

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

FROM: Rachel Lukaszewski, MPO Executive Director

DATE: February 13, 2023

RE: TAC Meeting

There will be a meeting of the Bismarck-Mandan MPO Technical Advisory Committee on **Tuesday, February 21, 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 3/20/2023. 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	89	06/30/2023
Sunset Drive Corridor Study	75	08/31/2023
2050 Forecast/Arrive 2050	4	03/31/2025
2022 Transit Development Plan	42	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
<https://www.bismarcknd.gov/DocumentCenter/View/37890/MPO-acronyms>

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
JANUARY 17, 2023**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) met on January 17, 2023, at 10:00 a.m. in the Tom Baker Meeting Room, City/County Building, 221 N 5th Street, Bismarck, ND. Rachel Lukaszewski presided.

Members present or participating via Zoom were Ben Ehreth, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Justin Froseth, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Rachel Lukaszewski. Members absent were Nick Nustad 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, Bismarck-Mandan MPO; Mark Berg, City of Bismarck Engineering; Kristen Sperry, Federal Highway Administration (FHWA); Scott Harmstead, SRF Consulting; and Jamie Olson, KLJ.

MINUTES

Chair Lukaszewski called for consideration of the minutes from December 19, 2022.

MOTION: Mr. Schell made a motion to approve the December 19, 2022 minutes as presented. Mr. Ehreth seconded the motion and with Ben Ehreth, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Justin Froseth, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Chair Lukaszewski voting in favor, the minutes of the December 19, 2022 meeting were approved.

2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Mr. Larson presented. He explained this month the MPO processed ten amendments to the 2023-2026 TIP. The amendments were advertised for the required 15-day comment period, and no public comments were received. Mr. Larson provided a brief overview of the amendments.

The first five amendments add new projects to the TIP. The first adds a project for pavement markings on various highways through North Dakota Department of Transportation's (NDDOT) Bismarck District, which will include locations within the Bismarck-Mandan MPO area. The second adds a signing project at the Tyler Parkway Interchange in Bismarck. The third adds a chip seal coat project on Hwy 1806 in Mandan from south of Fort Lincoln to south of 19th Street. The fourth adds a chip seal coat project on Hwy 1804 from Burnt Creek Loop to US 83, with seven miles of the project located within the MPO area. The fifth amendment adds a new bridge project for work at several locations within the MPO area. Mr. Larson explained this project will be placed in funding year 2026, not 2023, as the amendment form is incorrect.

The sixth amendment adds Burleigh Avenue from South Washington Street to Boston Drive to an existing widening and reconstruction project on South Washington Street (which previously ran from Burleigh Avenue to the drainage ditch). The amendment form also notes

cost increases for the project, and that Bismarck is planning to advance construct the project in 2024. The funding year remains 2026. The next three amendments address increased cost estimates for a Grant Marsh bridge project, a Tyler Parkway bridge project, and Phase 3 of the Mandan Memorial Highway reconstruction. Finally, the last amendment moves a Bis-Man Transit 5339 grant project from funding year 2022 to 2023, and adds some preventive maintenance work to the project, since the existing scope of the project (the purchase of a new bus hoist and farebox system) was less expensive than projected.

Mr. Froseth asked if any local funding is needed for the Exhibit E bridge project (the fifth amendment). He notes the local amount is listed as zero, but the work is being done on roadways where Mandan would typically have a small cost share to contribute. Mr. Larson noted the standard split for projects listed as Interstate Maintenance projects is ninety percent federal and ten percent state, but he will follow up with NDDOT after the meeting and get back to Mandan about the project. Mr. Zacher said it is a safe bet no local funding would be required, but he will also follow up on the project funding.

Mr. Schell commented he thinks the first amendment, which references the Bismarck District, would be clearer if it had different language (since the Bismarck District includes Mandan and the counties). He also thinks the second amendment could be clearer about the fact that it is for a small signing project at Tyler Parkway, and not a large-scale interchange project. He does not think it necessary to change these amendments but provided the comments to help with future amendments. Mr. Larson thanked him for the feedback.

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

MOTION: Mr. Schell made a motion to recommend approval of the 2023-2026 TIP Amendments as presented, with Mr. Larson's Exhibit E correction incorporated. Mr. Schriock seconded the motion and with Ben Ehreth, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Justin Froseth, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Chair Lukaszewski voting in favor, the motion was approved.

TAC MEETING FORMAT AND LOCATION DISCUSSION

Ms. Lukaszewski explained since last meeting she investigated several locations that could be used as alternative locations for the TAC meeting. She presented a special insert to the board to display these locations. She said members have expressed concerns about parking at the current locations (the Bismarck and Mandan Commission Chambers), and additionally some may want to explore an alternative way of recording the meetings. Bismarck Public Works is not currently available for meetings since they are undergoing renovation. Available locations that are feasible to use include the Bismarck Veterans Memorial Library, the Mandan Public Library, Bis-Man Transit, and the Morton County Meeting Room. There would be technological limitations to each of these locations, as opposed to the current format where Dakota Media Access (DMA) records the meetings in the Commission Chambers.

Ms. Lukaszewski said the MPO could use Microsoft Teams to run and record TAC meetings, but it would be more difficult to upload and save the recordings. Audio recording could also be an option, and the MPO takes minutes of each TAC meeting no matter the location. None of the alternative meeting locations would have a camera available, and the microphone

situation would also be challenging, which could affect remote participation. The MPO could use a teleconferencing system at these alternative locations. Ms. Lukaszewski closed by suggesting two options to move forward. The first option would be to remain in the Commission Chambers and use the current format. The second option would be to move to an alternative location and utilize lower tech options within the meeting, which may include limiting the number of remote participants or accepting a lesser recording standard. The MPO is willing to accommodate the wishes of the TAC board.

Mr. Stromme thanked Ms. Lukaszewski for researching this issue. He said he is in favor of retaining the current meeting format and mentioned meeting format has been on the agenda for a while. Mr. Froseth said he believes the parking concerns are surmountable and he would be in favor of maintaining the current format also and using DMA. Mr. Schell said he is split evenly between the two options. He believes the current format works for the needs of the board and the public but thinks having continual evaluation of the format on the agenda is helpful to make sure TAC continues to meet those needs. Ms. Lukaszewski said TAC members can always bring forward meeting issues in future, and the MPO will work to investigate and accommodate them.

MOTION: Mr. Ehreth made a motion to maintain the existing meeting location(s) and format for TAC. Mr. Froseth seconded the motion and with Ben Ehreth, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Justin Froseth, 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. SRF is currently developing the study report. Three alternatives have been developed, and there will also be a locally preferred alternative included in the final report. The online survey received 108 responses, which is a positive. However, most of the responses came from people who drive the corridor, so SRF has reached out to several social services organizations near the corridor to provide paper surveys for the people they work with to fill out. This will hopefully provide some responses from individuals using the corridor who may not have access to a personal vehicle. The final Study Review Committee meeting is scheduled for February 27. Soon after that, SRF will hold the final public meetings for the study. It is anticipated that the results of the study will be presented to the Bismarck City Commission, TAC, and Policy Board in April.

SUNSET DRIVE CORRIDOR STUDY

Ms. Olson provided a study update for KLJ. KLJ is preparing for its fourth Steering Committee meeting on February 2 and is wrapping up the development of alternatives for the corridor. The next round of public input meetings is scheduled for March 9, and it is intended that NDDOT will be present at those meetings to connect their Sunset Drive Interchange study with the ongoing corridor study.

2050 FORECAST/ARRIVE 2050

Mr. Harmstead provided a study update. Mr. Carbee with HDR is leading the project, but SRF is assisting HDR. Mr. Harmstead said the work is focusing on the 2050 Forecast portion of the project right now. They have finished stakeholder outreach, and are using that input to

inform various population, housing, and employment growth projections for the area. Work is being done on the base year (2021) of the Travel Demand Model (TDM). The TDM is broken out into sections called Traffic Analysis Zones (TAZ) and is used to model future growth. NDSU's Advanced Traffic Analysis Center (ATAC) will be receiving the information SRF has collected and will use it to complete the TDM update. SRF will be presenting area growth projections (high, medium, and low growth projections) to the 2050 Forecast Steering Committee, TAC, and Policy Board.

2022 TRANSIT DEVELOPMENT PLAN (TDP)

Ms. Lukaszewski provided an update in place of Bill Troe. She said SRF has been evaluating available funding and existing costs for transit operation. Bis-Man Transit offers fixed-route, paratransit, and after-hours/demand response services to the public currently. Each of these services have different costs and federal regulations associated with them, and the TDP is designed to help Bis-Man Transit manage its operations efficiently. A second round of public input meetings for the TDP will be held in the next couple of months, and a third newsletter for the public will also be coming soon. Ms. Hughes noted the focus right now is funding, and on helping the public understand that if service changes are needed in future, it is due to underlying funding issues.

Mr. Troe was able to re-connect to the meeting. He believes the third newsletter and the TDP process are an opportunity to help explain and understand where transit funding comes from and where that funding is being spent. Without COVID related funding, Bis-Man Transit is experiencing annual financial shortfalls, and understanding this will help inform the discussion as Bis-Man Transit seeks to move away from operating in the red.

Mr. Schell asked what metrics SRF looks at to conduct a Bis-Man Transit peer review. Mr. Troe said this is challenging since it is very difficult to find a true Bis-Man Transit peer. There are communities with similar populations and population density to Bis-Man Transit, but Bis-Man Transit provides a much greater percentage of paratransit service than most comparable communities. SRF will be talking about this with the Transit Board to see how extensive a peer review they want to conduct.

2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION

Mr. Larson said this month the MPO completed one administrative modification 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 modification (Exhibit Q) moves an I-94 bridge project from funding year 2022 to 2023, while all other project details remain unchanged.

OTHER BUSINESS

Census Data Update

Ms. Lukaszewski said the urbanized area and census data from the U.S Census and the Federal Highway Administration (FHWA) has been received. North Dakota currently has three MPOs, but with this new data the City of Minot and its urbanized area have reached the MPO threshold. The City of Minot will be bringing a new MPO online over the next year, and Bismarck-Mandan MPO staff will keep TAC informed about this process as it unfolds. The addition of a fourth MPO for North Dakota will have a funding impact. The state is not expected to receive additional Consolidated Planning Grant (CPG) funding. The CPG funds MPO

operations and studies, and with a new MPO coming online, the funding will now be split four ways instead of three. The Bismarck-Mandan MPO currently has a funding surplus, so there may be conversations in the future about sharing this surplus with Minot, as well as how to properly divide the CPG funding four ways going forward. NDDOT and the MPOs will be meeting in March, so more updates on this will be upcoming.

Mr. Schell asked which entities will be a part of the Minot MPO. Mr. Zacher said NDDOT is not yet certain. The City of Minot will certainly be included along with Ward County, and the cities of Burlington and/or Surrey could be included also. NDDOT is currently working with Minot. North Dakota has not had a new MPO in fifty years, so this is a new process for everyone. The governor will need to enter into an agreement with the City of Minot, and Minot will need to create a Policy Board. Mr. Zacher noted that Fargo-Moorhead is also anticipated to become a Transportation Management Area (TMA). A TMA is defined as an MPO with a population of over two hundred thousand. This change may impact construction project grant funding slightly, but Ms. Lukaszewski said she does not expect this to be very impactful for the Bismarck-Mandan MPO.

ADJOURNMENT

There being no further business, the meeting was adjourned at 10:49 a.m., with the next scheduled meeting to take place on February 21, 2023, at 10:00 a.m. in the Tom Baker Meeting Room in the City/County Building, 221 N 5th St, Bismarck.

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	23.6.32	\$208,224 (old) \$0 (new)	\$23,136 (old) \$411,870 (new)	\$0	\$231,360 (old) \$411,870 (new)	SS (old) H, State Funded (new)

Project Description:

This amendment removes a project in the TIP for a chip seal coat on Hwy 1806 in Mandan from South of Fort Lincoln to South of 19th St SE, due to the project now being funded completely with state funds. Projects that are funded completely by the state do not need to be shown in the TIP. The PCN is 23836.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

This project was 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	23.6.35	\$39,600	\$4,400	\$0	\$44,000	NH

Project Description:

This amendment adds a new project to the TIP, for calibration work at the Apple Creek Weigh in Motion sites, both east and westbound, at about mile marker 165 on I-94. The project includes locations statewide, but the cost estimates and locations are specific to the Bismarck-Mandan MPO area. The PCN is 23886.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

The project is consistent with the Arrive 2045 MTP, specifically goal 2E.

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
Mandan	23.4.01 (new) 22.4.03 (old)	\$1,052,000	\$0	\$1,248,000	\$2,300,000	SU

Project Description:

This project is a reconstruction project in Mandan, to reconstruct 8th Ave NW from Old Red Trail to 24th St NW. This amendment moves the project from funding year 2022 to 2023, while all other project details remain unchanged. The PCN is 23699.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

The 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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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	¹⁴⁴ 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 \$5,290,789 \$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	
MANDAN	23.4.01 ~~23.4.03~~	*Urban Roads - 8th Ave NW (Old Red Trail to 24th St NW) (Reconstruction)	\$1,052,000	\$0	\$1,248,000 (Mandan)	\$2,300,000	SU	23699	2023	Amendment Moved from 2022 (FEBRUARY 2023)
NDDOT	23.6.15	Bridge - I-94 (2 miles west of US Highway 83, Tyler Parkway, EB) (Expansion Joint Modifications, Approach Slabs, Spall Repair)	~~\$308,836~~ \$783,000	~~\$34,320~~ \$87,000	\$0	~~\$343,156~~ \$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	\$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)	~~\$4,484,221~~ \$9,000,000	~~\$499,364~~ \$1,000,000	\$0	~~\$4,993,625~~ \$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	\$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	\$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	\$249,000	SS	22614	NA	
NDDOT	23.6.24	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 3, Edents TBD) (3 miles, Reconstruction, City Utilities)	~~\$16,712,000~~ \$27,216,000	~~\$1,872,000~~ \$3,050,000	~~\$6,905,000~~ \$7,391,000	~~\$24,089,000~~ \$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 ~~23.6.28~~	*Rural - I-94 (East of 161 Interchange to east of Monken Interchange) (9.8 miles, Median X-Over, Ramp Connections)	\$1,366,544	\$151,838	\$0	\$1,518,382	IM	22639	NA	Modification Moved from 2022 (DECEMBER 2022)
NDDOT	23.6.28 ~~23.6.29~~	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 1, Edents 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 ~~23.6.30~~	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 2, Edents 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)	\$163,270	\$11,474	\$0	\$174,744	IM	23607	NA	Amendment New Project (JAN 2023)
NDDOT	23.6.33	~~Rural - Hwy-1806 (From South of Fort Lincoln to South of 19th St SE) (Chip Seal Coat)~~	~~\$208,334~~	~~\$23,136~~	~~\$0~~	~~\$231,360~~	~~SS~~	~~23836~~	~~NA~~	Amendment Project Removed (State Funded) (FEB 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 ~~23.6.35~~	Bridge - I-94 (CP railway creek struct. 1 mile E of US 83 N, 19th St separation abt 1/2 mile E of US 83 N) (Deck Overlay, Rail Retrofits, Approach Slabs, Expand Joint Mod)	\$1,195,087	\$132,788	\$0	\$1,327,875	IM	23009	NA	Modification Moved from 2022 (JANUARY 2023)
NDDOT	23.6.35	Rural - Statewide ITS equipment (Apple Creek Weigh in Motion sites, east and westbound, around I-94 mile marker 165) (Electronics calibration)	\$39,600	\$4,400	\$0	\$44,000	NH	23886	NA	Amendment New Project (FEBRUARY 2023)
BISMARCK PARKS & REC DIST BISMARCK	23.7.02	Transportation Alternatives - Bismarck Ash Coulee & Tyler Parkway (Bikeway/Walkway) (Sidewalk Improvements)	\$393,000	\$0	\$90,000 (Bis P&R District)	\$473,000	TAU	23236	2023	

* 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.

¹⁴⁴ Pending Availability of Federal Funds

¹⁴⁵ City plans to advance construct project in 2022

¹⁴⁶ Project area extent is larger than the MPO area. Costs have not been prorated.

PROJECT FUNDING YEAR 2024

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
MANDAN	24.4.01	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Mandan (Various Locations) (Install RRFB at up to 4 locations, recommended by School Safety Crossing Study)	\$126,000	\$0	\$14,000 (Mandan)	\$140,000	TBD		NA	
MANDAN	24.4.02	Transportation Alternatives - Mandan ND 6 Share Use Trail Phase 3 (ND 6 shared use trail from 19th St SE to Heart River Bridge) (Construction of new shared use trail on east side of ND 6)	\$416,384	\$0	\$98,115	\$514,499	TAU	23922	2024	
NDDOT	24.6.01	*Urban Regional - Bismarck 7th St (Front Av to Bismarck Expressway) (.6 miles, Reconstruction)	\$2,529,062	\$283,436	\$312,500 (Bismarck)	\$3,125,000	NHU	23201	NA	
NDDOT	24.6.09	*Urban - I-94 (2 miles E of US 83 N, EB, Centennial/Bismarck Expressway Exit 161) (Structure/Incidentals, Ramp Revisions)	\$27,000,000	\$3,000,000	\$0 (Bismarck)	\$30,000,000	IM	22648	NA	
NDDOT	24.6.10	Bridge - I-94 (1 mile E of US 83 N) (Structure Paint)	\$223,891	\$24,877	\$0 (Bismarck)	\$248,768	IM	22614	NA	
NDDOT	24.6.12	*Urban Regional - I-94B Bismarck/Mandan Memorial Bridge (.1 miles, Memorial Bridge) (Clean drains & glands, Clean Tubs, Pigeon Proof Utility Passages, Add Tub drains if needed, & potentially adding steps for access)	\$121,395	\$13,605	\$15,000 50% Bismarck 50% Mandan	\$150,000	NHU	22902	NA	
NDDOT	24.6.13	*Rural - State Highway System, Bismarck and Dickinson Districts (Numerous locations within the State Highway ROW) (Replace non-LED lighting with LED and assess and upgrade existing light system)	\$900,000	\$100,000	\$0 (Multiple)	\$1,000,000	SS	23281	NA	
NDDOT	24.6.15	Bridge - I-94B (Memorial Bridge East Bound between Bismarck and Mandan) (Deck Overlay, Structure Paint, Joint Repair and Joint Sealant)	\$4,570,000	\$512,000	\$565,000 50% Bts 50% Man	\$5,647,000	NH		NA	
NDDOT	24.6.16 23.6.23	*Safety - Bismarck Expressway/McKenzie Drive Interchange (Bismarck Expressway, and McKenzie Drive Interchange west-bound off-ramp) (Installation of wrong way detection systems)	\$699,650	\$77,742	\$0	\$777,422	HEN	23378	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 sheetpiles, upgrading an intersection to a roundabout or new/improved interchanges.

*Pending availability of Federal Funds

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

PROJECT FUNDING YEAR 2025

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	25.1.01	Urban Roads - Bismarck Boulevard Ave (6th St to 7th St) (CPR, Grinding, Curb Ramps)	\$121,395	\$0	\$28,605 (Bismarck)	\$150,000	SU	23747	NA	
BISMARCK	25.1.02	Urban Roads - Bismarck Washington St (S Washington St and Denver Ave) (Traffic Signals, planned to be constructed with 25.6.13)	\$279,208	\$0	\$65,792 (Bismarck)	\$345,000	NHU	23741	NA	
BURLEIGH	25.2.01	Transportation Alternatives - Bismarck S Washington St Trail (Meridian Dr to Sibley Park) (Shared Use Trail Extension of S Washington St Trail)	\$334,744	\$0	\$78,678 (Bis Parks & Rec for Burleigh)	\$413,622	TAU	23910	2025	
MANDAN	25.4.01	**Urban Roads - Mandan Old Red Trail (40th Ave NW to Urban Limits) (Reconstruction)	\$4,000,000	\$0	\$1,000,000 (Mandan)	\$5,000,000	SU		NA	
MANDAN	25.4.02	Transportation Alternatives - Mandan Old Red Trail Phase 1 (Old Red Trail shared use path, from Sunset Dr to east of 30th Ave NW) (Rehab and municipal improvements for existing trail)	\$365,452	\$0	\$86,113	\$451,565	TAU	23914	2025	
NDDOT	25.6.01	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, West Bound) (Structure Paint)	\$315,861	\$35,096	\$0 (Bismarck)	\$350,957	IM	22644	NA	
NDDOT	25.6.02	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, East Bound) (Structure Paint)	\$315,861	\$35,096	\$0 (Bismarck)	\$350,957	IM	22644	NA	
NDDOT	25.6.05	Bridge - I-94 (6 miles east of ND 25, Collins Ave Overpass, East Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.06	Bridge - I-94 (6 miles east of ND 25, Collins Ave Overpass, West Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.07	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, East Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.08	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, West Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.09	**Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (8.6 mi Fencing, PCC Pave)	\$23,927,000	\$2,659,000	\$0 (Burleigh)	\$26,586,000	IM	22957	NA	
NDDOT	25.6.12	Urban Regional - Bismarck 7th St/ 9th St (CRP funding has a federal funding cap of \$570,000) (Main Ave to Boulevard Ave) (Mill and Overlay, ADA Ramps, Lighting)	\$1,961,177 \$570,000 \$2,531,177	\$219,793 \$63,881 \$283,674	\$242,330 \$70,431 \$312,781	\$2,423,300 \$704,312 \$3,127,612	NHU CRP TOTALS	23347	NA	
NDDOT	25.6.13	Urban Regional - Bismarck Expy (Washington St to 26th St) (Traffic Signals, planned to be constructed with 25.1.02)	\$1,954,460	\$219,040	\$241,500 (Bismarck)	\$2,415,000	NHU	23741	NA	
NDDOT	25.6.14	Urban Regional - Bismarck State St (7th St to Divide Ave) (CPR, Grinding, Curb Ramps)	\$987,346	\$110,654	\$122,000 (Bismarck)	\$1,220,000	NHU	23742	NA	

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

** Pending Availability of Federal Funds

*** 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) (Widening from 2 to 3 lanes, Reconstruction)	\$4,500,000	\$0	\$7,300,000 \$8,500,000 (Bismarck)	\$11,700,000 \$13,000,000	NHU	23859	2024	Amendment Extents 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) (MI & Overlay)	\$182,093	\$42,907	\$0 (Morton)	\$225,000	NHU		NA	
NDDOT	26.6.03	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	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	Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (CCC Pave)	\$24,689,000	\$2,765,000	\$0 (Burleigh)	\$27,654,000	IM	22956	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	
NDDOT	26.6.12	Bridge - I-94 (I-94B Ramp on N side of Memorial Hwy/Bis. Expy, Expy/Mem. Hwy bridges, & Expy/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)

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

* Pending Availability of Federal Funds

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

URBAN GRANT SCORING METHODOLOGY:

The applications will be scored by MPO staff using objectives provided within the MTP appropriate to the Urban Grants Program. These scores will not be prioritized by staff but rather will be provided to the TAC for discussion. TAC may rank the projects based on their discussion, and if so, the ranking will be provided to Policy Board. Policy Board has the authority to accept, change, or deny any prioritization for the Urban Grant Program.

URBAN GRANT SCORING (For MPO Staff Use): Goals & Objectives for UGP - PROPOSED February 2023

Urban Grant Scoring Objectives	
1A:	Reduce the incidence of all motor vehicle and non-motor vehicle (pedestrian and cyclist) crashes, with an emphasis on serious injury and fatal crashes. This may include implementing improvements that are both proven Crash Reduction Measures at locations with an existing crash history or at locations without an existing crash history as a proactive improvement (SMO)
2A:	Maintain pavement quality and bridges at acceptable levels (SMO)
2B:	Maintain street signage and visibility (SMO)
2C:	Maintain the current bicycle & pedestrian system (SMO)
2D:	Maintain transit fleet, equipment, and facilities in a state of good repair as identified within the Transit Development Plan (TDP) (SMO)
3C:	Improve the continuity of the multimodal systems for pedestrians, cyclists, or transit riders; through improved network connections and reduction of system gaps (SMO)
5C:	Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan (SMO)
7B:	Leverage the existing transportation system by emphasizing low-cost, high impact solutions that may include incremental system improvements, system preservation, and technology applications to achieve reduced congestion in lieu of more expensive projects such as roadway widening (SMO)

Urban Grant Program Objectives

- Preserve existing transportation assets
- Ensure safety of all users of the transportation system
- Improve multi-modal transportation options such as walking, bicycling, and public transportation
- Enhance the economic vitality of the area by providing transportation assets that support:
 - revitalization efforts
 - development of vacant or underutilized parcels within existing urban areas; and/or
 - redevelopment of established portions of communities
- Support economically sustainable growth, lessening the need for outward expansion of community transportation infrastructure and associated services

- Total Points _____(16.4 possible)

- Total Points _____ (16.4 possible)

URBAN GRANTS PROGRAM SCORING RESULTS

[illegible]

MTP Objectives and Scoring for Fall 2019 Solicitations (Revised February 2023)

WHAT ARE THE MTP OBJECTIVES AND WHY SHOULD THEY BE USED?

The seven Metropolitan Transportation Plan (MTP) goals and accompanying objectives were developed in coordination with the project steering committee. The objectives were then assigned to MPO-administered federal grant programs, depending on whether they apply to the outcomes of the funding program. The assigned objectives have been categorized as Scoring Metric Objectives (SMO), meaning that they are measurable and suitable for application scoring. SMO counterparts—Policy Based Objective (PBO)—are also identified in the MTP but are more useful for policy-based decision making and cannot be as easily scored.

The MPO adopted a resolution to use Performance Based Planning (PBP) in May of 2018. Since the MTP is formally incorporating performance measures into project evaluation, and since the update will be finalized within six months, there is an opportunity to further the MPO's PBP practices and build upon these objectives in the prioritization process. MPO staff propose that the solicitations in fall 2019 utilize these new MTP objectives for scoring and prioritization, instead of the current—but soon to be outdated—Long Range Transportation Plan (LRTP) objectives.

WHICH OBJECTIVES HAVE BEEN ASSIGNED TO THE FEDERAL GRANT PROGRAMS?

Arrive 2045 Goals and Objectives	FEDERAL AID FUNDING SOURCE CATEGORIES				
	Urban & Regional Projects*	Highway Safety Improvement Program (HSIP)	Transportation Alternatives (TA)*	Urban Grant Program	Transit
Goal 1: Safety & Security	1A, 1C	1A	1A	1A	
Goal 2: Infrastructure Condition	2A	2B	2C	2A, 2B, 2C, 2D	2D
Goal 3: Congestion Reduction	3A, 3B, 3C			3C	
Goal 4: System Reliability for Freight Movement & Economic Vitality	4A	4A			
Goal 5: Alternative Transportation Modes to Automobile Travel	5C		5C	5C	
Goal 6: Environmental Sustainability					
Goal 7: Reduced Project Delays	7B	7B		7B	

*SMO have been updated prior to the adoption of the Arrive 2045 MTP, see MTP page 19.

HOW MANY POINTS ARE ASSIGNED TO EACH GOAL?

Each goal area has a maximum number of 'points', as listed in the prioritization weight column. 'Points' were calculated from public and steering committee goal preferences during the MTP process. If a goal has two or more objectives that apply to a federal grant category, the objectives will add up to the prioritization weight number.

Arrive 2045 Goals and Objectives	Total Votes	Goal Ranking	Prioritization Weight
Goal 1: Safety & Security	87	#2	4.5
Goal 2: Infrastructure Condition	96	#1	5
Goal 3: Congestion Reduction	70	#3	3.6
Goal 4: System Reliability for Freight Movement & Economic Vitality	44	#4	2.3
Goal 5: Alternative Transportation Modes to Automobile Travel	41	#6	2.1
Goal 6: Environmental Sustainability	43	#5	2.2
Goal 7: Reduced Project Delays	23	#7	1.2

HOW WILL THE OBJECTIVES BE USED IN APPLICATION SCORING AND PRIORITIZATION?

Transportation Alternatives (TA) Program: Solicitation will occur for the TA program. TA applications will be scored by MPO staff on whether they meet the TA objectives, and these scores will create an MPO ranked. The Bike-Ped Subcommittee will also rank the application based on how well the project meets the needs of the community. These two ranks will be added together to create a recommendation for the TAC and PB. TAC and PB have the authority to accept, change, or deny any prioritization for the TA program.



Urban Roads Program: Solicitation will occur for the Urban Roads Program. However, staff will not lead a prioritization committee nor will staff score applications against MTP objectives. The MTP objectives have already been considered in the weighting of potential Urban Roads projects through the MTP development. A small group of MTP steering committee members will meet to help determine the top projects within the short-range list, which are preferred candidates for promotion. This list will be approximately 8 projects. Staff anticipates that the 'first' (or near first) project in this list will be promoted to NDDOT as the 2024 Urban Roads project. Blessing from the TAC and PB is needed to forgo a formal MPO-wide solicitation and prioritization using the 2015-2040 Long Range Transportation Plan. TAC and PB have the right—but are not encouraged by staff—to change or deny the prioritization for the Urban Roads Program.

Urban Regional Program: Solicitation will occur for the Urban Regional Program. The applications will be scored by MPO staff using the MTP Urban Roads/Urban Regional objectives. These scores will not be prioritized by staff but rather will be provided to the selection committee for committee discussion. The selection committee will rank the projects based in this discussion, and the ranking will be provided to TAC and PB. TAC and PB will be provided the staff score and the committee ranking. TAC and PB have the authority to accept, change, or deny any prioritization for the Urban Regional Program.



Urban Grant Program: Solicitation will occur for the Urban Grant Program. The applications will be scored by MPO staff using the MTP Urban Roads/Urban Regional objectives MTP objectives which relate directly to the objectives of the Urban Grants Program. These scores will not be prioritized by staff but rather will be provided to the TAC for board discussion. TAC may rank the projects based on their discussion, and the ranking will be provided to PB. PB will be provided the staff score and TAC ranking. PB has the authority to accept, change, or deny any prioritization for the Urban Grant Program.

Highway Safety Improvement (HSIP) Program: Solicitation will occur for HSIP program. The applications will be scored by MPO staff using the MTP HSIP objectives. These scores will not be prioritized by staff but rather will be provided to the TAC for board discussion. TAC may rank the projects based in their discussion, and the ranking will be provided to PB. PB will be provided the staff score and TAC ranking. PB has the authority to accept, change, or deny any prioritization for the HSIP Program.

URBAN GRANTS PROGRAM SUMMARY

FEBRUARY 2023

A total of two (2) project applications were submitted for the combined fiscal funding year 2025-2026 Urban Grants Program. The projects were scored against the goals and objectives of the Metropolitan Transportation Plan (MTP) by MPO staff. Points are provided to TAC and Policy Board for information, discussion, and potential prioritization.

The MTP objectives supported by each of these projects, along with points assigned for each of the objectives, will be provided at the TAC/Policy Board meetings.

JURISDICTION	PROJECT TYPE	PROJECT DESCRIPTION	TOTAL COST / FEDERAL COST	MTP OBJECTIVES SUPPORTED/ POINTS ASSIGNED
Mandan	Reconstruction Phase I	Downtown 1st Street and Avenues Reconstruct Phase I (1st St. NW from 6th Ave NW to 4th Ave NW and 4th Ave NW from 2nd St NW to Main St) and Phase 2 (1st St NW from 4th Ave NW to 2nd Ave NW and 2nd and 3rd Avenues from 1st St NW to Main St) Full reconstruct on 1 st St roadway with concrete (rather than mill and overlay due to exceedingly poor pavement condition; poor curb, gutter, and sidewalk conditions; and a need to replace old watermain); sidewalk and sidewalk ramp improvements to bring up to ADA compliance; possible curb bulb outs; signage and striping; integrating beautification elements recommended in the Mandan Downtown Sub Area Study such as benches, bike racks, LED and decorative lighting. Potential to implement reverse angle paring as trial run on a small segment of 1 st St. Signalization warrants and potential roundabout placement will be examined during preliminary design along with possible transit stop location improvements if warranted through final design. (Phase I and Phase II of a 3-Phase project) Requesting FY25 and FY26 funding but each phase is a stand-alone project.	Phase I Est. Total: \$3.9M Phase II Est. Total: \$4.1M Phase I and Phase II Total Cost: \$8,963,927 Phase I and Phase II Federal Request: \$5,226,783	YES TBD
Bismarck	Rehabilitation	Front Ave and 5th St Pavement Rehab – Front Ave., from Mandan St. to 9th St.; 5th St from Main Ave. to Bowen Ave.; and 3rd St. from Main Ave. to Front Ave. Mill and overlay, curb and gutter repairs, sidewalk repairs, ADA ramp upgrades, curb extensions, plastic pavement marking, watermain replacement, roadway and pedestrian lighting upgrades, street trees and landscaping improvements, modifications of traffic signals for implementing leading pedestrian intervals, benches, bike racks, bus shelter pads, and signage. No specific funding year requested.	\$3,056,000 / \$1,850,000	YES TBD

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Urban Grant Program Application FY 2025-2026

Coversheet

LPA

City of Mandan

Contact Person (Name and Title)

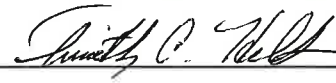
Justin Froseth, City Engineer

Address205 2nd Avenue Northwest**Telephone**

701-667-3227

Email

jfroseth@cityofmandan.com

Project NameMandan Downtown 1st Street and Avenues Reconstruct (Phase 1 and Phase 2)**LPA Applicant Signature (Highest Elected Official)**
_____**NDDOT District Engineer Signature if project is located on/impacts a State Highway**

Date Submitted

2/1/2023

Required Attachments:

- ☒ Relevant excerpts from adopted plans ☒ Project location map ☒ Cross Section of Roadway/facility
☒ Map of underground utilities (water, sanitary sewer)

Optional Attachments:

- ☒ Other Attachments (describe) ☒ Relevant supporting data, pictures, graphics, and/or visual aids
Detailed project cost breakdown

For NDDOT use only:

Date Received _____

Is this Project Title 23 Code of Federal Regulation Eligible including location on a federal aid route?

Yes ☐No ☐

General Project Information

Project Description (including location and scope of work for which funding is requested)

The primary goal and objective of the entire project is to reconstruct 1st Street NW and several Avenues in the core downtown area of Mandan (see map below). The project design will be finalized once funding is available. Construction is intended to occur in three phases in order to utilize Urban Grant Program (UGP) funding and for the City of Mandan (City) to provide the local match required from available funds. Based on preliminary cost estimates completed for the entire project, locations for Phases 1-3 are identified in the map below. The final construction phasing may change, depending on the amount of grant funds awarded and completion of final design. Per UGP Policy, the City will ensure each construction phase has stand-alone or independent utility and does not require the completion of other phase(s) to meet the project's intended purpose or function. As this application is for Phases 1 & 2 combined, the City intends to submit another UGP application for the third phase with the next UGP grant cycle, and understands it will need to compete with other projects on an equal basis.



A full reconstruct is needed as opposed to a less intense approach, such as a mill and overlay. This is due to 1) the current road condition is so deteriorated that a mill and overlay would not be sufficient or cost-effective approach, 2) the curb, gutter, and sidewalk conditions are in very poor condition and not all meet ADA compliance, and 3) the watermain under these Avenues needs replacement. The proposed project will also provide beautification elements such as landscaping and streetscape improvements integrated throughout. The Project will incorporate examples highlighted in the Downtown Subarea Study (Study) that will work best for the streets and avenues once the project gets to final design. Examples of items planned to incorporate include Figures 221 through 227 of the Study as shown below.

Figure 221: Planter and Street Tree Protection



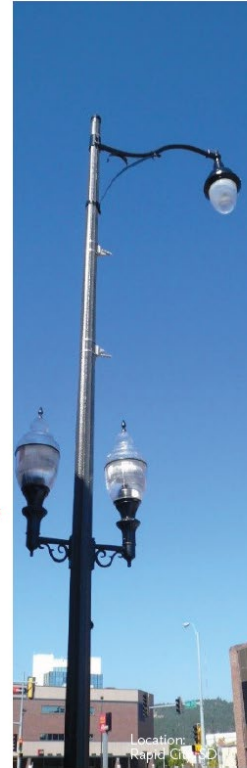
Location: Unknown

Figure 222: Portable Planter Boxes



Location: Crested Butte, CO

Figure 223: Decorative Light Fixture



IMPLEMENTATION PLAN

Figure 224: Curb Extension and Planter Box



Location: Concordia, KS

Figure 225: Benches and Trash Receptacles



Location: Omaha, NE

Figure 226: Benches and Trash Receptacles



Location: Rapid City, SD

Figure 227: Bike Racks and Trash Receptacles



Location: Boulder, CO

As a demonstration of its commitment to the project as a priority, the City has already expended \$190,000 of local funds to-date to complete design and boundary surveys, preliminary environmental, data collection, preliminary engineering and detailed cost analyses. This work primarily occurred between January-November 2020 and the project is now on hold due to lack of funding.

Total Project Cost

The Phase 1 estimate for cost participating items is \$3.9M and Phase 2 estimate is \$4.1M. The total project cost participating estimate, including Phase 3, is \$11.7M. In addition to the participating items, the city also plans to replace watermain in this area for a cost of about \$1.3M and understands that those costs cannot be shared through this program. Refer to the Cost Estimate section below and attached detailed cost estimate for more information.

Amount of Grant Funds Requested (cannot exceed 80% of total project cost)

\$5.2M (represents 65% of Phase 1 and Phase 2 participating costs)

Competitive Criteria

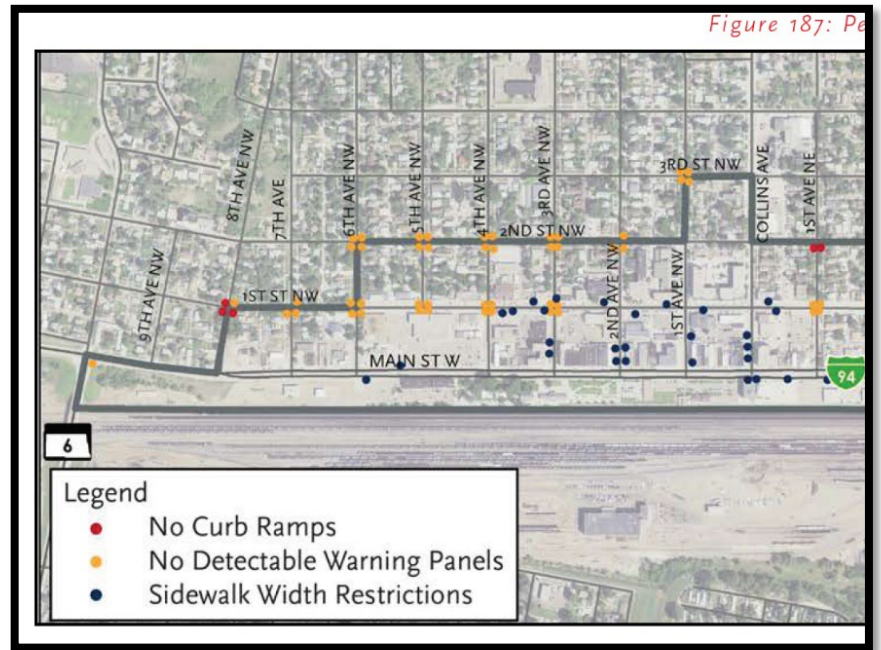
1. **Community Need for Project:** Explain why the project is needed including appropriate detail. Include any 100% locally funded components of the project that are part of the overall project or other planned projects that may compliment this project. Documentation of information to support the need such as relevant data, existing and if appropriate projected conditions, and any related analysis through studies or reports would be appropriate to identify in this section. Attachments such as but not limited to: maps, pictures, other graphics; and supporting data demonstrating the need for the project is encouraged.

The City, in partnership with the Bismarck-Mandan Metropolitan Planning Organization (BMMPO), previously completed the Study in late 2016, and many of the existing problems were discussed by the Study's steering

committee members. City staff had three actively engaged representatives that participated in the Study's steering committee and continue in that ad hoc capacity today by participating in beautification discussions regarding the downtown area. Some reoccurring concerns from the meetings, which have also been expressed since the Study was completed, include:

- a. Poor pavement conditions of Avenues in the core downtown area.
- b. Poor sidewalk conditions of Avenues in the core downtown area. Many which are non-compliant with ADA requirements, as illustrated in Figure 187 from the Study draft plan.
- c. Unsightly downtown infrastructure (streets and sidewalks), as illustrated in the pictures below.
- d. Requests have been made for the possibility of using Avenue sidewalks for patron seating areas if infrastructure improvements are made.

With the above concerns in mind, along with a desire to make Mandan's core downtown area more pedestrian friendly for all users, the Study team provided ideas to revitalize the downtown Avenues. The ideas for the Avenues have not yet been developed to the level of detail of our primary corridors (Main Street and 1st Street), but the Study has brought forward ideas with a welcoming environment in mind to revitalize and make the core downtown area more pedestrian friendly.

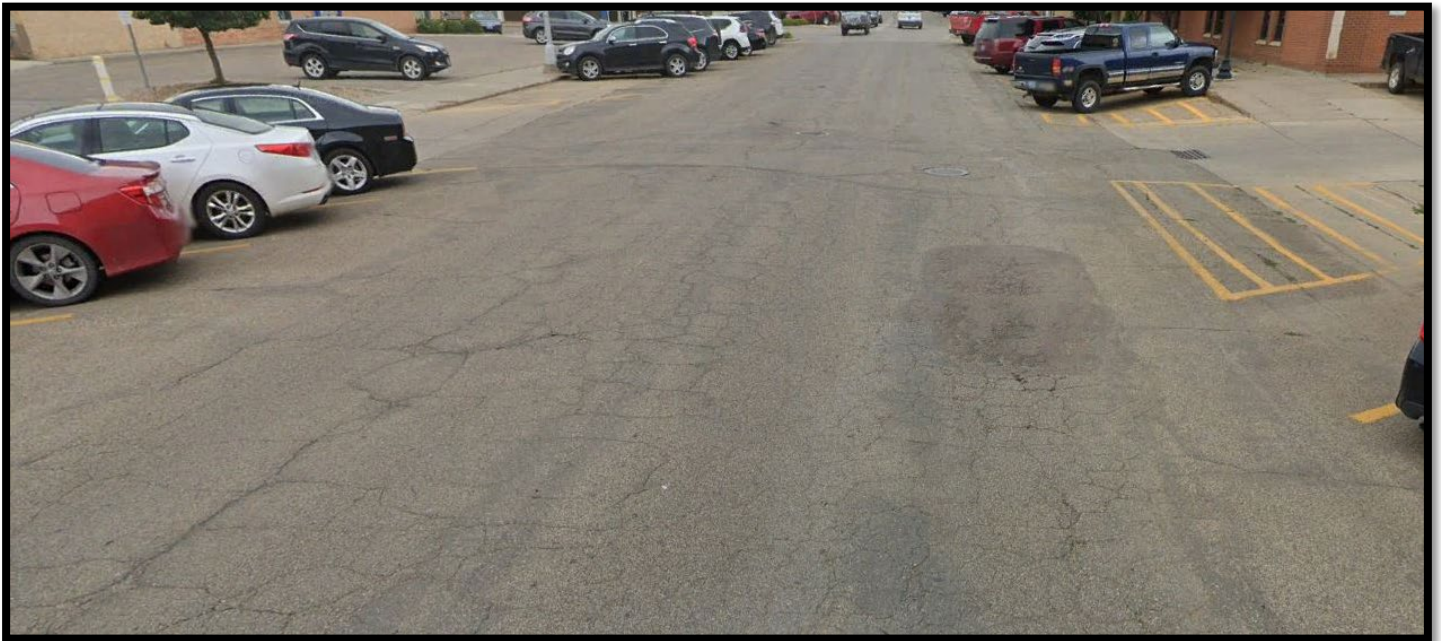


Addressing the condition of the road segments targeted for this project, pavement condition studies done in both 2012 and 2016 show predominately poor conditions for these segments. Below are pictures showing current street conditions.



1st Street NW between 1st and 2nd Avenue looking east to 1st Avenue above

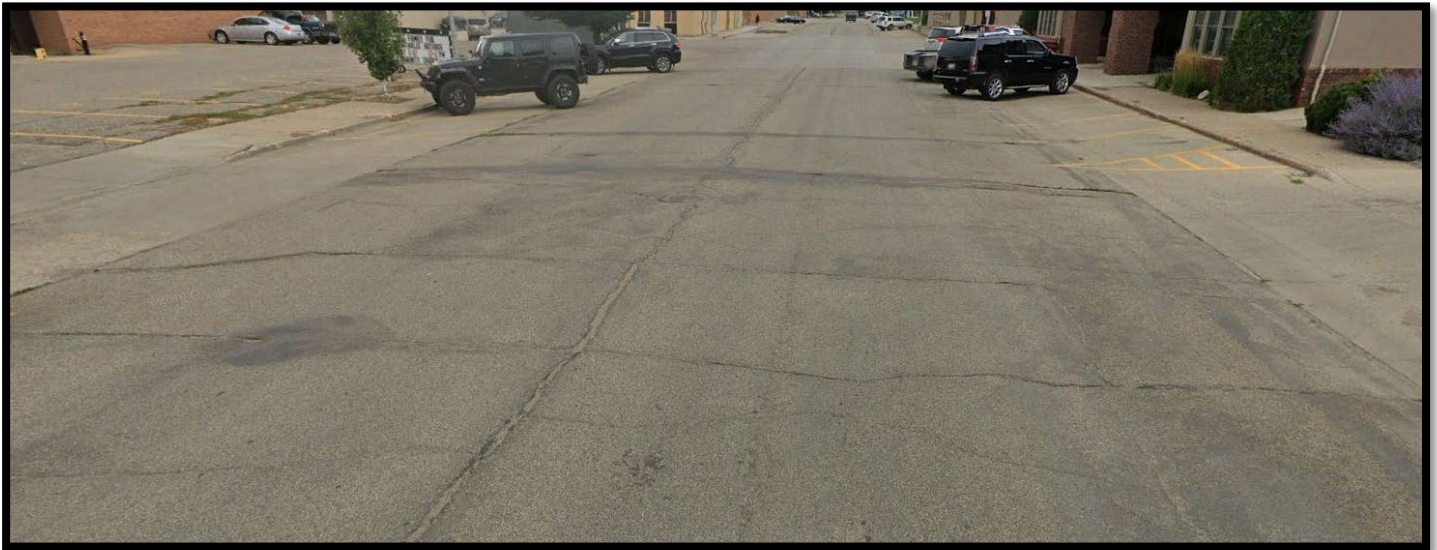
1st Street NW between 1st and 2nd Avenue looking west to 2nd Avenue below





1st Street NW between 2nd and 3rd Avenue looking east to 2nd Avenue above

1st Street NW between 3rd and 4th Avenue looking west to 4th Avenue below





1st Street NW between 4th and 5th Avenue looking east to 4th Avenue above

All images shown above in this section are Google Earth street view screenshots from August 2019.

2nd Avenue NW just north of Main Street looking south to Main below (December 2017)





2nd Avenue NW between 1st and 2nd Street looking south to 1st Street above (December 2017)

4th Avenue NW between Main Street and 1st Street looking north towards 1st Street below (December 2017)



2. **Community Impact of Project:** Describe how the project will offer significant long-term value to the community specifically in addressing the following program objectives (a-e):

a) Preserve existing transportation assets

The Project will reconstruct existing core downtown Streets and Avenues. These streets are some of our most valuable assets in the community as they accommodate all modes of transportation in the heart of the city.

b) Ensure safety of all users of the transportation system

The Project will improve deficiencies in the sidewalk system on all reconstructed streets to meet ADA compliance requirements. We will explore the widening of sidewalks during preliminary design to see if that would be the best approach for the City, while balancing roadway needs. We are not calling for drastic changes to vehicle operation on the avenues with this plan. The Study did develop an alternative on 1st Street that called for reverse angle parking. We will explore this in final design with the possibility of implementing along 1st Street in a couple block segment as a trial run. Staff acknowledges safety benefits to reverse angle parking, especially as it relates to bicycles sharing the roadway. However, we do not presently have community buy-in for this idea.

c) Improve multi-modal transportation options such as walking, bicycling, and public transportation

The improved safety, aesthetics, and ADA accessibility enhancements of the project will greatly improve the accessibility for all users of multi-modal transportation to access downtown Mandan. As a result, we anticipate these changes will promote more pedestrians, bicyclists, and users of public transportation to frequent downtown Mandan to access goods and services.

d) Enhance the economic vitality of the area by providing transportation assets that support: revitalization efforts; development of vacant or underutilized parcels within existing urban areas; and/or redevelopment of established portions of communities

The project will have a positive effect on revitalizing downtown Mandan. It will improve accessibility for all users of multi-modal transportation and accommodate the area for goods and services which will stimulate the downtown economic growth. There have been many positive developments recently in downtown Mandan highlighted by improvements to Main Street (a UGP recipient), major improvements to Dykshoorn Park, just on the south side of Main Street and many new service oriented business choosing downtown Mandan. With this project, we aim to capitalize on and expand that success further north within our core downtown area.

e) Support economically sustainable growth, lessening the need for outward expansion of community transportation infrastructure and associated services

This project will make downtown Mandan more accessible, with the anticipation that these improvements will help drive more commercial investment to the heart of downtown resulting in a decreased need for that investment to expand to the fringes of the city.

3. **Consistency with an LPA Associated Plan:** Document linkage between the proposed project and a publicly accepted/adopted plan(s) and/or public involvement process. Clear linkage should be demonstrated between the proposed project and the associated public acceptance/support which would include documenting the reference(s) in the plan and/or public involvement process. Relevant excerpts from such documents are

encouraged to attach with the application. Examples of publicly accepted/adopted plans might include but are not limited to: Community Comprehensive Plan; Downtown Master Plan; Neighborhood/Subarea/Corridor Plan; Bicycle/Pedestrian Plan; Housing Plan; Long Range Transportation Plan; Transit Development Plan; and/or Renaissance Zone Plan. A stand-alone public involvement process which demonstrates community support for the specific project is also acceptable and should be documented in the application.

This project is inspired by the Mandan Downtown Subarea Study. The Study was led by the BMMPO in partnership with the City. The Study received final approval from both the City Commission and the Metropolitan Planning Organization Policy Board. More information may be found by clicking either of the following links:

https://www.bismarcknd.gov/DocumentCenter/View/31642/Downtown_Mandan_Subarea_Study_Final_Report

<https://www.kljeng.com/featured-projects/downtown-mandan-subarea-study>

4. **Project Support of Urban Core/Central Business District:** Projects which directly support the urban core/central business district (CBD) will be given preferential consideration. Identify the project location and how it will support the urban core/CBD. (Attach 8.5" x 11" or 11" x 17" color map depicting project location in relation to urban core/CBD if applicable to the project type)

This project is in the heart of downtown Mandan. Below is a map depicting the location as it relates to the map furnished by the NDDOT for the Urban Grant Program, and attached is a larger version. The location for what is anticipated to be the different phases is represented by different colors on both maps.



5. **Projects that Maximize the Return on Investment from Public Funds:** Projects which can demonstrate a positive private return on investment of public funds will be given preferential consideration. Examples of this may

include but not be limited to increased retail sales, new jobs, and/or new dwelling units anticipated as a direct result of the proposed project.

The City has already laid the groundwork in revitalizing downtown Mandan and continues to do so through various projects. Some examples include the investments incentive programs such as the restaurant sales tax incentive and the Renaissance Zone building improvements program. More recently, the City purchased property that sat vacant for years between 4th and 6th Avenues just north of Main, and since then a prominent retail store and locally owned restaurant have relocated to this area. This project fits well with the previous efforts to improve vibrancy of our downtown area while allowing us to realize significant economic benefits.

Existing Conditions

(information requested in this section may not be appropriate for all project types)

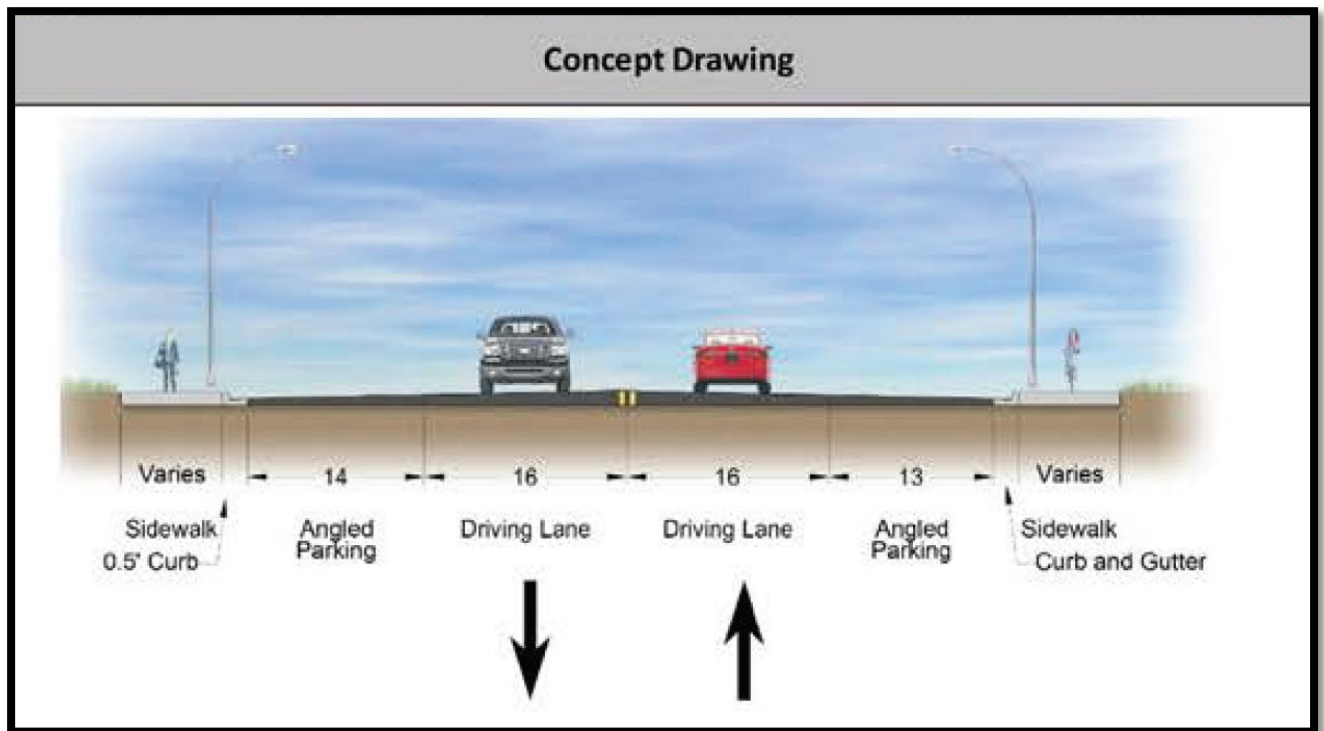
Functional Classification of Roadway

1st Street NW is a minor arterial. The avenues identified are collectors.

Cross Section of Roadway (attach graphics depicting current dimensions and key roadway elements)

Avenues are approximately 60 feet wide from face of curb to face of curb with angled parking allowed on both sides and one driving lane in each direction, unstriped. They are typically lined with sidewalk against the curb and gutter. The sidewalk is about 10 feet wide except for where a basement access was allowed to protrude out into the sidewalk space. Below is a 2019 Google Earth street view snip to illustrate a typical cross section of our downtown avenues. This is 2nd Avenue just north of Main Street and looking north.



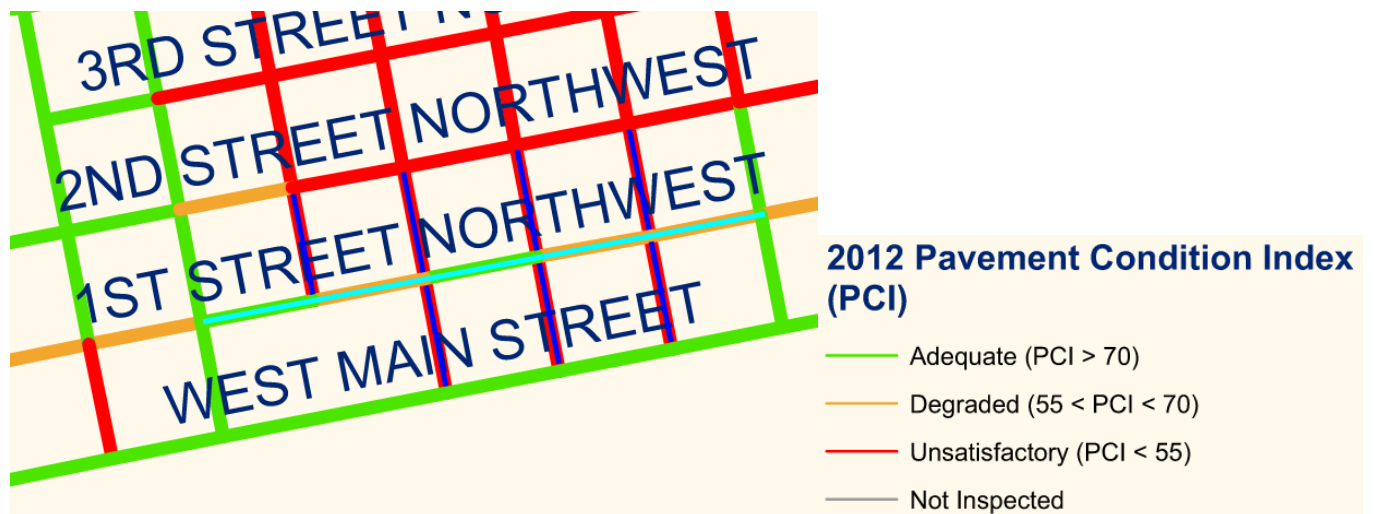


Pavement rating or condition

Avenues are unsatisfactory and 1st Street NW is mostly classified as degraded according to the 2012 Mandan State of the Streets Technical Report.

https://www.cityofmandan.com/vertical/sites/%7B38C3EFDC-F4D8-4D02-9E13-0987A081A7A4%7D/uploads/Dynatest_PCI.pdf

Below is a screenshot of Appendix A, Map 3: Pavement Condition Index (PCI) Values from the 2012 Mandan State of the Streets Technical Report.



They are also shown to be in poor condition from the 2016 pavement condition survey done in all urban areas statewide. A snapshot of that is shown below.

https://dotsc.ugpti.ndsu.nodak.edu/grit_viewer/



Year of Last Federal Investment at this Location

None found.

When was the current section built?

Record not found.

Year last surfaced or received maintenance?

Do not know.

Lighting

Mix of LED and high-pressure sodium.

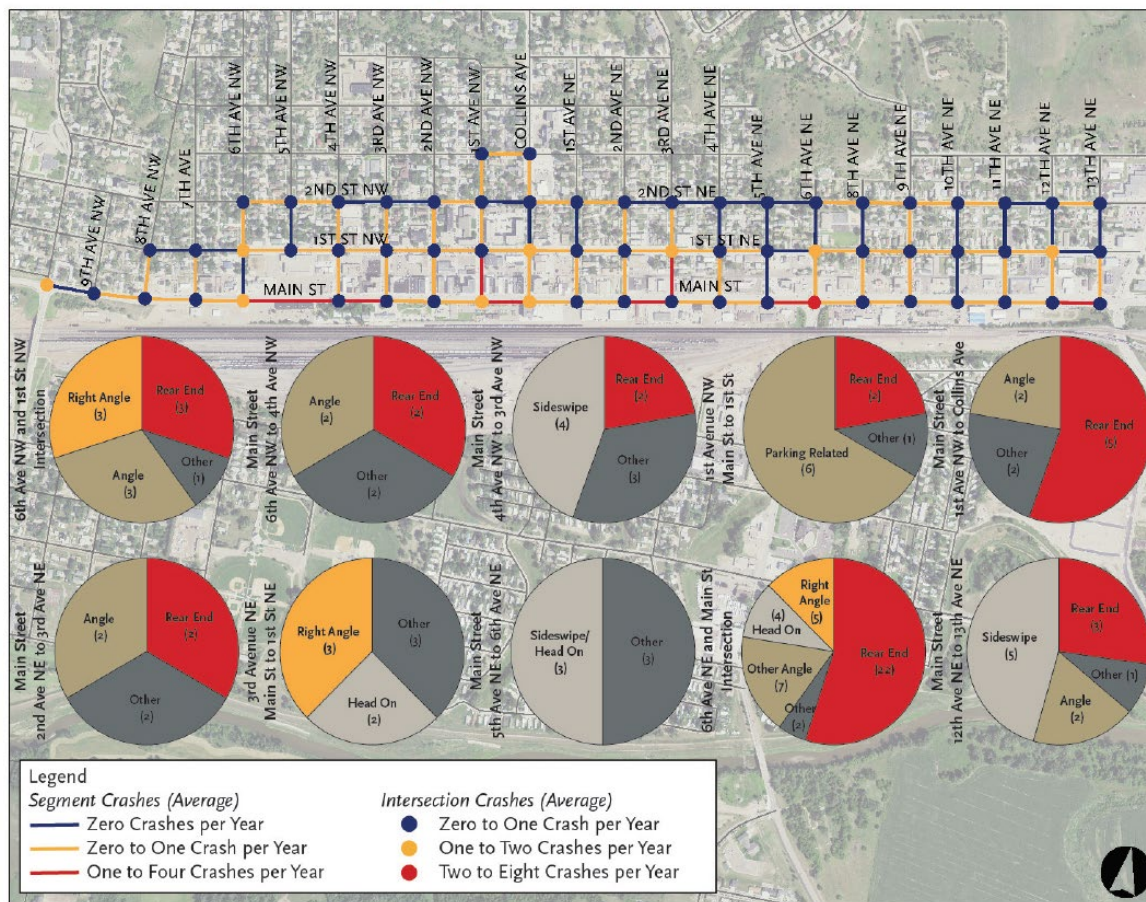
Signals

None exist.

Crash Rate or Number of Crashes?

Minimal concern within the corridors of this project. Figure 38 from the Study illustrates an NDDOT traffic operations study done in the fall of 2016.

Figure 38: Crashes in Study Area



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MANDAN DOWNTOWN SUBAREA STUDY

Other Known Safety Concerns?

Pedestrian crossing. Poor bicycling conditions. ADA accessibility.

Is parking allowed and what type?

Yes. Predominately angle with some parallel.

Are there any bridges, box culverts, etc. within the project corridor?

No.

What is the condition of the existing sanitary sewer, storm sewer, and water lines?

Watermain needs replacement under much of the proposed project area, and possibly sanitary sewer unless we accomplish that with trenchless methods. That decision has yet to be made. It is anticipated that a fair amount of storm inlet work will be needed and about 3,000 feet of storm sewer main replacement as well.

Are there any Access points to adjoining property that present a special concern?

None of special concern.

Bicycle/Pedestrian Facilities (Sidewalk, shared use paths, bicycle lanes)?

Sidewalk of varying widths along most of these corridors. An important element of this project would be to make sure sidewalks meet ADA compliance standards and that they fit with the goal of creating a more accessible district.

Is there an existing transit or other public transportation facility or route located within the project limits?

School buses and Transit bus services route through this project area. The Capital Area Transit (CAT) fixed route service comes within a block of the west side of the project limits.

Does a RR crossing or RR facility exist within the project limits?

No, BNSF main line and rail yard is a couple blocks south of most of this work, just south of Main Street.

Proposed Improvements

(information requested in this section may not be appropriate for all project types)

What are the proposed Improvements (specific scope of work)?

This project's main goal and objective is to reconstruct 1st Street NW and several avenues between Main Street and 2nd Street NW in the core downtown area of Mandan. The proposed project will entail new pavement, beautification elements such as landscaping and streetscape improvements, pedestrian facilities, lighting, as well as replace municipal utility infrastructure as needed. As described above, the City's intent is to phase these improvements.

Proposed Length

Approximately 4,500 feet for the total project. Approximately 1,700 feet for anticipated Phase 1, approximately 1,400 feet for anticipated Phase 2, and approximately 1,400 feet for anticipated Phase 3.

Proposed Cross Section (attach graphics depicting current dimensions and key roadway elements)

Proposed cross sections will be similar to the existing as seen above. During preliminary design, we will evaluate sidewalk widths vs. roadway widths to determine if changes will help accomplish the goal of making the district more pedestrian friendly. Changes to the existing cross sections are not anticipated to be major in nature.

Proposed Surfacing Type

The preferred surfacing will be concrete pavement. The estimate provided reflects all concrete surface.

Proposed Lighting, if applicable

We will want to incorporate new LED lighting into this project. We will explore decorative where it makes sense.

Proposed Traffic Signals or Pedestrian Beacons

With the urban regional project programmed, Main Street got all new traffic signalization in 2019. Within the Study, an alternate for consideration was for 1st Street to be a roundabout corridor. That ranked lower than some of the other alternatives, but we would still consider during preliminary design if it made sense for any of these intersections at that time. Also, we would check for any signalization warrants, although the preliminary indication is that changes from existing intersection traffic control may not be warranted.

Proposed Safety Improvements

Reconstruct sidewalks to meet ADA compliance. Updated signage and striping where applicable to make traffic flow clearer to all modes of transportation. Evaluate opportunities to improve parking configurations.

Proposed Intersection Improvements

Will look at any signalization warrants or roundabouts during preliminary design. Possible curb bulb outs. Improvements to sidewalk ramps.

Proposed Traffic Calming Measures

Urban design elements to narrow the feel of the corridor, such as planters and bulb outs, will be considered.

Will parking be allowed and type?

Yes. We will keep the angle parking for the majority of the corridor and consider a possible trial of reverse angle parking that could be extended if well received.

Will any bridges, box culverts, etc. be built/replaced within the project corridor and how will they be modified?

No.

Will any private or public utilities, water lines, sanitary sewer, and/or storm sewer lines need to be replaced or worked on with this project? Have private utilities been coordinated with?

Yes, most of the watermain under many of these streets will need to be replaced. Also, expect that most of the storm sewer will need to be replaced that runs under many of these streets. Sanitary sewer replacement should be minimal. Most of it runs in the alleys in the project area. What does not could be done with trenchless technologies. Private utilities have not yet been contacted.

Are there any access points along the project corridor that need to be addressed for mobility or safety concerns?

None of particular note.

Will a Sidewalk, shared use path, or biker lane be installed or replaced?

Yes. Most of the sidewalk along these streets are in poor condition and in need of replacement.

Proposed ADA improvements

Currently, there are many areas of non-compliance as previously stated. We will bring all sidewalk within these project limits up to ADA compliance.

Proposed transit improvements

Possible stop location improvements if deemed warranted through final design.

Proposed Railroad Crossing Work

No.

Proposed Aesthetic Improvements

We intend to incorporate decorative elements throughout. We took advantage of an Urban Grant Program grant for Main Street with that project being constructed in 2021. We plan to incorporate decorative street lights and streetscapes that would be similar to those. We also plan to have a steering committee involved through final design that will best guide us to the specific decorative elements we would use.

Environmental/Cultural Issues on the proposed Projects

Identify *Yes*, *No*, or *Unknown* for each environmental/cultural issue. If *Yes*, provide a brief description of the issue in the *Comments* box.

Agricultural, Archeological sites, and/or Historical sites

None anticipated.

Lakes, waterways, floodplains Wetland

No.

Stormwater management

Updated stormwater facilities throughout planned. However, no major stormwater issues exist in this particular project area.

Hazardous materials

The project area is in direct correlation with the diesel spill recovery effort that has been ongoing for over 10 years. The recovery has been a great success, with over 95% of the product being recovered and wells being retired.

Endangered/threatened/migratory species

None.

Section 4(f) (Refers to the use of publicly owned park and recreational lands, wildlife and waterfowl refuges, and significant historical or archeological sites in transportation project development.)

There is public park space on the south side of Main Street near this project. None directly along the proposed corridor though.

Section 6(f) (Refers to Land and Water Conservation Fund (LWCF) Act - the conversion to other use of lands or facilities acquired with LWCF Act funds and requires replacement of used land with lands of equal value and use.)

None known of.

Through/adjacent to tribal land

None known of.

Additional comments on Environmental/Cultural Issues section

Historic in nature being in the core downtown area of the City.

Miscellaneous Issues of Proposed Improvements

Construction Restrictions (*migratory bird, local events, etc.*)

Mandan Progress Organization events occur typically about five or six weekends over the summer months. During construction, we would want to be cognizant of those and prepare accordingly.

Right-of-Way Required (parcels, owners, relocations, etc.) (NOTE: It is recommended that local funds be used to acquire right-of-way on the LPA system.)

None anticipated. However, full reconstruction of all sidewalks will be right up to the property line with zero building setbacks in many cases. Will need to be cognizant of that throughout.

Proposed Traffic Control during Construction

Temporary traffic control will be utilized to get the public through the site. Closures are expected since the project is a reconstruct. The City will coordinate with the property owners and businesses as much as possible.

Ineligible Project Items

We recognize that the watermain replacement and any sanitary sewer work will all need to be locally funded. We may want to address the condition of our alleyways at the same time as well. If so, we recognize that will be locally funded as well.

Additional comments on Miscellaneous Issues section

None.

Cost Estimate

Itemized Project Cost Estimate (For roadway projects this might include things like preliminary engineering, right-of-way, utilities, construction, construction engineering, bridges, and miscellaneous. For other types of projects include relevant items. Rows can be added as to the following table as necessary).

Item	Total Project (Phases 1-3)	Total (Phases 1&2)	Federal (Phases 1&2)	State (Phases 1&2)	Local (Phases 1&2)
Preliminary & Final Engineering	\$977,060	\$732,795	\$476,317	0	\$256,478
Eligible Item Construction and Contingency	\$9,770,600	\$6,644,008	\$4,318,605	0	\$2,325,403
Construction Engineering	\$977,060	\$664,401	\$431,861	\$0	\$232,540
Subtotal – UGP Eligible (Participating)	\$11,724,720	\$8,041,204	\$5,226,783	0	\$2,814,421
Watermain Replacement (includes Engineering)	\$1,337,280	\$922,723	0	0	\$922,723
Total Project	\$13,062,000	\$8,963,927	\$5,226,783	\$0	\$3,737,144

The above table assumes that UGP funding for FY25-26 combined will allow the City to complete Phases 1 and 2 in consecutive years, if the UGP grant application is successfully funded for both phases. The City would intend to submit an application for phase 3 in the subsequent solicitation round.

Please see attached preliminary detailed cost estimate for the project dated January 2023 for more detail on the anticipated scope of construction and breakdown of phases.

What is the source of the local funds?

City sales tax fund, City wide property taxes and special assessments to benefiting properties. If Municipal Infrastructure Funds are deposited as scheduled, we plan to ask our commission about the possibility of applying those as well. As previously stated, the City has already expended \$190,000 of local funds to-date to complete design and boundary surveys, preliminary environmental, data collection, preliminary engineering and detailed cost analyses.

Urban Grant Program Application FY 2025-2026

Coversheet

LPA

Bismarck

Contact Person (Name and Title)

Gabe Schell

Address

City of Bismarck, PO BOX 5503, Bismarck, ND 58506-5503

Telephone

701-355-1505

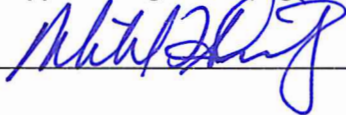
Email

gschell@bismarcknd.gov

Project Name

Front Avenue and 5th Street Pavement Rehabilitation

LPA Applicant Signature (Highest Elected Official)



NDDOT District Engineer Signature if project is located on/impacts a State Highway

Date Submitted

2/1/2023

Required Attachments:

- ☐ Relevant excerpts from adopted plans
 ☐ Project location map
 ☐ Cross Section of Roadway/facility
☐ Map of underground utilities (water, sanitary sewer)

Optional Attachments:

- ☐ Other Attachments (describe)
 ☐ Relevant supporting data, pictures, graphics, and/or visual aids

Click here to enter text.

For NDDOT use only:

Date Received _____

Is this Project Title 23 Code of Federal Regulation Eligible including location on a federal aid route?

Yes ☐ No ☐

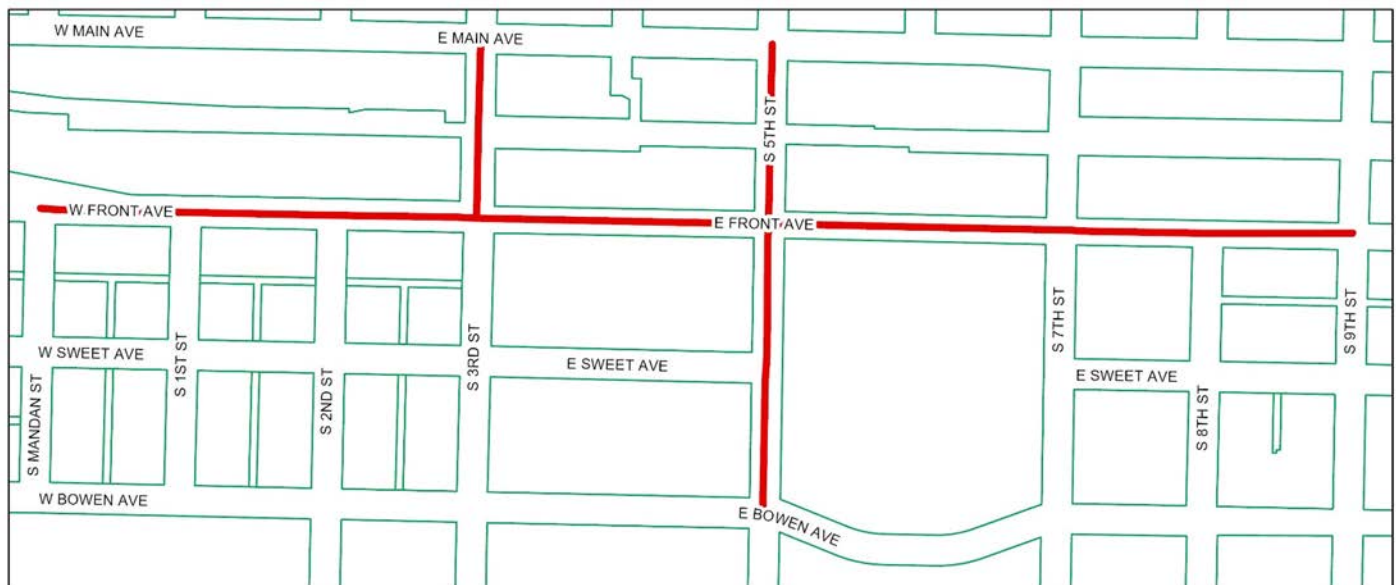
General Project Information

Project Description (include location and scope of work)

Project consists of improvements to downtown Bismarck primarily on Front Avenue, 3rd Street and 5th Street bounded by Main Avenue on the north, Mandan Street on the west and 9th Street on the east. Project scope includes mill and overlay, curb and gutter repairs, sidewalk repairs, ADA ramp upgrades, curb extensions, plastic pavement marking, watermain replacement, roadway and pedestrian lighting upgrades, street trees and landscaping improvements modifications of traffic signals for implementing leading pedestrian intervals, benches, bike racks, bus shelter pads and signage.

Construction Limits: Front Avenue from Mandan Street to 9th Street, 3rd Street from Front Avenue to Main Avenue and 5th Street from Bowen Avenue to Main Avenue.

Environmental Area: Front Avenue from Mandan Street to 9th Street, 3rd Street from Front Avenue to Main Avenue and 5th Street from Bowen Avenue to Main Avenue.



Total Project Cost

\$3,056,000

Amount of Grant Funds Requested (cannot exceed 80% of total project cost)

\$1,850,000

Competitive Criteria

1. **Community Need for Project:** Explain why the project is needed including appropriate detail. Include any 100% locally funded components of the project. Documentation of information to support the need such as relevant data, existing and projected conditions, and any related analysis through studies or reports would be appropriate to identify in this section. Attachments such as but not limited to: maps, pictures, other graphics; and supporting data demonstrating the need for the project is encouraged.

The primary component of the project is a mill and overlay of Front Avenue from Mandan Street to 9th Street and 5th Street from Sweet Avenue to the railroad tracks. The proposed work would repair the distressed wearing course and would restore the useful life of the previously invested infrastructure through increased load carrying capacity. Front Ave, 3rd Street and 5th Street are functionally classified as minor arterials and provide north/south and east/west connectivity into and out of the central business district. 3rd Street and 5th Street with its quiet zone at-grade crossing of BNSF railroad provides interconnectivity for all modes of transportation from downtown Bismarck to land uses south of the railroad tracks. The project would also revise/improve any non-compliant pedestrian crossing to meet ADA requirements. Select traffic signals would be modified to include push-button activation in order to implement leading pedestrian intervals which have been shown to reduce pedestrian/vehicle crashes. This project would evaluate the need for pedestrian lighting along Front Avenue from 3rd Street to 7th Street, 3rd Street between Front Avenue and the railroad tracks, and 5th Street from Bowen Avenue to the railroad tracks.

2. **Community Impact of Project:** Describe how the project will offer significant long term value to the community specifically in addressing the following program objectives (a-f):

a) Preserve existing transportation assets

This project would preserve the existing useful life of the asphalt surfacing by milling the wearing course of pavement and overlaying a new wearing course. Damaged curb would be replaced to improve stormwater conveyance and aesthetic appeal. Implementation of this project will preserve the existing infrastructure by making minimal modifications to better serve the public transportation needs.

b) Ensure safety of all users of the transportation system

Traffic signals would be evaluated for the need for push-button activation to implement leading pedestrian intervals which have been shown to reduce crashes involving pedestrians. Leading pedestrian interval would allow the pedestrians to get a “head start” into entering the crosswalk with all four signalized approaches showing a red indication for vehicular traffic for 2-3 seconds while the activated pedestrian receives the “walk” designation. This safety feature is proposed only if the signal infrastructure includes pedestrian activated crosswalk to minimize vehicular driver frustration of an “all red” indication during the signal cycles with no pedestrian activity.

c) Improve multi-modal transportation options such as walking, bicycling, and public transportation

Traffic signals would be evaluated for the need for push-button activation to implement leading pedestrian intervals which have been shown to reduce crashes involving pedestrians. Leading pedestrian interval would allow the pedestrians to get a “head start” into entering the crosswalk with all four signalized approaches showing a red indication for vehicular traffic for 2-3 seconds while the activated pedestrian receives the “walk” designation. This safety feature is proposed only if the signal infrastructure includes pedestrian activated crosswalk in order to minimize vehicular driver frustration of an “all red” indication during the signal cycles with no pedestrian activity.

d) Enhance the economic vitality of the area by providing transportation assets that support: revitalization efforts; development of vacant or underutilized parcels within existing urban areas; and/or redevelopment of established portions of communities

This project would increase the economic viability of the area by providing a street that accommodates all users. By providing a reliable transportation network for all modes of travel, development and redevelopment interest is maintained or expanded.

e) Support economically sustainable growth, lessening the need for outward expansion of community transportation infrastructure and associated services

This project supports existing businesses and the development of new businesses in downtown Bismarck by creating an atmosphere more conducive to pedestrian activity both during daytime work and evening social activity. This is accomplished by focusing more on multimodal forms of transportation.

3. **Consistency with an LPA Associated Plan:** Document linkage between the proposed project and a publicly accepted/adopted plan(s) and/or public involvement process. Clear linkage should be demonstrated between the proposed project and the associated public acceptance/support which would include documenting the reference(s) in the plan and/or public involvement process and attach relevant excerpts. Examples of publicly accepted/adopted plans include but are not limited to: Community Comprehensive Plan; Downtown Master Plan; Neighborhood/Subarea/Corridor Plan; Bicycle/Pedestrian Plan; Housing Plan; Long Range Transportation Plan; Transit Development Plan; and/or Renaissance Zone Plan. A stand-alone public involvement process which demonstrates community support for the specific project is also acceptable and should be documented in the application.

This project was identified in the Downtown Bismarck Subarea plan to include traffic calming measures and provide for existing business and the development of new business in downtown Bismarck by creating an atmosphere more conducive to pedestrian activity both during daytime work and evening social activity.

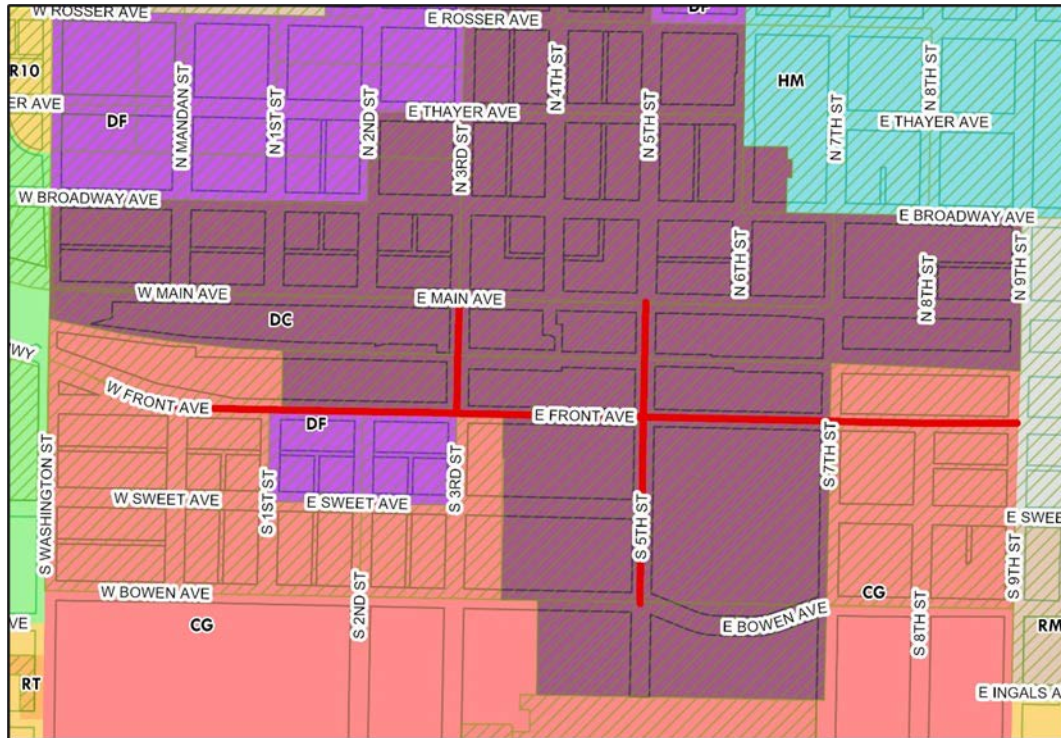
In August of 2019 the board of City Commissioners adopted the Downtown Streetscape Standards. The purpose of these standards was to enhance and preserve the quality of the public right of way in the downtown core and provide an attractive, coherent and safe experience

Downtown Streetscape Standards Website:

https://www.bismarcknd.gov/DocumentCenter/View/33761/Downtown-Streetscape-Standards_071119

4. **Project Support of Urban Core/Central Business District:** Projects which directly support the urban core/central business district (CBD) will be given preferential consideration. Identify the project location and how it will support the urban core/CBD. (Attach 8.5" x 11" or 11" x 17" color map depicting project location in relation to urban core/CBD)

This proposed project is near the southern fringe of the downtown core as shown on the following map. This project will continue to expand the area to support the continued growth of the activities of the central business district. Investing transportation dollars into these roadways would provide a funding source that would lessen the costs to the adjacent property owners for these improvements. The University of Mary is the property owner at the corner of Front Avenue and 5th Street and seeks to continue its presence within Bismarck.



5. **Projects that Maximize the Return on Investment from Public Funds:** Projects which can demonstrate a positive private return on investment of public funds will be given preferential consideration. Examples of this may include but not be limited to increased retail sales, new jobs, and/or new dwelling units anticipated as a direct result of the proposed project.

The zoning is downtown core, downtown fringe and commercial for all of the properties within the project area. The land uses vary from event center, retail, office, and restaurants to mixed use residential and public. Maintaining a healthy level of service on the infrastructure within the downtown core, downtown fringe and hospital medical is essential to continuing the development and redevelopment potential in all of these properties. City pedestrian activity on subject corridors and the relationship of non-time limit parking just outside of this area as a generator of pedestrian activity into and out of these roadways throughout the day. Please see the attached letter of support from the Downtown Business Association of Bismarck for additional information.

Existing Conditions

(information requested in this section may not be appropriate for all project types)

Functional Classification of Roadway

Minor Arterials – Front Avenue, 3rd Street and 5th Street

Cross Section of Roadway (attach graphics depicting current dimensions and key roadway elements)

Majority of roadway widths are 40' or 48' face of curb to face of curb. Two-way traffic. Sidewalk widths are 6' with some areas only having sidewalks on one side of the street. Right of way width is 80'.

Pavement rating or condition

The pavement is in fair condition with the average Pavement Condition Index score of 66 in 2022. The pavement is projected to be in a degraded condition with an anticipated pavement condition index score of 60 in 2024,

requiring a mill and overlay.

Year of Last Federal Investment at this Location

Unknown

When was the current section built?

5th Street from Sweet Avenue to BNSF Railroad tracks – Reconstructed 1963

Front Avenue from Mandan Street to 3rd Street – Reconstructed 1958

Year last surfaced or received maintenance?

5th Street from Sweet Avenue to BNSF Railroad tracks – Mill and Overlay 2011

Front Avenue from Mandan Street to 3rd Street – Mill and Overlay 1999

Front Avenue from 3rd Street to 9th Street – Mill and Overlay 2011

Lighting

In Place

Signals

Main Avenue at 3rd St, 5th St Front Avenue at 3rd St, 5th St, 7th St, & 9th St

Crash Rate or Number of Crashes?

Since 2010 there have been approximately 780 crashes within the project area, of those 78% of crashes resulted in property damage only, 56% of the crashes were intersection related and 76% of crashes were rear ends or angles.

Other Known Safety Concerns?

There was one pedestrian fatality that took place at the railroad crossing in 2021 on 5th Street. There is a quiet rail system with pedestrian arms in place. This system was working properly at the time of the incident.

Is parking allowed and what type?

Yes, parallel parking at select locations

Are there any bridges, box culverts, etc. within the project corridor?

No

What is the condition of the existing sanitary sewer, storm sewer, and water lines?

Underground infrastructure for storm and sanitary sewer is in good condition at this time. The watermain on Front Ave between 3rd St and 5th St and 5th St between Sweet Ave and Front Ave is a small diameter cast iron pipe would be replaced at the time of the street improvement project.

Are there any Access points to adjoining property that present a special concern?

No

Bicycle/Pedestrian Facilities (Sidewalk, shared use paths, bicycle lanes)?

6' minimum width sidewalks are in place throughout the project area. There are two locations on Front Avenue where the sidewalk is only on one side of the street.

Is there an existing transit or other public transportation facility or route located within the project limits?

Yes, transit routes utilize all streets within the project limits.

Does a RR crossing or RR facility exist within the project limits?

Yes, there are quiet zone at grade crossings of BNSF railroad located on 3rd Street and 5th Street between Main Avenue and Front Avenue

Proposed Improvements

(information requested in this section may not be appropriate for all project types)

What are the proposed Improvements (specific scope of work)?

This project proposes a mill and overlay on Front Ave from Mandan Street to 9th Street and 5th Street from Sweet Ave to the railroad tracks. Installation of permanent pavement markings, upgrade ADA ramps and select watermain replacement is also proposed on Front Ave between 3rd St and 5th St and 5th St between Sweet Ave and Front Ave.

Pedestrian curb extensions would be considered at the intersection of 5th Street and Sweet Avenue.

Pedestrian lighting would be considered on Front Ave from 3rd Street to 7th Street, 5th Street from Bowen Ave to railroad tracks and 3rd Street from Front Avenue to railroad tracks.

Proposed Length

5,115 feet (0.97 miles)

Proposed Cross Section (attach graphics depicting current dimensions and key roadway elements)

No change to existing cross section

Proposed Surfacing Type

Asphalt, no change

Proposed Lighting, if applicable

Installation of pedestrian lighting on Front Avenue from 3rd Street to 7th Street, 3rd Street from Front Avenue to BNSF Railroad and 5th Street from Bowen Avenue to BNSF Railroad.

Proposed Traffic Signals or Pedestrian Beacons

No

Proposed Safety Improvements

Addition of sidewalk on north side of Front Avenue from 1st St to 3rd St would remove conflict between pedestrians and vehicles.

Proposed Intersection Improvements

Consideration for high visibility crosswalks and curb extensions.

Proposed Traffic Calming Measures

Pedestrian curb extensions included at select intersections.

Will parking be allowed and type?

Yes, exiting parallel parking will remain. No additional parking will be added to the project area.

Will any bridges, box culverts, etc. be built/replaced within the project corridor and how will they be modified?

No

Will any private or public utilities, water lines, sanitary sewer, and/or storm sewer lines need to be replaced or worked on with this project? Have private utilities been coordinated with?

The City watermain on Front Ave between 3rd St and 5th St and 5th St between Sweet Ave and Front Ave will be replaced. There are no known issues of private utility at this time.

Are there any access points along the project corridor that need to be addressed for mobility or safety concerns?

No

Will a Sidewalk, shared use path, or biker lane be installed or replaced?

A sidewalk will be installed on the north side of Front Avenue between 1st Street and 3rd Street. .

Proposed ADA improvements

Installation of tactile truncated dome panels at pedestrian crossings and retrofit to ensure ADA standards are met.

Proposed transit improvements

Consideration for transit routes and bus transit stops will be looked into during the scoping of the project. Transit currently has a hub on Front Avenue between 5th Street and 7th Street that includes fixed route shelters.

Proposed Railroad Crossing Work

No

Proposed Aesthetic Improvements

Street trees to be installed at locations approved by the City Forester

Environmental/Cultural Issues on the proposed Projects

Identify *Yes*, *No*, or *Unknown* for each environmental/cultural issue. If *Yes*, provide a brief description of the issue in the *Comments* box.

Agricultural, Archeological sites, and/or Historical sites

Yes, portions of some the streets lie within the Downtown Bismarck Historic District. Within the district are many buildings list as individually eligible/contributing structures. Project improvements would not require right of way or impact any existing building and there are no contributing historical elements within the right of way itself.

Lakes, waterways, floodplains, wetlands

No

Stormwater management

No

Hazardous materials

No

Endangered/threatened/migratory species

No

Section 4(f) (Refers to the use of publicly owned park and recreational lands, wildlife and waterfowl refuges, and significant historical or archeological sites in transportation project development.)

No

Section 6(f) (Refers to Land and Water Conservation Fund (LWCF) Act - the conversion to other use of lands or facilities acquired with LWCF Act funds and requires replacement of used land with lands of equal value and use.)

No

Through/adjacent to tribal land

No

Additional comments on Environmental/Cultural Issues section

[Click here to enter text.](#)

Miscellaneous Issues of Proposed Improvements

Construction Restrictions (*migratory bird, local events, etc.*)

No

Right-of-Way Required (parcels, owners, relocations, etc.) (NOTE: It is recommended that local funds be used to acquire right-of-way on the LPA system.)

No

Proposed Traffic Control during Construction

Watermain construction would require closure of the roadway. Remaining items anticipated to be constructed under lane restrictions and intermittent closures.

Ineligible Project Items

City water main replacement

Additional comments on Miscellaneous Issues section

[Click here to enter text.](#)

Cost Estimate

Itemized Project Cost Estimate (For roadway projects this might include things like preliminary engineering, right-of-way, utilities, construction, construction engineering, bridges, and miscellaneous. For other types of projects include relevant items. Rows can be added as to the following table as necessary).

Item	Total	Federal	State	Local
Engineering (In House)	278,000			278,000
Watermain Replacement	498,000			498,000
Federal Aid Eligible Items	2,280,000	1,850,000		435,000
Totals	3,056,000	1,850,000		1,211,000

What is the source of the local funds?

Sales tax and/or special assessments.

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February 3, 2023

TO: Bismarck City Commission

FROM: Deidre Hughes, Executive Director

SUBJECT: FY2024 - 5310 Grant Revision Approval

RECOMMENDATION: The Bis-Man Transit Board recommends approval of the revised grant application for submittal to the City of Bismarck and the North Dakota Department of Transportation.

BACKGROUND: Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program goal is to improve mobility for older adults and persons with disabilities throughout the country. Under 49 U.S.C. 5310 funding provides financial assistance for capital purchases and operating assistance for transportation services planned, designed and carried out to meet the special transportation needs of older adults and persons with disabilities in all small urban and rural areas.

DISCUSSION: Bis-Man Transit's original FY2024 5310 grant application was approved by the Bismarck City Commission on December 13, 2022. The North Dakota Department of Transportation notified Bis-Man Transit Staff of the opportunity to apply for additional unmatched operating funds on this grant on January 27, 2023.

If awarded, the grant funds will cover a portion of the early morning demand response service expenses from July 1, 2023, to June 30, 2024, which is the state fiscal year. Early morning demand response service includes the hours the fixed route bus service is not operating, Monday through Saturday, 5:30 AM to 6:30 AM.

FINANCIAL IMPACT: If the North Dakota Department of Transportation approves the application, Bis-Man Transit would not be required to provide local match for the additional \$20,000.

Project	Federal	Local
Early Morning Demand Response Service	\$20,000	\$0



3750 E Rosser Avenue,
Bismarck, ND 58501



info@bisantransit.com



701.258.6817



www.bisantransit.com



FY2024 - Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities

Agency Name	Bis-Man Transit Board	
Agency Contact	Deidre Hughes	Phone: 701.258.6817
Unique Entity ID #	83-441-0987	

Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program aims to **improve mobility for seniors and individuals with disabilities** by removing barriers to transportation service and expanding transportation mobility options. Under 49 U.S.C. 5310 funding provides financial assistance for capital purchases and operating assistance for transportation services planned, designed, and carried out to meet the special transportation needs of older adults and persons with disabilities in all small urban and rural areas. The program requires coordination of federally assisted programs and community services to make the most efficient use of federal resources.

The entire Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program is further explained in FTA Circular 9070.1G, located on the FTA website at:

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/C9070_1G_FINAL_circular_4-20-15%281%29.pdf

Please Note:

- Capital project requests for ADA vehicles will require a minimum of **15% Local Match**. All other capital project requests will require a minimum of **20% Local Match**.
- Mobility Manager salary is a capital project expense and requires a minimum of **20% Local Match for Section 5310 annual apportionment funds**.
- Assets purchased with Federal Funds must be maintained and inventoried through a Transit Asset Management (TAM) Plan.
- As with most Federal Assistance Programs, Section 5310 is designed as a reimbursement program. Your agency should be prepared to pay for expenses upon delivery/acceptance and then request reimbursement from NDDOT.
- If you are awarded a Section 5310 project, your agency will be required to report a number of performance measures, at least annually, to NDDOT. Information required to report may include, but not limited to the following:
 - The number of 5310 one-way trips;

- The number of 5310 vehicles you have in service; and
- 5310 ridership demographics.
- If requesting a replacement vehicle, the vehicle listed must have met FTA/NDDOT Useful Life. However, regardless of useful life having been met, federal interest remains until the value of the vehicle or equipment falls below \$5,000.
- If you receive \$750,000 from any federal source, you are required to have a Single Audit per 2 CFR 200 Subpart F.
- Vehicles may be used to provide meal delivery service for homebound persons on a regular basis in conjunction with passenger transportation. Delivery service **must not** conflict with the provision of transit services or result in reduced service to transit passengers.
- Federal Funds awarded for vehicles will only be awarded for ADA vehicles requests.
- Prior to contracting, your agency must have a completed FY 2023 FTA Certifications and Assurances uploaded in BlackCat.
- Prior to contracting, your agency must be active in the System of Award Management (SAM.gov).
- All applications are due **December 30, 2022, 12:00pm CDT**. Late and/or incomplete applications may be subject to a penalty percentage reduction of requested amount or may be eliminated from funding consideration.
- The NDDOT Transit Staff is available to provide guidance and answer any questions on the application process. E-mail: bhanson@nd.gov, dkarel@nd.gov, or jsmall@nd.gov.

General Information

1. Provide a detailed description of the transportation services your agency currently provides **for seniors and individuals with disabilities**, and any plans for increasing services, expanding service area and increasing ridership. (include days and hours of service, fare structure, total vehicles in service, type of service being provided, transportation provided to what counties and communities in your service area, etc.).

Bis-Man Transit currently provides fixed route service for the cities of Bismarck and Mandan and complementary paratransit services, with demand response available for senior and disabled passengers, including those in the City of Lincoln. Bis-Man Transit continues to transition current demand response riders to our fixed route service and gain new fixed route ridership through continued outreach and community partnership efforts. Due to the COVID-19 pandemic, Bis-Man Transit experienced a signification decline in ridership for 2020 and 2021. However, ridership continues to increase in 2022 for both fixed and paratransit routes. The most recent route re-design went into effect on February 1, 2021.

Fixed route service is provided on six routes from 6:30 a.m. - 7:00 p.m. Monday through Friday and 7:30 a.m. – 7:00 p.m. on Saturday. All nine vehicles in the fixed route fleet are ADA accessible, with service provided for Bismarck and Mandan. Regular fares are \$1.50 for a one-way trip, \$6.00 for a 1-day pass, and \$36 for a 30-day pass. Fares for those certified to utilize our demand response services or those over 65 can ride free. Reduced fares for students K-College, Veterans, and those on Medicare is \$.75 for a one-way trip, \$3.00 for a one-day trip, and \$24.00 for a 30-day pass.

In 2020, 55,445 unlinked passenger trips were provided on fixed route. In 2021, 56,744 unlinked passenger

trips were provided on fixed route. Fixed route ridership has continued to increase for 2022, with 62,312 trips from January through October.

Paratransit/demand response service is provided to individuals with disabilities and seniors over 70 with a fleet of 19 cutaway buses and two rear lift vans. The service area covers the city limits of Bismarck and Mandan, the city of Lincoln, and within $\frac{3}{4}$ mile of any fixed route. A one-way fare is \$3.00/ Services are provided from 5:30 am – 12:00 am, Monday through Saturday, and 7:30 am - 2:30 pm on Sunday. In 2020, 71,635 unlinked passenger trips were provided on paratransit. In 2021, 86,203 unlinked passenger trips were provided on paratransit. Ridership continues to increase in 2022.

Services are provided in both Burleigh and Morton Counties

2. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

- ☒ Yes List section and page number(s):
☐ No (Applicant must provide an explanation)

Page 57 of the current Transit Development Plan also describes the possibility of eliminating this evening service if enough funds are not able to be obtained to keep the system running under its current design.

The mobility manager's duties are required for the processing of paratransit eligibility as well as rider training for both paratransit and fixed-route passengers. This item was not indicated as a project within the Transit Development Plan but can be found within the Coordinated Public Transit – Human Services Transportation Plan 2022 on page 28.

3. What percentage of change in ridership has your agency experienced in the since the last application? Provide a brief explanation of the reason for the change in ridership.

- ☒ Increase
☐ Decrease

Bis-Man Transit experienced a 17% increase in ridership from SFY2021 to SFY2022.

4. List all existing public transportation providers operating in your service area.

N/A

5. Are you the lead transit provider in your area? If not, what is the relationship of your program(s) to other transportation providers?

- ☒ Yes
☐ No

6. Please describe the need for transit service in your area **for seniors and individuals with disabilities?** Why does this need exist? How have you determined this need? How will the proposed project address this need for service?

In Bismarck/Mandan, we have a large elderly and disabled population that requires public transportation to take them to medical appointments, employment, recreation, and other destinations. The need for these

trips extends into the evening hours. Recently, local taxi services have suspended operations, increasing the need for public transportation options after hours. From 7:00 PM to 12:00 AM Monday through Saturday, we transport approximately 5,600 annually, demonstrating that evening-hour rides are needed in the community. From 7:30 AM to 2:30 PM on Sundays, we transport approximately 3,200 passengers annually.

7. Provide a description of how you market the transportation program and to whom in the box below.

Public transportation is promoted within the community using social media, the company website, participation in public school and college orientation days and community fairs, as well as various business partnerships. Fixed route bus maps have been placed throughout Bismarck and Mandan to encourage potential riders to try the CAT Bus service. With the decrease in public parking available in the downtown Bismarck area, public transportation will play a major role in providing access to this area for individuals within the community. With limited taxi services offered within the service area, the need for transportation solutions has expanded.

Ridership and Fleet Information

***Report actual ridership numbers, miles and hours for SFY2022 & 2021.**

***Enter current fleet information below.**

***Current fleet and mileage information MUST be also be updated in BlackCat Inventory.**

	SFY2022 - Ridership and Fleet Information	SFY2021 - Ridership and Fleet Information
Number of Annual Ridership (Trips) Provided	155,278	129,516
Number of Annual Revenue Hours	52,380	49,158
Number of Annual Revenue Miles	764,907	729,583
Number of Vehicles in Fleet	29	30

8. What is the purpose of the three most requested trips that your clients require? (e.g. medical, shopping, employment, education, social, etc.)

1. Employment

2. Medical

3. Social Services

Coordinated Public Transit Human Services Transportation Plan

Applicants must be part of a locally derived Coordinated Public Transit Human Services Transportation Plan approved by North Dakota Department of Transportation (NDDOT) and uploaded to BlackCat Resources prior to submission of this application.



9. When was your Coordinated Public Transit Human Services Transportation Plan approved by the NDDOT Transit Section? Has it been uploaded into BlackCat Resources? Since submitting your plan describe any additional efforts made to coordinate service.

The Coordinated Public Human Services Transportation Plan was approved on October 28, 2021 and has been uploaded into BlackCat. Several items from the previous plan were retained in the new plan. This includes continuing to transition paratransit riders to fixed route, improving partnerships, and increasing marketing efforts.

The Bis-Man Transit staff has presented to several clubs and community groups since the last grant request to encourage public transit use and awareness.

Additional items in the new plan include increasing public signage for better-fixed route visibility and exploring after-hour service for fixed route riders with a 2023 timeline. The loss in taxi service in the community has increased the focus on after-hour service options for the general public, but funding and staffing have caused delays.

Solar lighting has been installed on all bus shelters, and additional benches are being placed on route in November 2022 to increase public transit visibility. Staff is seeking funding for replacing all fixed route bus street signs through alternate grants.

10. Describe any potential opportunities for additional coordination. (include social service agencies, county social services, community actions, educational institutions, youth groups, veteran services, religious organizations, other transportation services, etc.) that may address unmet transit needs in your service area.

Bis-Man Transit continues to focus on coordination with education institutions, local hospitals, social service agencies, group homes, and retirement communities. Staff attended all higher education orientation events in the fall of 2022 to educate students on public transit options.

Bis-Man Transit recently became a member of the Missouri Valley Homeless Coalition to understand better what public transit can do to lessen the transportation burden for other non-profit organizations in the community. The executive director is an active participant in the Missouri Valley Homeless Coalition's Unmet Needs Committee, which meets monthly. This is an ongoing effort for the organization.

11. Is the requested project(s) part of a Coordinated Public Transit Human Services Transportation Plan?

☒ **Yes**

☐ **No**

12. If you marked Yes above, indicate the page number where this project is listed.

If you marked No above, explain why this project is not part of your current plan.

The mobility manager project request can be found on page 28 of the Coordinated Public Transit – Human Services Transportation Plan 2022.

After-hours and Sunday service are discussed on page 14.

Non-Vehicle Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each request.

13. Please describe in detail your proposed project. Be specific and include a description of what you would like to purchase and how it benefits your transportation program.

The project will help cover the expense of employing a marketing specialist to focus communication efforts on the transportation options available to the community, training potential riders and agencies on the various services available and processing the eligibility paperwork that is required for paratransit services.

14. If this is a request for Mobility Manager funding, a current job description, including goals and achievements from the previous year, must be attached. Have you attached these documents to this application?

☒ **Yes**

☐ **No**

15. Total cost of this project.

Total Cost (include federal and local amounts): \$31,000

Federal Funds Requested: \$24,800

Local Match Amount: \$6,200

Source(s) of Local Match: Mill levy funds

Vehicle Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than vehicle, please attach additional sheets and create a separate project for each vehicle request.

16. Provide a description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year: 2023

Make/Model: Ford E-450 6.8L

Seating Capacity: 14+ Driver

Lift/Ramp: ☒ Yes ☐ No

Gas/Diesel/Other: Gas

17. Describe in detail which programs and services the requested vehicle will be utilized in and how it will enhance or maintain your service?

18. What type of vehicle are you requesting?
☒ Replacement Vehicle ☐ Expansion Vehicle
19. If requesting a replacement, which vehicle in your fleet are you replacing?
a. Vehicle Information Number (VIN): 1FDFE4FS3HDC05257
b. Vehicle Year: 2017
c. Make/Model: Ford Econoline
d. Current Mileage: 188,205
e. Vehicle In Service Date: 10/28/2016
f. Vehicle Condition Rating (Adequate, Excellent, Good, Marginal, Poor): Marginal
g. Has this vehicle information been updated in BlackCat Inventory? ☐ Yes ☐ No
20. If requesting an expansion vehicle, list the agency/community/county to be served (include hours and days of service and estimated ridership).
21. If operating a fixed route, what are the paratransit eligibility criteria for people to ride your service?
All paratransit riders are able to utilize the fixed route service free of charge, with proof of eligibility.
22. Provide an estimated timeline for the purchase of this vehicle. Provide a separate timeline if you are applying for different types of vehicles. <u>See sample timeline below, add or remove lines as needed.</u>
Procurement Type (State Bid, Request For Proposal (RFP)/Invitation For Bid (IFB), Quotes): If awarded, Bis-Man Transit will purchase the vehicle off of the State Bid.
Contract Award Date: Summer 2023
Order Date: Fall 2023
Initial Vehicle Delivery Date: Fall 2024
Final Vehicle Delivery Date (if more than one vehicle): Winter 2024
Contract Completion: Spring 2025
Final Payment Submitted to DOT: Spring 2025

23. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): \$107,168.75

Federal Funds Requested: \$91,093.44

Local Match Amount: \$16,075.31

Source(s) of Local Match: Mill levy funds

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm		Estimated Delivery time (in months)
15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - \$75,000 - \$99,000 NOTE: Will be re-bid October 2022 – Expect Price Increases.	12 – 24
Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301	Base price - \$55,000 – \$72,000 NOTE: Currently out for bid – Expect Price Increases.	12 – 24
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - \$145,132 - \$146,607	12 – 24
ADA Low Floor Mini Van NDDOT Term Contract No. 382	Base Price - \$69,900	9 – 12
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$96,720 - \$110,000	12 – 24
Trolley – Carriage and Villager NDDOT Term Contract No. 386 & 388	Base Price - \$125,000 - \$219,522	6 – 12
FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

Equipment & Miscellaneous Capital Projects

Fill in the requested information below regarding your Equipment and Miscellaneous Capital Project(s). These projects must directly relate to your transportation program. Any equipment purchased with these funds must be required for, and used for, public transportation.

NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each.

24. Describe your proposed project(s) in detail (detail MUST include: type, quantity, cost, purpose of equipment being requested).
Type: Quantity: Purpose:
25. How does this project enhance your transportation program?
26. Have you completed an Independent Cost Estimate document to show that the price is fair and reasonable? Provide this documentation.
☐ Yes ☐ No (Applicant must provide an explanation)
27. Is an ITS Project/Architecture Checklist required for this project? Review (23 CFR 940.13), see SFN 60212 located in the BlackCat Resources.
☐ Yes ☐ No (Applicant must provide an explanation)
28. Has the NDDOT ITS Project/Architecture Checklist been completed and submitted with this application for review?
☐ Yes ☐ No (Applicant must provide an explanation)
29. Provide an estimated timeline for the purchase of this equipment. Provide a separate timeline if you are applying for different types of equipment. <u>See sample timeline below, add or remove lines as needed.</u>
Procurement Type (State Bid, Request For Proposal (RFP)/Invitation For Bid (IFB), Quotes):
RFP/IFB/Quotes Issue Date:
Contract Award Date:
Order Date:
Deliver/Installation/Project Completion Date:
Final Payment Submitted to DOT:
30. Total cost for the project?
Total Cost (include federal and local amounts): Federal Funds Requested: Local Match Amount: Source(s) of Local Match:

Travel & Training

31. List the training the Director attended in the past year. Included dates and conference/training name, including the DOT meetings.

Total amount to date reimbursed for travel in FY2023:

32. Provide the conferences and meetings you will be requesting to attend this year and include an estimated RTAP Travel Budget to be requested.

Total estimated travel budget for FY2024:

Local Match & Total Funding Request

In the table below, list requested projects by priority, and specify in detail the sources and dollar amounts of Local Match funding (State Aid, Mill Levy, Other Directly Generated Funds etc.) that are available to be used towards each project (Vehicle, Facility Rehabilitation & Construction, and/or Equipment/Miscellaneous Capital). In-kind funds cannot be used as local match to 5310 contracts.

Local match listed here cannot be already targeted as match for a FY2024 5339 or 5311 applications.

Farebox revenue cannot be used as Local Match.

Documentation of sources of Local Match (including State Aid) MUST be attached or it will not be considered. Documentation must include a financial obligation amount. This amount may be an estimation or record of the previous amount provided to the transit agency and requires a signature of the organization providing the local share. Without a financial amount and required signature, such local amounts won't be considered as supporting match. Federal funds will only be awarded if sufficient match is provided.

This project ranking should match your prioritization in BlackCat.

Ranking	Project	Federal Dollars Requested	Local Match Needed	Sources of Local Match*
1	After Hours Service	\$74,395	\$74,395	Mill Levy Funds
2	Sunday Service	\$38,480	\$38,480	Mill Levy Funds
3	Mobility Manager	\$24,800	\$6,200	Mill Levy Funds
4	2023 Ford Cutaway	\$91,093	\$16,075	Mill Levy Funds
5	2023 Ford Cutaway	\$91,093	\$16,075	Mill Levy Funds

6	2023 Ford Cutaway	\$91,093	\$16,075	Mill Levy Funds
7	2023 Ford Cutaway	\$91,093	\$16,075	Mill Levy Funds
8	Holiday Service	\$4,600	\$4,600	Mill Levy Funds
9	Early Morning Service	\$20,000	\$0	N/A
	Total	\$526,647	\$187,975	Mill Levy Funds

APPLICATION CHECKLIST AND SIGNATURE PAGE

This checklist is included for your review and completion prior to submittal of your application to ensure your submission includes all required documents. Please upload the required documents in your agency's account in the BlackCat Transit Data Management System (BlackCat).

Section 5310 Applicants must submit the following (check box when complete):

x	Completed 5310 Application;
x	Document(s) identifying sources of local match funds – Signed letters from source(s) of local match, FY2023 State Aid Contract or award letter, mill levy, city funds, etc.;
x	Update vehicle information, mileage and condition in BlackCat Inventory;
x	Update Transit Board Members information in BlackCat;
x	Certify and upload a current Authorizing Resolution form (only complete if there has been a change to your agencies signing authority since the last application);
x	Upload your annual registration from the System for Award Management (SAM.gov)
	Complete and include the NDDOT ITS Project Architecture Checklist Systems Engineering Compliance (SFN 60212), (if applicable);
x	The following documents MUST be current and uploaded into BlackCat Resources: Coordinated Human Services Plan, 3-5 Year Plan, Title VI Plan, Drug & Alcohol Plan, and TAM Plan.

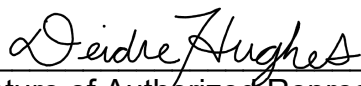
I hereby certify that as a person authorized to sign for

Bis-Man Transit Board

Transit Agency Name

That I have reviewed the application submitted and to the best of my knowledge all statements and representations made are true and correct. I also hereby certify:

1. Adequate funds will be available to provide the required local match and to operate the project; and
2. Sufficient managerial and fiscal resources exist to implement and manage the grant as outlined in this application; and
3. The project items purchased under this grant shall be maintained in accordance with the detailed maintenance schedules as stipulated by the manufacturer; and
4. The transit agency agrees to meet the applicable federal and state requirements.



Signature of Authorized Representative

11/22/2022

Date

Section 5310 – Additional VEHICLE PROJECT REQUESTS

NOTE: This request MUST first be created as a project in the Black Cat System. Each vehicle must be created as a separate project.

There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in the Black Cat Transit Data Management System.

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year: 2023

Make/Model: Ford E-450 6.8L

Seating Capacity: 14+ Driver

Lift/Ramp: ☒ Yes ☐ No

Gas/Diesel/Other: Gas

5. What type of vehicle are you requesting?

☒ Replacement Vehicle

☐ Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing? 1702

a. Vehicle Information Number (VIN): 1FDFE4FS1HDC05256

b. Vehicle Year: 2017

c. Make/Model: Ford Econoline

d. Current Mileage: 193,964

e. Vehicle In Service Date: 10/28/2016

f. Vehicle Condition Rating (Adequate, Excellent, Good, Marginal, Poor): Marginal

g. Has this vehicle information been updated in BlackCat Inventory? ☒ Yes ☐ No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

Procurement Type (State Bid, Request For Proposal (RFP)/Invitation For Bid (IFB), Quotes): If awarded, Bis-Man Transit will purchase the vehicle off the State Bid.

Contract Award Date: Summer 2023

Order Date: Fall 2023

Initial Vehicle Delivery Date: Fall 2024

Final Vehicle Deliver Date (if more than one vehicle): Winter 2024

Contract Completion: Spring 2025

Final Payment Submitted to DOT: Spring 2025

9. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): \$107,168.75

Federal Funds Requested Amount: \$91,093.44

Local Match Amount: \$16,075.31

Source(s) of Local Match: Mill levy funds

10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Global Resources.

☐ Yes List section and page number(s):

☐ No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm		Expected Delivery time (in months)
15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - \$75,000 - \$99,000 NOTE: Will be re-bid October 2022 – Expect Price Increases.	12 – 24
Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301 & 301B	Base price - \$55,000 – \$72,000 NOTE: Currently out for bid – Expect Price Increases.	12 – 24
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - \$145,132 - \$146,607	12 – 24
ADA Low Floor Mini Van NDDOT Term Contract No. 382	Base Price - \$69,900	9 – 12
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - \$96,720 - \$110,000	12 – 24
Trolley – Carriage and Villager NDDOT Term Contract No. 386 & 388	Base Price - \$125,000 - \$219,522	6 – 12
FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

Section 5310 – Additional VEHICLE PROJECT REQUESTS

NOTE: This request MUST first be created as a project in the Black Cat System. Each vehicle must be created as a separate project.

There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in the Black Cat Transit Data Management System.

4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year: 2023

Make/Model: Ford E-450 6.8L
 Seating Capacity: 14+ Driver
 Lift/Ramp: ☒ Yes ☐ No
 Gas/Diesel/Other: Gas

5. What type of vehicle are you requesting?

- ☒ Replacement Vehicle
☐ Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing? 1703

- a. Vehicle Information Number (VIN): 1FDFE4FS5HDC05258
- b. Vehicle Year: 2017
- c. Make/Model: Ford Econoline
- d. Current Mileage: 187,905
- e. Vehicle In Service Date: 10/28/2016
- f. Vehicle Condition Rating (Adequate, Excellent, Good, Marginal, Poor): Marginal
- g. Has this vehicle information been updated in BlackCat Inventory? ☒ Yes ☐ No

7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).

8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. **See sample timeline below, add or remove lines as needed.**

Procurement Type (State Bid, Request For Proposal (RFP)/Invitation For Bid (IFB), Quotes): If awarded, Bis-Man Transit will purchase the vehicle off the State Bid.

Contract Award Date: Summer 2023

Order Date: Fall 2023

Initial Vehicle Delivery Date: Fall 2024

Final Vehicle Deliver Date (if more than one vehicle): Winter 2024

Contract Completion: Spring 2025

Final Payment Submitted to DOT: Spring 2025

9. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): \$107,168.75
 Federal Funds Requested Amount: \$91,093.44
 Local Match Amount: \$16,075.31
 Source(s) of Local Match: Mill levy funds

10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Global Resources.

- ☐ Yes List section and page number(s):
☐ No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices

Expected
Delivery time
(in months)

will vary accordingly. See the State Bid Contracts on the website at <https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm>

15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - \$75,000 - \$99,000 NOTE: Will be re-bid October 2022 – Expect Price Increases.	12 – 24
Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301 & 301B	Base price - \$55,000 – \$72,000 NOTE: Currently out for bid – Expect Price Increases.	12 – 24
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FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

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4. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year: 2023
 Make/Model: Ford E-450 6.8L
 Seating Capacity: 14+ Driver
 Lift/Ramp: ☒ Yes ☐ No
 Gas/Diesel/Other: Gas

5. What type of vehicle are you requesting?

- ☒ Replacement Vehicle
☐ Expansion Vehicle

6. If requesting a replacement, which vehicle in your fleet are you replacing? 1704

a. Vehicle Information Number (VIN): 1FDFE4FS5HDC05261

b. Vehicle Year: 2017
c. Make/Model: Ford Econoline
d. Current Mileage: 205,636
e. Vehicle In Service Date: 10/28/2016
f. Vehicle Condition Rating (Adequate, Excellent, Good, Marginal, Poor): Marginal
g. Has this vehicle information been updated in BlackCat Inventory? ☒ Yes ☐ No
7. If requesting an expansion vehicle, list the agency/community/county to be served (include: hours and days of service and estimated ridership).
8. Provide an estimated timeline for the purchase of this vehicle(s). Provide a separate timeline if you are applying for different types of vehicles. <u>See sample timeline below, add or remove lines as needed.</u>
Procurement Type (State Bid, Request For Proposal (RFP)/Invitation For Bid (IFB), Quotes): If awarded, Bis-Man Transit will purchase the vehicle off the State Bid.
Contract Award Date: Summer 2023
Order Date: Fall 2023
Initial Vehicle Delivery Date: Fall 2024
Final Vehicle Deliver Date (if more than one vehicle): Winter 2024
Contract Completion: Spring 2025
Final Payment Submitted to DOT: Spring 2025
9. Amount requested for vehicle (include the base price plus all options with this request):
Total Vehicle Cost (include federal and local amounts): \$107,168.75
Federal Funds Requested Amount: \$91,093.44
Local Match Amount: \$16,075.31
Source(s) of Local Match: Mill levy funds
10. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Global Resources.
☐ Yes List section and page number(s):
☐ No (Applicant must provide an explanation)

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm		Expected Delivery time (in months)
15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - \$75,000 - \$99,000 NOTE: Will be re-bid October 2022 – Expect Price Increases.	12 – 24
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Trolley – Carriage and Villager NDDOT Term Contract No. 386 & 388	Base Price - \$125,000 - \$219,522	6 – 12
FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

Section 5310

ADDITIONAL NON-VEHICLE PROJECT REQUEST

Non-Vehicle Project Request
There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each request.
1. Please describe in detail your proposed project. Be specific and include a description of what you would like to purchase and how it benefits your transportation program. The project will help cover the expense of maintaining nighttime services for those passengers who are elderly and disabled. After-hours complementary demand response service takes place from 7:00 PM to 12:00 AM, Monday through Saturday. Presently, there are few transportation alternatives for the elderly and disabled population within the service area. This leaves Bis-Man Transit as the only option for many during the nighttime hours currently offered. With funding on the decline, it is increasingly difficult to maintain demand response services for the special needs community outside of the required ADA times.
2. If this is a request for Mobility Manager funding, a current job description, including goals and achievements from the previous year, must be attached. Have you attached these documents to this application? ☐ Yes ☐ No
3. Total cost of this project. Total Cost (include federal and local amounts): \$148,790 Federal Funds Requested: \$74,395 Local Match Amount: \$74,395 Source(s) of Local Match: Mill levy funds

ADDITIONAL NON-VEHICLE PROJECT REQUEST

Non-Vehicle Project Request
There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each request.
1. Please describe in detail your proposed project. Be specific and include a description of what you would like to purchase and how it benefits your transportation program.

The project will help cover the expense of Sunday services for those passengers who are elderly and disabled. Sunday complementary demand response service takes place from 7:30 AM to 2:30 PM, Monday through Saturday. Presently, there are few transportation alternatives for the elderly and disabled population within the service area. This leaves Bis-Man Transit as the only option for individuals seeking transportation on Sundays. With funding on the decline, it is increasingly difficult to maintain demand response services for the special needs community outside of the required ADA times.

2. If this is a request for Mobility Manager funding, a current job description, including goals and achievements from the previous year, must be attached. Have you attached these documents to this application?

☐ Yes

☐ No

3. Total cost of this project.

Total Cost (include federal and local amounts): \$76,960

Federal Funds Requested: \$38,480

Local Match Amount: \$38,480

Source(s) of Local Match: Mill levy funds

ADDITIONAL NON-VEHICLE PROJECT REQUEST

Non-Vehicle Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each request.

1. Please describe in detail your proposed project. Be specific and include a description of what you would like to purchase and how it benefits your transportation program.

The project will help cover the expense of maintaining Holiday service for those passengers who are elderly and disabled. Holiday complementary demand response service is provided for six holidays each year. Service is provided on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. Presently, there are few transportation alternatives for the elderly and disabled population within the service area. This leaves Bis-Man Transit as the only option for Holiday transportation. With funding on the decline, it is increasingly difficult to maintain demand response services for the special needs community outside of the required ADA times.

2. If this is a request for Mobility Manager funding, a current job description, including goals and achievements from the previous year, must be attached. Have you attached these documents to this application?

☐ Yes

☐ No

3. Total cost of this project.

Total Cost (include federal and local amounts): \$9,200

Federal Funds Requested: \$4,600

Local Match Amount: \$4,600

Source(s) of Local Match: Mill levy funds

Section 5310

ADDITIONAL NON-VEHICLE PROJECT REQUEST

Non-Vehicle Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each request.

1. Please describe in detail your proposed project. Be specific and include a description of what you would like to purchase and how it benefits your transportation program.

The project will help cover the expense of maintaining nighttime services for those passengers who are elderly and disabled. Early morning complementary demand response service takes place from 5:30 AM to 6:30 AM, Monday through Saturday. Presently, there are few transportation alternatives for the elderly and disabled population within the service area. This leaves Bis-Man Transit as the only option for many during the early morning hours currently offered. With funding declining, it is increasingly difficult to maintain demand response services for the special needs and elderly community outside the required ADA times.

2. If this is a request for Mobility Manager funding, a current job description, including goals and achievements from the previous year, must be attached. Have you attached these documents to this application?

☐ **Yes**

☐ **No**

3. Total cost of this project.

Total Cost (include federal and local amounts): \$20,000
 Federal Funds Requested: \$20,000
 Local Match Amount: \$0
 Source(s) of Local Match: N/A

Mobility Manager Goals/Achievements

The goal of the Bis-Man Transit Board, mobility manager is to increase awareness of mobility options throughout the community on both fixed route and demand response modes of service. These goals are to be met through marketing efforts, discussions with human services providers, community leaders, and other transportation service providers that touch the community

2020 Achievements

- While many in-person events have been postponed or cancelled due to the pandemic, we were able to participate in a student welcome day at Bismarck State College.
- Bis-Man Transit participated in BisMarket with a CAT Bus.
- Worked with the New Route Task Force to redesign the CAT Bus fixed routes – attended a series of public input meetings and a public hearing.
- Promoted a free ride day to coincide with election day, which provided free rides to fixed route & paratransit riders.
- Updated paratransit forms on website so they can be completed and signed electronically.

2021 Goals

- Send out recertification notifications to expiring paratransit riders at least 2 months in advance.
- Attend bi-monthly Citizen Transportation Advocacy Group (CTAG) meetings.
- Improve electronic communications for public transportation (i.e. create short video tutorials).
- Find a new website host to develop a more user-friendly website that is ADA compliant.
- Participate in ADA / Title VI training as available.
- Assist with the roll out of new apps, allowing fixed route riders to plan trips and locate buses.
- Distribute new route information to stakeholders in the community (i.e. clinics, homeless shelters, AARC, etc.).
- Become more involved with businesses and non-profits located along the new fixed routes.

Added for second half of 2021:

- Create rider guide for UTTC (similar to that created for UMary & NDSU School of Nursing)
- Look for opportunities to build community partnerships

2021 Achievements

- I have sent out recertification notifications to expiring paratransit riders at least 2 months in advance.
- Attended Community Transportation Input Committee meetings.
- Updated rider guides to reflect the route changes that went into effect in February, 2021.
- Delivered rider guides to various locations around town, speaking with organizations as the opportunity presented itself to answer questions (Ruth Meiers, Dakota Recovery Center, etc...)
- Updated rider guides/trip planners for UMary & NDSU School of Nursing. Provided them to representatives from each school, and made them accessible via our website.
- Updated paratransit correspondence & applications to reflect the new logo & letterhead.

- Re-designed, printed & laminated new signage for the CAT and paratransit buses.
- Participated in an online class presented by Dakota Center for Independent Living to educate the public about new changes with CAT routes & paratransit service (no-show policy). 4/20/21
- Hosted CAT travel training for Dakota Recover Center. 7/8/21
- Participated in Touch A Truck event in Mandan. 5/15/21
- Promoted Dump the Pump 2021, which offered free rides on CAT & Paratransit buses.
- Currently working on “How To” tutorial videos for riding fixed route CAT buses. Scripts have been written. Registered for “Premiere Pro CC for Beginners: Video Editing in Premiere” online tutorial to assist with the editing process. This continues to be a work in progress going into 2022.
- 8/21/2021 – Participated in BisMarket, creating an opportunity to educate the public on the CAT bus.
- 8/23/21 – Participated in BSC Welcome Fair
- 9/16/2021 – Participated in the Umary Community Fair
- 9/22/2021 – Participated in the UTTC Career & Community Fair
- 10/20/2021 – Completed online course “Understanding ADA” through Rutgers
- November 2021 - Team effort to promote Missouri Valley Coalition For Homeless People food & winter clothing drive by collecting donations at the Bis-Man Transit administrative office.
- December 2021 – Team effort to hold a blood drive / stuff the bus (Toys For Tots) event at the Bis-Man Transit administrative office.
- Created rider guide for UTTC (similar to the one created for UMary & NDSU School of Nursing) & distributed them to campus (UTTC Wellness Center) & during the UTTC Career & Community Fair. Also available for download through our website.
- Ran a campaign on social media promoting outdoor recreational opportunities accessible via the CAT bus & encouraging bike rack use.
- Incorporated the online payment portal into our website, and created an insert to include with paratransit ID cards explaining how to access the payment portal, and how to use diminishing balances.
- I have continued to build on the relationship with Bismarck Sign Company to increase advertising revenue (advertise here wraps on shelters).

2022 Goals

- Send out recertification notifications to expiring paratransit riders at least 2 months in advance.
- Attend bi-monthly Community Transportation Input Committee (CTIC) meetings.
- Continue to improve electronic communications for public transportation (short video tutorials). This is a work in progress from 2021.
- Look for opportunities to participate in training (ADA, Title VI, Transit Marketing).
- Look for opportunities to work with stakeholders along the fixed routes (ie... provide “train the trainer” travel training).
- Develop a social media campaign to run during the winter months to encourage riding the CAT bus to various winter activity destinations.
- Run a social media campaign to promote outdoor activities (summer months) accessible via the CAT bus.
- Learn the new Ecolane portal.
- Continue to work on updating portions of the website.

2022 Achievements

- Send out recertification notifications to expiring paratransit riders at least 2 months in advance.
- Attended monthly Community Transportation Input Committee (CTIC) meetings.
- I have sent out recertification notifications to expiring paratransit riders at least 2 months in advance.
- Delivered rider guides to various locations around town, speaking with organizations as the opportunity presented itself to answer questions (Ruth Meiers, Dakota Recovery Center, etc...)
- Spoke about fixed-route & paratransit service at a low-income residential building tenant meeting, and assisted residents with completing applications for paratransit.
- Participated in various college & community events (University of Mary Community Fair, United Tribes Technical College Community Fair, BisMarket, Touch A Truck), speaking with the public about public transportation.
- Re-designed, printed & laminated new signage for the CAT and paratransit buses.
- Promoted “Free Ride Days” on election days, which offered free rides on CAT & Paratransit buses.
- Worked with a local video production company on “How To” tutorial videos for riding fixed route CAT and paratransit buses.
- Worked with our team to hold a fill the bus event to collect school supplies for the Bismarck Public Schools Foundation to benefit children in need throughout the area.
- Working with our team to hold a winter blood drive / stuff the bus event at the Bis-Man Transit administrative office.
- Ran a campaign on social media promoting outdoor recreational opportunities accessible via the CAT bus & encouraging bike rack use.

- Working with contact at United Tribes Technical College to promote fixed route service to students on campus.

Performance Review Goals:

- Push / Focus On Shelters / Para Windows
- CAT Videos
- Training Videos (ie... how to use Transloc App, etc...)
- Marketing Grants (Private or Federal – Public Awareness – Transit Development)
- Look For More Training
- BSC Semester Training / Library Trainings / Mobility Training

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PROGRESS REPORT

SRF COMM. NOS.	14186
PROGRESS REPORT NO.	12
DATE	February 6, 2023

REPORTING PERIOD	January 2023
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). Comments received from G. Schell.	On Schedule
Phase 5 – Finalization and Implementation	50%	Apex Engineering developed preferred alternatives, funding options, and storm water evaluation/City utility assessment. Draft study report to client 2/10/23.	On Schedule
Engagement	85%	Issues and Needs and Alternative Corridor Improvement stakeholder open houses and public meetings complete. SRC Meetings 1-4 completed. Alternative Improvements survey complete—additional social service organization outreach complete, with 66 additional surveys completed.	On Schedule
Project Management	90%	Client check-ins, progress reports, internal coordination	On Schedule
Total	89%		On Schedule

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Status Report #8

Project: Sunset Drive Corridor Study

Consultant: KLJ

Reporting Period: 1/6/2023 to 2/10/2023

Tasks Completed to Date:

Task	% of Task Complete
Task 1 – Project Management and Coordination	75%
Task 2 – Public Engagement	60%
Task 3 – Existing Conditions Documentation	100%
Task 4 – Future Conditions Analysis	100%
Task 5 – Goals/Objectives/Project Purpose & Need	85%
Task 6 – Alternatives Development	100%
Task 7 – Alternative Analysis	100%
Task 8 – Project Implementation & Corridor Concept Plan	50%
Task 9 – Draft/Final Report	20%

Overall percentage of project complete: 75%

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 held on Feb 2nd.
 - Final comments on the concept layouts received.
 - Coordination with NDDOT interchange project completed. NDDOT's consultant will attend public meeting.
- Public meeting #2 is scheduled for Thursday March 9th.
 - Social Pinpoint website updates ongoing.
 - Social media ad, postcard mailer, and press release drafted and submitted to MPO
 - Meeting venue at HIT and Mandan High School confirmed

Sunset Drive Corridor Study

Task 3 – Existing Conditions Report

- Completed

Task 4 – Future Conditions Analysis

- Completed

Task 5 – Goals/Objectives/Project Purpose & Need

- Final Development ongoing

Task 6 – Alternatives Development

- Completed.

Task 7 – Alternative Analysis

- Completed.

Task 8 – Project Implementation & Corridor Concept Plan

- Corridor concepts completed and implementation plan being developed.

Task 9 – Draft and Final Report

- Draft report started.



TAC and Policy Board Progress Report

Date: Thursday, February 09, 2023

Project: Bismarck-Mandan Arrive 2050 Update

To: Rachel Lukaszewski

From: Jason Carbee

Subject: Progress Report for January 1, 2022 to January 28, 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 January 17.

TDMSE Task 2 - Outreach and Stakeholder Consultation

- Finalized.

TDMSE Task 3- TDMSE Data Needs

- Received general migration information from the State of North Dakota, corroborated cohort model assumptions.

TDMSE Task 4 – TDMSE Methodology

- SRF submitted the socioeconomic projection methodology memorandum and review of previous studies and related projections memorandum for Steering Committee review.

TDMSE Task 5 – TDMSE Development Scenario and Forecasts

- Draft Forecast Scenarios memorandum was provided to Steering Committee for review.

TDMSE Task 6 – TDMSE Baseline Study Expectations

- Assigned preliminary households and employment data, adjusted by building permit data, to TAZ geographies for baseline allocation process.

MTP TASK 2 – Public Engagement

- HDR developed branded Arrive 2050 templates for use on documents and presentations.

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	40%	50	Reflects combined SRF / HDR hours for TDMSE.
TDMSE Task 2 - Outreach and Stakeholder Consultation	Sep-22	Jun-23	95%	99%	
TDMSE Task 3- TDMSE Data Needs	Sep-22	Nov-23	95%	99%	
TDMSE Task 4 - TDMSE Methodology	Oct-22	Nov-23	50%	75%	
TDMSE Task 5 - Development Scenario and Forecasts	Nov-22	Feb-23	0%	10%	
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	4%	5%	Continued accounting and invoicing.
MTP TASK 2 – Public Engagement	Jun-23	Dec-24	• 1%	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%	

Preferred Population Growth Scenario

Transportation Advisory Committee (TAC) &
Policy Board

Tuesday, February 21, 2023

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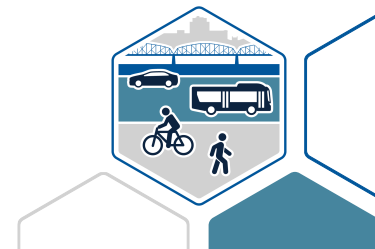


ARRIVE 2050

FORECASTS

Overview

- Arrive 2050 Forecasts Schedule – where are we?
- Focus Group Meetings Summary
- Previous Study Review Summary
- Forecast Methodology Summary
- Forecast Scenarios
- **Preferred Population Growth Scenario**
- Next Steps



Arrive 2050 Forecasts Schedule



Focus Group Meetings Summary

- Supplements quantitative data
- Focus Groups
 - Economic Development
 - Housing Agencies
 - Social Service Agencies
 - School Districts & Private K-12 Institutions
 - Higher Education
 - Real Estate Development
- Informal Meetings & Discussion
 - Questions were high-level.
 - Some were geared toward specific groups (i.e. schools were asked if they have enrollment projections).
- Major Themes
 - Stable, steady growth expected
 - Growth drivers from specific sectors include healthcare, State Gov't, Education, energy, and financial services.
 - Other growth drivers include parks & rec., Missouri River, natural landscape, family-friendliness, diversity, sense of community.
 - National trends are being felt too. Labor shortage, immigration (seen as positive), e-commerce shift, telecommuting, cost of living (inflation), and the mental health crisis.
 - Negative growth factors: housing avail./affordability, workforce issues, infrastructure & development timing, and migration (young adults specifically).
- Specific Transportation-Related Feedback
 - Poor north-south mobility across the region
 - Transit & taxi service demand is growing
 - Prioritize new 66th Street & I-94 interchange
 - Prioritize new I-94 interchange west of Mandan
 - UTTC intersection issues w/ ND 1804
 - Traffic issues at Shiloh Dr & N 19th St
 - Bike & Ped feasible along BNSF RR



Previous Study Review

Together 2045: Bismarck's Comp Plan (2022)

	Pop.	Households	Employment
2020	80,000	34,049	57,500
2045	99,647	44,971 - 50,938	N/A
Compound Growth Rate	1.2%	1.1% - 1.6%	N/A

Source: Together 2045: Bismarck's Comprehensive Plan *Imputed

Arrive 2045 Metropolitan Transportation Plan (2020)

	Pop.	Households	Employment
2020	114,300	46,300	71,800
2045	164,500	65,400	121,000
Compound Growth Rate	1.2%	1.2%	1.7%

Source: Arrive 2045 Metropolitan Transportation Plan

Envision 2040: 2015-2040 Bismarck-Mandan MPO Long Range Transportation Plan (2015)

	Households	Employment
2010	41,756	64,100
2040	73,088	124,200
Compound Growth Rate	1.88%	2.23%

Source: Envision 2040: 2015-2040 Bismarck-Mandan MPO Long Range Transportation Plan

Bismarck-Mandan MPO 2010-2035 Long Range Transportation Plan (2010)

	Households	Employment
2007	37,300	52,100
2035	52,900	73,300
Compound Growth Rate	1.26%	1.23%

Source: Bismarck-Mandan MPO 2010-2035 Long Range Transportation Plan



Forecast Methodology

• Cohort-Survival Model

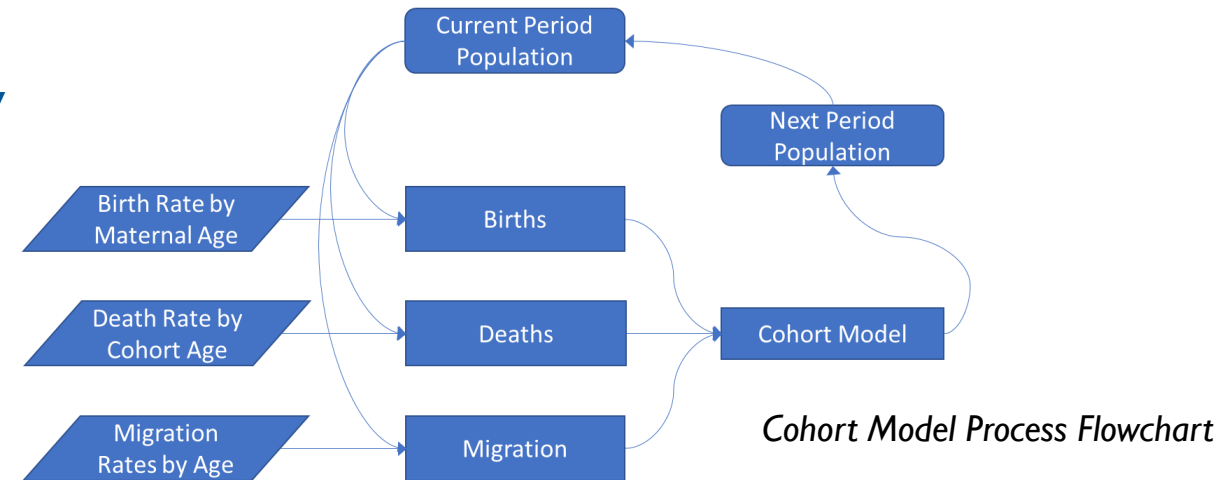
- Estimates population from 2021 to 2050
- Estimates for year 2021, 2025, 2030, 2035, 2040, 2045, & 2050
- Informed by local¹ & national² cohort model examples

• Cohort Model Description

- Cohort component analysis
- Analyzes the ‘components’ of a population such as migration, birth, and death rates.
- Estimates population into the future through births, deaths, and migration, which are applied iteratively over the 5-year time periods as shown above.
- Cohorts are ‘aged’ through the process (i.e. age 55 cohort in 2020 becomes age 60 cohort in 2025).

¹North Dakota Population Projections: 2005 to 2020 (NDSU)

²New York City Population Projections by Age/Sex & Borough (NYC)



2010 Forecast Comparisons			
AREA	2010 FORECAST	2010 DECENNIAL CENSUS	PERCENTAGE DEVIATION ³
North Dakota	645,325	672,591	-4%
Burleigh County	72,531	81,708	-11%
Morton County	27,481	27,570	-0%

2020 Forecast Comparisons			
AREA	2020 FORECAST	2020 DECENNIAL CENSUS	PERCENTAGE DEVIATION ³
North Dakota	651,291	779,094	-16%
Burleigh County	74,727	98,458	-24%
Morton County	29,521	31,503	-6%

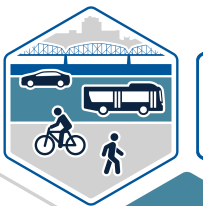
³Developed in 2002, ND Study did not foresee oil boom impacts

- Cohort models are great predictors of shorter time frames (as shown above)
- Important to update forecasts once every five years.



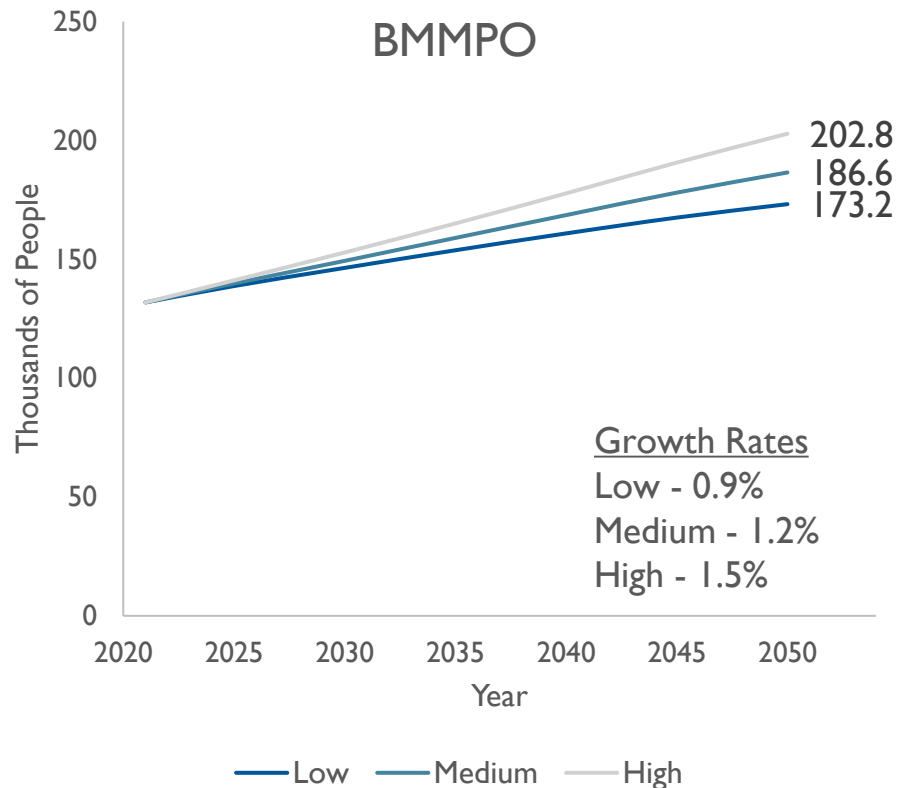
Forecast Methodology

- Housing & Demographics
 - 2020 Decennial Census & 2021 ACS data used to establish household size & makeup.
 - Current demographic information will be used to create a regression analysis between number of households and each age cohort's population. Estimated coefficients can be applied to the forecast age cohort populations to estimate future demographic values.
- Employment
 - Based on gross domestic product (GDP) of Burleigh & Morton Counties.
 - Also influenced by national/regional trends.



Forecast Scenarios

- BMMPO Metropolitan Planning Area



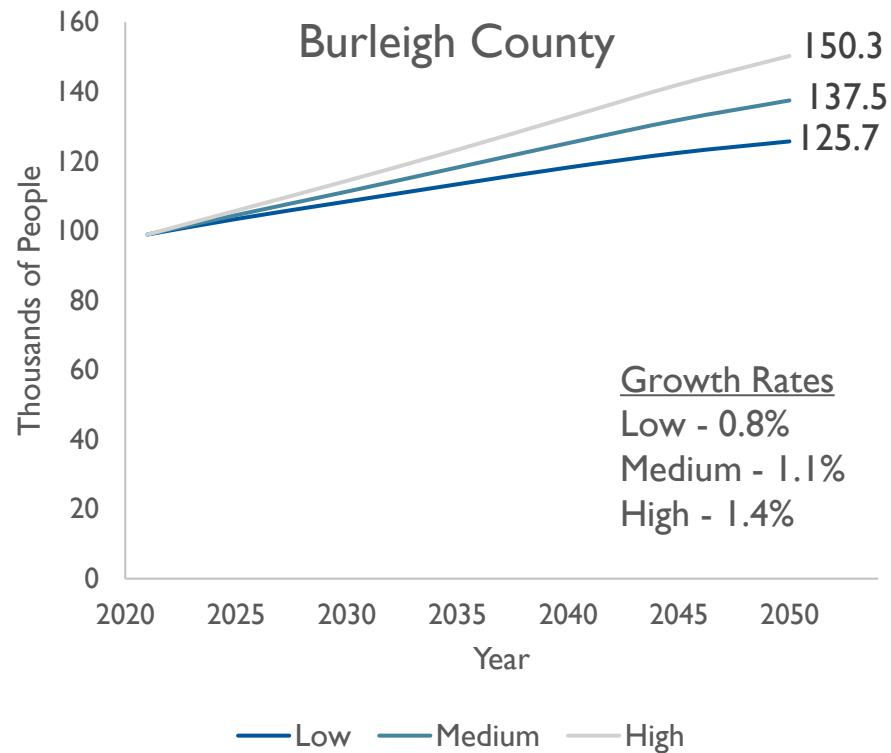
BMMPO			
Year	Low	Medium	High
2021*	131,870	131,870	131,870
2025	138,740	139,860	141,130
2030	146,380	149,380	152,860
2035	153,790	159,040	165,070
2040	160,880	168,640	177,700
2045	167,530	178,120	190,660
2050	173,180	186,610	202,780
Growth Rate	0.9%	1.2%	1.5%

*Source: 2021 ACS 5-Year Estimates Subject Tables



Forecast Scenarios

- Burleigh County



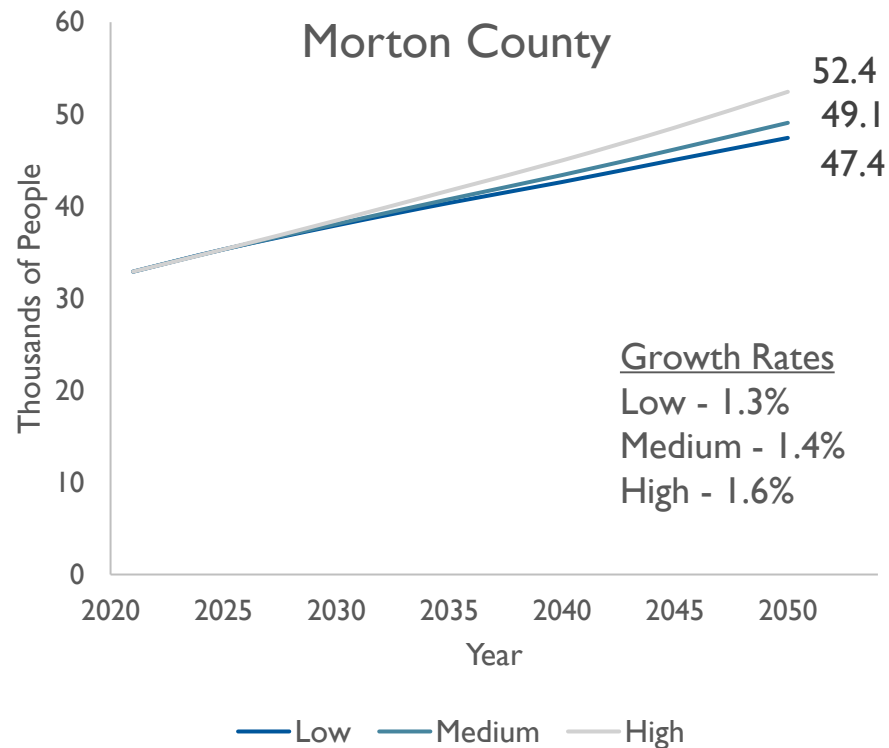
Burleigh County			
Year	Low	Medium	High
2021*	98,950	98,950	98,950
2025	103,410	104,530	105,800
2030	108,440	111,290	114,390
2035	113,410	118,250	123,350
2040	118,230	125,230	132,710
2045	122,470	131,920	142,100
2050	125,740	137,530	150,340
Growth Rate	0.8%	1.1%	1.4%

*Source: 2021 ACS 5-Year Estimates Subject Tables



Forecast Scenarios

- Morton County



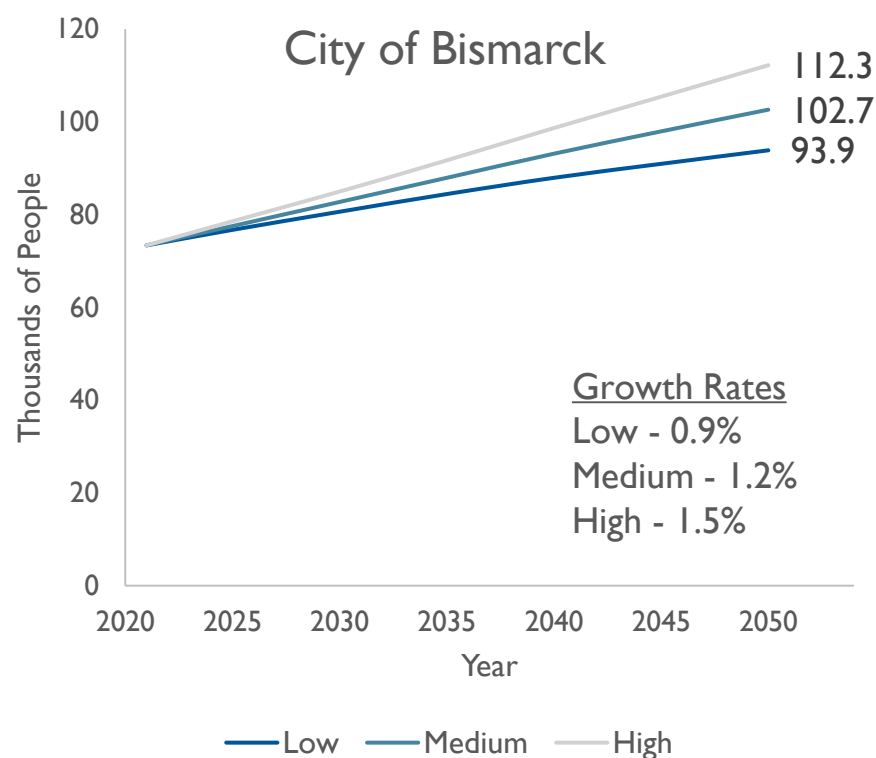
Morton County			
Year	Low	Medium	High
2021*	32,920	32,920	32,920
2025	35,330	35,330	35,330
2030	37,940	38,090	38,470
2035	40,380	40,790	41,720
2040	42,650	43,410	44,990
2045	45,060	46,200	48,560
2050	47,440	49,080	52,440
Growth Rate	1.3%	1.4%	1.6%

*Source: 2021 ACS 5-Year Estimates Subject Tables



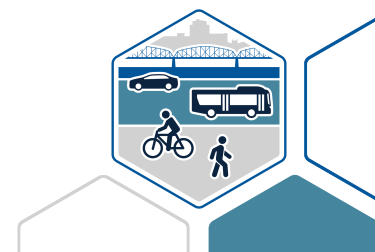
Forecast Scenarios

- Bismarck



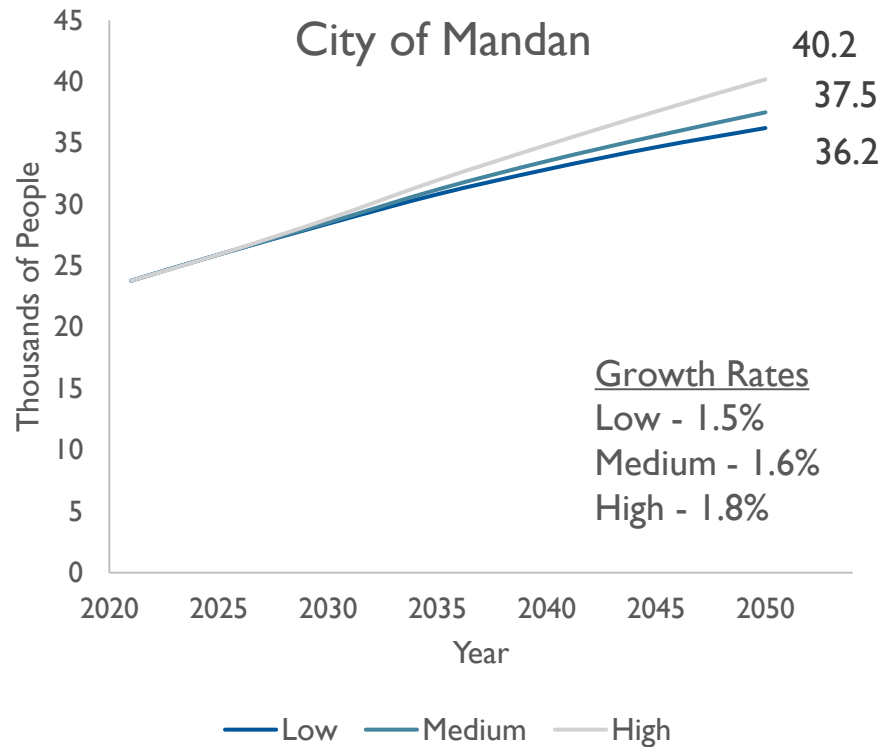
Bismarck			
Year	Low	Medium	High
2021*	73,370	73,370	73,370
2025	76,710	77,530	78,560
2030	80,630	82,740	84,980
2035	84,450	87,950	91,720
2040	87,960	93,160	98,690
2045	90,980	97,980	105,460
2050	93,900	102,670	112,260
Growth Rate	0.9%	1.2%	1.5%

*Source: 2021 ACS 5-Year Estimates Subject Tables



Forecast Scenarios

- Mandan



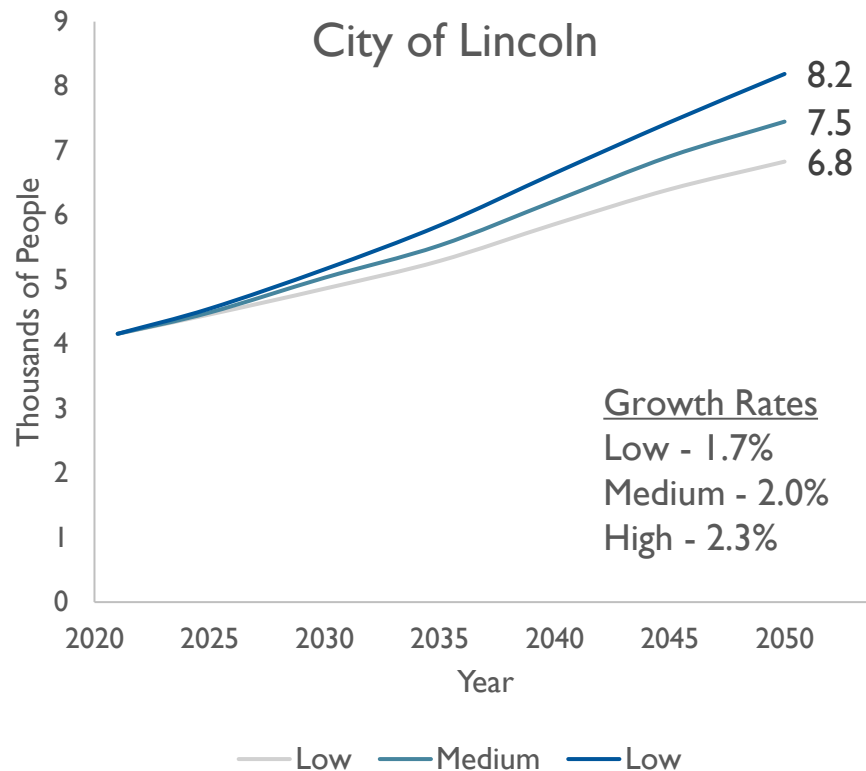
Mandan			
Year	Low	Medium	High
2021*	23,780	23,780	23,780
2025	25,910	25,910	25,910
2030	28,420	28,520	28,810
2035	30,820	31,210	31,970
2040	32,850	33,530	34,840
2045	34,660	35,590	37,580
2050	36,220	37,510	40,190
Growth Rate	1.5%	1.6%	1.8%

*Source: 2021 ACS 5-Year Estimates Subject Tables



Forecast Scenarios

- Lincoln



Lincoln			
Year	Low	Medium	High
2021	4,160	4,160	4,160
2025	4,460	4,490	4,550
2030	4,860	5,030	5,160
2035	5,290	5,530	5,840
2040	5,860	6,220	6,650
2045	6,400	6,910	7,440
2050	6,830	7,450	8,190
Growth Rate	1.7%	2.0%	2.3%

*Source: 2021 ACS 5-Year Estimates Subject Tables



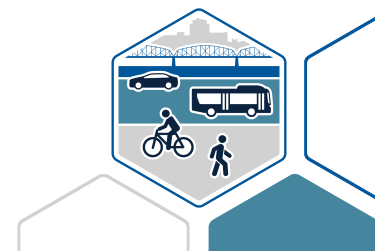
Preferred Population Growth Scenario

- Steering Committee Recommendation
 - *As discussed at meeting 2/13/2023*
- **How will the preferred population growth scenario be used?**
 - Used to allocate households & jobs to specific areas of the Bismarck-Mandan Metro.
 - Growth is allocated to Traffic Analysis Zones (TAZs). There may be minor adjustments by jurisdiction depending on land use capacity/development assumptions, but overall BMMPO population projection will stay the same.
 - TAZ Geographies make up the 'containers' for socioeconomic data in the Travel Demand Model (TDM).
 - TDM is updated prior to developing the Metropolitan Transportation Plan and will forecast traffic behavior and demand in the region based upon several socioeconomic assumptions.



Next Steps

- Baseline Expectations: refine population, households, and employment projections
 - 5-year increments
- Baseline Traffic Analysis Zone (TAZ) allocation
- TAZ Allocation workshops with local jurisdictions/major stakeholders
 - identify growth areas & assign future households and jobs



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PROGRESS REPORT

SRF COMMISSION NO.	022-15824
PROGRESS REPORT NO.	5
DATE	January 31, 2023

REPORTING PERIOD	January 1, 2023 through January 31, 2023
PROJECT NAME	Bismarck-Mandan MPO Transit Development Plan
PREPARED BY	Bill Troe
ROUTE/COPY TO	Teresa Carey
Percent Complete through Period	42%

COMPLETED ACTIVITIES PREVIOUS PERIOD (January 2023)

- Completed technical assessment of current demographics and social conditions.
- Prepared Draft peer assessment memo for distribution in February.
- Prepared Newsletter #3 focusing on funding.
- Prepared screening matrix for the range of organizational structure alternatives.
- Worked with Bis-Man Transit to organize and document use of savings account.
- Initiated discussion of timing for second public meeting.
- Presented status to the MPO committees.

ONGOING ACTIVITY THIS PERIOD (February 2023)

- Review peer assessment memo with staff and transit board.
- Prepare future funding scenario memo.
- Develop alternate governance options and document.

PROJECTED ACTIVITY NEXT PERIOD (March 2023)

- Prepare for Public Meeting2.
- Review organizational structure material with Board of Directors.

PROBLEMS ENCOUNTERED/ITEMS OF NOTE/SCHEDULE REVISIONS

- None.



Bismarck-Mandan Area Transit Development Plan

Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION



Newsletter #3

CONTACTS

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UPCOMING EVENTS

Check Back

Transit Revenue Sources

Bis-Man Transit receives funding for service and buses from a combination of local, state, and federal tax dollars as well as agreements with local partners and passenger fares. Sources include:

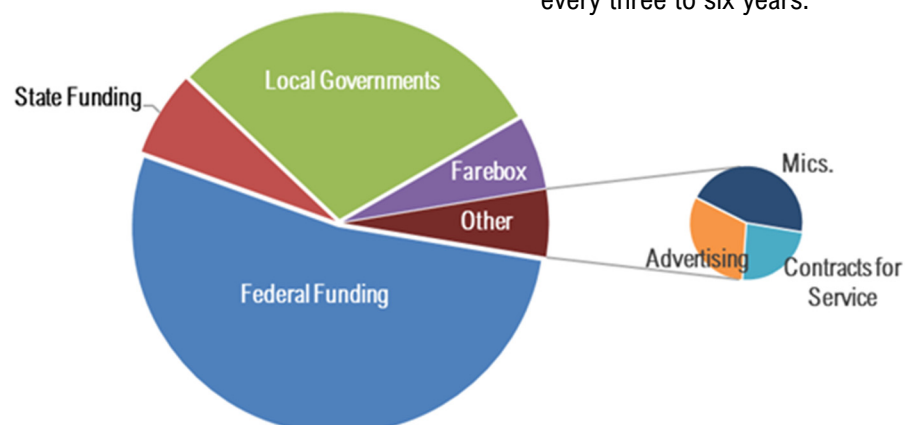
- **Fares:** Payments paid by users account for about 5.8% of total revenue.
- **Federal Programs:** Transit agencies across the country share federal funding similar to how highways are funded. Funding is based on Bis-Man Transit ridership, population density, and amount of service provided.
- **Property/Local Taxes:** Most local revenue is from property taxes.
- **State Funding:** Bis-Man Transit shares funding from state funding with 35 other transit agencies, including other metro areas (Fargo, Grand Forks, Minot) and rural agencies.
- **Advertising.** Bus advertising through the wraps on most vehicles provides Bis-Man transit with almost \$90,000 annually.

Annual Transit Costs

The annual cost of operating Bis-Man Transit's six fixed routes and paratransit services include:

- **Transit Service:** Through the operating contract, Bis-Man Transit employs approximately 55 people, including 36 full and/or parttime drivers and supervisors, 7 vehicle and garage maintenance staff, 8 dispatchers/customer service staff, and 4 administrative staff. Labor costs make up approximately 78% of annual costs.
- **Maintenance and Supplies:** Of the wide range of items Bis-Man Transit consumes to provide service, fuel is the largest single expenditure. Annually, Bis-Man Transit uses approximately 122,000 gallons of fuel to provide 744,200 total miles of service between fixed route and paratransit service. 2022 fuel costs were \$497,600.
- **Administration:** Bis-Man Transit's Executive Director, Marketing and Mobility Specialist and Accountant are employed by the Transit Board. All other staff are included in the service contract, which is re-bid every three to six years.

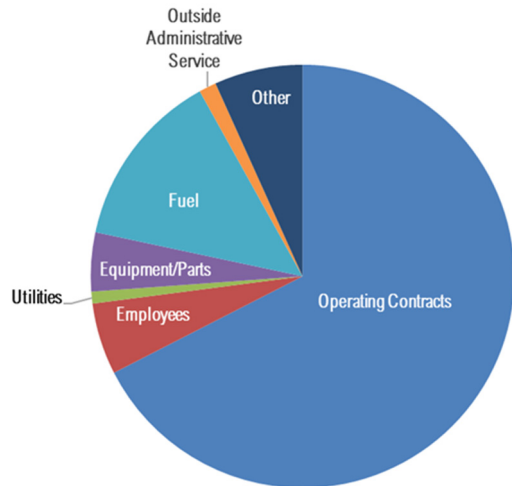
Sources of Funding



2023 Bis-Man
Transit Operating
Budget

\$5.2 Million

Areas of Operating Spending



Paratransit/After Hours Service

Traditionally, service provided through Bis-Man Transit has been identified as either fixed route (CAT) or paratransit service. Paratransit is a door-to-door ride available to people who cannot use fixed route service because they:

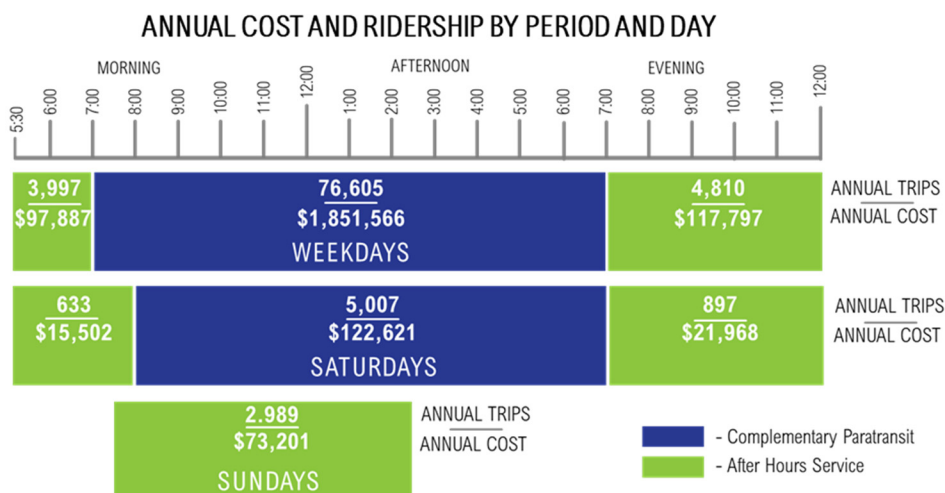
- Have a physical limitation that prevents them from being able to walk to/from a bus stop.
- Have a physical limitation preventing them from being able to stand at a bus stop and get on/off a bus
- Have a cognitive limitation preventing them from being able to ride fixed route service.

In most communities, paratransit service operates the same hours as fixed route service, which is why it is technically referred to as “complementary paratransit” service. Paratransit service through Bis-Man Transit exceeds the defined complementary service by:

- Being available more hours than fixed route service
- Being available more days than fixed route service
- Being open to people in the community who are 70 years old or older

More recently, Bis-Man Transit has addressed these added features through creating the “After Hours” label for service and records use of the After Hours service separately from paratransit service. The purpose of this step is to ensure reporting to the state and Federal Transit Administration (FTA) - organizations who both provide funding for service- can follow how their funds are being spent locally. The diagram below highlights ridership and operating costs for paratransit and After Hours service for the 12 month period from August 2021 through July 2022.

After Hours and Paratransit Ridership and Cost (August 2021—July 2022)



ANNUAL COST AND RIDERSHIP SUMMARY

