

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

FROM: Rachel Lukaszewski, MPO Executive Director

DATE: June 13, 2022

RE: TAC Meeting

There will be a meeting of the Bismarck-Mandan MPO Technical Advisory Committee on **Monday, June 20, 2022, at 10:00 AM.** The meeting will be held in the Ed “Bosh” Froehlich Meeting Room of the Mandan City Hall at 205 2nd Avenue NW, Mandan, ND. The agenda is outlined below.

The City of Bismarck and 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 in-person, but have the option to request a ZOOM invite for remote participation. **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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Next scheduled TAC meeting is on 7/18/2022. Please call 701-355-1852 with questions.

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

PROJECTS UPDATE

<u>Project</u>	<u>% Complete</u>	<u>Contracted Completion Date</u>
East Main Avenue Corridor Study	19	06/30/2023

Common MPO Acronyms

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

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

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
MAY 16, 2022**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) met on May 16, 2022, 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, John Saiki, Andrew Stromme, Justin Froseth, Nick Nustad, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Rachel Drewlow. Member absent was Natalie Pierce.

Others present or participating via Zoom were Stephen Larson and Kim Riepl, Bismarck-Mandan MPO; Mark Berg, City of Bismarck Engineering; Sara Schmidt, SRF Consulting; Beth Dooley, SEH; and Kristen Sperry, Federal Highway Administration (FHWA).

MINUTES

Chair Drewlow called for consideration of the minutes from April 18, 2022.

MOTION: Mr. Schell made a motion to approve the April 18, 2022 minutes as presented. Mr. Froseth seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Justin Froseth, Nick Nustad, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Chair Drewlow voting in favor, the minutes of the April 18, 2022 meeting were approved.

2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS

Mr. Larson presented on this item. The MPO advertised two TIP Amendments (Exhibits A and B) for the required 15-day comment period, and no public comments were received. Additionally, two more TIP Amendments (Exhibits C and D) were received the day after publication of the first two and the required 15-day comment period for these amendments will end with another Public Hearing at tomorrow's Policy Board meeting.

Mr. Larson gave a brief overview of the amendments, beginning with the first two. The first amendment, Exhibit A, is a Mandan reconstruction project on 8th Ave NW from Old Red Trail to 27th St NW, and on 27th St NW from Hwy 1806 to 8th Ave NW. The amendment addresses the addition of 8th Ave NW to the project extents and increases the cost of the project as noted on the amendment form. The second amendment, Exhibit B, is for a thin overlay to be performed on Highway 1804 from N Hazelton Juncture to Signal St. The amendment moves the project from funding year 2023 to 2022, while all other project details remain unchanged. Both projects are consistent with the MTP.

Public Hearing: Chair Drewlow opened the public hearing for comments on the proposed 2022-2025 TIP amendments, specifically Exhibits A and B. Hearing and seeing no comments, Chair Drewlow closed the public hearing.

The third amendment, Exhibit C, is to add a project for the performance of Preliminary Engineering (PE) work for the future reconstruction of the Sunset Drive Interchange in Mandan. The funding year for the PE portion of this project is 2022, and the costs on the amendment form are solely for the PE and design work for the project. It is consistent with the MTP, specifically goals 1A and 3B. The final amendment, Exhibit D, is to add a project for NDDOT to perform a planning study on I-94 Midway and Grant Marsh Bridge. The study will examine the feasibility of replacing the Grant Marsh Bridge. The funding year for this project is 2022, and the amendment form costs are solely for the PE work that needs to be done to prepare for this study. The project is consistent with the MTP, specifically goal 2A.

Mr. Stromme asked about the Sunset Drive Interchange reconstruction project, and whether this is connected to the Sunset Drive Corridor Study about to start. He also asked about the Grant Marsh Bridge study, and what location is indicated by "I-94 Midway" in the project description.

Mr. Zacher said Midway refers to the interchanges you encounter as you head into Mandan. The Grant Marsh Bridge project will be preparing an environmental document and studying the feasibility of replacing the bridge, so any impacts this would have on the nearby interchanges will also be examined. He said the project was identified by NDDOT's own processes, so it was not specifically requested by the MPO or a local jurisdiction. Similarly, the Sunset Drive Interchange was identified for replacement through NDDOT's processes, so it is not tied to the Sunset Drive Corridor Study. Both the MPO and the City of Mandan should receive letters from NDDOT updating them on these projects as they move forward.

Mr. Schell asked about the project description for the Grant Marsh Bridge project. He said Mr. Zacher mentioned the project involving the creation of an environmental document, and he wonders if this should be used to describe the project instead of the current "highway planning study" description. Mr. Zacher said his understanding is this project involves both an environmental document and a planning study. He believes the project description is accurate as described in the amendment.

MOTION: Mr. Ehreth made a motion to recommend approval of the 2022-2025 TIP Amendments as presented. Ms. Hughes seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Justin Froseth, Nick Nustad, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Chair Drewlow voting in favor, the motion was approved.

TRAFFIC DATA ACQUISITION

Ms. Drewlow presented on this item. MPO staff, together with City of Bismarck and City of Mandan staff, held interviews for the Traffic Data Acquisition on April 21. Two firms (Quality Counts and Traffic Data Solutions or TDS) were interviewed, and the Selection Committee promoted TDS as the preferred consultant to complete this project. The MPO is requesting approval from TAC to move forward with contract negotiations with TDS for this project. A letter certifying the MPO's compliance with the Qualifications Based Selection (QBS) process in selecting TDS is included in the packet for reference.

Mr. Schell asked if the QBS letter should include a reference to the selected consultant. Ms. Drewlow said the MPO can add this information to future QBS letters. The letter is intended as a notice to TAC and Policy Board and does not need to be approved by either board (although the letter is signed by the Policy Board Chair).

MOTION: Mr. Schell made a motion to recommend approval of TDS as the consultant for the Traffic Data Acquisition. Mr. Stromme seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Justin Froseth, Nick Nustad, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Chair Drewlow voting in favor, the motion was approved.

2021-2022 UPWP AMENDMENT

Ms. Drewlow referred to Exhibit G in the packet. She said the Advanced Traffic Analysis Center (ATAC) approached the City of Bismarck Engineering Department to perform a Pilot Project for Signalized Intersections Traffic Data Collection. ATAC has already carried out this Pilot Project in both Fargo and Grand Forks. This Pilot Project would look at six intersections in Bismarck and utilize the existing cameras at those intersections. ATAC would then connect these intersections to their existing Traffic Analysis Tool Website. This project needs to be amended into the 2022 UPWP budget year, and it carries a total cost of \$30,386. Ms. Drewlow said it is possible some of this expenditure would move into 2023.

Mr. Schell noted ATAC has already selected the six intersections for data collection based on the existing technology at those intersections. This project will help evaluate whether this kind of Traffic Data Collection and its associated camera technology should be more widely utilized.

Mr. Ehreth asked if the Traffic Analysis Tool Website is an ATAC specific website they created to hold and publish the data they collect. Ms. Drewlow confirmed this is correct. Mr. Ehreth then asked if anyone would be able to access this information. Ms. Drewlow believes it is publicly accessible, or at the least the information needed for access could be provided to interested parties. Finally, Mr. Ehreth asked if this is something Bismarck may pursue more extensively if the Pilot Project is successful. Mr. Schell confirmed Bismarck may do so if they find the data from this project useful.

Ms. Drewlow mentioned as long as the intersections are online, ATAC has the ability to collect and share 24/7 data from them with the City.

Mr. Schell said the amendment form has an incorrect approval date (it should be 2022 and not 2021). Ms. Drewlow said this will be corrected.

MOTION: Mr. Schell made a motion to recommend approval of the 2021-2022 UPWP Amendment, with his correction noted. Mr. Ehreth seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Justin Froseth, Nick Nustad, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Chair Drewlow voting in favor, the motion was approved.

ATAC MASTER AGREEMENT UPDATE

Ms. Drewlow presented on this item (Exhibit H). She explained this is a follow up to the UPWP Amendment just presented. Exhibit H is an addendum to the Master Agreement the MPO has with ATAC, and it details the scope of work ATAC will perform for the Pilot Project, as well as the associated costs. Ms. Drewlow indicated the MPO can share an update with the board on this project once it is online.

MOTION: Mr. Schell made a motion to recommend approval of the ATAC Master Agreement Update as presented. Ms. Hughes seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Justin Froseth, Nick Nustad, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Chair Drewlow voting in favor, the motion was approved.

CITY OF LINCOLN RECREATIONAL TRAILS PROGRAM (RTP) APPLICATION

Ms. Riepl referred to Exhibit I in the packet. She explained the City of Lincoln is applying for Fiscal Year 2023 funding through the RTP. The solicitation for this funding closed April 30, and the Lincoln Park District was the only entity to submit a project to the MPO. The RTP provides federal funding for both motorized and non-motorized trail projects. It is an 80/20 matching grant program administered by the North Dakota Parks and Recreation District (NDPRD). RTP projects within the MPO area need to be submitted to the MPO for approval before being forwarded to NDPRD.

Ms. Riepl explained Lincoln's project is for phase I of their extension of the 66th Street Shared Use Path. The project consists of a new ten-foot asphalt path on the west side of 66th Street, connecting to the existing path at 66th Street and Lincoln Road, and then extending north approximately 1,500 linear feet to the existing crosswalk at Dolan Drive. The project is anticipated to begin in May of 2023 and to be completed in July of that year. The total cost of the project is \$261,700, and the Lincoln Park District is requesting \$209,360 in federal funding, while they provide the local share. MPO staff reviewed this application against the goals and objectives of the MTP, and the project aligns specifically with MTP goals 1A, 1B, 2C, and 5C. This project was previously submitted and approved by the MPO in 2021, however it was not selected for funding at that time.

Mr. Ehreth asked if this project was called out in the Bike-Ped Plan the MPO did a few years ago. Ms. Riepl said it was not specifically identified in the Bike-Ped Plan, but it does meet with the goals and vision of that plan.

Mr. Froseth indicated the City of Mandan just submitted an RTP application to NDPRD, for their 19th Street Trail Project (phase II) that was previously approved as a Transportation Alternatives (TA) project. The bids for the project as a TA were too high and so Mandan is now pursuing an RTP application for the project together with their consultant. Ms. Riepl said the MPO could take a retroactive look at the application, and TAC and Policy Board could look at approving it next month so Mandan would have an MPO letter of approval to give to NDPRD for this project. She advised Mr. Froseth to contact the NDPRD office about this.

Mr. Schell asked what ties RTP funding back to the MPO. Ms. Riepl explained if an RTP project is approved for funding, because it is federal funding the MPO needs to show it in the TIP. The RTP funding comes from FHWA, out of the same source of funds used for TA projects.

MOTION: Mr. Schriock made a motion to recommend approval of the City of Lincoln's RTP Application as presented. Mr. Nustad seconded the motion and with Ben Ehreth, Dan Schriock, Deidre Hughes, Gabe Schell, Andrew Stromme, Justin Froseth, Nick Nustad, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Chair Drewlow voting in favor, the motion was approved.

Note: John Saiki was not able to provide an audible vote for this item, and Chuck Peterson left the meeting before this vote.

MPO STAFF REQUEST TO NEGOTIATE CONTRACT CHANGES

Ms. Drewlow reminded the board the MPO has been using a template contract for negotiations with consultants for transportation studies and data acquisitions. Ms. Drewlow believes the template works well for transportation studies, but it has proved less useful for data acquisitions, especially if a license or subscription purchase is involved. She spoke with City of Bismarck Attorney Jannelle Combs, and Ms. Combs recommended the MPO start following a process used by the City of Bismarck. Instead of having an overall contract template approved by TAC and Policy Board, this process would allow MPO staff to negotiate changes to the template contract on a case-by-case basis, provided the changes were first approved by the City of Bismarck and NDDOT. The City of Bismarck review would include Ms. Combs. The MPO intends to use the template contract as much as possible, but it is becoming evident changes are sometimes needed, and the MPO does not want to keep bringing the contract template back to TAC and Policy Board each time a minor change is made.

Mr. Schriock asked if increases to the cost of the contract would come back to the boards. Ms. Drewlow confirmed they would, and such changes may also require an amendment to the UPWP. TAC and Policy Board review project costs with each UPWP approval or amendment and review the costs and scope of work again with each Request for Proposals (RFP) the MPO releases.

Mr. Schell believes the request memo in the packet is unclear in its language and seems to give the MPO broad authority to negotiate contracts, even cost changes. He suggested revising the memo to clarify this. After discussion amongst the board, Mr. Schell and Ms. Drewlow agreed on adding clarifying language to the memo, to the effect that the MPO is authorized to negotiate changes on an as-needed basis to the template contract used for data acquisitions and transportation studies, within the confines of the approved UPWP, and after the changes have been approved by the City of Bismarck and NDDOT. The section about the UPWP was the addition.

MOTION: Mr. Schell made a motion to recommend approval of MPO Staff's Request to Negotiate Contract Changes, with his change incorporated. Mr. Ehreth seconded the motion and with Ben Ehreth, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Justin Froseth, Nick Nustad, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Chair Drewlow voting in favor, the motion was approved.

POPULATION-BASED COST SHARES FOR MPO JURISDICTIONS

Ms. Drewlow presented on this item. She explained the 20% local share for transportation studies and data acquisitions is distributed amongst the five MPO jurisdictions, and may sometimes include other entities, such as Transit or NDDOT. When studies come up requiring the participation of all five jurisdictions, the costs have been divided based on population using the 2010 Census. The 2020 Census numbers have recently been made available, and so the MPO has prepared new population numbers for the jurisdictions (within the MPO area). Ms. Drewlow said there were slight updates to the population-based cost shares based on the new Census numbers (as shown in the packet). She noted these shares are at the

discretion of the local jurisdictions. The MPO is willing to retain the old cost shares or move to the new shares based on the wishes of TAC and Policy Board.

Mr. Zacher and Mr. Ehreth noted the Census numbers are not completely final, as they have yet to release the new Urbanized Area (UZA) boundaries. These boundaries do not determine population, but they are used to help set the MPO area. Mr. Ehreth does not believe the UZA changes will have a major impact on the population-based cost shares, but from a City of Bismarck perspective he is fine using the old cost shares until the UZA boundaries are released. Mr. Zacher said the UZA boundaries are expected to be released this summer.

MOTION: Mr. Ehreth made a motion to recommend tabling the Population-Based Cost Shares Update until the Census approves new UZA boundaries. Mr. Stromme seconded the motion and with Ben Ehreth, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Justin Froseth, Nick Nustad, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Chair Drewlow voting in favor, the motion was approved.

EAST MAIN AVENUE CORRIDOR STUDY UPDATE

Ms. Schmidt provided a study update for SRF. The first Study Review Committee meeting was held on April 21. Existing conditions, historical traffic data, and parallel routes were discussed at the meeting. The meeting also looked at historical growth along the corridor and did a preliminary crash analysis and a preliminary access inventory. Since the meeting, SRF went on site in early May to collect traffic, pedestrian, and bicycle turning movements. SRF also completed pulse counts at the access points along East Main Avenue. ATAC has completed their initial forecast model for the corridor, and SRF is reviewing it. Finally, SRF will shortly begin working on the Existing Conditions Memo, and the Issues and Needs Memo.

ORIGIN-DESTINATION DATA ACQUISITION (STREETLIGHT)

Ms. Drewlow referred to Exhibit M in the packet for the QBS letter certifying the MPO's compliance with QBS processes in procuring the Origin-Destination Data from Streetlight. This is provided to the board for notification purposes only.

BIKE-PED SUBCOMMITTEE UPDATE

Ms. Riepl said the Bike-Ped Subcommittee convened for its spring meeting on May 11. It was agreed the subcommittee will meet quarterly, and a plan was adopted for a two-tier review of TA applications. However, this new review system may not be able to be applied this year, as the MPO was notified after the meeting of some changes to the TA program coming from NDDOT.

Ms. Riepl explained the new infrastructure bill has brought additional funding and changes to the TA program, making it necessary for NDDOT to revise its policies and guidance for TA applications. NDDOT notified local jurisdictions who applied in 2021 for Fiscal Year 2025 TA funding of a need for them to re-submit their 2021 applications with updated cost estimates and any additional pertinent information. Local jurisdictions are also being encouraged to submit any additional TA projects they would like funded for NDDOT's consideration. The re-submitted applications, plus any new applications, will all be considered for FY 2024 dollars. Submitting agencies do not need to designate a funding year on their applications. The details are still being worked out, but NDDOT wants to make sure every application possible can be considered. The funding cap for both rural (\$200,000) and urban

(\$290,000) TA applications has been lifted this year, so applicants can seek 80% federal funds beyond those thresholds.

Ms. Riepl said the MPO sent out solicitation letters for the TA projects to its local jurisdictions on May 13. The letters detail the TA program changes, and all applications should be submitted to the MPO by July 15. The timeline to return them to NDDOT is accelerated this year, as NDDOT is currently requesting applications by August 19. This solicitation replaces the TA solicitation jurisdictions normally expect in September. The MPO and NDDOT will provide more details as they are available.

OTHER BUSINESS

TAC Meeting Location

Ms. Drewlow reminded members beginning at next month's June meeting TAC will be meeting in the Commission chambers at Mandan City Hall. TAC will meet in Mandan through the end of the year.

Update on Solicitation of new Freight Member for TAC

Mr. Ehreth said he noticed May 6 was the deadline to receive applications for a freight member to replace Chuck Peterson on the TAC board. Ms. Drewlow said no applications were received, so the application deadline has been changed to open until filled, and the MPO will look to reach out to people specifically if too much time passes with no applications.

Sunset Drive Corridor Study Update

Mr. Zacher asked for a status update on the Sunset Drive Corridor study since Policy Board tabled it last month. Ms. Drewlow said City of Mandan staff met with the top-ranked consultant for the study (KLJ), so the MPO is able to move forward with having Policy Board considering approval of KLJ for the study at tomorrow's meeting.

ADJOURNMENT

There being no further business, the meeting was adjourned at 11:07 a.m., with the next scheduled meeting to take place on June 20, 2022, at 10:00 a.m.

Respectfully Submitted,

Stephen Larson
Recording Secretary

APPROVED:

Rachel Drewlow, Chair

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Bismarck-Mandan MPO

TIP 2022-2025 Amendment

Project Year(s) 2022

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	22.6.22	\$535,500 (old) \$670,372 (new)	\$59,500 (old) \$74,486 (new)	\$0	\$595,000 (old) \$744,858 (new)	HEN

Project Description:

This safety project is for the installation of wrong way detection systems. One such installation will occur at a Fargo location and one will occur on the McKenzie Drive Interchange in the Bismarck-Mandan MPO area. This amendment addresses an increased cost estimate for the project. The costs shown are for the entire project; an estimate for the MPO area is not yet available. The project has a PCN of 23378.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

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

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

Bismarck-Mandan MPO Policy Board Chair

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BISMARCK-MANDAN MPO TRANSPORTATION IMPROVEMENT PROGRAM 2022-2025 Page 1 of 4										
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, Sidewalk, ADA Ramps, Pavement Marking, LED Roadway Lighting, Pedestrian Lighting, Street Trees, Landscaping, Signing, Parking Improvements)	\$1,280,000	\$0	\$320,000	\$1,600,000	UGP	22870	2022	
BISMARCK	22.1.03	Transportation Alternatives - Bismarck Public School Safety Improvement Project (City-Wide)	\$27,516	\$0	\$6,484	\$34,000	TAU	22950	2022	
BISMARCK	22.1.04 21.4-04	Urban Grants Project - Bismarck N 4th St (Main to Thayer), N 5th St (Main to Thayer), Broadway (N 4th St to N 6th St) (CPR, Curb & Gutter, Sidewalk, Pavement Marking, LED Lighting, Pedestrian Lighting, Signing, ADA Ramps, Landscaping)	\$1,000,000	\$0	\$251,000	\$1,251,000	UGP	22512	NA	Amendment Moved from 2021 (JAN 2022)
MANDAN	22.4.01	Transportation Alternatives - Mandan - Old Red Trail Phase 2 Shared Use Path (South side of Old Red Trail, starting at Sunset Drive going west 0.8 miles) (2 inch overlay with 0.5 inch leveling course for the existing 10.5 foot wide path)	\$168,237	\$0	\$39,642	\$207,879	TAU	22951	2022	
MANDAN	22.4.02	Transportation Alternatives - Mandan 19th St SE Trail Project (South Side of 19th SE, ND Highway 6 to Macdonald Av SE) (10' Wide Shared Use Path, 4,570' ft Long, Signed & Marked X-Walks, Rapid Rectangular Flashing Beacon)	\$290,000	\$0	\$369,000	\$659,000	TAU	22573	2022	
MANDAN	22.4.03	Urban Roads - Mandan 27th St NW & 6th Ave NW (ND Highway 1605 to 8th Ave NW, & Old Red Trail to 27th St NW) (Reconstruction)	\$4,062,000 \$1,052,000	\$0	\$940,000 \$4,348,000	\$2,000,000 \$5,400,000	SU	22537	2023	Amendment Updated Costs & Extents (MAY 2022)
NDDOT	22.6.06	Urban Regional - Bismarck 7th St (Ave C to Front Ave) (Signals)	Funded in 2021	Funded in 2021	Funded in 2021	Funded in 2021	NHJ	22904	2022	
NDDOT	22.6.07	Urban Regional - Bismarck 9th St (Ave C to Front Ave) (Signals)	Funded in 2021	Funded in 2021	Funded in 2021	Funded in 2021	NHJ	22904	2022	
NDDOT	22.6.08	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 1, Extends TBD) (Reconstruction, Sanitary Sewer & Drainage)	\$4,084,375 \$2,706,000	\$783,606 \$303,000	\$4,376,000 \$2,999,000	\$11,260,000 \$6,008,000	SU-CPU	22005 23133	2022	Modification Costs changed (MAR 2022)
NDDOT	22.6.09	Safety - State Street/ US 83 (Calgary Ave to 1-94) (Turn Lanes)	\$2,250,000	\$250,000	\$0	\$2,500,000	SHE	20098	2023	
NDDOT	22.6.10	Safety - State Street/ US 83 (1-94 to Divide Ave) (Turn Lanes)	\$2,520,000	\$140,000	\$140,000	\$2,800,000	SHE	20097	2023	
NDDOT	22.6.11	Urban Regional - Bismarck State St (Divide Ave to 1-94) (7 miles, CPR, Grinding)	\$659,580	\$73,920	\$81,500	\$815,000	NHJ	22769	2022	
NDDOT	22.6.12	Urban Regional - Bismarck State St (1-94 to Calgary Ave, Century Ave/11th St) (1 mile, CPR, Grinding)	\$1,869,483	\$440,517	\$0	\$2,310,000	NHJ	22770	2022	
NDDOT	22.6.13	Urban Regional - Bismarck 6th St (Front Ave to Bismarck Expressway) (4 miles, ML & Overlay, Curb & Gutter)	\$760,740	\$65,264	\$64,000	\$890,000	NHJ	23202	2023	Amendment Moved to 2024 (FEB 2022)
NDDOT	22.6.14	Safety - Bismarck Expressway Lighting (Burlington Dr to Yeegen Rd and Yeegen Rd to Main Ave) (Install corner lighting in gaps along Bismarck Exp. Turn lanes)	\$396,000	\$22,000	\$22,000	\$440,000	SHE	23155	2022	
NDDOT	22.6.15	Urban Regional - Bismarck Exp Railroad Bridge (Bismarck Exp BN & CP Railway Bridge) (Approach Slab & Barrier Spill Repair, SE Beam End Repair, Seal Joints & Barrier)	\$475,462 \$149,371	\$16,204 \$16,740	\$24,472 \$18,457	\$496,240 \$184,568	NHJ	22905 22905	2022	Modification Costs changed (FEB 2022)
NDDOT	22.6.16	Urban Regional - Bismarck Exp (Main Av to end of asphalt) (ML & Overlay, ADA Ramp Rev)	\$60,698	\$6,802	\$7,500	\$75,000	NHJ	23208	2022	
NDDOT	22.6.17	Urban Regional - Bismarck Exp (Washington St to Main Av) (ML & Overlay, ADA Ramp Rev)	\$4,614,600 \$1,217,000	\$484,400 \$691,000	\$209,000 \$42,000	\$5,000,000 \$1,960,000	NHJ	23207	2022	Modification Costs changed (FEB 2022)
NDDOT	22.6.18	Urban Regional - ND 1804 (Signal St to Bismarck Exp) (ML & Overlay)	\$2,427,900	\$272,100	\$300,000	\$3,000,000	SU	23223	2022	
NDDOT	22.6.19	Bridge - 1-94 (5 miles east of US Highway 83, 80th St, EB) (Structure Replacement)	Funded in 2021	Funded in 2021	Funded in 2021	Funded in 2021	IM	21854	2022	
NDDOT	22.6.20 (21.6-00)	Urban Regional - 1-94 Bismarck/Mandan Memorial Bridge (1.1 miles, Memorial Bridge) (Clean drains & grates, Clean Tubes, Pigeon Proof Utility Packages, Add Tub drains, 2' roadbed, & potentially address slopes for access)	\$124,306	\$43,696	\$16,000	\$184,000	NHJ	22902	2022	Amendment Moved to 2024 (MAR 2022)
NDDOT	22.6.21	Rural - Statewide ITS equipment (1-94 Mile Marker 165, Apple Creek eastbound Weigh in Motion site) (Electronics added to station)	Funded in 2021	Funded in 2021	Funded in 2021	Funded in 2021	SS	23212	2022	(Formerly moved from 2021 in JAN 2022)
NDDOT	22.6.22	Safety - Bismarck Expressway/McKenzie Drive Interchange (Bismarck Expressway and McKenzie Drive Interchange west-bound off-ramp) (Installation of wrong way detection systems)	\$636,600 \$744,858	\$60,600 \$74,486	\$0	\$697,200	HEH	23378	NA	Amendment Updated Costs (JUN 2022, Amended plan, TIP in JAN 2022)
NDDOT	22.6.23	Safety - US 83 & 164 Highway (throughout the Bismarck District) (1-94, 1-94 BL, ND 6, ND 25, ND 1804, ND 1806) (Signage Markings)	(TBD)	(TBD)	(TBD)	\$1,050,186	HES	23426	2022	Amendment New Project (FEB 2022)
NDDOT	22.6.24	Rural - Statewide ITS equipment (1-94 Mile Marker 165, Apple Creek eastbound Weigh in Motion site) (Reinstall electronics in existing Weigh in Motion station)	\$19,800	\$2,200	\$0	\$22,000	NH	23507	NA	Amendment New Project (FEB 2022)
NDDOT	22.6.25	Planning Study - Transportation Management Center (TMC) and SMART Corridor (1-29 from the SD border to the Canadian border, and the TMC may be located in Bismarck) (Planning study to make 1-29 a SMART Corridor and to design a TMC)	\$550,000	\$550,000	\$0	\$1,100,000	RAISE	23513	NA	Amendment New Project (APR 2022)
NDDOT	22.6.26	Urban Rail - Main Ave Bismarck (Main Ave Rail Crossing between 24th and 26th St) (Remove abandoned rail crossing and related infrastructure, restore pavement as needed)	\$126,146	\$0	\$0	\$126,146	RSU	23593	2022	Amendment New Project (APR 2022)
NDDOT	22.6.27	Urban Rail - 43rd Ave NE Bismarck (43rd Ave NE Rail Crossing) (New extended crossing surface, new full depth concrete panels on n and s sidewalks, upgrade and calibration of crossing signal system)	\$413,788	\$0	\$0	\$413,788	RSU	23592	2022	Amendment New Project (APR 2022)
NDDOT	22.6.28	Urban Rail - Morrison Ave Bismarck (Morrison Ave Rail Crossing, NPCC spur line) (Upgrade crossing by installation of new, unimproved rail signal and related accessories)	\$244,935	\$0	\$0	\$244,935	RPS	23355	2022	Amendment New Project (APR 2022)
NDDOT	22.6.29 23.6-00	Rural - Hwy 1804 (BN Hazleton Jct to Signal St) (2.4 miles, Thin Overlay)	\$3,566,000	\$840,000	\$0	\$4,406,000	SS	23336	NA	Amendment Moved to 2022 (MAY 2022)
NDDOT	22.6.30	Bridge - 1-94 (Sunset Drive Interchange, Mandan) (Reinforcing Engineering work for a reconstruction project)	\$2,700,000	\$300,000	\$0	\$3,000,000	IM	23584	NA	Amendment New Project (MAY 2022)
NDDOT	22.6.31	Bridge - 1-94 (1-94 Midway and Grant Marsh Bridge) (Reinforcing Engineering work for a highway planning study evaluating Grant Marsh Bridge)	\$4,500,000	\$500,000	\$0	\$5,000,000	IM	23595	NA	Amendment Moved to 2022 (MAY 2022)

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

* Pending Availability of Federal Funds

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

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

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

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Resolution of Support

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

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

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

Whereas, the Bis-Man Transit Board in May 2022 adopted the NDDOT State Safety Plan and targets to serve as their PTASP for 2022-2023; and

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

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

[Transit] Safety Performance Measures							
1. Fatalities - total number and rate per total VRM							
2. Injuries -Total number and rate per total Vehicle Revenue Miles (VRM)							
3. Safety Events - Total number and rate per total VRM							
4. System Reliability- Mean distance between major mechanical failures							
<i>Targets for transit agencies should be based on a review of the previous 5 years safety performance data.</i>							
[Transit] Safety Performance Targets:							
Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/ failures)
Fixed Route Bus	0	0	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

CERTIFICATE

The undersigned, duly elected chairperson of the Bismarck-Mandan Metropolitan Planning Organization Policy Board, certifies that the forgoing is true and correct copy of a Resolution, adopted at a legally convened meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board held on June 21, 2022.

Gerard Wise,
Chair, Bismarck-Mandan MPO Policy Board

Date



May 26, 2022

TO: Bis-Man Transit Board of Directors

FROM: Deidre Hughes, Executive Director

SUBJECT: Recommendation to approve safety plan targets for July 1, 2022, to June 30, 2023

RECOMMENDATION: Staff recommends that the Bis-Man Transit Board of Directors approve the Safety Plan targets for July 1, 2022, to June 30, 2023, as presented.

BACKGROUND: The FTA requires that all transit agencies review safety targets within their safety plan annually. This review is due by June 30th of each year. The Board of Directors approved the full safety plan in November of 2020. All content and targets remain the same for this reporting period. NDDOT was contacted regarding target setting and agrees with Bis-Man Transit Staff that targets may remain the same.

Proposed targets are pictured below.

7.3 Targets

Measuring safety performance metrics includes targets or goal we strive to accomplish. The following lists are the targets set for Bis-Man Transit in accordance with the North Dakota Department of Transportation 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



3750 E Rosser Avenue,
Bismarck, ND 58501



info@bismantransit.com



701.258.6817



www.bismantransit.com



**Metropolitan Transportation Planning Process
Self-Certification**

Updated June 2022

Bismarck-Mandan Metropolitan Planning Organization (BMMPO) Self Certification

23 United States Code (U.S.C.) 450.336 requires Metropolitan Planning Organizations to regularly certify that their planning process is being carried out in accordance with applicable requirements; also, that the planning process supports the development of a comprehensive Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program (TIP) that are consistent concerning the following applicable federal regulations:

23 U.S.C. 134, 49 U.S.C. 5303, and this subpart, which reference the operations and functions of Metropolitan Planning Organizations

Evaluation of the BMMPO's processes, which generally considers the items identified in 23 U.S.C. 134 and 49 U.S.C. 5303, is performed cooperatively by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the North Dakota Department of Transportation (NDDOT) through the Mid-Year Review process. The Mid-Year Review process, conducted on an annual basis, examines items pertaining to the operations and functions of the BMMPO including: Policies; Definitions; General Requirements; Metropolitan Planning Area Boundaries; MPO Consultation in MTP and TIP Coordination; Scope of Planning Process; Development of Transportation Plan; Metropolitan TIP; and Transportation Management Areas.

The last Mid-Year Review occurred in June 2021. Additionally, FHWA and NDDOT completed a comprehensive Financial Review of the BMMPO in 2015 and the NDDOT subsequently conducted a financial audit in December 2016. And finally, NDDOT audits each submittal by the BMMPO for reimbursement from the Consolidated Planning Grant to ensure fiscal compliance. Through these reviews and audits, it has been determined the BMMPO's processes remain consistent with the aforementioned federal regulations.

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

The Clean Air Act, designed to control air pollution on a national level, is administered by the US Environmental Protection Agency (EPA), in coordination with state, local, and tribal governments. The EPA has authorized the North Dakota Department of Environmental Quality (NDDEQ) to administer the article under North Dakota Century Code for the state of North Dakota. It is the responsibility of the NDDEQ to protect human health, welfare, and property through the regulation of air quality standards and emission regulations set forth in the State Implementation Plan.

"Nonattainment and maintenance" areas are defined by the State Implementation Plan. These are areas which have been identified as having ambient air quality which have exceeded the levels allowed by the State of North Dakota (NDCC 33-15-02) or by the National Ambient Air Quality Standards (NAAQS). The BMMPO Metropolitan Planning Area (MPA) is not identified as

a “nonattainment and maintenance” area. Because it may also be considered an “attainment” area within the current State Implementation Plan, this section is not applicable to the BMMPO MPA.

Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21

“No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

The BMMPO’s Title VI and Non-Discrimination/ADA Plan provides policies prohibiting discrimination on the basis of race, color, or national origin. The Title VI and Non-Discrimination/ADA Plan also includes a Limited English Proficiency Plan.

Additionally, the BMMPO also includes appropriate FTA Federal Clauses and “Title VI Assurances”, which contain language prohibiting discrimination of groups identified in the Civil Rights Act of 1964, within all of the Request for Proposals (RFPs) and contracts for all studies solicited by BMMPO.

Finally, the BMMPOs current Public Participation Plan requires the evaluation of adverse impacts through MPO activities to “Environmental Justice” groups including low income and minority populations. The BMMPO maintains maps with high concentrations of minority and elderly populations for consideration in planning and programming activities. These maps are provided in the Title VI and Non-Discrimination/ADA Plan, the MTP (updated every five years), and the TIP (updated annually).

49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity

The BMMPO is subject to the City of Bismarck’s policies related to prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age regarding employment and employment opportunities. The City of Bismarck is an Equal Opportunity Employer and therefore does not discriminate on the basis of race, color, national origin, sex, religion, or disability in employment or the provision of services and complies with the provisions of the North Dakota Human Rights Act.

In addition, the BMMPO’s Title VI and Non-Discrimination/ADA Plan provides policies prohibiting discrimination on the basis of race, color, or national origin and also includes an updated Limited English Proficiency Plan.

Furthermore, the BMMPO’s current Public Participation Plan requires the evaluation of adverse impacts through BMMPO activities to “Environmental Justice” groups including low income and minority populations. The BMMPO maintains maps with high concentrations of minority and elderly populations for

consideration in planning and programming activities, and these maps are included in the Title VI and Non-Discrimination/ADA Plan, the MTP (updated every five years), and the TIP (updated annually).

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

Section 11101(e) of the Infrastructure Investment and Jobs Act or IIJA (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises (DBE) in USDOT funded projects

The DBE program generally seeks to: ensure nondiscrimination in the award and administration of DOT assisted contracts in the Department’s highway, transit, and airport financial assistance programs; create a level playing field on which DBEs can compete fairly for DOT-assisted contracts; ensure that the Department’s DBE program is narrowly tailored in accordance with applicable law; ensure that only firms that fully meet this part’s eligibility standards are permitted to participate as DBE’s; help remove barriers to the participation of DBEs in DOT-assisted contracts; assist the development of firms that can compete successfully in the marketplace outside the DBE program; and provide appropriate flexibility to recipients of Federal financial assistance in establishing and providing opportunities for DBEs.

The expenses anticipated in the 2022-2025 Transportation Improvement Program (TIP) are transportation projects which NDDOT approves and participates in. These projects will conform to the North Dakota Department of Transportation DBE-Minority Business Enterprises (MBE) involvement process. The BMMPO must report on registered DBE consultants and sub-consultants who have applied for BMMPO projects through the Request for Proposal (RFP) process to the NDDOT through the Title VI and Non-Discrimination process. In addition, Disadvantaged Business Enterprise language is included in all BMMPO contracts which identifies the Department of Transportation Policy (related to DBEs) as well as the obligation of the contractor to make appropriate efforts to involve DBEs if the contractor is not a DBE.

23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts

The BMMPO is subject to the City of Bismarck’s policies related to prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age regarding employment and employment opportunities. The City of Bismarck is an Equal Opportunity Employer and therefore does not discriminate on the basis of race, color, national origin, sex, religion, or disability in employment or the provision of services and complies with the provisions of the North Dakota Human Rights Act.

Additionally, the BMMPO includes Appendix A and Appendix E of the Title VI Assurances, which contain equal employment opportunity requirements, within each of the Request for Proposals (RFPs) and contracts for studies solicited by BMMPO.

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

“No otherwise qualified individual with a disability in the United States shall, solely by reason of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance”. The parts further provide minimum guidelines and requirements for accessibility standards for transportation vehicles required to be accessible by the Americans With Disabilities Act (ADA) of 1990.

BMMPO is committed to ensuring all its programs, activities, and services are accessible to people with disabilities. BMMPO’s Public Participation Plan identifies responsiveness activities to individuals with special needs. Specifically, the document states, *“All public notices will offer the provision of special accommodations or auxiliary aids for those needing such assistance. Upon request by individuals with special needs, the MPO will work with local resources to provide them with information in the format best suited for their request. Meeting facilities should be accessible to mobility impaired individuals and meetings should be scheduled at various times to accommodate various work schedules. Arrangements for assistance to people with any disability will be pursued.”*

BMMPO holds all its public meetings, open houses, Technical Advisory Committee meetings, and Policy Board meetings in ADA-compliant facilities and in locations generally considered served by public transportation. Additionally, all public notices and meeting agendas contain contact information for individuals requesting reasonable accommodations to participate in any BMMPO meeting.

BMMPO does not own the building in which its offices are housed, but rather, rents the office space. The building is, however, ADA accessible, and provides parking and automatic doors for mobility impaired individuals, curb ramps, and an ADA accessible elevator to access BMMPO offices.

BMMPO’s Title VI and Non-Discrimination/ADA Plan provides additional resources for the request of reasonable accommodations by individuals with special needs. BMMPO is subject to the City of Bismarck’s ADA Transition Plan, and BMMPO’s Title VI and Non-Discrimination/ADA Plan identifies the ADA Coordinator, who is the City of Bismarck Human Resources Director, and provides information by which they may be contacted. It also provides methods for individuals to request reasonable accommodations, auxiliary aids, or services to ensure communications with applicants, participants, and members of the public with disabilities are as effective as communications with others.

Furthermore, BMMPO's Title VI and Non-Discrimination/ADA Plan is subject to an annual internal audit to ensure all activities and programs administered by BMMPO comply with the requirements of the Americans With Disabilities Act (ADA) of 1990.

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

BMMPO is sensitive to the needs of elderly persons. BMMPO's Public Participation Plan identifies responsiveness activities to individuals with special needs. Specifically, the document states, *"All public notices will offer the provision of special accommodations or auxiliary aids for those needing such assistance. Upon request by individuals with special needs, the MPO will work with local resources to provide them with information in the format best suited for their request. Meeting facilities should be accessible to mobility impaired individuals and meetings should be scheduled at various times to accommodate various work schedules. Arrangements for assistance to people with any disability will be pursued."*

BMMPO also maintains maps identifying concentrations of elderly individuals for consideration in planning and programming activities. These maps are provided in the Title VI and Non-Discrimination/ADA Plan, the MTP (updated every five years), and the TIP (updated annually).

Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender

This section states that, "no person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance under this title or carried on under this title".

The section further states that, "this provision will be enforced through agency provisions and rules similar to those already established, with respect to racial and other discrimination, under Title VI of the Civil Rights Act of 1964".

It is the policy of BMMPO to ensure no individual is excluded from or be denied the benefits of any of its programs, activities, or services, based on gender.

BMMPO's Title VI and Non-Discrimination/ADA Plan identifies rules related to racial and other discrimination. Further, BMMPO includes Appendix A and Appendix E of the Title VI Assurances, which contain language prohibiting discrimination based on gender, within each of the Request for Proposals (RFPs) and contracts for all studies solicited by BMMPO.

Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities

This section states, in part, "No otherwise qualified individual with a disability in

the United States...shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance ...”

BMMPO is committed to ensuring all its programs, activities, and services are accessible to people with disabilities. BMMPO’s Public Participation Plan identifies responsiveness activities to individuals with special needs. Specifically, the document states, *“All public notices will offer the provision of special accommodations or auxiliary aids for those needing such assistance. Upon request by individuals with special needs, the MPO will work with local resources to provide them with information in the format best suited for their request. Meeting facilities should be accessible to mobility impaired individuals and meetings should be scheduled at various times to accommodate various work schedules. Arrangements for assistance to people with any disability will be pursued.”*

BMMPO holds all of its public meetings, open houses, Technical Advisory Committee meetings, and Policy Board meetings in ADA-compliant facilities and in locations generally considered served by public transportation. Additionally, all public notices and meeting agendas contain contact information for individuals requesting reasonable accommodations to participate in any BMMPO meeting.

BMMPO does not own the building in which its offices are housed, but rather, rents the office space. The building is, however, ADA accessible, and provides parking and automatic doors for mobility impaired individuals, curb ramps, and an ADA accessible elevator to access BMMPO offices.

BMMPO’s Title VI and Non-Discrimination/ADA Plan provides additional resources for the request of reasonable accommodations by individuals with special needs. BMMPO is subject to the City of Bismarck’s ADA Transition Plan, and BMMPO’s Title VI and Non-Discrimination/ADA Plan identifies the ADA Coordinator, who is the City of Bismarck Human Resources Director, and provides information by which they may be contacted. It also provides methods for individuals to request reasonable accommodations, auxiliary aids, or services to ensure communications with applicants, participants, and members of the public with disabilities are as effective as communications with others. In addition, the complaint process includes revisions to ensure it is accessible by all individuals, and no individual will be discriminated against on the basis of disability.

Furthermore, BMMPO includes Appendix A and Appendix E of the Title VI Assurances, which contain language prohibiting discrimination of persons based on their disability, within each of the Request for Proposals (RFPs) and contracts for all studies solicited by BMMPO.

Finally, BMMPO’s Title VI and Non-Discrimination/ADA Plan is subject to an annual internal audit to ensure all activities and programs administered by

BMMPO comply with the requirements of Section 504 of the Rehabilitation Act of 1973.



Full documentation of Bismarck-Mandan Metropolitan Planning Organization's federal certification can be obtained by contacting Bismarck-Mandan Metropolitan Planning Organization at 701-355-1840, mpo@bismarcknd.gov, or by visiting in person at 221 N. 5th Street, Bismarck, ND 58506.

TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION STATEMENT

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

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

**Bismarck-Mandan Metropolitan Planning
Organization**

North Dakota Department of Transportation

Signature

Signature

Title

Title

Date

Date

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PROGRESS REPORT

SRF COMM. NOS.	14186
PROGRESS REPORT NO.	4
DATE	June 9, 2022

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

PROBLEMS ENCOUNTERED/ITEMS OF CONCERN

Project Issues/Concerns

NA. Contract executed 2/14/22

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

TASK PROGRESS – SCHEDULE/BUDGET SUMMARY

TASK	PERCENT COMPLETE	NOTES	STATUS
Phase 1 – Baseline Input	80%	Traffic data collection complete. Existing operations analysis via VISSIM complete. ATAC has completed existing and future model runs, currently under SRF review. Existing Conditions memorandum under development.	On Schedule
Phase 2 – Issues and Needs	70%	VISSIM model further developed and 2045 no-build model complete. Issues and Needs memorandum under development.	On Schedule
Phase 3 – Alternative Development	1%		On Schedule
Phase 4- Alternative Analysis	4%		On Schedule
Phase 5 – Finalization and Implementation	0%		On Schedule
Engagement	20%	Stakeholder and community meeting locations and times set, prep for July meetings underway.	On Schedule
Project Management	31%	Client check-ins, progress reports, internal coordination	On Schedule
Total	19%		On Schedule