

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

FROM: Rachel Lukaszewski, MPO Executive Director

DATE: January 9, 2023

RE: TAC Meeting

There will be a meeting of the Bismarck-Mandan MPO Technical Advisory Committee on **Tuesday, January 17, 2023, at 10:00 AM.** The meeting will be held in the Tom Baker Meeting Room of the City/County Building at 221 N 5th Street, Bismarck, ND. The agenda is outlined below.

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

Many of the 14 (fourteen) TAC members will attend this meeting 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 2/21/2023. Please call 701-355-1852 with questions. Any individual requiring special accommodations to allow access or participation at the meeting is asked to notify ADA Coordinator, Bismarck-Mandan MPO, PO Box 5503, Bismarck, ND 58506-5503 or complete and submit the Request for Reasonable Accommodations form at <http://www.bismarcknd.gov/DocumentCenter/View/23201> at least five (5) days prior to the meeting.

PROJECTS UPDATE

<u>Project</u>	<u>% Complete</u>	<u>Contracted Completion Date</u>
East Main Avenue Corridor Study	75	06/30/2023
Sunset Drive Corridor Study	62	08/31/2023
2050 Forecast/Arrive 2050	4	03/31/2025
2022 Transit Development Plan	35	12/31/2023

Common MPO Acronyms

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

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

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
DECEMBER 19, 2022**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) met on December 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, Andrew Stromme, Jarek Wigness for Justin Froseth, Nick Nustad, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Rachel Lukaszewski. Members absent were John Saiki and 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; Chuck Peterson, former TAC member; Mark Berg, City of Bismarck Engineering; Kristen Sperry, Federal Highway Administration (FHWA); Will Hutchings, Stantec; Kelly Vandervorste, Good Samaritan Society; Jason Carbee, HDR; Scott Harmstead, SRF Consulting; and Adam McGill, KLJ.

MINUTES

Chair Lukaszewski called for consideration of the minutes from November 14, 2022.

MOTION: Mr. Schell made a motion to approve the November 14, 2022 minutes as presented. Mr. Wigness seconded the motion and with Ben Ehreth, Dan Schriock, Deidre Hughes, Gabe Schell, Andrew Stromme, Jarek Wigness, Nick Nustad, Mitch Flanagan, Dean Schloss, and Chair Lukaszewski voting in favor, the minutes of the November 14, 2022 meeting were approved.

Note: Wayne Zacher joined the meeting after approval of the minutes.

CHUCK PETERSON SERVICE AWARD

Ms. Lukaszewski said Chuck Peterson served on the TAC, representing community freight interests, for fifteen years before stepping down earlier in 2022. Ms. Lukaszewski thanked Mr. Peterson for his service and presented him with a certificate of appreciation.

Mr. Peterson received the certificate, and said he appreciated his time with TAC and the learning opportunities it presented for him. He thanked the board for the award and said TAC was one of the most interesting committees he served on. Mr. Ehreth extended his appreciation to Mr. Peterson and said he learned a lot from serving with him.

2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

Mr. Larson presented. He explained this month the MPO processed one amendment (Exhibit A) to the 2023-2026 TIP. The amendment was advertised for the required 15-day comment period, and no public comments were received. The amendment accounts for Bis-Man

Transit's recent update to its Transit Asset Management (TAM) Plan and Targets, which TAC and Policy Board also adopted in November. The MPO revised the TAM Report section of the TIP to account for this update and updated Transit's Fleet Inventory.

Public Hearing: Chair Lukaszewski opened the public hearing for comments on the proposed 2023-2026 TIP amendment. Hearing and seeing no comments, Chair Lukaszewski closed the public hearing.

MOTION: Ms. Hughes made a motion to recommend approval of the 2023-2026 TIP Amendment as presented. Mr. Stromme seconded the motion and with Ben Ehreth, Dan Schriock, Deidre Hughes, Gabe Schell, Andrew Stromme, Jarek Wigness, Nick Nustad, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Chair Lukaszewski voting in favor, the motion was approved.

BISMARCK EXPRESSWAY TRAFFIC SIGNAL PROJECT CHANGE

Mr. Larson presented on this item, referring to Exhibit B. He said the City of Bismarck is requesting changes to an existing traffic signal project on Bismarck Expressway, which is currently being funded in FY 2025 and is shown in the current TIP under project numbers 25.1.02 and 25.6.13, accounting for two different federal funding sources being used for the project. North Dakota Department of Transportation (NDDOT) has requested the MPO approve Bismarck's project change, and their updated scoping sheet, since this change is being specifically requested by the City of Bismarck and not NDDOT.

The original project was for signal work/replacements on Bismarck Expressway from Washington Street to 26th Street and at the intersection of Washington Street and Denver Avenue. Bismarck is requesting to add the intersection of Burlington Drive and Bismarck Expressway to the project, since it is part of the Expressway coordinated traffic signal system. They are also requesting to remove the traffic signals at Arbor Avenue and 7th Street, and Arbor Avenue and 9th Street, since those signals have been determined to no longer meet warrants. It is likely that a TIP change will be required for this project in the future, but the MPO is waiting for any cost updates to be processed for this project before taking that step.

Mr. Schell said the scope of the project is still the same, to look at signal infrastructure in the project area, maintaining what is salvageable and replacing what is not. It was important for Bismarck to add the Burlington Drive intersection to maintain the system's coordination.

MOTION: Mr. Schell made a motion to recommend approval of the project change as presented. Mr. Wigness seconded the motion and with Ben Ehreth, Dan Schriock, Deidre Hughes, Gabe Schell, Andrew Stromme, Jarek Wigness, Nick Nustad, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Chair Lukaszewski voting in favor, the motion was approved.

STATE FISCAL YEAR 2024 5339 AND 5310 GRANT APPLICATIONS

Mr. Larson presented on this item. NDDOT has solicited for its FY 2024 Section 5339 and Section 5310 Grant Programs. Section 5339 is a Bus and Bus Facilities Grant Program, while Section 5310 is the Enhanced Mobility of Seniors and Individuals with Disabilities Program. Bis-Man Transit is requesting approval to submit grant applications for both programs, while Sanford Health/Good Samaritan Society is requesting approval to submit an application for the 5310 program. Mr. Larson provided a brief overview of the applications.

Bis-Man Transit's 5339 application is for the purchase of a new fixed-route bus to replace an existing bus that has exceeded its Federal Transit Administration (FTA) defined useful life. If awarded, the federal share would be 85% for a total of \$403,750, and Transit would provide a local share of 15%, or \$71,250.

Bis-Man Transit's 5310 application would cover the costs of Transit's after-hours service, Sunday demand response service, holiday demand response service, and the salary for their existing mobility manager position. The application also includes requests to purchase four new cutaway buses to replace existing paratransit vehicles that have exceeded their FTA defined useful life. The total federal share provided, if NDDOT approves all projects in this application, would be \$506,650, and Transit would provide a local share of \$187,975. The Bismarck City Commission approved both of Transit's applications on December 13.

Sanford Health's 5310 application is for the purchase of a replacement transit van for their Good Samaritan Society-Sunset Drive long-term care facility located in Mandan. The vehicle serves the seniors on their campus by providing free transportation to medical appointments, errands, and social events. If awarded, the federal share would be 85% for a total of \$76,294, and Good Samaritan Society would provide the local share of 15%, or \$13,464. NDDOT is working with Sanford to ensure they meet all requirements for this application.

Mr. Ehreth asked if Good Samaritan is an eligible entity to apply for these funds. Mr. Larson confirmed they are eligible. Mr. Schell asked about the relationship between Sanford Health and Good Samaritan Society. Mr. Vandervorste said Sanford and Good Samaritan combined a little over a year ago, so they have separate names but are the same entity. Mr. Schell also noted the application form for Good Samaritan in the packet appears to have incorrect dates, referencing last year's solicitation. After brief discussion, MPO staff confirmed they will contact NDDOT to ensure that this error is resolved.

MOTION: Mr. Ehreth made a motion to recommend approval of all SFY 2024 5339 and 5310 Grant Applications, as presented. Mr. Stromme seconded the motion and with Ben Ehreth, Dan Schriock, Deidre Hughes, Gabe Schell, Andrew Stromme, Jarek Wigness, Nick Nustad, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Chair Lukaszewski voting in favor, the motion was approved.

2023 ORTHO-CONTOUR PROJECT REQUEST FOR PROPOSALS

Ms. Lukaszewski presented. She explained the MPO updates its orthophotography and lidar collection for the MPO area every three years. Exhibit F is a draft Request for Proposals (RFP) for this project. The RFP was shared with the selection committee members, who provided technical feedback on the collection. Most of these comments were from the GIS members in Bismarck and Burleigh County. This is a standard collection, so very little is changing from the last collection. The MPO will collect one-foot contours and three-inch resolution for the orthophotography. Ms. Lukaszewski will be the project manager, managing the consultant interviews and selection as well as the project itself. The project has a not-to-exceed budget of \$180,000 and the selection committee is comprised of seven members. The MPO will be the moderator on the committee, and representatives from City of Bismarck Engineering, City of Bismarck GIS, Burleigh County GIS, Morton County Engineering, City of Mandan, and City of Lincoln have been designated.

Ms. Lukaszewski said pending approval of the RFP by the boards, the MPO would like to solicit as soon as possible. Slightly more than the required twenty-one days will be given to

consultants to submit proposals, and ideally consultant interviews would take place on February 14, with TAC and Policy Board consideration of the selected consultant on February 21. Due to upcoming MPO staff shortages, one change in this RFP is that it includes a request that the consultant provide someone to evaluate local ground conditions prior to collection (to ensure that there are no snow piles or standing water, which would impact collection), in case the MPO cannot provide that person.

Mr. Schell asked how much of a time commitment is involved in evaluating ground conditions. Ms. Lukaszewski explained it would probably be every other day for one or two weeks, after the snow melts but before the trees get their leaves. Mr. Schell said he thinks City of Bismarck Engineering could provide a staff person for that evaluation. Ms. Lukaszewski said she will revise the RFP to note that while it is possible the consultant will need to provide the service, there also may be local jurisdictions able to assist. Mr. Ehreth noted there has been value in the past having local staff, with vested interests in the area, to help with evaluating the ground conditions before collection.

MOTION: Mr. Schell made a motion to recommend approval of the 2023 Ortho-Contour Project RFP as presented, with his revision included. Mr. Schriock seconded the motion and with Ben Ehreth, Dan Schriock, Deidre Hughes, Gabe Schell, Andrew Stromme, Jarek Wigness, Nick Nustad, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Chair Lukaszewski voting in favor, the motion was approved.

2023-2024 UNIFIED PLANNING WORK PROGRAM AMENDMENT

Ms. Lukaszewski presented on this item. She said at the end of the year, the MPO evaluates its transportation studies and data acquisitions, and prepares any encumbrances that may be required. Encumbrances allow unused local money to be moved from the current year to the upcoming year. Along with the encumbrances, MPO staff has prepared a UPWP Amendment, which allows federal money to change years and provides a more accurate estimate of the MPO's upcoming spending. The page at the beginning of Exhibit G provides a summary of the money the MPO is requesting to move from 2022 to 2023. One of the requests is unusual, in that it is a request (for the Sunset Drive Corridor Study) to move money from 2023 to 2022, since more was spent in 2022 than expected. Ms. Lukaszewski noted this was a positive development, and it does not affect local budgets. In total, five transportation projects are moving funds between 2022 and 2023, with \$181,050 being moved into 2023 overall. The UPWP has been updated to reflect this, and if approved, the amendment will go to NDDOT and the Federal Highway Administration (FHWA) for final concurrence.

MOTION: Mr. Schell made a motion to recommend approval of the 2023-2024 UPWP Amendment as presented. Ms. Hughes seconded the motion and with Ben Ehreth, Dan Schriock, Deidre Hughes, Gabe Schell, Andrew Stromme, Jarek Wigness, Nick Nustad, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Chair Lukaszewski voting in favor, the motion was approved.

2023-2024 MPO CONTRACT

Ms. Lukaszewski presented on this item (Exhibit H). She explained this is a contract the MPO has with NDDOT, and it runs in connection with the 2023-2024 UPWP. Each time the UPWP is updated, the MPO signs an updated contract with NDDOT allowing the MPO to spend

its federal grant funding. The contract is standard and is very similar to the last contract. The contract must be signed by the end of the year, or the UPWP would be considered non-compliant and the MPO would not be able to spend federal funds. The contract is a routine but important part of the MPO's activities.

MOTION: Mr. Stromme made a motion to recommend approval of the 2023-2024 MPO Contract as presented. Mr. Wigness seconded the motion and with Ben Ehreth, Dan Schriock, Deidre Hughes, Gabe Schell, Andrew Stromme, Jarek Wigness, Nick Nustad, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Chair Lukaszewski voting in favor, the motion was approved.

TAC MEETING FORMAT DISCUSSION

Ms. Lukaszewski referred to Exhibit I for the results of a poll sent to TAC members about their meeting format. She explained that while this agenda item is listed as an action item, the board does not have to act this month unless it wants to. This discussion is a follow-up on conversations held earlier in 2022 about whether TAC would prefer to stay with the current format in the Commission Chambers in Bismarck and Mandan or return to the previous meeting format at the Bis-Man Transit facilities. Ms. Lukaszewski presented an overview of the poll results, and opened the matter to TAC for discussion, and a motion if desired.

Mr. Ehreth asked when Policy Board switches its meetings from Mandan to Bismarck. Ms. Lukaszewski said they switch to Bismarck from January through June, and TAC is scheduled to follow suit. Mr. Stromme noted the current format is acceptable for him, and he would like to keep the option to attend via Zoom. Ms. Hughes said it would be nice to move back to Bis-Man Transit, but their meeting facilities would make larger meetings and a hybrid meeting format quite challenging.

Mr. Schell said if Transit is not a good option for in-person meetings with a virtual option, staying in the Commission Chambers may be appropriate but he would like to explore whether there might be other meeting venues available that would provide other options. These options could be evaluated and brought back to TAC for discussion in the next few months. Ms. Lukaszewski mentioned it would be difficult to record the meetings away from the Commission Chambers, no matter what other location was selected. Remote participation would still be an option, but the MPO lacks the technical expertise to resolve problems. MPO staff also has several meeting items to monitor already and would not be able to monitor the online component of the meetings closely.

Mr. Zacher said out of the MPOs in Minnesota and North Dakota, only this MPO televises, and only one of the MPOs in Minnesota records. This is why he voted for an in-person meeting without recording, though he does not think recording is necessarily a bad option.

Ms. Lukaszewski said the MPO can investigate other possible meeting locations, such as a library. The preference would be to stay with a public building, so no expense would be incurred. She can present the results of the investigation at the January meeting.

Mr. Ehreth said he voted to stay in the Commission Chambers. He asked what the concerns would be about recording the meeting and putting it up later, versus televising it live. Mr. Zacher said from his perspective, television live can be confusing for the public since TAC is only an advisory body. If Policy Board disagrees with a recommendation from TAC, having both meetings televised may create confusion about who is making the decisions.

Mr. Schell said elected officials do like having access to meeting recordings. Dakota Media Access makes the recordings very accessible currently. Ms. Lukaszewski noted other options for putting up the recordings would not be as accessible and would be difficult to manage technically. Mr. Stromme said he would support continuing with DMA and recording, as he believes there is value in having DMA help with production and meeting consolidation.

Ms. Lukaszewski closed by noting the MPO will examine possible alternate meeting locations and the discussion can continue next month, with this remaining a possible action item.

EAST MAIN AVENUE CORRIDOR STUDY

Mr. Harmstead provided a study update for SRF. He said on November 30 SRF held an open house for property and business owners on the corridor, and on December 1 a meeting was held for the public. The open house was better attended than the last one and there was good discussion, while the public meeting was not as well attended, much like the first one. SRF has been collecting additional public feedback through a survey and there have been seventy-four responses so far, which is positive. He said they are reaching out to the Homeless Coalition to evaluate ways to collect feedback from people in that community. In January, SRF intends to put together a locally preferred alternative, based on both feedback and analysis, in addition to the three alternatives currently being considered. SRF will also be putting together the first draft of the Study Report. Final approval for the study should take place in April. Mr. Harmstead noted the study website has the existing conditions memo and the alternatives memo posted under the 'about' page.

SUNSET DRIVE CORRIDOR STUDY

Mr. McGill provided a study update for KLJ. He said they have completed their third Steering Committee meeting, where they presented adjusted traffic projections for the corridor and their impacts on the levels of service and key locations within the corridor. The goals for the study were also better defined at this meeting. The next Steering Committee meeting is planned for the end of January and the next public input meeting will come at the end of February or the beginning of March. The next Steering Committee meeting will include a presentation of the final alternatives for the corridor, before taking them to the public for input. Currently, there are three alternatives on the table for both the north and south sides of the interstate and two interchange options. The study is about fifty percent complete.

2050 FORECAST/ARRIVE 2050

Mr. Carbee provided a study update for HDR. 2050 Forecast is the new project name for the Travel Demand Model and Socioeconomic projections, while Arrive 2050 is now the project name for the 2050 Metropolitan Transportation Plan. He said SRF is mostly working on the 2050 Forecast portion of the project, in partnership with HDR. Mr. Harmstead provided some information on their progress. He said they had their first Steering Committee meeting for the 2050 Forecast was very productive. SRF has developed a methodology for the project, looked at relevant past projections and projects, and collected enrollment projections from MPO area schools. The stakeholder outreach phase of the project is nearly completed.

2022 TRANSIT DEVELOPMENT PLAN (TDP)

Ms. Hughes provided a study update in place of Bill Troe. She said in December SRF held two public meetings, one at City Hall in Mandan and one at the Veteran's Library in

Bismarck. SRF also met with the Bis-Man Transit Board to go over Transit's financials. At the public meetings there was discussion about difficulties people experience with Transit's services. Ms. Hughes noted Transit has some staffing shortages that have been causing issues. There was some media coverage of the public meetings, and SRF is still gathering feedback to incorporate as the plan progresses. SRF's investigation into Transit's eligibility for STIC federal funding has so far suggested it will be very difficult for Transit to be eligible, especially with the population growth in the MPO area shown in the latest Census. Transit has not budgeted for STIC funding, and it will be harder funding to attain in coming years. SRF is getting a third newsletter on the plan ready that will focus on funding and financial projections for Transit.

2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS

Mr. Larson said this month the MPO completed three administrative modifications to the 2023-2026 TIP. Modifications are used for minor changes to the TIP. They do not need to be advertised or opened for public comment and are presented for informational purposes. The modifications address a project for ramp connections and median crossovers on I-94 from east of the Exit 161 Interchange to east of the Menoken Interchange, as well as Phase I and II of the reconstruction of Mandan's Memorial Highway. These projects are being moved from funding year 2022 to funding year 2023, while all other project details remain unchanged.

Mr. Schell asked why the 2022-2025 TIP is also referenced on the modification forms, and Mr. Larson explained he includes that for MPO tracking purposes, since 2022 projects are being moved. Based on Mr. Schell's feedback, he said he will avoid putting that on future amendments/modifications, to avoid confusion for the boards on which TIP is being changed. The 2023-2026 TIP is the active TIP, and the only document affected by the modifications.

2023 TAC MEETING CALENDAR

Mr. Larson referred to Exhibit O in the packet for the 2023 meeting calendar. All TAC meetings will begin at 10:00 a.m. on a Monday, except January and February, where holidays require the meetings to be moved to a Tuesday. TAC will be back in the Tom Baker Meeting Room at the City/County Building in Bismarck from January through June, before returning to Mandan from July through December.

ADJOURNMENT

There being no further business, the meeting was adjourned at 11:04 a.m., with the next scheduled meeting to take place on January 17, 2023, at 10:00 a.m.

Respectfully Submitted,

Stephen Larson
Recording Secretary

APPROVED:

Rachel Lukaszewski, Chair

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Bismarck-Mandan MPO

TIP 2023-2026 Amendment

Project Year(s) 2023

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	23.6.30	\$1,125,845	\$125,093	\$0	\$1,250,938	HES

Project Description:

This amendment adds a new project to the TIP for pavement markings on various highways throughout NDDOT's Bismarck District, which will include locations within the Bismarck-Mandan MPO area. The cost estimates shown above are for the entire project, and are not specific to the MPO area. The PCN is 23792.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

This project is consistent with the Arrive 2045 MTP, specifically goals 1D and 2B.

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

Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO

TIP 2023-2026 Amendment

Project Year(s) 2023

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	23.6.31	\$103,270	\$11,474	\$0	\$114,744	IM

Project Description:

This amendment adds a new project to the TIP for signing at the Tyler Parkway Interchange in Bismarck (signing for the Gateway to Science and Heritage River Landing). The PCN is 23807.

Consistency with the Bismarck-Mandan MPO Metropolitan Transportation Plan:

This project is consistent with the Arrive 2045 MTP, specifically goal 2B.

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

Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO

TIP 2023-2026 Amendment

Project Year(s) 2023

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	23.6.32	\$208,224	\$23,136	\$0	\$231,360	SS

Project Description:

This amendment adds a new project to the TIP for a chip seal coat on Hwy 1806 in Mandan from South of Fort Lincoln to South of 19th St SE. The PCN is 23836.

Consistency with the Bismarck-Mandan MPO Metropolitan Transportation Plan:

This project is consistent with the Arrive 2045 MTP, specifically goal 2A.

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

Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO

TIP **Amendment**

Project Year(s)

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	23.6.33	\$1,244,202	\$138,244	\$0	\$1,382,446	SS

Project Description:

This amendment adds a new project to the TIP for a chip seal coat on Hwy 1804 from Burnt Creek Loop to US 83. Only about seven miles of the project are within the Bismarck-Mandan MPO area, but the cost estimates include the entire project area. The PCN is 23837.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

This project is consistent with the Arrive 2045 MTP, specifically goal 2A.

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

 Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO

TIP 2023-2026 Amendment

Project Year(s) 2023

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	23.6.35	\$1,192,378	\$132,486	\$0	\$1,324,864	IM

Project Description:

This amendment adds a new bridge project to the TIP for structure paint, structure items, and spall repairs at several locations in the MPO area. One location will be the I-94B ramp on the north side of Memorial Highway/Bismarck Expressway, one location will be the Expressway/McKenzie Drive bridge, and one location will be at the bridges crossing Memorial Highway at the Memorial Highway and Expressway Interchange. The PCN is 23898.

Consistency with the Bismarck-Mandan MPO Metropolitan Transportation Plan:

This project is consistent with the Arrive 2045 MTP, specifically goal 2A.

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

Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO

TIP 2023-2026 Amendment

Project Year(s) 2026

Entity	Project	Federal	State	Local	Total	Federal Funding Source
Bismarck	26.1.03	\$4,500,000	\$0	\$7,200,000 (old) \$8,500,000 (new)	\$11,700,000 (old) \$13,000,000 (new)	NHU

Project Description:

This project is for widening and reconstruction on S Washington St in Bismarck from Burleigh Avenue to the drainage ditch. This amendment addresses the addition of Burleigh Avenue from S Washington St to Boston Dr to the project extents, and an increase in the project cost estimates as noted above. Bismarck intends to advance construct this project in 2024. The PCN is 23859.

Consistency with the Bismarck-Mandan MPO Metropolitan Transportation Plan:

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

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

Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO

TIP 2023-2026 Amendment

Project Year(s) 2023

Entity	Project	Federal	State	Local	Total	Federal Funding Source
Bismarck	23.6.17	\$4,494,271 (old) \$9,000,000 (new)	\$499,364 (old) \$1,000,000 (new)	\$0	\$4,993,635 (old) \$10,000,000 (new)	IM

Project Description:

This project is for deck overlay, approach slabs, structure paint, spall repair, and structure/incidentals at the Grant Marsh bridge on I-94. This amendment addresses increased cost estimates for the project as noted above. This project is tied to projects 23.6.15 and 16 in the TIP. The PCN is 22603.

Consistency with the Bismarck-Mandan MPO Metropolitan Transportation Plan:

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

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

Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO

TIP 2023-2026 Amendment

Project Year(s) 2023

Entity	Project	Federal	State	Local	Total	Federal Funding Source
Bismarck	23.6.15	\$308,876 (old) \$783,000 (new)	\$34,320 (old) \$87,000 (new)	\$0	\$343,196 (old) \$870,000 (new)	IM

Project Description:

This project is for expansion joint modifications, approach slabs, and spall repair at the Tyler Parkway bridge on I-94. This amendment addresses increased cost estimates for the project as noted above. This project is tied to projects 23.6.16 and 17 in the TIP. The PCN is 22603.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

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

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

Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO

TIP AmendmentProject Year(s)

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	23.6.24	\$16,712,000 (old) \$27,216,000 (new)	\$1,873,000 (old) \$3,050,000 (new)	\$5,505,000 (old) \$7,391,000 (new)	\$24,090,000 (old) \$37,657,000 (new)	SU-CPU

Project Description:

This project is phase III of the Mandan Memorial Highway Reconstruction project. This amendment accounts for increased cost estimates for the project, as noted above. All other project details remain unchanged at this time. The PCN is 23278.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

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

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

 Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO

TIP 2023-2026 Amendment

Project Year(s) 2023

Entity	Project	Federal	State	Local	Total	Federal Funding Source
Bis-Man Transit	6	\$156,000	\$0	\$39,000	\$195,000	FTA Section 5339 Bus & Bus Facilities Formula Grant

Project Description:

This project includes procurement and installation of a Genfare Fast Fare Farebox System consisting of seven fixed-route fareboxes which are using outdated technology. Also, a new 76,000lb capacity bus hoist will replace the existing bus hoist which has exceeded its useful life. Local match at 80/20 will be paid by Bis-Man Transit. Since the cost of the Farebox System (\$140,000) and Bus Hoist (\$43,744) were less expensive than the original 5339 grant application amount, this amendment accounts for Transit's alteration of their application to include \$11,256 of preventive maintenance work (water heater, restroom repair, etc) on the Transit facility in Bismarck, which keeps the application at its originally approved \$195,000 value. This amendment also moves the Funding Year from 2022 to 2023.

Consistency with the Bismarck-Mandan MPO Metropolitan Transportation Plan:

This project is consistent with the Arrive 2045 MTP, specifically with goals 1B, 5A, and 5B.

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

Bismarck-Mandan MPO Policy Board Chair

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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)	~~\$408,876~~ \$783,000	~~\$34,320~~ \$87,000	\$0 (Bismarck)	~~\$343,196~~ \$870,000	IM	22603	NA	Amendment Cost Increase (JAN 2023)
NDDOT	23.6.16	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Structure Paint, Median X-Over)	\$526,707	\$58,523	\$0 (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)	~~\$4,404,274~~ \$9,000,000	~~\$499,264~~ \$1,000,000	\$0 (Multiple)	~~\$4,903,536~~ \$10,000,000	IM	22603	NA	Amendment Cost Increase (JAN 2023)
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 (One Location at Bismarck Expressway/ND 810, various other locations in western ND) (Weigh in Motion and Automatic Traffic Recorder Maintenance)	\$809,000	\$191,000	\$0 (Bismarck)	\$1,000,000	SS	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~~ \$27,216,000	~~\$1,873,000~~ \$3,050,000	~~\$6,606,000~~ \$7,391,000 (Mandan)	~~\$24,090,000~~ \$37,657,000	SU-CPU	23278	NA	Amendment Cost Increase (JAN 2023)
NDDOT	23.6.25	Carbon Reduction - Bismarck State St (Calgary Ave to 43rd Ave) (Shared Use Path/Bikeway Roadside Improvements)	\$320,000	\$0	\$75,000 (Bismarck)	\$395,000	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)
NDDOT	23.6.27 ~~22-6-36~~	*Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (9.8 miles, Median X-Over, Ramp Connections)	\$1,366,544	\$151,838	\$0 (Burleigh)	\$1,518,382	IM	22639	NA	Modification Moved from 2022 (DECEMBER 2022)
NDDOT	23.6.28 ~~22-6-08~~	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 1, Extents TBD) (Reconstruction, Sanitary Sewer & Drainage)	\$2,706,000	\$303,000	\$2,999,000 (Mandan)	\$6,008,000	SU-CPU	22005 23133	NA	Modification Moved from 2022 (DECEMBER 2022)
NDDOT	23.6.29 ~~22-6-34~~	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 2, Extents TBD) (Reconstruction, City Utilities)	\$15,848,000	\$1,776,000	\$5,398,000 (Mandan)	\$23,022,000	SU-CPU	23277	NA	Modification Moved from 2022 (DECEMBER 2022)
NDDOT	23.6.30	^{***} Safety - Bismarck District Highways (Various Highways throughout NDDOT's Bismarck District) (Pavement Markings)	\$1,125,845	\$125,093	\$0	\$1,250,938	HES	23792	NA	Amendment New Project (JAN 2023)
NDDOT	23.6.31	Safety - Bismarck Tyler Parkway Interchange (Tyler Parkway Interchange and Crossroad) (Signing)	\$103,270	\$11,474	\$0 (Burleigh)	\$114,744	IM	23807	NA	Amendment New Project (JAN 2023)
NDDOT	23.6.32	Rural - Hwy 1808 (From South of Fort Lincoln to South of 19th St SE) (Chip Seal Coat)	\$208,224	\$23,136	\$0	\$231,360	SS	23836	NA	Amendment New Project (JAN 2023)
NDDOT	23.6.33	Rural - Hwy 1804 (From Burnt Creek Loop to US 83, only about 7 miles within MPO boundary) (Chip Seal Coat)	\$1,244,202	\$138,244	\$0	\$1,382,446	SS	23837	NA	Amendment New Project (JAN 2023)
NDDOT	23.6.34 ~~22-6-36~~	Bridge - I-94 (CP rail/hwy creek struct, 1 mile E of US 83 N, 19th St separation abt 1/2 mile E of US 83 N) (Deck Overlay, Rail Retrofit, Approach Slabs, Expand Joint Mod)	\$1,195,087	\$132,788	\$0 (Bismarck)	\$1,327,875	IM	23009	NA	Modification Moved from 2022 (JANUARY 2023)
NDDOT	23.6.35	Bridge - I-94 (I-94B Ramp on N side of Memorial Hwy/Bis, Expwy, Expwy/Mem, Hwy bridges, & Expwy/McKenzie Dr SE bridge) (Structure Paint, Structure Items, Spall Repairs)	\$1,192,378	\$132,486	\$0	\$1,324,864	IM	23898	NA	Amendment New Project (JANUARY 2023)
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.

PROJECT FUNDING YEAR 2026

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	26.1.01	Safety - 19th St and Century Ave (19th St and Century Ave Intersection east/west turn lanes) (Reconstruct the east/west turn lanes to remove the existing negative offset, signal work)	\$531,900	\$0	\$59,100 (Bismarck)	\$591,000	HEU	23645	NA	
BISMARCK	26.1.02	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Bismarck (16th St and Braman Ave, Centennial Rd and Jericho Rd) (Install RRFB)	\$121,000	\$0	\$13,000 (Bismarck)	\$134,000	HEU	23644	NA	
BISMARCK	26.1.03	Urban Roads - Bismarck S Washington St (Burleigh Ave to drainage ditch, and Burleigh Ave from S Washington St to Boston Dr) (Safety - Reconstruction)	\$4,500,000	\$0	~~\$7,200,000~~ \$8,500,000 (Bismarck)	~~\$41,700,000~~ \$13,000,000	NHU	23859	2024	Amendment Extends change and cost increase (JAN 2023)
BURLEIGH	26.2.01	Safety - Centennial Rd/71st Ave (Centennial Rd/71st Ave Intersection, including adjoining 41st St NE & Rooster Rd) (Reconstruction of intersection into a roundabout, with lighting and landscaping)	\$3,330,000	\$0	\$370,000 (Burleigh)	\$3,700,000	HEU	23697	NA	
NDDOT	26.6.01	Rural - I-94B (Junction of old Hwy 10 to west Mandan) (Major rehab)	\$1,268,000	\$299,000	\$0 (Morton)	\$1,567,000	NH		NA	
NDDOT	26.6.02	Urban Regional - Mandan I-94B (W Urban Limit to Heart River Bridge) (Mill & Overlay)	\$182,093	\$42,907	\$0 (Morton)	\$225,000	NHU		NA	
NDDOT	26.6.03	^{MPO} Rural - I-94 East Bound Lanes (W Sweet Briar E to ND 25 Interchange) (10.2 miles CPR, Grinding, HBP on Ramps)	\$2,144,000	\$238,000	\$0 (Morton)	\$2,382,000	IM		NA	
NDDOT	26.6.04	^{MPO} Rural - I-94 West Bound Lanes (W Sweet Briar E to ND 25 Interchange) (10.2 miles CPR, Grinding, HBP on Ramps)	\$1,823,000	\$203,000	\$0 (Morton)	\$2,026,000	IM		NA	
NDDOT	26.6.05	^{MPO} Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (PCC Pave)	\$24,889,000	\$2,765,000	\$0 (Burleigh)	\$27,654,000	IM	22958	NA	
NDDOT	26.6.06	Urban Regional - Bismarck 7th St/ 9th St (7th St from Broadway Ave to Front Ave, 9th St from Main Ave to Front Ave) (CPR, Grinding, Curb Ramps)	\$350,400	\$43,800	\$43,800 (Bismarck)	\$438,000	NHU	23743	NA	
NDDOT	26.6.07	Urban Regional - Mandan I-94B (W Urban Limit to ND 6) (Selective Grading, Widening)	\$1,275,000	\$142,000	\$0 (Mandan)	\$1,417,000	IM		NA	
NDDOT	26.6.08	Urban Regional - Mandan I-94B (W Urban Limit to ND 6) (Selective Grading, Widening)	\$1,275,029	\$300,442	\$0 (Mandan)	\$1,575,471	NHU		NA	
NDDOT	26.6.09	Bridge - I-94B (2 miles east of Mandan, Memorial Bridge) (Structure Paint)	\$137,000	\$15,000	\$17,000 (Mandan)	\$169,000	NH		NA	
NDDOT	26.6.10	Bridge - I-194 (1 mile southeast of Junction 194, Memorial Highway Interchange, East Bound) (Structure Paint, Structure Items)	\$387,000	\$43,000	\$48,000 (Mandan)	\$478,000	NH		NA	
NDDOT	26.6.11	Bridge - I-194 (1 mile southeast of Junction 194, Memorial Highway Interchange, West Bound) (Structure Paint, Structure Items)	\$387,000	\$43,000	\$48,000 (Mandan)	\$478,000	NH		NA	

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

^{MPO} Pending Availability of Federal Funds

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

Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2023	2024	2025	2026	Total
1	Bismarck/Mandan Area	Capital Cost of Contracting (CCOC)	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance and operating costs associated with the operations contract	Fed State Local Total	\$1,088,000 \$0 \$272,000 \$1,360,000	\$1,088,000 \$0 \$272,000 \$1,360,000	\$1,088,000 \$0 \$272,000 \$1,360,000	\$1,088,000 \$0 \$272,000 \$1,360,000	\$4,352,000 \$0 \$1,088,000 \$5,440,000
2	Bismarck/Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance on transit vehicles	Fed State Local Total	\$15,000 \$0 \$3,750 \$18,750	\$15,450 \$0 \$3,863 \$19,313	\$15,914 \$0 \$3,978 \$19,892	\$16,391 \$0 \$4,098 \$20,489	\$62,754 \$0 \$15,689 \$78,443
3	Bismarck/Mandan Area	Operating Expenses	FTA Sec. 9 (5307) 50 / 50	Operating assistance for elderly/disabled and fixed route service	Fed State Local Total	\$382,000 \$398,191 \$382,000 \$1,162,191	\$393,460 \$410,137 \$393,460 \$1,197,057	\$405,264 \$422,441 \$405,264 \$1,232,968	\$417,422 \$435,114 \$417,422 \$1,269,957	\$1,598,146 \$1,665,882 \$1,598,146 \$4,862,173
4	Bismarck/Mandan Area	Security	FTA Sec. 9 (5307) 80 / 20	Public transportation security projects	Fed State Local Total	\$15,000 \$0 \$3,750 \$18,750	\$15,450 \$0 \$3,863 \$19,313	\$15,914 \$0 \$3,978 \$19,892	\$16,391 \$0 \$4,098 \$20,489	\$62,754 \$0 \$15,689 \$78,443
5	Bismarck/Mandan Area	Transit Planning	FTA Sec. 8 (5303) (5313) 80/20	Provide funding for the Transit Development Plan	Fed State Local Total	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
6	Bismarck/Mandan Area	Capital Grant	FTA Section (5339) 80/20; 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed State Local Total	\$156,000 \$0 \$39,000 \$195,000	\$425,000 \$0 \$75,000 \$500,000	\$850,000 \$0 \$150,000 \$1,000,000	\$0 \$0 \$0 \$0	\$1,431,000 \$0 \$264,000 \$1,695,000
7	Bismarck/Mandan Area	Capital Grant	FTA Section (5310) 85/15	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed State Local Total	\$0 \$0 \$0 \$0	\$295,800 \$0 \$52,200 \$348,000	\$304,674 \$0 \$53,766 \$358,440	\$470,722 \$0 \$83,069 \$553,790	\$1,071,196 \$0 \$189,035 \$1,260,230
8	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 50 / 50	Operating assistance to the elderly and disabled	Fed State Local Total	\$120,750 \$0 \$120,750 \$241,500	\$206,000 \$0 \$206,000 \$412,000	\$212,180 \$0 \$212,180 \$424,360	\$218,545 \$0 \$218,545 \$437,091	\$757,475 \$0 \$757,475 \$1,514,951
9	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 80/20	Mobility Manager salary assistance	Fed State Local Total	\$24,240 \$0 \$6,060 \$30,300	\$24,967 \$0 \$6,242 \$31,209	\$25,716 \$0 \$6,429 \$32,145	\$26,488 \$0 \$6,622 \$33,110	\$101,411 \$0 \$25,353 \$126,764
10	Bismarck/Mandan Area	Additional Assistance Grant	FTA ARP 100/0	Operating assistance for elderly/disabled and fixed route service	Fed State Local Total	\$500,000 \$0 \$0 \$500,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$500,000 \$0 \$0 \$500,000

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PROGRESS REPORT

SRF COMM. NOS.	14186
PROGRESS REPORT NO.	11
DATE	January 4, 2022

REPORTING PERIOD	December 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. Draft memo posted on project website (About page).	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. Draft memo posted on project website (About page).	On Schedule
Phase 3 – Alternative Development	90%	Apex Engineering has developed cross sections and layouts for three alternatives for each segment (three segments total), property redevelopment concepts developed by SRF. Apex to develop alternative cost estimates.	On Schedule
Phase 4- Alternative Analysis	99%	3-lane VISSIM model and results completed for three corridor alternatives. Draft of Alternatives Analysis memorandum developed and posted on project website (About page).	On Schedule
Phase 5 – Finalization and Implementation	10%	Apex Engineering beginning development of funding options and storm water evaluation/City utility assessment. SRF has begun development of draft study report.	On Schedule
Engagement	90%	Issues and Needs and Alternative Corridor Improvement stakeholder open houses and public meetings complete. SRC Meetings 1-4 completed. Alternative Improvements survey online has been taken down.	On Schedule
Project Management	75%	Client check-ins, progress reports, internal coordination	On Schedule
Total	75%		On Schedule

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Status Report #7

Project: Sunset Drive Corridor Study

Consultant: KLJ

Reporting Period: 12/9/2022 to 1/6/2023

Tasks Completed to Date:

Task	% of Task Complete
Task 1 – Project Management and Coordination	50%
Task 2 – Public Engagement	55%
Task 3 – Existing Conditions Documentation	100%
Task 4 – Future Conditions Analysis	100%
Task 5 – Goals/Objectives/Project Purpose & Need	85%
Task 6 – Alternatives Development	85%
Task 7 – Alternative Analysis	85%
Task 8 – Project Implementation & Corridor Concept Plan	0%
Task 9 – Draft Report	0%

Overall percentage of project complete: 62%

Summary of activities within reporting period:

Task 1 – Project Management and Coordination

- Project Oversight and management with BMMPO

Task 2 – Public Engagement

- Steering Committee Meeting #4 scheduled for Feb 2nd.
 - This meeting to verify the content to present at PIM #2
- Public meeting #2 is scheduled for Thursday March 9th.
 - Separate stakeholder and general public meetings
 - General meeting to include a short presentation and open house.

Sunset Drive Corridor Study

Task 3 – Existing Conditions Report

- Completed

Task 4 – Future Conditions Analysis

- Final adjustments to traffic projections completed

Task 5 – Goals/Objectives/Project Purpose & Need

- Final Development ongoing

Task 6 – Alternatives Development

- Final layouts anticipated to be completed the 2nd week of January.

Task 7 – Alternative Analysis

- Draft report is being circulated internally at KLJ for review

Task 8 – Project Implementation & Corridor Concept Plan

- No activities

Task 9 – Draft and Final Report

- No activities



TAC and Policy Board Progress Report

Date: Friday, January 06, 2023

Project: Bismarck-Mandan Arrive 2050 Update

To: Rachel Lukaszewski

From: Jason Carbee

Subject: Progress Report for December 1, 2022 to December 31, 2022

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

TDMSE Task 1 – Project Management

- The consultants continued monthly accounting and progress reports.
- Conducted internal team coordination calls.
- Provided updates to TAC and Policy Board meetings December 19 and 20.

TDMSE Task 2 - Outreach and Stakeholder Consultation

- Summarized meeting notes for stakeholder meeting November 29.
- Finalized interviews with stakeholders during period.

TDMSE Task 3- TDMSE Data Needs

- Awaiting migration data from state.

TDMSE Task 4 – TDMSE Methodology

- SRF completed socioeconomic projection methodology memorandum.
- SRF completed the review of previous studies and related projections memorandum.

TDMSE Task 5 – TDMSE Development Scenario and Forecasts

- SRF has begun development of the population projection (Cohort method) models.

MTP TASK 2 – Public Engagement

- HDR developed Arrive 2050 logos in December.

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	35%	40%	Reflects combined SRF / HDR hours for TDMSE.
TDMSE Task 2 - Outreach and Stakeholder Consultation	Sep-22	Jun-23	80%	95%	Reflects combined SRF / HDR hours through December 31.
TDMSE Task 3- TDMSE Data Needs	Sep-22	Nov-23	95%	95%	Awaiting migration information from the State of North Dakota.
TDMSE Task 4 - TDMSE Methodology	Oct-22	Nov-23	30%	50%	Reflects combined SRF / HDR hours through December 31.
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	3%	4%	Continued accounting and invoicing.
MTP TASK 2 – Public Engagement	Jun-23	Dec-24	0%	1%	Developed Arrive 2050 Logos.
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	1%	4%	



PROGRESS REPORT

SRF COMMISSION NO.	022-15824
PROGRESS REPORT NO.	4
DATE	December 31, 2022

REPORTING PERIOD	December 1, 2022 through December 31, 2022
PROJECT NAME	Bismarck-Mandan MPO Transit Development Plan
PREPARED BY	Bill Troe
ROUTE/COPY TO	Teresa Carey
Percent Complete through Period	35%

COMPLETED ACTIVITIES PREVIOUS PERIOD (December 2022)

- Prepared initial figures/review of funding relative to expenditures and confirmed baseline figures with staff.
- Facilitated public meetings in Mandan and Bismarck on December 6, 2022 (first of three rounds).
- Met with Transit Board on December 7 to debrief from public meetings and discuss funding.
- Initiated Newsletter #3 (Funding).
- Presented status to the MPO committees.
- Continued with development of the Existing Conditions.

ONGOING ACTIVITY THIS PERIOD (January 2022)

- Distribute Newsletter #3.
- Develop alternate governance options and document.
- Finalize current conditions assessment.
- Prepare peer review (to the extent peers can be identified).

PROJECTED ACTIVITY NEXT PERIOD (February 2023)

- Document future growth areas.
- Develop initial concepts to address funding constraints.

PROBLEMS ENCOUNTERED/ITEMS OF NOTE/SCHEDULE REVISIONS

- None.

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Bismarck-Mandan MPO

TIP 2023-2026 Administrative Modification

Project Year(s) 2022; 2023

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	22.6.35 (old) 23.6.34 (new)	\$1,195,087	\$132,788	\$0	\$1,327,875	IM

Project Description:

This project is for bridge work (approach slabs, deck overlay, expand joint modification, and rail retrofit) at separate locations along I-94. The first location is the CP Rail/Hay Creek EB structure located one mile east of US 83 N, and the second location is the 19th St Separation located less than 1/2 mile east of US 83 N. This modification moves the project funding year from 2022 to 2023, while all other project details remain unchanged. The PCN is 23009.

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)