Tom Baker Meeting Room of the City/County Office Building at 221 N. 5th Street, Bismarck, ND. The agenda is outlined below.

The City of Bismarck and TAC members are encouraging citizens to provide their comments for public hearing items on the Bismarck-Mandan Metropolitan Planning Organization TAC agenda via email to mpo@bismarcknd.gov. Please include which item number your comment references. It will be sent to the members, as well as placed with the minutes. To ensure your comments are received prior to the meeting, please submit them by 5:00 pm 1 business day prior to the meeting. If you would like to participate via video or audio link for a 3-5 minute comment on a regular agenda public hearing item, please provide your name, agenda item and e-mail address to the above e-mail at least 3 days before the meeting.

Many of the 14 (fourteen) TAC members will attend this meeting remotely. **TAC members and those presenting at the meeting will receive ZOOM invites approximately 1 business day prior to the meeting. Individuals wishing to participate via ZOOM should email contact information to mpo@bismarcknd.gov at least 3 days in advance of the meeting to receive a meeting invite tailored uniquely to them.**

As always, live meeting coverage is available on Government Access Channels 2 & 602HD, Radio Access at 102.5 FM Radio, or stream FreeTv.org and RadioAccess.org. Agenda items can be found online at [MPO Technical Advisory Committee](#).

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4. ATAC MASTER AGREEMENT UPDATE – Rachel Drewlow, MPO
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5. REVIEW & APPROVAL OF THE REVISED EAST MAIN AVENUE CORRIDOR STUDY REQUEST FOR PROPOSAL (RFP) – Rachel Drewlow, MPO
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-

Next scheduled TAC meeting is on 10/18/2021. Please call 701-355-1852 with questions.

Any individual requiring special accommodations to allow access or participation at the meeting is asked to notify ADA Coordinator, Bismarck-Mandan MPO, PO Box 5503, Bismarck, ND 58506-5503 or complete and submit the Request for Reasonable Accommodations form at <http://www.bismarcknd.gov/DocumentCenter/View/23201> at least five (5) days prior to the meeting.

PROJECTS UPDATE

<u>Project</u>	<u>% Complete</u>	<u>Contracted Completion Date</u>
Intersection Analysis Study	100	01/31/2021
2020 Ortho/Topo Mapping Project	100	11/30/2020
2020 Pavement Conditions & Analysis Report	100	4/30/2021

Common MPO Acronyms

ATAC: Advanced Traffic Analysis Center	NDDOT: North Dakota Department of Transportation
CPG: Consolidated Planning Grant	RSP: Regionally Significant Project
FHWA: Federal Highway Administration	TDM: Travel Demand Model
FTA: Federal Transit Administration	TIP: Transportation Improvement Plan
MTP: Metropolitan Transportation Plan	UPWP: Unified Planning Work Program

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

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
AUGUST 16, 2021**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) met on August 16, 2021, at 10:00 a.m. in the Tom Baker Meeting Room, City/County Office Building, 221 N. 5th Street, Bismarck. Rachel Drewlow presided.

Members present or participating via Zoom were Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Gabe Schell, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Wayne Zacher, and Rachel Drewlow. Members absent were John Saiki, Natalie Pierce, and Dean Schloss.

Others present or participating via Zoom were Kim Riepl and Stephen Larson, Bismarck-Mandan MPO; Mark Berg, City of Bismarck Engineering; Kristen Sperry, Federal Highway Association (FHWA); and Liz Sweep, Guardian and Protective Services Inc.

AGENDA ADDITION

Chair Drewlow brought forward another agenda item on behalf of MPO staff for TAC's consideration. She explained the item was overlooked on this month's TAC agenda. She said it is a discussion item and not an action item. As previously mentioned in last month's meeting, the MPO would like TAC members to begin discussions on the format for future TAC meetings. Future meetings could return to an in-person format, stay on Zoom, or pursue a hybrid option. Members have the opportunity to discuss pros and cons, and timelines for any proposed changes. Chair Drewlow proposed to add this discussion to the agenda as a new item number 6.

MOTION: Mr. Schell made a motion to add the meeting format discussion item to the agenda as presented. Mr. Stromme seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Gabe Schell, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Wayne Zacher, and Chair Drewlow voting in favor, the agenda addition was approved.

MINUTES

Chair Drewlow called for consideration of the minutes from July 19, 2021.

MOTION: Mr. Froseth made a motion to approve the July 19, 2021 minutes as presented. Mr. Nelson seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Gabe Schell, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Wayne Zacher, and Chair Drewlow voting in favor, the minutes of the July 19, 2021 meeting were approved.

2022-2025 DRAFT TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PRESENTATION & APPROVAL

Ms. Drewlow referred members to Exhibit A of the meeting packet for the 2022-2025 draft TIP. She explained the draft TIP was advertised for the required 15-day period as a public hearing, and during the public comment period five comments were received.

- One comment came from the Historic Preservation Commission, noting that a special consultation process may apply to project 22.1.02, because it exists within the downtown historic district of Bismarck.
- Another comment came from the North Dakota Department of Water Resources, noting there could be consultation needed for any project existing within the flood plain, especially anything located in Zone AE.
- A third comment came from a member of the public, noting the lack of projects on Yegen Road and Lincoln Road in Bismarck, especially at the intersection of those two roadways. They specifically desire to see a mill and overlay on Yegen Road and on Airway Avenue. They also want to see acceleration and deceleration lanes at the intersection of Yegen Road and University Drive. Ms. Drewlow noted projects in this area aren't in the draft TIP, but similar projects can be found in the Arrive 2045 Metropolitan Transportation Plan.
- Ms. Drewlow said the fourth comment received was from Bis-Man Transit. Transit indicated the Transit Asset Management report in the draft TIP was missing a few grant amounts. She said corrections were made to the draft TIP to address this comment.
- The last comment received was from a representative of the United Tribes Technical College, informing the MPO the college will be moving its main entrance from University Drive to a location on the north side of their campus. This move may include a new access onto University Drive, but the current access will be closed.

Public Hearing

Chair Drewlow opened the public hearing and called for comments. There were no comments made, and the public hearing was closed.

Ms. Drewlow gave an overview of the table of contents for the draft TIP for TAC members before beginning the presentation. She started with the document's overview, and said the MPO has updated the TIP Amendment and TIP Administrative Modification processes. Under the TIP Amendment process, she explained the MPO has clarified the definition of "major scope changes," and also changed what constitutes a significant cost increase to make that more understandable. Under the TIP Modification process, she noted the last four bullet points are all changes or additions to the definition. Changes to both processes were made for clarity and also for consistency with other state MPOs. Chair Drewlow noted these changes were sent to TAC members and the North Dakota Department of Transportation (NDDOT) and no comments or revisions were suggested.

Ms. Drewlow went over the project maps and complete program of projects each year from 2022 to 2025. She began by presenting the 2022 project list. In the course of her presentation, she pointed out that projects 22.6.06, 22.6.07 and 22.6.18 are being funded in 2021 and planned for construction in 2022. Mr. Zacher thinks since the TIP is intended to show projects by funding year, if the MPO is wanting to keep these projects in the TIP to show construction in 2022, they should be separated somehow from the other projects. Ms. Drewlow

said the projects are footnoted to indicate they are being funded in 2021 and Mr. Zacher indicated he is concerned these kinds of footnotes are easy to miss. Ms. Drewlow thanked him for his feedback.

Mr. Schell asked about the purpose of the TIP program of projects, mentioning that a number of the projects in the 2022 list are being funded in 2022 but constructed in 2023. He stated he would like to clarify this issue further, and wondered if there would be value in calling it Fiscal Year 2022 instead of Project Year 2022, thus focusing only on projects being funded in that particular year. He asked Mr. Zacher if NDDOT's State TIP (STIP) would have projects like 22.6.06 and 07 in 2022, since they are in fact funded in 2021, and Mr. Zacher said the STIP would not have those projects.

Ms. Drewlow clarified while the program of projects in the TIP is specific to the funding year, it is also used by MPO staff to track the construction and completion of the projects with each jurisdiction. She said MPO staff is interested in changing the layout of the program of projects in next year's TIP update, possibly with individual tables for each project that could show both funding year and construction year, as well as construction phases. Ms. Drewlow therefore believes most of Mr. Schell and Mr. Zacher's uncertainties will be cleared up with the development of future TIPs.

Mr. Schell wanted to know what the target audience for the program of projects is, since he feels the current project layout would be very confusing for members of the public. He would like to see the program of projects be more accessible for multiple audiences, internal and public. He said if he were a member of the public he would think all the 2022 projects were being constructed next summer, since it isn't clearly stated otherwise.

Ms. Drewlow thanked Mr. Schell for raising this issue, and said the MPO is certainly mindful of this concern and that it has come up more often in the past few years. The MPO wants to make the TIP clearer to the public and to TAC members, as well as making the document easier to amend and update when projects change throughout the year.

Mr. Schell closed by saying he would be in favor of removing projects not funded with 2022 dollars from the 2022 list, but the issue is not as important to him as some others are.

Mr. Froseth said he agrees it can get confusing on the program of projects trying to differentiate between funding year and construction year. He said he knows there are footnotes for these differences in the document currently, but suggested perhaps a color-coding system would be easier to differentiate between the projects. Ms. Drewlow indicated this would be a good suggestion and made a note of it for next year's TIP update.

Mr. Froseth noted a typographical error on project 22.4.03, as that project is scheduled to be constructed in 2023 and was not notated as such. Ms. Drewlow made note of the error for correction. Mr. Schell said there are a number of other projects on the 2022 list that will need the same correction, and recommended working with NDDOT to make these corrections. Ms. Drewlow confirmed the MPO will reach out to NDDOT.

Mr. Schell said he would suggest changing the title of the document to Fiscal Year 2022 and only be concerned about tracking the funding year, as the construction year or years can vary quite a bit and it makes extra work to have to track construction in addition to funding year. He said tracking construction could also produce more TIP amendments, or at least administrative modifications.

Ms. Drewlow said she appreciated this sentiment and such a change would in some ways reduce the need for amendments to the TIP. However, she indicated it would not give the MPO staff a good reference for tracking projects for construction. The MPO needs to prepare a letter

to NDDOT each year with status updates on MPO area construction projects, and Ms. Drewlow does not want projects to fall off the MPO's radar by removing them from the TIP program of projects, especially since the MPO has little connection to the construction world otherwise. Ms. Drewlow said Mr. Schell's comment will be taken into consideration for the next TIP, but for the current TIP and the TIP process overall, it would be helpful for MPO staff to retain notation of year of construction for the program of projects. Mr. Schell said this is acceptable to him.

Ms. Drewlow presented the 2023 project list to the board. Mr. Schell noted a possible error in the nature of project 23.1.04, and Ms. Drewlow said she will contact NDDOT to confirm the project details are listed correctly. Mr. Schell also asked what the extents of projects 23.6.02 and 23.6.13 are, since they are both listed as being bridge projects located one mile east of Highway 83 North. Ms. Drewlow said per her reading of NDDOT's information on these projects, the location is the same for both. Mr. Schell asked why they are listed as separate projects if they have the same PCN number and location, and Ms. Drewlow said this is because the projects are listed separately in NDDOT's STIP.

Mr. Schell also indicated project 23.6.03 should show Burleigh County and not Morton County as the local agency, and that 23.6.18 spells Bismarck incorrectly. Ms. Drewlow indicated these errors will be corrected.

Ms. Drewlow presented the 2024 project list, and there were no comments from TAC. She then presented the 2025 project list to the board. Mr. Schell indicated project 25.1.01 should have NDDOT listed as the lead agency, and Ms. Drewlow said this will be corrected.

Mr. Schell further indicated there are mill and overlay projects planned for 7th and 9th Streets (from Main Avenue to Boulevard Avenue) in Bismarck by NDDOT listed in the draft STIP somewhere between 2023 and 2025 but the projects are not in the draft TIP. Ms. Drewlow said once the MPO's final TIP is approved, there is a rectifying process that takes place to make sure the TIP matches the STIP. This involves a number of amendments and usually happens around January of each year. Ms. Drewlow said the two projects Mr. Schell saw in the STIP will therefore very likely be added to the TIP during this rectifying process. Mr. Schell said this would be acceptable to him. Ms. Drewlow also said she will make a note of the projects.

Ms. Drewlow drew attention to a new table on page 16 of the TIP, which has yet to be filled out. This table will provide the annual lump-sum project phase cost estimates for all non-regionally significant projects in the TIP for the years 2022-2025. Once NDDOT provides these numbers, the MPO will modify the TIP to include them.

Mr. Schell asked if NDDOT will need information from local jurisdictions to assist with filling out this table. Mr. Zacher said a lot of the projects have been authorized for work already so right-of-way and utilities costs would be listed as zero. He said NDDOT may require some further information for this table from the local jurisdictions in future, but this has not been worked out yet. Mr. Schell followed up by asking if this table is only showing federally funded projects, and Mr. Zacher confirmed that is correct. He said the Federal Highway Administration (FHWA) previously required them only to show these costs for the current year of their STIP, but now they have to do the breakout for all four years.

Ms. Drewlow mentioned the Bis-Man Transit program of projects further into the TIP, which shows the various federal grant programs providing funding to Transit. This includes some special federal funding allocated during COVID, and the anticipated amounts for that funding.

Ms. Drewlow showed members where to find the expense and revenue summary and the operations and maintenance section in the TIP, before touching on the new Projects of Local

Importance (PLI) section. She explained PLI was formerly known as Regionally Significant Projects (RSP), and so the text in the PLI section is very similar to the RSP section in last year's TIP. PLI is intended to call out projects in the MPO area completely funded with local dollars, or funded with federal funds the MPO does not normally work with. Ms. Drewlow said there were no PLI projects for this TIP. The MPO is encouraging local jurisdictions to focus on the next one or two years for PLI projects, since local projects are often not able to be planned as far in advance as federal projects.

Ms. Drewlow briefly referred members to the newly named and defined RSP section of the TIP, and said the new definition for RSP was approved by TAC and Policy Board earlier in 2021. She noted there were no RSP projects identified for this TIP.

Ms. Drewlow presented on the performance based planning and programming section of the TIP. She explained this section used to be a much smaller section included in the TIP's introduction, but the MPO decided to expand it in this year's TIP to further describe what federal performance measures are, and how they are used by the MPO. There are three federal areas where NDDOT and the MPO have adopted performance measures and targets, and the section has tables detailing these targets. Ms. Drewlow mentioned this section also includes targets applying specifically to Bis-Man Transit and coming from the Federal Transit Administration (FTA). She also referred members to the Transit Asset Management report. Ms. Sperry complimented Ms. Drewlow on the layout of the performance based planning section.

Ms. Drewlow closed her presentation by giving brief overviews of the proof of public involvement section, the status of projects for 2020, and the appendices. She indicated all public comments on the TIP will be included in the final document.

MOTION: Mr. Schell made a motion to approve the 2022-2025 draft TIP as presented, with TAC's recommended changes factored in. Mr. Ehreth seconded the motion.

DISCUSSION: Mr. Ehreth asked if Chair Drewlow was comfortable with the changes suggested, and she said she was, although some may have to be looked at in a future TIP. Mr. Schriock asked if the funding year/construction year issues brought up by Mr. Schell and Mr. Zacher would be addressed in the 2022 program of projects. Chair Drewlow said the projects funded in 2021 will be amended into the 2021-2024 TIP, and the rest of the projects will require the MPO to work with NDDOT to come up with a possible resolution. Chair Drewlow explained the vote today is approving the draft TIP as is, and the MPO will then review the changes and determine if another public advertisement period is needed before the final TIP is brought to TAC and Policy Board for consideration in September.

ROLL CALL VOTE: With Ben Ehreth, Chuck Peterson, Dan Schriock, Gabe Schell, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Wayne Zacher, and Chair Drewlow voting in favor, the motion to approve the 2022-2025 draft TIP was approved.

Note: Deidre Hughes left the meeting before the vote on the draft TIP took place.

TITLE VI AND NON-DISCRIMINATION/ADA PLAN UPDATE

Ms. Riepl presented on the Title VI Plan update. She explained the MPO does an audit of its Title VI plan each year, and the 2021 audit was completed on March 31. The Title VI program is in place to ensure the MPO, as a recipient of federal funds, takes all necessary steps to prevent discrimination or exclusion of protected categories of persons from its programs, services or activities, regardless of whether its programs are federally funded or not.

Ms. Riepl stated one of the plan updates was to the demographic information for MPO staff and MPO committees, with demographic surveys sent out this year to new MPO staff and committee members. One of the MPO's goals in the Title VI plan involves diversifying recruitment. Two of the three open MPO positions filled in 2021 were filled with female or minority applicants. The overall demographic table had a net change of zero for this year's plan update.

Ms. Riepl went over the updated roadway project maps (based on the 2021 project year) set against population backdrops (such as individuals in poverty, and other minority/environmental justice groups). She explained the maps for the Limited English Proficiency (LEP) demographics in the MPO area are still being updated, and will be included in the Title VI Plan when they are finalized (she said these should be ready for Policy Board on August 17). She indicated she can send these maps to any TAC members interested in viewing them when they are done. Mr. Stromme requested one of these maps be emailed to him.

Ms. Riepl explained the MPO also updated the LEP plan portion of the Title VI. The update identifies the MPO's vital documents and adds language to the LEP regarding translation of these vital documents. Ms. Riepl indicated these changes were highlighted in exhibit B of the packet.

Ms. Riepl said another one of the MPO's Title VI goals and accomplishments was to provide an hour of Title VI training to MPO staff. Additionally, the MPO seeks to expand outreach efforts particularly to vulnerable and minority populations, and Ms. Riepl mentioned the Zoom meeting format adopted during COVID has been helpful in expanding the MPO's outreach to the general public.

Ms. Riepl concluded by saying if the Title VI updates are recommended for approval by TAC and approved by Policy Board, the Policy Board chairman would sign the Title VI Policy Statement and the Title VI Assurances. These signatures are required for the MPO to continue receiving federal funds.

MOTION: Mr. Stromme made a motion to approve the Title VI Plan update as presented. Mr. Ehreth seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Gabe Schell, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Wayne Zacher, and Chair Drewlow voting in favor, the Title VI Plan update was approved.

BIS-MAN TRANSIT 5310 MID-YEAR GRANT APPLICATION

Ms. Riepl presented on this item (exhibit C in the packet). She explained Bis-Man Transit is requesting approval to apply for Fiscal Year 2022 funds made available through NDDOT. These funds originate from FTA's 5310 grant program for the enhanced mobility of seniors and individuals with disabilities. These funds have been made available at one hundred percent federal funding levels and so Bis-Man Transit would not have to provide local match. Transit is applying for three separate projects: their Mobility Manager's salary at \$25,500, their

After Hours Demand Response Service at \$142,212, and their Sunday Demand Response Service at \$89,308. Ms. Riepl stated this application was approved by Bismarck City Commission on August 10 and is due to NDDOT by August 26.

MOTION: Mr. Ehreth made a motion to approve the Bis-Man Transit 5310 Mid-Year Grant Application as presented. Mr. Peterson seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Gabe Schell, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Wayne Zacher, and Chair Drewlow voting in favor, the 5310 Mid-Year Grant Application was approved.

2018-2020 URBAN HIGH CRASH LOCATIONS

Ms. Riepl presented this item to the board. Every year NDDOT produces a report, which covers a three-year time frame, detailing the top fifty high crash locations for communities of five thousand or more people across the state. The ranking of these locations uses a weighted system based on crash severity, fatal crashes, and data related to crash injuries and property damage.

Ms. Riepl said in last year's report, Bismarck had six locations in the top twenty high crash locations, and ten other locations ranked between twenty-one and fifty. In this year's report, Bismarck had nine locations in the top twenty (including four on State Street and four on Bismarck Expressway), while an additional eight Bismarck locations ranked between twenty-one and fifty. Mandan had no locations in the top fifty this year, after having one last year. There was one new Bismarck location in the top twenty this year at State Street and 43rd Ave North, but NDDOT indicated this may have been due to construction in the area. There were also two new Bismarck locations ranked between twenty-one and fifty, and two locations that dropped from the list compared to last year, one in Bismarck and one in Mandan.

Ms. Riepl showed TAC members a map of Bismarck's high crash locations and a chart showing the top fifty high crash locations broken out by city. Fargo had the most locations with twenty, and Bismarck was second with seventeen. The NDDOT report observed 2020 traffic volumes were lower than normal at many intersections due to COVID-19. The report also noted a legislative change effective in August of 2019 increased the reportable crash cost threshold from \$1,000 to \$4,000. Ms. Riepl concluded by mentioning NDDOT also does a high crash report for rural areas, and in this year's rural report Burleigh had no high crash locations while Morton County had one location, but outside of the MPO area.

TAC MEETING FORMAT-DISCUSSION

Chair Drewlow led the discussion on this item by opening the floor for members to comment on TAC's meeting format and a possible return to in-person meetings.

Mr. Schell said there are pros and cons to virtual meetings. There is benefit in not having to drive to meeting locations and being able to join meetings easily. However he also believes in-person meetings have more opportunity for collaboration and discussion, which he thinks is important for TAC meetings. He said he would prefer to have at least an in-person component, and is flexible on the time frame for such a change.

Mr. Zacher mentioned the possibility of some agencies, such as FHWA, not allowing employees to travel currently. He said he is fine either way, as NDDOT allows him to travel, and he has attended other MPO meetings in the state in-person.

Ms. Sperry said FHWA now allows travel for in-person meetings, but mentioned she

appreciates the flexibility of a virtual option in case of issues. She added a hybrid option with flexibility for meeting participants to attend either personally or virtually might work well with the requirements of Title VI.

Ms. Drewlow agreed that a hybrid option would allow flexibility, especially in cases where someone is not able to attend physically. She indicated hybrid options are available but would come with constraints, particularly regarding the use of Dakota Media Access (DMA) to televise the meetings.

Mr. Ehreth said he understands in-person meetings are preferable, but there is certainly benefit to allowing flexibility, and an additional benefit comes from televising the meetings. He would like there to be some hybrid option that would continue to allow for more viewers than would otherwise be possible.

Mr. Peterson said he certainly prefers the in-person meeting format, as it is easier for him to follow along with meetings that way.

Mr. Stromme mentioned he would like to hold onto the virtual format in case he or other members are not able to fit travel time into the day, but he would like to have the option of attending in-person so he has a chance to get to know other members better.

Mr. Nelson brought up the delta variant of COVID, and said it would be wise to keep the option of virtual attendance at least in the short term.

Mr. Schriock asked if the intent is to keep the meetings in the Tom Baker Room, or to return the meetings to Bis-Man Transit.

Ms. Drewlow said this would likely depend on how many people wanted to attend physically. The Tom Baker Room can hold a number of people around the conference table, but social distancing would not be possible past a certain point. There is no state mandate for social distancing, but members may still want to retain it for everyone's comfort. If that is the case, past a certain number of attendees Transit would likely have to be used as the meeting location, and Ms. Drewlow noted TAC would not have access to DMA at the Transit building.

Mr. Schriock asked if this item is just discussion, or if Chair Drewlow would be looking for a motion. Chair Drewlow indicated action will be taken at a future meeting, but for now this agenda item is intended for discussion.

Mr. Froseth voiced his support for a hybrid option, since he likes to be able to attend meetings physically.

Ms. Drewlow indicated if members elect a hybrid option using a location where DMA access is not possible, Zoom would also no longer be an option for the meetings. The City of Bismarck uses Teams, and MPO staff could send out Teams invites for the meetings; it would likely not be as efficient, but it would be possible. She also mentioned if the Transit building is used for the meetings, the lack of video at the location may cause some disruption, since members physically present may not be able to see a screen as the meeting goes forward. She does think Bis-Man Transit's audio set up would allow everyone to be heard, however.

Mr. Schell said he believes the Bis-Man Transit location's issues are technical problems that could be overcome, especially if the audio would work well for everyone. He would be in favor of a hybrid option using that location.

Ms. Drewlow explained her main concern with the Transit location is the possible disruption of the unspoken dynamic allowing everyone to feel they can speak freely (due partially to the shape of the meeting table at Transit). She would want to make sure this was well managed so everyone would feel able to participate. She then said because of the delta variant she would be in favor of waiting a few months to move to an in-person format, and hopefully by

around the end of the year the in-person option would be possible.

Mr. Ehreth mentioned the delta variant is not supposed to peak until October, and while he would be hesitant to give a hard date for a format change, the MPO could certainly start the work needed to transition over the next few months.

Ms. Drewlow then said given the October peak, she would propose to bring this discussion back at the November TAC meeting, and further action or transition could take place at that time.

Mr. Schell asked if DMA might have other options other than a live feed for recording TAC meetings, so that even if TAC moved to the Transit building there would still be an option for interested parties to watch or at least listen to the meetings.

Chair Drewlow said the MPO will reach out to DMA about this question. She added that the MPO currently lets the public know about the option to receive a Zoom link to participate in meetings, and this could likely be done with Teams also. She also said meanwhile members can, starting next month, feel free to come to the Tom Baker Room physically for TAC meetings if they feel comfortable. She said this item will be brought back in November as an action item.

ROADWAY PROJECTS-ALL JURISDICTIONS

Mr. Froseth provided an update for the City of Mandan. He said the ND Highway 1806 North project continues to progress. The roadway is paved between the Mandan Avenue intersection and the Collins Avenue intersection, and in the last week they have been working on the roundabout between Collins and Old Red Trail. Paving will then continue north of that roundabout up to 27th Street. He then discussed the project on Main Street in Mandan. They have been working on the curb bulb-outs for about a month now, from Collins Avenue traveling west to about 4th Avenue NW. This section is the most active part of the project, but there have been cones and restrictions on almost all of Main Street. He is hopeful after joint sealing and striping is done possibly this week, at least the east third of Main Street will be able to have the cones removed. He noted work on the traffic signals on Main should start later this month.

Mr. Schell gave an update for the City of Bismarck. The curb extensions and rectangular rapid flash beacons near Bismarck High School are being worked on and should hopefully be completed before school starts (although there may be some overlap). He said the other federal aid project currently going on is a safety project on Washington Street and Century Avenue at 4th Street. This project is a modification to the traffic signals and some modifications to the east and west bound lanes on Century. There is other work going on around Bismarck but it is unrelated to federal funding.

Mr. Schriock provided an update for Burleigh County. He said they are on phase three of their 43rd Avenue project. They have finished grading and are installing a water line for the City of Bismarck. The hope is to put surfacing down in September or early October. He also said they are still in the design phase for their 66th Street grade separation project. They anticipate bidding this project in November of 2022 to construct the project in 2023. He said his last update is not MPO related but is related to federal funds. They received a bridge bundling grant, and just completed the two box culvert structures that came about as a result of that grant.

OTHER BUSINESS

East Main Avenue Request for Proposal (RFP) update

Mr. Zacher asked for an update on the East Main Avenue RFP from last month's meetings. Ms. Drewlow said the RFP is being worked on and there may be a scope change and a

project cost increase attached to it. The MPO will be discussing the RFP and the scope change options with the City of Bismarck and Burleigh County in the near future. She is hoping the next month or two will give the MPO a clearer idea of how to move forward with the project. At that time the MPO would look to amend their budget to either increase the cost of the project, or to remove it completely. Ms. Drewlow said she believes the project will end up moving forward but it may take several months to work out the specifics. Mr. Zacher expressed concern about how few projects have gone forward with the MPO this year so far, and wants to make sure the MPO is able to spend its federal funds in a timely manner. Ms. Drewlow indicated she has been keeping this on her radar, and the MPO hopes to start three major studies (including the East Main Avenue RFP) within the next four to six months.

Recreational Trails Program (RTP) update

Ms. Drewlow updated members on the RTP applications that were approved by TAC and Policy Board in May. There were four projects brought forward by Lincoln Park District and Bismarck Parks and Recreation at that time. The RTP funding decisions have been made, and none of the four projects from the MPO area were approved for funding this time around. Ms. Drewlow added that no projects were selected from any MPO area in North Dakota, and all projects selected for funding were in rural areas this year.

ADJOURNMENT

There being no further business, the meeting was adjourned at 12:10 p.m., with the next scheduled meeting to take place on September 20, 2021, at 10:00 a.m.

Respectfully Submitted,

Stephen Larson
Recording Secretary

APPROVED:

Rachel Drewlow, Chair

Bismarck-Mandan MPO

TIP Amendment

Project Year(s)

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	21.6.09	\$202,325(old) \$121,395 (new)	\$22,675(old) \$13,605 (new)	\$25,000 (old) \$15,000 (new) [50%/50% Bis/ Man]	\$250,000 (old) \$150,000 (new)	NHU

Project Description:

This project is for work on the I-94B/Bismarck-Mandan Memorial Bridge. The cost of this project was last amended in February 2021. In the current amendment, the scope of this project is changing from "Railing, Deck Sealing, and Access" to "Clean drains and glands, Clean Tubs, Pigeon Proof Utility Passages, Add Tub drains (if needed), and potentially adding steps for access". The cost of the project is also being updated as per the amounts indicated above. The project has a PCN of 22902

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

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

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

Bismarck-Mandan MPO Policy Board Chair

Bismarck-Mandan MPO

TIP 2021-2024 **Amendment**

Project Year(s) 2021 and 2022

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	22.6.06 --> 21.6.10	\$890,230	\$99,770	\$110,000	\$1,100,000	NHU
	22.6.07 --> 21.6.16	\$890,230	\$99,770	\$110,000	\$1,100,000	

Project Description:

These projects are being moved into the 2021 program of projects, within the 2021-2024 TIP. Both project are being bid in 2021 and funded with 2021 funding. Both projects will be constructed in 2022. Project 21.6.10 is for signal work on 7th Street between Ave C and Front Ave. Project 21.6.16 is for signal work on 9th Street between Ave C and Front Ave. The PCN for both projects is 22904.

This difference in year of funding and year of construction is also notated in the 2022 program of project within the 2022-2025 TIP. In the 2022 program of projects the projects are still notated at 22.6.06 and 22.6.07. The PCN will remain 22904.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

These projects are currently in the TIP and are therefore considered consistent with the Arrive 2045 MTP.

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

Bismarck-Mandan MPO Policy Board Chair

PROJECT YEAR 2021

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	AMENDMENT/ MODIFICATION (Date)
BISMARCK	21.1.01	Safety - Bismarck (26th St & Interstate Ave) (Restriping/pavement markings)	\$503,460	\$0	\$55,940	\$559,400	HES	23058	Amendment description change, PCN added (JAN 2021)
BISMARCK	21.1.02	Safety - Bismarck (Century Ave & Washington St, Century Ave & 4th St) (Positive Left Turns)	\$770,000	\$0	\$85,000	\$855,000	HEU	22835	Modification Added PCN (JAN 2021)
BISMARCK	21.1.03	Safety - Bismarck (7 St & Ave D, 7th St & Ave E, 9th St & Ave D, and 9th St & Ave E) (Rapid Rectangular Flashing Beacon)	\$300,000	\$17,000	\$17,000	\$334,000	SHE	22836	Modification Changed FPS (JAN 2021)
BISMARCK	21.1.04	Urban Grants Project - Bismarck N 4th St (Main to Thayer), N 5th St (Main to Thayer), Broadway (N 4th St to N 6th St) (CPR ¹ , Curb & Gutter, Sidewalk, Pavement Marking, LED Lighting, Pedestrian Lighting, Signing, ADA Ramps, Landscaping)	\$1,000,000	\$0	\$251,000	\$1,251,000	UGP	22512	
BISMARCK	21.1.05	Regionally Significant Project (RSP) - Resurface & Reconstruct (Bismarck Wide) (Rehabilitation on Functionally Classified Roadways, Solely Local Funded)	\$0	\$0	\$6,622,372	\$6,622,372			
BISMARCK	21.1.06 22.1.04	*Urban Roads - Bismarck 43rd Ave (Montreal St to State St) (Reconstruction and Widening)	\$7,280,000	\$0	\$1,820,000	\$9,100,000	NHU	22492	Amendment Moved from 2022 (APR 2021)
BURLEIGH	21.2.01	*Urban Roads - Burleigh County 43rd Ave (North 26th St to Roosevelt Dr) (Reconstruction and widening)	\$4,200,000	\$0	\$1,050,000	\$5,250,000	NHU-SU	22435	Modification Changed FPS (JAN 2021)
LINCOLN	21.3.01	Transportation Alternatives - SRTS - Lincoln (66th St & Dolan Dr, Lincoln Rd & McDougall Dr, South Side Dolan Dr - 66th St to Butler St, Lincoln Rd & Benteen St, Lincoln Rd - McDougall to 66th (X-Walks, New Sidewalks, Lighting along Shared Use Path)	\$223,000	\$0	\$53,000	\$276,000	TAU	22572	Modification Changed FPS (JAN 2021)
MANDAN	21.4.01	Transportation Alternatives - Mandan 19th St SE Trail Project (South Side of 19th SE, ND Highway 6 to Macedonia Av SE) (10' Wide Shared Use Path, 4,570' ft Long, Signed & Marked X-Walks, Rapid Rectangular Flashing Beacon)	\$290,000	\$0	\$73,000	\$363,000	TAU	22573	Modification Changed FPS (JAN 2021)
MANDAN	21.4.02	Urban Grants Project - Mandan 1st St NW (5th Av NW to Collins Av), 2nd Av NW (Main to 2nd St NW), 3rd Av NW (Main to 2nd St NW), 4th Av NW (Main to 2nd St NW), 6th Av NW (1st St NW to 2nd St NW) (Reconstruction, Watermain, Sidewalk, ADA Ramps, LED Lighting, Signing, Striping, Parking, Beautification)	\$2,428,000	\$0	\$2,272,000	\$4,700,000	UGP	22554	Amendment Project Removed (MAY 2021)
MANDAN	21.4.03	Urban Regional - Mandan ND 1806 (7 miles, Main St to Heart River Bridge) (Deck Overlay, Bridge Rail Retrofit, Approach Slabs, CPR ¹ , Signal)	\$1,001,694	\$112,262	\$123,773	\$1,237,729	NHU	22903	
MANDAN	21.4.04	*Urban Roads - Mandan 27th Street (ND Highway 1806 to 8th Ave NW) (Reconstruction)	\$1,052,090	\$0	\$947,910	\$2,000,000	SU	22537	
NDDOT	21.6.02	Rural - I-94 (Mandan Ave Interchange, EB) (.3 miles PCC Pavement, Ramp Revisions)	\$3,150,000	\$350,000	\$0	\$3,500,000	IM	22182	
NDDOT	21.6.03	Rural - I-94, Westbound lanes (W Sweet Briar E to ND 25 Interchange) (10.2 miles CPR, Grinding, HBP on Ramps)	\$1,190,000	\$132,000	\$0	\$1,322,000	IM		
NDDOT	21.6.04	Safety - Mandan I-194 (South of I-94 to Memorial Highway, EB/WB) (.6 miles PCC, Concrete Median Barrier)	\$2,128,000	\$236,000	\$0	\$2,365,000	HEN	22440	Amendment Cost & FPS changed (JAN 2021)
NDDOT	21.6.05	Safety - Mandan ND 810 (Memorial Highway - McKenzie Dr, EB/WB) (Concrete Median Barrier)	\$1,462,421	\$81,246	\$81,246	\$1,624,913	HEN	22441	Modification Cost & FPS changed (FEB 2021)
NDDOT	21.6.06	Safety - I-94 Mandan (W of Sunset Dr - E of Mandan Av) [#] (High Tension Median Cable Guardrail)	\$776,256	\$86,251	\$0	\$862,507	HEN	22442	Modification Updated cost (JAN 21)
NDDOT	21.6.09	*Urban Regional - I-94B Bismarck/Mandan Memorial Bridge (.1 miles, Memorial Bridge) (Railing, Deck Sealing, Access) (Clean drains and glands, Clean Tubs, Pigeon Proof Utility Passages, Add Tub drains (if needed), and potentially adding steps for access)	\$121,395 ~~\$202,326~~	\$13,605 ~~\$22,676~~	\$15,000 ~~\$25,000~~ 50% Bismarck 50% Mandan	\$150,000 ~~\$250,000~~	NHU	22902	Amendment Scope & Cost Change (SEP 21) Modification Updated shares (FEB 2021)
NDDOT	21.6.10 22.6.06	*Urban Regional - Bismarck 7th St (Ave C to Front Ave) (Signals)	\$890,230	\$99,770	\$110,000	\$1,100,000	NHU	22904	Amendment Moved from 2022 (SEP 21)
NDDOT	21.6.11	Urban Regional - ND 810 (Bismarck & Mandan) (Expressway Bridge) (Joint Repair, Structure Paint, Structure/Incidentals, Grinding)	\$1,446,886	\$162,155	\$195,038 50% Bismarck 50% Mandan	\$1,787,825	NHU	22863	Modification Costs updated (FEB 2021)
NDDOT	21.6.12	Urban Regional - Mandan ND 1806 (I-94 Ramps to 27th St NW) (1.5 miles Reconstruction)	\$6,417,000	\$719,000	\$1,254,000	\$8,390,000	NHU	22181	Modification Updated cost (JAN 2021)
NDDOT	21.6.13	*Urban Regional - Bismarck Expressway (BN & CP Railway Bridge, 2 miles south, 1 mile west of I-94 Exit 161) (Spall Repairs, Beam Repair, Joint Sealing)	\$52,605	\$5,895	\$6,500	\$65,000	UGP	22905	Modification Extents added (JAN 2021)
NDDOT	21.6.14 (JAN 2021)	Rural - I-94 Business Loop (Between ND 25 and W Main St) (Chip Seal)	\$272,952	\$64,029	\$0	\$336,981	NHU	23038	Amendment New Project (JAN 2021)
NDDOT	21.6.15 (JAN 2021)	Weather Station - I-94 (West-bound I-94, costs only for work within MPO boundary) (Installing weather station called Environmental Sensor Station)	\$44,673	\$10,527	\$0	\$55,200	ITS	22936	Amendment New Project (JAN 2021)
NDDOT	21.6.14 (MAR 2021)	Rural - State Parks and Rec Signs (MPO-area wide) (Cost of Signs, Contract Bond, Mobilization)	\$125,875	\$16,301	\$0	\$142,176	SS	23169	Amendment New Project (MAR 2021)
NDDOT	21.6.15 24.6.08 (MAY 2021)	Bridge - I-94 (5 miles east of US Highway 83, 80th St, EB) (Structure Replacement)	\$4,670,773 ~~\$3,600,000~~ ~~\$3,543,000~~	\$467,077 ~~\$400,000~~ ~~\$394,000~~	\$0	\$4,203,696 ~~\$4,000,000~~ ~~\$3,937,000~~	IM	21854	Modification cost updated (JUN 2021) Amended moved from 24 (MAY 2021)
NDDOT	21.6.16 22.6.02	*Urban Regional - Bismarck 9th St (Ave C to Front Ave) (Signals)	\$890,230	\$99,770	\$110,000	\$1,100,000	NHU	22904	Amendment Moved from 2022 (SEP 21)
NA	NA	Regionally Significant Projects Project Phase: 2021 Preliminary Engineering (PE)	\$1,762,000	\$216,000	\$151,000	\$2,129,000			Amendment New Project (MAR 2021)
NA	NA	Regionally Significant Projects Project Phase: 2021 Right of Way (ROW)	\$2,082,000	\$234,000	\$258,000	\$2,574,000			Amendment New Project (MAR 2021)
NA	NA	Regionally Significant Projects Project Phase: 2021 Utilities	\$568,000	\$64,000	\$71,000	\$703,000			Amendment New Project (MAR 2021)

* 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.

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

CPR¹ = Concrete Pavement Repair

HBP² = Hot Bituminous Pavement

[#] Approximately 0.4 miles west of Sunset Dr & 0.4 miles east of Mandan Av

¹Pending Availability of Federal Funds

PROJECT YEAR 2022

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	AMENDMENT/ MODIFICATION (Date)
BISMARCK	22.4.04	^A Urban Roads – Bismarck 43rd Ave (Montreal St to State St) (Reconstruction and Widening)	\$7,280,000	\$0	\$1,820,000	\$9,100,000	NHU	22492	Amendment Moved to 2021 (APR 2021)
BISMARCK	22.1.02	Urban Grants Project - Bismarck Thayer Avenue (N 3rd St-N 6th St) & N 6th St (Main Av - Rosser Av) (CPR, Curb & Gutter, Bulb-outs, Sidewalk, ADA Ramps, Pavement Marking, LED Roadway Lighting, Pedestrian Lighting, Street Trees, Landscaping, Signing, Parking Improvements)	\$1,280,000	\$0	\$320,000	\$1,600,000	UGP	22870	
BISMARCK	22.1.03	Transportation Alternatives - Bismarck Public School Safety Improvement Project (City-Wide) (Installation of 20 MPH speed limit signs near public schools)	\$27,516	\$0	\$6,484	\$34,000	TAU	22950	Modification PCN added, FPS changed (JAN 21)
MANDAN	22.4.01	Transportation Alternatives - Mandan - Old Red Trail Phase 2 Shared Use Path (South side of Old Red Trail, starting at Sunset Drive going west 0.8 miles) (2 inch overlay with 0.5 inch leveling course for the existing 10.5 foot wide path)	\$168,237	\$0	\$39,642	\$207,879	TAU	22951	Modification PCN added, FPS changed (JAN 21)
NDDOT	22.6.01	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Expansion Joint Modifications, Approach Slabs, Spall Repair)	\$749,000	\$83,000	\$0	\$832,000	IM	22603	
NDDOT	22.6.02	Bridge - I-94 (2 miles west of US Highway 83, Tyler Parkway, EB) (Expansion Joint Modifications, Approach Slabs, Spall Repair)	\$286,000	\$32,000	\$0	\$318,000	IM	22603	
NDDOT	22.6.06	^A Urban Regional – Bismarck 7th St (Ave C to Front Ave) (Signals)	\$890,230	\$99,770	\$110,000	\$1,100,000	NHU	22904	Amendment Moved to 2021 (SEP 21)
NDDOT	22.6.07	^A Urban Regional – Bismarck 9th St (Ave C to Front Ave) (Signals)	\$890,230	\$99,770	\$110,000	\$1,100,000	NHU	22904	Amendment Moved to 2021 (SEP 21)
NDDOT	22.6.08	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 1, Extents TBD) (Reconstruction & Drainage)	\$7,098,918	\$795,591	\$877,168 \$2,050,000	\$10,821,677	SU-CPU	22005 23133	Amendment Cost & FPS changed, 2nd PCN added (JAN 2021)
NDDOT	22.6.09	^A Safety - State Street/ US 83 (Calgary Ave to I-94) (Turn Lanes)	\$2,250,000	\$250,000	\$0	\$2,500,000	SHE	20098	Modification cost changed, PCN, FPS added (JAN 2021)
NDDOT	22.6.10	^A Safety - State Street/ US 83 (I-94 to Divide Ave) (Turn Lanes)	\$2,520,000	\$140,000	\$140,000	\$2,800,000	SHE	20097	Modification cost changed, PCN, FPS added (JAN 2021)

^A 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.

^BPending Availability of Federal Funds

^C Projects are funded in 2022 but will be constructed in 2023.

PROJECT YEAR 2023

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	AMENDMENT/ MODIFICATION (Date)
BURLEIGH	23.2.01	*Urban Roads - Burleigh County 66th St (Apple Creek Rd to Northgate Dr) (Reconstruction, Structures)	\$8,000,000	\$0	\$4,700,000	\$12,700,000	SU		
NDDOT	23.6.02	Bridge - I-94 (1 mile E of US 83 N, EB) (Deck Overlay, Rail Retrofit, Approach Slabs, Struct/Incid)	\$636,000	\$71,000	\$0	\$707,000	IM	23009	Modification Added PCN (JAN 21)
NDDOT	23.6.03	Rural - Hwy 1804 (N Hazleton Jct to Burleigh Ave) (28.5 miles, Thin Overlay)	\$4,235,000	\$998,000	\$0	\$5,233,000	SS		
NDDOT	23.6.04	Rural - I-94B (Junction of old Hwy 10 to west Mandan) (5.7 miles Gravel Shoulders, Mill & Overlay 2" max, Structure/Incidentals)	\$1,268,000	\$299,000	\$0	\$1,567,000	NH		
NDDOT	23.6.08	Urban Regional - Bismarck State St (I-94 to Calgary Ave), (Century Ave/11th St) (1 mile, Signals, CPR, Grinding)	\$1,869,483	\$440,517	\$0	\$2,310,000	NHU	22770	Modification Added PCN (JAN 21)
NDDOT	23.6.09	Urban Regional - Bismarck State St (Divide Av to I-94) (.7 miles, Signals, CPR, Grinding)	\$859,580	\$73,920	\$81,500	\$815,000	NHU	22769	
NDDOT	23.6.10	Urban Regional - Mandan I-94B (W Urban Limit* to Heart River Bridge) (Mill & Overlay)	\$182,093	\$42,907	\$0	\$225,000	NHU		Modification Removed PCN (JAN 21)
NDDOT	23.6.12	Bridge - I-94 (Junction of US 83 N & I-94, EB) (Spall Repair, Structure Incidentals)	\$73,000	\$8,000	\$0	\$81,000	IM		
NDDOT	23.6.13	Bridge - I-94 (1 mile E of US 83 N, EB) (Deck Overlay, Approach Slabs, Expand Joint Mod)	\$525,000	\$58,000	\$0	\$583,000	IM	23009	Modification Added PCN (JAN 21)
NDDOT	23.6.14	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 2, Extents TBD) (Reconstruction, City Utilities)	\$13,758,000	\$1,542,000	\$6,700,000	\$22,000,000	SU-CPU		Amendment Cost & FPS changed (JAN 2021)

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

* Pending Availability of Federal Funds

* Urban Limits are approximately 0.6 miles west of Heart River Bridge

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

PROJECT YEAR 2024

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	AMENDMENT/ MODIFICATION (Date)
BISMARCK	24.1.01	*Urban Roads - Bismarck 43rd Av (State St - 26th St) & 19 St (N Valley Lp/Yucca Av -43rd Av) (Reconstruction and Widening)	\$4,800,000	\$0	\$9,200,000	\$14,000,000	NHU	22929	Modification PCN added, FPS changed (JAN 21)
BISMARCK	24.1.02	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Bismarck (Various Locations) (Install RRFP at up to 11 locations, recommended by School Safety Crossing Study)	\$378,000	\$0	\$42,000	\$420,000			
MANDAN	24.4.01	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Mandan (Various Locations) (Install RRFP at up to 4 locations, recommended by School Safety Crossing Study)	\$126,000	\$0	\$14,000	\$140,000			
NDDOT	24.6.01	Urban Regional - Bismarck 7th St (Front Av to Bismarck Expressway) (.6 miles, Reconstruction)	\$2,529,062	\$283,438	\$312,500	\$3,125,000	NHU		
NDDOT	24.6.02	Urban Regional - Bismarck 9th St (Front Av to Bismarck Expressway) (.6 miles, Mill & Overlay, Curb & Gutter)	\$760,742	\$85,258	\$94,000	\$940,000	NHU		
NDDOT	24.6.03	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 3, Extents TBD) (3.3 miles, Reconstruction, City Utilities)	\$11,330,000	\$1,270,000	\$4,900,000	\$17,500,000	SU-CPU		Amendment Cost & FPS changed (JAN 21)
NDDOT	24.6.05	^{WPC} Rural - I-94, Eastbound lanes (W Sweet Briar E to ND 25 Interchange) (10.2 miles CPR, Grinding, HBP on Ramps)	\$1,288,000	\$143,000	\$0	\$1,431,000	IM		
NDDOT	24.6.07	^{WPC} Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (9.8 miles, Median X-Overs, Ramp Connections)	\$1,367,000	\$152,000	\$0	\$1,519,000	IM	22639	
NDDOT	24.6.08	^{WPC} Bridge - I-94 (5 miles east of US Highway 83, 80th St, EB) (Structure Replacement)	\$3,543,000	\$394,000	\$0	\$3,937,000	IM	21854	Amendment Moved to 2021 (MAY 2021)
NDDOT	24.6.09	Urban - I-94 (2 miles E of US 83 N, EB, Centennial/Bismarck Expressway) (Structure/Incidentals, Ramp Revisions)	\$27,000,000	\$3,000,000	\$0	\$30,000,000	IM	22648	
NDDOT	24.6.10	Safety - Expressway and Washington Pedestrian Crossings (Bismarck Expy/Washington St and Bismarck Expy/2nd St Intersections) (Ped improvements to intersections, median reconstruction, EB lane reduction, RRFB with high-visibility crosswalk)	\$198,000	\$11,000	\$11,000	\$220,000			
NDDOT	24.6.11	Safety - Bismarck Expressway Lighting (Burlington Dr to Yegen Rd and Yegen Road to Main Ave) (Install corridor lighting in gaps along Bismarck Expy)	\$314,766	\$17,487	\$17,487	\$349,740			

* 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.

^{WPC} Pending Availability of Federal Funds

REVISIONS TO DRAFT FINAL 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

THIS SUMMARY OF REVISIONS TO THE DRAFT FINAL 2022-2025 TIP IS PROVIDED AS A SUPPLEMENT TO THE DRAFT FINAL 2022-2025 TIP DURING THE PUBLIC COMMENT PERIOD. IT IS NOT A PART OF THE DRAFT FINAL 2022-2025 TIP DOCUMENT

REFERENCE NUMBER	REVISED REFERENCE NUMBER	REVISION MADE	LEAD AGENCY	DESCRIPTION
25.1.01	25.6.11	Changed project number	NDDOT	Project number was changed to reflect a change in the lead agency from Bismarck to NDDOT
25.6.12		New State Urban project added	NDDOT	Mill & Overlay, ADA ramps, Lighting
		Typological revisions		Typological revisions were made to the TIP per requests from federal and state oversight
		Public comments		Public comments received during public comment periods have been and will be added to the TIP
		Updated maps		Project extents, additions, and removals
		Program of Projects formatting revisions		Revisions included removal of 2021 funding amounts, the addition of 'Estimated Construction Year' to the program of projects, and minor editing changes
		Annual project phase cost estimates		The project phase cost estimates for the non-Regionally Significant Projects were added to the TIP
		Transit program of projects		Cost updates were made to the Transit program of projects to match the State Transportation Improvement Program



FY 2022-2025

TRANSPORTATION IMPROVEMENT PROGRAM

FINAL 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 2022 through 2025.

BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization certifies that the requirements of 23 CFR 450.336 and FAST Act (Pub. L. 114-357) are met.

Dated this ____ day of _____, 2021

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 2022-2025 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 2022 are considered the Annual Element and are priority 1. Program Years 2023 and 2024 and 2025 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, DOT 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 the intent that the 2022-2025 TIP is compliant with the requirements of the MAP -21 and FAST Act regulations. The following three paragraphs discuss efforts undertaken to incorporate a variety of federal initiatives into the planning process, namely, Performance-Based Planning and Programming (PBPP), Transportation Systems Management and Operations (TSM&O), and Transit Asset Management (TAM).

MAP-21 and FAST ACT requires incorporation of Performance-Based Planning and Programming (PBPP) in the development of the MPOs Metropolitan Transportation Plan (MTP) and TIP. Further, 23 CFR 450.326(d) defines that ‘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.’ Information about the various performance measures and annual targets are included in a later section.

The MPO has made efforts to incorporate Transportation Systems Management and Operations (TSM&O) and its objectives into the planning process. Actions include incorporating TSM&O language and ideas into the 2020-2045 MTP, and (as a result) the TIP, by considering TSM&O projects during the selection and prioritization process. As a developing system, TSM&O is

expected to be further integrated in future years. Overall, TSM&O elements will aim to preserve capacity while improving the security, safety and reliability of the existing transportation system.

Federal requirements regarding Transit Asset Management (TAM) are completed in cooperation with Bis-Man Transit. The MPO must report upon the condition of transit's fleet and, if necessary, facilities. The MPO is also required to list all applicable TIP projects that maintain or enhance transit assets in a State of Good Repair. Finally, the MPO will determine if Transit has adequate planning to maintain its assets in the future. Reporting of the TAM targets—which were established by NDDOT and adopted by Transit—can be found in a later section of the TIP.

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 2022-2025 Transportation Improvement Program for the Bismarck-Mandan Metropolitan Area.

In 2019, the MPO adopted a Transit Development Plan (TDP) for Bis-Man Transit, who brokers the current transit system.

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://www.bismarcknd.gov/index.aspx?nid=1225>

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 2022-2025 TIP was accomplished through the MPO/DOT TIP process of local jurisdiction project selection, MPO and NDDOT review, subsequent funding development by the NDDOT, and finally TIP public review and final submission to the MPO Policy Board, the NDDOT, FHWA, and FTA as detailed in Figure 1.

TIP Amendment Process

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

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

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

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

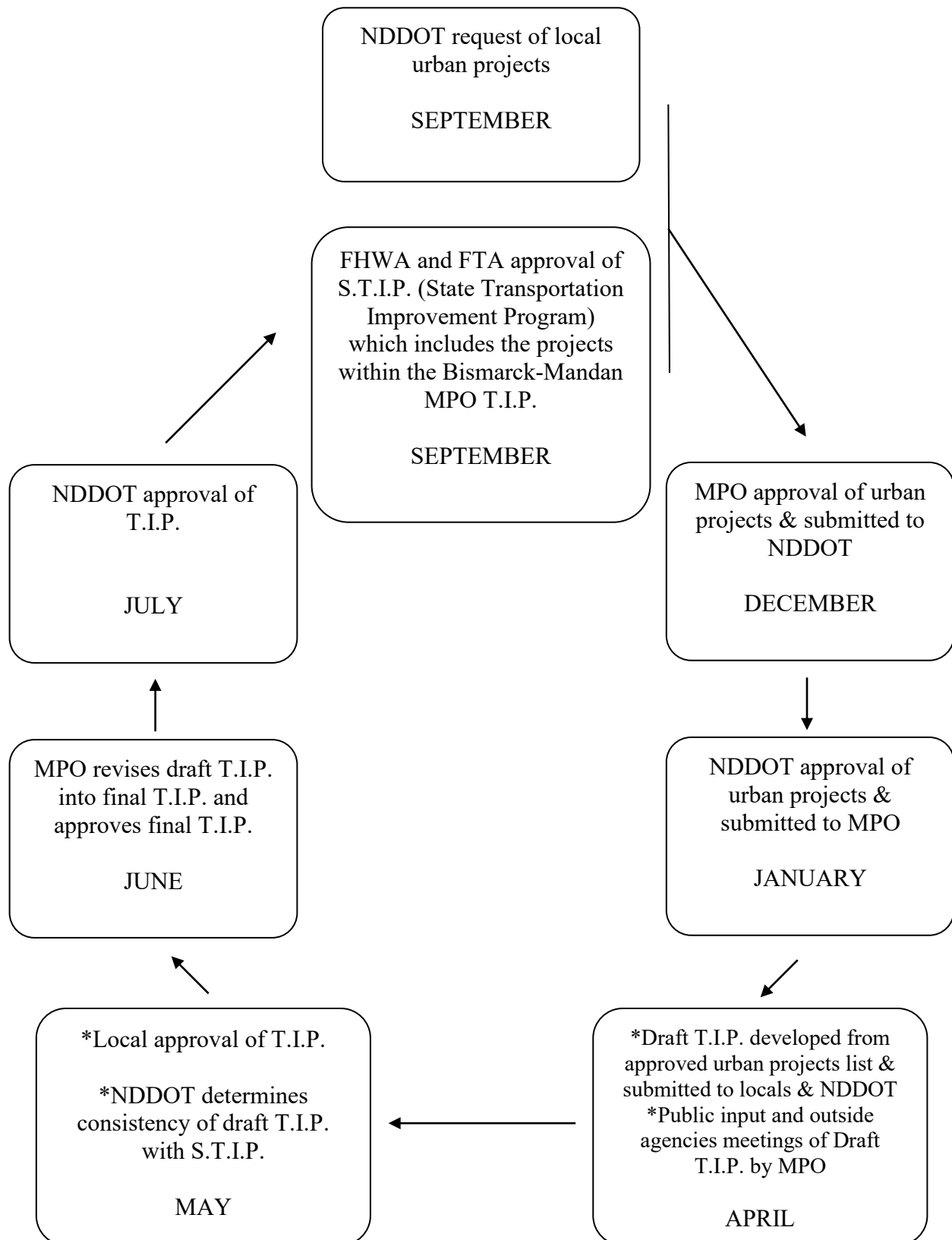
TIP Administrative Modifications may include:

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

The MPO TAC and Policy Board, as well as NDDOT, FHWA, and FTA, will be notified regarding TIP Administrative Modifications. Public notification is not required for a TIP Administrative Modification.

Participation plan please see: <http://bismarcknd.gov/1225/Public-Participation-Plan>.

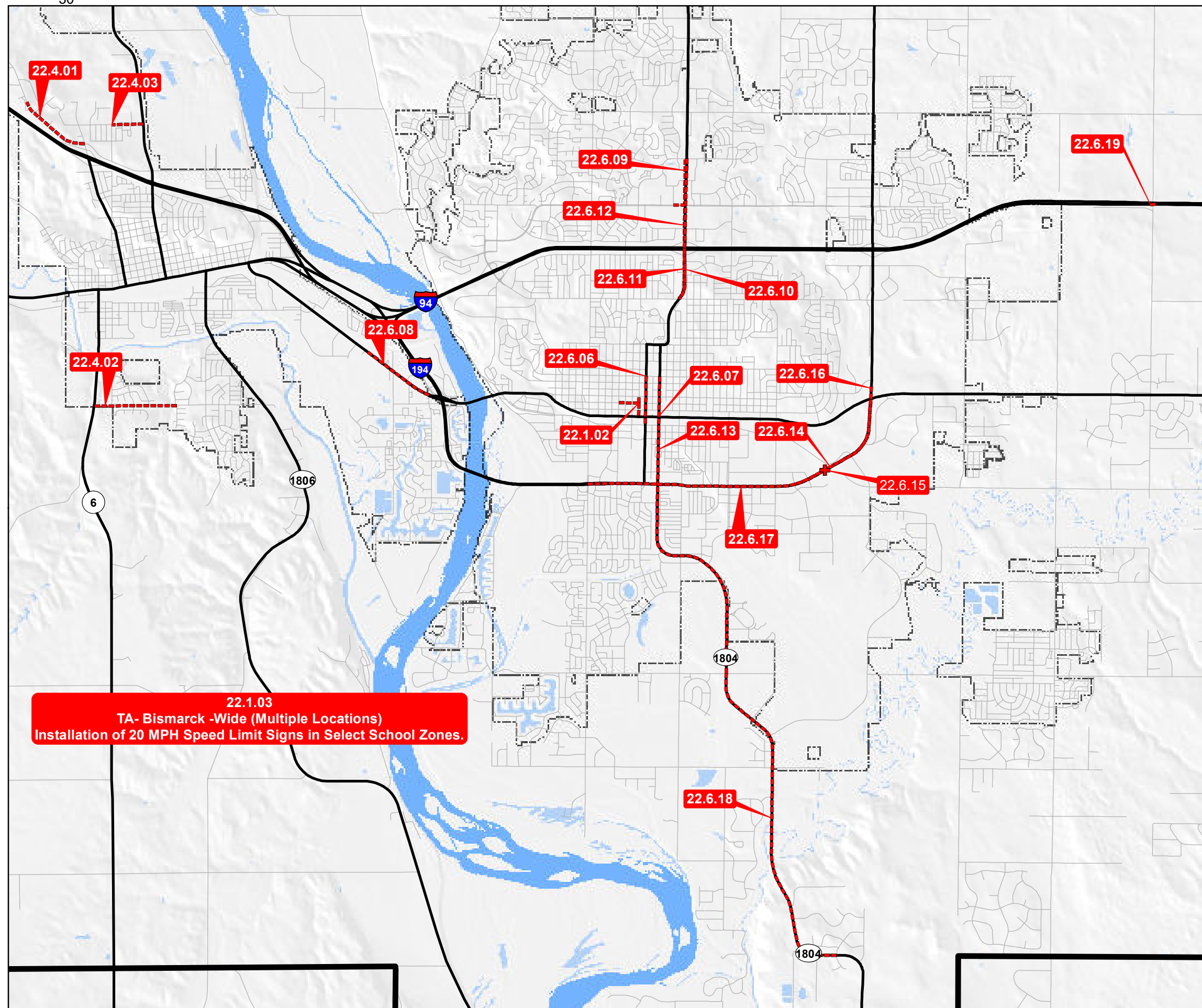
MPO TIP Process (Figure 1)



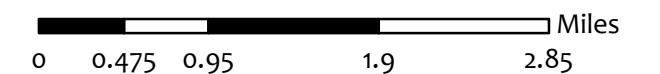
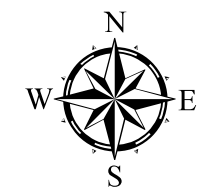
2022-2025

ROADWAY IMPROVEMENT PROJECT LIST

2022-2025 Transportation Improvement Program (Year 2022)

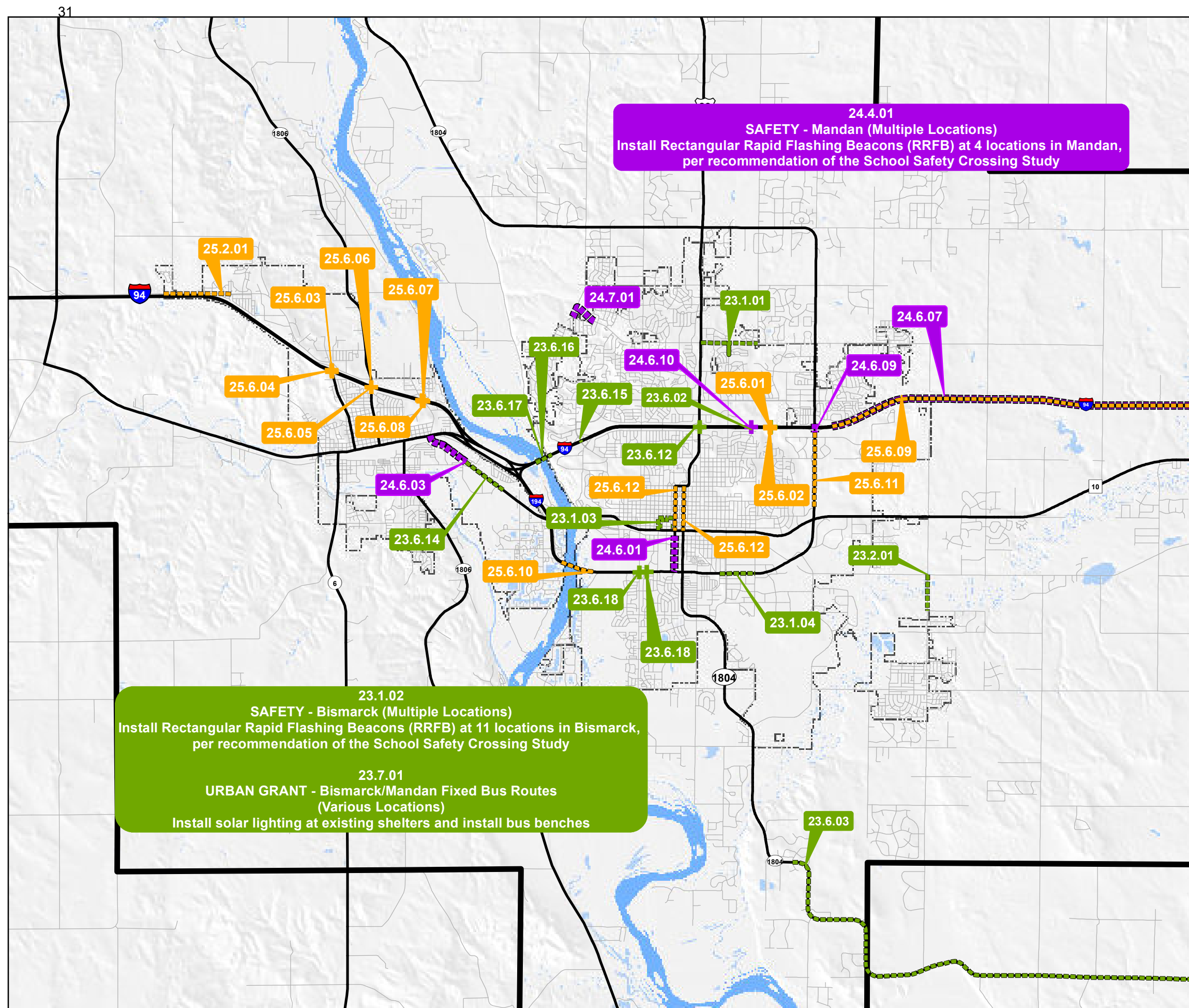


- + 2022 TIP Points
- 2022 TIP Lines
- MPO Boundary
- Corporate Limits



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

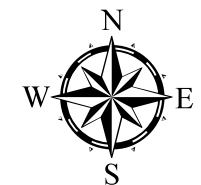
Map created by RAD August 2021 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
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2022-2025 Transportation Improvement Program (Years 2023 - 2025)

YEAR

- + 2025
- + 2024
- + 2023
- 2025
- 2024
- 2023
-  MPO Boundary
-  Corporate Limits



0 3/4 1 1/2 3 4 1/2 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 by RAD August 2021 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.

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PROJECT FUNDING YEAR 2022

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	22.1.02	Urban Grants Project - Bismarck Thayer Avenue (N 3rd St-N 6th St) & N 6th St (Main Av - Rosser Av) (CPR, Curb & Gutter, Bulb-outs, Sidewalk, ADA Ramps, Pavement Marking, LED Roadway Lighting, Pedestrian Lighting, Street Trees, Landscaping, Signing, Parking Improvements)	\$1,280,000	\$0	\$320,000 (Bismarck)	\$1,600,000	UGP	22870	2022	
BISMARCK	22.1.03	Transportation Alternatives - Bismarck Public School Safety Improvement Project (City-Wide) (Installation of 20 MPH speed limit signs near public schools)	\$27,516	\$0	\$6,484 (Bismarck)	\$34,000	TAU	22950	2022	
MANDAN	22.4.01	Transportation Alternatives - Mandan - Old Red Trail Phase 2 Shared Use Path (South side of Old Red Trail, starting at Sunset Drive going west 0.8 miles) (2 inch overlay with 0.5 inch leveling course for the existing 10.5 foot wide path)	\$168,237	\$0	\$39,642 (Mandan)	\$207,879	TAU	22951	2022	
MANDAN	22.4.02	Transportation Alternatives - Mandan 19th St SE Trail Project* (South Side of 19th SE, ND Highway 6 to Macedonia Av SE) (10' Wide Shared Use Path, 4,570' ft Long, Signed & Marked X-Walks, Rapid Rectangular Flashing Beacon)	\$290,000	\$0	\$369,000 (Mandan)	\$659,000	TAU	22573	2022	
MANDAN	22.4.03	*Urban Roads - Mandan 27th Street (ND Highway 1806 to 8th Ave NW) (Reconstruction)	\$1,052,090	\$0	\$947,910 (Mandan)	\$2,000,000	SU	22537	2023	
NDDOT	22.6.06	*Urban Regional - Bismarck 7th St (Ave C to Front Ave) (Signals)	Funded in 2021	Funded in 2021	Funded in 2021 (Bismarck)	Funded in 2021	NHU	22904	2022	
NDDOT	22.6.07	*Urban Regional - Bismarck 9th St (Ave C to Front Ave) (Signals)	Funded in 2021	Funded in 2021	Funded in 2021 (Bismarck)	Funded in 2021	NHU	22904	2022	
NDDOT	22.6.08	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 1, Extents TBD) (Reconstruction, Sanitary Sewer & Drainage)	\$7,081,375	\$793,625	\$3,375,000 (Mandan)	\$11,250,000	SU-CPU	22005 23133	2022	
NDDOT	22.6.09	*Safety - State Street/ US 83 (Calgary Ave to I-94) (Turn Lanes)	\$2,250,000	\$250,000	\$0 (Bismarck)	\$2,500,000	SHE	20098	2023	
NDDOT	22.6.10	*Safety - State Street/ US 83 (I-94 to Divide Ave) (Turn Lanes)	\$2,520,000	\$140,000	\$140,000 (Bismarck)	\$2,800,000	SHE	20097	2023	
NDDOT	22.6.11	Urban Regional - Bismarck State St (Divide Av to I-94) (.7 miles, CPR, Grinding)	\$659,580	\$73,920	\$81,500 (Bismarck)	\$815,000	NHU	22769	2022	
NDDOT	22.6.12	Urban Regional - Bismarck State St (I-94 to Calgary Ave), (Century Ave/11th St) (1 mile, CPR, Grinding)	\$1,869,483	\$440,517	\$0 (Bismarck)	\$2,310,000	NHU	22770	2022	
NDDOT	22.6.13	Urban Regional - Bismarck 9th St (Front Av to Bismarck Expressway) (.6 miles, Mill & Overlay, Curb & Gutter)	\$760,742	\$85,258	\$94,000 (Bismarck)	\$940,000	NHU	23202	2022	
NDDOT	22.6.14	*Safety - Bismarck Expressway Lighting (Burlington Dr to Yegen Rd and Yegen Rd to Main Ave) (Install corridor lighting in gaps along Bismarck Expy, Turn lanes)	\$396,000	\$22,000	\$22,000 (Bismarck)	\$440,000	SHE	23155	2022	
NDDOT	22.6.15	Urban Regional - Bismarck Expy Railroad Bridge (Bismarck Expy BN & CP Railway Bridge) (Approach Slab & Barrier Spall Repair, SE Beam End Repair, Seal Joints & Barrier)	\$171,352	\$19,204	\$21,173 (Bismarck)	\$211,729	NHU	22905	2022	
NDDOT	22.6.16	Urban Regional - Bismarck Expy (Main Av to end of asphalt) (Mill & Overlay, ADA Ramp Rev)	\$60,698	\$6,802	\$7,500 (Bismarck)	\$75,000	NHU	23208	2022	
NDDOT	22.6.17	Urban Regional - Bismarck Expy (Washington St to Main Av) (Mill & Overlay, ADA Ramp Rev)	\$1,618,600	\$181,400	\$200,000 (Bismarck)	\$2,000,000	NHU	23207	2022	
NDDOT	22.6.18	*Urban Regional - ND 1804 (Signal St to Bismarck Expy) (Mill & Overlay)	\$2,427,900	\$272,100	\$300,000 (Bismarck)	\$3,000,000	SU	23223	2022	
NDDOT	22.6.19	*Bridge - I-94 (5 miles east of US Highway 83, 80th St, EB) (Structure Replacement)	Funded in 2021	Funded in 2021	Funded in 2021 (Burleigh)	Funded in 2021	IM	21854	2022	

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

^ Pending Availability of Federal Funds

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

~ Projects are funded in 2021, but are constructed in 2022. Projects are not included in the expense report.

PROJECT FUNDING YEAR 2023

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	23.1.01	*A@Urban Roads - Bismarck 43rd Ave (State St - 26th St) & 19 St (N Valley Lp/Yucca Av - 43rd Av) (Reconstruction and Widening)	\$4,800,000	\$0	\$9,200,000 (Bismarck)	\$14,000,000	NHU	22929	2022	
BISMARCK	23.1.02	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Bismarck (Various Locations) (Install RRFB at up to 11 locations, recommended by School Safety Crossing Study)	\$378,000	\$0	\$420,000 (Bismarck)	\$420,000			NA	
BISMARCK	23.1.03	Urban Grants Project - Bismarck 3rd/4th/5th St, Rosser Av, Broadway (3rd St from Main-Rosser, Rosser from 3rd-7th, 4th St from Rosser-Thayer, 5th St from Rosser-Thayer, & Broadway from 3rd-4th & 6th-7th) (Mill & Overlay, Curb & Gutter, ADA Ramp Rev, Bikeway/Walkway, Lighting, Signal Revision, Landscaping, Signing, Signal Modifications, Pavement Marking)	\$786,313	\$0	\$1,125,687 (Bismarck)	\$1,912,000	UGP	23216	NA	
BISMARCK	23.1.04	Transportation Alternatives - Bismarck Expy (Bismarck Expy Pedestrian Facility)	\$250,883	\$0	\$59,117 (Bismarck)	\$310,000	TAU	23235	NA	
BURLEIGH	23.2.01	*Urban Roads - Burleigh County 66th St (Apple Creek Rd to Northgate Dr) (Reconstruction, Structures)	\$8,000,000 (UR) \$2,710,000 (CO Federal Aid) \$171,147 (CVD)	\$0	\$2,718,853 (Burleigh)	\$13,600,000	SU	23055	NA	
NDDOT	23.6.02	Bridge - I-94 (1 mile E of US 83 N, EB) (Approach Slabs, Expand Joint Mod)	\$168,480	\$18,720	\$0 (Bismarck)	\$187,200	IM	23009	NA	
NDDOT	23.6.03	^{MPO} Rural - Hwy 1804 (N Hazelton Jct to Signal St) (24.9 miles, Thin Overlay)	\$3,566,000	\$840,000	\$0 (Burleigh)	\$4,406,000	SS		NA	
NDDOT	23.6.12	Bridge - I-94 (Junction of US 83 N & I-94, EB) (Spall Repair, Structure Incidentals)	\$73,008	\$8,112	\$0 (Bismarck)	\$81,120	IM		NA	
NDDOT	23.6.13	Bridge - I-94 (1 mile E of US 83 N, EB) (Deck Overlay, Rail Retrofit)	\$536,328	\$59,592	\$0 (Bismarck)	\$595,920	IM	23009	NA	
NDDOT	23.6.14	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 2, Extents TBD) (Reconstruction, City Utilities)	\$13,758,100	\$1,541,900	\$6,700,000 (Mandan)	\$22,000,000	SU-CPU		NA	
NDDOT	23.6.15	Bridge - I-94 (2 miles west of US Highway 83, Tyler Parkway, EB) (Expansion Joint Modifications, Approach Slabs, Spall Repair)	\$308,876	\$34,320	\$0 (Bismarck)	\$343,196	IM	22603	NA	
NDDOT	23.6.16	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Structure Paint, Median X-Overs)	\$526,707	\$58,523	\$0 (Multiple)	\$585,230	IM	22603	NA	
NDDOT	23.6.17	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Deck Overlay, Approach Slabs, Structure Paint, Spall Repair, Structure/Incidentals)	\$4,494,271	\$499,364	\$0 (Multiple)	\$4,993,635	IM	22603	NA	
NDDOT	23.6.18	*Safety - Hwy 810 E/Bismarck Expressway (.4 miles, W of Washington St to East of 2nd Street) (Pavement Markings, Intersection Improvements, Turn Lanes, Flashing Beacon)	\$199,800	\$11,100	\$11,100 (Bismarck)	\$222,000	SHE	23225	NA	
OTHER	23.7.01	Urban Grants Project - Bismarck/Mandan Fixed Bus Route (Various Locations) (Solar Lighting at Existing Shelters, Bus Benches)	\$11,200	\$0	\$2,800 (Bismarck via Bis-Man Transit)	\$14,000	UGP		NA	

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

*Pending Availability of Federal Funds

@ City plans to advance construct project in 2022

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

PROJECT FUNDING YEAR 2024

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
MANDAN	24.4.01	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Mandan (Various Locations) (Install RRFB at up to 4 locations, recommended by School Safety Crossing Study)	\$126,000	\$0	\$14,000 (Mandan)	\$140,000			NA	
NDDOT	24.6.01	*Urban Regional - Bismarck 7th St (Front Av to Bismarck Expressway) (.6 miles, Reconstruction)	\$2,529,062	\$283,438	\$312,500 (Bismarck)	\$3,125,000	NHU	23201	NA	
NDDOT	24.6.03	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 3, Extents TBD) (3.3 miles, Reconstruction, City Utilities)	\$11,330,200	\$1,269,800	\$4,900,000 (Mandan)	\$17,500,000	SU-CPU		NA	
NDDOT	24.6.07	^{MPO} Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (9.8 miles, Median X-Overs, Ramp Connections)	\$1,366,544	\$151,838	\$0 (Burleigh)	\$1,518,382	IM	22639	NA	
NDDOT	24.6.09	*Urban - I-94 (2 miles E of US 83 N, EB, Centennial/Bismarck Expressway) (Structure/Incidentals, Ramp Revisions)	\$27,000,000	\$3,000,000	\$0 (Bismarck)	\$30,000,000	IM	22648	NA	
NDDOT	24.6.10	Bridge - I-94 (1 mile E of US 83 N) (Structure Paint)	\$223,891	\$24,877	\$0 (Bismarck)	\$248,768	IM	22614	NA	
BISMARCK PARKS & REC DISTRICT	24.7.01	Transportation Alternatives - Bismarck Ash Coulee & Tyler Parkway (Bikeway/Walkway)	\$290,000	\$0	\$99,015 (Bis P&R District)	\$389,015	TAU	23236	NA	

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

*Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2025

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
MANDAN	25.2.01	**Urban Roads - Mandan Old Red Trail (40th Ave NW to Urban Limits) (Reconstruction)	\$4,000,000	\$0	\$1,000,000 (Mandan)	\$5,000,000	SU		NA	
NDDOT	25.6.01	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, West Bound) (Structure Paint)	\$315,861	\$35,096	\$0 (Bismarck)	\$350,957	IM	22644	NA	
NDDOT	25.6.02	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, East Bound) (Structure Paint)	\$315,861	\$35,096	\$0 (Bismarck)	\$350,957	IM	22644	NA	
NDDOT	25.6.03	Bridge - I-94 (5 mile east of ND 25, East Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.04	Bridge - I-94 (5 mile east of ND 25, West Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.05	Bridge - I-94 (6 mile east of ND 25, East Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.06	Bridge - I-94 (6 mile east of ND 25, West Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.07	Bridge - I-94 (5 mile west of US 83 North, East Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Burleigh)	\$292,465	IM	22644	NA	
NDDOT	25.6.08	Bridge - I-94 (5 mile west of US 83 North, West Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Burleigh)	\$292,465	IM	22644	NA	
NDDOT	25.6.09	^{MPO} Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (9.8 mi Fencing, PCC Pave)	\$23,505,300	\$2,611,700	\$0 (Burleigh)	\$26,117,000	IM	22957	NA	
NDDOT	25.6.10	Safety - Bismarck Expy (Bismarck Expy Bridge) (.5 miles Anti-Icing System)	\$1,173,600	\$130,400	\$0 (Bismarck)	\$1,304,000	S-HEU	17110	NA	
NDDOT	25.6.11	*Urban Regional - Bismarck Expy (Rosser Ave to Miriam Ave) (CPR, Grinding)	\$1,968,800	\$246,100	\$246,100 (Bismarck)	\$2,461,000	NHU	23346	NA	
NDDOT	25.6.12	Urban Regional - 7thSt/ 9th St (Main Ave to Boulevard Ave) (Mill and Overlay, ADA Ramps, Lighting)	\$2,120,000	\$265,000	\$265,000 (Bismarck)	\$2,650,000	NHU	23347	NA	

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

*Pending Availability of Federal Funds

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

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

YEAR	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	AMENDMENT/ MODIFICATION (Date)
2022	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	NA	NA	NA	NA	
2022	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	\$78,000	\$6,000	\$4,000	\$88,000	
2022	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	NA	NA	NA	\$246,000	
2022	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	\$9,252,000	\$812,000	\$578,000	\$10,642,000	
2023	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	NA	NA	NA	\$246,000	
2023	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	\$1,350,000	\$150,000	NA	\$1,500,000	
2023	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	\$270,000	\$30,000	NA	\$300,000	
2023	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	\$10,125,000	\$1,531,000	\$71,000	\$11,727,000	
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	

Note: No projects in the 2022-2025 TIP were identified as RSP.

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

2022-2025

TRANSIT IMPROVEMENT PROJECT LIST

Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2022	2023	2024	2025	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	\$1,088,000	\$1,088,000	\$1,088,000	\$1,088,000	\$4,352,000
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$272,000	\$272,000	\$272,000	\$272,000	\$1,088,000
			80 / 20		Total	\$1,360,000	\$1,360,000	\$1,360,000	\$1,360,000	\$5,440,000
2	Bismarck/Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307)	Preventative maintenance on transit vehicles	Fed	\$10,000	\$10,300	\$10,609	\$10,927	\$41,836
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$2,500	\$2,575	\$2,652	\$2,732	\$10,459
			80 / 20		Total	\$12,500	\$12,875	\$13,261	\$13,659	\$52,295
3	Bismarck/Mandan Area	Operating Expenses	FTA Sec. 9 (5307)	Operating assistance for elderly/disabled and fixed route service	Fed	\$180,090	\$185,493	\$191,057	\$196,789	\$753,429
					State	\$316,528	\$326,024	\$335,805	\$345,879	\$1,324,235
					Local	\$180,090	\$185,493	\$191,057	\$196,789	\$753,429
			50 / 50		Total	\$676,708	\$697,009	\$717,920	\$739,457	\$2,831,094
4	Bismarck/Mandan Area	Security	FTA Sec. 9 (5307)	Public transportation security projects	Fed	\$12,910	\$13,297	\$13,696	\$14,107	\$54,011
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$3,228	\$3,325	\$3,425	\$3,527	\$13,505
			80 / 20		Total	\$16,138	\$16,622	\$17,121	\$17,634	\$67,515
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
			80/20		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	\$398,516	\$0	\$410,471	\$820,942	\$1,629,929
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$70,326	\$0	\$72,436	\$144,872	\$287,634
			85/15		Total	\$468,842	\$0	\$482,907	\$965,814	\$1,917,563
7	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA Section (5339)	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed	\$797,031.46	\$0	\$0	\$0	\$797,031
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$140,652	\$0	\$0	\$0	\$140,652
			85/15		Total	\$937,683	\$0	\$0	\$0	\$937,683
8	Bismarck/Mandan Area	Capital Grant	FTA Section (5310)	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed	\$208,014	\$240,312	\$21,642	\$245,417	\$715,385
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$36,708	\$42,902	\$4,328	\$43,833	\$127,771
			80 / 20		Total	\$244,722	\$283,214	\$25,970	\$289,250	\$843,156
9	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA Section (5310)	Operating assistance to the elderly and disabled	Fed	\$115,760	\$119,233	\$122,810	\$126,494	\$484,297
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$115,760	\$119,233	\$122,810	\$126,494	\$484,297
			50 / 50		Total	\$231,520	\$238,466	\$245,620	\$252,988	\$968,593
10	Bismarck/Mandan Area	COVID Relief Funds	FTA CRSSA (5310)	Mobility Manager salary assistance	Fed	\$25,500	\$0	\$0	\$0	\$25,500
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$0	\$0	\$0	\$0	\$0
			100/0		Total	\$25,500	\$0	\$0	\$0	\$25,500
11	Bismarck/Mandan Area	COVID Relief Funds	FTA ARP	Operating assistance for elderly/disabled and fixed route service	Fed	\$1,332,869	\$0	\$0	\$0	\$1,332,869
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$0	\$0	\$0	\$0	\$0
			100/0		Total	\$1,332,869	\$0	\$0	\$0	\$1,332,869

2022-2025

EXPENSE/REVENUE SUMMARY

FY 2022 - 2025 TIP

EXPENSE SUMMARY BY GEOGRAPHIC LOCATION

PROJECTS	FUNDING SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST (\$)
Annual Element 2022	Federal (¹ Construction)	6,473,516	0	8,423,465	0	0	0	14,896,981
	Federal (² Preservation)	7,568,355	0	168,237	0	0	0	7,736,592
	State (¹ Construction)	412,000	0	793,625	0	0	0	1,205,625
	State (² Preservation)	1,079,201	0	0	0	0	0	1,079,201
	Local (¹ Construction)	488,484	0	4,691,910	0	0	0	5,180,394
	Local (² Preservation)	704,173	0	39,642	0	0	0	743,815
	*Other Local (¹ Construction)	0	0	0	0	0	0	0
	*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 2023-2025	Total (Construction/Engineering)	7,374,000	0	13,909,000	0	0	0	21,283,000
	Total (Preservation)	9,351,729	0	207,879	0	0	0	9,559,608
	Total	16,725,729	0	14,116,879	0	0	0	30,842,608
	Federal (¹ Construction)	\$38,574,850	0	30,267,172	12,774,127	0	5,020,978	86,637,127
	Federal (² Preservation)	4,875,113	0	0	27,071,300	0	0	31,946,413
	State (¹ Construction)	3,640,751	0	2,928,688	210,332	0	557,887	7,337,658
	State (² Preservation)	511,100	0	0	3,451,700	0	0	3,962,800
	Local (¹ Construction)	9,624,717	0	12,614,000	2,718,853	0	0	24,957,570
	Local (² Preservation)	4,021,787	0	0	0	0	0	4,021,787
	*Other Local (¹ Construction)	101,815	0	0	0	0	0	101,815
	*Other Local (² Preservation)	0	0	0	0	0	0	0
Total	Total (Construction/Engineering)	51,942,133	0	45,809,860	15,703,312	0	5,578,865	119,034,170
	Total (Preservation)	9,408,000	0	0	30,523,000	0	0	39,931,000
	Total	61,350,133	0	45,809,860	46,226,312	0	5,578,865	158,965,170
Total	FY 2022-2025	78,075,862	0	59,926,739	46,226,312	0	5,578,865	189,807,778

REVENUE SUMMARY

PROJECTS	REVENUE SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST (\$)
Annual Element 2022	Federal (¹ Construction)	6,473,516	0	8,423,465	0	0	0	14,896,981
	Federal (² Preservation)	7,568,355	0	168,237	0	0	0	7,736,592
	State (¹ Construction)	412,000	0	793,625	0	0	0	1,205,625
	State (² Preservation)	1,079,201	0	0	0	0	0	1,079,201
	Local (¹ Construction)	488,484	0	4,691,910	0	0	0	5,180,394
	Local (² Preservation)	704,173	0	39,642	0	0	0	743,815
	*Other Local (¹ Construction)	0	0	0	0	0	0	0
	*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 2023-2025	Total (Construction/Engineering)	7,374,000	0	13,909,000	0	0	0	21,283,000
	Total (Preservation)	9,351,729	0	207,879	0	0	0	9,559,608
	Total	16,725,729	0	14,116,879	0	0	0	30,842,608
	Federal (¹ Construction)	38,574,850	0	30,267,172	12,774,127	0	5,020,978	81,616,149
	Federal (² Preservation)	4,875,113	0	0	27,071,300	0	0	31,946,413
	State (¹ Construction)	3,640,751	0	2,928,688	210,332	0	557,887	6,779,771
	State (² Preservation)	511,100	0	0	3,451,700	0	0	3,962,800
	Local (¹ Construction)	9,624,717	0	12,614,000	2,718,853	0	0	24,957,570
	Local (² Preservation)	4,021,787	0	0	0	0	0	4,021,787
	*Other Local (¹ Construction)	101,815	0	0	0	0	0	101,815
	*Other Local (² Preservation)	0	0	0	0	0	0	0
Total	Total (Construction/Engineering)	51,942,133	0	45,809,860	15,703,312	0	5,578,865	119,034,170
	Total (Preservation)	9,408,000	0	0	30,523,000	0	0	39,931,000
	Total	61,350,133	0	45,809,860	46,226,312	0	5,578,865	158,965,170
Total	FY 2022-2025	78,075,862	0	59,926,739	46,226,312	0	5,578,865	189,807,778

*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

2022 - 2025

	FUNDING SOURCE	FUNDING AMOUNT (\$)	ANTICIPATED COSTS (\$)
Annual Element 2022	Federal	\$4,168,690	\$4,168,690
	Federal Match	\$0	\$0
	State	\$316,528	\$316,528
	Local	\$821,264	\$821,264
	Total	\$5,306,482	\$5,306,482
Future Projects 2023-2025	Federal	\$6,017,597	\$6,017,597
	Federal Match	\$0	\$0
	State	\$1,007,707	\$1,007,707
	Local	\$2,084,483	\$2,084,483
	Total	\$9,109,787	\$9,109,787
Transit Total	FY 2022-2025	\$14,416,269	\$14,416,269

2022-2025

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 (pot holes, 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 2022-2025 TIP.

Bismarck-Mandan MPO Operations and Maintenance NDDOT and Member Jurisdiction Expenditures and Revenues 2022-2025
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
2022	\$125,588	\$125,588	312	1.90%	\$2,386.17	\$2,386.17
2023-2025	\$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
2022	\$11,851,004	\$11,851,004	State Motor Vehicle Fuel and Licensing, General Fund, Street Light Utility fund	26.90%	\$3,187,920.08	\$3,187,920.08
2023	\$12,206,534	\$12,206,534	State Motor Vehicle Fuel and Licensing, General Fund, Street Light Utility fund	26.90%	\$3,283,557.65	\$3,283,557.65
2024	\$12,572,730	\$12,572,730	State Motor Vehicle Fuel and Licensing, General Fund, Street Light Utility fund	26.90%	\$3,382,064.37	\$3,382,064.37
2025	\$12,949,912	\$12,949,912	State Motor Vehicle Fuel and Licensing, General Fund, Street Light Utility fund	26.90%	\$3,483,526.33	\$3,483,526.33

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
2022	\$1,106,909	\$1,106,909	Hwy Gas Tax and Mill Levy	5.60%	\$61,986.90	\$61,986.90
2023	\$1,151,185	\$1,151,185	Hwy Gas Tax and Mill Levy	5.60%	\$64,466.36	\$64,466.36
2024	\$1,197,233	\$1,197,233	Hwy Gas Tax and Mill Levy	5.60%	\$67,045.05	\$67,045.05
2025	\$1,245,122	\$1,245,122	Hwy Gas Tax and Mill Levy	5.60%	\$69,726.83	\$69,726.83

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
2022	\$1,604,600	\$1,604,600	Highway Tax Distribution	29.90%	\$479,775.40	\$479,775.40
2023	\$1,668,784	\$1,668,784	Highway Tax Distribution	29.90%	\$498,966.42	\$498,966.42
2024	\$1,735,535	\$1,735,535	Highway Tax Distribution	29.90%	\$518,924.97	\$518,924.97
2025	\$1,804,957	\$1,804,957	Highway Tax Distribution	29.90%	\$539,682.14	\$539,682.14

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
2022	\$6,640,771	\$6,640,771	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$7,304.85	\$7,304.85
2023	\$6,906,401	\$6,906,401	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$7,597.04	\$7,597.04
2024	\$7,182,658	\$7,182,658	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$7,900.92	\$7,900.92
2025	\$7,469,964	\$7,469,964	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$8,216.96	\$8,216.96

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

2022-2023

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 2021, the MPO solicited member jurisdictions and parks and recreation entities serving the MPO area for PLI. There were no PLI provided for the 2022-2025 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 2022-2025 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). Various agencies of the US Department of Transportation (USDOT), which includes FHWA, are responsible of administering the rulemaking regarding PBPP. The overall goal is to link Performance-Based Planning practices to future investments in the transportation system through concordant development of the MPOs Metropolitan Transportation Plan (MTP) and TIP. 23 CFR 450.326(d) specifies this process by stating 'the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.'

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

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

For each Performance Goal Area, the MPT 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 2021 targets are based on the average of data from 2016, 2017, 2018, 2019, and 2020.
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				
	BASILINE CONDITION	NDDOT ADDOPTED TARGET	MPO ADDOPTED TARGET	CURRENT ADOPTION PERIOD
PM1: SAFETY				
1) Number of Fatalities	113	102.0	102.0	2021
2) Rate of Fatalities	1.148	1.103	1.103	2021
3) Number of Serious Injuries	432.4	382.1	382.1	2021
4) Rate of Serious Injuries	4.390	4.046	4.046	2021
5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	33.0	30.4	30.4	2021
PM2: INFRASTRUCTURE CONDITION				
1) Percent of National Highway System (NHS) Bridges in Good Condition	64.44%	60%	60%	2020-2022
2) Percentage of NHS Bridges in Poor Condition	3.67%	4%	4%	2020-2022
3) Percentage of Interstate Pavement in Good Condition	80.2%	75.6%	75.6%	2020-2022
4) Percentage of Interstate Pavement in Poor Condition	0.1%	3%	3%	2020-2022
5) Percentage of Non-Interstate NHS Pavement in Good Condition	62.8%	58.3%	58.3%	2020-2022
6) Percentage of Non-Interstate NHS Pavement in Poor Condition	.3%	3%	3%	2020-2022
PM3: SYSTEM RELIABILITY				
1) Percentage of Person Miles Travel on the Interstate that are reliable	91.6	85%	85%	2020-2022
2) Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	99.4	85%	85%	2020-2022
3) Truck Travel Time Reliability Index	1.15	3.0	3.0	2020-2022

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

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

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

Transit Performance Measures:

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

Public Transportation Agency Safety Plan Rule:

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

Similar to the FHWA targets, FTA allows local Transit Operators to either adopt the plan created by their State DOT or develop their own PTASP. The Bis-Man Transit Board, representing the area Transit Operator, adopted the NDDOT State Safety Plan in September 2020. The MPO Policy Board approved a resolution of support for the PTASP in July 2021. 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, 9/20.

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.

2022

TRANSIT ASSET MANAGEMENT (TAM) REPORT

Bis-Man Transit Useful Life Benchmarks and TAM Targets

Bis-Man Transit completed and adopted their TAM plan in September 2018. As of July 2019, the transit provider had adopted performance targets set forth by FTA. Targets areas include rolling stock, equipment, and facilities, and are based on Useful Life Benchmarks (ULB) for vehicles and transit facilities. A description of the Federal, State and local useful life benchmarks and performance targets follow:

Useful Life Benchmark for Vehicles

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

Useful Life Benchmark for Transit Facilities

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

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

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

Bismarck-Mandan MPO Reporting

The Bismarck-Mandan MPO—through their annual Transportation Improvement Program (TIP) update—reports on the condition of Bis-Man Transit’s rolling stock and/or facilities (as provided by the National Transit Database), as well as Transit’s progress toward adopted performance targets. Further, the TIP provides an opportunity to note future investments which maintain the fleet and facility in a State of Good Repair. The Bis-Man Transit Fleet Inventory provided by Bis-Man Transit follows. This inventory matches information submitted to NDT in the March 2021.

Bis-Man Transit Fleet Inventory

Service Type	Bus Fleet ID	Year	Category	Condition*
Fixed Route	401	2004	Heavy-Duty Small Bus	Adequate
Fixed Route	602	2006	Heavy-Duty Small Bus	Adequate
Fixed Route	1001	2010	Heavy-Duty Small Bus	Good
Fixed Route	1002	2010	Heavy-Duty Small Bus	Good
Fixed Route	1003	2010	Heavy-Duty Small Bus	Good
Fixed Route	1501	2015	Heavy-Duty Large Bus	Good
Fixed Route	1502	2015	Heavy-Duty Large Bus	Good
Paratransit	53	2012	Medium-Duty Bus	Good
Paratransit	54	2012	Medium-Duty Bus	Good
Paratransit	55	2012	Medium-Duty Bus	Good
Paratransit	1701	2017	Medium-Duty Bus	Good
Paratransit	1702	2017	Medium-Duty Bus	Good
Paratransit	1703	2017	Medium-Duty Bus	Good
Paratransit	1704	2017	Medium-Duty Bus	Good
Paratransit	1801	2018	Medium-Duty Bus	Excellent
Paratransit	1802	2018	Medium-Duty Bus	Excellent
Paratransit	1803	2018	Medium-Duty Bus	Excellent
Paratransit	1804	2018	Medium-Duty Bus	Excellent
Paratransit	1901	2018	Medium-Duty Bus	Excellent
Paratransit	1902	2018	Medium-Duty Bus	Excellent
Paratransit	1903	2019	Medium-Duty Bus	Excellent
Paratransit	1904	2019	Medium-Duty Bus	Excellent
Paratransit	1905	2019	Medium-Duty Bus	Excellent
Paratransit	1906	2019	Medium-Duty Bus	Excellent
Paratransit	1907	2019	Medium-Duty Bus	Excellent
Paratransit	1908	2019	Medium-Duty Bus	Excellent
Fixed Route	1909	2019	Heavy-Duty Small Bus	Excellent
Fixed Route	1910	2019	Heavy-Duty Small Bus	Excellent
Paratransit	1911	2019	Light-Duty Van	Excellent
Paratransit	1912	2019	Light-Duty Van	Excellent

* Condition and fleet reported as of June 10, 2021

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 2022-2025 TIP which contribute to the preventive maintenance of Transit's assets and State of Good Repair (SOGR) program are shaded below:

Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2022	2023	2024	2025	Total
1	Bismarck/Mandan Area	Capital Cost of Contracting (CCOC)	FTA	Preventative maintenance and operating costs associated with the operations contract	Fed	\$1,088,000	\$1,088,000	\$1,088,000	\$1,088,000	\$4,352,000
			Sec. 9 (5307)		State	\$0	\$0	\$0	\$0	\$0
			80 / 20		Local	\$272,000	\$272,000	\$272,000	\$272,000	\$1,088,000
					Total	\$1,360,000	\$1,360,000	\$1,360,000	\$1,360,000	\$5,440,000
2	Bismarck/Mandan Area	Preventative Maintenance	FTA	Preventative maintenance on transit vehicles	Fed	\$10,000	\$10,300	\$10,609	\$10,927	\$41,836
			Sec. 9 (5307)		State	\$0	\$0	\$0	\$0	\$0
			80 / 20		Local	\$2,500	\$2,575	\$2,652	\$2,732	\$10,459
					Total	\$12,500	\$12,875	\$13,261	\$13,659	\$52,295
3	Bismarck/Mandan Area	Operating Expenses	FTA	Operating assistance for elderly/disabled and fixed route service	Fed	\$155,316	\$159,975	\$164,775	\$169,718	\$649,784
			Sec. 9 (5307)		State	\$316,528	\$326,024	\$335,805	\$345,879	\$1,324,235
			50 / 50		Local	\$155,316	\$159,975	\$164,775	\$169,718	\$649,784
					Total	\$627,160	\$645,975	\$665,354	\$685,315	\$2,623,804
4	Bismarck/Mandan Area	Security	FTA	Public transportation security projects	Fed	\$12,660	\$13,040	\$13,431	\$13,834	\$52,965
			Sec. 9 (5307)		State	\$0	\$0	\$0	\$0	\$0
			80 / 20		Local	\$3,165	\$3,260	\$3,358	\$3,458	\$13,241
					Total	\$15,825	\$16,300	\$16,789	\$17,292	\$66,206
5	Bismarck/Mandan Area	Transit Planning	FTA	Provide funding for the Transit Development Plan	Fed	\$0	\$0	\$0	\$0	\$0
			Sec. 8 (5303) (5313)		State	\$0	\$0	\$0	\$0	\$0
			80/20		Local	\$0	\$0	\$0	\$0	\$0
					Total	\$0	\$0	\$0	\$0	\$0
6	Bismarck/Mandan Area	Capital Grant	FTA	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed	\$398,516	\$0	\$410,471	\$820,942	\$1,629,929
			Section (5339)		State	\$0	\$0	\$0	\$0	\$0
			85/15		Local	\$70,326	\$0	\$72,436	\$144,872	\$287,634
					Total	\$468,842	\$0	\$482,907	\$965,814	\$1,917,563
7	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed	\$797,031.46	\$0	\$0	\$0	\$797,031
			Section (5339)		State	\$0	\$0	\$0	\$0	\$0
			85/15		Local	\$140,652	\$0	\$0	\$0	\$140,652
					Total	\$937,683	\$0	\$0	\$0	\$937,683
8	Bismarck/Mandan Area	Capital Grant	FTA	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed	\$208,014	\$240,312	\$21,642	\$245,417	\$715,385
			Section (5310)		State	\$0	\$0	\$0	\$0	\$0
			80 / 20		Local	\$36,708	\$42,902	\$4,328	\$43,833	\$127,771
					Total	\$244,722	\$283,214	\$25,970	\$289,250	\$843,156
9	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA	Operating assistance to the elderly and disabled	Fed	\$115,760	\$119,233	\$122,810	\$126,494	\$484,297
			Section (5310)		State	\$0	\$0	\$0	\$0	\$0
			50 / 50		Local	\$115,760	\$119,233	\$122,810	\$126,494	\$484,297
					Total	\$231,520	\$238,466	\$245,620	\$252,988	\$968,593
10	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA	Mobility Manager salary assistance	Fed	\$25,500	\$0	\$0	\$0	\$25,500
			CRSSA (5310)		State	\$0	\$0	\$0	\$0	\$0
			100/0		Local	\$0	\$0	\$0	\$0	\$0
					Total	\$25,500	\$0	\$0	\$0	\$25,500
11	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA	Operating assistance for elderly/disabled and fixed route service	Fed	\$1,332,869	\$0	\$0	\$0	\$1,332,869
			ARP		State	\$0	\$0	\$0	\$0	\$0
			100/0		Local	\$0	\$0	\$0	\$0	\$0
					Total	\$1,332,869	\$0	\$0	\$0	\$1,332,869

Based on the existing condition of the Bis-Man Transit fleet and facilities, and the programmed activities outlined in the 2022-2025 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 2021 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 2020

Completion Analysis of 2020 Projects Associated with 2020-2023 TIP

In May 2021 the MPO analyzed the status of all projects programmed for completion in 2020.

Total 2020 Projects – 14

Total Projects added by amendment in 2020 – 2

Total 2020 projects completed – 6

Total 2020 projects that were started but not completed – 5

**This category includes projects bid or designed in 2020 but not constructed*

Total 2020 projects that were postponed to a later date – 1

Total 2020 projects that were cancelled – 2



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 TDD Dial 711
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 Email mpo@bismarcknd.gov
 Web www.bismarcknd.gov/MPO

May 18, 2021

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

Dear Mr. Zacher:

The following is the 2020 Status Report of projects contained within the Bismarck-Mandan MPO 2020-2023 Transportation Improvement Program (TIP), as of the end of the 2020 Calendar year.

Mandan

Regionally Significant Projects

1. 16th Street NE – 8th Ave NE to Old Red Trail – Extension
 - a. Project cancelled due to developer disinterest, no anticipated completion date

Urban Regional Program

1. Main Street – ND 6 to ND 1806 – Traffic signal upgrades
 - a. Under contract, project to be constructed in 2021

Urban Grant Program

1. 1st Street NW and Connecting Avenues—5th Avenue to Collins Ave— Road reconstruction and pedestrian improvements
 - a. Under contract, project to be constructed in 2021 (Amended September 2020)
 - b. Project canceled due cost overages (Amended May 2021)

NDDOT

Bridge

1. Apple Creek Separation – 7 miles east of western junction of US 83 and I-94 – Structural replacement
 - a. Project in progress, expected completion fall 2021

Urban Regional Program

1. ND 1806 – I-94 Ramps to 27th St NW - Reconstruction
 - a. a. Project getting underway in 2021, expected completion in spring 2022
2. ND 810 – Expressway Bridge - Joint repair, structure paint, structure incidentals, lighting
 - a. Bid in March 2021, expected completion in fall 2021
3. US Highway 83 N – Calgary to 57th Ave, northbound - Mill and overlay
 - a. Project completed in 2020, finishing final records
4. US Highway 83 N – Calgary to 57th Ave, southbound – Mill and overlay
 - a. Project completed in 2020, finishing final records

Rural

1. US Highway 83 – 57th Ave to Wilton, northbound – Mill and overlay, turn lanes
 - a. Completed in 2020, finishing final records
2. US Highway 83 – 57th Ave to Wilton, southbound – Mill and overlay, turn lanes
 - a. Completed in 2020, finishing final records

Interstate

1. I-94 – Exit 153/ Mandan Ave Interchange – Ramp revisions
 - b. Bid in fall 2020, expected completion 2021

OTHER (Bismarck)

Regionally Significant Projects

1. Mill and Overlays
 - a. Completed in 2020

OTHER (Bismarck Parks and Recreation District)

Transportation Alternatives

1. Bismarck Sunrise Trail Connection Project – Trail project
 - a. Completed in 2020

OTHER (Lincoln Park District)

Recreational Trails Program

1. Lincoln Shared Use Path Project – Lincoln Road, between 52nd St NE and Benteen Dr – Trail project and lighting
 - a. Awarded in winter 2020/2021, project to be constructed in 2021

Sincerely,



Rachel Drewlow

Bismarck-Mandan MPO Executive Director

Attch: 2020 Project List from the Bismarck-Mandan MPO 2020-2023 TIP and applicable Amendments.

PUBLIC COMMENTS ON 2022-2025 TIP

The Draft 2022-2025 TIP was released for public comment beginning July 29, 2021. Public comments regarding the Draft 2022-2025 TIP were received until 5 pm on August 13, 2021. The Draft 2022-2025 TIP was re-released for public comments on September 2, 2021. Public comments regarding the revised draft were received until 5 pm on September 17, 2021. All stakeholder comments related to the Draft TIP will be considered for incorporation into the Final 2022-2025 TIP.



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

Bismarck, ND 58506-5503

FROM: Will Hutchings, AICP, Planner

DATE: August 6, 2021

RE: Comments on the draft Bismarck-Mandan MPO 2022-2025 Transportation Improvement Program

Staff from the City of Bismarck Community Development Department have reviewed the draft Bismarck-Mandan MPO 2022-2025 Transportation Improvement Program (TIP) list of programmed projects.

One project, identified in the draft TIP, is located within the Downtown Bismarck Historic District. This historic district is listed on the National Register of Historic Places with the National Park Service. This project is identified with reference number 22.1.02.

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

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

Sincerely,

Will Hutchings, ACIP
Planner

Cc: Amy Sakarriessen, Chair, Historic Preservation Commission

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

August 10, 2021

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

Dear Ms. Drewlow:

This is in response to your request for a review of the environmental impacts associated with the Transportation Improvement Program for the years 2022-2025.

The proposed project has been reviewed by State Water Commission staff, and the following comments are provided:

- There are floodplains identified and/or mapped where for some of these projects are proposed to take place. Areas are designated to be in Zone AE. North Dakota has no formal 'permitting' authority as a state entity in NFIP identified floodplain areas. The permitting is always done by the local entity, which has jurisdiction in the area in question. Please work closely with the local Floodplain Administrator.

This project also appears to take place in the regulatory floodway, which carries additional requirements per North Dakota Century Code Chapter 61-16.2. Before authorizing any development, the community responsible for permitting such use shall request a floodway review from the State Engineer.

- Upon initial review, the proposed projects do not appear to require a construction permit from the Department of Water Resources. However, if the projects results in the storage of water, a construction permit may be required. Please contact the DWR Regulatory Division at 701-328-2752 if you have any questions.

- Projects crossing the Missouri River may need a Sovereign Land Permit. As projects proceed more detailed designs will be needed to make that determination.

Thank you for the opportunity to provide review comments. Should you have further questions, please contact me at 701-328-4970 or stevebest@nd.gov.

Sincerely,



Steven Best
 Planner III

SB:dm/1570

From: [Harley Swenson](#)
To: [Rachel A. Drewlow](#)
Subject: Transportation planning
Date: Monday, August 9, 2021 8:39:22 PM

CAUTION: ***External Email - Use caution clicking links or opening attachments***

It is surprising to see that no plans are contemplated for improvements to the Yegen/Lincoln Road intersection! There is considerable traffic at this intersection and on the dangerous, narrow stretch of Yegen Road north of the intersection. South of the intersection, a mill and overlay is needed on Yegen Road (Airway Avenue). Also, acceleration/deceleration lanes should be considered at the intersection of Yegen Road and University Drive.

Harley Swenson
Sent from my iPhone

From: [Rachel A. Drewlow](#)
To: [Deidre Hughes](#)
Cc: [Kimberly Riepl](#)
Subject: RE: Draft TIP Comment
Date: Thursday, August 5, 2021 8:49:00 AM

Thank you, Deidre. I am going to consider this a comment and include it in the final TIP. Please let me know if you find anything else that requires revision.

Thanks,
 Rachel

Rachel Drewlow

Executive Director

Bismarck-Mandan Metropolitan Planning Organization

221 North 5th Street

PO Box 5503

Bismarck ND 58506-5503

Office: 701-355-1852

Fax: 701-222-6450

Website: www.bismarcknd.gov

MPO Facebook: <https://www.facebook.com/BismarckMandanMPO>

Facebook: www.facebook.com/bismarcknd.gov | Twitter: www.twitter.com/BismarckNDGov | Instagram: [bismarckndgov](https://www.instagram.com/bismarckndgov)

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From: Deidre Hughes <dhughes@bismarcktransit.com>
Sent: Wednesday, August 4, 2021 3:58 PM
To: Rachel A. Drewlow <rdrewlow@bismarcknd.gov>
Cc: Kimberly Riepl <kriepl@bismarcknd.gov>
Subject: Draft TIP Comment

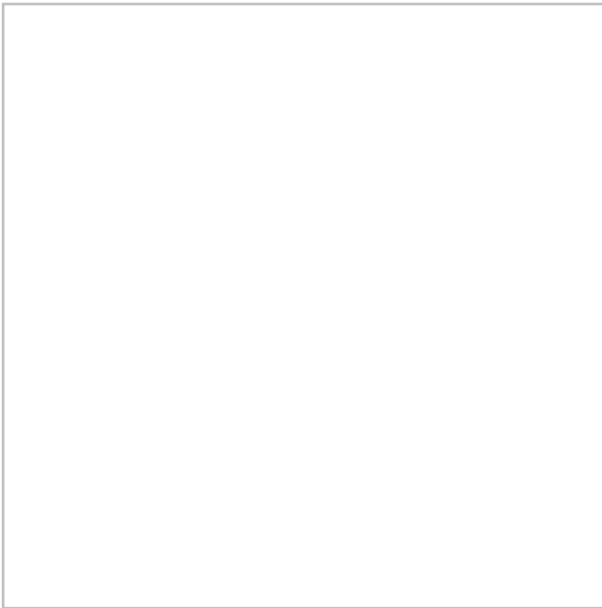
CAUTION: *External Email - Use caution clicking links or opening attachments*****

Hi Ladies,

I got the draft TIP this week and I was just going through it and I noticed a discrepancy. Page 37 of the TIP doesn't have the totals carried over for a few of the grants. I crudely highlighted these items below. It appears the correct numbers are located on the chart on page 18. I apologize, I'm guessing this was an issue with the spreadsheet we provided.

Please let me know if you have any questions!

Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2022	2023	2024	2025	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	\$1,088,000	\$1,088,000	\$1,088,000	\$1,088,000	\$4,352,000
			State		\$0	\$0	\$0	\$0	\$0	
			Local		\$272,000	\$272,000	\$272,000	\$272,000	\$1,088,000	
			80 / 20		Total	\$1,360,000	\$1,360,000	\$1,360,000	\$1,360,000	\$5,440,000
2	Bismarck/ Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307)	Preventative maintenance on transit vehicles	Fed	\$10,000	\$10,300	\$10,609	\$10,927	\$41,836
			State		\$0	\$0	\$0	\$0	\$0	
			Local		\$2,500	\$2,575	\$2,652	\$2,732	\$10,459	
			80 / 20		Total	\$12,500	\$12,875	\$13,261	\$13,659	\$52,295
3	Bismarck/ Mandan Area	Operating Expenses	FTA Sec. 9 (5307)	Operating assistance for elderly/disabled and fixed route service	Fed	\$155,316	\$159,975	\$164,775	\$169,718	\$649,784
			State		\$316,528	\$326,024	\$335,805	\$345,879	\$1,324,235	
			Local		\$155,316	\$159,975	\$164,775	\$169,718	\$649,784	
			50 / 50		Total	\$627,160	\$645,975	\$665,354	\$685,315	\$2,623,804
4	Bismarck/ Mandan Area	Security	FTA Sec. 9 (5307)	Public transportation security projects	Fed	\$12,660	\$13,040	\$13,431	\$13,834	\$52,965
			State		\$0	\$0	\$0	\$0	\$0	
			Local		\$3,165	\$3,260	\$3,358	\$3,458	\$13,241	
			80 / 20		Total	\$15,825	\$16,300	\$16,789	\$17,292	\$66,206
5	Bismarck/ Mandan Area	Transit Planning	FTA Sec. 8 (5303) (5313) 80/20	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) 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed	\$398,516	\$0	\$410,471	\$820,942	\$1,629,929
			State		\$0	\$0	\$0	\$0	\$0	
			Local		\$70,326	\$0	\$72,436	\$144,872	\$287,634	
			Total		\$468,842	\$0	\$482,907	\$965,814	\$1,917,563	
7	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5339) 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed	\$797,031.46	\$0	\$0	\$0	\$0
			State		\$0	\$0	\$0	\$0	\$0	
			Local		\$140,652	\$0	\$0	\$0	\$0	
			Total		\$937,683	\$0	\$0	\$0	\$0	
8	Bismarck/ Mandan Area	Capital Grant	FTA Section (5310) 80 / 20	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed	\$208,014	\$240,312	\$21,642	\$245,417	\$715,385
			State		\$0	\$0	\$0	\$0	\$0	
			Local		\$36,708	\$42,902	\$4,328	\$43,833	\$127,771	
			Total		\$244,722	\$283,214	\$25,970	\$289,250	\$843,156	
9	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 50 / 50	Operating assistance to the elderly and disabled	Fed	\$115,760	\$119,233	\$122,810	\$126,494	\$484,297
			State		\$0	\$0	\$0	\$0	\$0	
			Local		\$115,760	\$119,233	\$122,810	\$126,494	\$484,297	
			Total		\$231,520	\$238,466	\$245,620	\$252,988	\$968,593	
10	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA CRSSA (5310) 100/0	Mobility Manager salary assistance	Fed	\$25,500	\$0	\$0	\$0	\$0
			State		\$0	\$0	\$0	\$0	\$0	
			Local		\$0	\$0	\$0	\$0	\$0	
			Total		\$25,500	\$0	\$0	\$0	\$0	
11	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA ARP 100/0	Operating assistance for elderly/disabled and fixed route service	Fed	\$1,332,869	\$0	\$0	\$0	\$0
			State		\$0	\$0	\$0	\$0	\$0	
			Local		\$0	\$0	\$0	\$0	\$0	
			Total		\$1,332,869	\$0	\$0	\$0	\$0	

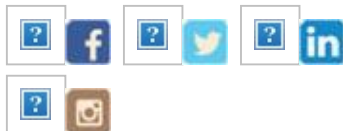


Deidre Hughes

Executive Director

Bis-Man Transit

p: 701.258.6817
m: 701.516.0193
f: 701.258.6752
a: 3750 E Rosser Ave
Bismarck, ND 58501
w: bismantransit.com
e: dhughes@bismantransit.com



From: [Brent Kleinjan](#)
To: [Rachel A. Drewlow](#)
Cc: [William Hutchings](#)
Subject: TIP
Date: Friday, August 6, 2021 8:58:02 AM
Attachments: [image001.png](#)

CAUTION: *External Email - Use caution clicking links or opening attachments*****

Hello Rachel,

My name is Brent Kleinjan, and I am the College Relations Director at UTTC. I received your letter on the TIP and wanted to reach out. I also know Will Hutchings from Leadership Bismarck/Mandan, so I included him as I am assuming you work together.

UTTC has updated our overall Master plan, and we are working on moving our main entrance and road to the North to have a more inviting entry to campus and improve safety. Is this something that should be incorporated into the work you are doing? If so, I can connect you with the right people on our side.

Thanks!

Brent Kleinjan
College Relations Director
bkleinjan@uttc.edu
701-221-1491
United Tribes Technical College



**UNITED TRIBES
TECHNICAL COLLEGE**

Leadership Begins Here...

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Summary of Comments on TRANSPORTATION IMPROVEMENT PROGRAM

Page: 3

Author: ranae.tunison Subject: Sticky Note Date: 8/13/2021 11:54:15 AM
I didn't see any page numbers in the document.

Author: kristen.sperry	Subject: Sticky Note	Date: 8/18/2021 3:43:12 PM
Missing PCN 23155 E Vermont Ave to Main Ave - \$440,000		
Author: kristen.sperry	Subject: Highlight	Date: 8/18/2021 3:44:42 PM
\$208,000 in STIP		
Author: kristen.sperry	Subject: Highlight	Date: 8/18/2021 3:41:21 PM
\$1,600,000 in STIP		
Author: kristen.sperry	Subject: Highlight	Date: 8/18/2021 3:50:27 PM
Project not listed in the STIP in 2022. The symbols for this project are confusing if the project is ^ pending availability of funding, but ~was funded in 2021, but constructed in 2022.		
Author: kristen.sperry	Subject: Highlight	Date: 8/18/2021 3:46:16 PM
Cost is \$940 in the STIP		
Author: kristen.sperry	Subject: Highlight	Date: 8/18/2021 4:05:00 PM
Not included in the STIP		
Author: kristen.sperry	Subject: Highlight	Date: 8/18/2021 3:39:03 PM
\$816,000 in STIP		
Author: kristen.sperry	Subject: Highlight	Date: 8/18/2021 3:47:09 PM
Not included in the 2022 STIP.		
Author: kristen.sperry	Subject: Highlight	Date: 8/18/2021 3:47:29 PM
Not included in the STIP.		
Author: kristen.sperry	Subject: Highlight	Date: 8/18/2021 3:39:44 PM
\$76 in STIP		

PROJECT YEAR 2022									
ESTIMATED COST IN DOLLARS									
LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	AMENDMENT/ MODIFICATION (Date)
BISMARCK	22.1.02	Urban Grants Project - Bismarck Thayer Avenue (N 3rd St-N 6th St) & W 10th St (Main Av - Rosser Av) (CPK, Curb & Gutter, Sub-outs, Sidewalk, ADA Ramps, Pavement Marking, LED Roadway Lighting, Pedestrian Lighting, Street Trees, Landscaping, Signing, Parking Improvements)	\$1,280,000	\$0	\$320,000	\$1,600,000	UGP	22870	
BISMARCK	22.1.03	Transportation Alternatives - Bismarck Public School Safety Improvement Project (City-Wide) (Installation of 20 MPH speed limit signs near public schools)	\$27,516	\$0	\$6,484	\$34,000	TAU	22950	
MANDAN	22.4.01	Transportation Alternatives - Mandan - Old Red Trail Phase 2 Shared Use Path (South side of Old Red Trail, starting at Sunset Drive going west 0.8 miles) (2 inch overlay with 0.5 inch leveling course for the existing 10.5 foot wide path)	\$168,237	\$0	\$39,642	\$207,879	TAU	22961	
MANDAN	22.4.02	Transportation Alternatives - Mandan 19th St SE Trail Project (South Side of 19th SE, ND Highway 6 to Macedonia Av SE) (10' Wide Shared Use Path, 4,570' ft Long, Signed & Marked X-Walks, Rapid Rectangular Flashing Beacon)	\$290,000	\$0	\$369,000	\$659,000	TAU	22573	
MANDAN	22.4.03	Urban Roads - Mandan 27th Street ND Highway 1805 to 8th Ave NW (Reconstruction)	\$1,052,090	\$0	\$947,910	\$2,000,000	SLI	22537	
NDDOT	22.6.06	Urban Regional - Bismarck 7th St (Ave C to Front Ave) (Signals)	\$890,230	\$99,770	\$110,000	\$1,100,000	NHU	22904	
NDDOT	22.6.07	Urban Regional - Bismarck 9th St (Ave C to Front Ave) (Signals)	\$890,230	\$99,770	\$110,000	\$1,100,000	NHU	22904	
NDDOT	22.6.08	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 1, Extends TED) (Reconstruction, Sanitary Sewer & Drainage)	\$7,081,375	\$793,625	\$3,375,000	\$11,250,000	SU-CPU	22005	
NDDOT	22.6.09	Safety - State Street US 83 (Calgary Ave to 1-94) (Turn Lanes)	\$2,250,000	\$250,000	\$0	\$2,500,000	SHE	20098	
NDDOT	22.6.10	Safety - State Street US 83 (1-94 to Divide Ave) (Turn Lanes)	\$2,520,000	\$140,000	\$140,000	\$2,800,000	SHE	20097	
NDDOT	22.6.11	Urban Regional - Bismarck State St (Divide Av to 1-94) (7 miles, CPK, Grading)	\$659,580	\$73,920	\$81,500	\$815,000	NHU	22769	
NDDOT	22.6.12	Urban Regional - Bismarck State St (1-94 to Calgary Ave), (Century Ave/11th St) (1 mile, CPK, Grading)	\$1,869,483	\$440,517	\$0	\$2,310,000	NHU	22770	
NDDOT	22.6.13	Urban Regional - Bismarck 9th St (Front Av to Bismarck Expressway) (6 miles, Mill & Overlay, Curb & Gutter)	\$760,742	\$85,298	\$94,000	\$940,000	NHU	23202	
NDDOT	22.6.14	Safety - Bismarck Expressway Lighting (Burlington Dr to Yegen Rd and Yegen Rd to Main Ave) (Install corridor lighting in gaps along Bismarck Expy, Turn lanes)	\$396,000	\$22,000	\$22,000	\$440,000	SHE	23155	
NDDOT	22.6.15	Urban Regional - Bismarck Expy Railroad Bridge (Bismarck Expy (BN & CP Railway Bridge) (Approach Slab & Barrier Spall Repair, SE Beam End Repair, Seal Joints & Barrier)	\$171,352	\$19,204	\$21,173	\$211,729	NHU	22905	
NDDOT	22.6.16	Urban Regional - Bismarck Expy (Main Av to end of asphalt) (Mill & Overlay, ADA Ramp Rev)	\$60,698	\$6,802	\$7,500	\$75,000	NHU	23208	
NDDOT	22.6.17	Urban Regional - Bismarck Expy (Washington St to Main Av) (Mill & Overlay, ADA Ramp Rev)	\$1,618,600	\$181,400	\$200,000	\$2,000,000	NHU	23207	
NDDOT	22.6.18	Urban Regional - ND 1805 (Signal St to Bismarck Expy) (Mill & Overlay)	\$2,427,900	\$272,100	\$300,000	\$3,000,000	SLI	23223	
NDDOT	22.6.19	Bridge - I-94 (5 miles east of US Highway 83, 80th St, EB) (Structure Replacement)	\$3,600,000	\$400,000	\$0	\$4,000,000	IM	21854	

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

* Pending Availability of Federal Funds

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

~ Projects are funded in 2021, but are constructed in 2022

Author: kristen.sperry Subject: Sticky Note Date: 8/18/2021 3:56:13 PM
Missing 7th/9th St (Main Ave - Boulevard Ave) \$2,650,000

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 4:09:12 PM
Not in the STIP.

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 3:59:52 PM
\$596 in STIP

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 3:59:10 PM
\$586 in STIP

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 4:09:02 PM
Not in the STIP.

Author: kristen.sperry Subject: Highlight Date: 8/18/2021 4:07:37 PM
Missing from STIP.

PROJECT YEAR 2023									
ESTIMATED COST IN DOLLARS									
LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	AMENDMENT/ MODIFICATION (Date)
BISMARCK	23.1.01	Urban Roads - Bismarck 43rd Ave (State St - 26th St) & 19 St (N Valley Lp/Yucca Av - 43rd Av) (Reconstruction and Widening)	\$4,800,000	\$0	\$9,200,000	\$14,000,000	NHU	22929	
BISMARCK	23.1.02	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Bismarck (Various Locations)	\$378,000	\$0	\$42,000	\$420,000			
BISMARCK	23.1.03	Initial RPPP at up to 11 locations, recommended by School Safety Crossing Study (Urban Grants Project - Bismarck 3rd/4th/5th St, Rosser Av, Broadway 3rd St from Main-Rosser, Rosser from 3rd-7th, 4th St from Rosser-Thayer, 5th St from Rosser-Thayer & Broadway from 3rd-4th & 6th-7th) (MIL & Overlay, Curb & Gutter, ADA Ramp Rev, Bikeway/Walkway, Lighting, Signal Revision, Landscaping, Signage, Signal Modifications, Pavement Markings)	\$786,313	\$0	\$1,125,687	\$1,912,000	UGP	23216	
BISMARCK	23.1.04	Transportation Alternatives - Bismarck Expy (Bismarck Expy Pedestrian Facility) (Structure Items)	\$250,883	\$0	\$59,117	\$310,000	TAU	23235	
BURLINGHAM	23.2.01	Urban Roads - Burleigh County 66th St (Apple Creek Rd to Northgate Dr) (Reconstruction, Structures)	\$8,000,000 (LRF) \$2,710,000 (CO Federal Aid) \$171,147 (CVD)	\$0	\$2,718,853	\$13,600,000	SU	23065	
NDDOT	23.6.02	Bridge - I-94 (1 mile E of US 83 N, EB) (Approach Slabs, Expand Joint Mod)	\$168,480	\$18,720	\$0	\$187,200	IM	23095	
NDDOT	23.6.03	Rural - Hwy 1804 (N Hazellon Jct to Signal St) (24.5 miles, Thin Overlay)	\$3,566,000	\$840,000	\$0	\$4,406,000	SS		
NDDOT	23.6.12	Bridge - I-94 (Junction of US 83 N & I-94, EB) (Spall Repair, Structure Incidentals)	\$73,008	\$8,112	\$0	\$81,120	IM		
NDDOT	23.6.13	Bridge - I-94 (1 mile E of US 83 N, EB) (Deck Overlay, Rail Retrofit)	\$536,328	\$59,592	\$0	\$595,920	IM	23009	
NDDOT	23.6.14	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 2, Extents TBD) (Reconstruction, City Utilities)	\$13,758,100	\$1,541,900	\$6,700,000	\$22,000,000	SU/SPU		
NDDOT	23.6.15	Bridge - I-94 (2 miles west of US Highway 83, Tyler Parkway, EB) (Expansion Joint Modifications, Approach Slabs, Spall Repair)	\$308,876	\$34,320	\$0	\$343,196	IM	22603	
NDDOT	23.6.16	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Structure Paint, Median X-Over)	\$526,707	\$58,523	\$0	\$585,230	IS	22603	
NDDOT	23.6.17	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Deck Overlay, Approach Slabs, Structure Paint, Spall Repair, Structure Incidentals)	\$4,494,271	\$499,364	\$0	\$4,993,635	IM	22603	
NDDOT	23.6.18	Safety - Hwy 810 E/Bismarck Expressway (4 miles, W of Washington St to East of 2nd Street) (Pavement Markings, Intersection Improvements, Turn Lanes, Flashing Beacon)	\$199,800	\$11,100	\$11,100	\$222,000	SHE	23225	
OTHER	23.7.01	Urban Grants Project - Bismarck/Mandan Fixed Bus Route (Various Locations) (Solar Lighting at Existing Shelters, Bus Benches)	\$11,200	\$0	\$2,800	\$14,000	UGP		

* 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/corridors, upgrading an intersection to a roundabout, or new/improved interchanges.
 ** Pending Availability of Federal Funds.
 * Projects are funded in 2023 but will be constructed in 2022.
 * Urban Limits are approximately 0.8 miles west of Heart River Bridge.
 @ City plans to advance construct project in 2022.
 *** Project area extent is larger than the MPO area. Costs have not been provided.

PROJECT YEAR 2024									
ESTIMATED COST IN DOLLARS									
LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	AMENDMENT/ MODIFICATION (Date)
MANDAN	24.4.01	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Mandan (Various Locations) (Install RRFB at up to 4 locations, recommended by School Safety Crossing Study)	\$126,000	\$0	\$14,000 (Mandan)	\$140,000			
NDDOT	24.6.01	Urban Regional - Bismarck 7th St (Front Av to Bismarck Expressway) (.6 miles, Reconstruction)	\$2,529,062	\$283,438	\$312,500 (Bismarck)	\$3,125,000	NHU	23201	
NDDOT	24.6.03	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 3, Externs TBD) (3.3 miles, Reconstruction, City Utilities)	\$11,330,200	\$1,269,800	\$4,900,000 (Mandan)	\$17,500,000	SU-CPU		
NDDOT	24.6.07	Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (9.8 miles, Median X-Over, Ramp Connections)	\$1,366,544	\$151,838	\$0 (Butte)	\$1,518,382	IM	22639	
NDDOT	24.6.09	Urban - I-94 (2 miles E of US 83 N, EB, Centennial/Bismarck Expressway) (Structure/Modals, Ramp Revisions)	\$27,000,000	\$3,000,000	\$0 (Bismarck)	\$30,000,000	IM	22648	
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	
BISMARCK PARKS & REC DISTRICT	24.7.01	Transportation Alternatives - Bismarck Ash Coulee & Tyler Parkway (Bikeway/Walkway)	\$290,000	\$0	\$99,015 (Bis P&R District)	\$389,015	TAU	23236	

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

Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2022	2023	2024	2025	Total
1	Bismarck/Mandan Area	Capital Cost of Contracting (COCOC)	FTA Sec. 9 (5307)	Preventative maintenance and operating costs associated with the operations contract	Fed State Local	\$1,088,000 \$0 \$272,000	\$1,088,000 \$0 \$272,000	\$1,088,000 \$0 \$272,000	\$1,088,000 \$0 \$272,000	\$4,352,000 \$0 \$1,088,000
			80 / 20		Total	\$1,360,000	\$1,360,000	\$1,360,000	\$1,360,000	\$5,440,000
2	Bismarck/Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307)	Preventative maintenance on transit vehicles	Fed State Local	\$10,000 \$0 \$2,500	\$10,300 \$0 \$2,575	\$10,609 \$0 \$2,652	\$10,927 \$0 \$2,732	\$41,836 \$0 \$10,459
			80 / 20		Total	\$12,509	\$12,875	\$13,261	\$13,659	\$52,295
3	Bismarck/Mandan Area	Operating Expenses	FTA Sec. 9 (5307)	Operating assistance for elderly/disabled and fixed route service	Fed State Local	\$155,316 \$316,528 \$155,316	\$159,975 \$326,024 \$159,975	\$164,775 \$335,805 \$164,775	\$169,718 \$345,879 \$169,718	\$690,784 \$1,324,235 \$649,784
			50 / 50		Total	\$627,135	\$645,975	\$665,354	\$685,315	\$2,623,804
4	Bismarck/Mandan Area	Security	FTA Sec. 9 (5307)	Public transportation security projects	Fed State Local	\$12,660 \$3,165	\$13,040 \$3,260	\$13,431 \$3,358	\$13,834 \$3,438	\$52,965 \$13,244
			80 / 20		Total	\$15,825	\$16,300	\$16,789	\$17,292	\$66,206
5	Bismarck/Mandan Area	Transit Planning	FTA Sec. 8 (5303) (5313)	Provide funding for the Transit Development Plan	Fed State Local	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
			80/20		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 State Local	\$395,516 \$0 \$70,326	\$0 \$0 \$0	\$410,471 \$0 \$72,436	\$820,942 \$0 \$144,872	\$1,629,929 \$0 \$287,634
			85/15		Total	\$468,842	\$0	\$482,907	\$965,814	\$1,917,563
7	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA Section (5339)	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed State Local	\$797,031 \$0 \$140,652	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$797,031 \$0 \$140,652
			85/15		Total	\$937,683	\$0	\$0	\$0	\$937,683
8	Bismarck/Mandan Area	Capital Grant	FTA Section (5310)	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed State Local	\$208,014 \$0 \$36,708	\$240,312 \$0 \$42,902	\$21,642 \$0 \$4,328	\$245,417 \$0 \$43,833	\$715,385 \$0 \$127,771
			80 / 20		Total	\$244,722	\$283,214	\$25,970	\$289,250	\$843,156
9	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA Section (5310)	Operating assistance to the elderly and disabled	Fed State Local	\$115,760 \$0 \$115,760	\$119,233 \$0 \$119,233	\$122,810 \$0 \$122,810	\$126,494 \$0 \$126,494	\$484,297 \$0 \$484,297
			50 / 50		Total	\$231,520	\$238,466	\$245,620	\$252,988	\$968,593
10	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA CRRSA (5310)	Mobility Manager salary assistance	Fed State Local	\$25,500 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$25,500 \$0 \$0
			100/0		Total	\$25,500	\$0	\$0	\$0	\$25,500
11	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA ARP	Operating assistance for elderly/disabled and fixed route service	Fed State Local	\$1,332,869 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$1,332,869 \$0 \$0
			100/0		Total	\$1,332,869	\$0	\$0	\$0	\$1,332,869

Author: ranae.tunison	Subject: Sticky Note	Date: 8/13/2021 8:35:37 AM
I need to check with NDDOT as well on why the total amounts for 5307 federal and local funds are not matching up with the STIP.		
Author: ranae.tunison	Subject: Highlight	Date: 8/13/2021 8:34:12 AM
Author: ranae.tunison	Subject: Highlight	Date: 8/13/2021 8:34:16 AM
Author: ranae.tunison	Subject: Highlight	Date: 8/13/2021 8:34:21 AM
Author: ranae.tunison	Subject: Highlight	Date: 8/13/2021 8:34:30 AM
Author: ranae.tunison	Subject: Highlight	Date: 8/13/2021 8:38:02 AM
Author: ranae.tunison	Subject: Sticky Note	Date: 8/13/2021 8:37:49 AM
Not sure if your system allows to rename these funds COVID-19 Relief Funds instead of Discretionary/Earmark.		
Author: ranae.tunison	Subject: Highlight	Date: 8/13/2021 8:38:06 AM
Author: ranae.tunison	Subject: Highlight	Date: 8/13/2021 8:38:09 AM

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 2021 targets are based on the average of data from 2016, 2017, 2018, 2019, and 2020.
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.

Author: kristen.sperry Subject: Sticky Note Date: 8/18/2021 4:40:14 PM
 Have you considered incorporating in how projects assist the MPO in reaching performance measures when you are revising the TIP format next year. Some I have reviewed TIPs for MPOs that list which performance measures each project would assist in reaching.

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

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

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

Federal funds can be tied the 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 project in the MTP and the programing of project 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.

From: [Nygard, Jeremy S CIV USARMY CENWO \(USA\)](#)
To: [Rachel A. Drewlow](#)
Subject: NWO-2009-01003-BIS, Bismarck-Mandan Metropolitan Planning Organization; 2022-2025 Transportation Improvement Program
Date: Monday, August 23, 2021 4:34:28 PM
Attachments: [NWO-2009-01003_20210823_SOV_Response.pdf](#)
[Eng Form 6082_2019Jun.pdf](#)

Good Afternoon Rachel Drewlow,

Our office has reviewed the information you provided regarding the proposed Bismarck-Mandan Metropolitan Planning Organization, 2022-2025 Transportation Improvement Program and determined that a U.S. Army Corps of Engineers Section 404 permit may be required for your project. Please see attached letter and blank application form. Thank you,

v/r

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

Due to precautions taken in response to the COVID-19 pandemic, email is currently the best way to contact me. I am mostly teleworking from home so if you call my office phone extension and leave a voicemail, I'll receive it via email and I'll respond as soon as possible.

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



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

August 23, 2021

NWO-2009-01003-BIS

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

Dear Ms. Drewlow:

This is in response to your letter dated August 2, 2019, requesting comments on the proposed 2022-2025 Transportation Improvement Program located [throughout the Bismarck-Mandan area](#), Morton and Burleigh Counties, North Dakota.

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

Based on the information contained in your letter, the Corps has determined that your proposed project may need a Clean Water Act Section 404 permit. The permit application and instructions for completing the application are enclosed and may also be found at: <http://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/Obtain-a-Permit>. Be sure to accurately describe all proposed work and construction methodology. Once the application is complete, mail it to the letterhead address or to the email address (preferred) below.

Due to precautions taken in response to the COVID-19 pandemic, The North Dakota Regulatory office prefers that all submissions are sent electronically to the following email address: CENWO-OD-RND@usace.army.mil instead of a hard copy by mail. Please split large attachments (>25 MB) into multiple emails if needed.

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

Sincerely,



Toni R. Erhardt
Senior Project Manager
North Dakota Regulatory Office

U.S. Army Corps of Engineers (USACE) NATIONWIDE PERMIT PRE-CONSTRUCTION NOTIFICATION (PCN) 33 CFR 330. The proponent agency is CECW-CO-R.		<i>Form Approved -</i> OMB No. 0710-0003 <i>Expires: 02-28-2022</i>	
DATA REQUIRED BY THE PRIVACY ACT OF 1974			
Authority	Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332.		
Principal Purpose	Information provided on this form will be used in evaluating the nationwide permit pre-construction notification.		
Routine Uses	This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of the agency coordination process.		
Disclosure	Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued.		
The public reporting burden for this collection of information, 0710-0003, is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. PLEASE DO NOT RETURN YOUR RESPONSE TO THE ABOVE EMAIL. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (<i>see sample drawings and/or instructions</i>) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.			
(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)			
1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE
(ITEMS BELOW TO BE FILLED BY APPLICANT)			
5. APPLICANT'S NAME First - Middle - Last - Company - Company Title - E-mail Address -		8. AUTHORIZED AGENT'S NAME AND TITLE (<i>agent is not required</i>) First - Middle - Last - Company - E-mail Address -	
6. APPLICANT'S ADDRESS: Address- City - State - Zip - Country -		9. AGENT'S ADDRESS: Address- City - State - Zip - Country -	
7. APPLICANT'S PHONE NOs. with AREA CODE a. Residence b. Business c. Fax d. Mobile		10. AGENT'S PHONE NOs. with AREA CODE a. Residence b. Business c. Fax d. Mobile	
STATEMENT OF AUTHORIZATION			
11. I hereby authorize, _____ to act in my behalf as my agent in the processing of this this nationwide permit pre-construction notification and to furnish, upon request, supplemental information in support of this nationwide permit pre-construction notification.			
_____ SIGNATURE OF APPLICANT		_____ DATE	
NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY			
12. PROJECT NAME or TITLE (<i>see instructions</i>)			

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY					
13. NAME OF WATERBODY, IF KNOWN (<i>if applicable</i>)			14. PROPOSED ACTIVITY STREET ADDRESS (<i>if applicable</i>)		
15. LOCATION OF PROPOSED ACTIVITY (<i>see instructions</i>) Latitude °N Longitude °W			City: State: Zip:		
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (<i>see instructions</i>) State Tax Parcel ID Municipality Section Township Range					
17. DIRECTIONS TO THE SITE.					
18. IDENTIFY THE SPECIFIC NATIONWIDE PERMIT(S) YOU PROPOSE TO USE:					
19. DESCRIPTION OF PROPOSED NATIONWIDE PERMIT ACTIVITY (<i>see instructions</i>)					
20. DESCRIPTION OF PROPOSED MITIGATION MEASURES (<i>see instructions</i>)					
21. PURPOSE OF NATIONWIDE PERMIT ACTIVITY (<i>Describe the reason or purpose of the project, see instructions</i>)					
22. Quantity of Wetlands, Streams, or Other Types of Waters Directly Affected by Proposed Nationwide Permit Activity (<i>see instructions</i>) Acres Linear Feet Cubic Yards Dredged or Discharged					
Each PCN must include a delineation of wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial, intermittent, and ephemeral streams, on the project site.					
23. List any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project on any related activity (<i>see instructions</i>)					
24. If the proposed activity will result in the loss of greater than 1/10-acre of wetlands and requires pre-construction notification, explain how the compensatory mitigation requirement in paragraph (c) of general condition 23 will be satisfied, or explain why the adverse environmental effects are no more than minimal and why compensatory mitigation should not be required for the proposed activity.					

25. Is Any Portion of the Nationwide Permit Activity Already Complete? ☐ Yes ☐ No If Yes, describe the completed work:			
26. List the name(s) of any species listed as endangered or threatened under the Endangered Species Act that might be affected by the proposed NWP activity or utilize the designated critical habitat that might be affected by the proposed NWP activity. (<i>see instructions</i>)			
27. List any historic properties that have the potential to be affected by the proposed NWP activity or include a vicinity map indicating the location of the historic property or properties. (<i>see instructions</i>)			
28. For a proposed NWP activity that will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a "study river" for possible inclusion in the system while the river is in an official study status, identify the Wild and Scenic River or the "study river":			
29. If the proposed NWP activity also requires permission from the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers federally authorized civil works project, have you submitted a written request for section 408 permission from the Corps district having jurisdiction over that project? ☐ Yes ☐ No If "yes", please provide the date your request was submitted to the Corps District:			
30. If the terms of the NWP(s) you want to use require additional information to be included in the PCN, please include that information in this space or provide it on an additional sheet of paper marked Block 30. (<i>see instructions</i>)			
31. Pre-construction notification is hereby made for one or more nationwide permit(s) to authorize the work described in this notification. I certify that this information in this pre-construction notification is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.			
SIGNATURE OF APPLICANT		DATE	
SIGNATURE OF AGENT		DATE	
The Pre-Construction Notification must be signed by the person who desires to undertake the proposed activity (applicant) and, if the statement in block 11 has been filled out and signed, the authorized agent.			
18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.			

**Instructions for Preparing a
Department of the Army
Nationwide Permit (NWP) Pre-Construction Notification (PCN)**

Blocks 1 through 4. To be completed by the Corps of Engineers.

Block 5. Applicant' Name. Enter the name and the e-mail address of the responsible party or parties. If the responsible party is an agency, company, corporation, or other organization, indicate the name of the organization and responsible officer and title. If more than one party is associated with the preconstruction notification, please attach a sheet of paper with the necessary information marked Block 5.

Block 6. Address of Applicant. Please provide the full address of the party or parties responsible for the PCN. If more space is needed, attach an extra sheet of paper marked Block 6.

Block 7. Applicant Telephone Number(s). Please provide the telephone number where you can usually be reached during normal business hours.

Blocks 8 through 11. To be completed, if you choose to have an agent.

Block 8. Authorized Agent's Name and Title. Indicate name of individual or agency, designated by you, to represent you in this process. An agent can be an attorney, builder, contractor, engineer, consultant, or any other person or organization. Note: An agent is not required.

Blocks 9 and 10. Agent's Address and Telephone Number. Please provide the complete mailing address of the agent, along with the telephone number where he / she can be reached during normal business hours.

Block 11. Statement of Authorization. To be completed by the applicant, if an agent is to be employed.

Block 12. Proposed Nationwide Permit Activity Name or Title. Please provide a name identifying the proposed NWP activity, e.g., Windward Marina, Rolling Hills Subdivision, or Smith Commercial Center.

Block 13. Name of Waterbody. Please provide the name (if it has a name) of any stream, lake, marsh, or other waterway to be directly impacted by the NWP activity. If it is a minor (no name) stream, identify the waterbody the minor stream enters.

Block 14. Proposed Activity Street Address. If the proposed NWP activity is located at a site having a street address (not a box number), please enter it in Block 14.

Block 15. Location of Proposed Activity. Enter the latitude and longitude of where the proposed NWP activity is located. Indicate whether the project location provided is the center of the project or whether the project location is provided as the latitude and longitude for each of the "corners" of the project area requiring evaluation. If there are multiple sites, please list the latitude and longitude of each site (center or corners) on a separate sheet of paper and mark as Block 15.

Block 16. Other Location Descriptions. If available, provide the Tax Parcel Identification number of the site, Section, Township, and Range of the site (if known), and / or local Municipality where the site is located.

Block 17. Directions to the Site. Provide directions to the site from a known location or landmark. Include highway and street numbers as well as names. Also provide distances from known locations and any other information that would assist in locating the site. You may also provide a description of the location of the proposed NWP activity, such as lot numbers, tract numbers, or you may choose to locate the proposed NWP activity site from a known point (such as the right descending bank of Smith Creek, one mile downstream from the Highway 14 bridge). If a large river or stream, include the river mile of the proposed NWP activity site if known. If there are multiple locations, please indicate directions to each location on a separate sheet of paper and mark as Block 17.

Block 18. Identify the Specific Nationwide Permit(s) You Propose to Use. List the number(s) of the Nationwide Permit(s) you want to use to authorize the proposed activity (e.g., NWP 29).

Block 19. Description of the Proposed Nationwide Permit Activity. Describe the proposed NWP activity, including the direct and indirect adverse environmental effects the activity would cause. The description of the proposed activity should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal. Identify the materials to be used in construction, as well as the methods by which the work is to be done.

Provide sketches when necessary to show that the proposed NWP activity complies with the terms of the applicable NWP(s). Sketches usually clarify the activity and result in a quicker decision. Sketches should contain sufficient detail to provide an illustrative description of the proposed NWP activity (e.g., a conceptual plan), but do not need to be detailed engineering plans.

The written descriptions and illustrations are an important part of the application. Please describe, in detail, what you wish to do. If more space is needed, attach an extra sheet of paper marked Block 19.

Block 20. Description of Proposed Mitigation Measures. Describe any proposed mitigation measures intended to reduce the adverse environmental effects caused by the proposed NWP activity. The description of any proposed mitigation measures should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal and to determine the need for compensatory mitigation or additional mitigation measures.

Block 21. Purpose of Nationwide Permit Activity. Describe the purpose and need for the proposed NWP activity. What will it be used for and why? Also include a brief description of any related activities associated with the proposed project. Provide the approximate dates you plan to begin and complete all work.

Block 22. Quantity of Wetlands, Streams, or Other Types of Waters Directly Affected by the Proposed Nationwide Permit Activity. For discharges of dredged or fill material into waters of the United States, provide the amount of wetlands, streams, or other types of waters filled, flooded, excavated, or drained by the proposed NWP activity. For structures or work in navigable waters of the United States subject to Section 10 of the Rivers and Harbors Act of 1899, provide the amount of navigable waters filled, dredged, occupied by one or more structures (e.g., aids to navigation, mooring buoys) by the proposed NWP activity.

For multiple NWPs, or for separate and distant crossings of waters of the United States authorized by NWPs 12 or 14, attach an extra sheet of paper marked Block 21 to provide the quantities of wetlands, streams, or other types of waters filled, flooded, excavated, or drained (or dredged or occupied by structures, if in waters subject to Section 10 of the Rivers and Harbors Act of 1899) for each NWP. For NWPs 12 and 14, include the amount of wetlands, streams, or other types of waters filled, flooded, excavated, or drained for each separate and distance crossing of waters or wetlands. If more space is needed, attach an extra sheet of paper marked Block 21.

Block 23. Identify Any Other Nationwide Permit(s), Regional General Permit(s), or Individual Permit(s) Used to Authorize Any Part of Proposed Activity or Any Related Activity. List any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity. For linear projects, list other separate and distant crossings of waters and wetlands authorized by NWPs 12 or 14 that do not require PCNs. If more space is needed, attach an extra sheet of paper marked Block 22.

Block 24. Compensatory Mitigation Statement for Losses of Greater Than 1/10-Acre of Wetlands When Pre-Construction Notification is Required. Paragraph (c) of NWP general condition 23 requires compensatory mitigation at a minimum one-for-one replacement ratio will be required for all wetland losses that exceed 1/10-acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation is more environmentally appropriate or the adverse environmental effects of the proposed NWP activity are no more than minimal without compensatory mitigation, and provides an activity-specific waiver of this requirement. Describe the proposed compensatory mitigation for wetland losses greater than 1/10 acre, or provide an explanation of why the district engineer should not require wetland compensatory mitigation for the proposed NWP activity. If more space is needed, attach an extra sheet of paper marked Block 23.

Block 25. Is Any Portion of the Nationwide Permit Activity Already Complete? Describe any work that has already been completed for the NWP activity.

Block 26. List the Name(s) of Any Species Listed As Endangered or Threatened under the Endangered Species Act that Might be Affected by the Nationwide Permit Activity. If you are not a federal agency, and if any listed species or designated critical habitat might be affected or is in the vicinity of the proposed NWP activity, or if the proposed NWP activity is located in designated critical habitat, list the name(s) of those endangered or threatened species that might be affected by the proposed NWP activity or utilize the designated critical habitat that might be affected by the proposed NWP activity. If you are a Federal agency, and the proposed NWP activity requires a PCN, you must provide documentation demonstrating compliance with Section 7 of the Endangered Species Act.

Block 27. List Any Historic Properties that Have the Potential to be Affected by the Nationwide Permit Activity. If you are not a federal agency, and if any historic properties have the potential to be affected by the proposed NWP activity, list the name(s) of those historic properties that have the potential to be affected by the proposed NWP activity. If you are a Federal agency, and the proposed NWP activity requires a PCN, you must provide documentation demonstrating compliance with Section 106 of the National Historic Preservation Act.

Block 28. List the Wild and Scenic River or Congressionally Designated Study River if the Nationwide Permit Activity Would Occur in such a River. If the proposed NWP activity will occur in a river in the National Wild and Scenic River System or in a river officially designated by Congress as a "study river" under the Wild and Scenic Rivers Act, provide the name of the river. For a list of Wild and Scenic Rivers and study rivers, please visit <http://www.rivers.gov/>

Block 29. Nationwide Permit Activities that also Require Permission from the Corps Under 33 U.S.C. 408. If the proposed NWP activity also requires permission from the Corps under 33 U.S.C. 408 because it will temporarily or permanently alter, occupy, or use a Corps federal authorized civil works project, indicate whether you have submitted a written request for section 408 permission from the Corps district having jurisdiction over that project.

Block 30. Other Information Required For Nationwide Permit Pre-Construction Notifications. The terms of some of the Nationwide Permits include additional information requirements for preconstruction notifications:

- * NWP 3, Maintenance –information regarding the original design capacities and configurations of the outfalls, intakes, small impoundments, and canals.
- * NWP 31, Maintenance of Existing Flood Control Facilities –a description of the maintenance baseline and the dredged material disposal site.
- * NWP 33, Temporary Construction, Access, and Dewatering –a restoration plan showing how all temporary fills and structures will be removed and the area restored to pre-project conditions.
- * NWP 44, Mining Activities –if reclamation is required by other statutes, then a copy of the final reclamation plan must be submitted with the pre-construction notification.
- * NWP 45, Repair of Uplands Damaged by Discrete Events –documentation, such as a recent topographic survey or photographs, to justify the extent of the proposed restoration.
- * NWP 48, Commercial Shellfish Aquaculture Activities –(1) a map showing the boundaries of the project area, with latitude and longitude coordinates for each corner of the project area; (2) the name(s) of the species that will be cultivated during the period this NWP is in effect; (3) whether canopy predator nets will be used; (4) whether suspended cultivation techniques will be used; and (5) general water depths in the project area (a detailed survey is not required).
- * NWP 49, Coal Remining Activities –a document describing how the overall mining plan will result in a net increase in aquatic resource functions to the district engineer and receive written authorization prior to commencing the activity.
- * NWP 50, Underground Coal Mining Activities –if reclamation is required by other statutes, then a copy of the reclamation plan must be submitted with the pre-construction notification.

If more space is needed, attach an extra sheet of paper marked Block 29.

Blocks 31 and 32. For bank stabilization activities, we are collecting information on the use of living shorelines in coastal waters and lakes to inform future NWP rulemaking efforts. If the PCN is for a proposed NWP 13 activity, and it is located in coastal waters or a lake, please check the appropriate box in block 31 to indicate whether you considered the use of a living shoreline to protect your property from erosion. If the PCN is for a proposed NWP 13 activity, and it is located in coastal waters or a lake, please check the appropriate box in block 32 to indicate whether there are contractors in your area that construct living shorelines.

Block 33. Signature of Applicant or Agent. The PCN must be signed by the person proposing to undertake the NWP activity, and if applicable, the authorized party (agent) that prepared the PCN. The signature of the person proposing to undertake the NWP activity shall be an affirmation that the party submitting the PCN possesses the requisite property rights to undertake the NWP activity (including compliance with special conditions, mitigation, etc.).

DELINEATION OF WETLANDS, OTHER SPECIAL AQUATIC SITES, AND OTHER WATERS

Each PCN must include a delineation of wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial, intermittent, and ephemeral streams, on the project site. Wetland delineations must be prepared in accordance with the current wetland delineation manual and regional supplement published by the Corps. The permittee may ask the Corps to delineate the special aquatic sites and other waters on the project site, but there may be a delay if the Corps does the delineation, especially if the project site is large or contains many wetlands, other special aquatic sites, and other waters. The 45 day PCN review period will not start until the delineation is submitted or has been completed by the Corps.

DRAWINGS AND ILLUSTRATIONS

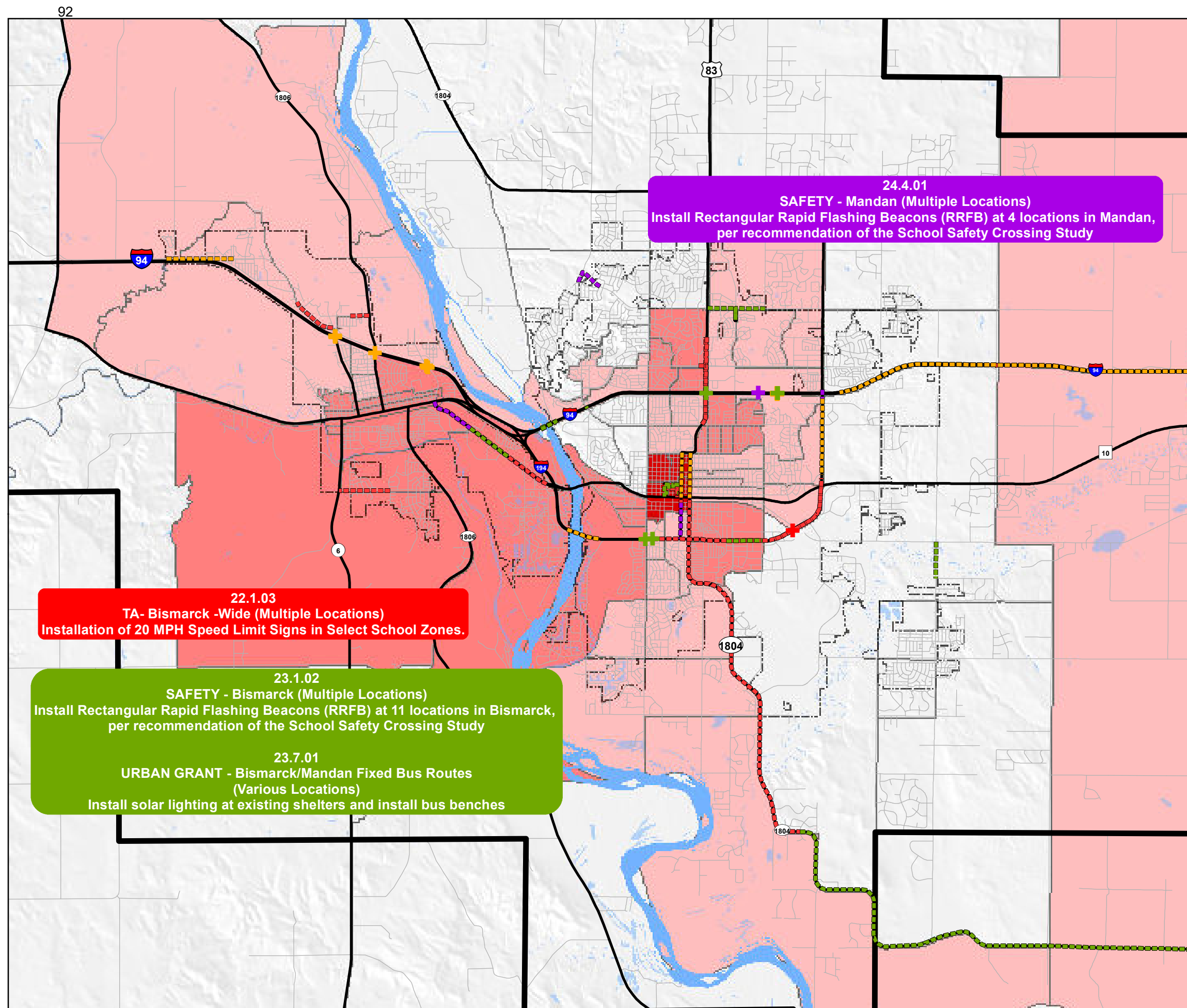
General Information.

Three types of illustrations are needed to properly depict the work to be undertaken. These illustrations or drawings are identified as a Vicinity Map, a Plan View or a Typical Cross-Section Map. Identify each illustration with a figure or attachment number. For linear projects (e.g. roads, subsurface utility lines, etc.) gradient drawings should also be included. Please submit one original, or good quality copy, of all drawings on 8½x11 inch plain white paper (electronic media may be substituted). Use the fewest number of sheets necessary for your drawings or illustrations. Each illustration should identify the project, the applicant, and the type of illustration (vicinity map, plan view, or cross-section). While illustrations need not be professional (many small, private project illustrations are prepared by hand), they should be clear, accurate, and contain all necessary information.

ADDITIONAL INFORMATION AND REQUIREMENTS

For proposed NWP activities that involve discharges into waters of the United States, water quality certification from the State, Tribe, or EPA must be obtained or waived (see NWP general condition 25). Some States, Tribes, or EPA have issued water quality certification for one or more NWPs. Please check the appropriate Corps district web site to see if water quality certification has already been issued for the NWP(s) you wish to use. For proposed NWP activities in coastal states, state Coastal Zone Management Act consistency concurrence must be obtained, or a presumption of concurrence must occur (see NWP general condition 26). Some States have issued Coastal Zone Management Act consistency concurrences for one or more NWPs. Please check the appropriate Corps district web site to see if Coastal Zone Management Act consistency concurrence has already been issued for the NWP(s) you wish to use.

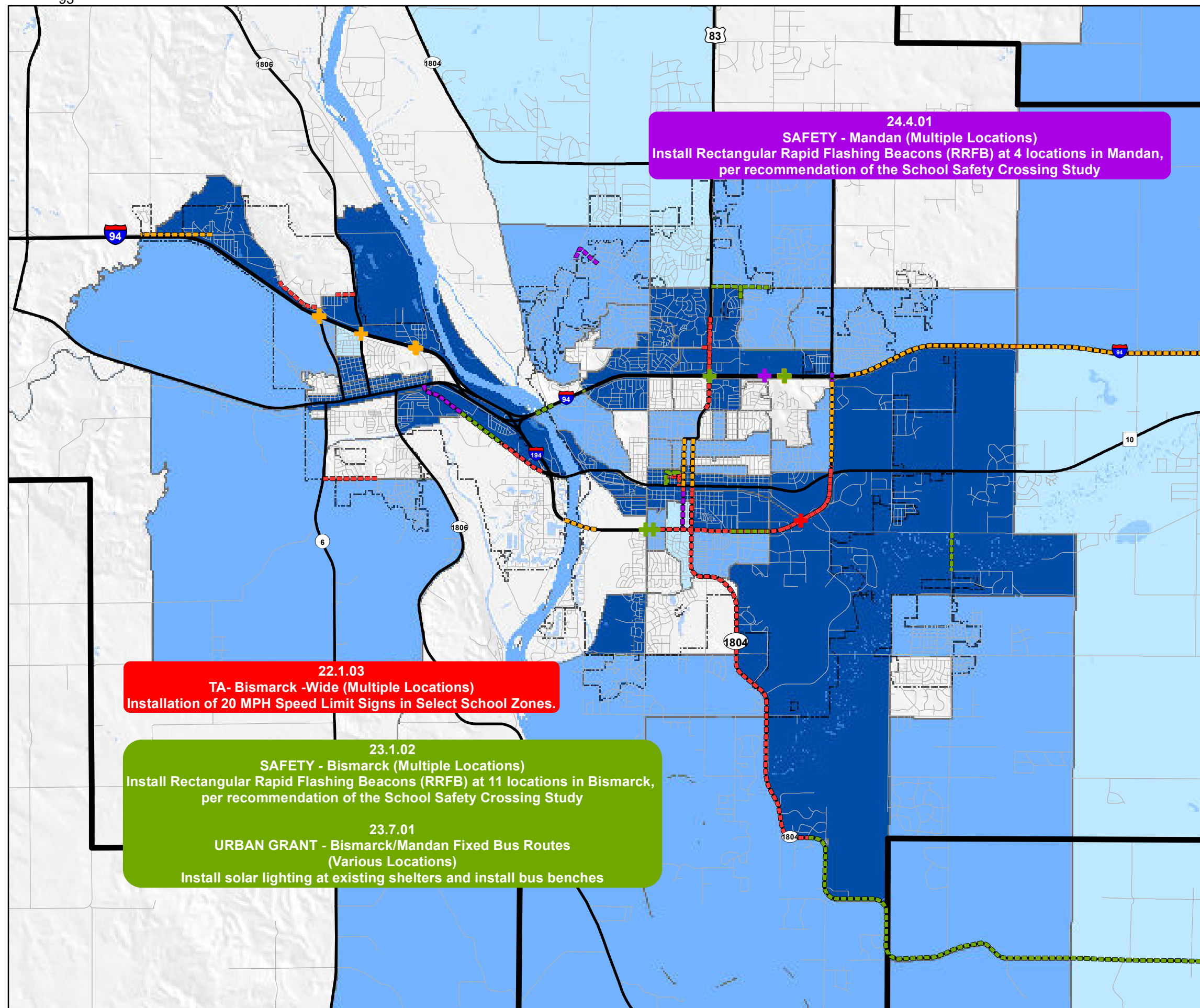
APPENDIX



2022-2025 TIP Projects with Concentration of Households in Poverty in the MPO Area

Map created July 2021 by R.A.D. Based on data from the US Census Bureau 2012-2016 American Community Survey Geodatabase format, as well as the City of Bismarck, Morton County, and the MPO. Percent population obtained by considering US Census Bureau Tables B17017e1 and B17017e2.

2022-2025 TIP Projects with Concentration of Minority Population in the MPO Area



TIP POINTS

- + 2022
- + 2023
- + 2024
- + 2025

TIP LINES

- 2022
- 2023
- 2024
- 2025

Minority Population (Census Block)

- 0% - 3%
- 3.1% - 5%
- 5.1% - 10%
- 10% +

MPO Boundary

Corporate Limits

Map created July 2021 by R.A.D. Based on data from the US Census Bureau 2012-2016 American Community Survey Geodatabase format, as well as the City of Bismarck, Morton County, and the MPO. Percent population obtained by considering US Census Bureau Tables B17017e1 and B17017e2.

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 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

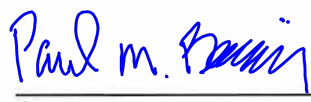
**Bismarck-Mandan Metropolitan Planning
Organization**


Signature

(MPO Policy Board chair
Title

7-20-21
Date

North Dakota Department of Transportation


Signature

Local Government Director
Title

7/26/2021
Date

Glossary of Pavement Treatment Types

Glossary of Common Flexible and Rigid Pavement Treatments

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

FLEXIBLE PAVEMENTS

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

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

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

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

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

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

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

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

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

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

RIGID PAVEMENTS

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

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

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

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

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

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

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

Dowel Bar (Load Transfer) Retrofit – A dowel bar retrofit is the placement of dowel bars across faulted joints and/or cracks to re-establish load transfer between slabs.

The treatment restores effective load transfer at joints and cracks, significantly reduces the occurrence of severe faulting, and increases the structural capacity of the pavement.

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

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

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

FUNDING SOURCES

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

North Dakota MPO Planning Support Program

MASTER AGREEMENT

The purpose of this agreement is to outline the general scope of the North Dakota MPO Planning Support Program and specify the contractual relationship among the program partners that will govern the overall project. The partners in this agreement include: the North Dakota Department of Transportation, the Bismarck-Mandan Metropolitan Planning Organization, the Fargo-Moorhead Metropolitan Council of Governments, the Grand Forks-East Grand Forks Metropolitan Planning Organization, and the Advanced Traffic Analysis Center of the Upper Great Plains Transportation Institute at North Dakota State University.

1. PROGRAM DESCRIPTION

The main emphasis of this program is on enhancing specific planning processes such as travel demand modeling, traffic operations support, Intelligent Transportation Systems (ITS) support, primarily for North Dakota metropolitan areas, with expected benefits to other small to medium size areas. The targeted enhancements aim at providing robust modeling systems that can effectively support the transportation decision making process with responsive and accurate answers while minimizing resource requirements for developing models and supporting their operations. The program defines general core program goals and objectives to guide the overall program. The program also lists related activities/tasks which are funded by the partners as well as additional eligible program activities which are advanced by each individual partner through addendum.

1.1 Program Goals and Objectives

The primary focus will be to support modeling needs in North Dakota. The ultimate goal of this program is to develop a resource for transportation planning modeling suited for small to medium size urban areas. Secondary goals will be for support of MPO needs in the areas of ITS, traffic operations, and other MPO planning support functions. The general high-level objectives of this program are to:

1. Support MPO transportation planning model improvements, especially in the area of model refinement techniques, through targeted improvements to model elements (zones, networks, trips, model input parameters, methods), model calibration for local conditions, and identifying data needs for supporting models.
2. Explore potential applications of new modeling tools or systems, including taking advantage of recent developments in modeling software, ITS, traffic operation analysis tools, and the next generation models which combine transportation planning and operations.

3. Facilitate greater institutional cooperation by providing a neutral source for modeling expertise and advice that would support MPOs, NDDOT, consulting engineering firms, and other small to medium size cities across the nation.
4. Increase the number of qualified civil engineering students who can support modeling position needs in North Dakota, including at the NDDOT, MPOs, and consulting engineering firms.
5. Provide communication and support of training opportunities on developing and improving transportation planning models, including innovative practices in data collection and representation, use of GIS, and new modeling techniques.

1.2 Program Activities/Tasks (funded through annual fee)

1. Facilitate MPO joint modeling, ITS and traffic operations discussions and high-level training on an annual basis through quarterly steering committee meetings. The Spring and Fall meetings will be in-person (if possible) joint meetings with all participating Agencies. The Winter and Summer meetings will be conducted through video conferencing and may be conducted directly with ATAC and individual MPOs.
2. Review, develop, and administer addendums and contracts as requested by partner agencies. Also consider requests from the partner agencies in regards to other Transportation Planning activities such as performance measures, transit planning support, and others as determined by the Steering Committee. These requests would only be performed by addendum as noted below and may involve other Centers and Programs within UGPTI.
3. Include available MPO traffic data as part of any statewide traffic web mapping portals or dashboards as developed through other contracts with UGPTI.
4. Store and provide most recent agreed upon versions of MPO Travel Demand Models as provided by the MPOs and/or their consultants to third parties as requested and approved by the MPOs.

1.3 Program Activities (To be advanced by addendum)

The range of activities included in this program is based on the goals and objectives developed by the program partners. Given the variety of issues that affect travel demand modeling and forecasting, ITS, and traffic operations, the scope of activities included in this program is expected to be vast. Some of the priority categories for these activities will be items 1-4 and if staff time allows, the other items may be pursued upon a member request.

1. Model development
 - a. Model structure
 - i. Zonal characteristics
 - ii. Trip characteristics
 - iii. Network characteristics
 - b. Use of input data
 - c. Selection of modeling system
2. Model Calibration and Validation
 - a. Calibration data collection
 - b. Validation data collection
 - c. Model calibration/validation methods
3. Data to support models
 - a. Travel data collection
 - b. Travel time studies
 - c. Network traffic data
 - d. GIS application
4. ITS support activities
 - a. Regional ITS architecture development and update
 - b. Project ITS architecture development
 - c. Systems Engineering for ITS project deployment
 - d. ITS and Systems Engineering training
5. Special studies
 - a. Corridor and area studies
 - b. Major construction
 - c. Tie with corridor operational analysis
6. Traffic Operations and safety analysis and related collection activities
7. Traffic data archival and reporting for short and continuous counts
 - a. Setup, calibrate, and process video or loop based continuous traffic recorders.
 - b. Modify and enhance reporting software to include traffic count data.
 - c. Develop process and import short term count data to a web portal.
8. Prepare and execute addendums for other Transportation Planning activities such as performance measures, transit planning support, and others as determined by the Steering Committee.

The program partners may decide to include additional activities upon mutual agreement with the ATAC. The procedure for conducting program activities is outlined in the following section

(Section 2).

2. PROCEDURES

This section outlines the procedures for handling program activities. The signing of the master agreement by all relevant parties provides the legal framework for conducting activities encompassed by the program. The process for initiating an activity that is part of this program will consist of: 1) a request from one of the participating agencies, 2) a scope of work (short proposal) developed by ATAC, and 3) a signed addendum.

2.1. Activity Requests

An agency may request a technical assistance activity by submitting a written request in accordance with this agreement. The request should include the following information:

1. Agency name and contact person
2. Nature of the work requested
3. Desired output (deliverables)
4. Time frame (desired start and completion date)
5. Available resources (budget)
6. Other agency/private entity participation

2.2. Activity Scope of Work

Upon the receipt of a request in the proper form, ATAC staff will contact the requesting agency within 2 weeks and indicate if time/resources allow the completion of the requested work. ATAC will develop a Scope of Work (SOW) that will describe their approach in meeting the requested activity. The SOW will include the following:

1. Detailed description of work
 - a. Tasking/activities and methodology
2. Schedule
 - a. Proposed Start date
 - b. Task completion dates
 - c. Project completion date
3. Deliverables
 - a. Scheduled progress reports every 3 months from beginning of project
 - b. Final report or technical report documenting the outcome of the project.
4. Organizational plan
 - a. Principal Investigator
 - b. Staff/student involvement
 - c. QA/QC Plan outside of Attachment 2 of this agreement if applicable.

5. Budget
 - a. Provide estimated % of total cost of each major task as listed in description of work.
 - b. Total costs listing Staff, Grad Student, and Undergrad Student salaries and benefits, operating costs, and NDSU overhead.
6. Billing schedule
 - a. Billings will be scheduled with progress reports every 3 months or as agreed upon with MPO and documented within the scope of work.

The SOW will be submitted through NDSU's Sponsored Programs Administration, the designated office with signature authority for NDSU.

2.3. Addenda

Once the SOW is accepted by the requesting agency, an addendum to the Master Agreement will be prepared by NDSU. Attachment 1 shows the format for the addendum. It contains a brief description of the work activity and provides for authorized signatures by the requesting agency and NDSU's Sponsored Programs Administration. The Scope of Work as described above in 2.2 will be referenced in and attached to each Addendum.

2.4. Authorized Model Use

The parties to this agreement recognize the importance of preserving the integrity of their respective travel demand models as well as the need for rapid turnaround on traffic forecasting for project development. Therefore, the following policies apply:

1. ATAC is designated as the entity responsible for developing, calibrating, maintaining, and updating these models per authorized requests. Modifications and use of the models will be performed by ATAC or MPO staff for their respective model. Any modifications to the models performed by consultants on behalf of the MPO's to support sub-area studies or LRTP's must be forwarded to ATAC to incorporate into the Base Model as requested by the respective MPO.
2. NDDOT, MnDOT (for bi-state MPO's), FHWA, FTA, MPO staff and MPO member units of government shall have full access to the models. Those entities have authority to directly request traffic forecasts from ATAC staff and respective MPO for specific projects or scenarios which do not involve modifications to the models input parameters. ATAC staff will process the request and supply the data to the requestor as rapidly as possible. ATAC will notify and supply the resulting forecasts to the respective MPO. ATAC shall direct all requests for model information from sources other than the identified planning partners first to the appropriate MPO and receive authorization from

the appropriate MPO prior to releasing any information regarding the model.

3. No adjustments to any particular base case model will be made without the permission of the respective MPO. The respective MPO will have the authority to determine the current model and the authenticity of any other model for their specific area.
 - a. Under no circumstances will any of the above parties release any MPO's travel demand model to any agency or consultant ~~not listed above~~ without permission from the respective MPO. All requests for using travel demand models currently covered by this agreement must be pre-approved by the respective MPO for use of that agency's model (i.e., parties to this agreement).

3. ORGANIZATIONAL PLAN

3.1. Steering Committee

This program will be guided by a steering committee consisting of representatives from the participating agencies. Additional public agency or private sector representation may be considered upon approval of the steering committee. The committee provides guidance to the program priorities and assists ATAC researchers in developing annual work plans to serve the various agency needs. The steering committee will meet quarterly with two in person meetings at a location and date acceptable to participants along with two video conference meetings.

The steering committee will consist of the ATAC Director, the NDDOT Assistant Local Government Engineer and/or the NDDOT Planning and Asset Management Engineer, and the 3 respective MPO Directors. Any member can send a designee and additional representatives to the meetings.

ATAC will facilitate the scheduling and agendas for all steering committee meetings. During the fall steering committee meeting, the steering committee will provide ATAC with work estimates to assist in budgeting staff time for the following calendar year.

In addition to the partnering agencies, the steering committee will solicit participation/feedback from other technical groups, such as MnDOT's Traffic Demand Modeling Coordinating Committee. ATAC will be actively involved with MnDOT's Traffic Demand Modeling Coordinating Committee and inform them of our modeling efforts.

At the spring meeting, ATAC staff will provide the steering committee high level training and program updates consisting of 4 to 6 hours intended to communicate existing and new concepts to be considered and advanced in travel demand modeling, ITS, or traffic operations.

3.2. Internal Program Management

The program will be internally managed at ATAC which will work on developing and supporting its activities. In addition to ATAC staff, expertise from other UGPTI researchers and faculty/students from NDSU departments will be utilized when needed. Key staff involvement from ATAC includes:

Director

Provide overall management for the program, including coordination with the steering committee, programming work activities, and allocating resources to the program.

Travel Demand Modeler

Perform technical aspects of the program. The position will be in charge of updating, maintaining, and running the travel demand models for the member MPOs. In addition, this position will supervise undergraduate/graduate student(s) that will assist in the modeling efforts.

ITS Specialist

Provide ITS support services to MPO's.

Traffic Operations Engineer

Provide traffic data collection and analysis as needed to support travel demand modeling and other specific studies.

IT Administrator

Provide database and server support for traffic data collection applications

Undergraduate/Graduate Research Assistant(s)

Assist the Travel Demand Modeler, ITS Specialist and Traffic Operations Engineer by providing data collection and data entry functions. In addition, this position will be used for verifying the various network elements of the travel demand models and traffic operations studies.

Administrative Assistant

Provide administrative support to the program. The position will primarily be responsible for maintaining accounting for the program, as well as assisting in correspondence with the steering committee and arranging committee meetings.

NDSU's Sponsored Programs Administration will be responsible for approving all program activities as outlined in this agreement. This office is the authorized signatory for NDSU.

3.3 Quality Control/Quality Assurance (QC/QA)

To ensure high quality service to the partnering agencies, several activities will occur, which include the following:

1. ATAC will employ an experienced Travel Demand Modeler on a full-time basis to perform the modeling services and supervise part-time staff.
2. ATAC will employ a full-time ITS Specialist to support MPO and NDDOT ITS requests.
3. ATAC will employ a full-time Traffic Operations Engineer to support related MPO requests.
4. ATAC will employ Undergraduate/Graduate Research Assistant(s) on a part-time basis for verifying various network elements of the travel demand models.
5. ATAC will adopt specific TDM based QA/QC procedures as presented in Attachment 2.

4. FUNDING ARRANGEMENT/BUDGET

Funding for this program will consist of two main sources: participation fees and activity-specific fees.

4.1. Participation Fee

Each of the four agencies participating in the program will contribute an annual base participation fee of \$10,000. This fee will primarily be used for the activities listed in section 1.2. The fee will be billed annually on or about November 1 of each program year and quarterly for the NDDOT.

4.2. Activity-Specific Fees

Agencies requesting technical assistance activities will reimburse ATAC for work conducted under this program. The cost for these activities will be negotiated between the requesting agency and ATAC. The fee for agreed upon activities shall be billed every three months from the beginning of work or as otherwise agreed upon between ATAC and the respective MPO and specified in the Addendum. Billing shall correspond with the percent complete from previous billing.

4.3. Facilities and Administration

NDSU will retain the current F & A percentage rate (43.2%) of all program contributions.

5. Effective Duration

Duration of the agreement will be three years, beginning October 1, 2021 through September 30, 2024.

6. Cancellation/withdrawal policy

Any party that wishes to withdraw from this agreement can do so upon submitting a written notice at least 60 days prior to the intended withdrawal date.

7. Appendices

Appendix A and E of the Title VI Assurances and Federal Clauses (Appendix B), attached, are hereby incorporated into and made a part of this agreement.

8. Agreement Execution

Each of the Parties to this Agreement represents and warrants it has authority to execute this Agreement. This Agreement may be executed at different times and in any number of counterparts, each of which, when so executed, shall be deemed to be an original, and all of which taken together shall constitute one and the same Agreement.

Bismarck-Mandan Metropolitan Planning Organization

Witness:

Name (Print)

Executive Director (Print)

Signature

Signature

Date

Fargo-Moorhead Metropolitan Council of Governments

Witness:

Name (Print)

Executive Director (Print)

Signature

Signature

Date

Grand Forks-East Grand Forks Metropolitan Planning Organization

Witness:

Name (Print)

Executive Director (Print)

Signature

Signature

Date

North Dakota Department of Transportation

Approved as to substance:

Local Government Engineer

Director

Signature

Signature

Date

Date

Witness:

Name (Print)

Signature

North Dakota State University

Witness:

Name (Print)

Authorized Representative (Print)

Signature

Signature

Date

Attachment 1***North Dakota MPO Planning Support Program******Addendum***

Upon execution by the parties below, this Addendum and any attachments shall become attached to and incorporated into the '*North Dakota MPO Planning Support Program Master Agreement*' between 'Bismarck-Mandan MPO' and North Dakota State University effective _____, 20___. The 'Service Order' or 'Research Project' shall include the following information:

1. Project Title
2. Statement of Work - can include task list
3. Principal Investigator
4. Term/Period of Performance
5. Compensation and Payment Schedule

AUTHORIZATION:

Bismarck-Mandan MPO

North Dakota State University

Authorized Signature_____
Authorized Signature_____
Name and Title_____
Name and Title_____
Date_____
Date

ATAC Quality Assurance/Quality Control for MPO Travel Demand Models

ATACs goal for its travel demand modeling (TDM) program is to provide the best reliable travel forecasts to its stakeholders using state-of-the-art practices and available data. All input assumptions, methodologies, and processes used in the models will be validated against ground truths and the state-of-the-art in modeling practices; model forecast outputs will be checked for consistencies and reasonableness; and model outputs, limitations, and outliers will be communicated to all stakeholders through technical memorandums and through the provision of output files in formats specified by MPOs and other stakeholders.

To achieve this goal and to enhance the confidence, credibility and to provide reasonable and reliable forecasts, the following Quality Assurance (QA)/Quality Control (QC) checklist and procedures will be applied to all TDM projects ATAC develops for its stakeholders. The QA/QC checklist is not all-inclusive and is a minimum guideline that ATAC will use to assure TDM model outputs are reliable and consistent. This QA/QC will be amended for specific projects or scenarios if the need arises. The QA/QC document is divided into three main parts which are critical in providing reliable, reasonable and consistent TDM forecasts. These include: model parameters, model data, and model output.

1. TDM Model Input Parameters/Model Assumptions

TDM Model input parameters are the mathematical relations that are applied to input data to generate a desirable output e.g. trip generation rates, BPR curves, gravity model equation etc. To ensure ATAC uses the most up-to-date input parameters, the following procedures will be applied:

- i. ATAC will use locally generated input parameters where available
- ii. ATAC will compare model parameters with previous studies, parameters from studies from similar geographic/socioeconomic areas, and from credible national data from sources such as FHWA and ITE
- iii. ATAC will document any new assumptions that are project specific and communicate them to stakeholders for approval
- iv. ATAC will document all model parameters, differences from previous studies, limitations, and communicate this information to its stakeholders for review
- v. ATAC will propose local data collection efforts that will improve on TDM forecasts
- vi. ATAC will have a minimum of two staff review all model scripts for accuracy. In addition, ATAC will provide the model to consultants or other peer reviewers to check for scripting accuracy upon proposal by the MPOs. The individual model review proposal

will contain an optional task and budget for peer reviews requested by the respective MPO.

2. TDM Model Input Data

Model input data are a critical part in TDM forecasts and any errors in the input will be propagated in the output resulting in unreliable forecasts. Two main model data are used in all TDM - network and socioeconomic data. In addition, data that is used for validating and calibrating TDM models are crucial in providing credible forecasts. ATAC will implement the following procedures to ensure model input data are accurate:

- i. Network Data
 - a. ATAC will have a minimum of two staff formally review all network changes
 - b. ATAC will use the aid of all additional data e.g. most recent aerial photos, on-line maps, DOT/MPO information, and approved network improvement to formally review all network changes
 - c. ATAC will conduct a random review of several links on the network with well-known and documented network attributes to guarantee accuracy
 - d. ATAC will implement an automated process in the TDM software that will check for differences between network changes and a baseline network
 - e. ATAC will provide updated networks to stakeholders for review and comments before models are run
 - f. ATAC will communicate with stakeholders and document the different network scenario assumptions that need to be integrated into the baseline (base year or future year)
 - g. ATAC will communicate with stakeholders periodically and provide them with the most up-to-date networks
- ii. Socioeconomic Data
 - a. ATAC will have a minimum of two staff members verify socioeconomic data changes
 - b. ATAC will compare and communicate to stakeholders all socioeconomic data differences between current and baseline/ previous model
 - c. ATAC will check any changes in TAZ structure to ensure it meets preset guidelines and communicate this information to stakeholders
- iii. Data Used for Calibration/Validation
 - a. ATAC will have a minimum of two staff verify ADT counts on the networks
 - b. ATAC will do a random comparison of at least 20 different ADT count locations and compare with previous ADTs for consistency

- c. ATAC will have a minimum of two staff verify all other calibration and validation data including VMT, VHT, screen line counts, and trip length distributions
- d. ATAC will provide all input data used for calibration and validation to stakeholders.

3. TDM Model Outputs and Documentation

Model output is the final and most important piece in TDMs since it is used by stakeholders to make the decisions that necessitate the creation and development of TDMs. To ensure that each model output is consistent and reliable, ATAC will implement the following QA/QC procedures.

- i. All base year model output developed by ATAC will be validated against preset criteria based on national and local guidelines or project specific guidelines
- ii. A minimum of two staff will check all model output for inconsistencies and outliers and compare each scenario with baseline scenarios, document the model output differences and provide this information to stakeholders
- iii. ATAC will provide model output in formats preset by stakeholder for each project
- iv. ATAC will provide a written technical memorandum for each project detailing the model input, model output, parameter changes, comparison to baseline output, any outliers, explanation for these outliers and steps taken to address them
- v. Technical Memorandum will be reviewed by ATAC for technical accuracy and content by a minimum of two ATAC staff
- vi. All input data, correspondences between ATAC and stakeholders, data logs, and technical memorandum will be maintained and documented in a separate project database for each project.

ATAC Quality Assurance/Quality Control for ITS Architecture

ATAC assisted the ND MPOs in creating their original Regional ITS Architectures (RA) in 2005. Further, the RAs have been updated based on recommendation from FHWA and request from the MPOs via addenda to the Master Agreement.

In order to increase confidence in the accuracy and the validity of each RA, ATAC follow a Quality Assurance (QA)/Quality Control (QC) process that falls under two parts: methodology, and data checking.

1. RA Development Methodology

ATAC will continue to follow a methodology that consists of maintaining a knowledge base of the latest ITS and architecture changes between updates, and promoting stakeholder engagement and review during updates. Specifically, the following procedure will be applied:

- i. ATAC will monitor development on the National ITS Architecture, which is the source for RA development, and ensure the RAs' compliance with the national architecture;
- ii. ATAC will monitor development on the Turbo Architecture software (Turbo) and ensure that each RA update uses the most up-to-date version of Turbo;
- iii. ATAC will continue to engage the FHWA ND Division's ITS Engineer in RA development to ensure compliance with the latest FHWA guidelines;
- iv. ATAC will continue to follow an iterative approach to RA development. The approach relies on continuous feedback from the stakeholders, and refinements on the RA by ATAC which are again presented for stakeholders review until consensus is reached;

2. RA Data Check and Report Generation

ATAC will continue to follow a process that reviews the accuracy of data entered into the Turbo database and the outputs generated using Turbo to ensure it reflects the regional needs.

Specifically, the following procedure will be applied:

- i. ATAC will have a minimum of two staff review and verify the inventory of elements and their correspondence to stakeholders;
- ii. ATAC will have a minimum of two staff review and verify interfaces and information flows for each service package in the RA;
- iii. ATAC will have a minimum of two staff review and verify the status (existing, planned, or not planned) of each element, flow, and service package in the RA;
- iv. ATAC will have a minimum or two staff review and verify the output generated through Turbo including all diagrams, tables, and reports;
- v. ATAC will conduct an internal review of all RA report documentation before providing drafts to the MPOs for review.

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**REQUEST FOR PROPOSALS
FOR
ENGINEERING TRANSPORTATION PLANNING SERVICES**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) is requesting proposals from qualified consultants for the following project:

East Main Avenue Corridor Study

Qualifications based selection criteria will be used to analyze technical proposals and interviews from responding consultants. The MPO reserves the right to reject any or all proposals. **This project has a not to exceed budget of \$200,000.**

Interested firms should contact Rachel Drewlow, Transportation Planner, at the Bismarck-Mandan MPO, 221 N 5th Street, P.O. Box 5503, Bismarck ND 58506. Contact can also be made via phone 701.355.1852 or by email: rdrewlow@bismarcknd.gov.

All proposals received by 5:00 PM (Central Time) on October 13, 2021 will be given consideration for an interview. The Bismarck-Mandan MPO reserves the right to limit the interviews to a maximum of five (5) firms whose proposals most clearly meet the RFP requirements. Firms will be notified in writing or by phone of shortlist results. Successful candidates will receive date, time and location information for the interviews.

It is the responsibility of the consultant to ensure all required elements of the proposal are submitted. Proposals missing required elements will be rejected and consultants will be denied interviews.

Minority, women-owned, and disadvantaged business enterprises are encouraged to participate. Respondents must submit five (5) physical copies of the proposal and one (1) electronic copy of the proposal. The full length of the proposal shall be no more than eight (8) pages. That is, if printed doubled sided, the main body of the proposal would span four (4) physical pages. Appendix material may be supplied in addition to the eight (8) pages of the body. Submittals must be received no later than 5:00 PM (CT) **October 13, 2021** and may be shipped or hand delivered to:

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

Once submitted, the proposals become the property of the MPO. Proprietary information must be clearly noted in the proposal, or it will be subject to open records laws.

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Appendix A: Proposed Sub-Consultant Request Form

Appendix B: Consultant Self Certification of Government-Wide Debarment and Suspension (Nonprocurement) Form

Appendix C: Certification and Restriction on Lobbying Form

Appendix D: State and Federal Clauses

I. PURPOSE OF THE REQUEST

The purpose of this Request for Proposals (RFP) is to provide interested consulting firms with information about the professional services desired by the Bismarck-Mandan Metropolitan Planning Organization (MPO) for the following project:

East Main Avenue Corridor Study

The MPO is requesting services to complete a transportation analysis of the East Main Avenue Corridor in Bismarck, ND, between 7th Street and 26th Street. Analysis will lead to recommendations for roadway configuration and access management. The transportation impacts of a potential land-use re/development will also be considered in this study. **Limited model runs will also be performed by ATAC to evaluate the potential effect of lane reconfiguration on neighboring streets and the surrounding arterial roadways.** This study will be in cooperation with the City of Bismarck, the North Dakota Department of Transportation (NDDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

II. GENERAL INSTRUCTIONS

A. Any questions or comments regarding this proposal should be submitted to:

Bismarck-Mandan MPO
221 N 5th Street
P.O. Box 5503
Bismarck, ND 58506-5503

Phone: 701.355.1852
E-Mail: rdrewlow@bismarcknd.gov

B. Proposals shall be submitted to:

Bismarck-Mandan MPO
City/County Building
221 N 5th Street
P.O. Box 5503
Bismarck, ND 58506-5503

C. All Proposals must be clearly identified and marked as follows:

Proposal for:
East Main Avenue Corridor Study
Firm's Name
Bismarck-Mandan MPO

D. The MPO will only consider proposals received prior to 5:00 PM Central Time **October 13, 2021**. Five (5) copies of the written proposal and one (1) electronic copy must be received by the deadline. Electronic copies may be sent via a flash drive or emailed to rdrewlow@bismarcknd.gov. Proposals received after the 5:00 PM deadline will be considered unresponsive and will not be considered for an interview. The MPO reserves the right to reject any or all proposals.

E. Proposal Cut Down:

The Selection Committee intends to interview between three (3) and five (5) consultants, depending on the number and quality of proposals received. Strength of the written proposals will be the basis for awarding an interview. Consultants who are awarded an interview will be notified by phone. Consultants not selected for an interview will be notified in writing.

F. Selection Committee:

The Selection Committee will consist of a five (5) person panel; four (4) voters and one (1) moderator. Committee members represent the following entities: MPO, City of Bismarck Engineering, City of Bismarck Planning, and Bis-Man Transit. The MPO project manager will moderate the interviews. Tie breaking votes

are determined first via employment of a ND-certified Disadvantaged Business Enterprise (DBE), and then, if no DBE, by the moderator's rankings.
G. Interviews: Consultants will be evaluated on both the written proposal and in-person interviews. Ranking is based on the criteria listed in Section V: Evaluation Criteria and Process. Interviews are planned to be held on November 8-10, 2021. Consultants will be given forty-five (45) minutes to present their proposals and entertain questions. The consultants will be responsible for managing their interview and allowing time for questions. There will be fifteen (15) minute breaks between interviews.
H. Disadvantaged Business Enterprise: In the event of equally ranked consultants, additional positive consideration will be given to proposals which employ a Disadvantaged Business Enterprise (DBE) company. The DBE company must be certified with the North Dakota Department of Transportation (NDDOT). This applies equally to the Prime or Sub-Consulting company, and any such company should be identified in the proposal.
I. Selection and Approvals: Selection will be based on the interview committee's recommendation. All interviewees will be notified of the selection results by phone and formal letter. Approval of the top ranked consultant will be requested of the MPO's Technical Advisory Committee (TAC) and Policy Board.
J. Contract Negotiations: Contract negotiations will begin immediately after Policy Board approval. <u>First, the MPO requires consultants to develop the study's contract.</u> Secondly, the draft contract is reviewed by MPO Staff, local and federal partners, and legal counsel(s). Contract review can take 4-5 weeks and may require iterative revisions. After negotiations, the MPO intends to execute the contract upon staff authority. Final negotiations will also require submission of: 1) Prime Consultant scope of work and fee schedule not exceeding \$200,000 2) Prime Consultant Certificate of Liability Insurance 3) Scope of work and fee schedule for <u>ALL</u> Sub-consultants 4) Prime Consultant Indirect Cost Form (blank form will be provided by MPO) 5) SFN 60233: Prime Consultant Request to Sublet Form (blank form will be provided by MPO) 6) Up-to-date SF330 Form for NDDOT (See Section III: Content of Proposals).

III. CONTENT OF PROPOSALS

Length of Proposals:

The proposal pages shall be numbered and limited to four (4) double-sided physical pages or eight (8) single-sided physical pages. Pages shall be clearly numbered. The cover page, table of contents, and appendix material will not count toward the eight (8) page limit. The MPO prefers the documents be stapled, instead of bound, when possible.

Required Elements for Proposal:

The consultants are requested to be as brief and concise as possible. The consultant's written proposal shall address the following major sections:

1. Description of firm
2. Organizational chart showing project team and general activities
3. Table of key individuals' time available for project/study
4. Understanding of project and proposed work approach
5. Brief examples of past, pertinent work projects

Required Elements for Appendix:

The consultant's appendix must include the following items unless noted as 'optional'. The following items will not count toward the eight (8) page limit and may take as many pages as needed.

- Proposed Project Schedule: Proposed schedules may begin as soon as **November 16, 2021** and should detail all activities necessary to complete the study. Activities may include but are not limited to:

- Contract Negotiations (typically takes four-six weeks)
- Monthly Updates (via telephone or in person) to MPO TAC and Policy Board
- Data Acquisition (provided, as available, by MPO, NDDOT, or City of Bismarck)
- Stakeholder Interviews
- Steering Committee Meetings/ Activities
- Public Outreach Activities (webpage, meetings, social media, news releases, etc.)
- Public Input Meetings
- Documents/Tech Memos for Study Milestones
- Draft Report Development
- Draft Report Review by MPO project manager and Steering Committee (Required before review by NDDOT, FHWA and FTA; will take approximately 2-3 weeks)
- Draft report Review by NDDOT, FHWA, and FTA (required before presentation to Commissions and MPO boards; will take approximately 1 month)
- Final Presentations to the Bismarck City Commission, ~~Mandan City Commission~~, and MPO TAC and Policy Board
- Quality Control/Quality Assurance (QC/QA) program: Detail the program that will be used on the project. This (QC/QA) program must identify the team members, their responsibilities, and stages of development at which each is to be responsible.
- Required Qualification Based Selection (QBS) Documents:
 - Signed Proposed Sub-Consultant Request Form (Appendix A)
 - Signed Consultant Self Certification of Government-Wide Debarment and Suspension (Nonprocurement) Form (Appendix B)
 - Signed and Notarized Certification and Restriction on Lobbying Form (Appendix C)
- Resumes or list of Personnel: Detail who will be assigned to work on the project (including titles, education, and/or work experience).
- Optional: Consultants are encouraged to update or complete a Federal Standard Form 330 (Architect-Engineer Qualifications). The SF 330 is an NDDOT requirement, and proves the consultant is pre-qualified to provide architectural, engineering and/or planning services for NDDOT. Consultants will not be penalized if the SF 330 is omitted in their proposal, but the consultant selected for contract negotiations must provide an active SF330 before the contract can be signed.

See http://www.dot.nd.gov/divisions/environmental/docs/consultnt_prequal_reqirments.pdf for link to the SF 330. All SF 330 forms will be kept on file by the MPO and forwarded to NDDOT.

Disclosure of Proposal Ownership:

After the selection process, the contents of all proposals will be subject to ~~City of Bismarck's~~ North Dakota's Open Records Law and may be open to inspection by interested parties. Any information included in the proposal that the proposing party believes to be a trade secret or proprietary information must be clearly identified in the proposal. Any identified information documented as such and protected by law may be exempt from disclosure.

IV: ADDITIONAL REQUIRMENTS AND MISCELLANEOUS INFORMATION

Federal and State Contract Requirements:

NDDOT and FHWA require that specific clauses accompany federally funded projects executed by the MPO. Consultants should be prepared to abide by the necessary clauses and include each verbatim and unaltered in a potential contract. *The clauses can be reviewed in Appendix D: State and Federal Clauses.*

MPO Contract Requirements:

The MPO desires specific clauses in all their study contracts. Consultants should be prepared to abide by the following italicized section and include the clauses verbatim and unaltered in a potential contract.

The MPO reserves the right to hold ten percent (10%) of the total contracted invoiced amounts until the MPO believes it has received all of the following to its satisfaction:

- *Contracted deliverables as described in the RFP and final contract;*

- Completed tasks as described in the RFP and final contract; and
- Satisfactory final product, project, and/or study

If the MPO determines that the progress of the study is not acceptable as measured through the consultant supplied project schedule, which will be an attachment to the signed and approved contract, the MPO reserves the right to terminate the contract with the consultant with a 45-day written notice.

The MPO desires continuity of consultant staff throughout the project from the firm chosen. If the consultant replaces key staff and the MPO is dissatisfied with replacement staff, the firm chosen will have 30 days from written notice from the MPO to supply replacement key staff acceptable to the MPO. If the firm chosen fails to supply acceptable replacement staff within the 30-day period, the MPO may cancel the contract.

Ownership of Work Product: All work products and copyrights of the contract, which result from the contract, are the exclusive property of NDDOT, with an unlimited license for use by the federal government and its assignees without charge.

General Information:

The Bismarck-Mandan MPO reserves the right to enter into a supplementary agreement to have the selected firm perform any additional work not currently assigned.

If the contract is terminated prior to completion of the final report, all work completed, which has been compensated for, shall become the property of the NDDOT, as per the 'Ownership of Work Product' Clause. The final report will be submitted using the following formats and standards, if applicable:

- MS Word/ MS Excel
- Adobe Acrobat (Standard or Compatible)
- NDDOT Data Collection Codes and Procedures
- NDDOT and/or City, as applicable, Drafting Standards
- NDDOT Design Manual
- Chapter 19 NDDOT Survey and Photogrammetry Manual

V. EVALUATION CRITERIA AND PROCESS

The selection process will be completed in accordance with Bismarck-Mandan MPO policies. Written proposals shall address the firm's ability to perform the necessary services in the allotted time with qualified personnel. Selection will be based on a selection of the following criteria:

1. Recent, current, and projected workloads
2. Ability of professional personnel (staff experience and technical capabilities)
3. Related experience on similar projects
4. Location
5. Project understanding, issues and approach
6. Past performance
7. Willingness to meet time and budget
8. Recent and current work for the agency
9. Project schedule

The final selection will be based on written proposals along with in-person interviews. All firms not selected will be notified in writing.

In the event of equally ranked consultants, additional positive consideration will be given to proposals which employ a Disadvantaged Business Enterprise (DBE) company. If no DBE is employed, the moderator's rankings will provide the tie-breaking score. See Section II: General Instructions for more information.

A final scope of work and cost will be negotiated with the successful firm. The successful firms will complete a cost schedule not exceeding \$200,000 before contract negotiations are finalized. An agreement will be executed with a single firm.

If unable to arrive at an agreement with the top ranked firm, the MPO retains the right to move on to negotiations with the second (then third, etc.) ranked firm. Approved sub-agreements for minor portions of the work will be permitted.

VI. REGIONAL CONTEXT AND EXISTING CONDITIONS

Bismarck-Mandan MPO Region:

The Bismarck-Mandan MPO consists of the cities of Mandan, Bismarck, and Lincoln, and the metropolitan portions of Burleigh and Morton County. The MPO has a performance-based planning process that supports metropolitan community development and federal, state and local transportation goals. These plans and programs are intended to lead to the development of an integrated, multi-modal metropolitan transportation system that facilitates the safe, efficient and economic movement of people and goods.

The MPO planning area is roughly 394 square miles with an estimated population of approximately 115,000 and 50,000 households (Source: 2013-2017 5-year American Community Survey). The MPO area is bisected from north to south by the Missouri River and is generally comprised of rolling topography throughout. One of the more noteworthy challenges facing the MPO planning area is the heightened level of growth, experienced largely to energy development in western North Dakota from 2011-2015. Historic growth trends in the MPO area have traditionally hovered within a 1% to 1.5% annual rate of population growth. The currently adopted growth projection is a “Continuation of Past Trends”, or a 1.2% annual growth rate for the period between 2015 and 2045.

While the population growth is generally perceived as positive, there are some noteworthy concerns, specifically: the impact of recent growth on public service costs, the continued ability of the MPO region to grow in an efficient manner, and the ability to maintain the high quality of life enjoyed by residents of the communities. Heightened rates of growth strain many aspects of the region’s transportation infrastructure. Topography, man-made barriers, and historical development patterns have contributed to challenges regarding roadway connectivity, specifically north-south movements in Bismarck. The heightened level of growth has also created a greater strain on area municipal services, schools, and transportation. The MPO’s local jurisdictions have worked diligently to meet these needs, and now must develop a balance to accommodate the expanding systems but also maintain current, aging infrastructure.

Local Existing Conditions:

Main Avenue in Bismarck is functionally classified as a principal arterial roadway and is a designated truck route within the corridor study limits from 7th Street to 26th Street. This corridor is a major route between downtown Bismarck to the west and Bismarck Expressway to the east. The corridor is a 3-lane urban roadway from Washington Street to 9th Street, a 5-lane urban roadway between 9th Street and 26th Street, and a 2-lane rural standard section from 26th Street to Expressway Avenue. The corridor intersects other major north/south functionally classified roadways including 9th Street, 12th Street, 19th Street/Airport Road, and 26th Street. Railroad lines also travel alongside and cross over this section of roadway.

Bismarck’s East Main Avenue carries between 8,000 and 15,000 vehicles on average per day. Several intersections in the study area become congested at peak times. 7th Street and 9th Street have both been identified as high crash locations for the area. Limited building setbacks, right of way constraints, and a high number of access points create hazards for all users. Additionally, the BNSF Jamestown Subdivision rail line, which carries 25 to 35 trains per day, runs parallel to Main Avenue just south of the roadway. The proximity of this rail line causes traffic signals at 19th Street/Airport Road and 12th Street to go into a pre-empt cycle to clear vehicles off of the tracks when trains are present.

The study area is predominantly light industrial and commercial uses, with some residential uses further north and (in portions) to the south. Many vacant lots and parking lots exist along the proposed study section. The roadway also exists partly within the Renaissance Zone and the ‘Machining’ District. Therefore, there is potential for further development along the corridor. This development may be focused toward the reuse of existing warehouse(s)/ buildings into more multifunctional uses or the continuation of commercial and industrial uses on vacant lots. This area is expected to remain largely auto-dependent and a major thoroughfare through central Bismarck.

The surface of Main Avenue, between 9th Street and 26th Street, needs maintenance and repair. Concrete condition has deteriorated over the last several years, and the City’s efforts to repair the roadway using local funds have been protested out by local property owners. The roadway may be nearing the end of useful life and could require reconstruction if repairs are not completed soon.

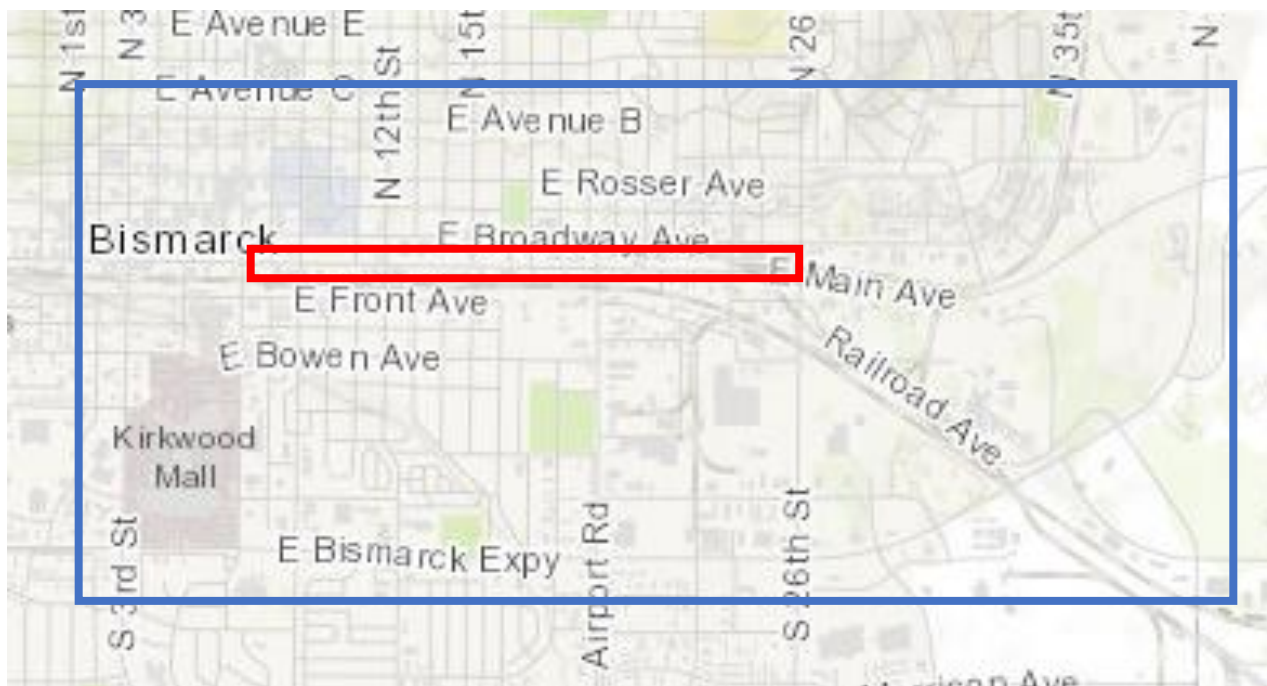
VII. OBJECTIVE

The reconstruction of East Main Avenue, if needed in the future, creates a potential opportunity to reallocate the roadway and pedestrian rights-of-way. Reallocation may better serve the future needs of the neighborhood and the City, particularly by increasing sidewalk widths for pedestrians and providing on-street parking. Public appetite and desire for lane reduction should be a primary focus of this study. It is possible that no lane reduction is advisable, and in such a case, alternatives in transportation management should be the primary focus. Possible alternatives to the current configuration could include, but are not limited to, reducing lanes, adding parking, widening sidewalks, improving ADA facilities, signal/intersection improvements, incorporating transit facilities, and eliminating or combining access points. Any reconfiguration should be mindful of the sentiments of neighboring property owners, the continued usage and maneuvering of freight vehicles, and the possibility of changes in adjacent land use.

Considering that roadway repair is imminently needed, the City desires to pursue federal funding to assist in the repair and/or reconstruction of the roadway. Final study documents should be prepared with appropriate figures, graphics, and language in order to support an eventual grant application to the North Dakota Department of Transportation.

VIII: STUDY AREA

The study extends along Bismarck's Main Avenue, between 7th Street to 26th Street. (This study will also include a limited number of model runs performed by the Advanced Traffic Analysis Center (ATAC). Model runs will evaluate the potential effects of roadway reconfiguration on the immediately adjacent road network and surrounding arterial system.)



Google Map of Study Area. Red box shows the focus area for the planning study. Blue box shows the expanded focus area for the modeling work.

IX. SCOPE OF WORK

At minimum, the consultant will be expected to establish detailed recommendations to address the previously identified issues in accordance with the following task. Consultants are encouraged to prepare a proposal, project methodology and work plan with sufficient detail to adequately represent the technical analysis necessary to establish defensible recommendations. The identified issues should be set forth within a detailed project approach and synthesized in a manner that will produce a comprehensive and clear study.

1. **Project Management** -- This task involves activities required to manage the project including staff, equipment, and documentation. It also includes the preparation of progress reports, documenting travel and expense receipts,

and preparing and submitting invoices in a timely manner. This task includes monthly progress reports to the MPO, the Technical Advisory Committee, and to the Policy Board.

2. **Monthly TAC and Policy Board Meetings** – The consultant will provide monthly updates (i.e. progress reports) to the MPO TAC and Policy Board. Updates will be conducted verbally and with written memorandums, briefly updating board members on the status of the project. A minimum of one (1) personal appearances is also preferred before the TAC and Policy Board during the development or completion of the study.
3. **Study Review Committee** –The MPO project manager will assist the consultant in developing a Steering Committee(s) for the study. The Committee(s) may contain but are not limited to the following members:
 - City Engineer/ City Traffic Engineer
 - City Planner(s)
 - Other City Staff (i.e. Administration)
 - Staff member(s) of the MPO
 - NDDOT District
 - NDDOT Local Government Division
 - FHWA
 - FTA
 - Member(s) of the Bismarck Downtowners
 - Member(s) of Bis-Man Transit

The consultant shall meet with the Steering Committee periodically, and as necessary, during the study process to review data and recommendations. The consultant shall provide progress/technical memorandums at key points throughout the study process. Enough copies shall be provided for the distribution to the Steering Committee.

4. **Data Collection** – The consultant shall identify the data collection needed to conduct a technical analysis for the corridor study. The consultant shall also identify times and methods in which the data will be collected. **The MPO and City of Bismarck will provide datasets as available.** Any additional data collection needed to complete technical analysis will be the responsibility of the consultant.
5. **Evaluate and Document Existing Conditions** such as:
 - Functional Classification
 - Geometrics
 - Typical Sections
 - Pavement Conditions
 - Traffic
 - Traffic Operations
 - ITS Deployments
 - Transit Service Levels
 - Bicycle and Pedestrian Accommodations
 - Crash History
 - Identify Existing Access Locations
 - Lighting
 - Right-of-Way
 - Utilities
6. **Technical Analysis** – Conduct existing and planning year technical analyses for corridor capacities, intersection level of service (LOS), and intersection control evaluation (ICE).
7. **Use of Travel Demand Modeling** – The services of the Advanced Traffic Analysis Center (ATAC) will be used to prepare current **(2015 base year)** and future **(2045 horizon)** model runs. The runs will involve alternative roadway configurations under the 1.) current land uses and under 2) increased land development. Consultant will need to liaison with ATAC, the MPO and the City of Bismarck to incorporate the model outputs into their recommendation.
8. **Issues Identification & Needs Assessment** – Based on existing year and planning year (2045) – provide documentation on all identified issues for the basis to develop alternatives. The issues identification and needs assessment should include comprehensive plan reviews, crash analysis, access control, future traffic forecasts, roadway segment LOS, intersection LOS, consideration of all modal facilities, and early public input.

9. **Alternative Development** – Alternative development should include a status-quo (no-change) alternative with existing geometries and at least two revised geometries with sub-alternatives as appropriate. Alternative geometries may include full or partial lane reductions.

Alternatives should be demonstrated in a manner in which the public and SRC can graphically see what is being proposed. Alternative development should include but not be limited to:

- Recommended roadway sections to meet future capacity needs:
 - i. Under current land uses
 - ii. Under redeveloped land uses/ Infill (as identified through discussion with area landowners)
- Geometric improvements
- Intersection control
 - i. Priority Intersections for detailed analysis:
 1. 26th Street
 2. 19th Street/ Airport Road
 3. 12th Street
 4. 9th Street
 5. 7th Street
 6. Others as identified in the study
- Access management strategies
- ~~Bicycle and pedestrian level of service~~
- ~~Transit Service Levels~~
- Opportunities for transit services
- ITS/Traffic Operations (including, but not limited to, signal coordination and improvements in the traffic operations)
- Incident Management/Alternate Routes
- Lighting enhancements
- Parking strategies – on and off street

Note: The study section of the East Main Avenue corridor is a freight and through-movement corridor but also a transition zone for the downtown core. Study alternatives should identify appropriate character and purpose for the various sections of East Main Avenue. Certain segments, particularly those in proximity to downtown, may be more likely candidates for lane reduction/geometry revisions or enhanced pedestrian elements. Other sections will be less likely candidates. This study should determine the most appropriate opportunities for configuration changes according to the technical analysis, public input and stakeholder opinion.

10. **Alternative Impact Analysis** – Based on the alternatives developed, each alternative should include analysis which will help the study team to recommend a preferred alternative for the corridor. The analysis information which shall be provided for the corridor should include but not be limited to the following:

- Preliminary cost estimates
- Right of way impacts
- Traffic Operations – Resultant vehicle delays and LOS
- Potential impact to traffic flow and ADT/AADT on surrounding network
 - i. Main Ave (3rd Street - 7th Street)
 - ii. Main Ave (26th Street – Expressway)
 - iii. Expressway (3rd Street – Main Ave)
 - iv. Broadway (7th Street – 26th Street)
 - v. Front Ave (7th Street – 12 Street, Airport Road – 26th Street)
- Safety
- Access guidelines
- ~~Bicycle/Pedestrian level of service~~
- ~~Transit Service Levels~~
- ITS/Traffic Operations Strategies
- ~~Transportation Demand Management (Park n Ride, Rideshare, Flex Scheduling, etc.)~~
- Incident Management/Alternate Routes
- Conform to other approved plans
- Public input on alternative

- ~~Drainage~~
- ~~Utilities~~

- Parking – on and off street

11. **Public Participation** – See Section XI: Public Involvement Plan for detailed information.
12. **Alternative Selection** – The consultant shall propose a method for cooperatively selecting a preferred alternative(s) amongst the SRC. The preferred alternative may be a combination of previous alternatives.
 - a. Drawings and impact analysis should be completed on the preferred alternative if it differs from one of the preliminary alternatives.
 - b. Preliminary cost estimates and a financial plan shall be completed for the preferred alternative.
 - c. Prepare an aesthetic conceptual drawing including preliminary cost estimates for the preferred alternative.
13. **Planning Level Purpose and Need Statement** – Develop a planning level Purpose and Need Statement for inclusion within the study that will later support environmental documentation.
14. **Project Implementation** – The consultant shall propose funding sources and preliminary project staging to prepare an implementation plan in which the preferred alternatives can be included within the MTP and Transportation Improvement Program (TIP) as necessary.
15. **Draft and Final Report** – The consultant is responsible for providing the draft report and appendices in electronic format for review, as well as 3 paper copies of the final report. The reports shall be neatly bound and shall also be offered in electronic format. All graphics within the report of preliminary and final alternatives shall be easy to read and easy to reproduce. Summaries and technical analysis of important meetings shall be included in the appendix of the report.
16. **Executive Summary** – Upon completion of the final report, the consultant shall prepare an executive summary which relays all pertinent information to interested parties and to commissions and councils for review. The graphics in the executive summary shall be easy to read and easy to reproduce.

X. REVIEW AND COMPLETION PROCESS

A. Draft Development and Review:

A draft report shall be produced after all recommendations have been developed and approved by the Steering Committee(s). Electronic and/ or paper copies of the draft report shall be provided for the Steering Committee(s), the MPO project manager, NDDOT, FHWA and FTA for their review and comment. All comments from the MPO, NDDOT, FHWA, and FTA shall be addressed to the respective entity's satisfaction prior to development of the final draft and final presentations.

B. Final Presentations/ Completion:

The draft report shall be advertised and made available to the public for a minimum of fifteen (15) days before the final presentations.

The consultant will be requested to make a presentation to the Bismarck Board of City Commissioners, the MPO Technical Advisory Committee and the MPO Policy Board for review and acceptance/approval of the final draft report. Approval of the final draft report by the MPO Policy Board, and subsequent distribution of study deliverables, will mark the completion of the study.

C. Deliverables:

The final study report shall be produced after all comments on the draft report are addressed, final presentations are complete, and the report has been approved by the MPO TAC and Policy Board. A minimum of three (3) paper copies shall be provided as well as an electronic version. All products are to be delivered to the MPO project manager for dissemination to the appropriate City, MPO staff, TAC/ Policy Board Member, or oversight agency.

Schedule for Contract Development and Final Study Deadline:

NOTE: It is the hope of the MPO that the study will be completed within 12 months from the signing of the contract. ~~This will create an optimal time to for the City to acquire, prepare, and submit the application materials for a potential grant with NDDOT.~~ The contract for the Study may, however, run to the ~~end of December 2022 beginning of 2023.~~

RFP Submittal Deadline	October 13, 2021
Notification for Interviews	October 25-27, 2021
Interviews and Notification of Ranking	November 8-10, 2021
Approval to Proceed with Contract Negotiations	November 16, 2021
Formal Notification of Firms	November 17-19, 2021
Negotiation of Work Fee and Scope of Work	December 2021
Final Project Report & Presentations	December 2022/ January 2023

XI. PUBLIC INVOLVEMENT PLAN

It is imperative that residents, businesses, and stakeholders be involved in the development of the study. Direct effort should be made to obtain broad-based support from the community. Consultants shall prepare a Public Involvement Plan that is consistent with the MPO Public Participation Plan and complies with Title VI of the Civil Rights Act of 1964 and the Executive Order on Environmental Justice of 1994. The following are the minimum public involvement activities the consultant should include:

- 1) Two (2) or three (3) public meetings/design charrettes for the public, including residents, businesses, and stakeholders. The meetings will occur at regular times during the study. The designated time may include in-person and/or virtual meeting options. Meetings should inform the community of the study's purpose, extents, and progress; present existing conditions and alternatives; and engage the public to provide input. All input and attendance from the public meetings shall be recorded, and addressed when necessary, in the study document
- 2) Outreach to major stakeholders and property owners along the corridor. This may be conducted via phone, web-meeting, or at in-person group meetings. This outreach may occur at multiple times during the study and should be completed before PIM #2.
- 3) Consultants are encouraged to reach out to the community at large and interested or affected community members. Consultants are encouraged to use novel means to inform the public and gather their opinions. Suggested ideas could include but are not limited to flyers; updates in City bulletins, radio or television PSAs; coordination with local public or commercial media outlets; presentation to community/ business groups, and public meetings
- 4) A website for the study that will be interesting, provide up-to-date information, and be easy to use by the public.
- 5) The MPO requests that a member of the consultant team development and maintain social media posts or other online engagement tools to enhance the public involvement process and encourage the public's participation.

The MPO will not allow consultants to create additional Facebook pages for MPO studies. However, the MPO can allow administrative privileges to designated consultant staff during active phases of the study. This arrangement allows the designated staff to provide study updates and public outreach via Facebook, while also allowing the MPO project manager and the City of Bismarck's Public Information Officer convenient access to monitor public responses.

- 6) Three (3) final presentation meetings, with potential for each to be a public hearing. One meeting with each of the following entities: Bismarck Board of City Commissioners, MPO TAC and MPO Policy Board.

Other Engagement Notes:

Public meetings and final presentations will be advertised in the local newspaper(s). Consultants are responsible for preparing newspaper advertisements for public meetings and final presentations. The MPO reviews the ads, provides necessary modifications to language and formatting, and coordinates and pays for printing with the local newspaper(s).

XII: INFORMATION AVAILABLE TO THE CONSULTANT:

The following resources/data/information is available for the study from the Bismarck-Mandan MPO and its partners:

Available for Download:

1. [NDDOT Traffic Operations Manual](#) – 2018
2. [FHWA Traffic Signal Timing Manual](#) – 2008
3. Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways ([2009 Edition with Revision Numbers 1 and 2](#)) – 2012
4. [ITS Architecture Update](#) – 2013 (Update Pending 1/2022)
5. [MPO Title VI/Non-Discrimination Plan](#) – 2017
6. [MPO Public Participation Plan](#) – 2017
7. [Bismarck-Mandan MPO Monitoring Report](#) – 2017
8. [Downtown Bismarck Subarea Study](#) – 2014
9. [2018 Transit Development Plan](#) – 2019
10. [Bismarck-Mandan Bicycle and Pedestrian Plan](#) – 2017
11. [Regional Freight Study](#) – 2018
12. [Travel Demand Model Review and Socio-Economic Projections Final Report](#) – 2018
13. [Arrive 2045 \(2020-2045 MTP\)](#) – 2020
14. [2021-2024 Transportation Improvement Program](#) – 2021
15. [Bismarck Growth Management Plan](#) – 2014
16. [MPO Traffic Count Data](#) (Provided on the through NDDOT)

Available by Direct Request:

17. Land base/Infrastructure data from member jurisdictions
18. MPO-Wide Colored Digital Orthophotography – 3-inch resolution – 2020
19. MPO-Wide Digital Elevation Data – 1-foot contours – 2020
20. MPO's 2018 Turning Movement Counts
21. MPO's 2016 Turning Movement Count

Additional Recommended Resources:

22. ITE – Traffic Engineering Handbook, 7th Edition

Appendix A: Proposed Sub-Consultant Request Form

**Appendix B: Consultant Self Certification of Government-Wide Debarment and Suspension (Nonprocurement)
Form**

Appendix C: Certification and Restriction on Lobbying Form

Appendix D: State and Federal Clauses