

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

FROM: Rachel Lukaszewski, MPO Executive Director

DATE: October 10, 2022

RE: TAC Meeting

There will be a meeting of the Bismarck-Mandan MPO Technical Advisory Committee on **Monday, October 17, 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.

AGENDA

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9. ROADWAY PROJECTS – All Jurisdictions
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Next scheduled TAC meeting is on 11/14/2022. 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	50	06/30/2023
Sunset Drive Corridor Study	26	08/31/2023
2021 TDMSE/2025-2050 MTP	1	03/31/2025
2022 Transit Development Plan	9	12/31/2023
2022 Traffic Data Acquisition	43	11/18/2022

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
SEPTEMBER 19, 2022**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) met on September 19, 2022, at 10:00 a.m. in the Ed “Bosh” Froehlich Meeting Room, Mandan City Hall, 205 2nd Ave NW, Mandan, ND. Rachel Lukaszewski presided.

Members present or participating via Zoom were Ben Ehreth, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Justin Froeth, Nick Nustad, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Rachel Lukaszewski. Member absent was Natalie Pierce. The Freight Industry Representative membership formerly held by Chuck Peterson is currently vacant.

Others present or participating via Zoom were Stephen Larson and Kim Riepl, Bismarck-Mandan MPO; Kristen Sperry, Federal Highway Administration (FHWA); Jason Carbee, HDR; James Hines, Traffic Data Solutions; Jamie Olson, KLJ; and Scott Harmstead, SRF Consulting.

MINUTES

Chair Lukaszewski called for consideration of the minutes from August 15, 2022.

MOTION: Mr. Ehreth made a motion to approve the August 15, 2022 minutes as presented. Mr. Froeth seconded the motion and with Ben Ehreth, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Justin Froeth, Nick Nustad, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Chair Lukaszewski voting in favor, the minutes of the August 15, 2022 meeting were approved.

FINAL 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Ms. Lukaszewski presented on this item, Exhibit A in the packet. She reminded the board this is the second time the TIP has been presented for possible approval. The MPO presented the draft 2023-2026 TIP to TAC and Policy Board last month. The TIP has since been updated to its final form. The Program of Projects and the project maps were updated to reflect feedback received on the draft TIP. The updates included changing project cost estimates, lead agencies, and project locations as needed. Ms. Lukaszewski said the financial pages in the TIP were also updated to match the Program of Projects adjustments. No new projects were added or removed, other than changes noted at the August board meetings, and so the MPO did not need to re-advertise the TIP.

Mr. Zacher mentioned the Lump Sum Cost tables in the TIP are currently blank, and NDDOT is still waiting for the 2026 numbers, but he suggested the 2023-2025 numbers could be transferred over from the 2022-2025 TIP as those numbers are unlikely to change. Ms. Lukaszewski indicated the MPO can add these numbers into the new TIP at the October meetings, likely via an administrative modification.

MOTION: Mr. Schell made a motion to recommend approval of the Final 2023-2026 TIP as presented. Mr. Froseth 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 Lukaszewski voting in favor, the motion was approved.

FINAL 2023-2024 UNIFIED PLANNING WORK PROGRAM (UPWP)

Ms. Lukaszewski presented on the 2023-2024 UPWP, Exhibit B. As with the TIP, the UPWP is being presented for the second month in a row, with the draft UPWP having been presented to TAC and Policy Board in August. The MPO has since addressed the corrections and comments on the UPWP provided by the boards. The MPO also addressed comments on the UPWP provided by FHWA. The biggest change resulting from these federal comments is a modified table showing the estimated Consolidated Planning Grant (CPG) funding the MPO is expecting to receive over the next few years, and the amount of CPG funding the MPO is expecting to spend over the next few years. The table shows federal funding only and does not include local cost shares. CPG funding is given to the North Dakota Department of Transportation (NDDOT) by the federal government, and NDDOT distributes this funding to the three MPOs in North Dakota.

Ms. Lukaszewski noted the MPO is planning to expend more funding than usual over the next couple of years, but since the CPG grants are also expected to be higher than normal over that time, the MPO is not currently projected to be closer to its goal of spending down its CPG funds. NDDOT has set a goal for the MPO to operate in the current fiscal year's CPG grant and so MPO staff will continue looking for ways to reach that goal. This is a priority for MPO staff, so TAC can expect the MPO to bring CPG spending ideas forward for consideration in the future. Ms. Lukaszewski closed by stating all other changes to the final UPWP were of a minor nature.

MOTION: Mr. Ehreth made a motion to recommend approval of the Final 2023-2024 UPWP as presented. Mr. Froseth 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 Lukaszewski voting in favor, the motion was approved.

PM1 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) TARGETS

Ms. Lukaszewski presented on this item (Exhibit C). PM stands for Performance Measures. She explained NDDOT recently adopted their annual HSIP performance targets for 2023. The federal government requires every state DOT to monitor the amount and rate of injuries and fatalities on the state road system. State DOTs, including NDDOT, then use this monitoring to assist in setting safety targets to assist in the effort to lower roadway fatalities and injuries. The PM1 measures are adopted every year based on updated data. MPOs are allowed to either set their own targets or to support the State targets. The Bismarck-Mandan MPO has historically supported NDDOT's targets, and MPO staff recommends following this practice again for this year, as shown in Exhibit C.

Mr. Ehreth asked if there has been a trend towards reducing the percentage goals shown in these safety targets. Ms. Lukaszewski said some of the goals may have been reduced compared to earlier years, which might be expected as safety projects are completed and the state

finds it more difficult to achieve a significant percentage reduction goal. Mr. Ehreth asked if there is a penalty associated with not meeting these safety goals. Ms. Lukaszewski said there is no penalty for the MPO, but she is not certain about the impact on NDDOT.

Mr. Schell asked for an explanation of the difference between these fatality and injury reduction targets and North Dakota's Vision Zero program which aims for zero fatalities statewide. Ms. Lukaszewski said the Vision Zero program is a comprehensive NDDOT goal statewide they use in partnership with many different state and local agencies. The federal performance measures, on the other hand, are a tool mandated in federal law encouraging MPOs and DOTs to prioritize and fund projects linked to safety and reduction of fatalities. The performance measures also provide metrics the Federal government can use to judge the effectiveness of these projects. The targets shown in Exhibit C are PM1, but there are two other performance measures currently in effect (PM2 and PM3, concerning bridge conditions and system reliability) that are updated every few years. Ms. Lukaszewski also expects a new performance measure to be forthcoming soon concerning greenhouse gas reduction.

PM1 targets are based on a five-year rolling average. NDDOT looks at the last five years of data and averages the numbers out for those five years. They then set a target, usually to lower than average number, based on what they believe to be feasible. Mr. Schell suggested making it clearer in the resolution that the data in Exhibit C is based on a five-year average and is not based on only one year. Ms. Lukaszewski said this can be adjusted and presented to Policy Board.

MOTION: Mr. Ehreth made a motion to recommend approval of the PM1 HSIP Targets, with TAC's correction noted. Mr. Schell 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 Lukaszewski voting in favor, the motion was approved.

EAST MAIN AVENUE CORRIDOR STUDY

Mr. Harmstead provided a study update for SRF. He said SRF kept their online interactive map up for public input for over a month and received very good feedback. SRF also finished follow up interviews with corridor business and property owners, including entities such as St. Alexius, Simonson, Big Boy, and Sanford. Apex Engineering has developed some preliminary cross sections and layouts for the corridor SRF will be reviewing with the MPO and City of Bismarck staff yet this week. There will be a Study Review Committee meeting next week to talk about design alternatives. These alternatives include an improved five-lane layout for the corridor (East Main is currently five lanes), and a three-lane layout for the corridor, including on-street parking. Pedestrian crossing locations, access management and median recommendations are being evaluated also. Safety was one of the greatest needs on the corridor that have been identified so far. After the alternatives have been vetted, the next step will be to evaluate them and bring them back to the public for a final time late this year for comments.

Mr. Ehreth asked Mr. Harmstead if there are any design alternatives for the corridor being considered that would combine the three-lane and five-lane designs. Mr. Harmstead said this might be a Study Review Committee recommendation. Some stakeholders have given feedback suggesting the western part of the corridor as a three-lane road and the eastern part as a five-lane road. It is certainly possible such an alternative will emerge as part of the process in the coming weeks.

SUNSET DRIVE CORRIDOR STUDY

Ms. Olson provided a study update for KLJ. She said the afternoon of September 21 KLJ will hold their stakeholder engagement session. This will be an open house and invitations have been sent out, along with information on the project website so stakeholders who cannot attend can leave feedback. The evening of September 21 from 5-7 p.m. KLJ is also holding a public open house and several different methods have been employed to encourage a good turnout. The interactive map on the website has been receiving a lot of good feedback from the public so far. Traffic counts have started at various points along the corridor now that school is back in session.

2021 TDMSE/2025-2050 MTP

Mr. Carbee provided a study update for HDR on the 2021 Travel Demand Model and Socio Economic (TDMSE) project along with the 2025-2050 Metropolitan Transportation Plan (MTP). He explained HDR has just begun on this dual study, with the official notice to proceed coming a little over a week ago. He is the project manager on this project for HDR, with SRF serving as the sub-consultant, and Scott Harmstead from SRF serving as the lead for the TDMSE portion.

Mr. Carbee said the TDMSE is focused on projecting population growth for the MPO area in order to update the Travel Demand Model as accurately as possible. There will be focus groups organized for the TDMSE development and a steering committee to guide the process. The TDMSE is expected to take about one year to complete, finishing in fall of 2023. The MTP portion of the study will also have a steering committee, and three public open houses at various milestones throughout the process. There will be an online presence paired with each of the open houses. The goal is to end with a locally tailored but federally compliant MTP. The update to the MTP will likely start at the beginning of 2023 and finish by the end of 2024.

2022 TRANSIT DEVELOPMENT PLAN (TDP)

Mr. Harmstead provided a study update for SRF. He noted Bill Troe is the project manager for the TDP and will provide most of the study updates in future. The TDP has just gotten started, and SRF had a booth on the project at the Bismarck Street Fair on September 17. The booth received reasonable interest. There will be a strategic planning meeting for the TDP held with the Bis-Man Transit Board on September 24, to help set the vision and goals for the TDP.

2022 TRAFFIC DATA ACQUISITION UPDATE

Mr. Hines provided a brief update on the Traffic Data Acquisition in Bismarck and Mandan on behalf of Traffic Data Solutions (TDS). He said TDS began collecting traffic counts last week and were able to do thirty-two intersections without incident. This coming week they plan on getting counts at thirty-nine intersections, and they will finish the last of the eighty-seven total intersections they are counting during the following week.

2019-2021 URBAN HIGH CRASH LOCATIONS

Ms. Riepl presented on this item, Exhibit F, for the board. She explained NDDOT produces an annual report every year listing the urban high crash locations for all communities within North Dakota that have a population over 5,000. This report covers a three-year time

frame and lists the top fifty high crash locations statewide. The information they use to create their crash severity ranking is based on a weighted system that looks at fatal crashes, incapacitating injury crashes, non-incapacitating injury crashes, possible injury crashes, and property damage only crashes. Last year's report, covering 2018-2020, saw Bismarck with nine locations in the top twenty high crash locations, and eight other locations ranked between twenty-one and fifty. This year's report has eleven Bismarck locations in the top twenty. Six of these were on State Street, including a new location (State Street and Interchange Avenue), three were on Bismarck Expressway, one was on Main Avenue and 7th Street and one was on Main and 9th Street. Seven more Bismarck locations, including four new locations, were ranked between twenty-one and fifty, and one Mandan location (a new location, at Memorial Highway and 3rd Street SE) was ranked between twenty-one and fifty.

Ms. Riepl briefly went over the rank comparison included in Exhibit F, which compares various intersections and their crash ranking in this year's report with their ranking in last year's report. She also showed the maps of the high crash locations in Bismarck and the lone location in Mandan. She went over the fifty high crash locations statewide, noting Fargo had twenty-one locations on the list, Bismarck had eighteen, Grand Forks and Minot had four, West Fargo had two, and Mandan had one. 2020 traffic volumes were lower than normal, possibly due to the COVID-19 pandemic, which may have an impact on this data. Also, a legislative change in North Dakota effective August 1, 2019 increased the cost threshold for a reportable crash from \$1,000 to \$4,000, which may have had a minor impact on the crash data.

Mr. Zacher said NDDOT does have a safety project next year on Bismarck Expressway, including Expressway and Washington Street, which will hopefully address some issues.

Mr. Froseth said the Memorial Highway and 3rd Street SE intersection did receive temporary traffic signals in the spring, so Mandan is hopeful to see improvements at that intersection in the coming years.

Mr. Schell said he believes it is not possible to get all these locations off the high crash list, simply because these are the busiest intersections in the state. He said NDDOT gives more context and details for this list to City Engineering Departments. He mentioned traffic patterns and crash locations change based on road construction, which affects the data. It is a constant evaluation for Engineers at these intersections to take these types of travel patterns into account and mitigate safety issues as effectively as possible.

Mr. Ehreth said he noticed the crash data is not weighted to account for the number of vehicles driving through an intersection. He wondered if there would be a possibility to change the data to account for vehicle miles traveled and the traffic volumes at an intersection, to allow for a more accurate comparison between busier and less busy intersections and the larger and smaller communities in the state. He noted you have more crashes with more vehicles, but the percentage of crashes occurring might still be comparable with less busy intersections. Ms. Riepl said she will reach out to the NDDOT Programming Division with this question.

ROADWAY PROJECTS

Mr. Schriock said Burleigh County is still working on the specifications for their railroad overpass project on 66th Street, which they are hoping to bid out this spring.

Mr. Nustad said the City of Lincoln does not have any federal aid projects presently.

Mr. Schell gave a project update for the City of Bismarck. He said the 43rd Avenue project from State Street to 26th Street is still under construction. They expect to substantially complete the project by November, with final completion next summer. The downtown concrete

pavement repair and watermain replacement project is in its last phase, with work beginning on South 5th Street and associated side streets and going for about the next six weeks. The 7th and 9th Street traffic signal replacement from Front Avenue to Avenue C is still progressing and should be completed by the end of the year. Finally, NDDOT has started its Expressway Bridge rehab and lighting and turn lane improvements near the North Dakota Game and Fish Department Headquarters. He does not have an update currently on the timing of this project.

Mr. Froseth said the City of Mandan has its project on Highway 1806 S/6th Avenue SE. Work north of the bridge over the Heart River is about completed, with the signalization and striping all in, and just some miscellaneous items remaining that should not require any road restrictions. He is not sure exactly where the bridge work is at.

Mr. Saiki did not have any updates for Morton County.

Mr. Schloss said NDDOT is wrapping up work on the 80th Street bridge, so that should be opening soon. NDDOT has also submitted plans for a Bismarck Expressway and University Drive project.

OTHER BUSINESS

Urban Grants Program Solicitation Update

Ms. Riepl gave a brief update on the MPO's solicitation for the Urban Grants Program. The MPO will be extending its deadline for Urban Grants applications from October 14 to November 4. There were some unforeseen circumstances involving the selection of last year's projects, so the MPO wants to give its jurisdictions time to hear which of their projects from last year were selected for funding before they have to submit for this year. The MPO will send a revised letter to its jurisdictions with this information. Mr. Zacher said the selection committee for the Urban Grants Program will be meeting in the first week of October.

ADJOURNMENT

There being no further business, the meeting was adjourned at 11:01 a.m., with the next scheduled meeting to take place on October 17, 2022, at 10:00 a.m.

Respectfully Submitted,

Stephen Larson
Recording Secretary

APPROVED:

Rachel Lukaszewski, Chair



PROGRESS REPORT

SRF COMM. NOS.	14186
PROGRESS REPORT NO.	8
DATE	October 6, 2022

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

PROBLEMS ENCOUNTERED/ITEMS OF CONCERN

Project Issues/Concerns

NA. Contract executed 2/14/22

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

Existing Conditions and Issues and Needs memorandums have been combined.

TASK PROGRESS – SCHEDULE/BUDGET SUMMARY

TASK	PERCENT COMPLETE	NOTES	STATUS
Phase 1 – Baseline Input	99%	Traffic data collection complete. Existing operations analysis via VISSIM complete. ATAC has completed existing and future model runs, currently under SRF review. Issues and Needs memorandum to be combined with Existing Conditions memorandum. Single memo submitted to PRC for review.	On Schedule
Phase 2 – Issues and Needs	99%	VISSIM model further developed and 2045 no-build model complete. Issues and Needs memorandum to be combined with Existing Conditions memorandum. Single memo submitted to PRC for review.	On Schedule
Phase 3 – Alternative Development	50%	Apex Engineering has developed cross sections and are refining corridor layouts, property redevelopment concepts now developed by SRF.	On Schedule
Phase 4- Alternative Analysis	45%	3-lane VISSIM model developed for internal review, recently refined with on-street parking	On Schedule
Phase 5 – Finalization and Implementation	0%		On Schedule
Engagement	68%	Initial stakeholder open house and public meeting complete. Individual stakeholder outreach completed. SRC Meeting 3 completed.	On Schedule
Project Management	56%	Client check-ins, progress reports, internal coordination	On Schedule
Total	50%		On Schedule

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Status Report #4

Project: Sunset Drive Corridor Study

Consultant: KLJ

Reporting Period: 9/9/2022 to 10/7/2022

Tasks Completed to Date:

Task	% of Task Complete
Task 1 – Project Management and Coordination	25%
Task 2 – Public Engagement	50%
Task 3 – Existing Conditions Documentation	95%
Task 4 – Future Conditions Analysis	5%
Task 5 – Goals/Objectives/Project Purpose & Need	0%
Task 6 – Alternatives Development	0%
Task 7 – Alternative Analysis	0%
Task 8 – Project Implementation & Corridor Concept Plan	0%
Task 9 – Draft Report	0%

Overall percentage of project complete: 26%

Summary of activities within reporting period:

Task 1 – Project Management and Coordination

- Project Oversight and management with BMMPO

Task 2 – Public Engagement

Social media Ad #1

- Run dates: Sept. 14- Sept. 30
- Purpose: Share feedback by taking survey/providing comments on interactive map
- Targeted to all 58554 zip code (Mandan residents)
- Cost: \$75
- Reached 11,729 people with 19,142 impressions (the number of times the ad was seen) with 37 link clicks to the social pinpoint site.

Sunset Drive Corridor Study

Social media ad #2:

- Run dates: Sept. 13-Sept. 21
- Purpose: Invite people to public open house
- Targeted to all 58554 zip code (Mandan residents)
- Cost: \$75
- Reached 14,928 people with 18,047 impressions (number of times the ad was seen) with 34 link clicks to the social pinpoint site.

Social pinpoint/project website: bit.ly/SunsetCorridor

- 2,077 total visits were made to the social pinpoint site
- 89 comments were collected on the interactive map with an additional 80 upvotes and 5 downvotes on the pins throughout the corridor.
- 72 survey responses
- *The site remains live and active, but the comments are shut off on the interactive map and you can no longer take the survey*

QR code was utilized on our postcard and project flyer.

- 62 postcards sent out
- Flyers placed on boards, in waiting rooms, at pay counter at area businesses
- 43 clicks from the QR codes in total to the social pinpoint site

For the stakeholder meeting, I show 8 people signed in.

For the public meeting, I show 12 people signed in for the public meeting but counted around 20 people in total as there were some people that didn't sign the roster.



Figure 1 - Public Input Meeting 9/21/22

- Draft - Public Engagement Report Completed.
- Steering committee meeting #2 rescheduled for Thursday, November 3rd. Topics for the meeting will include:
 - Public Input Meeting 1 recap
 - Existing condition and Future condition review
 - Alternatives Development Workshop

Sunset Drive Corridor Study

Task 3 – Existing Conditions Report

- Field counts Completed
- Received new signal timing data from NDDOT
- Existing Conditions model completed with the new signal timing data.
- Existing Conditions report completed.

Task 4 – Future Conditions Analysis

- Coordinated with ATAC for requested updates to their model. Once their data is received the future conditions modeling will begin.

Task 5 – Goals/Objectives/Project Purpose & Need

- No activities

Task 6 – Alternatives Development

- No activities

Task 7 – Alternative Analysis

- No activities

Task 8 – Project Implementation & Corridor Concept Plan

- No activities

Task 9 – Draft and Final Report

- No activities

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Invoice Progress Report

Date: Friday, October 07, 2022

Project: Bismarck-Mandan TDMSE and MTP Update

To: Rachel Lukaszewski

From: Jason Carbee

Subject: Progress Report for September 7, 2022 to October 7, 2022

The work completed during the period includes:

TDMSE Task 1 – Project Management

- Notice to proceed was received on September 7, 2022.
- The consultants began establishing internal accounting, project controls, and quality checking requirements.
- Conducted kickoff meeting between HDR, SRF, and Bismarck Mandan staff on September 28, 2022.

TDMSE Task 2 - Outreach and Stakeholder Consultation

- SRF staff began considering membership for the focus groups.

TDMSE Task 3- TDMSE Data Needs

- Data needs were discussed with MPO staff during Sept 28 kick off call.

Details on project schedule, project status, and completion by task are presented in the attached progress table.

Project Progress Summary

Task	Start Date	End Date	Percent Complete		Explanation / Discussion
			Period Start	Period End	
TDMSE Task 1 - Project Management	Sep-22	Jun-23	0%	<5%	
TDMSE Task 2 - Outreach and Stakeholder Consultation	Sep-22	Jun-23	0%	0%	
TDMSE Task 3- TDMSE Data Needs	Sep-22	Nov-23	0%	<5%	
TDMSE Task 4 - TDMSE Methodology	Oct-22	Nov-23	0%	0%	
TDMSE Task 5 - Development Scenario and Forecasts	Nov-22	Feb-23	0%	0%	
TDMSE Task 6 - Baseline Study Expectations (Forecasts)	Nov-22	Mar-23	0%	0%	
TDMSE Task 7- Allocate Socioeconomic Data	Dec-22	May-23	0%	0%	
TDMSE Task 8 - Model Performance Review and Validation	Feb-23	Jun-23	0%	0%	
TDMSE Task 9 - Report	Sep-22	Jul-23	0%	0%	
MTP TASK 1 - Project Management	Jun-23	Dec-24	0%	0%	
MTP TASK 2 – Public Engagement	Jun-23	Dec-24	0%	0%	
MTP TASK 3 – Data Collection	Jun-23	Sep-23	0%	0%	
MTP TASK 4 - Goals, Objectives & Performance Measures	Aug-23	Oct-23	0%	0%	
MTP TASK 5 – Baseline System Conditions	Aug-23	Jan-24	0%	0%	
MTP TASK 6 - Develop & Screen Alternatives	Jan-24	May-24	0%	0%	
MTP TASK 7 – Financial Plan and Implementation Schedule	Oct-23	Jun-24	0%	0%	
MTP TASK 8 – MTP Document Development and Review	Jun-24	Dec-24	0%	0%	
Project Totals	Sep-22	Dec-24	0%	1%	Project Initiated September 7



PROGRESS REPORT

SRF COMMISSION NO.	022-15824
PROGRESS REPORT NO.	1
DATE	September 30, 2022

REPORTING PERIOD	September 6, 2022 through September 30, 2022
PROJECT NAME	Bismarck-Mandan MPO Transit Development Plan
PREPARED BY	Bill Troe
ROUTE/COPY TO	Teresa Carey
Percent Complete through Period	9%

COMPLETED ACTIVITIES PREVIOUS PERIOD (September 2022)

- Prepared project data collection request.
- Prepared internal project setup.
- Prepared material for and participated in the Street Fair in Bismarck to gather general public input.
- Prepared agenda, presentation material and facilitated the kick-off meeting with Bis-Man Transit and MPO staff.
- Prepared material for and facilitated the Board strategic planning session (September 24).
- Completed ride alongs and interviews with riders over three days.
- Initiated work on the public engagement plan.

ONGOING ACTIVITY THIS PERIOD (October 2022)

- Finalize public engagement plan.
- Develop community survey and distribute.
- Initiate current conditions assessment.
- Prepare demographics assessment.
- Prepare peer review (to the extent peers can be identified).
- Interview Mandan and Bismarck Administration – organizational review.

PROJECTED ACTIVITY NEXT PERIOD (November 2022)

- Prepare existing conditions memo.
- Identify current needs.
- Document future growth areas.

PROBLEMS ENCOUNTERED/ITEMS OF NOTE/SCHEDULE REVISIONS

- None.

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PROGRESS UPDATE: TRAFFIC DATA ACQUISITION IN BISMARCK AND MANDAN

October 10, 2022

To

Rachel Lukaszewski
Executive Director
Bismarck-Mandan MPO
221 N 5th Street
Bismarck, ND 58506

Summary

As of October 10, 2022, Traffic Data Solutions (TDS) has completed field video collection at all the study intersections in Bismarck and Mandan. TDS received the video files for the 12 locations collected by NDDOT.

TDS has submitted spreadsheet with summary of traffic volumes at 43 out of 87 intersections on September 30, 2022. TDS have received feedback on the initial submitted spreadsheet contents.

TDS is planning to submit the deliverable 1(b) on October 14, 2022, with the below items.

- Spreadsheet with traffic volumes 3-group classification (Lights / Buses / Trucks) at 87 intersections collected by TDS.
- Spreadsheet with traffic volumes 5-group classification (Motorcycles / Cars & Light Goods / Buses / Single-Unit Trucks / Articulated Trucks) at 12 locations collected by ND-DOT.
- Raw 15-minute interval turning movement counts in PDF and Spreadsheet format.
- Online access to MPO, City and DOT personal for traffic count data via MioVision Datalink.

Progress Update

❖ Task-1: Data Collection Schedule (100% completed)

- TDS has developed a 3-week data collection schedule starting from the September 13th, 2022, to acquire turning movement counts at 87 intersections and shared with MPO.

❖ Task-2: Data Acquisition (100% completed)

- TDS has deployed traffic counters to collect 24-hour turning movement counts at the study intersections as per the schedule.
- Task-2 data acquisition has completed on September 29, 2022.

❖ Task-3: Data Processing & QC (40% completed)

- TDS has analyzed 43 out of 87 intersections for turning movement counts in 15-minute intervals using MivVision online platform.
- TDS has analyzed traffic data into 3-group classification (Lights / Buses / Trucks).
- TDS analyzed pedestrian and bike user data at 28 intersections selected by BM-MPO.
- TDS has received video filed for NDDOT collected traffic counts at 12 intersections to obtain turning movement counts.
- TDS has performed QC and QA on the traffic counts at 43 locations.
- TDS has developed a spreadsheet with traffic volumes and site information including date of collection, start time and duration of study, intersection details and traffic counts.
- TDS has submitted the deliverable 1(a) to BM-MPO for review on September 30, 2022.

❖ Task-4: Deliverables (20% completed)

- As part of **Deliverable 1.0 (a)**, TDS developed a master spreadsheet with the traffic counts and the count location information including date of collection, start time and duration of study, intersection details and share with MPO and its partners.

Project Status Tracker

An estimated schedule for the project milestones is presented below. As of October 10, 2022, TDS is ahead of the schedule. Anticipated project finish date is November 4, 2022.

Work Item Description	Status	%	End Date
Task-1: Data collection schedule	Completed	100%	9/5/2022
Task 2: Data Acquisition (in Field)	Completed	100%	9/29/2022
Task-3: Data Processing & QC	In Progress	40%	10/13/2022
Task-4: Deliverable 1.0	In Progress	20%	10/14/2022
Task-4: Deliverable 2.0	-	0%	11/4/2022
Task-4: Deliverable 3.0 & 4.0	In Progress	20%	10/14/2022

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Bismarck-Mandan MPO

TIP

2023-2026

 Administrative Modification

Project Year(s)

2023 thru 2025

Entity	Project	Federal	State	Local	Total	Federal Funding Source
Multiple	NA	Multiple	Multiple	Multiple	Multiple	Multiple

Project Description:

This Modification is to add the Annual Project Phase Cost Estimates for Non-Regionally Significant Projects to the TIP for the project years 2023-2025. The Lump Sum estimates for 2026 will be added to the TIP when they are available through NDDOT.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

These numbers are consistent with the Arrive 2045 MTP.

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

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

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

Note: No projects in the 2023-2026 TIP were identified as RSP.

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

Bismarck-Mandan MPO

TIP 22-25 & 23-26 Administrative Modification

Project Year(s) 2022; 2023

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	22.6.31 (old) 23.6.26 (new)	\$4,500,000	\$500,000	\$0	\$5,000,000	IM

Project Description:

This is a project to perform a highway planning study on I-94 Midway and Grant Marsh Bridge. The study will examine the feasibility of replacing the Grant Marsh Bridge. The listed costs are solely for the preliminary engineering portion of this study. This modification is to move the project from funding year 2022 to 2023, while all other details remain unchanged. The PCN is 23595.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

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

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

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	**Urban Roads - Bismarck 43rd Ave 43rd Ave (State St - 26th St) & 19th St (N Valley Ln/Yucca Av - 43rd Ave) (Reconstruction and Widening)	\$4,800,000 \$574,285	\$0	\$7,700,649 \$5,290,769 \$4,000,000 (Bismarck)	\$22,365,703	NHU CVD	22929	2022	
BISMARCK	23.1.02	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Bismarck (Various Locations) (Install RRFB at up to 11 locations, recommended by School Safety Crossing Study)	\$378,000	\$0	\$42,000 (Bismarck)	\$420,000	HEU	23372	2023	
BISMARCK	23.1.03	Urban Grants Project - Bismarck 3rd/4th/5th St, Rosser Av, Broadway (3rd St from Main-Rosser, Rosser from 3rd-7th, 4th St from Rosser-Thayer, 5th St from Rosser-Thayer, & Broadway from 3rd-4th & 6th-7th) (Mill & Overlay, Curb & Gutter, ADA Ramp Rev, Bikeway/Walkway, Lighting, Signal Revision, Landscaping, Signing, Signal Modifications, Pavement Marking)	\$786,313	\$0	\$1,125,687 (Bismarck)	\$1,912,000	UGP	23216	NA	
BISMARCK	23.1.05	*Projects of Local Importance (PLI) - Ash Coulee Dr Reconstruction (Tyler Parkway/15th St NW to N Washington St) (Reconstruction and conversion to curb and gutter roadway)	\$0	\$0	\$12,000,000 (Bismarck)	\$12,000,000	NA		2023	
BURLEIGH	23.2.01	*Urban Roads - Burleigh County 66th St (Apple Creek Rd to Northgate Dr) (Reconstruction, Structures)	\$8,000,000 (UR) \$2,710,000 (CO Federal Aid) \$171,147 (CVD)	\$0	\$2,718,853 (Burleigh)	\$13,600,000	SU CVD	23055	NA	
NDDOT	23.6.15	Bridge - I-94 (2 miles west of US Highway 83, Tyler Parkway, EB) (Expansion Joint Modifications, Approach Slabs, Spall Repair)	\$308,876	\$34,320	\$0 (Bismarck)	\$343,196	IM	22603	NA	
NDDOT	23.6.16	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Structure Paint, Median X-Overs)	\$526,707	\$58,523	\$0 (Multiple)	\$585,230	IM	22603	NA	
NDDOT	23.6.17	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Deck Overlay, Approach Slabs, Structure Paint, Spall Repair, Structure/Incidentals)	\$4,494,271	\$499,364	\$0 (Multiple)	\$4,993,635	IM	22603	NA	
NDDOT	23.6.20	Safety - Roundabouts Statewide (ND 1804 & N Washington St intersection) (Addition of 4 roundabout signs for intersection)	\$27,000	\$3,000	\$0 (Burleigh)	\$30,000	HES	23529	NA	
NDDOT	23.6.21	**Rural - Statewide ITS Equipment (Possibly One Location in Bismarck, various locations in western ND) (Weigh in Motion and Automatic Traffic Recorder Maintenance)	\$809,000	\$191,000	\$0 (Bismarck)	\$1,000,000	SS	23603	NA	
NDDOT	23.6.22	**Bridge - I-94 (various locations throughout Bismarck District, one within MPO area) (19th St separation abt 1/2 mile E of US 83 N) (Structure Paint)	\$224,000	\$25,000	\$0 (Bismarck)	\$249,000	SS	22614	NA	
NDDOT	23.6.24	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 3, Extents TBD) (3.3 miles, Reconstruction, City Utilities)	\$16,712,000	\$1,873,000	\$5,505,000 (Mandan)	\$24,090,000	SU-CPU	23278	NA	
NDDOT	23.6.25	Carbon Reduction - Bismarck State St (Calgary Ave to 43rd Ave) (Shared Use Path/Bikeway Roadside Improvements)	\$284,800	\$0	\$71,200 (Bismarck)	\$356,000	CRP	23671	NA	
NDDOT	23.6.26	Bridge - I-94 (I-94 Midway and Grant Marsh Bridge) (Preliminary Engineering work for a highway planning study evaluating Grant Marsh Bridge)	\$4,500,000	\$500,000	\$0	\$5,000,000	IM	23595	NA	Modification Moved from 2022 (OCTOBER 2022)
BISMARCK PARKS & REC DIST/ BISMARCK	23.7.02	Transportation Alternatives - Bismarck Ash Coulee & Tyler Parkway (Bikeway/Walkway) (Sidewalk Improvements)	\$383,000	\$0	\$90,000 (Bis P&R District)	\$473,000	TAU	23236	NA	

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

** Pending Availability of Federal Funds

@ City plans to advance construct project in 2022

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